

AMBIT ENGINEERING, INC.

CIVIL ENGINEERS AND LAND SURVEYORS

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23 February 2022

Rick Chellman, Planning Board Chairman
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

RE: Application for Site Plan Approval, Tax Map 125, Lot 3, 238 Deer Street (LU - 20 - 238)

Dear Mr. Chellman and Planning Board Members:

On behalf of 238 Deer Street, LLC we hereby submit the attached Application Package for the **March Planning Board** meeting. The project consists of the re-development of the existing site to a Mixed-Use Building that will contain Retail on the first floor and 21 Micro-Housing units on the second, third, and penthouse floors. Site Plan Approval is hereby requested.

The existing building is located at 238 Deer Street and is currently the home of The Staley Bar and Grill, a popular bar and restaurant. Prior to that time, it was the long-standing home of the Portsmouth VFW. The Applicant now seeks to redevelop the property into a mixed-use building which will contain commercial use on the first floor and the upper floors will contain twenty-one (21) proposed market rate micro residential units, varying in size from 402 sq. ft to 500 sq.ft. The property is unique; a small lot in the midst of larger lots which surround it on three sides, and on the fourth side the property is abutted by Deer Street. The proposed development of the property will slightly decrease the connected impervious surface area. An area of landscape planters, which will not run off, are listed in the calculations. Open space will consist of walkways that will directly connect and expand the previously approved public access walkway located on the adjacent 46 Maplewood Avenue site. In addition the deck space on the penthouse level will be available to the building residents as open space. This proposal is a step to meet the urgent need for housing in the downtown which will be within reach of people who can afford market rate housing, provided that the housing units are small and not presented as "luxury" housing.

The existing building currently consists of two stories and occupies 4,243 square feet of the 6,181 sq ft lot. Immediately adjacent to the property to the west and to the southwest is a mixed use condominium known as 30 Maplewood Avenue Condominium, and to the east a mixed use condominium known as 46 Maplewood Avenue Condominium, which is currently under construction. The 46 Maplewood Avenue Condominium property is burdened by a public access easement which lies between the condominium building under construction and the existing property line of the applicant. The public access walkway continues around the rear of the Applicant's existing property. To the west of the Applicant's property lies land of

30 Maplewood Avenue Condominium which is used as parking for the condominium. Photographic renderings depicting the proposed building and its relationship to the abutting properties are shown in the McHenry Architecture plans included in the plan set. The project has received numerous approvals and this Site Plan Approval will complete the permitting process and allow construction to be scheduled. Permits previously obtained are:

- ✓ **Portsmouth Planning Board Conditional Use Permit (February 18, 2021):** The proposed site development received a Conditional Use Permit from the Portsmouth Planning Board to allow no on-site parking spaces where 12 spaces are required. A copy of the approval is attached. The approval was subject to stipulations regarding the leasing of long term parking and the tenants obligations to secure parking for their vehicles, which are agreeable to the applicant. A DRAFT response is included. In this response, to the extent possible, the applicant has taken steps to comply with the condition regarding the lease. More work will need to be completed following final approval of the site plan, since the final version of the lease will need to be reviewed by the City Attorney, and the applicant will also need to secure a long term lease off site.
- ✓ **Portsmouth Zoning Board Approval (September 28, 2021):** The Applicant obtained relief from Article 5A, Figure 10.5A410C for the amount of open space provided with the proposed development of the site, Article 5A, Figure 10.5A410C for the setback of the proposed building from the rear yard lot line, and Article 15 regarding the strict definition of what constitutes the penthouse so as to deem the top-most portion of the building, and the units contained therein, as an allowed use. The approval was subject to a stipulation that the Penthouse Units not exceed 500 square feet.
- ✓ **Portsmouth Historic District Commission Certificate of Approval (November 3, 2021):** The proposed site development was extensively reviewed by the Historic District Commission (HDC) and several design changes were made as a result of requests made during the HDC process. The approval was subject to several stipulations regarding mock-ups and final designs.
- ✓ **Portsmouth Technical Advisory Committee Recommendation for Approval (December 7, 2021):** The Technical Advisory Committee recommended that the Planning Board approve the site development plan subject to stipulations. The TAC Stipulations are listed below with our response in **bold text**:
 1. Show existing utilities on existing features plan and note any utility disruptions or removals on the demolition plan. **Existing Conditions Plan C1 has been updated to reflect current site conditions.**
 2. Easements shall be provided for all proposed work (grading, access, etc.) that is to occur on land other than the applicant's. **The plans have been revised with notes to reflect this requirement. This condition should be a condition of final approval.**
 3. Proposed staging areas shall be identified during the CMMP development stage. **This will be addressed in the CMMP process.**
 4. Applicant shall coordinate with abutting property owners to relocate the first 4 bike racks adjacent the commercial storefront windows. **The**

applicant has reached out to the abutting property owner who is receptive to this proposal. The racks would be relocated to the northerly sidewalk extension area along Maplewood Avenue in front of 30 Maplewood Avenue. A revised plan and Amended Application for that project, showing the relocation of bike racks, has been submitted by the abutter to the Planning Department for approval.

5. Easements shall be provided to the City for the pedestrian alleyway access to the abutting public walkways. **The Easements shown on the plan in the plan set will be submitted, reviewed by the city, and recorded by the applicant. This should be a condition of approval.**
6. A decorative metal screen should be added along the proposed curb line in the abutting parking lot in order to provide better protection to the building. **The design team hereby requests that this condition *be removed from the list of conditions*. The design team has been working with the adjacent Condominium Association on this area of the design. As explained to the Technical Advisory Committee the current design allows for the most access for the 30 Maplewood Avenue Condominium parking lot movements; while adding some green space against the building. The introduction of a vertical fencing element will diminish the maneuvering area of the 30 Maplewood Avenue Condominium parking area and *decrease safety*. The 30 Maplewood Avenue Condominium Association is united in their opposition to this condition. We respectfully request that the Planning Board remove the condition.**

Please note that after the TAC Approval some concerns regarding drainage were expressed by the 30 Maplewood Condominium Association. As a result the plans have been revised to show the drainage connecting to the drain pipe in Deer Street. The plans have been reviewed by Portsmouth DPW and we believe the plan is approvable, subject to the proper restoration of Deer Street. Also the electrical connection for the project has been revised in consultation with Eversource and Portsmouth DPW. Sheet C6 has been added to the set to show the connection. Agreement of the abutter is required; which the design team has obtained.

The following plans are included in our submission:

- Cover Sheet – This shows the Development Team, Legend, Site Location, and Site Zoning.
- Proposed Easement Plan Land of 30 Maplewood Condominium – This plan shows a proposed No Build Easement as well as an Access and Landscape Easements.
- Proposed Easement Plan to Benefit the City of Portsmouth – This plan shows a proposed extension of the Public Pedestrian Easement on the applicant's property. This will enlarge the existing easement.
- Existing Conditions Plan C1 – This plan shows the current property improvements in Deer Street and on the property.
- Demolition Plan C2 – This plan shows site demolition.

- Site Plan C3 – This plan shows layout of the proposed features, landscaping, open space, and shows Zoning Development Standards and Impervious Surface coverage.
- Utility Plan C4 – This plan shows the location of proposed utility connections to the proposed building.
- Grading Plan C5 – This plan shows site grading and roof drainage connection.
- Offsite Electrical Improvements Plan C6 – This plan shows the proposed connection of the site to the power grid.
- Detail Sheets D1 and D2 – These plans show construction details.
- Architectural Plans A1 to A7 - These plans show the proposed building Architectural Footprint, Elevations, Details, and Unit Layout.

In addition to the site plan set please find the following submission items:

Copies of Approvals
 Green Building Statement
 Parking Assessment
 DRAFT Parking Lease provisions
 Drainage Report
 Inspection and Maintenance Plan

238 Deer Street, LLC is committed to providing much needed micro housing units to the Portsmouth downtown. In addition to lively first floor commercial space this proposed new building will add 21 additional housing units, all under 500 square feet in size. Thank you for your attention to this matter. We look forward to presenting this proposal in person at the Board's March meeting.

Sincerely,

John Chagnon

John R. Chagnon, PE
 238 Deer Street Team



CITY OF PORTSMOUTH

Planning Department
1 Junkins Avenue
Portsmouth, New
Hampshire 03801
(603) 610-7216

PLANNING BOARD

February 23, 2021

238 Deer Street, LLC
238 Deer Street
Portsmouth, NH 03801

RE: Conditional Use Permit for property located at 238 Deer Street

Dear Property Owner:

The Planning Board, at its regularly scheduled meeting of Thursday, February 18, 2021, considered your application for a Conditional Use Permit in accordance with Section 10.1112.14 of the Zoning Ordinance for provision of no on-site parking spaces where 12 spaces are required. Said property is shown on Assessor Map 125 Lot 3 and lies within the Character District 4 (CD4). As a result of said consideration, the Board voted as follows:

To find that the provision of no on-site parking spaces will be adequate and appropriate for the proposed use of the property and to grant the conditional use permit with the following stipulations:

- 1) A minimum of 7 off-street parking spaces shall be provided via a long-term lease, shared parking agreement or option to enter into a long-term lease or share parking agreement with a property owner in the vicinity of the project. The lease, shared parking agreement or option for the off-site parking spaces shall be reviewed annually with the property owner and Planning Director and shall be renewed as needed for a period of up to 5 years from the issuance of the final certificate of occupancy for the property.
- 2) Revise the draft lease agreement related to the tenants' obligation to secure off-site parking if the tenant owns a car by removing paragraph 2 of the draft lease agreement presented by the applicant. The final lease agreement shall be reviewed and approved by the Planning Director and City Attorney.

The Board's decision may be appealed up to thirty (30) days after the vote. Any action taken by the applicant pursuant to the Board's decision during this appeal period shall be at the applicant's risk. Please contact the Planning Department for more details about the appeals process.

Unless otherwise indicated above, applicant is responsible for applying for and securing a building permit from the Inspection Department prior to starting any project work. All stipulations of approval must be completed prior to issuance of a building permit unless otherwise indicated above.

This approval shall expire unless a building permit is obtained within a period of one year from the date granted, unless otherwise stated in the conditions of approval. The Planning Board may, for good cause shown, extend such period by as much as one year if such

extension is requested and acted upon prior to the expiration date. No other extensions may be requested.

The minutes and audio recording of this meeting are available by contacting the Planning Department.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Dexter R. Legg". The signature is stylized with a large initial "D" and a long, sweeping underline.

Dexter R. Legg, Chairman of the Planning Board

cc: Robert Marsilia, Chief Building Inspector
Rosann Maurice-Lentz, City Assessor

John Chagnon, PE., Ambit Engineering



CITY OF PORTSMOUTH

Planning Department
1 Junkins Avenue
Portsmouth, New
Hampshire 03801
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ZONING BOARD OF ADJUSTMENT

October 4, 2021

238 Deer Street, LLC
238 Deer Street
Portsmouth, NH 03801

RE: Board of Adjustment request for property located at 238 Deer Street (LU-20-238)

Dear Property Owner:

The Zoning Board of Adjustment, at its regularly scheduled meeting of **Tuesday September 28, 2021**, considered your application for demolishing the existing structure and constructing a new mixed use building with 21 residential units which requires the following: 1) Variances from Section 10.5A41.10C to allow a) 2.5% open space where 10% is required; and b) a 3.5' rear yard where 5' is required. 2) A Variance from Article 15 to allow a structure to be designated as a penthouse with an 8' setback from the edge where 15' is required and 60% floor area of the story below where 50% is the maximum allowed as outlined in the definition of a penthouse. Said property is shown on Assessor Map 125 Lot 3 and lies within the Historic District and Character District 4 (CD4). As a result of said consideration, the Board voted to to grant the request with the following stipulation:

1) Penthouse-level units shall not exceed 500 square feet.

The Board's decision may be appealed up to thirty (30) days after the vote. Any action taken by the applicant pursuant to the Board's decision during this appeal period shall be at the applicant's risk. Please contact the Planning Department for more details about the appeals process.

Approvals may also be required from other City Commissions or Boards. Once all required approvals have been received, applicant is responsible for applying for and securing a building permit from the Inspection Department prior to starting any project work.

This approval shall expire unless a building permit is issued within a period of two (2) years from the date granted unless an extension is granted in accordance with Section 10.236 of the Zoning Ordinance.

The minutes and audio recording of this meeting are available by contacting the Planning Department.

Very truly yours,

David Rheume, Chairman of the Zoning Board of Adjustment

cc: Paul Garand, Interim Chief Building Inspector

Rosann Maurice-Lentz, City Assessor

John Chagnon, PE., Ambit Engineering
Richard Desjardins, McHenry Architecture
Sharon Cuddy Somers, DTC Lawyers



CITY OF PORTSMOUTH

Planning Department
1 Junkins Avenue
Portsmouth, New
Hampshire 03801
(603) 610-7216

HISTORIC DISTRICT COMMISSION

November 10, 2021

238 Deer Street, LLC
238 Deer Street
Portsmouth, NH 03801

RE: Certificate of Approval for property located at 238 Deer Street (LU-20-238)

Dear Property Owner:

The Historic District Commission, at its regularly scheduled meeting of **Wednesday, November 03, 2021**, considered your application for the demolition of the existing structure and the construction of a new 3-4 story mixed-use building as per plans on file in the Planning Department. Said property is shown on Assessor Map 125 Lot 3 and lies within the Historic District and Character District 4 (CD4). As a result of said consideration, the Commission voted to **grant** the Certificate of Approval with the following stipulations:

1. The bricks shall be finalized with a mockup prior to installation.
2. The applicant shall return with a final design for the parapet.
3. Photographic record of existing building shall be presented to the Planning Department and the Athenaeum prior to construction.

Findings of Fact

A. Purpose and Intent

The proposed application meets the following objective(s) of the Historic District (as provided in Section 10.631.20 of the Zoning Ordinance):

-Conservation and enhancement of property values.

B. Review Criteria

The proposed application also meets the following review criteria of the Historic District (as provided in Section 10.635.70 of the Zoning Ordinance):

-Compatibility of design with surrounding properties.

The Commission's decision may be appealed up to thirty (30) days after the vote. Any action taken by the applicant pursuant to the Commission's decision during this appeal period shall be at the applicant's risk. Please contact the Planning Department for more details about the appeals process.

Approvals may also be required from other City Committees or Boards. Once all required approvals have been received, applicant is responsible for applying for and securing a building permit from the Inspection Department prior to starting any project work.

This approval shall expire unless a building permit is issued within a period of one (1) year from the date granted by the Historic District Commission unless an extension is granted by

the Commission in accordance with Section 10.636.70 of the Zoning Ordinance.

Please note that any changes or modifications to this application require review and approval from the Commission prior to implementation and additional fees may apply.

The minutes and audio recording of this meeting are available by contacting the Planning Department.

Very truly yours,



Nicholas J. Cracknell, AICP, Principal Planner
for Jonathan Wyckoff, Chairman of the Historic District Commission

cc: Paul Garand, Interim Chief Building Inspector
Rosann Maurice-Lentz, City Assessor

John Chagnon, PE., Ambit Engineering
Richard Desjardins, McHenry Architecture
Sharon Cuddy Somers, DTC Lawyers



CITY OF PORTSMOUTH

Planning Department
1 Junkins Avenue
Portsmouth, New
Hampshire 03801
(603) 610-7216

TECHNICAL ADVISORY COMMITTEE

December 13, 2021

238 Deer Street, LLC
238 Deer Street
Portsmouth, NH 03801

RE: Site Plan Review Approval for property located at 238 Deer Street (LU-20-238)

Dear Property Owner:

The Technical Advisory Committee, at its regularly scheduled meeting of Tuesday, December 7, 2021, considered your application for Site Plan Review approval for demolition of the existing structure and the construction of a new 3-4 story mixed-use building with 21 residential units with a footprint of 5,286 s.f. and 19,190 s.f. gross floor area with associated site improvements. Said property is shown on Assessor Map 125 Lot 3 and lies within the Character District 4 (CD4), Downtown Overlay, and Historic Districts. As a result of said consideration, the Committee voted to recommend approval to the Planning Board with the following stipulations:

1. Show existing utilities on existing features plan and note any utility disruptions or removals on the demolition plan.
2. Easements shall be provided for all proposed work (grading, access, etc.) that is to occur on land other than the applicant's.
3. Proposed staging areas shall be identified during the CMMP development stage.
4. Applicant shall coordinate with abutting property owners to relocate the first 4 bike racks adjacent the commercial storefront windows.
5. Easements shall be provided to the City for the pedestrian alleyway access to the abutting public walkways.
6. A decorative metal screen should be added along the proposed curb line in the abutting parking lot in order to provide better protection to the building.

This matter will be placed on the agenda for the Planning Board meeting scheduled for **Thursday, January 20, 2021**. One (1) hard copy of all plans and supporting reports and exhibits as well as an updated electronic file (in a PDF format) must be filed in the Planning Department and uploaded to the online permit system no later than **Wednesday, December 29, 2021**.

The minutes and audio recording of this meeting are available by contacting the Planning Department.

Very truly yours,



Peter Britz
Interim Planning Director

cc:

John Chagnon, PE., Ambit Engineering
Richard Desjardins, McHenry Architecture
Sharon Cuddy Somers, DTC Lawyers

October 18, 2021

City of Portsmouth Planning Board

GREEN BUILDING STATEMENT

Re: Proposed 21 Micro Unit - Mixed Use Building at 238 Deer Street, Portsmouth, NH

- Foundation system to be cast in place concrete with continuous rigid insulation installed to depths required by the energy code. Continuous insulation to be provided under the concrete slab on grade for 2 feet along the exterior wall.
- Exterior Envelope: Designed to meet or exceed the prescriptive method of the 2015 International Energy Code requirements. Walls to have cavity filled with closed cell spray foam insulation and a continuous air barrier. Composite siding materials to utilize post-consumer materials.
- Exterior Windows to be aluminum clad wood windows, high-performance glazing to provide enhanced thermal performance and solar control. Residential unit windows will be operable for natural ventilation.
- Roofing system: Lighter colored membrane roofing system over sloped ridged insulation for cool roof performance.
- HVAC systems to consist of high-efficiency heat pumps. Meet ASHRAE ventilation code in all occupied spaces.
- Plumbing: All fixtures to be low flow.
- Lighting: Exterior lighting to be LED cutoff fixtures for energy efficiency and to minimize light pollution. All interior lighting to be LED throughout using less than 1 watt / sf and perimeter daylight sensors. Occupancy sensors to be utilized as required by code.
- Materials & Resources: Minimize waste during construction and operations. Also incorporate the use of regional, renewable, and low carbon footprint materials.

Sincerely,

Mark Gianniny, AIA
Senior Associate

REVISED - PARKING ASSESSMENT FOR 238 DEER STREET MIXED-USE BUILDING PORTSMOUTH, NH

Date: January 12, 2021

Subject: Revised - Parking Assessment
238 Deer Street Mixed-Use Building – Portsmouth, NH

To: Buz Couillard

From: Randy Dunton PE, PTOE, Gorrill Palmer (GP)

Copied: John Chagnon, Ambit Engineering;
Jeremiah Johnson, McHenry Architecture

Introduction:

Gorrill Palmer (GP) has prepared the following parking assessment for the proposed mixed-use building to be located at 238 Deer Street. On the first floor, the building will include approximately 2,629 square feet of retail space with additional space on the first floor dedicated for a lobby area and accesses to upper floors. The second through fourth floors include 7 micro (less than 500 square feet) apartments per floor for a total of 21 micro apartments. The proposed mixed-use building does not have enough area on-site to accommodate vehicular parking, and this assessment is to review what the impacts may be on the adjacent neighborhood from a parking perspective.

This parking assessment will review the parking requirements based on the ordinance, actual anticipated parking demand, and availability of parking spaces within the immediate area.

Parking Requirement per Ordinance:

The location of the proposed building is within an Overlay District. As such, it has specific parking requirements as identified in the “City of Portsmouth, New Hampshire – Zoning Ordinance” amended through December 16, 2019. The parking requirements for this use at this location are as follows (see attached for sections of the ordinance):

- **Retail Space: Section 10.1115.21** – Identifies that nonresidential uses within the Downtown Overlay District have no Off-Street parking requirement. Therefore, the first-floor retail space does not require any parking spaces.
- **Residential Units: Section 10.1112.311** – Requires that for dwelling units in a mixed-use development, the number of off-street parking spaces required is 0.5 spaces per unit for dwelling units less than 500 square feet. This would yield the need for 11 off-street parking spaces (rounded up from 10.5).



- **Section 10.1112.312** – Requires that any group of dwelling units on a lot containing more than 4 dwelling units provide one visitor parking space for every 5 dwelling units or portion thereof. This would yield the need for 5 off-street parking spaces.
- **Section 10.1115.23** – Because the site is located within the Overlay District, the number of required off-street parking spaces can be reduced by 4 spaces.

The following summarizes the number of required off-street parking spaces for the proposed mixed-use building (calculations attached):

Off-Street Parking Requirements	
Section	Spaces Required
Section 10.1115.21 (Retail)	0
Section 10.1112.311 (Residential – Occupant)	11
Section 10.1112.312 (Residential – Visitor)	5
Section 10.1115.23 (Overlay Dist. Reduction)	-4
Total Required Spaces	12

As the table summarizes, the proposed mixed-use building by strict interpretation of the ordinance would require 12 off-street parking spaces. However, it is our opinion this requirement is too high, and the following sections identify why it is too high.

Other Modes of Transportation:

The previous section identified what the off-street parking requirement would be based on the City Zoning Ordinance. The downtown location of this site makes it ideal to take advantage of other modes of transportation, thus reducing the need for a car and therefore reducing parking demand. The following identifies numerous advantages to the site's location and supporting amenities:

➤ **Pedestrian Accommodations:**

- Proximity to downtown – the location of the site is ideal in that residents of the units can easily walk from the apartment to the downtown on the existing sidewalk network without needing a car. They can walk to a place of employment, entertainment, food, or retail; all without needing a car. This ties well with the expected young professional that is expected to be attracted by this type of accommodations.
- Sidewalks – A robust sidewalk network is provided in the area that allows for easy walking from the site to the downtown for the purpose of business or personal.

➤ **Bicycle Accommodations:**

Per Section 10.1116.11 of the Zoning Ordinance (see attached ordinance section), 1 bicycle space for each 5 dwelling units or portion thereof is required for a multifamily dwelling. The developers will provide individual internal storage areas that will be sized to accommodate bicycles. These units will be accessible



from street level and will have easy access. A bicycle rack with space for a minimum of 5 bicycles will be provided outside. This will encourage the use of bicycles and reduce the need for a car, and therefore a parking space.

➤ Transit:

Within 650 feet of the site (easy walking distance), there are three Coast bus stops, providing direct access to Routes 40, 41, 42, & 43. Route 40 provides transportation primarily to the southwest and area like the Portsmouth Transportation Center, Route 41 provides transportation to the south and through the center of downtown, Route 42 provides transportation toward the west over to the Portsmouth International Airport at Pease, and Route 43 provides transportation toward the northwest and the Fox Run Mall. Through these routes, riders can access major points of destination for employment, entertainment, retail, transportation, and food.

➤ Ride-Share:

A waiting area will be provided within the building that includes a bulletin board in which to share postings of those offering or needing a ride. This area could also serve for those waiting for deliveries from somewhere else or Uber / taxi pick-up etc. The bulletin board can also serve as a location to post bus schedules and other transportation information to inform tenants of their options. This will provide additional alternatives for tenants who will not own a vehicle, and therefore not require parking within the area.

Forecast Parking Demand:

The previous “Parking Requirement per Ordinance” section identified parking requirements based on a strict interpretation of the ordinance. As identified in the previous “Other Modes of Transportation” section, the ordinance is most likely an overestimate of the actual parking demand for the proposed 21 micro units. The retail space does not require any on-street parking and therefore is not discussed in this section. The purpose of this section is to compare the parking demand based on supplemental sources to the parking requirements based on the City Ordinance. The following provides a summary of the methodology and findings of the parking demand assessment:

Micro Units:

The proposed mixed-use development is to include 21 micro units (less than 500 square feet) on floors 2-4. These units will be market rate units, but due to their small size the rent would remain lower than larger apartments. Typically, locations with lower rents attract those wishing to minimize their expenses, such as not having a car and the associated costs of having a car such as parking, maintenance, and insurance. To calculate the parking demand for the micro-units, GP reviewed the ITE Parking Generation Manual, 5th Edition.

Based on a review of that document, the most appropriate use appeared to be Land Use Code (LUC) – 223, Affordable Housing. The other option would be multi-family apartments, but at less than 500 square feet, this size unit is not intended for a family. Upon further review, there are multiple “setting/location” that could be used. For the purposes of this assessment, we averaged the rates of the different setting/locations. Those setting/location are listed as follows with their associated average parking rate (see attached).



Weekday Parking Demand – Summary Table

Peak Weekday Parking Demand		
Setting/Location	Peak Parking Demand – Average Rate per unit	Parking Demand (Spaces)
General Urban/Suburban (10 PM – 5 AM)	0.99	21
Dense Multi-Use Urban (10 PM – 5 AM)	0.53	12
Center City Core (10 PM – 5 AM)	0.16	4
Dense Multi-Use Urban – Single Room Only (10 PM - 5AM)	0.26	6
Average Peak Parking Demand	0.49	11

As can be seen from the summary table, the average peak parking demand rate is 0.49 spaces per unit with a respective parking demand of 11 spaces. Based upon the City Ordinance:

*10.1112.311 The required minimum number of **off-street** parking spaces for **uses 1.10 through 1.90, including dwelling units** in mixed-use developments, shall be based on the gross floor area of each dwelling unit, as follows:*

Dwelling Unit Floor Area	Required Parking Spaces
<i>Less than 500 sq. ft.</i>	<i>0.5 spaces per unit</i>
<i>500-750 sq. ft.</i>	<i>1.0 space per unit</i>
<i>Over 750 sq. ft.</i>	<i>1.3 spaces per unit</i>

As can be seen from the above Weekday Parking Demand table, the parking demand rate for this size apartment is 0.50 spaces per unit, with a parking demand of 11 spaces. The City Ordinance, when considering the tenant, potential visitors, and allowable deductions, resulted in a peak parking demand of 12 parking spaces. This indicates that the City Ordinance is relatively the same as the average rate from the ITE Parking Generation Manual, and that the LUC was the appropriate use.

However, the calculations based on the City Ordinance do not appear to factor in the downtown location and the use of other modes of transportation; walking, bicycling, transit, and ride-share as described previously herein.

It is our opinion that this rate (0.49 ITE or 0.50 City) is high and should be lower due to the downtown location of the proposed housing, the availability of public transportation and the small size of the units. Our opinion for a lower rate is supported by the lower ITE parking generation rates when the size and location of the apartments are considered. **If the “General Urban/Suburban” rate is removed from the Weekday Parking Demand summary table calculations, and the three rates that do consider the downtown location of the site as well as the small size, the average peak parking demand is reduced to 0.32 spaces per unit with a respective peak parking demand of 7 spaces.**

It should also be noted that the ITE peak parking demand rates are based on a time between 10:00 PM and 5:00 AM, the peak parking demand for residential uses. The peak parking demand for retail and office space is typically between 8:00 AM and 5:00 PM. Therefore, since the proposed residential housing is among offices and retail (some residential), this use compliments the parking demand well and is at its peak when the uses around it have



minimal demand, and has minimal demand when the uses around it are at their peak. **Therefore, the daytime demand for parking could be as few as 3 or 4 spaces during the peak time of the day.**

Locations to Park:

To evaluate parking in the area that could potentially accommodate the minimal need (7 spaces or less) of the proposed apartments, GP reviewed both the City's Park Portsmouth web site as well as completing field reviews of the immediate area around the site (approximately 650 feet). The field reviews were completed at approximately 9:30 AM on Tuesday, November 17, 2020 and again that evening at approximately 9:30 PM. The daytime field review was intended to review parking while businesses were open, and the evening field review was intended to review with most businesses closed, but with most of the residents home for the evening. We recognize this is a snapshot in time, but helps to establish some form of benchmark for discussion. Included in the field reviews were a walk through the Foundry Place and Hanover Street Parking Garages to get an approximation of the percent occupied. We also field reviewed the Portwalk Garage but the number of spaces that would be available to residents was limited and was full during our reviews. Included with the on-street and parking garage field review, we also reviewed the Bridge Street and Worth surface parking lots. The following summarizes our field observations of parking in the immediate area with the locations shown on the attached location plan:

Observed Percent Occupied (approximate)		
Location	Day Time	Evening
Foundry Place Parking Garage (600 spaces)	20%	10%
Hanover Street Parking Garage (900 spaces)	40-50%	20%
Bridge Street Surface Lot (62 spaces)	10-15%	Less than 10%
Worth Surface Lot (79 spaces)	70-80%	40-50%

As noted, this was a snapshot in time and based on general observation only. However, it provides a clear picture that there is considerable availability of parking in the immediate area for both residents / visitors of the proposed building to park their vehicles. The above does not include on-street metered parking which is available for short term guests. On-street parking is available on Deer Street, Bridge Street and Portwalk Place. Visitors could also use the parking garages and surface lots identified above.

It should be noted that the pandemic could be a factor in the low parking demand; however, even with a significant increase in demand, there still appears to be sufficient parking availability.

We also understand that currently, the Foundry Garage is not experiencing the demand that is committed for the garage from uses that are not currently built or occupied. We also recognize that the Foundry Garage is slighted to accommodate some parking when the nearby Hanover Street garage is updated.

However, with all these considerations, it would seem reasonable that the surrounding area, including a 600 space Foundry Garage, could accommodate 3 to 4 parking spaces during the day to support local residents and economic growth of the area.



Conclusions and Findings:

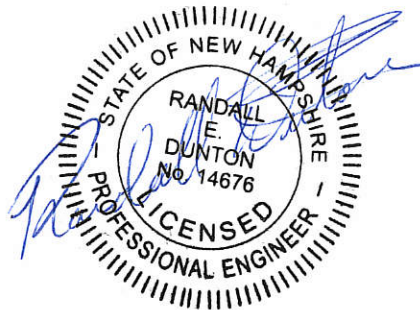
The following is a summary of the revised parking assessment's conclusions and findings:

1. **Parking Requirement per Ordinance:** By ordinance, the proposed mixed-use building requires 12 off-street parking spaces. Due to the limited on-site area, the required 12 off-street parking spaces cannot be accommodated on-site, and therefore need to be accommodated via satellite locations such as parking garages and surface lots.
2. **Forecast Parking Demand:** In further evaluating the peak parking demand for this type of use in a downtown area, the overall parking demand is forecast to be approximately 7 spaces. This peak parking demand occurs between 10:00 PM and 5:00 AM. The daytime parking demand could be as few as 3 to 4 vehicles.
3. **Other Modes of Transportation:** Given the close proximity to downtown and available other modes of transportation such as pedestrian accommodations, abilities for bicycles and access to transit, it could be expected that some residents will not need to own a vehicle and therefore not require a parking space. In addition, a bulletin board will be provided for those offering and needing ride share. The proposed building will require a minimum of 5 bicycle parking spaces. This requirement will be satisfied by both an internal storage area for bicycles as well as a proposed on-site bicycle rack.
4. **Locations to Park:** There are a considerable number of choices and availability for parking in the immediate area of the site, both during the day and at night. This includes two parking garages, two surface lots, metered parking spaces, and the potential to rent space privately in the area.
5. **Based on this assessment, it is our opinion that the peak parking demand for this use is relatively minimal and that the parking can be accommodated within the immediate area.**

Prepared by:

A handwritten signature in blue ink that reads "Randy Dunton".

Randy Dunton, PE, PTOE
Gorrill Palmer Consulting Engineers
rdunton@gorrillpalmer.com



DRAFT Lease Provision

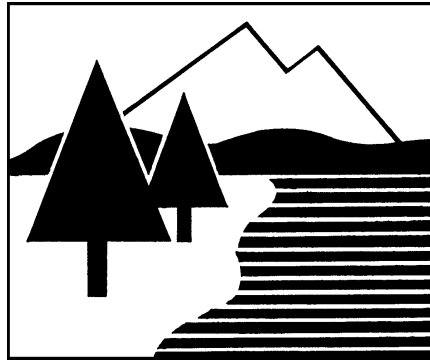
Tenant shall not be provided with any on-site parking. Landlord and Tenant will make efforts to ensure that any cars used by Tenant during the lease period will have a designated off street parking location. Tenant shall indicate, at the time when the lease is executed, whether they will be using a car during the lease period. If they do intend to use a car, then Landlord will provide a list of options for available off street parking for the vehicle and Tenant will choose from among those options as to where they want to park the vehicle. Landlord will then arrange for a parking lease for the space, and the cost of such parking space will become part of the rent to be charged to Tenant.

The obligation of the Tenant to advise Landlord of Tenant's use of a car shall continue throughout the term of the lease and be applicable even where Tenant acquires the use of a car subsequent to execution of the lease. Accordingly, if at any time during the term of the lease, the Tenant starts to use a car, then Tenant shall notify Landlord of same and arrangements will be made for off street parking as described above.

DRAINAGE ANALYSIS

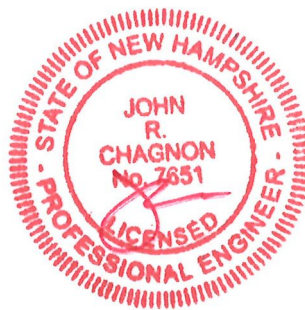
SITE DEVELOPMENT

238 DEER STREET
PORTSMOUTH, NH



FOR
238 DEER STREET, LLC.

16 NOVEMBER 2021



Ambit Engineering, Inc.

Civil Engineers and Land Surveyors

200 Griffin Road, Unit 3

Portsmouth, NH 03801

Phone: 603.430.9282; Fax: 603.436.2315

E-mail: jrc@ambitengineering.com

(Ambit Job Number 2916)

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EXECUTIVE SUMMARY

This analysis is meant to be used by City officials, the developer, builders, earthwork contractors and other interested parties to better understand the assumptions and intent of the proposed stormwater management system. This drainage analysis examines and compares the existing and proposed conditions stormwater drainage patterns for a Site Development at 238 Deer Street in the City of Portsmouth, at Assessor's Map 125, Lot 3. The total lot size is 6,181 square-feet. The point of analysis is a downstream manhole located on Deer Street (DMH 3540). The existing site is primarily impervious surface of pavement and buildings. The small areas of porous surfaces are mulch.

The Existing Conditions site plan show the condition immediately before development (i.e., as it exists today). Runoff amounts from this existing state are a function of the land cover, vegetation and soils; together those factors produce what is known as the Curve Number. The existing, or pre-developed curve number for the entire site (excluding offsite subcatchments) is 98. Typically, highly developed areas with lots of impervious area will have curve numbers approaching 90, whereas undisturbed or undeveloped areas can have curve numbers as low as 30 if the soils are well-drained and covered with forest. The proposed development's curve number remains at 98 as there is no increase in impervious surface (pavement, walkway, and rooftop), therefore post development peak runoff is unchanged. A *Hancor Water Quality Treatment Unit* was provided within the parking lot of the adjacent 30 Maplewood Condominium development, in the parking area between the site and Bridge Street. This unit is designed to divert low flows from up to the 2-Year Storm Event to provide treatment of surface runoff from the parking lot, and adjacent drainage areas. This was a part of the original design analysis for the adjacent site development known as 46 Maplewood Avenue.

There is one design point on this parcel which is used to compare pre and post-developed runoff amounts. This is the drain manhole in Deer Street (DMH 3540). This design point is labeled DP1. The system downstream from this manhole has been modeled for analysis as well.

INTRODUCTION / PROJECT DESCRIPTION

This drainage report is designed to assist the owner, planning board, contractor, regulatory reviewer, and others in understanding the impact of the proposed development project on local surface water runoff and quality. The project site is shown on the Town of Portsmouth, NH Assessor's Tax Map 125 as Lot 3. Bounding the site to north is Deer Street. Bounding the site to the south is 30 Maplewood and east 46 Maplewood. Bounding the site to the west, on the other side of a surface parking area, is Bridge Street. A vicinity map is included in the Appendix to this report.

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

METHODOLOGY

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

This report uses the US Soil Conservation Service (SCS) Method for estimating stormwater runoff. The SCS method is published in The National Engineering Handbook (NEH), Section 4 "Hydrology" and includes the Technical Release No. 20, (TR-20) "Computer Program for Project Formulation Hydrology", and Technical Release No. 55 (TR-55) "Urban Hydrology for Small Watersheds" methods. This report uses the HydroCAD version 10.0 program,

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

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

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

SITE SPECIFIC INFORMATION

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

Soil Symbol	Soil Name and Slopes
699	Urban Land

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

Urban Land: The soil report provides little useful information on the site, but since the entire site is already developed and impervious, this information is of no consequence.

The existing site is developed. The only vegetation on the site is in small patches of landscaped area.

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

PRE-DEVELOPMENT DRAINAGE

There are eleven subcatchments in the proposed analysis. The same Design Point (DP 1) is utilized for the developed condition. All eleven subcatchments flow to the same Design Point (DP 1). The following is a description of the various subcatchments:

Subcatchment ES1: This Subcatchment defines the existing building to the southerly end of the site near Hanover Street. It is primarily the rooftop and is unchanged in the proposed conditions.

Subcatchment ES2: This Subcatchment defines the existing parking lot to the northerly end of the site near Deer Street. It is reduced in area due to the construction of the proposed building and regrading of the parking lot itself. It is primarily impervious surface with very little landscape surface.

Subcatchment ES2a: This Subcatchment is primarily a westerly portion of 46-64 Maplewood Ave.

Subcatchment ES2b: This Subcatchment defines the existing parking lot to the northerly end of the site near Deer Street.

Subcatchment ES3: This Subcatchment defines a northerly portion of 46-64 Maplewood Ave.

Subcatchment ES3a: This Subcatchment defines a southerly portion of 46-64 Maplewood Ave. It is primarily the rooftop and discharges to the Silva Cells along Maplewood Avenue via a roof drain.

Subcatchment ES4: This Subcatchment defines 238 Deer Street. It has an increase in overall footprint in the proposed design.

Subcatchment ES5: This subcatchment defines the runoff area from the sidewalk and roadway on the south and west sides of the site along Hanover Street and Bridge Street.

Subcatchment ES6: This subcatchment defines the runoff area from the sidewalk and roadway in the northeast corner of the site near Deer Street and Maplewood Ave.

Subcatchment ES7: This subcatchment defines the runoff area from the sidewalk and roadway on the east side of the site along Maplewood Ave.

Subcatchment ES8: This subcatchment defines the runoff area from the sidewalk and roadway on the east side of the site along Maplewood Ave.

The following table shows the results of the pre-development drainage model.

Table 1: Pre-Development Watershed Basin Summary

Watershed Basin ID	Basin Area (SF)	Tc (MIN)	CN	2-Year Runoff (CFS)	10-Year Runoff (CFS)	25-Year Runoff (CFS)	50-Year Runoff (CFS)	Location
ES1	16,738	5	98	1.23	1.89	2.40	2.88	30 Maplewood
ES2	7,730	5	97	0.56	0.87	1.10	1.33	Parking lot north
ES2a	2,509	5	98	0.19	0.28	0.36	0.43	46-64 Maplewood west
ES2b	5,028	5	98	0.37	0.57	0.72	0.86	Parking lot south
ES3	8,542	5	98	0.63	0.97	1.23	1.47	46-64 Maplewood north
ES3a	4,848	5	98	0.36	0.55	0.70	0.83	46-64 Maplewood south
ES4	4,188	5	98	0.31	0.47	0.60	0.72	238 Deer Street
ES5	20,107	5	97	1.46	2.26	2.87	3.45	Bridge Street/Hanover Street
ES6	12,323	5	98	0.91	1.39	1.77	2.12	Deer Street
ES7	8,519	5	98	0.63	0.96	1.22	1.47	Maplewood Ave north
ES8	7,456	5	97	0.54	0.83	1.07	1.28	Maplewood Ave south

POST-DEVELOPMENT DRAINAGE

There are 11 subcatchments in the post-development analysis. Existing subcatchments ES1, ES2, ES2a, ES2b, ES3, ES3a, ES4, ES5, ES6, ES7, and ES8 correspond to proposed subcatchments PS1, PS2, PS2a, PS2b, PS3, PS3a, PS4, PS5, PS6, PS7, and PS8, respectively. The only significant change in subcatchments is the slight increase in area of subcatchment PS4, and the slight decreases in area of subcatchments PS2 and PS6, representative of the change in area of the building footprint. The following table shows the results of the post-development drainage model.

Table 2: Post-Development Watershed Basin Summary

Watershed Basin ID	Basin Area (SF)	Tc (MIN)	CN	2-Year Runoff (CFS)	10-Year Runoff (CFS)	25-Year Runoff (CFS)	50-Year Runoff (CFS)	Location
PS1	16,738	5	98	1.23	1.89	2.40	2.88	30 Maplewood
PS2	7,207	5	97	0.52	0.81	1.03	1.24	Parking lot north
PS2a	2,509	5	98	0.19	0.28	0.36	0.43	46-64 Maplewood west
PS2b	5,028	5	98	0.37	0.57	0.72	0.86	Parking lot south
PS3	8,542	5	98	0.63	0.97	1.23	1.47	46-64 Maplewood north
PS3a	4,848	5	98	0.36	0.55	0.70	0.83	46-64 Maplewood south
PS4	5,286	5	98	0.39	0.60	0.76	0.91	238 Deer Street
PS5	20,107	5	97	1.46	2.26	2.87	3.45	Bridge Street/Hanover Street
PS6	11,745	5	98	0.87	1.33	1.69	2.02	Deer Street
PS7	8,519	5	98	0.63	0.96	1.22	1.47	Maplewood Ave north
PS8	7,456	5	97	0.54	0.83	1.07	1.28	Maplewood Ave south

The overall impervious coverage of the area analyzed in this report for all basins decreases from 5,931 square-feet (96.0%) in the pre-development condition to 5,915 square-feet (95.7%) in the post-development condition.

Table 3 shows a summary of the comparison between pre-developed flows and post-developed flows for each design point. The comparison shows a slightly reduced flow in the 2 year storm as a result of infiltration in some proposed landscape areas.

Table 3: Pre-Development to Post-Development Comparison

	Q2 (CFS)		Q10 (CFS)		Q25 (CFS)		Q50 (CFS)		
Design Point	Pre	Post	Pre	Post	Pre	Post	Pre	Post	Description
DP1	7.18	7.17	11.02	11.02	14.02	14.02	16.81	16.81	DMH 3540

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

OFFSITE INFRASTRUCTURE CAPACITY

City stormwater drainage is utilized exclusively with the existing and proposed site. As such, the stormwater system is designed as to create no additional resultant burden on city infrastructure due to the proposed development.

EROSION AND SEDIMENT CONTROL PRACTICES

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

- Catch Basin Baskets
- Silt Soxx during excavations
- Stabilized construction entrance, or Fods at access point to the site
- Temporary mulching and seeding for disturbed areas
- Spraying water over disturbed areas to minimize wind erosion

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

CONCLUSION

The proposed development has been designed to match the pre-development drainage patterns to the greatest extent feasible. The proposed project disturbs significantly less than 15,000 square-feet, meaning the site does not require additional treatment as required by the city stormwater regulations for redevelopment projects. The site does not include any additional impervious surfaces, so peak flows from the site will not require mitigation. Stormwater treatment is being provided by the adjacent Hancor Treatment Device in the abutting parking area. Erosion and sediment control practices will be implemented for both the temporary condition during construction and for final stabilization after construction. Therefore, there are no negative impacts to downstream receptors or adjacent properties anticipated as a result of this project.

INSPECTION & MAINTENANCE PLAN

FOR

238 Deer Street

Portsmouth, NH

Introduction

The intent of this plan is to provide 238 Deer Street (herein referred to as “owner”) with a list of procedures that document the inspection and maintenance requirements of the drainage structures for this development.

The following inspection and maintenance program is necessary to keep the stormwater management system functioning properly. These measures will also help minimize potential environmental impacts. By following the enclosed procedures, the owner will be able to maintain the functionality of the drainage structures and maximize their ability to drain the site effectively from stormwater runoff.

Annual Report

The owner shall prepare an annual Inspection & Maintenance Report. The report shall include a summary of the system’s maintenance and repair by transmission of the Inspection & Maintenance Log and other information as required. A copy of the report shall be delivered annually to the City of Portsmouth Code Enforcement Officer.

Inspection & Maintenance Checklist/Log

The following pages contain a Stormwater Management System Inspection & Maintenance Checklist and a blank copy of the Stormwater Management System Inspection & Maintenance Log. These forms are provided to the owner as a guideline for performing the inspection and maintenance. This is a guideline and should be periodically reviewed for conformance with current practice and standards.

DRAINAGE STRUCTURE COMPONENTS

Non-Structural BMP’s

Non-Structural best management practices (BMP’s) include temporary and permanent measures that typically require less labor and capital inputs and are intended to provide protection against erosion of soils. Examples of non-structural BMP’s on this project include but are not limited to: temporary and permanent mulching, temporary and permanent grass cover, trees, shrubs and ground covers, miscellaneous landscape plantings, dust control, tree protection, topsoiling, sediment barriers, and a stabilized construction entrance.

Structural BMP's

Structural BMP's are more labor and capital-intensive structures or installations that require more specialized personnel to install. Examples on this project include but are not limited to: storm drain catch basins, slot drains and pipes.

Inspection and Maintenance Requirements

The following summarizes the inspection and maintenance requirements for the various BMP's that may be found on this project.

- 1. Landscaped areas:** After each rain event of 0.5" or more during a 24-hour period, inspect landscaped areas for signs of disturbance, such as erosion. If damaged areas are discovered, immediately repair the damage. Repairs may include adding new topsoil, lime, seed, fertilizer and mulch.
- 2. Plantings:** Planting and landscaping (trees, shrubs) shall be monitored bi-monthly during the first year to insure viability and vigorous growth. Replace dead or dying vegetation with new stock and adjust the conditions that caused the dead or dying vegetation. During dryer times of the year, provide weekly watering or irrigation during the establishment period of the first year. Make the necessary adjustments to ensure long-term health of the vegetated covers, i.e. provide more permanent mulch or compost or other means of protection. Clean up dead leaves yearly to avoid drainage issues.
- 3. Storm Drain Catch Basins and Pipes:** Monitor drain inlets and outlets during construction. Monitor sediment levels in catch basin sumps and remove as necessary.

Stormwater Management System

Inspection & Maintenance Checklist for Post Construction Condition—for 238 Deer Street, Portsmouth, NH

BMP/System Component	Minimum Inspection Frequency	Minimum Inspection Requirements	Maintenance/Cleanout Threshold
Closed Drainage System			
Drainage Pipes	Yearly	<i>Check for sediment clogging, or soiled runoff.</i>	Clean entire drainage system and remove all sediments if discovered in piping.
Catch Basins	Bi-Annually	<i>Check for excessive accumulation of sediment in sump</i>	Remove sediment as necessary
Annual Report	Yearly	<i>Prepare Annual Report, including all Inspection & Maintenance Logs. Provide to City (if required).</i>	N/A

Stormwater Management System Maintenance Summary

Inspection & Maintenance Log—for 238 Deer Street, Portsmouth, NH

BMP/System Component	Date Inspected	Inspector	Problems Noted, Required Maintenance (List Items/Comments)	Date of Maintenance	Performed By

Data Sheets

238 DEER STREET MIXED USE BUILDING

238 DEER STREET, LLC

238 DEER STREET

PORTSMOUTH, NEW HAMPSHIRE

PERMIT PLANS

OWNER/APPLICANT:

238 DEER STREET, LLC
238 DEER STREET
PORTSMOUTH, N.H. 03801
Tel. (978) 479-1718

ARCHITECT:

McHENRY ARCHITECTURE
4 MARKET STREET
PORTSMOUTH, N.H. 03801
TEL. (603) 430-0274

CIVIL ENGINEER & LAND SURVEYOR:

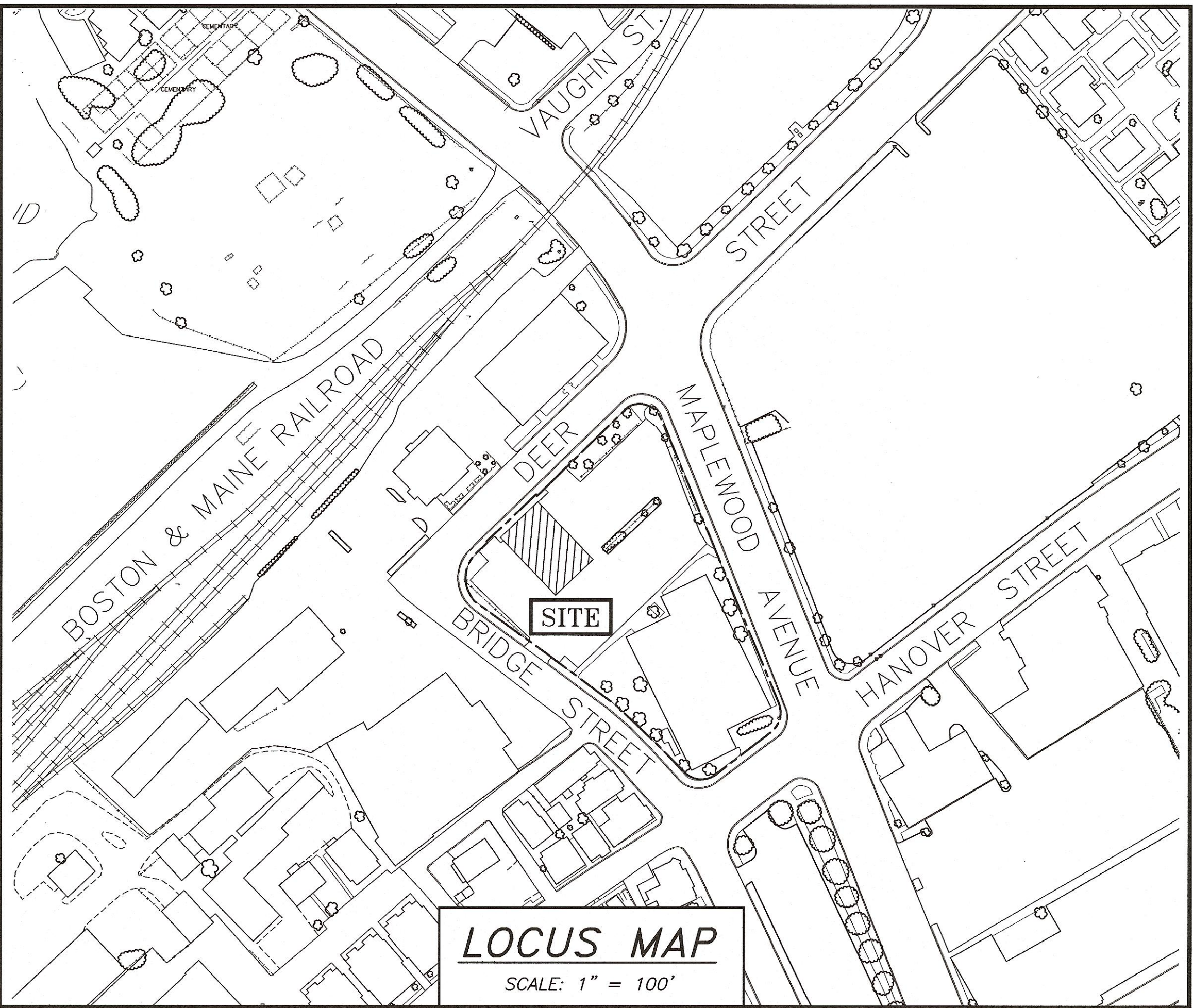
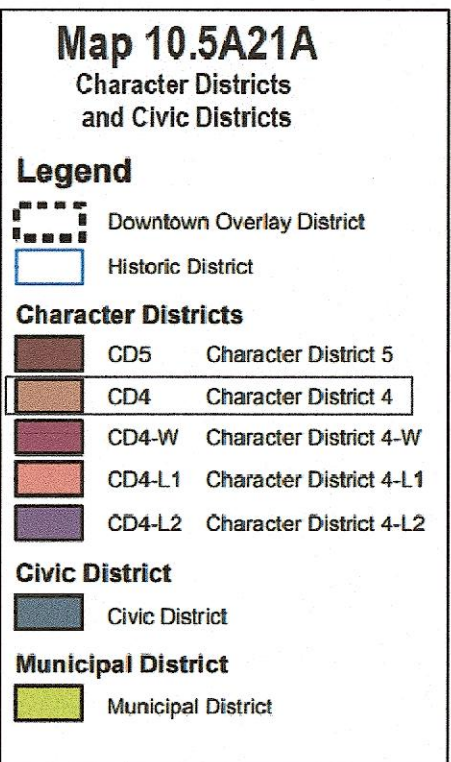
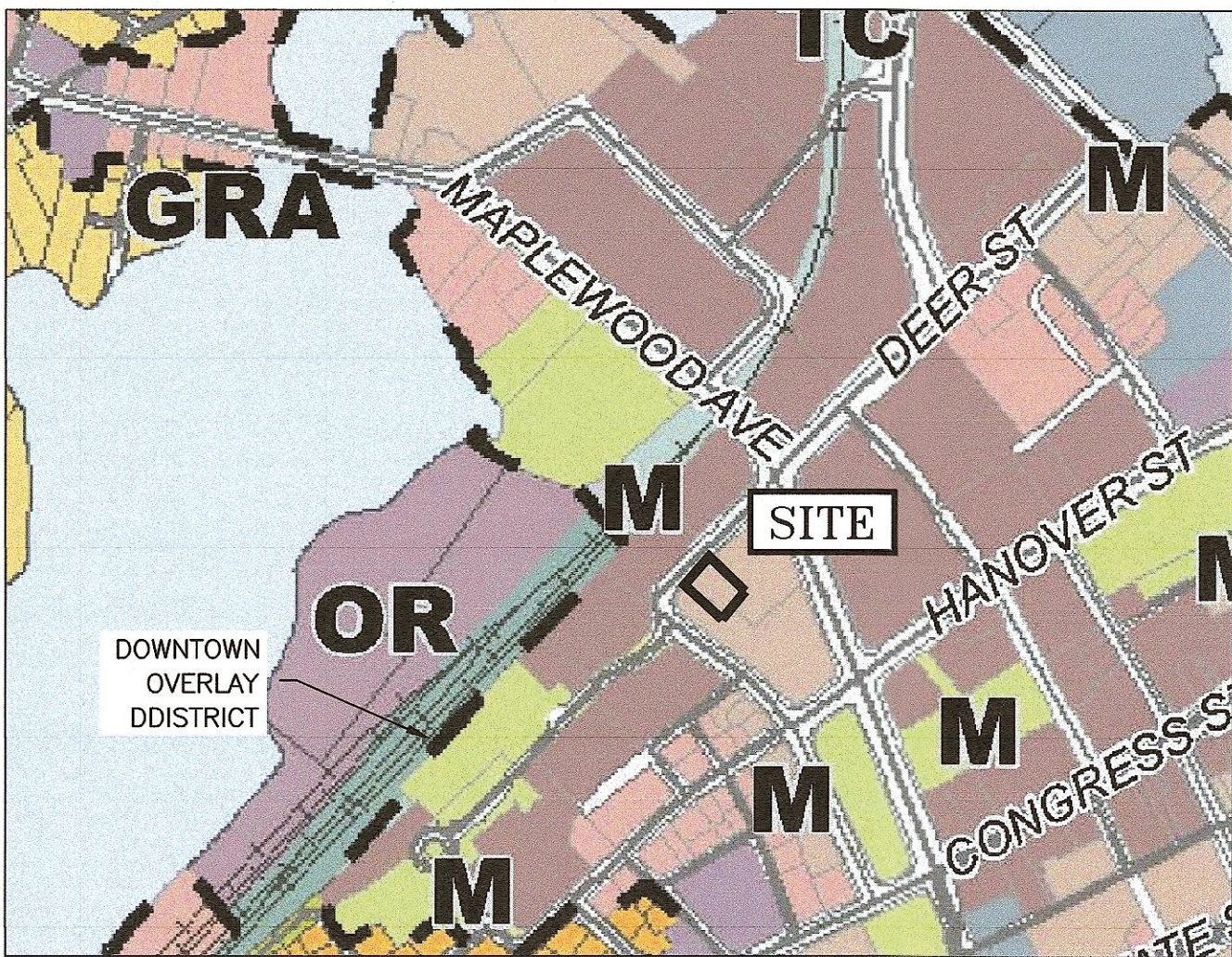
AMBIT ENGINEERING, INC.
200 GRIFFIN ROAD, UNIT 3
PORTSMOUTH, N.H. 03801
Tel. (603) 430-9282
Fax (603) 436-2315

PARKING CONSULTANT

GORRILL PALMER
707 SABLE OAKS DRIVE,
SUITE 30
SOUTH PORTLAND, ME 04106
TEL. (207) 772-2515

PLAN REFERENCES:

1. VAUGHAN STREET URBAN RENEWAL PROJECT N.H. R-10, PORTSMOUTH, NEW HAMPSHIRE, DISPOSITION PLAN PARCEL 7. DATED OCT. 1973 BY ANDERSON-NIHOLS & CO., INC. RCRD #D-4119.
2. VAUGHAN STREET URBAN RENEWAL PROJECT N.H. R-10, PORTSMOUTH, NEW HAMPSHIRE, DISPOSITION PLAN PARCEL 10. DATED OCT. 1973 BY ANDERSON-NIHOLS & CO., INC. RCRD #D-4125.
3. VAUGHAN STREET URBAN RENEWAL PROJECT N.H. R-10, PORTSMOUTH, NEW HAMPSHIRE, DISPOSITION MAP. DATED NOV. 1969 BY ANDERSON-NIHOLS & CO., INC. RCRD #D-2408.
4. EASEMENT SITE PLAN, TAX MAP 125 - LOT 2, 30 MAPLEWOOD, LLC TO PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE (PSNH), SCALE: 1" = 20', OCTOBER 2013 BY AMBIT ENGINEERING. RCRD D-38148.
5. PROPOSED EASEMENT TO CITY OF PORTSMOUTH, SCALE: 1" = 10', 9/18/13 BY AMBIT ENGINEERING. BK 5512, PG 1046.
6. CONDOMINIUM SITE PLAN, TAX MAP 125 - LOT 2, BY AMBIT ENGINEERING. RCRD D-38936; AMENDED AT RCRD D-39005.
7. SUBDIVISION PLAN TAX MAP 125 - LOT 2, OWNER: 30 MAPLEWOOD, LLC, 30-46 MAPLEWOOD AVENUE, CITY OF PORTSMOUTH, COUNTY OF ROCKINGHAM, STATE OF NEW HAMPSHIRE, PREPARED BY AMBIT ENGINEERING, INC., SCALE 1" = 20', DATED OCTOBER 2015 REVISED 4/18/17, RCRD D-40246
8. PLAN OF LAND NO. 238 DEER ST. PORTSMOUTH, N.H., SCALE: 1IN = 10 FT., DATED MAY 1954 PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS RCRD #02164



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

PERMIT LIST:

PORTSMOUTH HDC: GRANTED 11/3/21
PORTSMOUTH ZONING BOARD: GRANTED 9/28/21
PORTSMOUTH SITE REVIEW: PENDING
PORTSMOUTH CONDITIONAL USE PERMIT: APPROVED 2/18/21

LEGEND:

EXISTING	PROPOSED	
---	---	PROPERTY LINE
---	---	SETBACK
S	S	SEWER PIPE
SL	SL	SEWER LATERAL
G	G	GAS LINE
D	D	STORM DRAIN
W	W	WATER LINE
WS	WS	WATER SERVICE
UGE	UGE	UNDERGROUND ELECTRIC
OHW	OHW	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

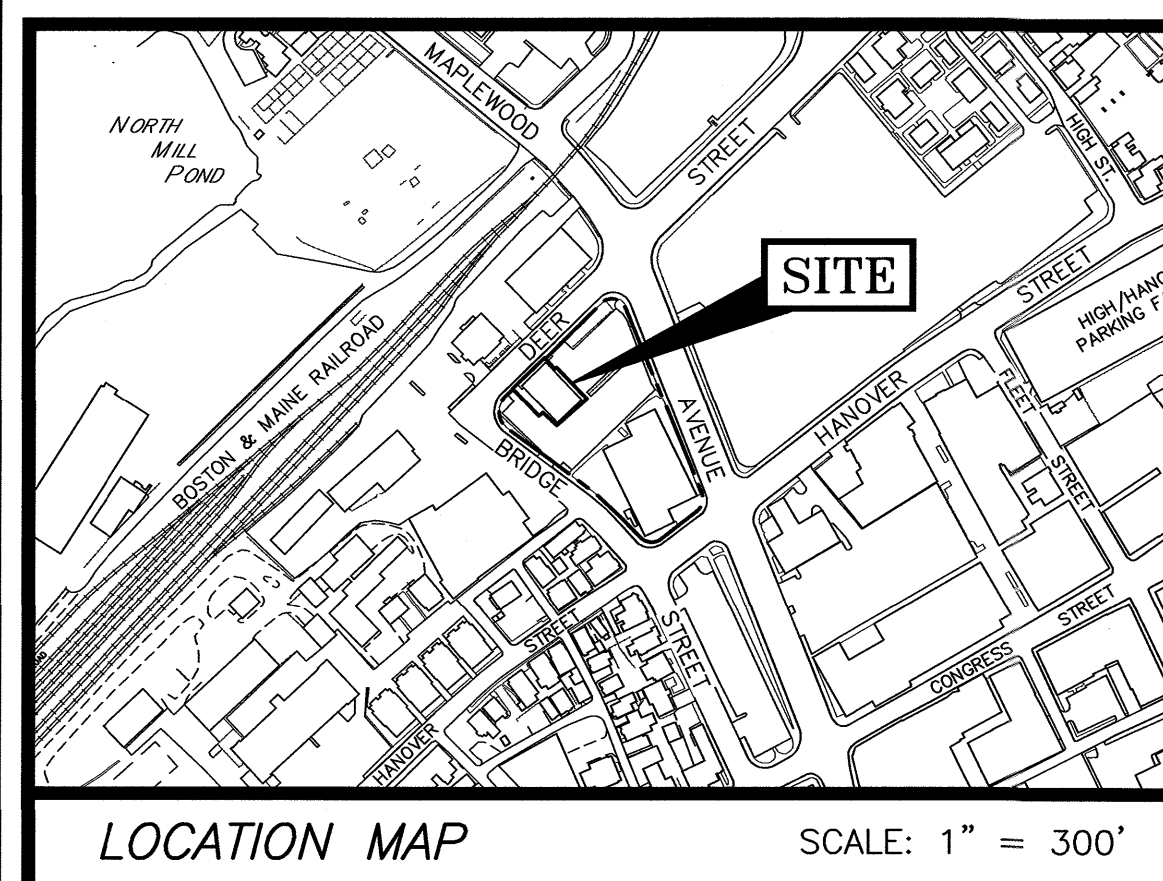
DWG. NO.	
---	PROPOSED EASEMENT PLAN -
---	30 MAPLEWOOD CONDOMINIUM
---	PROPOSED EASEMENT PLAN -
---	CITY OF PORTSMOUTH
C1	EXISTING CONDITIONS PLAN
C2	DEMOLITION PLAN
C3	SITE PLAN
C4	UTILITY PLAN
C5	GRADING PLAN
C6	OFFSITE IMPROVEMENTS (ELECTRICAL)
D1-D2	DETAIL SHEETS
A1-A7	ARCHITECTURAL PLANS

PERMIT PLANS - MIXED USE BUILDING
238 DEER STREET, LLC
238 DEER STREET
PORTSMOUTH, N.H.












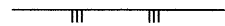
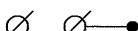
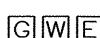


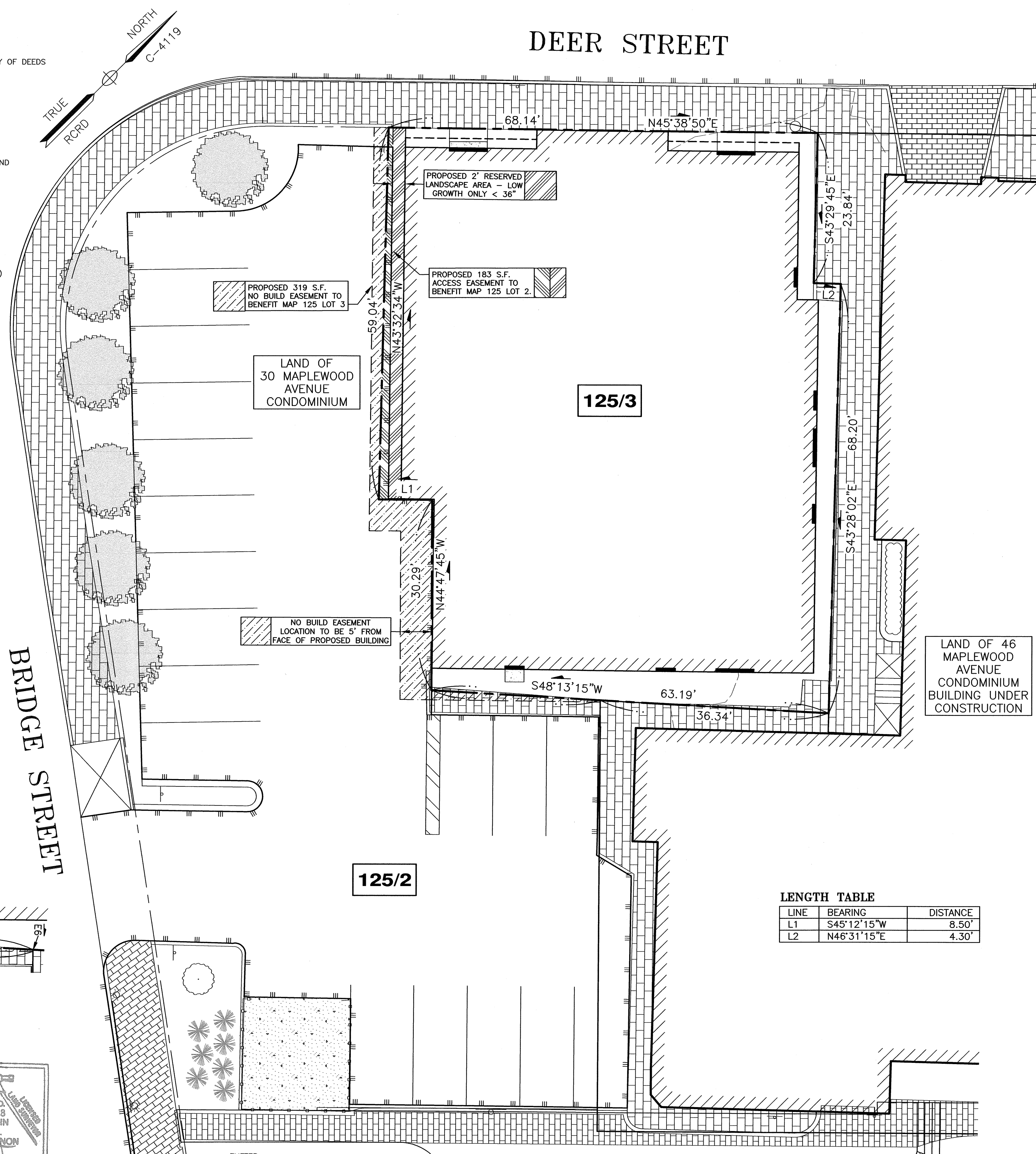
AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

PLAN SET SUBMITTAL DATE: 23 FEBRUARY 2022



LEGEND:

N/F	NOW OR FORMERLY
RP	RECORD OF PROBATE
RCD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
	MAP 11 / LOT 21
	BOUNDARY
	SETBACK
	RAILROAD SPIKE FOUND
	IRON ROD/PIPE FOUND
	DRILL HOLE FOUND
	STONE/CONCRETE BOUND FOUND
	RAILROAD SPIKE SET
	IRON ROD SET
	DRILL HOLE SET
	GRANITE BOUND SET
	EDGE OF PAVEMENT (EP)
	WOODS / TREE LINE
	UTILITY POLE (w/ GUY)
TYP.	METER (GAS, WATER, ELECTRIC)
LSA	TYPICAL
	LANDSCAPED AREA



LENGTH TABLE

LINE	BEARING	DISTANCE
L1	S45°12'15"W	8.50'
L2	N46°31'15"E	4.30'

ACCESS & RESERVED LANDSCAPE
AREA EASEMENT
SCALE: 1"=10'

EASEMENT LENGTH TABLE

LINE	BEARING	DISTANCE
E11	N45°38'50"E	2.70'
E12	S44°21'10"E	59.01'
E13	N45°12'15"W	3.53'
E14	S43°32'34"W	59.04'

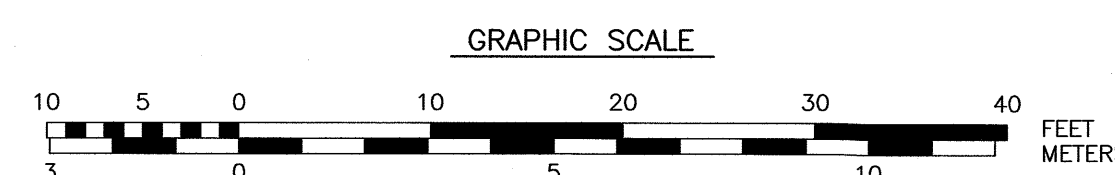
I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000.

JOHN R. CHAGNON, LLS 738

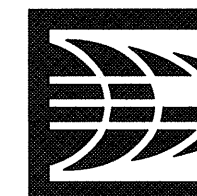
DATE _____

EASEMENT LENGTH TABLE		
LINE	BEARING	DISTANCE
E1	N45°38'50"E	2.30'
E2	S43°32'34"E	59.04'
E3	N45°12'15"E	8.50'
E4	S44°47'45"W	30.29'
E5	N48°13'15"E	26.84'
E6	S44°42'04"E	0.29'
E7	S45°38°50"W	31.78'
E8	N44°51'01"W	26.75'
E9	S45°12'15"W	5.01'
F10	N44°21'10"W	64.04'

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



- ## PLAN REFERENCES:
1. SUBDIVISION PLAN TAX MAP 125 - LOT 2, OWNER: 30 MAPLEWOOD, LLC, 30-46 MAPLEWOOD AVENUE, CITY OF ROCKINGHAM, COUNTY OF ROCKINGHAM, STATE OF NEW HAMPSHIRE, PREPARED BY AMBIT ENGINEERING, INC., SCALE 1" = 20', DATED OCTOBER 2015 REVISED 4/18/17, RCRD D-40246
 2. PLAN OF LAND NO. 238 DEER ST. ROCKSMOUTH, N.H., SCALE: 1IN = 10 FT, DATED MAY 1954 PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS RCRD 02164.



NOTES:

- 1) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 125 AS LOTS 2 & 3.
- 2) OWNER OF RECORD:
MAP 125 LOT 2
30 MAPLEWOOD CONDOMINIUM
36 MAPLEWOOD AVENUE
PORTSMOUTH, NH 03801
5636/1930
D-40246
- MAP 125 LOT 3
238 DEER STREET, LLC.
238 DEER STREET
PORTSMOUTH, NH 03801
5890/1712
RCRD #02164
- 3) PARCELS IS LOCATED IN THE CHARACTER DISTRICT 4, HISTORIC DISTRICT, AND DOWNTOWN OVERLAY DISTRICT.
- 4) DIMENSIONAL REQUIREMENTS:
CHARACTER DISTRICT 4 (CD4):
- | | | |
|----------------------------------|---------------------|-------------|
| MIN. LOT AREA: | NO REQUIREMENT | |
| FRONTAGE: | NO REQUIREMENT | |
| SETBACKS: | | |
| FRONT (MAX.) | 10 FEET (PRIMARY) | |
| FRONT (MAX.) | 15 FEET (SECONDARY) | |
| SIDE | NO REQUIREMENT | |
| REAR | 5 FEET | |
| MAXIMUM STRUCTURE HEIGHT: | | 45 FEET |
| MAXIMUM STRUCTURE COVERAGE: | | 90% |
| MAXIMUM BUILDING FOOTPRINT: | | 15,000 S.F. |
| MINIMUM OPEN SPACE: | | 10% |
| MINIMUM FRONT LOT LINE BUILDOUT: | | 50% |
- 5) LOT AREAS:
MAP 125 LOT 2: MAP 125 LOT 3
34,887 S.F. 6,181 S.F.
0.8009 ACRES 0.1419 ACRES
- 6) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F, JANUARY 29, 2021.
- 7) THE PURPOSE OF THIS PLAN IS TO SHOW PROPOSED NO BUILD AND ACCESS EASEMENTS ON ASSESSOR'S MAP 125 LOTS 2 & 3.

1	EASEMENTS	11/16/2
0	ISSUED FOR COMMENT	8/11/21
NO.	DESCRIPTION	DATE

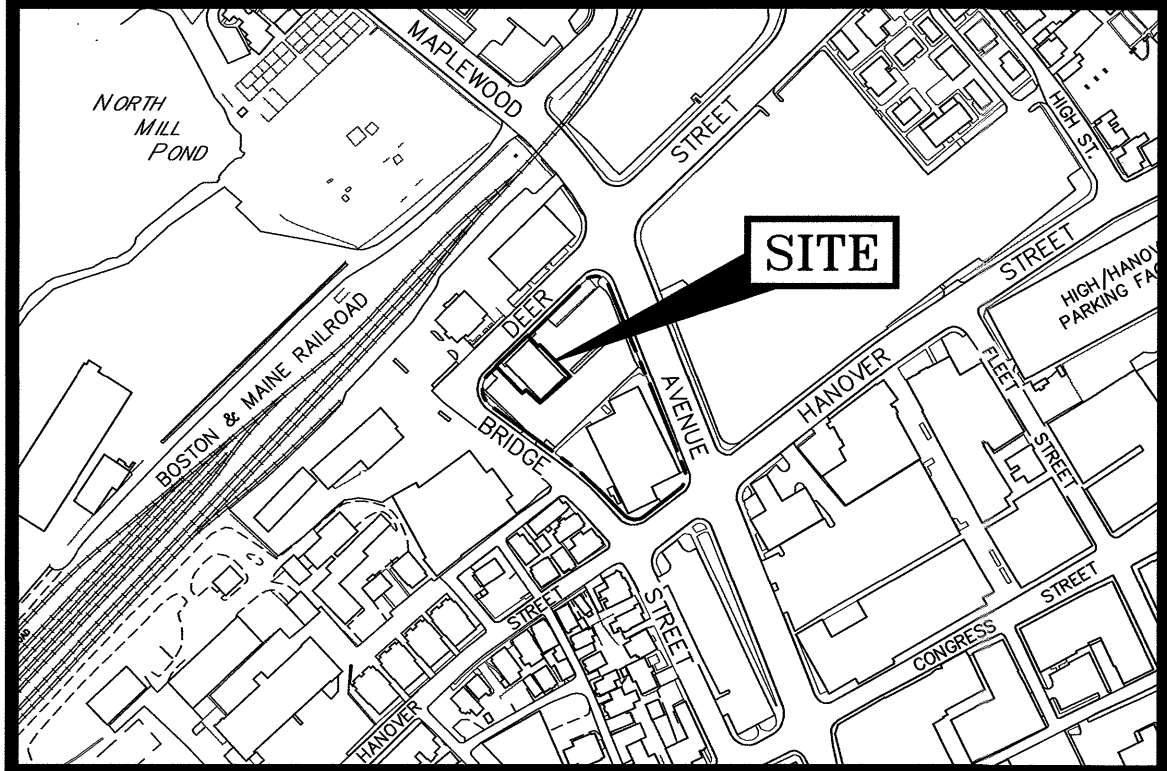
PROPOSED EASEMENT PLAN
LAND OF
30 MAPLEWOOD CONDOMINIUM
FOR THE BENEFIT OF:
238 DEER STREET LLC
AND
LAND OF
238 DEER STREET LLC
FOR THE BENEFIT OF:
30 MAPLEWOOD CONDOMINIUM
TAX MAP 125 – LOTS 2 & 3
238 DEER STREET &
30 MAPLEWOOD AVENUE
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

SCALE: 1" = 10'

AUGUST 2021

FB & PC

2916



LOCATION MAP

SCALE: 1" = 300'

LEGEND:

N/F	NOW OR FORMERLY
RP	RECORD OF PROBATE
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
11/21	MAP 11 / LOT 21
---	BOUNDARY
- - -	SETBACK
□	RAILROAD SPIKE FOUND
○	IRON ROD/PIPE FOUND
●	DRILL HOLE FOUND
■	STONE/CONCRETE BOUND FOUND
●	RAILROAD SPIKE SET
●	IRON ROD SET
●	DRILL HOLE SET
■	GRANITE BOUND SET
---	EDGE OF PAVEMENT (EP)
---	WOODS / TREE LINE
○	UTILITY POLE (w/ GUY)
□	METER (GAS, WATER, ELECTRIC)
TYP.	TYPICAL
LSA	LANDSCAPED AREA

PLAN REFERENCES:

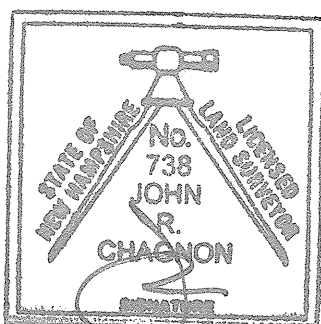
- SUBDIVISION PLAN TAX MAP 125 - LOT 2, OWNER: 30 MAPLEWOOD, LLC, 30-46 MAPLEWOOD AVENUE, CITY OF PORTSMOUTH, COUNTY OF ROCKINGHAM, STATE OF NEW HAMPSHIRE, PREPARED BY AMBIT ENGINEERING, INC., SCALE 1" = 20', DATED OCTOBER 2015 REVISED 4/18/17, RCRD D-40246
- PLAN OF LAND NO. 238 DEER ST. PORTSMOUTH, N.H., SCALE: 1/4" = 10 FT., DATED MAY 1954 PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS RCRD #02164

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.

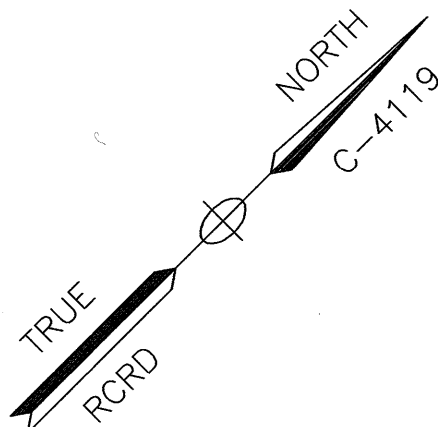
I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.

[Signature]
JOHN R. CHAGNON, LLS 738

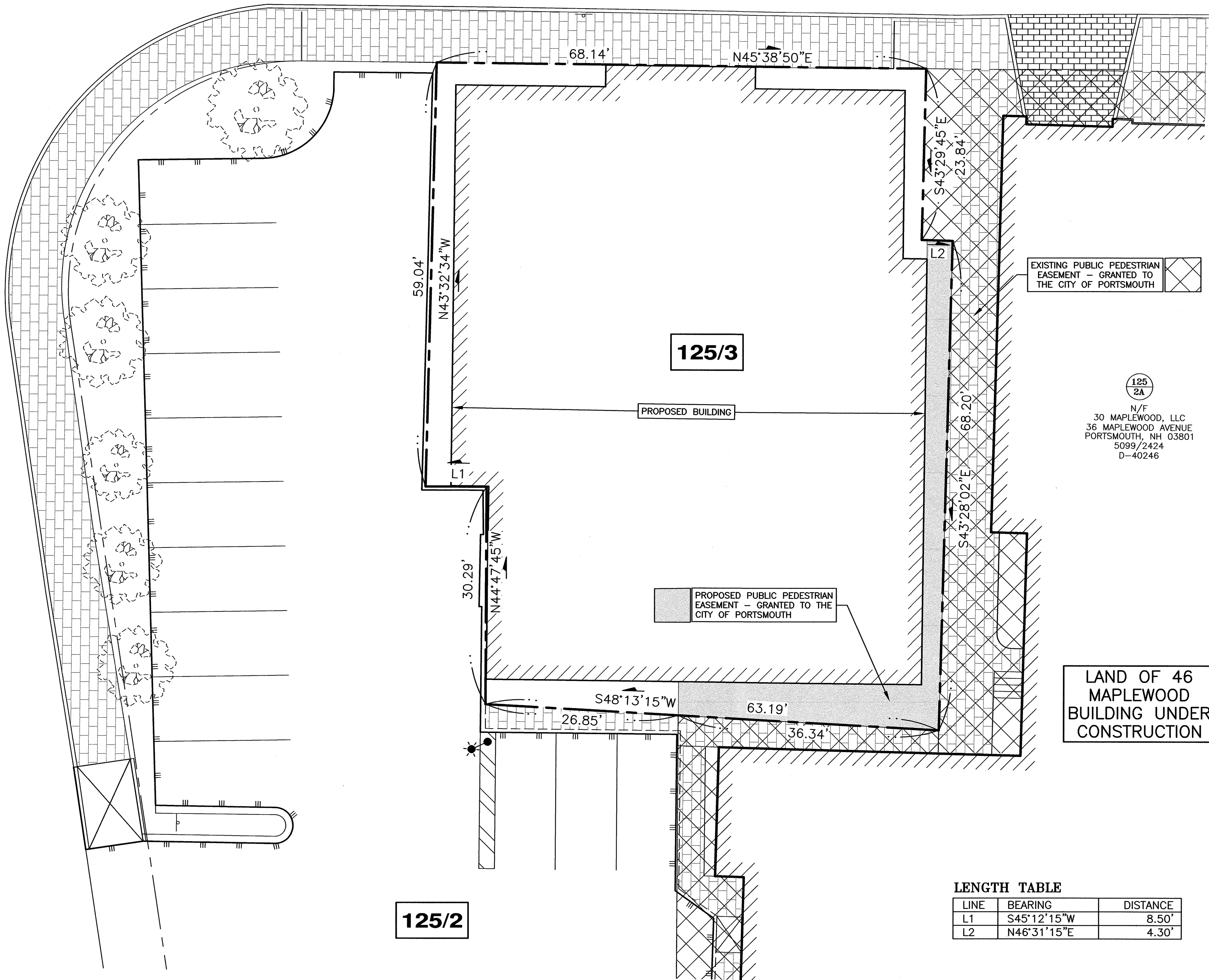
11.18.21
DATE



BRIDGE STREET



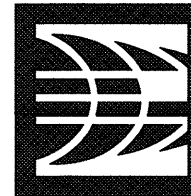
DEER STREET



LENGTH TABLE

LINE	BEARING	DISTANCE
L1	S45°12'15\"W	8.50'
L2	N46°31'15\"E	4.30'

GRAPHIC SCALE



AMBIT ENGINEERING, INC.

Civil Engineers & Land Surveyors

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

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 125 AS LOT 3.

2) OWNER OF RECORD:

238 DEER STREET, LLC.
238 DEER STREET
PORTSMOUTH, NH 03801
5890/1712
RCRD #02164

3) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4, HISTORIC DISTRICT, AND DOWNTOWN OVERLAY DISTRICT.

4) DIMENSIONAL REQUIREMENTS:

CHARACTER DISTRICT 4 (CD4):	
MIN. LOT AREA:	NO REQUIREMENT
FRONTAGE:	NO REQUIREMENT
SETBACKS:	
FRONT (MAX.)	10 FEET (PRIMARY)
FRONT (MAX.)	15 FEET (SECONDARY)
SIDE	NO REQUIREMENT
REAR	5 FEET
MAXIMUM STRUCTURE HEIGHT:	45 FEET
MAXIMUM STRUCTURE COVERAGE:	90%
MAXIMUM BUILDING FOOTPRINT:	15,000 S.F.
MINIMUM OPEN SPACE:	10%
MINIMUM FRONT LOT LINE BUILDOUT:	50%

5) LOT AREAS:

6,181 S.F.
0.1419 ACRES

6) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F, JANUARY 29, 2021.

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED EXPANDED PUBLIC ACCESS EASEMENT ON ASSESSOR'S MAP 125 LOT 3.

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	11/18/21

REVISIONS

PROPOSED EASEMENT PLAN
LAND OF
238 DEER STREET, LLC
FOR THE BENEFIT OF:
THE CITY OF PORTSMOUTH
TAX MAP 125 - LOT 3
238 DEER STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

SCALE: 1" = 10'

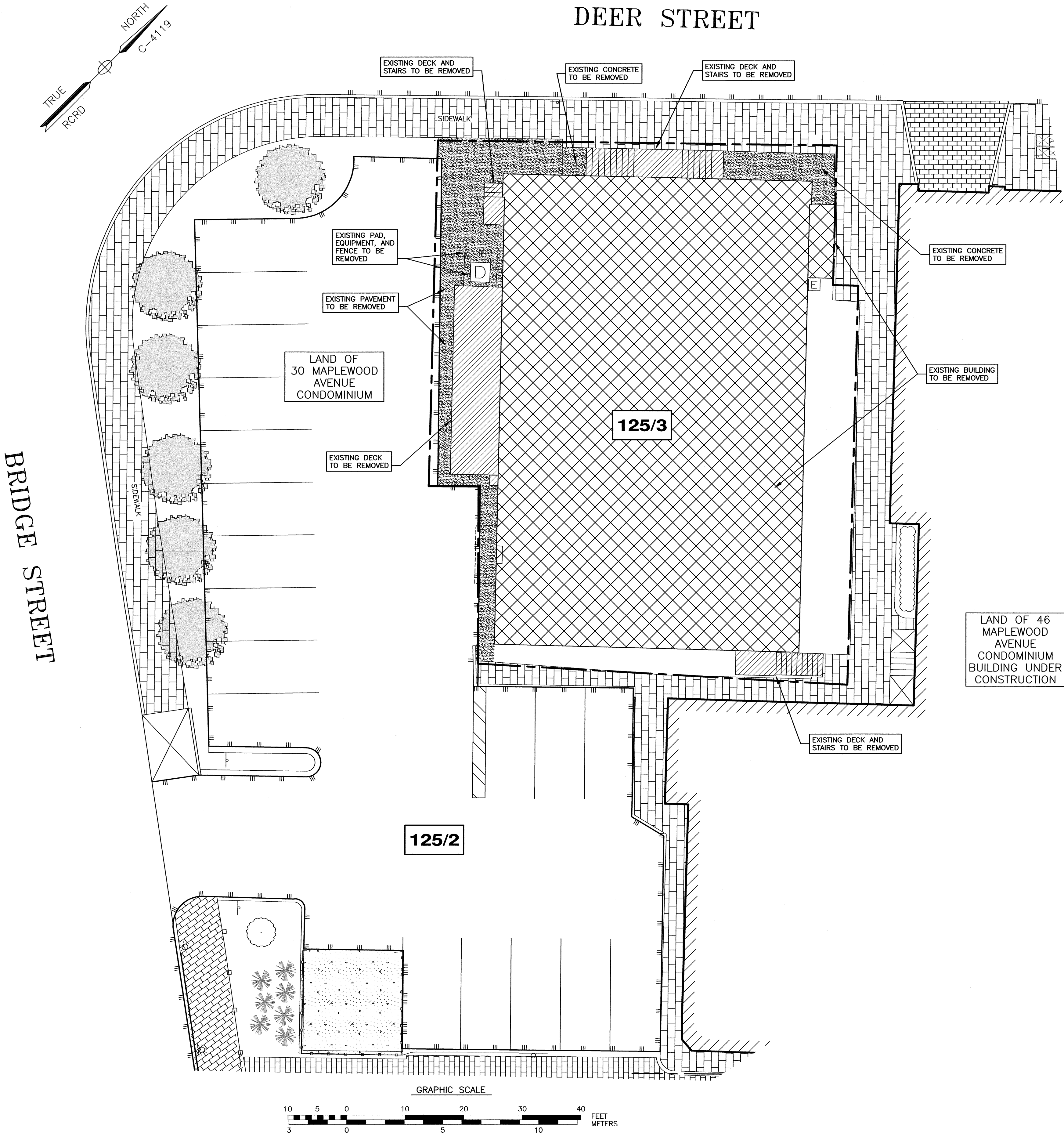
NOVEMBER 2021

FB 410 & PG 75

2916

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 OR EXISTING CURB LINE IN AREAS WHERE PAVEMENT TO BE REMOVED ABUTS EXISTING PAVEMENT OR CONCRETE TO REMAIN.
- 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.
- 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) 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.
- K) 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.
- L) 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.
- M) 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



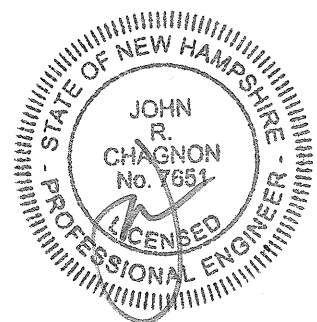
AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

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.
- 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).

SITE DEVELOPMENT
238 DEER STREET, LLC
238 DEER STREET
PORTSMOUTH, N.H.

0	TAC WORKSHOP	3/2/21
NO.	DESCRIPTION	DATE
REVISIONS		



SCALE: 1" = 10' NOVEMBER 2020

DEMOLITION
PLAN

C2

ZONING DEVELOPMENT STANDARD

CD4: CHARACTER DISTRICT 4

BUILDING PLACEMENT (PRINCIPLE):

	REQUIRED	EXISTING	PROPOSED
MAX. PRINCIPLE FRONT YARD:	10.0'	1'	0'
MAX. SECONDARY FRONT YARD:	N/A	N/A	N/A
MIN. SIDE YARD:	NR	0'	0'
MIN. REAR YARD:	5.0'	3.5'	3.5'
FRONT LOT LINE BUILDOUT:	50% MIN.	78%	92%

BUILDING TYPES:

ALLOWED BUILDING TYPES: ROWHOUSE, APARTMENT, LIVE/WORK, SMALL/LARGE COMMERCIAL
PROHIBITED: HOUSE & DUPLEX

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

BUILDING FORM:

	REQUIRED	EXISTING	PROPOSED
MAX STRUCTURE HEIGHT:	40.0' + 2.0' PENTHOUSE	23' +/-	42'
STRUCTURE HEIGHT (IN STORIES):	3	1	3 + PENTHOUSE
PENTHOUSE AREA:	50% MAX. OF STORY BELOW	N/A	3,206 S.F. - 60% 1,907 S.F. - 35.6%
PENTHOUSE SETBACK:	15.0'	N/A	8.0'
MAX. FINISHED FLOOR SURFACE OF GROUND FLOOR ABOVE SIDEWALK GRADE:	36 INCHES	6'	1'
MIN. GROUND STORY HEIGHT:	12.0'	14.0'	12.0'
MIN. SECOND STORY HEIGHT:	10.0'	N/A	10.5'
FACADE GLAZING (OTHER):	20% MIN. TO 50% MAX.	N/A	42%

ROOF TYPE ALLOWED: FLAT, GABLE, HIP, GAMBREL, MANSARD

LOT OCCUPATION:

	REQUIRED	EXISTING	PROPOSED
MAX BUILDING BLOCK:	200'	53'	63'
MAX FACADE MOD. LENGTH:	80'	53'	21'
MIN. ENTRANCE SPACING:	50'	N/A	N/A
MAX BUILDING COVERAGE:	90%	74%	85%
MAX BUILDING FOOTPRINT:	15,000 SF	4,243 S.F.	5,263 S.F.
GROSS BUILDING:		8,346 S.F.	19,190 S.F.
MIN. LOT AREA:	NR	6,181 S.F.	6,181 S.F.
MIN. LOT AREA/DWELLING (LOT AREA/# OF UNITS):	NR	N/A	N/A
MIN. OPEN SPACE :	10%	9.67%	2.7%

IMPERVIOUS SURFACE AREAS (TO PROPERTY LINE)

STRUCTURE	PRE-CONSTRUCTION IMPERVIOUS (S.F.)	POST-CONSTRUCTION IMPERVIOUS (S.F.)
BUILDING	4,243	5,263
DECKS	264	0
STAIRS/STEPS	194	16
CONCRETE	137	0
PAVEMENT	458	83
BRICK WALKWAY	104	574
GRAVEL	531	0
CURB/PLANTER WALL	0	82
TOTAL	5931	6018
LOT SIZE	6,181	6,181
% LOT COVERAGE	96.0%	97.4%

LANDSCAPE SCHEDULE

No.	ITEM	SIZE	QTY
1	PURPLE LOVEGRASS	2 GAL.	31
2	ERGAOSTIS SPECTABILIS		
3	PINK SPIRES CRABAPPLE	1 1/2" CAL.	2
	MALUS "PINK SPIRES"		
4	EVER-LOW YEW	18"-24" SPD.	4
	TAXUS MEDIA "EVER-LOW"		

PLANNING BOARD CUP APPROVAL CONDITIONS:

1) A minimum of 7 off-street parking spaces shall be provided via a long-term lease, shared parking agreement or option to enter into a long-term lease or share parking agreement with a property owner in the vicinity of the project. The lease, shared parking agreement or option for the off-site parking spaces shall be reviewed annually with the property owner and Planning Director and shall be renewed as needed for a period of up to 5 years from the issuance of the final certificate of occupancy for the property.

2) Revise the draft lease agreement related to the tenants' obligation to secure off-site parking if the tenant owns a car by removing paragraph 2 of the draft lease agreement presented by the applicant. The final lease agreement shall be reviewed and approved by the Planning Director and City Attorney.

BOARD OF ADJUSTMENT APPROVAL CONDITIONS:

1) Penthouse-level units shall not exceed 500 square feet.



AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors

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

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 125 AS LOT 3.

2) OWNER OF RECORD:
238 DEER STREET, LLC.
238 DEER STREET
PORTSMOUTH, NH 03801
5890/1712
RCRD #02164

3) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4, HISTORIC DISTRICT, AND DOWNTOWN OVERLAY DISTRICT.

4) DIMENSIONAL REQUIREMENTS:

CHARACTER DISTRICT 4 (CD4):	
MIN. LOT AREA:	NO REQUIREMENT
FRONTAGE:	NO REQUIREMENT
SETBACKS:	
FRONT (MAX.)	10 FEET (PRIMARY)
SIDE	NO REQUIREMENT
REAR	5 FEET
MAXIMUM STRUCTURE HEIGHT:	40 FEET
MAXIMUM STRUCTURE COVERAGE:	90%
MAXIMUM BUILDING FOOTPRINT:	15,000 S.F.
MINIMUM OPEN SPACE:	10%
MINIMUM FRONT LOT LINE BUILDOUT:	50%

5) LOT AREA: 6,181 S.F., 0.1419 ACRES.

6) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F, JANUARY 29, 2021

7) THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED REPLACEMENT STRUCTURE ON MAP 125, LOT 3.

8) SOLID WASTE PICKUP SHALL BE PROVIDED BY A PRIVATE WASTE HAULING COMPANY.

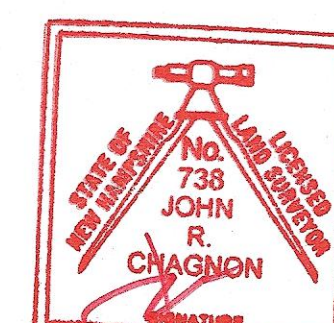
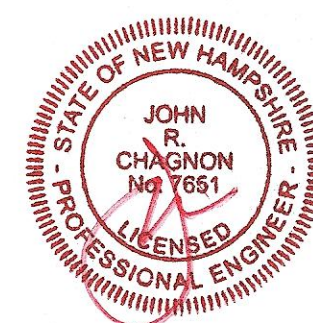
9) DEVELOPER SHALL PROVIDE PUBLIC ACCESS EASEMENTS WHERE ADJACENT TO EXISTING PUBLIC ACCESS EASEMENTS (EAST AND SOUTH SIDES).

SITE DEVELOPMENT

238 DEER STREET, LLC
238 DEER STREET
PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
4	EASEMENT NOTE	2/23/22
3	STEPS TO GRANITE	12/7/21
2	CURB, PLANTER WALL	11/18/21
1	NOTES 8 & 9	11/2/21
0	ISSUED FOR COMMENT	9/1/21

REVISIONS



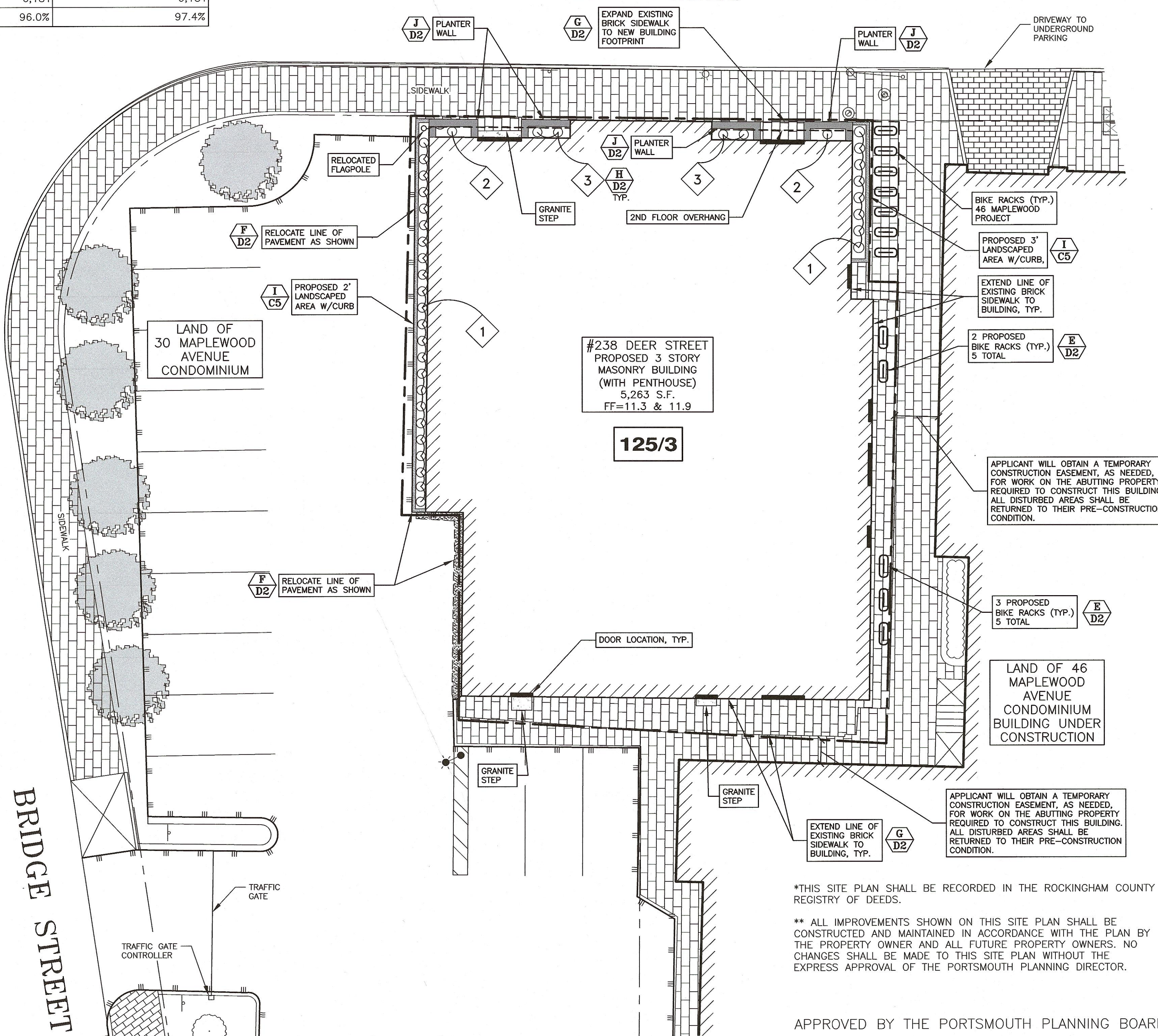
SCALE: 1" = 10'

AUGUST 2021

SITE PLAN

C3

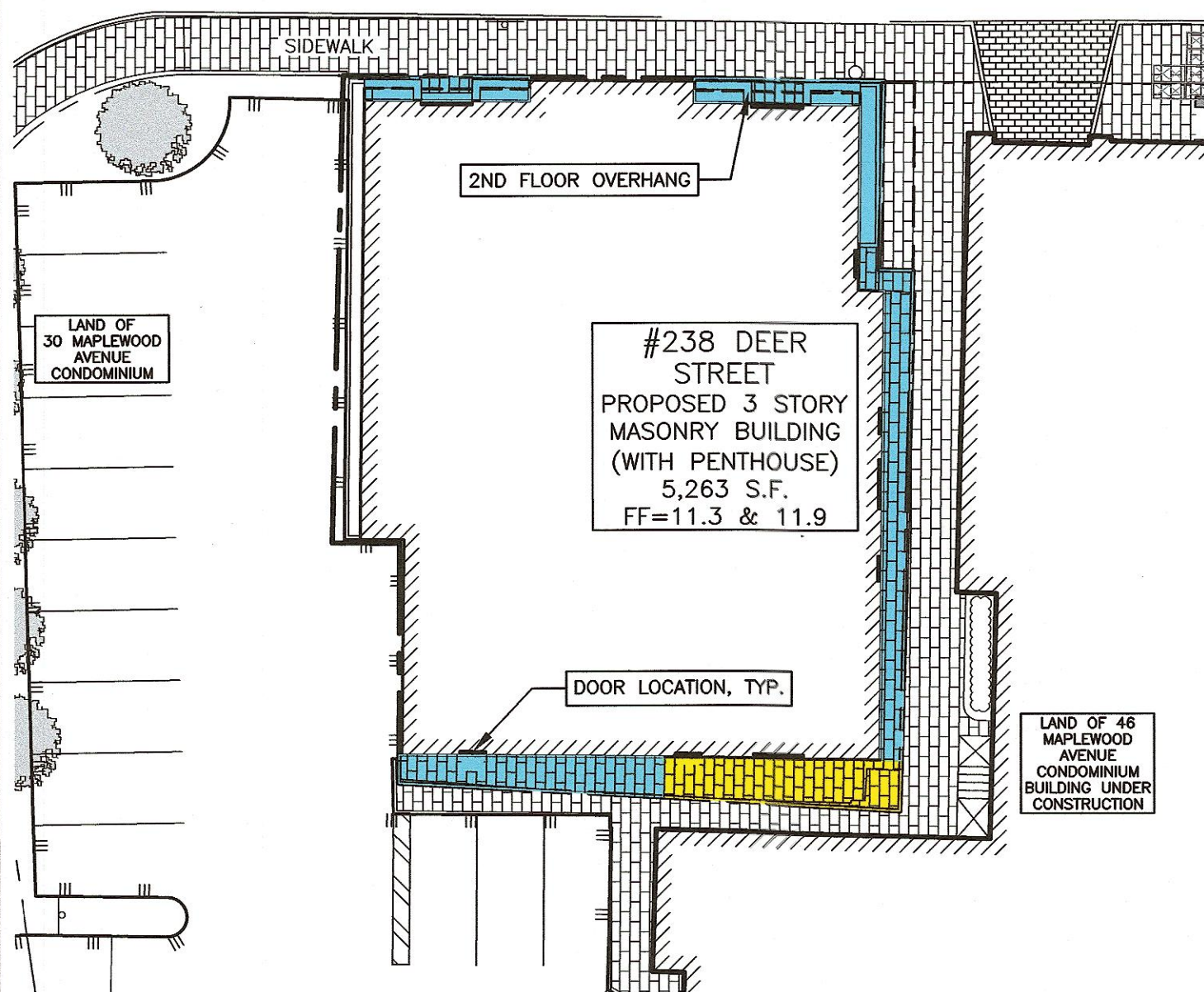
DEER STREET



#238 DEER STREET
PROPOSED 3 STORY
MASONRY BUILDING
(WITH PENTHOUSE)
5,263 S.F.
FF=11.3 & 11.9

125/3

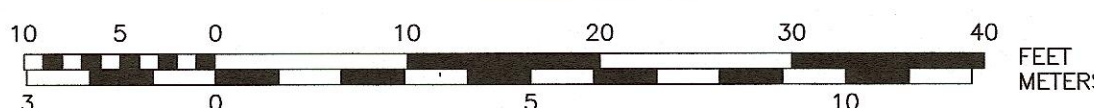
DEER STREET



OPEN SPACE EXHIBIT 1"=20'

MEETS ORDINANCE CRITERIA		171 S.F. (2.8%)
MEETS ORDINANCE INTENT		540 S.F. (8.7%)
TOTAL		711 S.F. (11.5%)

GRAPHIC SCALE



*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 OWNER AND ALL FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.

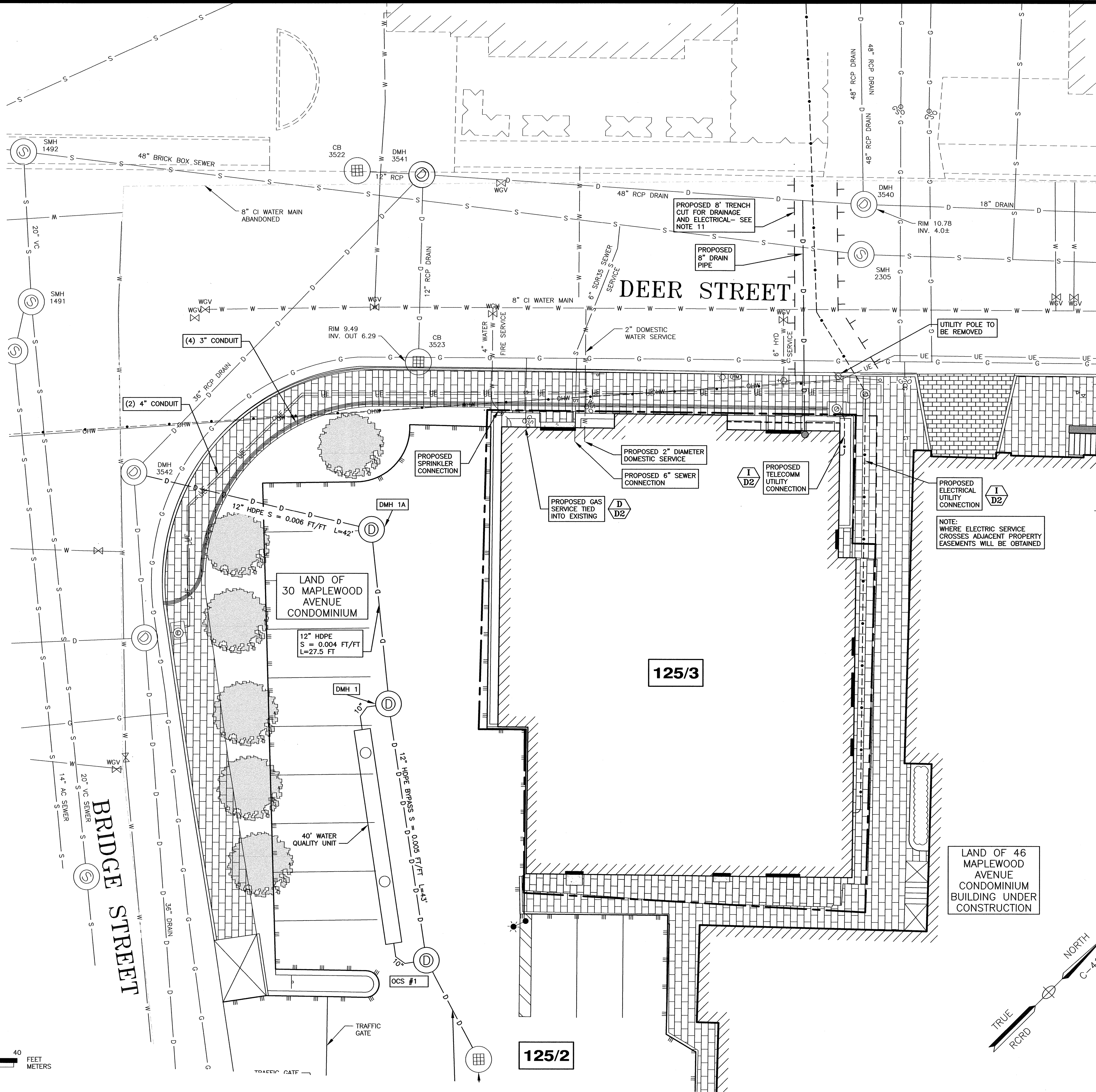
APPROVED BY THE PORTSMOUTH PLANNING BOARD

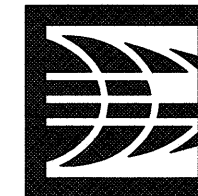
CHAIRMAN

DATE

UTILITY NOTES:

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





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) OFF SITE DRAINAGE IMPROVEMENTS INSTALLED BY OTHERS.
- 5) THE INTENT OF THIS DESIGN IS TO MEET THE ADJACENT GRADES WHERE THE SIDEWALKS WILL ABUT - NO CHANGES TO THE ADJACENT GRADES PROPOSED IN THIS AREA.
- 6) GRADING TO OCCUR OVER THE PROPERTY LINE IN THIS AREA. EASEMENTS TO BE OBTAINED PRIOR TO CONSTRUCTION.

DRAIN STRUCTURE TABLE

STRUCTURE	RIM ELEV.	INV. ELEV. IN INV. ELEV. OUT	PIPE SIZE & TYPE
CB 3522	10.09	7.52±	12" RCP (NE)
CB 3523	9.41	6.32	12" (NW)
DMH 3540	10.68	1.56	48" RCP (NW)
DMH 3541	10.18	2.10	12" RCP (SW) 12" RCP (SE)
DMH 3542	9.44	1.96	36"

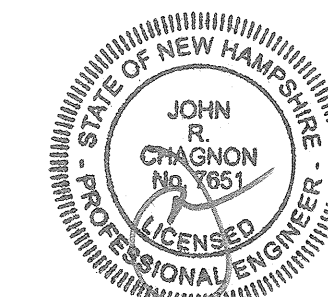
DRAIN PIPE TABLE

PIPE	SLOPE	INV. IN INV. OUT	SIZE X LENGTH X TYPE
P1	0.4%	7.05 6.88	8" X 43' SDR35

SITE DEVELOPMENT 238 DEER STREET, LLC 238 DEER STREET PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
4	ROOF DRAIN LOCATION	1/26/22
3	DRAIN CONNECTION	12/29/21
2	NOTES 5 & 6	12/7/21
1	DRAINS/GRADES	11/18/21
0	TAC SUBMISSION	10/18/21

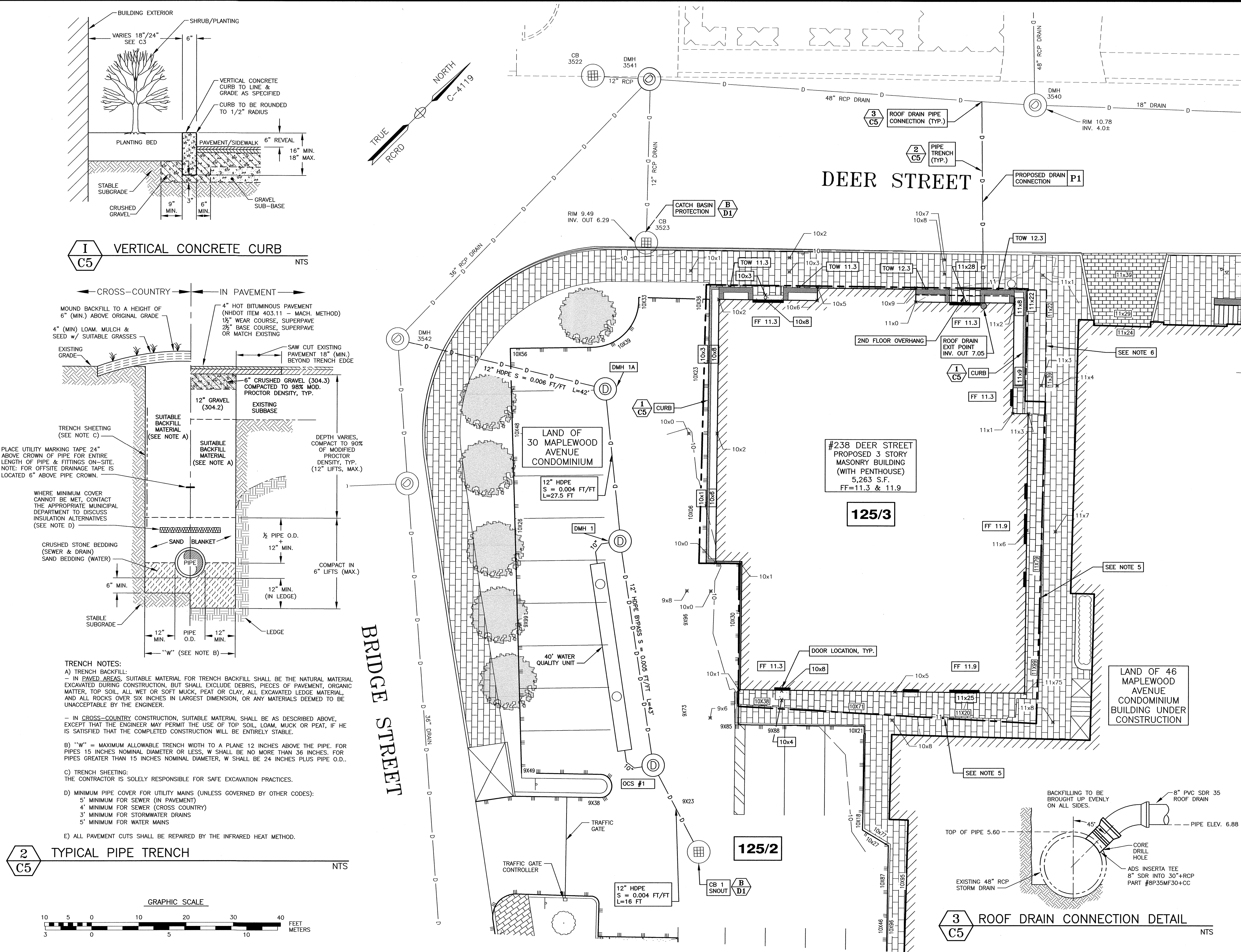
REVISIONS



SCALE: 1" = 10' NOVEMBER 2020

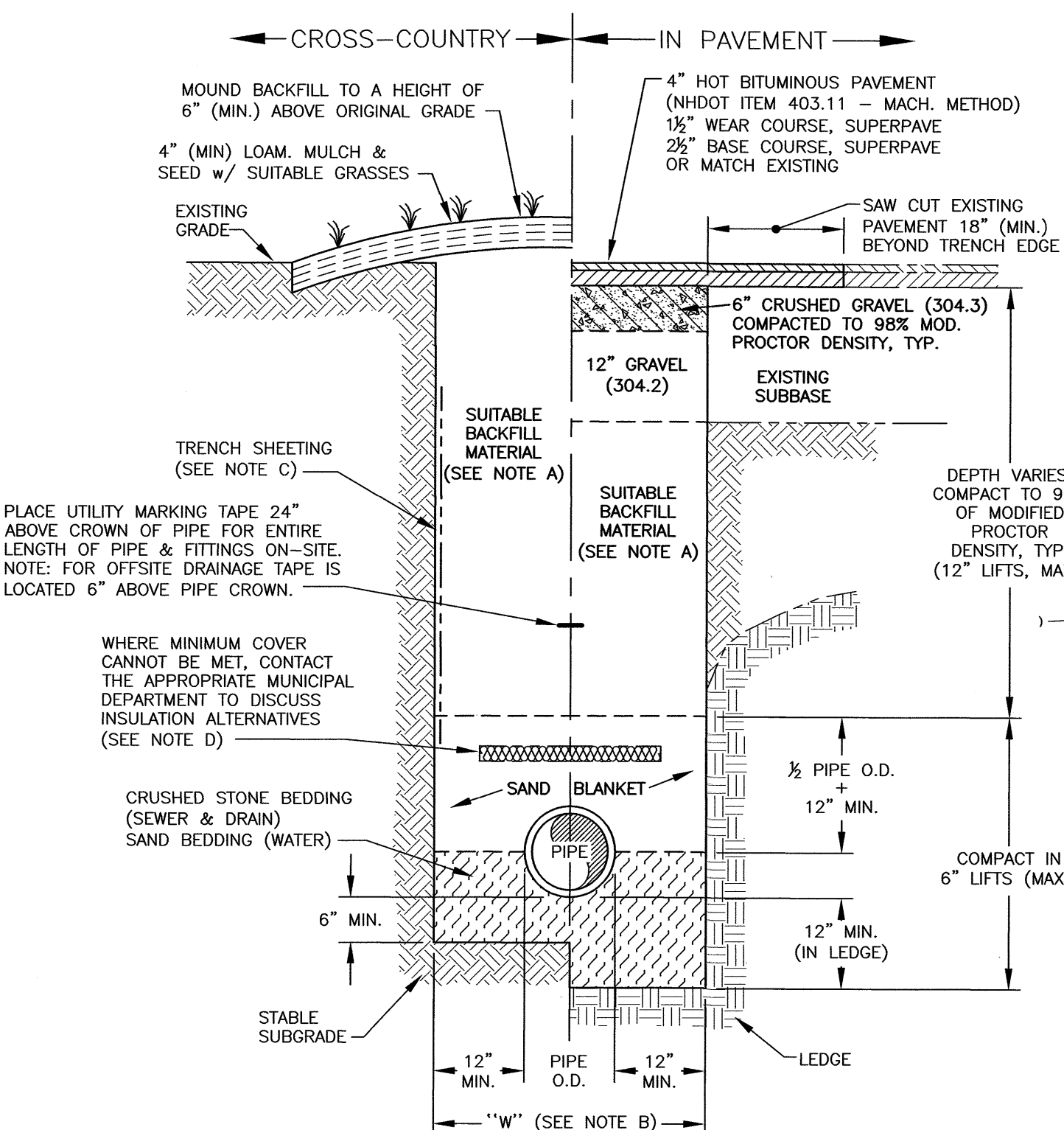
GRADING
PLAN

C5



I C5 VERTICAL CONCRETE CURB

NTS

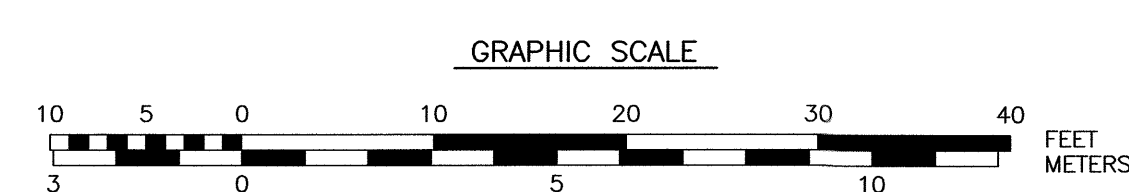


TRENCH NOTES:

- A) TRENCH BACKFILL:
 - IN PAVED AREAS, SUITABLE MATERIAL FOR TRENCH BACKFILL SHALL BE THE NATURAL MATERIAL EXCAVATED DURING CONSTRUCTION, BUT SHALL EXCLUDE DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, ALL WET OR SOFT MUCK, PEAT OR CLAY, ALL EXCAVATED LEDGE MATERIAL, AND ALL ROCKS OVER SIX INCHES IN LARGEST DIMENSION, OR ANY MATERIALS DEEMED TO BE UNACCEPTABLE BY THE ENGINEER.
 - IN CROSS-COUNTRY CONSTRUCTION, SUITABLE MATERIAL SHALL BE AS DESCRIBED ABOVE, EXCEPT THAT THE ENGINEER MAY PERMIT THE USE OF TOP SOIL, LOAM, MUCK OR PEAT, IF HE IS SATISFIED THAT THE COMPLETED CONSTRUCTION WILL BE ENTIRELY STABLE.
- B) "W" = MAXIMUM ALLOWABLE TRENCH WIDTH TO A PLANE 12 INCHES ABOVE THE PIPE. FOR PIPES 15 INCHES NOMINAL DIAMETER OR LESS, W SHALL BE NO MORE THAN 36 INCHES. FOR PIPES GREATER THAN 15 INCHES NOMINAL DIAMETER, W SHALL BE 24 INCHES PLUS PIPE O.D.
- C) TRENCH SHEETING:
 - THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFE EXCAVATION PRACTICES.
- D) MINIMUM PIPE COVER FOR UTILITY MAINS (UNLESS GOVERNED BY OTHER CODES):
 - 5' MINIMUM FOR SEWER (IN PAVEMENT)
 - 4' MINIMUM FOR SEWER (CROSS COUNTRY)
 - 3' MINIMUM FOR STORMWATER DRAINS
 - 5' MINIMUM FOR WATER MAINS
- E) ALL PAVEMENT CUTS SHALL BE REPAIRED BY THE INFRARED HEAT METHOD.

2 C5 TYPICAL PIPE TRENCH

NTS



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.

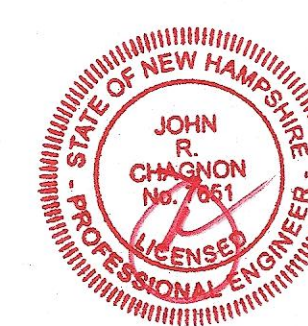
3) PLAN FROM 2014 G.L. RODGERS SITE REDEVELOPMENT
PLAN SET. REVISED DEER STREET UTILITIES BASED ON
CURRENT CONDITIONS.



SITE DEVELOPMENT
238 DEER STREET, LLC
238 DEER STREET
PORTSMOUTH, N.H.

1	CONDUIT LOCATION	2/18/20
0	ISSUED FOR COMMENT	1/26/20
NO.	DESCRIPTION	DATE

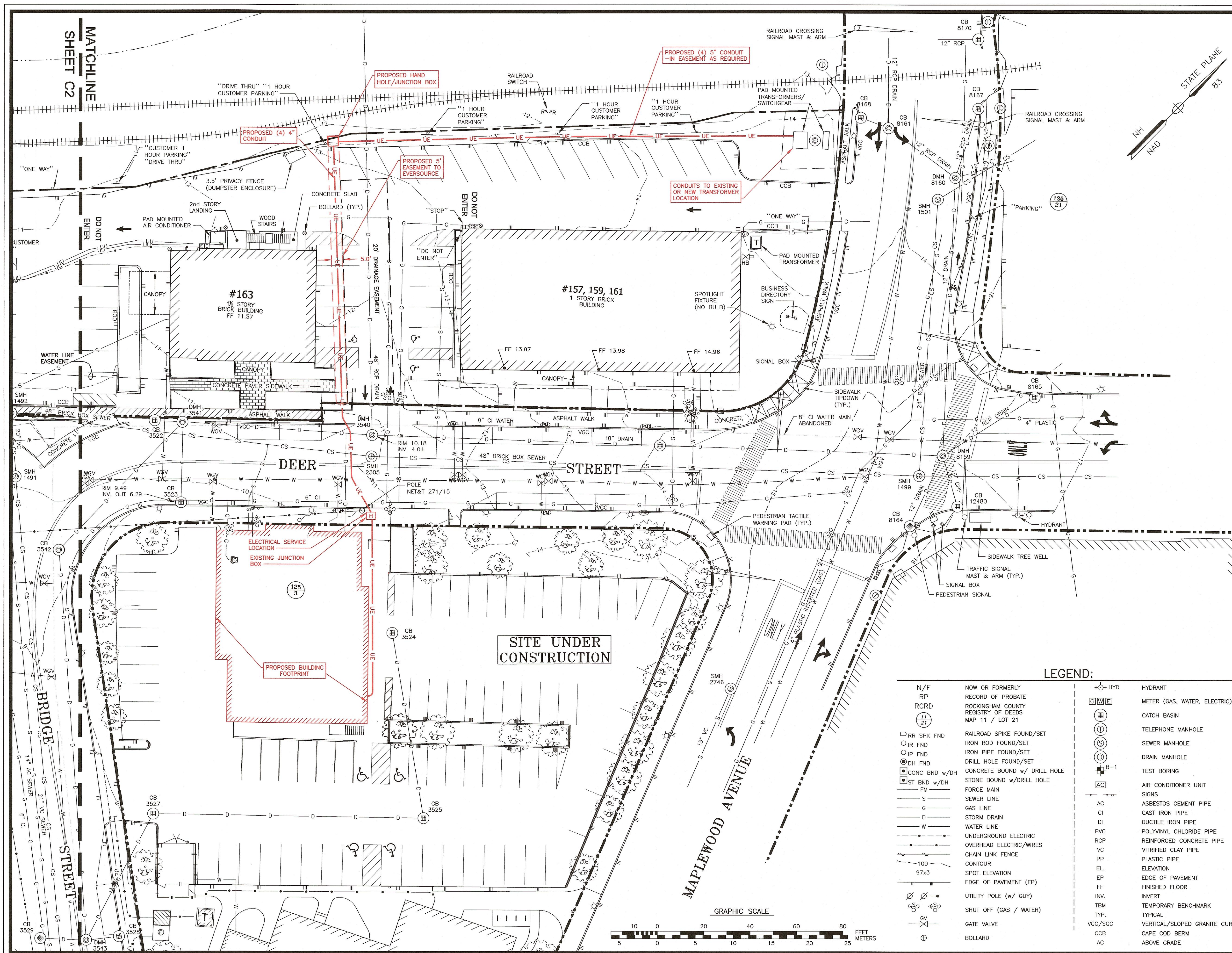
REVISION



SCALE: 1" = 20' JANUARY 2022

OFFSITE IMPROVEMENTS (ELECTRICAL)

C6



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, CATCH BASIN PROTECTION ON ALL CATCH BASINS IN PROJECT AREA BEFORE ANY EARTH MOVING OPERATIONS. THE USE OF HAYBALES IS NOT ALLOWED.

PLACE FODS AS NEEDED THROUGHOUT PROJECT.

CUT AND GRUB ALL TREES, SHRUBS, SAPLINGS, BRUSH, VINES AND REMOVE OTHER DEBRIS AND RUBBISH AS REQUIRED. DEMOLISH EXISTING BUILDING, REMOVE IMPACTED UTILITIES.

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 FOUNDATION.

CONNECT UTILITIES.

CONSTRUCT BUILDING.

PLACE BINDER LAYER OF PAVEMENT FOR SIDEWALKS.

AFTER BUILDINGS ARE COMPLETED, FINISH ALL REMAINING LANDSCAPED WORK.

CONSTRUCT SIDEWALKS AND INSTALL BIKE RACKS.

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 SILT/SOXX SHALL BE PERIODICALLY INSPECTED DURING THE LIFE OF THE PROJECT AND AFTER EACH STORM. ALL DAMAGED SILT FENCES AND SILT/SOXX 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 SILT/SOXX 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

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 SILT/SOXX BARRIER SHALL BE CHECKED AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.

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

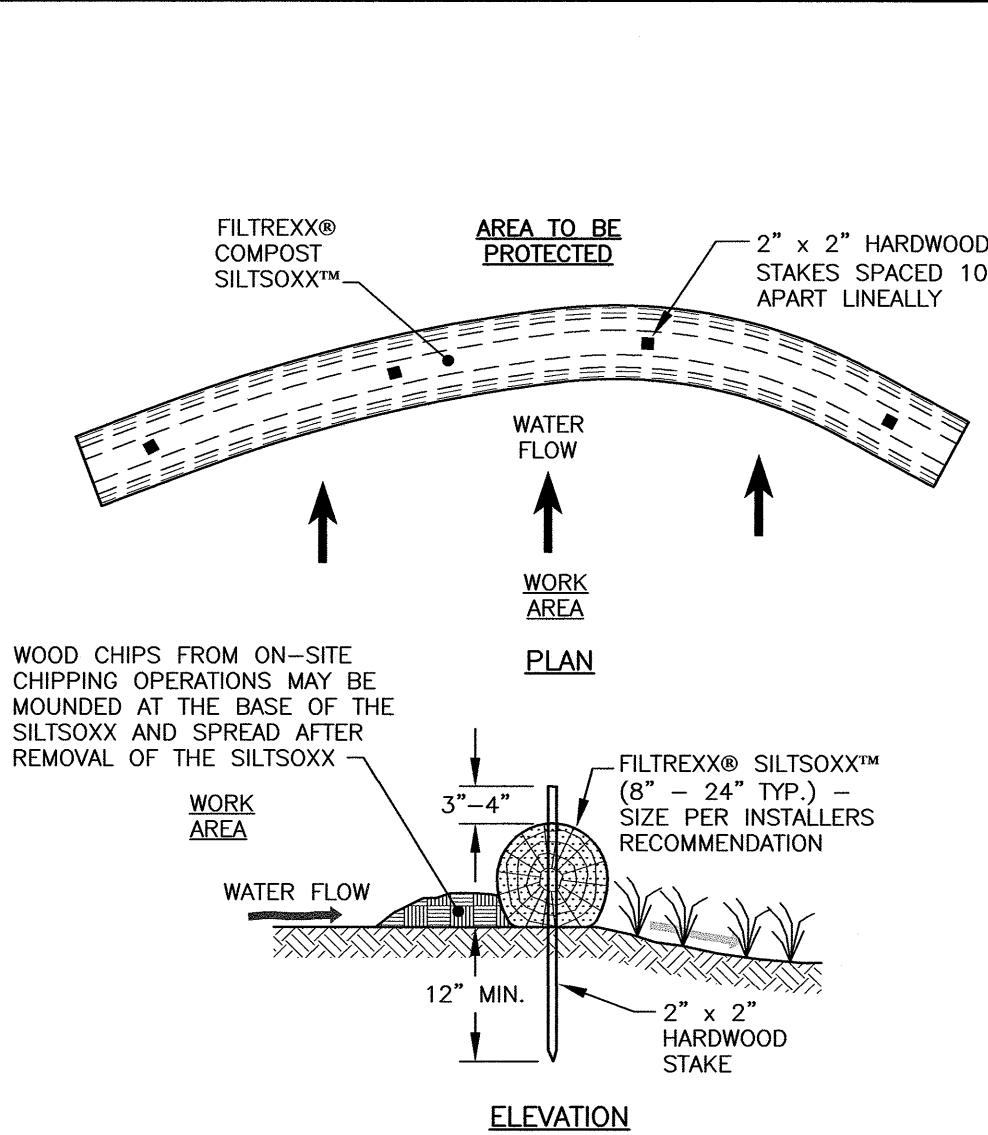
WINTER NOTES

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 SEEDED 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.

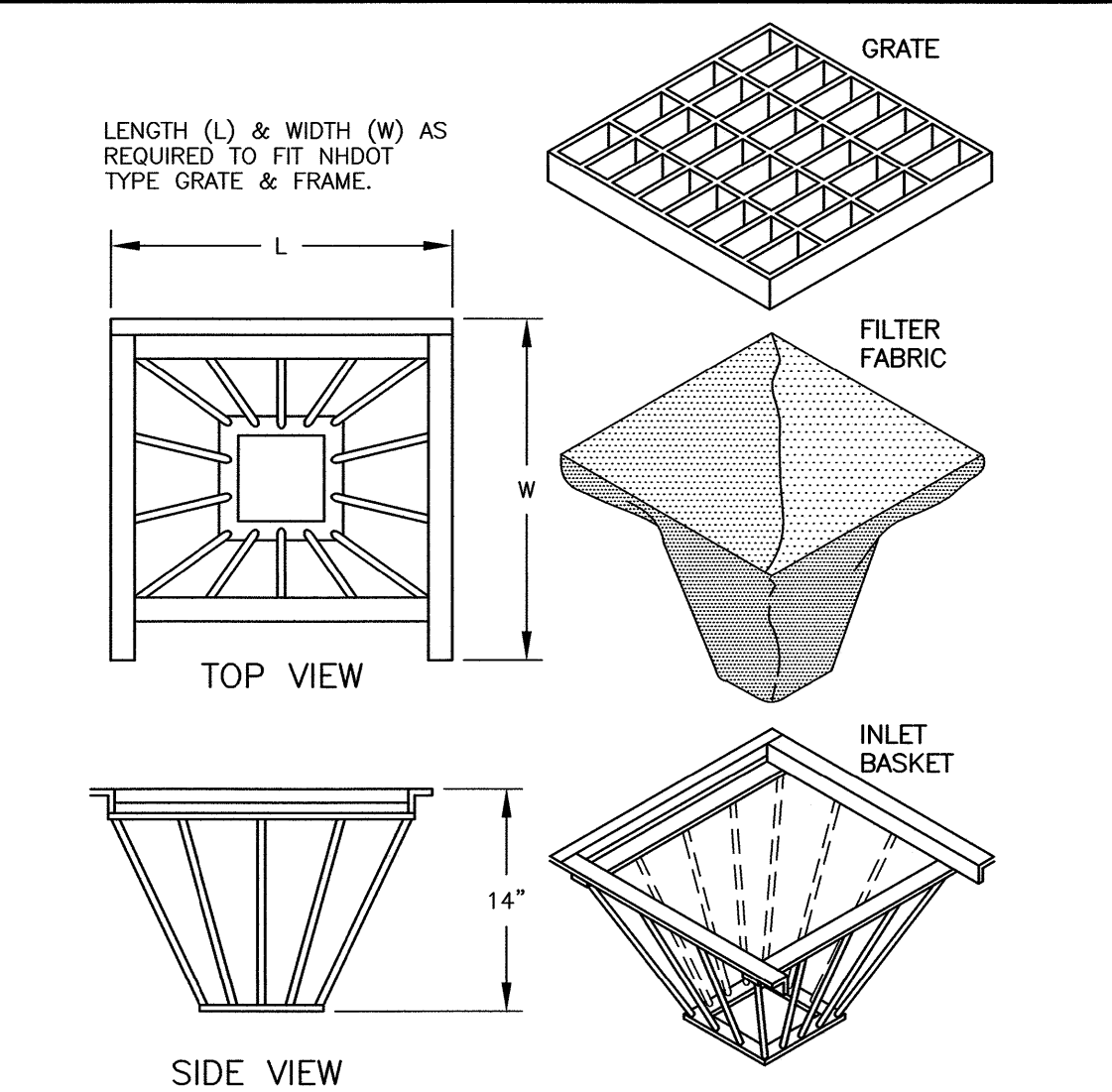
ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS.

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.

FILTREXX® SILT/SOXX™ FILTRATION SYSTEM (AS NEEDED) NTS



- 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. SILT/SOXX 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.



- 1) INLET BASKETS SHALL BE INSTALLED IMMEDIATELY AFTER CATCH BASIN CONSTRUCTION IS COMPLETE AND SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL PAVEMENT BINDER COURSE IS COMPLETE.
- 2) FILTER FABRIC SHALL BE PUSHED DOWN AND FORMED TO THE SHAPE OF THE BASKET. THE SHEET OF FABRIC SHALL BE LARGE ENOUGH TO BE SUPPORTED BY THE BASKET FRAME WHEN HOLDING SEDIMENT AND, SHALL EXTEND AT LEAST 6" PAST THE FRAME. THE INLET GRATE SHALL BE PLACED OVER THE BASKET/FRAME AND WILL SERVE AS THE FABRIC ANCHOR.
- 3) THE FILTER FABRIC SHALL BE A GEOTEXTILE FABRIC; POLYESTER, POLYPROPYLENE, STABILIZED NYLON, POLYETHYLENE, OR POLYVINYLIDENE CHLORIDE MEETING THE FOLLOWING SPECIFICATIONS:
 - RAS STRENGTH: 45 LB. MIN. IN ANY PRINCIPAL DIRECTION (ASTM D1682)
 - MULLEN BURST STRENGTH: MIN. 60 psi (ASTM D774)
- 4) THE FABRIC SHALL HAVE AN OPENING NO GREATER THAN A NUMBER 20 U.S. STANDARD SIEVE AND A MINIMUM PERMEABILITY OF 120 gpm/s.f. (MULTIPLY THE PERMITTIVITY IN SEC.-1 FROM ASTM 54491-85 CONSTANT HEAD TEST USING THE CONVERSION FACTOR OF 74.)
- 5) THE INLET BASKET SHALL BE INSPECTED WITHIN 24 HOURS AFTER EACH RAINFALL OR DAILY DURING EXTENDED PERIODS OF PRECIPITATION. REPAIRS SHALL BE MADE IMMEDIATELY, AS NECESSARY, TO PREVENT PARTICLES FROM REACHING THE DRAINAGE SYSTEM AND/OR CAUSING SURFACE FLOODING.
- 6) SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT, OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED.

B CATCH BASIN INLET BASKET NTS

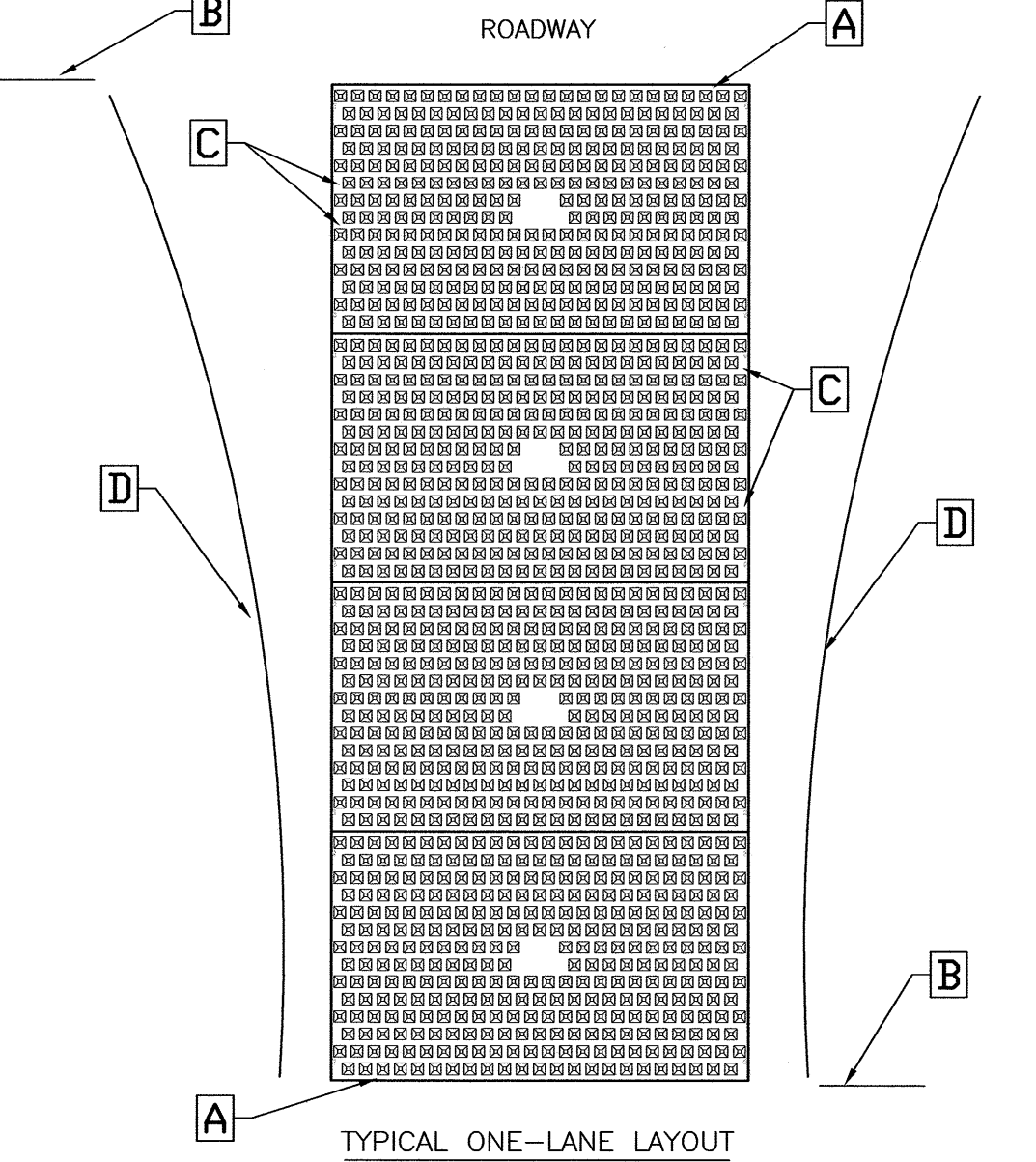
FODS TRACKOUT CONTROL SYSTEM

INSTALLATION:

THE PURPOSE AND DESIGN OF THE FODS TRACKOUT CONTROL SYSTEM IS TO EFFECTIVELY REMOVE MOST SEDIMENT FROM VEHICLE TIRES AS THEY EXIT A DISTURBED LAND AREA ONTO A PAVED STREET. THIS MANUAL IS A PLATFORM FROM WHICH TO INSTALL A FODS TRACKOUT CONTROL SYSTEM. (NOTE: THIS IS NOT A ONE SIZE FITS ALL GUIDE.) THE INSTALLATION MAY NEED TO BE MODIFIED TO MEET THE EXISTING CONDITIONS, EXPECTATIONS, OR DEMANDS OF A PARTICULAR SITE. THIS IS A GUIDELINE. ULTIMATELY THE FODS TRACKOUT CONTROL SYSTEM SHOULD BE INSTALLED SAFELY WITH PROPER ANCHORING AND SIGNS PLACED AT THE ENTRANCE AND EXIT TO CAUTION USERS AND OTHERS.

KEY NOTES:

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



- 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 LEVELLED 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.

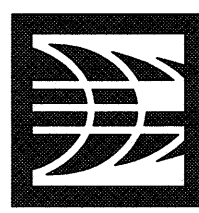
USE AND MAINTENANCE

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.

C FODS (USE AS REQUIRED) NTS



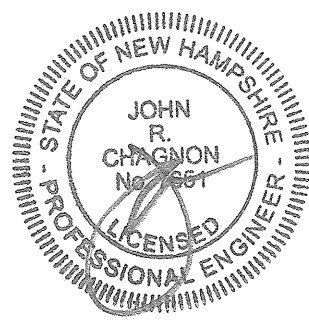
AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

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).

SITE DEVELOPMENT
238 DEER STREET, LLC
238 DEER STREET
PORTSMOUTH, N.H.

1	DETAIL B	1/26/22
0	ISSUED FOR COMMENT	10/18/21
NO.	DESCRIPTION	DATE
REVISIONS		



SCALE: AS SHOWN OCTOBER 2021

EROSION PROTECTION
NOTES AND DETAILS

D1



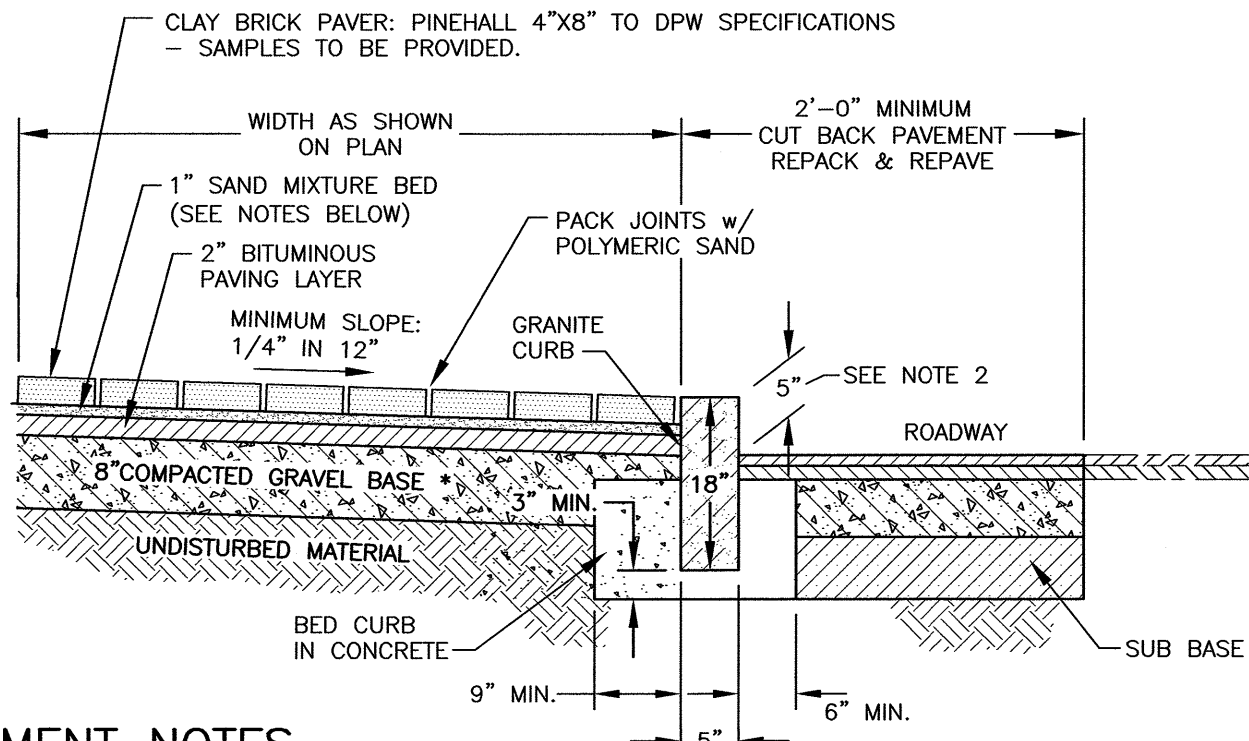
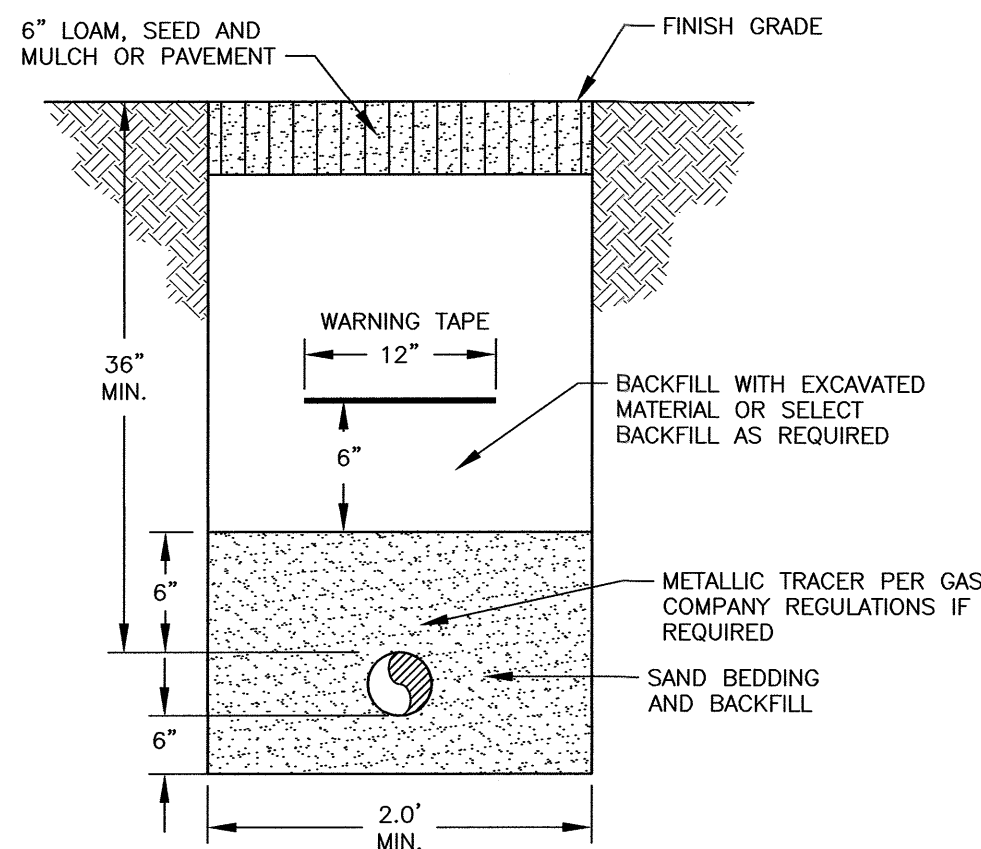
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BRICK PAVEMENT NOTES

SCOPE OF WORK:

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

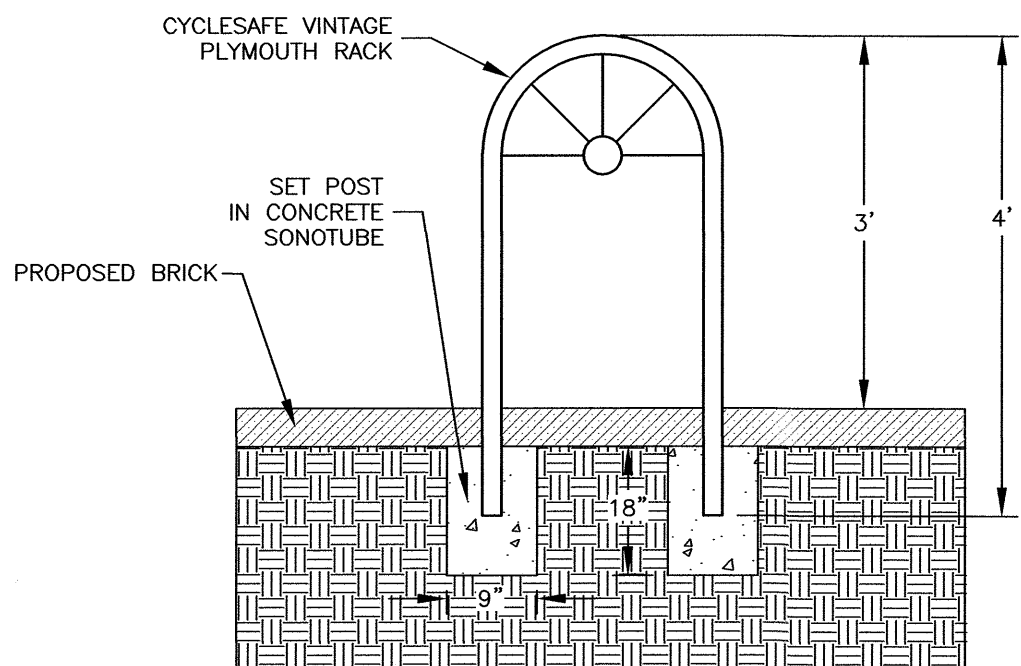
METHODS OF CONSTRUCTION:

- A) ALL LABOR AND MATERIALS SHALL CONFORM TO THE STATE OF NEW HAMPSHIRE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 608, AND CITY OF PORTSMOUTH SPECIFICATIONS FOR NEW BRICK SIDEWALK, SECTION 6.
- B) ALL BRICKS SHALL CONFORM TO THE REQUIREMENTS OF ASTM STANDARD SPECIFICATIONS FOR BUILDING BRICKS: CLASS SX, TYPE 1, APPLICATION PX. THE BRICKS SHALL BE NO. 1, WIRE CUT TYPE FOR PAVING, WITH A COMPRESSIVE STRENGTH OF NOT LESS THAN 6,000 POUNDS PER SQUARE INCH. THE BRICKS SHALL NOT BE CORED OR HAVE FROGS AND SHALL BE OF A STANDARD SIZE (2.25" X 4 X 8").
- C) EXCAVATION FOR SIDEWALKS SHALL BE AT A DEPTH OF 10 INCHES BELOW FINISH GRADE. IN AREAS NOT BUTTING CURBING OR BUILDINGS, THE EXCAVATION SHALL BE 6 INCHES WIDER THAN THE FINISHED SIDEWALK WIDTH. AT ALL DRIVE CROSSINGS, THE DEPTH OF EXCAVATION SHALL BE INCREASED ACCORDINGLY. THE CONTRACTOR SHALL PROVIDE NEAT AND SQUARE CUTTING OF EXISTING ASPHALT ROAD SURFACE AS NEEDED. ALL UNSUITABLE MATERIAL SHALL BE REMOVED AND DISPOSED OF OFF-SITE AT THE CONTRACTOR'S OWN EXPENSE.
- D) THE BASE MATERIAL SHALL CONSIST OF A MIXTURE OF STONES OR ROCK FRAGMENTS AND PARTICLES WITH 100% PASSING THE 3 INCH SIEVE, 95% TO 100% PASSING THE 2 INCH SIEVE, 55% TO 85% PASSING THE 1 INCH SIEVE, AND 27% TO 52% PASSING THE NO. 4 SIEVE. AT LEAST 50% OF THE MATERIALS RETAINED ON THE 1 INCH SIEVE SHALL HAVE A FRACTURED FACE. THE BASE MATERIAL SHALL BE THOROUGHLY COMPACTED TO THE DEPTH SPECIFIED OR DIRECTED. IN THE WAY OF ALL DRIVE CROSSINGS THE BASE WILL BE INCREASED TO A COMPACTED DEPTH OF 12 INCHES. GRAVEL REQUIREMENTS FOR RECONSTRUCTION WILL BE AS DIRECTED, BASED ON SITE CONDITIONS. THE WORK INCLUDES BACKING UP ANY AND ALL CURB BEING INSTALLED BY OTHERS ON BOTH SIDES.
- E) THE CLAY BRICK PAVERS SHALL BE LAID IN A 1 INCH BED OF A SAND MIXTURE COMPRISED OF: 3 PARTS SAND MIXED WITH 1 PART PORTLAND CEMENT.
- F) THE CONTRACTOR SHALL LAY THE BRICKS SO THAT APPROXIMATELY 4.5 BRICKS SHALL COVER ONE SQUARE FOOT.
- G) THE SIDEWALK SHALL PITCH TOWARDS THE STREET AS SHOWN ON THE GRADING PLAN.
- H) IN AREAS WHERE THE FRONT OF THE BRICK SIDEWALK IS NOT ADJACENT TO GRANITE CURBING, THE CONTRACTOR SHALL INSTALL EDGING TO HOLD THE BRICKS IN PLACE. SUCH EDGING SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS.
- I) THE CONTRACTOR SHALL SUBMIT A SAMPLE OF THE BRICKS FOR APPROVAL BY THE CITY BEFORE BRICKS ARE INSTALLED.

G BRICK SIDEWALK w/ VERTICAL GRANITE CURB

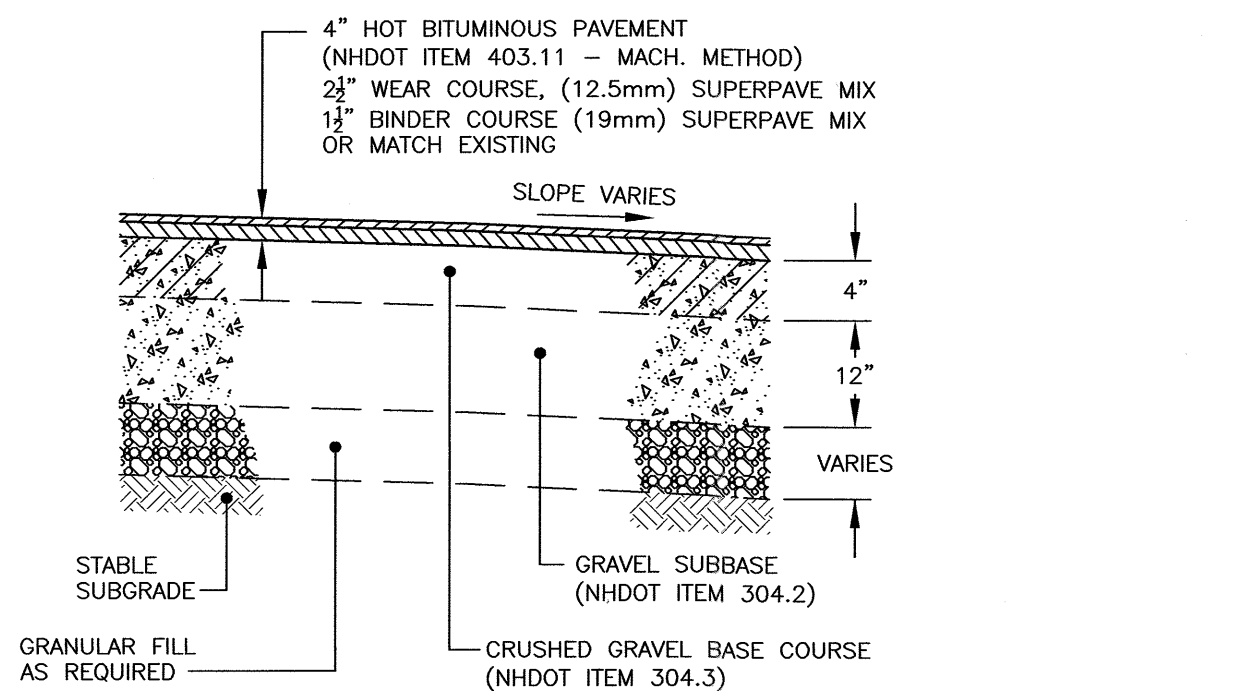
C3 (STONE DUST BEDDING OVER BITUMINOUS PAVING)

NTS



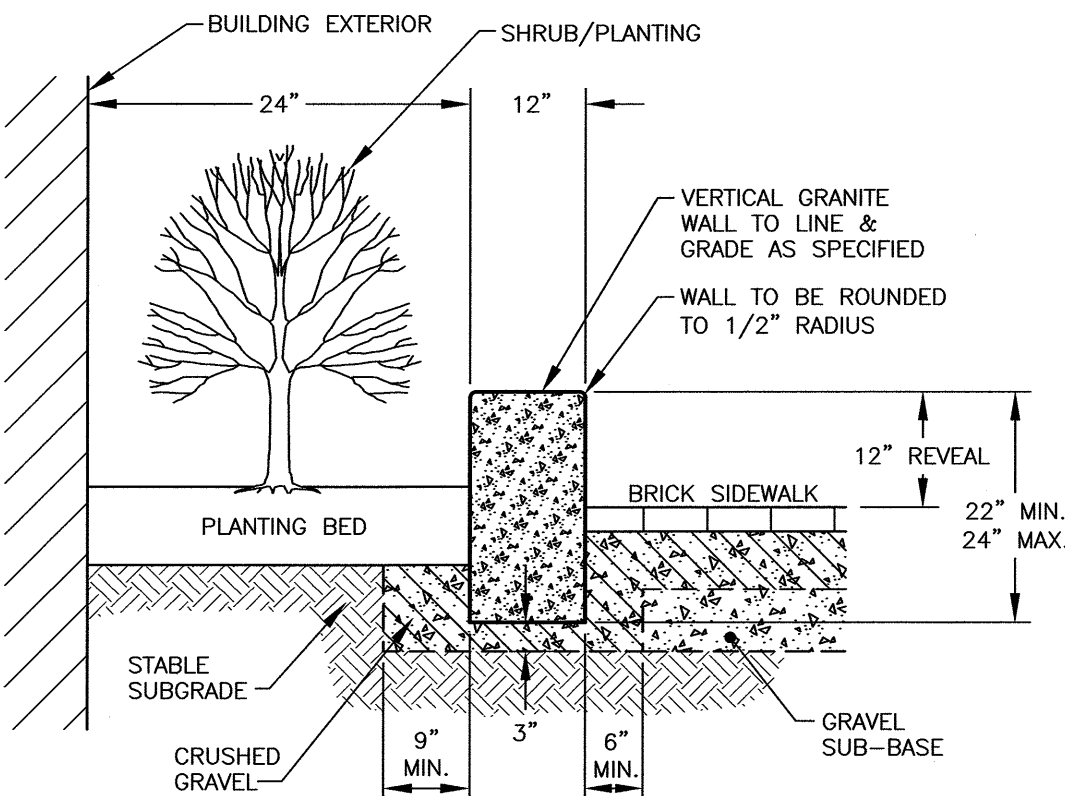
E BIKE RACK

NTS



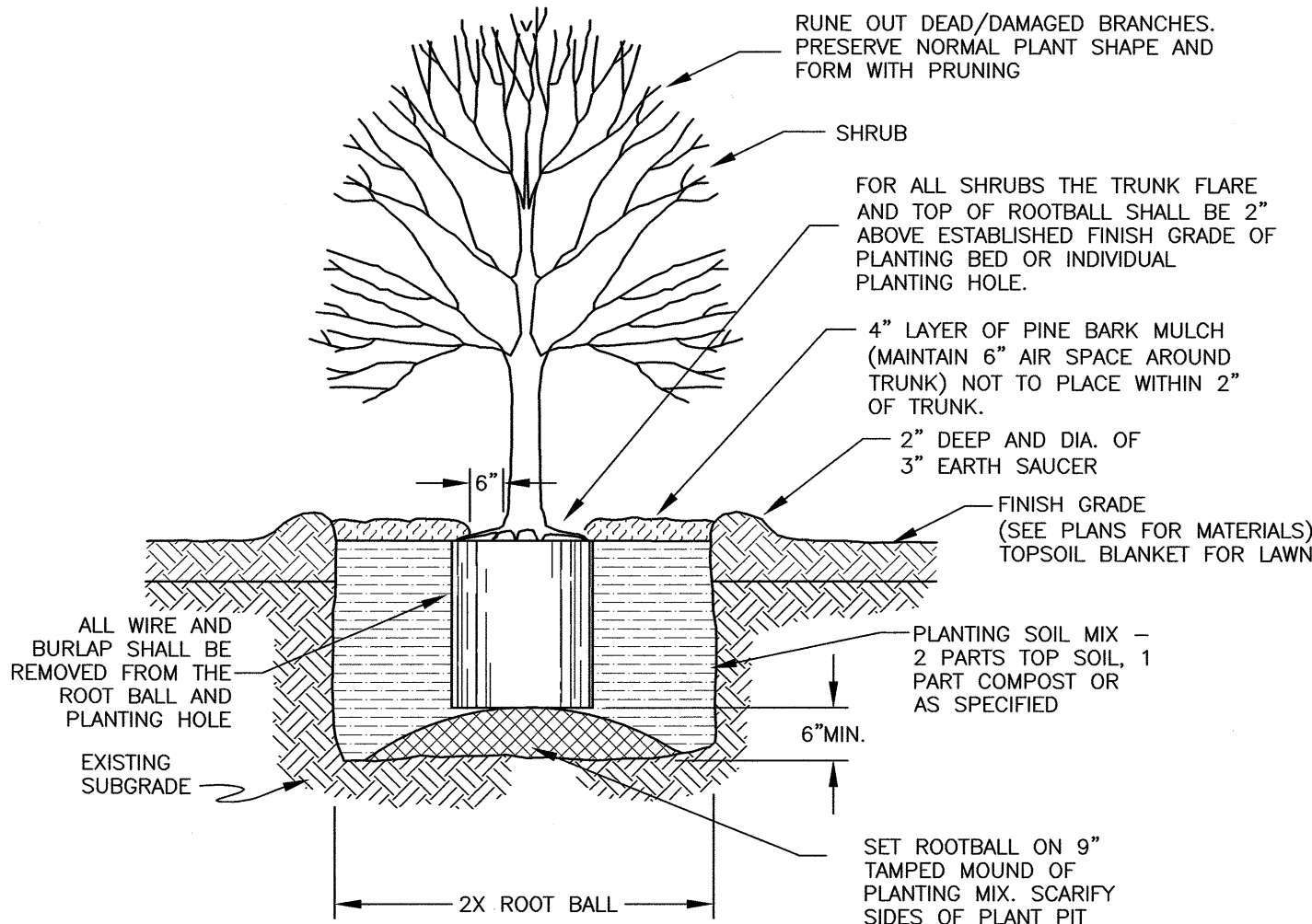
F TYPICAL PAVEMENT CROSS-SECTION

NTS



J GRANITE PLANTER WALL

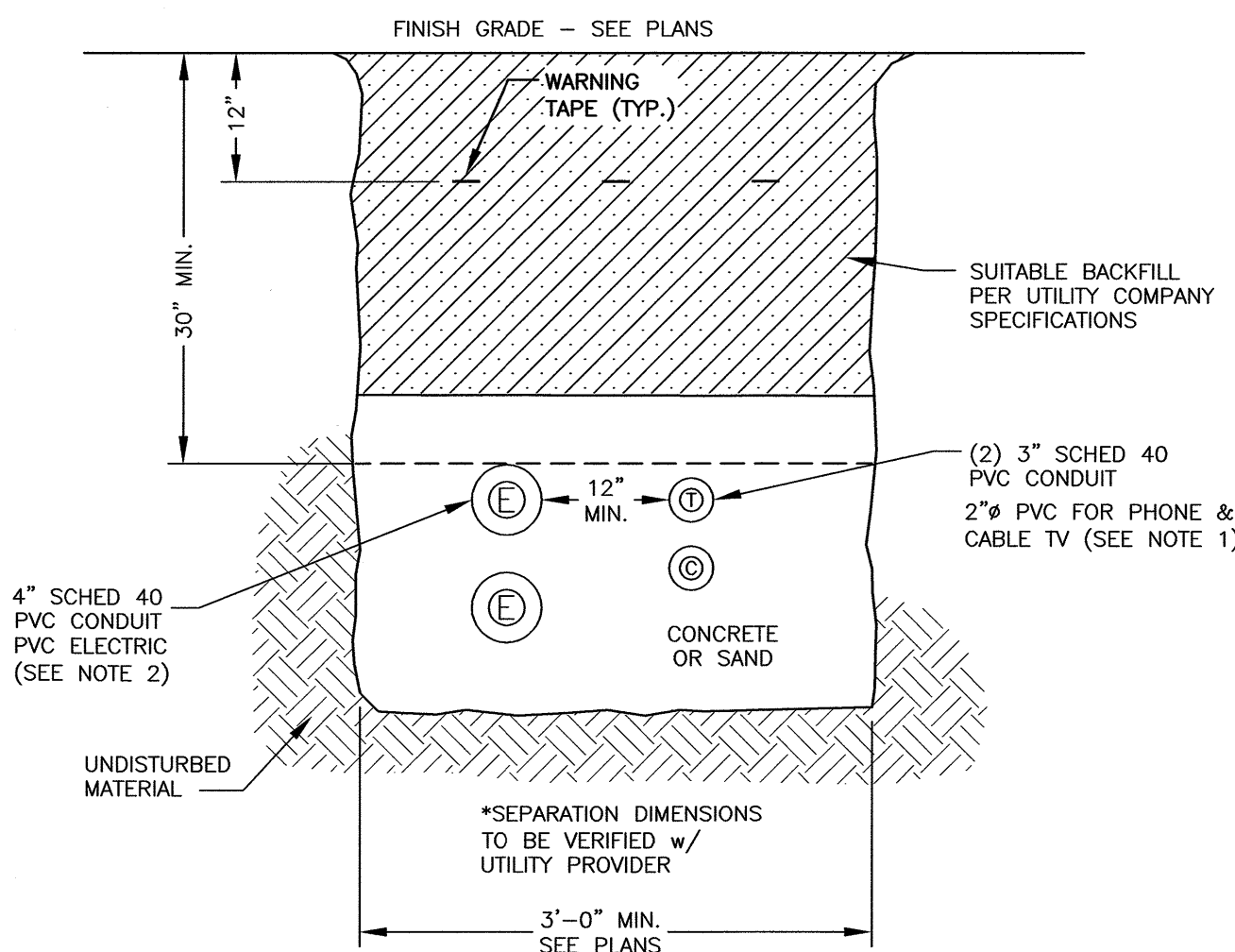
NTS



H PLANTING DETAIL

NTS

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



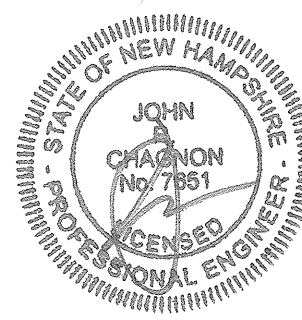
I BURIED ELEC/COMM CABLE

NTS

SITE DEVELOPMENT
238 DEER STREET, LLC
238 DEER STREET
PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
1	DETAIL J	11/18/21
0	ISSUED FOR COMMENT	10/18/21

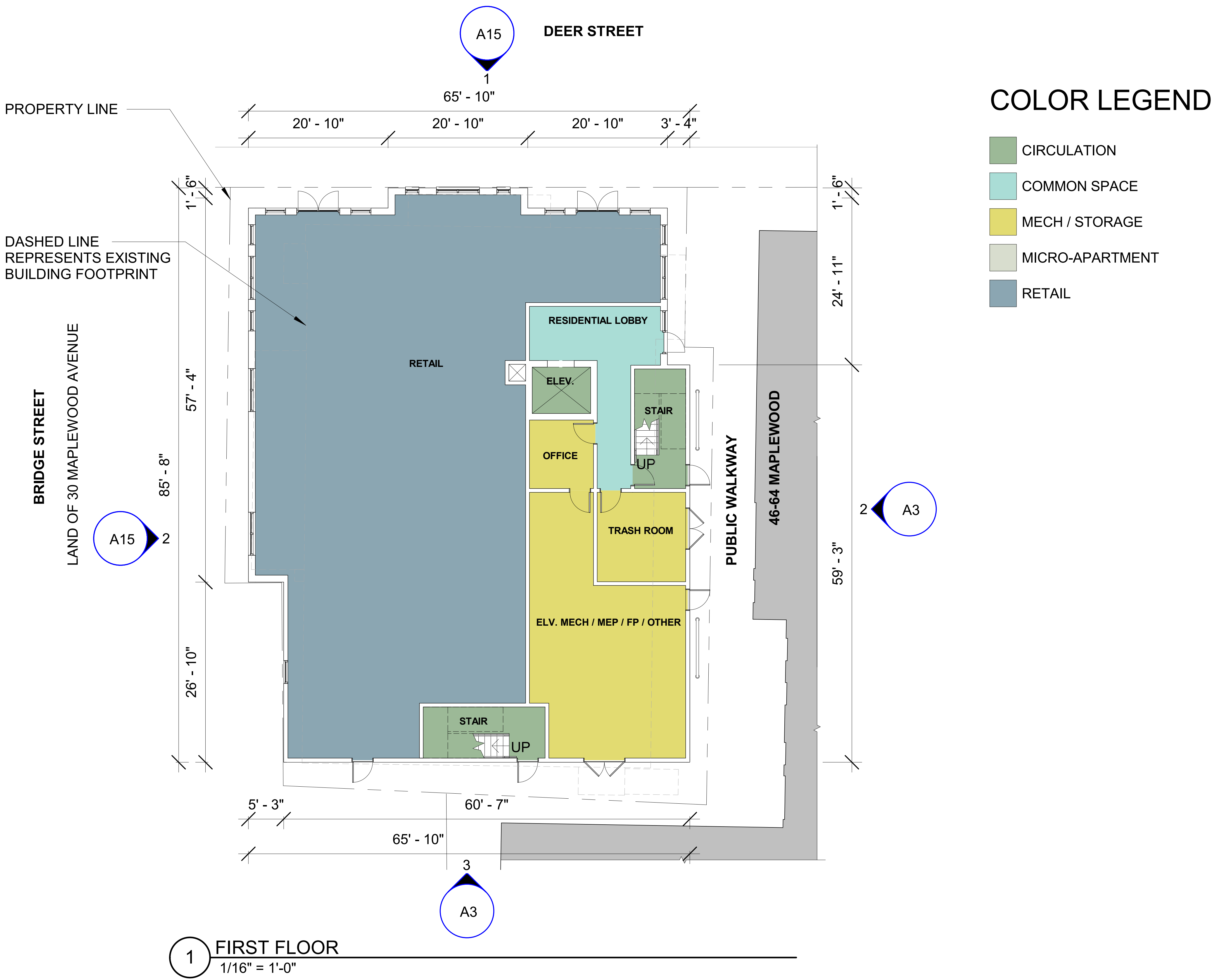
REVISIONS



SCALE: AS SHOWN OCTOBER 2021

DETAILS

D2



DEER ST. MIXED-USE BUILDING

238 DEER STREET
PORTSMOUTH, NH 03801

FLOOR PLANS

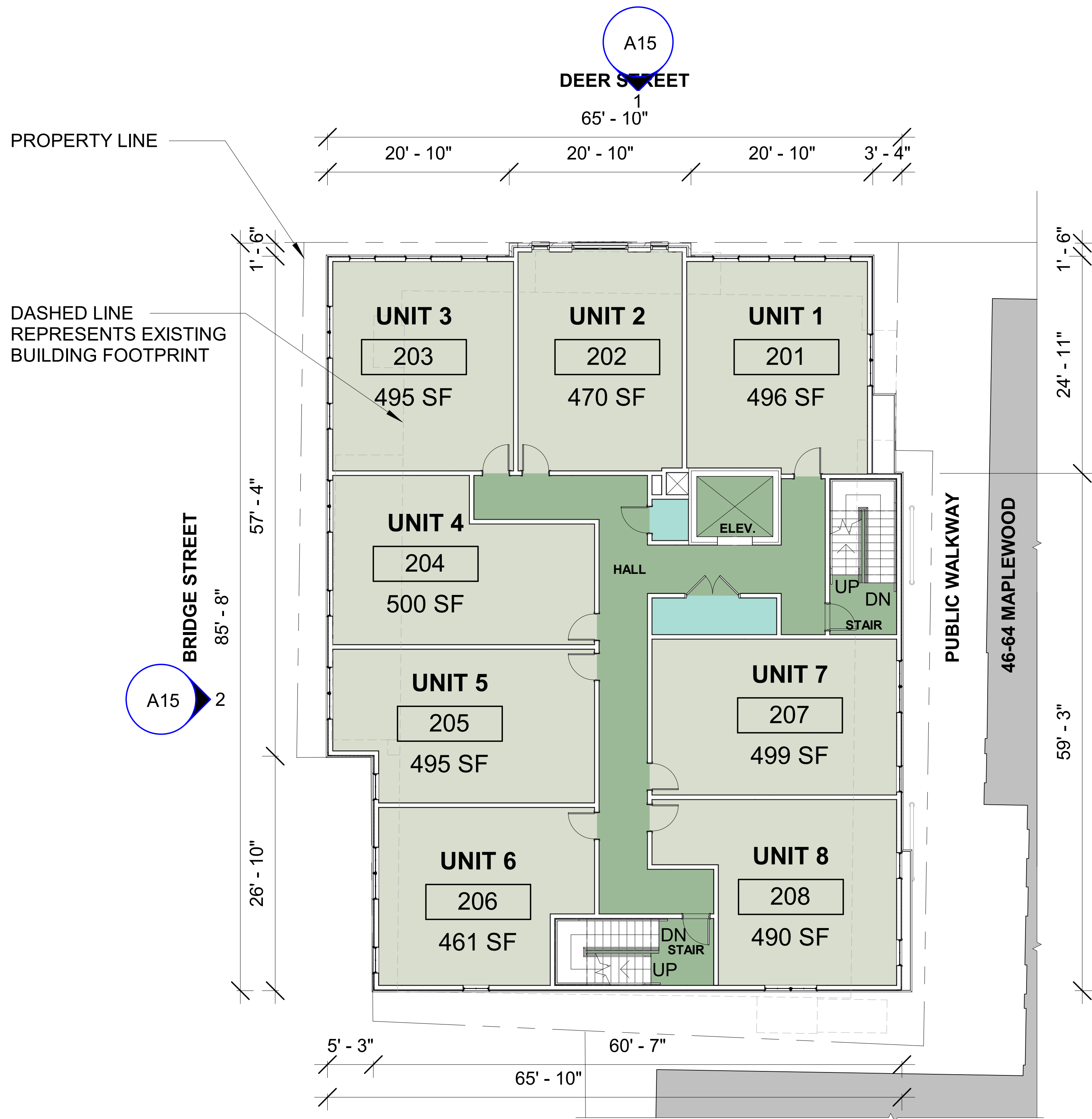
HISTORIC DISTRICT COMMISSION, OCTOBER 2021

McHENRY ARCHITECTURE

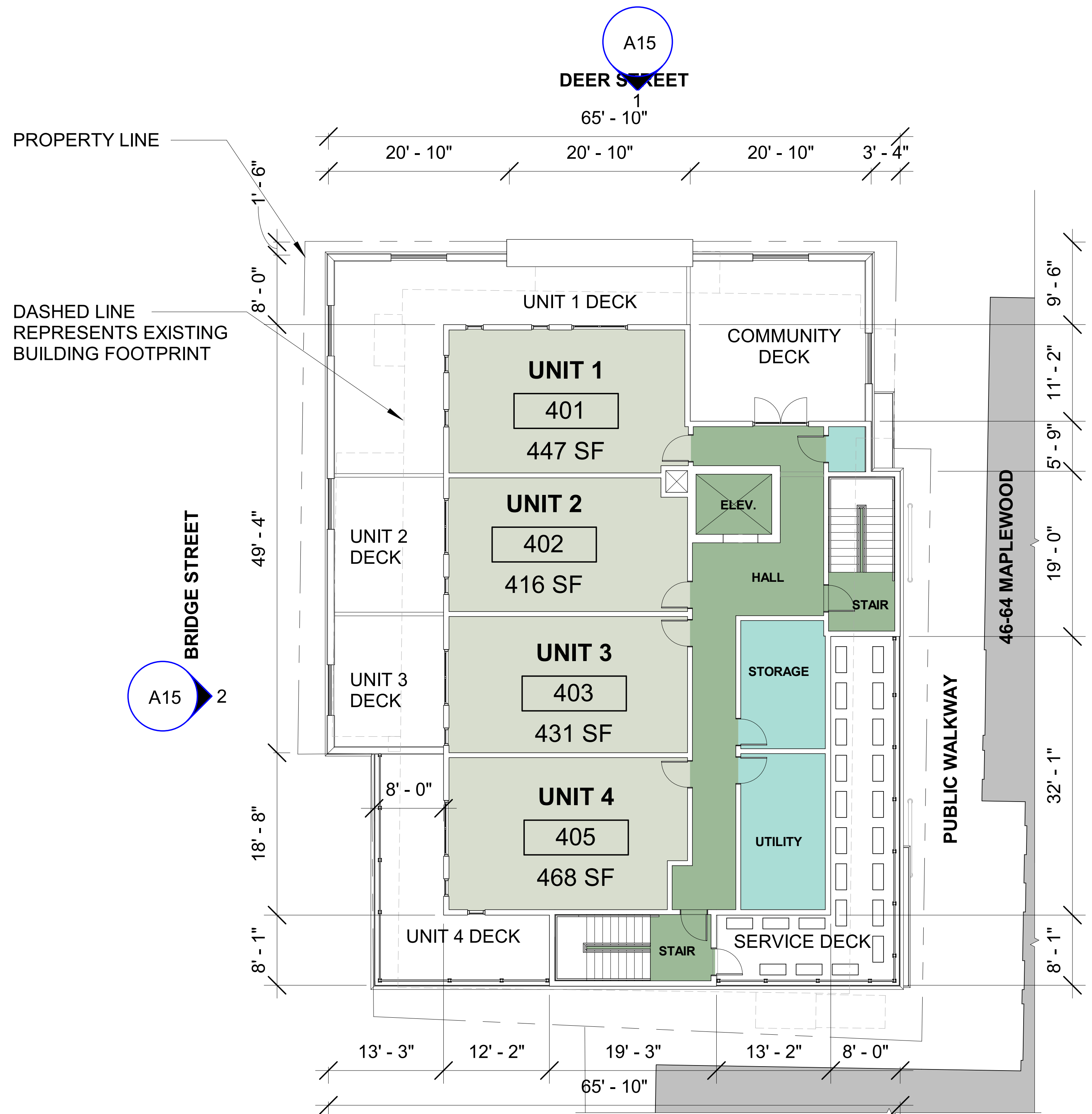
4 Market Street
Portsmouth, New Hampshire

A1

10/18/2021
McHA: SM/RD/MG
Scale: 1/16" = 1'-0"



1 SECOND AND THIRD FLOOR
1/16" = 1'-0"



2 FOURTH FLOOR
1/16" = 1'-0"

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DEER ST. MIXED-USE BUILDING

238 DEER STREET
PORTSMOUTH, NH 03801

FLOOR PLANS

HISTORIC DISTRICT COMMISSION, OCTOBER 2021

McHENRY ARCHITECTURE

4 Market Street
Portsmouth, New Hampshire

A2

10/18/2021
McHA: SM/RD/MG
Scale: 1/16" = 1'-0"

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1 NORTH ELEVATION (DEER STREET)
1/16" = 1'-0"



2 EAST ELEVATION (PUBLIC WALKWAY)
1/16" = 1'-0"

TO. ROOF	41' - 4"
FOURTH FLOOR	32' - 4"
THIRD FLOOR	22' - 2"
SECOND FLOOR	12' - 0"
FIRST FLOOR	0' - 0"
AVG. GRADE	-0' - 7 29/32"



3 SOUTH ELEVATION (REAR)
1/16" = 1'-0"



4 WEST ELEVATION (BRIDGE STREET)
1/16" = 1'-0"

TO. ROOF	41' - 4"
FOURTH FLOOR	32' - 4"
THIRD FLOOR	22' - 2"
SECOND FLOOR	12' - 0"
FIRST FLOOR	0' - 0"
AVG. GRADE	-0' - 7 29/32"

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DEER ST. MIXED-USE BUILDING
238 DEER STREET
PORTSMOUTH, NH 03801

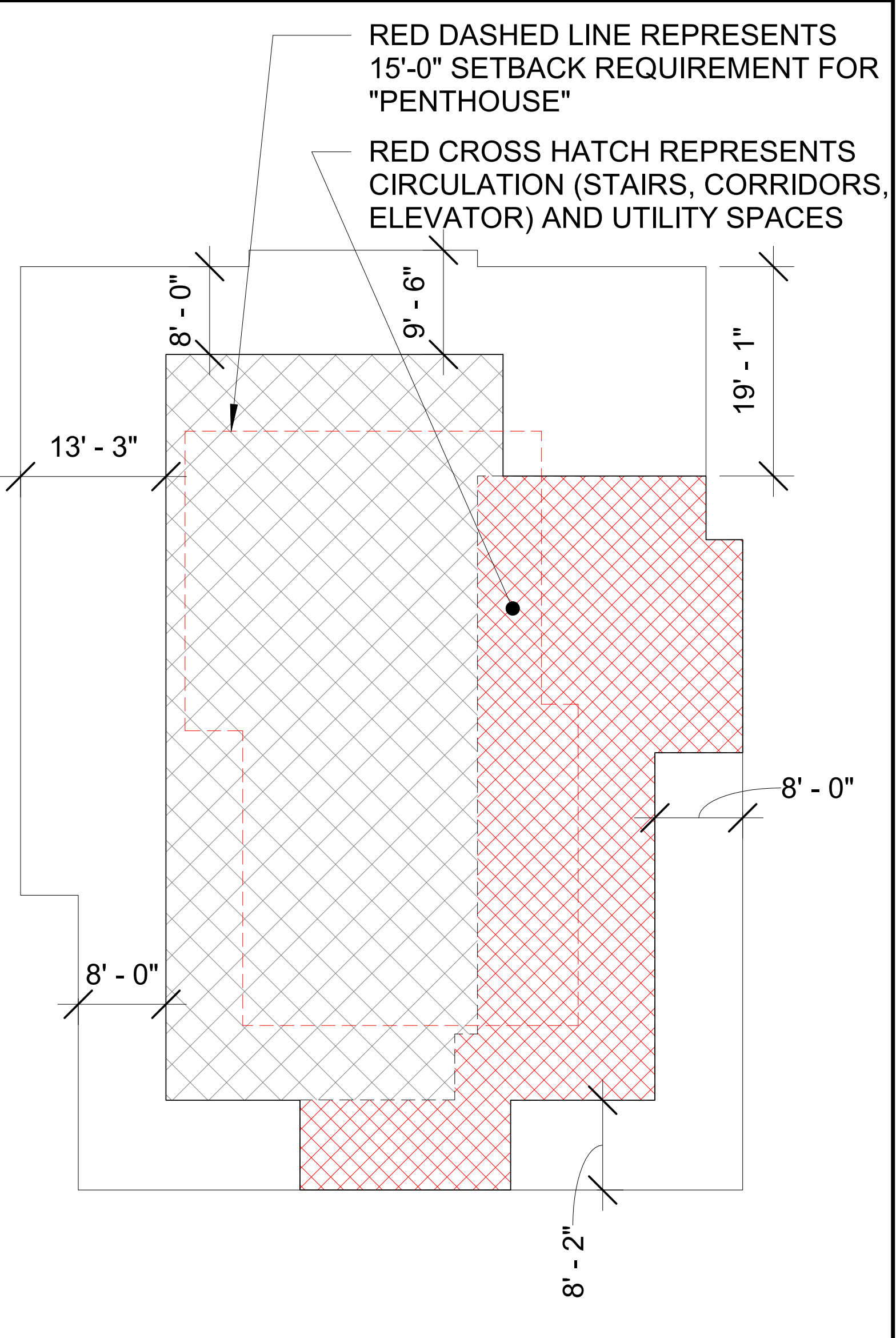
OVERALL ELEVATIONS
HISTORIC DISTRICT COMMISSION, OCTOBER 2021

McHENRY ARCHITECTURE
4 Market Street
Portsmouth, New Hampshire

A3

10/18/2021
McHA: SM/RD/MG
Scale: 1/16" = 1'-0"

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<div>DEER ST. MIXED-USE BUILDING</div> <div>238 DEER STREET PORTSMOUTH, NH 03801</div>	<div>AERIAL RENDERING</div> <div>HISTORIC DISTRICT COMMISSION, OCTOBER 2021</div>	<div>McHENRY ARCHITECTURE</div> <div>4 Market Street Portsmouth, New Hampshire</div>	<div>A5</div>	<div>10/18/2021</div> <div>McHA: SM/RD/MG</div> <div>NOT TO SCALE</div>
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DEER ST. MIXED-USE BUILDING

238 DEER STREET
PORTSMOUTH, NH 03801

DEER STREET RENDERING

HISTORIC DISTRICT COMMISSION, OCTOBER 2021

McHENRY ARCHITECTURE

4 Market Street
Portsmouth, New Hampshire

A6

10/18/2021
McHA: SM/RD/MG
NOT TO SCALE



EXAMPLE EFFICIENCY UNIT FLOOR PLAN - 400SF



EXAMPLE EFFICIENCY UNIT



**OWNER CONCEPT
PRECEDENT:
EXAMPLE
EFFICIENCY UNIT**

EXAMPLE EFFICIENCY UNIT



EXAMPLE EFFICIENCY UNIT

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DEER ST. MIXED-USE BUILDING
238 DEER STREET
PORTSMOUTH, NH 03801

**INTERIOR CONCEPT / OWNER
INSPIRATION**

McHENRY ARCHITECTURE
4 Market Street
Portsmouth, New Hampshire

A7

10/18/2021
McHA: SM/RD/MG
NOT TO SCALE