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October 2, 2024

SUBMITTED ONLINE VIA CITY OF PORTSMOUTH – OPENGOV PORTAL

Phyllis Eldridge, Chair
Zoning Board of Adjustment
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

RE: 0 Deer Street, Map 118, Lot 28 – Request for Parking Variance as to Stall Layout and Drive Aisle Width Requirements set out in Section 10.1114.20 of the City of Portsmouth’s Zoning Ordinance

Dear Chair Eldridge,

This letter and attached materials are being submitted in support of the Application for Parking Variance as to the Project located at 0 Deer Street, Map 118, Lot 28 and owned by Port Harbor Land LLC (“Port Harbor”).

Port Harbor has obtained all necessary City of Portsmouth Planning Board and Historic District Commission (“HDC”) approvals to construct three (3) new buildings containing eighty (80) residential dwelling units; commercial space; parking; associated community space; landscaping; and other site improvements, including three (3) land parcel transfers to the City of Portsmouth to allow for the realignment of the Russell and Deer Streets intersection and for the City’s future construction of a roundabout at Russell and Market Streets. The parking at issue in this Application relates to two-levels of structured garage parking located in the proposed Building 2. It should be noted that the Project was approved for 180 parking spaces by Conditional Use Permit and is now designed to provide 186 parking spaces. Tandem spaces have also now been reduced. Parking spaces will be utilized by residents and a valet operator. There will be no public self-parking.

As set out in the letter from Walker Consultants Inc. (“Walker”), dated August 21, 2024, updated September 19, 2024, and attached hereto, Port Harbor is requesting a Variance as to the parking space design requirements as set out in Section 10.1114.20 of the City of Portsmouth’s

Zoning Ordinance. The basis of this request and the specifics related thereto are set out in detail in the Walker letter which is fully incorporated herein, and includes the following:

First, the relevant City Ordinance provides for 45°, 60°, and 90° “Angle of Parking.” Port Harbor is requesting a 75° angle of parking on the lower level of the parking garage, Level P1, to both fit within the building layout and maximize parking efficiency.

Second, the City Ordinance provides that for purposes of one-way traffic, the width of the one-way drive aisle shall be eighteen (18) feet for 60° parking. The Applicant, as to Level P1 of the parking garage, is requesting approval of a 17’8” one-way drive aisle. See the attached Plan titled “Building 2 - Level P1 - Parking Plan” as to both the 75° parking angles and 17’8” one-way drive aisle width.

Third, there are four (4) parallel spaces on the upper level of the parking garage, Level 1. All parallel spaces comply with the width requirement as set out in the Zoning Ordinance. All but one of the parallel spaces comply with the 20’ length minimum. The first parallel space as you enter the upper level of the parking garage has a 19’ length. Port Harbor hereby requests a Variance as to the length of that one (1) parallel space.

Fourth, the one-way drive aisle on Level 1 is less than the 14’ minimum called for in the Ordinance. There is a 12’ wide one-way drive aisle at all spaces except for one where a necessary support column reduces the drive aisle down to 10’3” and a Variance is requested in relation thereto. It should be noted however that in relation to the width of the one-way drive aisle, the four (4) parallel spaces are not traditional parking spaces where there are multiple spaces in a row. Due to the angles of the building and drive aisle, vehicles can pull straight in or back into these 4 parallel spaces. Again, due to the nature of the parallel parking configuration, the width of the one-way drive aisle will not impact parking, safety, or the flow of traffic through the garage. See the Plan titled “Building 2 – Level 1 – Parking Plan.”

VARIANCE EVALUATION CRITERIA SUMMARY

- *10.233.21. Granting the variance will not be contrary to the public interest.*

The New Hampshire Supreme Court has indicated that the requirement that a variance not be "contrary to the public interest" is coextensive and related to the requirement that a variance be consistent with the spirit of the ordinance. See *Chester Rod & Gun Club v. Town of Chester*, 152 N.H. 577, 580 (2005); *Malachy Glen Associates, Inc. v. Town of Chichester*, 155 N.H. 102, 105-06 (2007); and *Farrar v. City of Keene*, 158 N.H. 684, 691 (2009). A variance is contrary to the public interest only if it "unduly, and in a marked degree conflicts with the ordinance such that it

violates the ordinance's basic zoning objectives." *Chester Rod & Gun Club*, 152 N.H. at 581; *Farrar*, 158 N.H. at 691. See also *Harborside Associates. L.P. v. Parade Residence Hotel, LLC*, 162 N.H. 508, 514 (2011) ("[m]ere conflict with the terms of the ordinance is insufficient."). Moreover, these cases instruct boards of adjustment to make the determination as to whether a variance application "unduly" conflicts with the zoning objectives of the ordinance "to a marked degree" by analyzing whether granting the variance would "alter the essential character of the neighborhood" or "threaten the public health, safety or welfare" and to make that determination by examining, where possible, the language of the Zoning Ordinance.

As set out in detail in the attached Walker Consultants Inc. Report, the requested Variance as to parking angles, one-way drive aisle widths, and the length of one (1) parallel space, is consistent with the general intent of the Zoning Ordinance for parking geometrics, acceptable parking design practices, and project needs. Additionally, granting the requested Parking Variances will certainly not alter the essential character of the neighborhood, threaten the public health or safety, and would not be contrary to the public interest.

- 10.233.22. *The spirit of the Ordinance will be observed by granting the variances.*

As referenced above, the requested Variances observe the spirit of the Zoning Ordinance and New Hampshire jurisprudence regarding the "public interest" prong of the variance criteria because the Applicant's Project will be consistent with the general and implied purposes of the Zoning Ordinances in this case. Further, the Project will not compromise the character of the neighborhood or threaten the public health, safety, or welfare. As the New Hampshire Supreme Court has indicated in both *Chester Rod & Gun Club* and in *Malachy Glen*, the requirement that the variance not be "contrary to the public interest" is coextensive and is related to the requirement that the variance be consistent with the spirit of the ordinance. See *Chester Rod & Gun Club*, 152 N.H. at 580. A variance is contrary to the spirit of the ordinance only if it "unduly, and in a marked degree conflicts with the ordinance such that it violates the ordinance's basic zoning objectives." *Chester Rod & Gun Club*, 152 N.H. at 581; *Farrar*, 158 N.H. at 691.

As a result, Port Harbor respectfully asserts that the requested Parking Variances are clearly consistent with the spirit of the applicable Ordinance.

- 10.233.23. *Granting the variance would do substantial justice.*

As noted in *Malachy Glen, supra*, "perhaps the only guiding rule [on this factor] is that any loss to the individual that is not outweighed by a gain to the general public is an injustice." *Malachy Glen, supra, citing* 15 P. Loughlin, New Hampshire Practice. Land Use Planning and Zoning § 24.11, at 308 (2000) (quoting New Hampshire Office of State Planning, The Board of

Adjustment in New Hampshire, A Handbook for Local Officials (1997)). In short, there must be some gain to the general public from denying the variance that outweighs the loss to the applicant from its denial.

In this case, the public does not gain anything by denying the requested Variances because the Port Harbor Project will not conflict with the basic zoning objectives implicated by this application and as discussed above. On the contrary, the Port Harbor Project will facilitate the reasonable use of what is now a surface parking lot. The public benefits from the reasonable use of this surface parking lot, and from Port Harbor's investment in the Property, will provide for significant community space, landscaping, and street improvements for the benefit of the public-at-large. Additionally, the Port Harbor Project is consistent with the neighborhood and does not practically conflict with the objectives of the Zoning Ordinance.

- *10.233.24. Granting the variance will not diminish the values of surrounding properties.*

Given the nature of the existing and proposed conditions of the neighborhood, Port Harbor's development of the existing surface parking lot will not diminish surrounding property values. On the contrary, the development of the surface parking lot will clearly enhance the value of all surrounding properties.

- *10.233.25. Literal enforcement of the provisions of the Ordinance would result in an unnecessary hardship.*

As set out in Section 10.233.31 of the Zoning Ordinance, "unnecessary hardship" means that owing to special conditions of the property that distinguish it from other properties in the area; (a) no fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property; and (b) the proposed use is a reasonable one.

The first prong of the Hardship Test requires the Board to determine whether there are special conditions on the underlying property which is the subject of a variance request. This requirement finds its origins in the Standard State Zoning Enabling Act of the 1920s "since it is the existence of those 'special conditions' which causes the application of the zoning ordinance to apply unfairly to a particular property, requiring that variance relief be available to prevent a taking."³ The Supreme Court has determined that the physical improvements on a property can constitute the "special conditions" which are the subject of the first prong of the Hardship Test. *Harborside*, 162 N.H. at 518 (the size and scale of the buildings on the lot could be considered special conditions); *Cf Farrar*, 158, N.H. 689 (where variance sought to convert large, historical

single use residence to mixed use of two residence and office space, size of residence was relevant to determining whether property was unique in its environment).

The second prong of the Hardship Test analysis, pertaining to the relationship between the public purpose of the ordinance provision in question, and its application to the specific property in question, is the codified vestige of a New Hampshire Supreme Court case called *Simplex Technologies, Inc. v. City of Newington* ("*Simplex*"). To summarize, the ZBA's obligation in this portion of its hardship analysis is to determine the purpose of the regulation from which relief is being sought and if there is no specific purpose identified in the regulation, then to consider the general-purpose statements of the ordinance as a whole, so that the ZBA can determine whether the purpose of said ordinance is advanced by applying it to the property in question.

The final prong of the Hardship Test analysis is whether the proposed use is "reasonable."

The Applicant respectfully reminds the ZBA of the New Hampshire Supreme Court's substantive pivot in *Simplex*. The *Simplex* case constituted a "sharp change in the New Hampshire Supreme Court's treatment of the necessary hardship requirement." The *Simplex* Court noted that under the unnecessary hardship standard, as it had been developed by the Court up until that time, Variance were very difficult to obtain unless the evidence established that the property owner could not use his or her property in any reasonable manner." *This standard is no longer the required standard in New Hampshire*. The Applicant does not have an obligation to affirmatively prove that the underlying Property cannot be reasonably used without the requested variance modification. Rather, the critical question under the Hardship Test is whether the purpose of the Zoning Ordinance is fairly and substantially advanced by applying it to the Applicant's Property considering the Property's unique setting and environment. This approach is consistent with the Supreme Court's pivot away from the overly restrictive pre-*Simplex* hardship analysis "to be more considerate of the constitutional right to enjoy property."

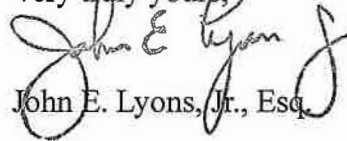
Port Harbor would respectfully assert that because both the Planning Board and the HDC have provided all necessary approvals for this Project, the proposed use and development of 2 Russell Street is a reasonable one.

Additionally, owing to special conditions of the Property that distinguish it from other properties in the area, no fair and substantial relationship exists between the general public purposes of the Ordinance provision and the specific Application of the relevant portions of the Parking Ordinance as to the Property. Here, Port Harbor is developing a unique surface parking lot that is clearly distinguished from other properties in the area. Additionally, as shown on the attached photos showing the existing conditions and shape of the surface parking lot, the Property is clearly distinguishable from other properties in the area.

Port Harbor has received all City approvals both from the Planning Board and the HDC to develop this uniquely shaped surface parking lot in order to construct three (3) separate buildings containing eighty (80) residential dwelling units; commercial space; parking; associated community space; landscaping; and other site improvements. The City is also receiving the public benefit of 3 land parcel transfers to allow for the realignment of the Russell Street and Deer Street intersection and for the City's future construction of a roundabout at the intersection of Russell Street and Market Street. Because of the related design of Building 2, and the two-level, 186 parking space garage to be constructed therein, no fair and substantial relationship exists between the general public purpose of the Zoning Ordinance and the specific Application herein. In fact, the requested Parking Variances as to the angle of parking; the one parallel parking space length; and the one-way drive aisle widths are de minimis and meet the intention of the Zoning Ordinance for parking geometrics and acceptable parking design practices.

Thank you to you and the Board for your consideration regarding this matter.

Very truly yours,



John E. Lyons, Jr., Esq.

DOCUMENTS AND EXHIBITS

Digital Land Use Application Form submitted through OpenGov (View Point Cloud) Portal.

- Tighe & Bond – North End Mixed Use Development – Packet including Approved Site Plans



1075 Main Street, Suite 410
Waltham, MA 02451
617.350.5040

August 21, 2024

(updated 9-19-2024)

Phyllis Eldridge, Chair
Zoning Board of Adjustment
City of Portsmouth
1 Junkins Ave
Portsmouth, NH 03801

Re: *Russell Street Development*
2 Russell Street
Parking Variance Request

Chairperson Eldridge:

The purpose of this letter is to support a variance request for the proposed 2 Russel Street Project. The variance request is related to adjustments to, and interpretation of zoning required parking geometrics. It is my professional opinion that the parking system meets or exceeds the intention of zoning geometrics and acceptable parking design practice for the project's needs.

The Russell Street Development is a mixed-use development designed to provide 186 structured parking spaces within two levels of structured parking. This exceeds the approved 180 spaces by conditional use permit. The parking spaces will be used by residents of the development and a valet operator currently operating parking across the street. There will be no public self-parking. There will be traditional parking spaces, tandem spaces, and semi-automated puzzle parking used by the valet operator.

Two International Group has retained Walker Consultants (Walker) to assist with a request for a variance to the parking space design requirements in *Section 10.1114.20 - Stall Layout of the City of Portsmouth Zoning Ordinance*. Our approach is to compare the "comfort" as defined by Level of Service (LOS) of the allowed zoning geometrics compared to the provided LOS by the design.

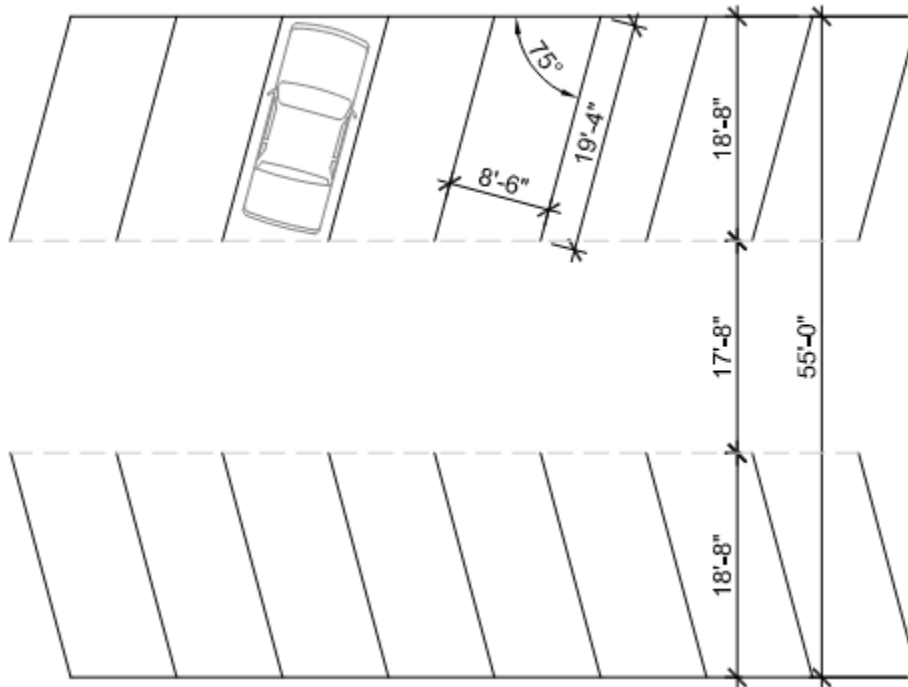
Walker and the parking industry utilize a Level of Service (LOS) approach, grading various aspects of parking on an A-D, F scale. LOS is defined and outlined in Chrest, Smith, et al. *Parking Structures: Planning, Design, Construction, Maintenance & Repair* (3rd Edition) Kluwer. Generally described, LOS A is the most generous grade often used for retail, medical office buildings and other high turnover environments with less familiar drivers. LOS D is a grade given to the tightest allowable metrics and is often used for residential, office, and other parking environments with regular drivers who learn the nuances of the parking facility in question. LOS F is a failing grade and not recommended. In addition to indicating comfort, LOS can be used to communicate and compare the equivalence of different combinations of parking geometrics.

75- Degree Spaces

Within section 10.1114.21 of the ordinance, there are minimum dimensions for 90-degree parking and several typical angled spaces, but 75-degree parking is not listed in the section Table as permitted. It is worth noting that parking design commonly uses 75-degree, 70-degree, and other angles in addition to the 90, 60, and 45-degree listed in the zoning table. Two International Group is requesting the use of 75-degree parking to both fit within the building layout and maximize efficiency for the parking. As context, Walker often sees one-way 75-degree parking in this region and is requesting an equivalent LOS 17'-8" drive aisle with the 8'-6" by 19' spaces.

As comparison, Zoning allows for a 22' drive aisle for 90-degree within a parking structure with 19' long spaces. The combination of these dimensions is a "module" (space length + aisle width + space length) of 60'. Walker grades the ninety-degree parking with 8'-6" wide spaces and 60' module at a LOS C. This is adequate for the low turnover, residential users of these spaces. An equivalent LOS C module for 75-degree, 8'-6" wide spaces is 55'. This comparable 75-degree LOS C condition creates a 19'-4" stripe dimension, and a 17'-8" drive aisle. This module also allows for the Zoning compliant 19' x 8'-6" space minimums shown in the Key Table in section 10.1114.21. See Figure 1. Further to this, Walker sees this similar parking condition and LOS C in dozens of designs through-out the region.

Figure 1: 75-degree Parking Layout



Parallel Spaces

There are four parallel spaces on the First Floor. All spaces, comply with the 8'-6" width as noted in Zoning section 10.1114.21. All spaces, but one (space 1 – 19'), comply with the 20' length minimum and the drive aisle is less than the required 14'. Two International Group is requesting a variance for parallel space length and drive aisle width. The four parallel spaces are not traditional parallel spaces where there are multiple spaces in a row,

requiring the driver to make the traditional parallel parking swivel maneuver to park in them. Due to the angles of the building and drive aisles, vehicles can pull straight or back into these parallel spaces, so they behave more like regular parking spaces. The required adjacent aisle width and stall length do not aid the maneuvering vehicles in and out these spaces. In keeping with the equivalent metrics for 75-degree spaces, Walker's LOS C drive aisle for a parallel space is 12'. There is a 12' wide drive aisle at all spaces, except for one where a necessary column reduces the drive aisle down to 10'-3" (at space 23). Again, due to the nature of the parallel parking configuration, this specific location is a travel lane and will not impact parking or the flow of traffic through the garage.

As stated, it is my professional opinion that the designed parking meets the intention of the Zoning Ordinance for parking geometrics and acceptable parking design practice for the project's needs. I remain available to answer any questions in this regard.

Sincerely,



WALKER CONSULTANTS

Arthur G. Stadig, PE



10.1114.20 Stall Layout

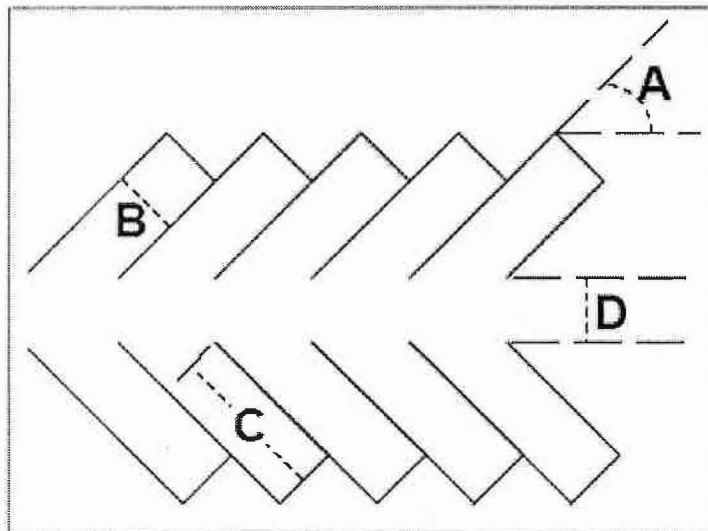
10.1114.21 Parking spaces and **maneuvering aisles** shall be laid out in compliance with the minimum dimensions set forth in the Table of **Off-Street Parking Dimensions**.

Table of Off-Street Parking Dimensions

A Angle of Parking (degrees)	B Width of Parking Space	C Depth of Parking Space	D Width of Maneuvering Aisle *	
			1-way traffic	2-way traffic
0°	8.5'	20'	14'	24'
45°	8.5'	19'	16'	24'
60°	8.5'	19'	18'	24'
90°	8.5'	19'	24'	24'

* The minimum width of a **maneuvering aisle** shall be 22 feet for (a) an aisle for 2-way traffic providing access to fewer than 7 parking spaces, or (b) an aisle in a parking structure for 2-way traffic, or (c) an aisle in a parking structure for 1-way traffic with 90-degree parking.

Key to Table of Off-Street Parking Dimensions



Emily S. Garvin
Planner



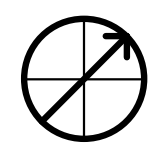
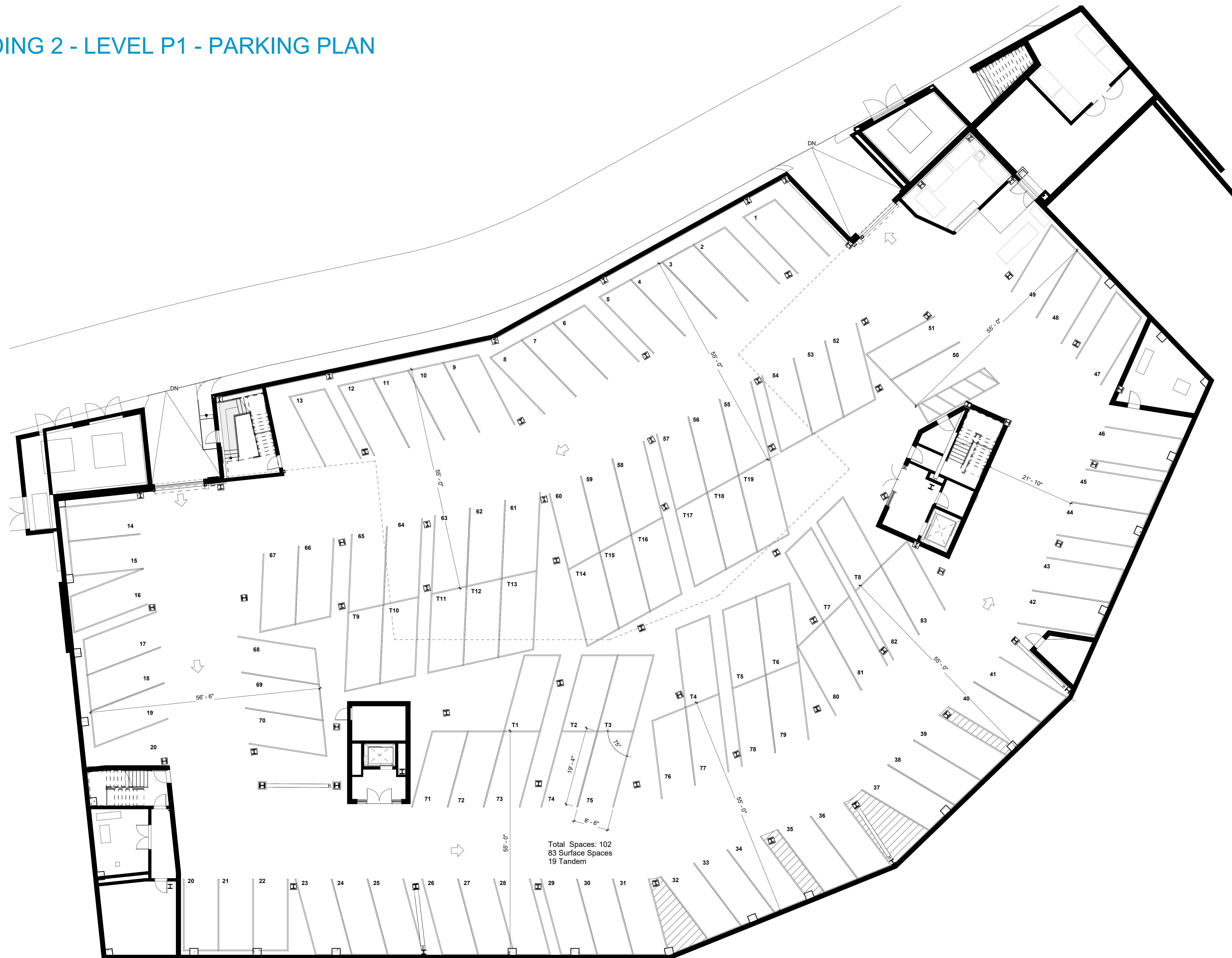
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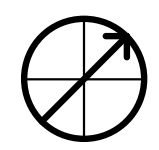
BUILDING 2 - LEVEL P1 - PARKING PLAN



BUILDING 2 - LEVEL 1 - PARKING PLAN



Total Spaces: 84
25 Surface Spaces
53 Stacker Spaces
6 Tandem



EXISTING LAND USE
SURFACE PARKING
LOT - PHOTO 1



AC Hotel Portsmouth
Downtown/Waterfront

Green St

Green St

2 Russell St

jessica todd

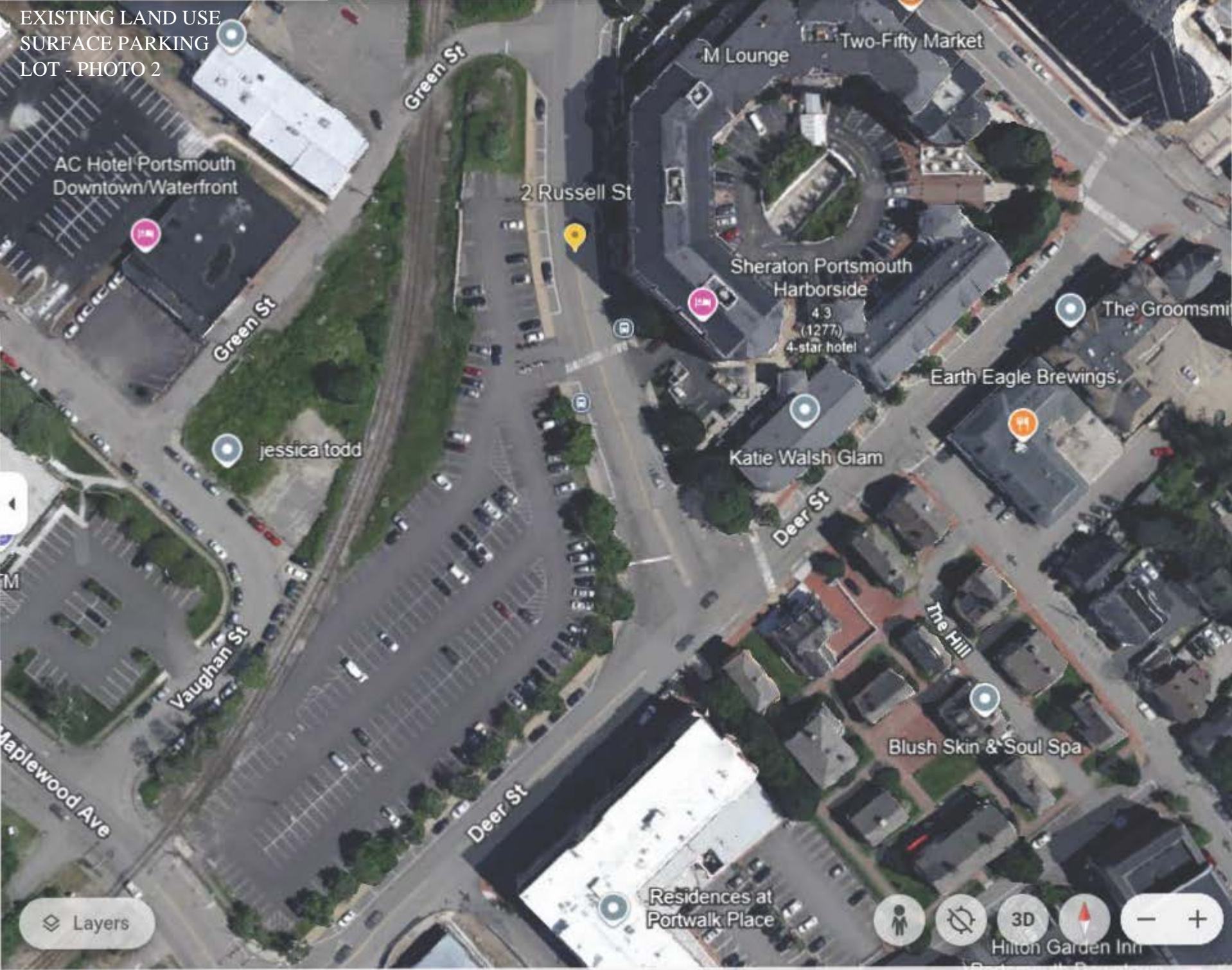
Vaughan St

Deer St

Residences at
Portwalk Place

Layers

EXISTING LAND USE
SURFACE PARKING
LOT - PHOTO 2



September 18, 2024

Phyllis Eldridge, Chair
Zoning Board of Adjustment
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

Re: *2 Russell Street Development*
Parking Variance Request


Dear Chairperson Eldridge,

On behalf of Port Harbor Land LLC, the Owner of the property located at 2 Russell Street, City of Portsmouth, County of Rockingham, State of New Hampshire, Attorney John E. Lyons, Jr. is fully authorized to file the Land Use Application for Parking Variance being submitted herewith.

Thank you.

PORT HARBOR LAND LLC

9-18-24
Date:


By: Ryan D. Plummer,
Duly Authorized Agent

SITE DATA:
 LOCATION: TAX MAP 118 LOT 28 OWNER: PORT HARBOR LAND LLC
 TAX MAP 119 LOT 1-1A 1000 MARKET ST
 TAX MAP 119 LOT 1-1C BUILDING ONE
 PORTSMOUTH, NH 03801
 TAX MAP 119 LOT 4
 TAX MAP 124 LOT 12
 TAX MAP 125 LOT 21
 TAX MAP 125 LOT 28

ZONING DISTRICT: CHARACTER DISTRICT 5 (CD5)
 DOWNTOWN OVERLAY DISTRICT
 NORTH END INCENTIVE OVERLAY DISTRICT
 HISTORIC DISTRICT

PROPOSED USE: MIXED USE, RESIDENTIAL, RETAIL

DEVELOPMENT STANDARDS

BUILDING PLACEMENT (PRINCIPAL BUILDING)	REQUIRED	PROPOSED	MAP 118 LOT 28	MAP 124 LOT 12	MAP 125 LOT 21
MAXIMUM PRINCIPAL FRONT YARD:	5 FT	6 FT ⁽¹⁾	10 FT ⁽¹⁾	10 FT ⁽¹⁾	10 FT ⁽¹⁾
SIDE YARD:	NR	5 FT	20 FT	20 FT	20 FT
MINIMUM REAR YARD:	NR	5 FT	20 FT	20 FT	20 FT
FRONT LOT LINE LENGTH:	NR	81%	100%	84%	84%
MINIMUM FRONT LOT LINE BULDOUT:	80%				
BUILDING AND LOT OCCUPATION:					
MAXIMUM BUILDING BLOCK LENGTH:	225 FT	107 FT	104 FT	225 FT	225 FT
MAXIMUM FACADE MODULATION LENGTH:	150 FT	<100 FT	<100 FT	<100 FT	<100 FT
MAXIMUM ENTRANCE SPACING:	50 FT	<50 FT	<50 FT	<50 FT	<50 FT
MAXIMUM BUILDING COVERAGE:	95%	65%	71%	59%	59%
MAXIMUM BUILDING FOOTPRINT:	40,000 SF ⁽²⁾	11,950 SF	39,255 SF	11,210 SF	11,210 SF
MINIMUM LOT AREA:	NR	NR	33%	42%	42%
MINIMUM OPEN SPACE:	5%	15,000 SF	7,975 SF	10,419 SF	8,067 SF
MAXIMUM GROUND FLOOR GFA PER USE:					
BUILDING FORM (PRINCIPAL BUILDING)					
BUILDING HEIGHT:	2-4 STORIES	MAP 125 LOT 21 4 STORIES	MAP 118 LOT 28 5 STORIES ⁽³⁾	MAP 124 LOT 12 5 STORIES ⁽³⁾	MAP 125 LOT 21 4 STORIES
MAXIMUM FINISHED FLOOR SURFACE OF GROUND FLOOR ABOVE SIDEWALK GRADE:	36 IN	0 IN	0 IN	0 IN	0 IN
MINIMUM GROUND STORY HEIGHT:	12 FT	16.5 FT	14.0 FT	13.0 FT	14.0 FT
MINIMUM SECOND STORY HEIGHT:	10 FT	10 FT	10.5 FT	10.5 FT	10.5 FT
FACADE GLAZING:	SHOP FRONT	70% MIN.	75%	73%	71%
ALLOWED ROOF TYPES:	FLAT, GABLE, HIP	FLAT	FLAT	FLAT	FLAT

OFF-STREET PARKING REQUIREMENTS

PARKING SPACES REQUIRED:	REQUIRED	PROPOSED
COMMERCIAL:	NO REQUIREMENT IN DDD	0 SPACES
DWELLING UNITS:	OVER 750 SF, 1.3 SPACES PER UNIT	80 UNITS 104 SPACES
VISITOR SPACES:	1 SPACE PER 5 DWELLING UNITS	80 UNITS 16 SPACES
EXISTING HOTEL:	0.75 SPACES PER GUEST ROOM	181 ROOMS 136 SPACES
EXISTING SEATED CONDO SPACES:	SHERATON CONDOS	24 SPACES
DEER STREET CONDOS		58 SPACES
DOWNTOWN OVERLAY DISTRICT:		4 SPACES
TOTAL MINIMUM PARKING SPACES REQUIRED:		334 SPACES
TOTAL PARKING SPACES PROVIDED:		154 SPACES
EXISTING SHERATON HOTEL PARKING ON SITE SURFACE PARKING:		154 SPACES
TOTAL SPACES PROVIDED:		340 SPACES

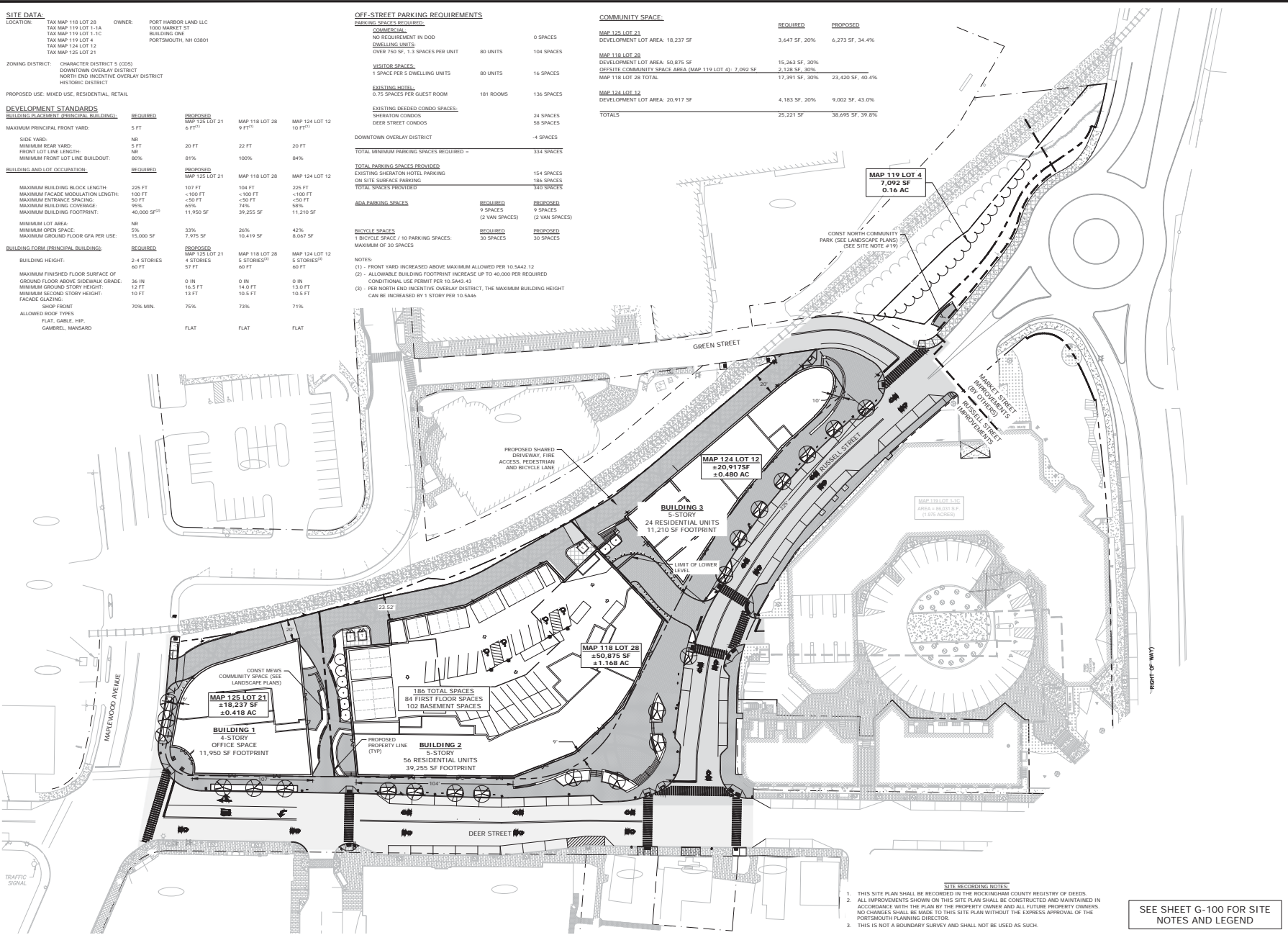
ADA PARKING SPACES: REQUIRED 9 SPACES (2 VAN SPACES) PROPOSED 9 SPACES (2 VAN SPACES)

BICYCLE SPACES: REQUIRED 1 BICYCLE SPACE + 10 PARKING SPACES. MAXIMUM OF 30 SPACES. PROPOSED 30 SPACES

NOTES:
 (1) - FRONT YARD INCREASED ABOVE MAXIMUM ALLOWED PER 10 SA42.12
 (2) - ALLOWABLE BUILDING FOOTPRINT INCREASE UP TO 40,000 PER REQUIRED
 (3) - PER NORTH END INCENTIVE OVERLAY DISTRICT, THE MAXIMUM BUILDING HEIGHT CAN BE INCREASED BY 1 STORY PER 10 SA44.

COMMUNITY SPACE:

REQUIRED	PROPOSED
MAP 125 LOT 21 DEVELOPMENT LOT AREA: 18,237 SF	3,647 SF, 20% 6,273 SF, 34.4%
MAP 118 LOT 28 DEVELOPMENT LOT AREA: 50,875 SF	15,263 SF, 30%
OFF-SITE COMMUNITY SPACE AREA (MAP 119 LOT 4): 7,092 SF	2,128 SF, 30%
MAP 118 LOT 28 TOTAL:	17,391 SF, 30% 23,420 SF, 40.4%
MAP 124 LOT 12 DEVELOPMENT LOT AREA: 20,917 SF	4,183 SF, 20% 9,002 SF, 43.0%
TOTALS:	25,221 SF 38,695 SF, 39.8%



North End Mixed Use Development

Two International Group

Russell Street & Deer Street
 Portsmouth, NH

K	9/24/2024	Extension Request Submission
J	7/19/2024	Phase 1 Building Permit Set
I	5/22/2023	Act Submission
H	12/5/2022	Act Submission
G	11/23/2022	PB Submission
F	11/18/2022	Traffic Peer Review
E	10/20/2022	TAC Resubmission
D	9/28/2022	Intersection Realignment
MARK	DATE	DESCRIPTION
PROJECT NO.	T5037-002	
DATE	May 24, 2022	
FILE:	T5037-002-C-DSGN.DWG	
DRAWN BY:	C.K	
CHECKED:	N.M	
APPROVED:	PAC	

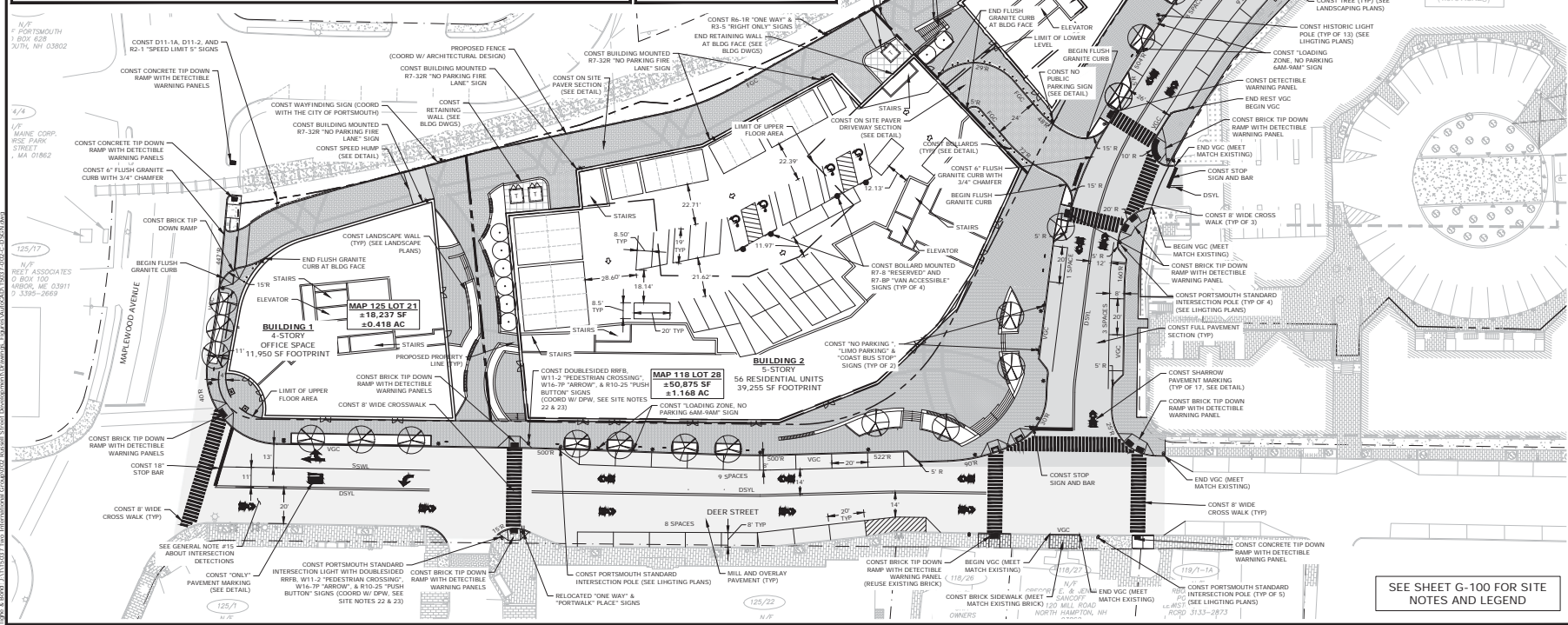
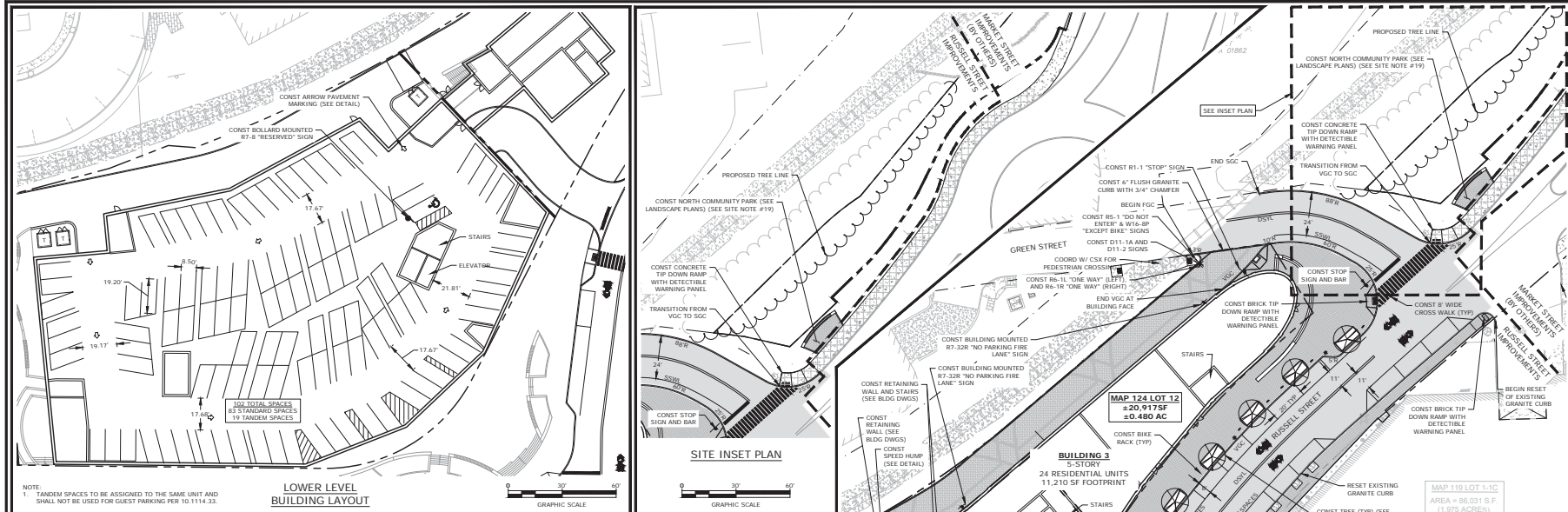
OVERALL SITE PLAN

SCALE: AS SHOWN
C-102

- SITE RECORDING NOTES:**
- THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.
 - ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNERS AND ALL FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.
 - THIS IS NOT A BOUNDARY SURVEY AND SHALL NOT BE USED AS SUCH.

SEE SHEET G-100 FOR SITE NOTES AND LEGEND

Mark & Short Associates, Inc. 339 Main St., Portsmouth, NH 03801
 Tel: 603.433.3333 Fax: 603.433.3334 Email: info@markandshort.com
 Mark & Short Associates, Inc. 339 Main St., Portsmouth, NH 03801
 Tel: 603.433.3333 Fax: 603.433.3334 Email: info@markandshort.com



North End Mixed Use Development

Two International Group

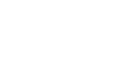
Russell Street & Deer Street
Portsmouth, NH

K	9/24/2024	Extension Request Submission
J	7/19/2024	Phase 1 Building Permit Set
I	5/22/2023	ACT Submission
H	12/5/2022	ACT Submission
G	11/23/2022	PB Submission
F	11/18/2022	Traffic Peer Review
E	10/20/2022	TAC Resubmission
D	9/28/2022	Intersection Realignment
MARK	DATE	DESCRIPTION
PROJECT NO.	T5037-002	
DATE:	May 24, 2022	
FILE:	T5037-002-C-050N.DWG	
DRAWN BY:	C.K	
CHECKED:	N.M	
APPROVED:	PAC	

SITE PLAN

SCALE: AS SHOWN
C-102.1

SEE SHEET G-100 FOR SITE NOTES AND LEGEND



- GENERAL NOTES:**
- THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, REPAIR EXISTING UTILITIES AND RELOCATE EXISTING UTILITIES REQUIRED TO COMPLETE THE WORK.
 - COORDINATE ALL WORK WITHIN PUBLIC RIGHT OF WAY WITH THE CITY OF PORTSMOUTH.
 - THE CONTRACTOR SHALL EMPLOY A NEW HAMPSHIRE LICENSED LAND SURVEYOR TO DETERMINE ALL LINES AND GRADES.
 - THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES. CALL DIG-AND-LOC TO SAFETY AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES AND COMPLY WITH THE CONDITIONS OF ALL OF THE PERMIT APPROVALS.
 - THE CONTRACTOR SHALL OBTAIN AND PAY FOR AND COMPLY WITH ADDITIONAL PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND NECESSARY PERMITS AND APPROVALS FROM THE AUTHORITIES HAVING JURISDICTION.
 - THE CONTRACTOR SHALL PHASE DEMOLITION AND CONSTRUCTION AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO EXISTING BUSINESSES AND HOMES THROUGHOUT THE CONSTRUCTION PERIOD. EXISTING BUSINESS AND HOME SERVICES INCLUDE, BUT ARE NOT LIMITED TO ELECTRICAL, MECHANICAL, PLUMBING, WATER AND SEWER SERVICES, TELEPHONE AND CABLE SERVICES. EXISTING SERVICE, IF REQUIRED, SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. CONTRACTOR SHALL PROVIDE DETAILED CONSTRUCTION SCHEDULE TO OWNER PRIOR TO ANY DEMOLITION/CONSTRUCTION ACTIVITIES AND SHALL COORDINATE TEMPORARY SERVICES TO ADJUTERS WITH THE UTILITY COMPANY AND AFFECTED ADJUTER.
 - ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE, AND LOCAL CODES & SPECIFICATIONS.
 - ALL WORK SHALL CONFORM TO THE CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS, STANDARD SPECIFICATIONS AND WITH THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION, "STANDARD SPECIFICATIONS OF ROADS AND BRIDGE CONSTRUCTION", CURRENT EDITION.
 - CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (DWG AND PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT. AS-BUILTS SHALL BE PREPARED AND CERTIFIED BY A NEW HAMPSHIRE LICENSED LAND SURVEYOR.
 - CONTRACTOR SHALL THOROUGHLY CLEAN ALL CATCH BASINS AND DRAIN LINES, WITHIN THE LIMIT OF WORK, OF SEDIMENT IMMEDIATELY UPON COMPLETION OF CONSTRUCTION.
 - SEE EXISTING CONDITIONS PLAN FOR BENCH MARK INFORMATION.
 - APPLICANT SHALL SUBMIT, AS PART OF THE FINAL POST APPROVAL PROCEDURES, RELEVANT FTAP INFORMATION USING THE MOST RECENT ONLINE DATA PORTAL CURRENTLY MANAGED BY THE UNH STORMWATER CENTER. THE PLANNING DEPARTMENT SHALL BE NOTIFIED AND COPIED OF THE FTAP DATA SUBMITTAL.
 - A VIDEO INSPECTION OF THE EXISTING SEWER AND DRAIN LINES ON MAPLEWOOD AVENUE, DEER STREET AND RUSSELL STREET SHALL BE COMPLETED AND PROVIDED TO PORTSMOUTH DPW BOTH BEFORE AND AFTER CONSTRUCTION.
 - CONTRACTOR SHALL INSTALL INTERSECTION VIDEO DETECTION FOR MAPLEWOOD AVENUE AND DEER STREET INTERSECTION. COORDINATE WITH THE CITY OF PORTSMOUTH TRAFFIC DEPARTMENT.
- DEMOLITION NOTES:**
- EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.
 - ALL MATERIALS SHALL BE REMOVED TO THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND REGULATIONS.
 - COORDINATE REMOVAL, RELOCATION, DISPOSAL OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY.
 - ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/ DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO MATCH ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT AN ADDITIONAL COST TO THE OWNER.
 - SAW CUT AND REMOVE PAVEMENT ONE (1) FOOT OFF PROPOSED EDGE OF PAVEMENT OR EXISTING CURB LINE IN ALL AREAS WHERE PAVEMENT IS TO BE REMOVED OR RECONSTRUCTED.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DEMOLITION AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK, EXCEPT FOR WORK IN THE CITY OF PORTSMOUTH.
 - ALL UTILITIES SHALL BE TERMINATED AT THE MAIN LINE PER UTILITY COMPANY AND CITY OF PORTSMOUTH STANDARDS. THE CONTRACTOR SHALL REMOVE ALL ABANDONED UTILITIES LOCATED WITHIN THE LIMITS OF WORK UNLESS OTHERWISE NOTED.
 - CONTRACTOR SHALL VERIFY ORIGIN OF ALL DRAINING AND UTILITIES PRIOR TO REMOVAL/TERMINATION TO DETERMINE IF DRAINS OR UTILITY IS ACTIVE, AND SERVICES ANY ON OR OFF-SITE STRUCTURE TO REMAIN. THE CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF ANY UTILITY FOUND AND MAINTAIN THESE UTILITIES UNTIL PERMANENT SOLUTION IS IN PLACE.
 - PAVEMENT REMOVAL LIMITS ARE SHOWN FOR CONTRACTOR'S CONVENIENCE. ADDITIONAL PAVEMENT REMOVAL MAY BE REQUIRED DEPENDING ON THE CONTRACTOR'S OPERATIVE CONDITION. CONTRACTOR TO VERIFY LIMITS OF PAVEMENT REMOVAL PRIOR TO BID.
 - CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE PADS, UTILITIES AND PAVEMENT WITHIN THE WORK LIMITS UNLESS OTHERWISE SPECIFIED. CONCRETE SHALL BE RECYCLED AND REUSE BUT ARE NOT LIMITED TO: CONCRETE, PAVEMENT, CURBS, LIGHTING, MANHOLES, CATCH BASINS, UNDER GROUND PIPING, POLES, STAKES, SIGNS, FENCES, BARRIS, WALLS BARRIS, BULLDOZERS, BULLDOZER FOUNDATION, TREES AND LANDSCAPING.
 - REMOVE TREES AND BUSH AS REQUIRED FOR COMPLETION OF WORK. CONTRACTOR SHALL GRUB AND REMOVE ALL STUMPS WITHIN LIMITS OF WORK AND DISPOSE OF OFF SITE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS.
 - CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES FROM DEMOLITION AND CONSTRUCTION OPERATIONS. SHOULD ANY MONUMENTATION BE DISTURBED BY THE CONTRACTOR, THE CONTRACTOR SHALL EMPLOY A NEW HAMPSHIRE LICENSED SURVEYOR TO RE-ESTABLISH AND RE-SET DISTURBED MONUMENTS.
 - PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS/CURB INLETS WITHIN CONSTRUCTION LIMITS AS WELL AS CATCH BASINS/CURB INLETS THAT RECEIVE RUNOFF FROM CONSTRUCTION. INLET PROTECTION BARRIERS SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE "HIGH FLOW SILT SACK" BY ACF ENVIRONMENTAL OR EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN EVENT 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 THE FABRIC BECOMES CLOGGED OR SEDIMENT HAS ACCUMULATED TO 1/4 THE DESIGN DEPTH OF THE BARRIER.
 - 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.
 - SAW CUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL UTILITIES TO BE REMOVED AND PROPOSED UTILITIES LOCATED IN EXISTING PAVED AREAS TO REMAIN.
 - THE CONTRACTOR SHALL REMOVE AND SALVAGE EXISTING GRANITE CURB FOR REUSE.
- SITE NOTES:**
- PAVEMENT MARKINGS SHALL BE INSTALLED AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, ADA SYMBOLS, PAINTED ISLANDS, FIRE LANES, CROSS WALKS, ARROWS, LEGENDS AND CENTER LINES. ALL MARKINGS EXCEPT CENTERLINE AND MEDIAN ISLANDS TO BE CONSTRUCTED USING WHITE PAVEMENT MARKINGS. ALL THERMOPLASTIC PAVEMENT MARKINGS INCLUDING LEGENDS, ARROWS, CROSSWALKS AND STOP BARS SHALL MEET THE REQUIREMENTS OF ASHOTO M24B TYPE "P".
 - ALL PAVEMENT MARKINGS AND SIGNS TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS, LATEST EDITIONS.
 - SEE DETAILS FOR PAVEMENT MARKINGS, ADA SYMBOLS, SIGNS AND SIGN POSTS.
 - CENTURIES SHALL BE FOUR (4) INCH WIDE YELLOW LINES.
 - PAINTED ISLANDS SHALL BE FOUR (4) INCH WIDE DIAGONAL LINES AT 3'-0" O.C. BORDERED BY FOUR (4) INCH WIDE LINES.
 - STOP BARS SHALL BE EIGHTEEN (18) INCHES WIDE, WHITE THERMOPLASTIC AND CONFORM TO CURRENT MUTCD STANDARDS.
 - CLEAN AND COAT VERTICAL FACES OF EXISTING PAVEMENT AT SAW CUT LINE WITH IR-1 EMULSION IMMEDIATELY PRIOR TO PLACING NEW BITUMINOUS CONCRETE.
 - CONTRACTOR TO PROVIDE BACKFILL AND COMPACTION AT CURB LINE AFTER CONCRETE FORMS FOR SIDEWALKS AND PADS HAVE BEEN STRIPPED. COORDINATE WITH BUILDING CONTRACTOR.
 - ALL LIGHT POLE BASES NOT PROTECTED BY A RAISED CURB SHALL BE PAINTED YELLOW.
 - COORDINATE ALL WORK ADJACENT TO BUILDING WITH BUILDING CONTRACTOR.
 - SEE ARCHITECTURAL/BUILDING DRAWINGS FOR ALL CONCRETE PADS & SIDEWALKS ADJACENT TO BUILDING.
 - ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 - ALL CONDITIONS IN THIS PLAN SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE SITE PLAN REVIEW REGULATIONS.
 - THE APPLICANT SHALL HAVE A SITE SURVEY CONDUCTED BY A RADIO COMMUNICATIONS CARRIER APPROVED BY THE CITY'S COMMUNICATIONS DIVISION. THE RADIO COMMUNICATIONS CARRIER MUST BE FAMILIAR AND CONVERSANT WITH THE POLICE AND RADIO CONFIGURATION. IF THE SITE SURVEY INDICATES IT IS NECESSARY TO INSTALL A SIGNAL REPEATER OTHER THAN OR NEAR THE PROPOSED PROJECT, THOSE COSTS SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER. THE OWNER SHALL COORDINATE WITH THE SUPERVISOR OF RADIO COMMUNICATIONS FOR THE CITY.
 - ALL TREES PLANTED ARE TO BE INSTALLED UNDER THE SUPERVISION OF THE CITY OF PORTSMOUTH DPW USING STANDARD INSTALLATION METHODS.
 - A TEMPORARY SUPPORT OF EXCAVATION (SOE) PLAN SHALL BE PREPARED BY THE APPLICANT'S CONTRACTOR TO CONFIRM ANY TEMPORARY ENCUMBRANCES OF THE CITY'S RIGHT-OF-WAY. IF LICENSES ARE REQUIRED FOR THE SOE, THE APPLICANT WILL BE REQUIRED TO OBTAIN THESE FROM THE CITY PRIOR TO CONSTRUCTION.
 - THE PROPERTY MANAGER WILL BE RESPONSIBLE FOR TIMELY SNOW REMOVAL FROM ALL PRIVATE SIDEWALKS, DRIVEWAYS, AND PARKING AREAS. ALL SNOW REMOVAL WILL BE HALLED OFF-SITE AND LEGALLY DISPOSED OF.
 - THE STREET LIGHTING TYPE TO BE HISTORIC STYLE FIXTURES AND POLE TO MATCH EXISTING LIGHTING ON SOUTH SIDE OF DEER STREET.
 - CONSTRUCTION SEQUENCING OF NORTH COMMUNITY PARK SHALL BE COORDINATED WITH MARKET STREET AND RUSSELL STREET INTERSECTION CONSTRUCTION. NORTH COMMUNITY PARK SHALL NOT BE CONSTRUCTED UNTIL THE INTERSECTION ROUNDABOUT HAS BEEN CONSTRUCTED.
 - THE PROPOSED LOADING ZONE SHALL BE REVIEWED BY THE PARKING & TRAFFIC SAFETY COMMITTEE FOR RECOMMENDATION TO CITY COUNCIL.
 - THE APPLICANT'S CONTRACTOR SHALL PREPARE A CONSTRUCTION MANAGEMENT AND MITIGATION PLAN (CMP) FOR REVIEW AND APPROVAL BY THE CITY'S LEGAL AND PLANNING DEPARTMENTS.
 - THE FINAL STYLE AND COLOR OF THE RRFB POLES SHALL BE APPROVED BY PORTSMOUTH DPW PRIOR TO CONSTRUCTION.
 - THE FINAL LOCATION OF THE RRFB SHALL BE DETERMINED IN FIELD.

- GRADING AND DRAINAGE NOTES:**
- CONTRACTOR REQUIREMENTS:
 - BLOW PAVED OR CONCRETE AREAS 95%
 - TRENCH BEDDING MATERIAL AND SAND (UNLESS OTHERWISE SPECIFIED) 95%
 - BELOW LOAM AND SEED AREAS 90%
 - *ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM D-1557. METHOD C FIELD DENSITY TESTS SHALL BE MADE IN ACCORDANCE WITH ASTM D-1556 OR ASTM-2922.
 - ALL STORM DRAINAGE PIPES SHALL BE HIGH DENSITY POLYETHYLENE (HANCOR H-I-Q, ADS 9-1/2 OR EQUAL) UNLESS OTHERWISE SPECIFIED.
 - ADJUST ALL MANHOLES, CATCH BASINS, CURB ROWES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
 - CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE AND LAWN AREAS FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCES, EXITS, RAMPS AND LOADING DOCK AREAS ADJACENT TO THE BUILDING.
 - ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 4" LOAM, SEED FERTILIZER AND MULCH.
 - ALL STORM DRAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE NHDOT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, LATEST EDITION.
 - ALL PROPOSED CATCH BASIN SHALL BE EQUIPPED WITH OIL/GAS SEPARATOR HOODS AND 4" SUMPS.

- EROSION CONTROL NOTES:**
- SEE SHEET S-501 FOR GENERAL EROSION CONTROL NOTES AND DETAILS.

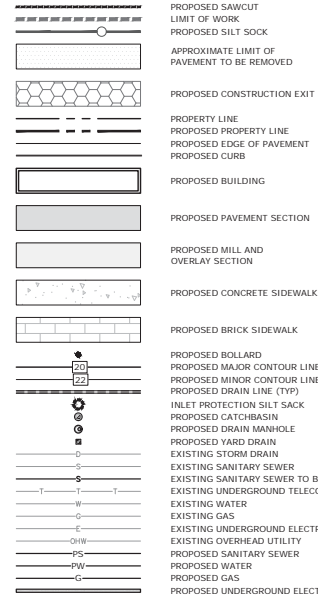
- UTILITY NOTES:**
- COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY COMPANY.
 - NATURAL GAS - URBEL
 - WATER/SEWER - CITY OF PORTSMOUTH
 - ELECTRIC - EVERSOURCE
 - COMMUNICATIONS - COMCAST/CONSOLIDATED COMMUNICATIONS/FIRST LIGHT
 - ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, CEMENT LINED DUCTILE IRON PIPE.
 - ALL WATER MAIN INSTALLATIONS SHALL BE PRESSURE TESTED AND CHLORINATED AFTER CONSTRUCTION PRIOR TO ACTIVATING THE SYSTEM. CONTRACTOR SHALL COORDINATE CHLORINATION AND TESTING WITH THE CITY OF PORTSMOUTH WATER DEPARTMENT.
 - ALL SEWER PIPE SHALL BE PVC 30 35 UNLESS OTHERWISE STATED.
 - CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ADJUTER PROPERTIES THROUGHOUT CONSTRUCTION.
 - CONNECTION TO EXISTING WATER MAIN SHALL BE CONSTRUCTED TO CITY OF PORTSMOUTH STANDARDS.
 - 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.
 - ALL ELECTRICAL MATERIAL WORKMANSHIP SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, LATEST EDITION, AND ALL APPLICABLE STATE AND LOCAL CODES.
 - THE EXACT LOCATION OF NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE BUILDING DRAWINGS AND THE APPLICABLE UTILITY COMPANIES.
 - ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
 - THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL MANHOLES, BOXES, FITTINGS, CONNECTIONS, COVER PLATES, AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THESE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL.
 - CONTRACTOR SHALL PROVIDE EXCAVATION, BEDDING, BACKFILL AND COMPACTION FOR NATURAL GAS SERVICES.
 - A 10'-0" 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.
 - SAW CUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL PROPOSED UTILITIES LOCATED IN EXISTING PAVED AREAS TO REMAIN.
 - HORIZONTALS, GATE VALVES, FITTINGS, ETC. SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTSMOUTH.
 - COORDINATE TESTING OF SEWER CONSTRUCTION WITH THE CITY OF PORTSMOUTH.
 - ALL SEWER PIPE WITH LESS THAN 4' OF COVER IN PAVED AREAS OR LESS THAN 4' OF COVER IN UNPAVED AREAS SHALL BE INSULATED.
 - 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.
 - SITE LIGHTING SPECIFICATIONS, CONDUIT LAYOUT AND CHIRCUITY FOR PROPOSED SITE LIGHTING AND SIGN ILLUMINATION SHALL BE PROVIDED BY THE PROJECT ELECTRICAL ENGINEER.
 - CONTRACTOR SHALL CONSTRUCT ALL UTILITIES AND DRAINS TO WITHIN 10' OF THE FOUNDATION WALLS AND CONNECT THESE TO SERVICE STUBS FROM THE BUILDING.
 - FINAL LOCATIONS OF ALL UTILITY LINES SHALL BE APPROVED BY THE CITY OF PORTSMOUTH DPW PRIOR TO CONSTRUCTION.
 - CONTRACTOR SHALL PERFORM TEST FITS TO VERIFY THE LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION AND SHALL NOTIFY ENGINEER IF LOCATIONS DIFFER FROM PLAN.
 - CONTRACTOR SHALL COMPLETE PRE AND POST BLAST SURVEY AND MONITORING OF THE EXISTING SEWER LINE ALONG DEER STREET.

- LANDSCAPE NOTES:**
- SEE SHEET L-100 FOR LANDSCAPE NOTES.
- EXISTING CONDITIONS PLAN NOTES:**
- EXISTING CONDITIONS ARE BASED ON A FIELD SURVEY PERFORMED BY MSC CIVIL ENGINEERS & LAND SURVEYORS, INC., SEE REFERENCE PLAN #1.
- REFERENCE PLANS:**
- "EXISTING FEATURES PLAN #118 LOT 28, MAP 119 LOT 1 & MAP 124 LOT 12 AND MAP 125 LOT 21" PREPARED BY MSC CIVIL ENGINEERS AND LAND SURVEYORS, INC., DATED JANUARY 16, 2015.

ABBREVIATIONS

- BRG TO BE REMOVED BUILDING
- TYP TYPICAL
- COORD COORDINATE
- R/S CURB RADIUS
- SSWL SINGLE SOLID WHITE LINE
- DSYL DOUBLE SOLID YELLOW LINE
- VGC VERTICAL GRANITE CURB
- S/GC SLOPED GRANITE CURB
- FGC FLUSH GRANITE CURB
- TC TOP OF CURB
- BC BOTTOM OF CURB
- TW TOP OF WALL
- BS BOTTOM OF STEP
- HS HIGH-DENSITY POLYETHYLENE
- FF FINISH FLOOR
- VF VERIFY IN FIELD

LEGEND



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DRAWN BY:	CJK	
CHECKED:	NMH	
APPROVED:	PAC	

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SCALE: AS SHOWN

G-100

North End Mixed Use Development (T5037-002) - Revised - 11/23/2023 - 11/23/2023
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