

AMBIT ENGINEERING, INC. CIVIL ENGINEERS AND LAND SURVEYORS

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

13 January 2021

Dexter Legg, Planning Board Chair
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

RE: Application for CUP Approval, Tax Map 125, Lot 3, 238 Deer Street

Dear Chair Legg and Planning Board members:

On behalf of 238 Deer Street, LLC we submit herewith the attached Application for Conditional Use Permit. In support thereof, we are submitting the following:

- ✓ Letter from DTC Lawyers providing evidence that the approval criteria are met.
- ✓ Parking Assessment prepared by Gorrill Palmer, Transportation Engineers.
- ✓ Site Plan set including an Architectural Concept Plan. The Plan set Includes:
 - Cover Sheet – This shows the Development Team, Legend, Site Location, and Site Zoning.
 - Standard Boundary Survey (2018)
 - Existing Conditions Plan C1 – This plan shows the current property improvements (updated existing and approved to be constructed features) on the property.
 - Site Layout Plan C2 – This plan shows layout of the proposed features.
 - Conceptual Architectural Plans A1 – The plan show the proposed building Architectural Features and Location Context.

238 Deer Street, LLC is committed to providing much needed micro housing units to the Portsmouth downtown. This proposed new building will add 21 additional housing units, all under 500 square feet in size. The unit concept is shown on the attached Architectural Concept Plan. Due to site constraints (a lack of space to get to a basement parking level) the only parking that could be provided would have to be at first floor level; which would not allow for a vibrant commercial first floor use. Pursuant to the Portsmouth Ordinance, a Conditional Use Permit may be granted to permit less than the minimum parking required, and that is our request for this project. We look forward to your review of this submission, and for the forgoing reasons, we respectfully request the Board grant the Conditional Use Permit. Thank you for your attention.

Sincerely,

John Chagnon

John R. Chagnon, PE
238 Deer Street Team



CELEBRATING OVER 35 YEARS OF SERVICE TO OUR CLIENTS

LIZABETH M. MACDONALD
JOHN J. RATIGAN
DENISE A. POULOS
ROBERT M. DEROSIER
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ROBERT D. CIANDELLA
NICHOLAS R. AESCHLIMAN

January 13, 2021

Dexter Legg, Chair
Portsmouth Planning Board
1 Junkins Avenue
Portsmouth, NH 03801

Re: Application for Parking Conditional Use Permit (Section 10.1112.14), Tax Map 125, Lot 3, 238 Deer Street

Dear Chair Legg and Planning Board Members:

This supplements the Application of Conditional Use Permit submitted for this property by Ambit Engineering, Inc., dated November 23, 2020. The intent of this correspondence is to provide evidence as to how the approval criteria set forth in Section 10.243 (21-26) and Section 10.1112.141 and 10.1112.142 of the Zoning Ordinance are met which will in turn enable the Planning Board authority under Section 10.243 to grant the conditional use permit for off street parking.

The criteria are as follows:

10.1112.141. See attached Revised Parking Assessment dated January 12, 2021 from Gorrill Palmer

10.243.21 Please note that the relief sought pertains to off street parking, and not design, height or scale of structures. Consequently, the remarks below are tailored to respond to points of off-street parking.

The nature and intensity of the proposed use or activity of micro unit residential use with no corresponding on-site parking will complement the character of surrounding development and will encourage the appropriate and orderly development and use of land in the surrounding area.

DONAHUE, TUCKER & CIANDELLA, PLLC
16 Acadia Lane, P.O. Box 630, Exeter, NH 03833
111 Maplewood Avenue, Suite D, Portsmouth, NH 03801
Towle House, Unit 2, 164 NH Route 25, Meredith, NH 03253
83 Clinton Street, Concord, NH 03301

The mixed-use proposal will complement the existing character of the surrounding development which consists of a variety of office and commercial space. The smaller nature of the residential units and the ability to access nearby services without the absolute need of having a vehicle are both factors which are consistent with the housing goals in the Downtown Overlay District, especially in the Urban Core and will encourage the orderly development of the surrounding area. Further, for those tenants who do wish to have a car nearby for occasional use, the availability of off-street parking at municipal garages or surface lots ensures that there will be orderly development in the surrounding area.

10.243.22: All necessary public and private services will be available and adequate to serve the proposed use.

Residential tenants will be based in the heart of the downtown with easy pedestrian and bicycle access to a variety of services, and possibly employment, and which may eliminate the need altogether of having a car. For those tenants who do wish to have a car, they can arrange for off-street parking in the nearby municipal surface lots or garages, all of which have adequate space. Private services, such as private leased parking spaces, ride share, uber, or short-term car rental, may also be available or become available in the future as housing and transportation needs in the downtown continue to evolve.

10.1112.142. See Gorrill Palmer report for further discussion of measures to reduce parking demand.

10.243.23 The site and surrounding streets have adequate infrastructure to serve the proposed use consistent with the City's Master Plan.

As referenced in our initial application materials, the site cannot support on-site parking. However, the surrounding streets have adequate infrastructure to support the proposed use, particularly for pedestrian and bicycle usage. The City's Master Plan speaks to the need to "...encourage walkable, mixed-use development along existing commercial corridors..." and the prospect of a residential project which minimizes the need for car transportation and maximizes pedestrian and bicycle connection to nearby commercial use is very much consistent with the City's Master Plan.

Dexter Legg, Chair
Portsmouth Planning Board
January 13, 2021
Page 3

10.243.24. The proposed use of off-street parking will not have significant adverse impact on abutting and surrounding properties on account of traffic.

As indicated in the attached report from Gorrill Palmer, the actual parking demand of seven spaces generated by the micro residential units will be less than the parking needs of twelve spaces required under the City ordinance. Given the minimal amount of parking need generated by this proposal, there will be no adverse impact on abutting properties.

10.243.25 The proposed use of off-street parking will not have significant adverse impact on natural or scenic resources.

No such adverse impacts will occur.

10.243.26 The proposed use of off-street parking for micro unit residential activity will not cause or contribute to a significant decline in property values of adjacent properties.

The proposed development will contain a mix of commercial and residential uses, both of which are present in the adjacent properties. Given the minimal amount of parking demand generated by this proposal, there will be no significant decline in property values of adjacent properties.

Very truly yours,
DONAHUE, TUCKER & CIANDELLA, PLLC



Sharon Cuddy Somers
SCS/sac
Enclosures

cc: 238 Deer Street, LLC
John Chagnon, P.E.
Jeremiah Johnson, McHenry Architecture
Randy Dunton, Gorrill-Palmer

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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.



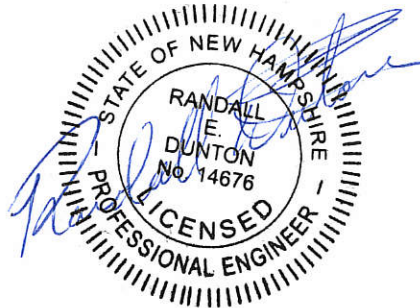
Conclusions and Findings:

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:

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



JN 3768

Computed By: RED

11/23/2020

Parking Requirements for:
238 Mixed Use Building
Portsmouth, NH

Task: Calculate the required number of parking spaces

Reference: City of Portsmouth, New Hampshire
Zoning Ordinance (Amended Through December 16, 2019)
Section 10.1115.21 - Identifies Retail Space in Downtown Overlay District has no requirement for off-street parking
Section 10.1112.311 - Residential Units
Section 10.1112.312 - Visitor Parking Requirement
Section 10.1115.23 - Reduction in spaces due to Overlay District
Section 10.1116.11 - Bicycle Space Requirements

Given: 21 Micro Units (less than 500 sf)

Calculations :

Vehicle Off-Street Parking Requirements:

Section 10.1112.311
(21 units less than 500 sf) X (0.5 spaces per unit) = 10.5 spaces (**round up to 11 spaces**)

Section 10.1112.312
(21 units) / (5 spaces per dwelling unit) = 4.2 spaces (**round up to 5 spaces**)

Section 10.1115.23
Reduction of 4 spaces due to location within Downtown Overlay District

Summary of Off-Street parking Spaces Required	
Section 10.1115.21	0 Spaces
Section 10.1112.311	11 Spaces
Section 10.1112.312	5 Spaces
Section 10.1115.23	-4 Spaces
Total Required Spaces	12 Spaces

Bicycle Parking Requirement:

Section 10.1116.11
(21 units) X (1 bicycle space per 5 units) = 4.2 Bicycle spaces (**round to 5 bicycle spaces**)

CITY OF PORTSMOUTH, NEW HAMPSHIRE

ZONING ORDINANCE



Adopted by Portsmouth City Council: December 21, 2009
Effective Date: January 1, 2010

As Amended Through: December 16, 2019

10.1112.30 Off-Street Parking Requirements

10.1112.31 Parking Requirements for Residential Uses

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
Less than 500 sq. ft.	0.5 spaces per unit
500-750 sq. ft.	1.0 space per unit
Over 750 sq. ft.	1.3 spaces per unit

10.1112.312 In addition to the **off-street parking** spaces provided in accordance with Sec. 10.1112.311, any **dwelling** or group of **dwellings** on a **lot** containing more than 4 **dwelling units** shall provide one visitor parking space for every 5 **dwelling units** or portion thereof.

10.1112.32 Parking Requirements for Nonresidential Uses

10.1112.321 The required minimum number of **off-street parking** spaces for **uses** other than 1.10 through 1.90 shall be based on the following table.

Table of Minimum Off-Street Parking Requirements for Nonresidential Uses

Use No.	Use	Requirement
2. Institutional Residence or Care Facilities		
2.10-2.20	Assisted living facility or Residential care facility	0.5 per bed or resident
3. Educational, Religious, Charitable, Cultural and Public Uses		
3.10	Place of assembly	0.4 per seat (fixed seating), or 1 per 4 persons maximum occupancy of assembly area, or Parking demand analysis
3.20	School	Parking demand analysis
3.30	Historic preservation building	No requirement
3.40	Museum	Parking demand analysis
3.50	Performance facility	0.4 per seat (fixed seating), or Parking demand analysis
3.60	Cemetery	No requirement
3.70	Club, fraternal or service organization	Greater of: - 1 per 4 persons maximum occupancy - 1 per 200 sf GFA

- 10.1114.42 Pedestrian areas shall be clearly distinguished from vehicular and bicycle traffic areas through the use of paving materials, **landscaping** buffers, or other means.
- 10.1114.43 Continuous off-**street** vehicle routes shall be no more than 200 feet in length before interruption by pedestrian crosswalks over speed tables, T-intersections or other design elements to calm vehicle movement on site.

10.1115 Off-Street Parking Provisions in the Downtown Overlay District

10.1115.10 Purpose

- 10.1115.11 This Section 10.1115 establishes modified **off-street parking** standards for **lots** in the Downtown Overlay District in recognition of the availability of municipal on-**street** and **off-street parking** facilities, private shared parking facilities, and public transit, and the pedestrian-oriented pattern of **lots** and **uses**.
- 10.1115.12 Except as specifically modified by this Section 10.1115, **lots** in the Downtown Overlay District shall comply with all other provisions of Section 10.1110.

10.1115.20 Number of Required Off-Street Parking Spaces

10.1115.21 The following requirements shall apply in the Downtown Overlay District in lieu of the requirements in Section 10.1112.30:

Use	Required Parking Spaces
Residential use (dwelling)	Same as Section 10.1112.30
Hotel or motel	0.75 space per guest room, plus 1 space per 25 sf of conference or banquet facilities
Other nonresidential use	No requirement

10.1115.22 The requirements in Section 10.1115.21 shall be applied to all **uses** on a **lot**, and not to individual **uses**.

10.1115.23 For any **lot**, the number of **off-street parking** spaces that would be required by applying the ratios in Section 10.1115.21 shall be reduced by 4 spaces. (Therefore, any **lot** that would be required to provide 4 or fewer **off-street parking** spaces shall not be required to provide any spaces.)

10.1115.24 The provisions of Section 10.1112.50, Maximum Number of Parking Facilities, shall not apply to **buildings** and **uses** within the Downtown Overlay District.

10.1116 Bicycle Parking

10.1116.10 Number of Bicycle Parking Spaces Required

10.1116.11 Off-street parking of bicycles shall be provided as follows, up to a maximum of 30 bicycle spaces:

Multifamily dwellings	1 bicycle space for each 5 dwelling units or portion thereof
Elementary, middle and high schools	1 bicycle space for each 4 students
All other uses, except as exempted in Section 10.1116.14	1 bicycle space for each 10 automobile parking spaces or fraction thereof required by Section 10.1112.30 or Section 10.1115.21, as applicable

10.1116.12 When the Planning Board approves the construction of fewer **off-street parking** spaces than would normally be required under Section 10.1112.30 or Section 10.1115.21 (for example, when a Reserve Parking Area is provided under Section 10.1112.40), or when Board of Adjustment grants a variance from the required number of **off-street parking** spaces, the required number of bicycle parking spaces shall be based on the number of such spaces that would be required without such reduction or variance.

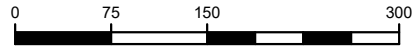
10.1116.13 In addition to the number of bicycle parking spaces required under Section 10.1116.11 and 10.1116.12, any nonresidential use may substitute bicycle parking spaces for up to 5 percent of the required automobile parking spaces at the following ratios: 1 required automobile space may be replaced by 6 bicycle spaces or by 2 bicycle lockers.

10.1116.14 The following uses are exempt from providing bicycle parking spaces:

Use No.	Use
1.10	Single-family dwelling
1.20	Accessory dwelling unit
1.25	Garden cottage
1.30	Two-family dwelling
2.10	Assisted living facility
2.20	Residential care facility
7.10	Day care
7.70	Undertaking establishment
11.10-11.60	Motor vehicle related uses
12.10-12.40	Marine craft related uses
13.10-13.40	Wholesale trade, warehousing and distribution
14.70	Recycling facility or recycling plant
14.80	High hazard use
17.10-17.20	Agricultural uses
19.10-19.40	Accessory uses



GRAPHIC SCALE



1 inch = 150 ft.

FOUNDRY PLACE
PARKING GARAGE

SITE

BRIDGE STREET PARKING LOT

WORTH
PARKING LOT

HANOVER STREET
PARKING GARAGE

(B) = BUS STOP

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207.772.2515

Client/Project

238 DEER STREET MIXED-USE BUILDING
PORTSMOUTH, NEW HAMPSHIRE

Title

AVAILABLE PARKING / BUS STOPS

File Name:	3768-PBASE	CDD	-	-	20.11.19
		DWN.	CHKD.	DSGN.	DATE

Figure No.

1

Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

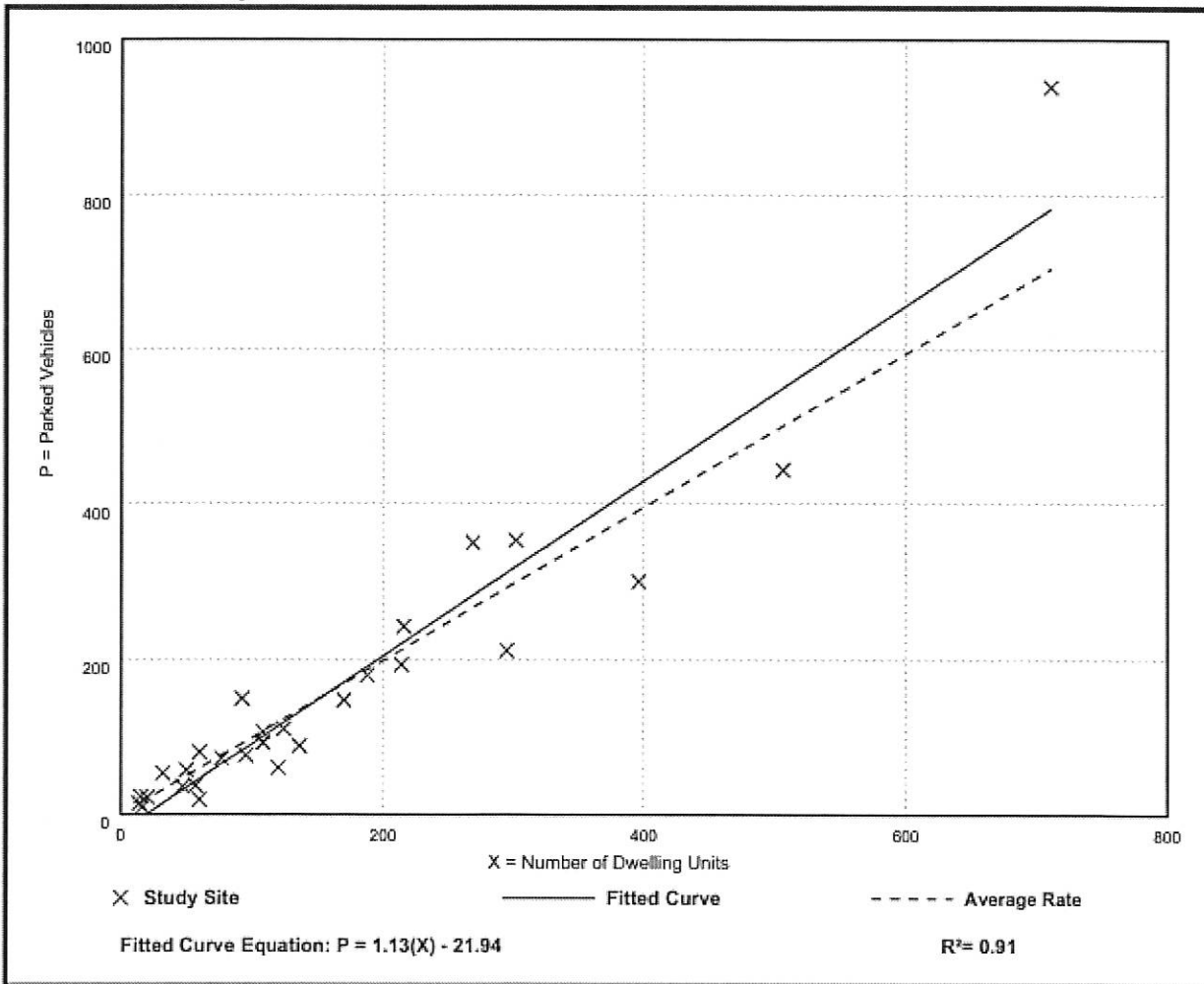
Number of Studies: 29

Avg. Num. of Dwelling Units: 159

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.99	0.32 - 1.66	0.85 / 1.33	0.89 - 1.09	0.27 (27%)

Data Plot and Equation



Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units

On a: **Weekday (Monday - Friday)**

Setting/Location: **Dense Multi-Use Urban**

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

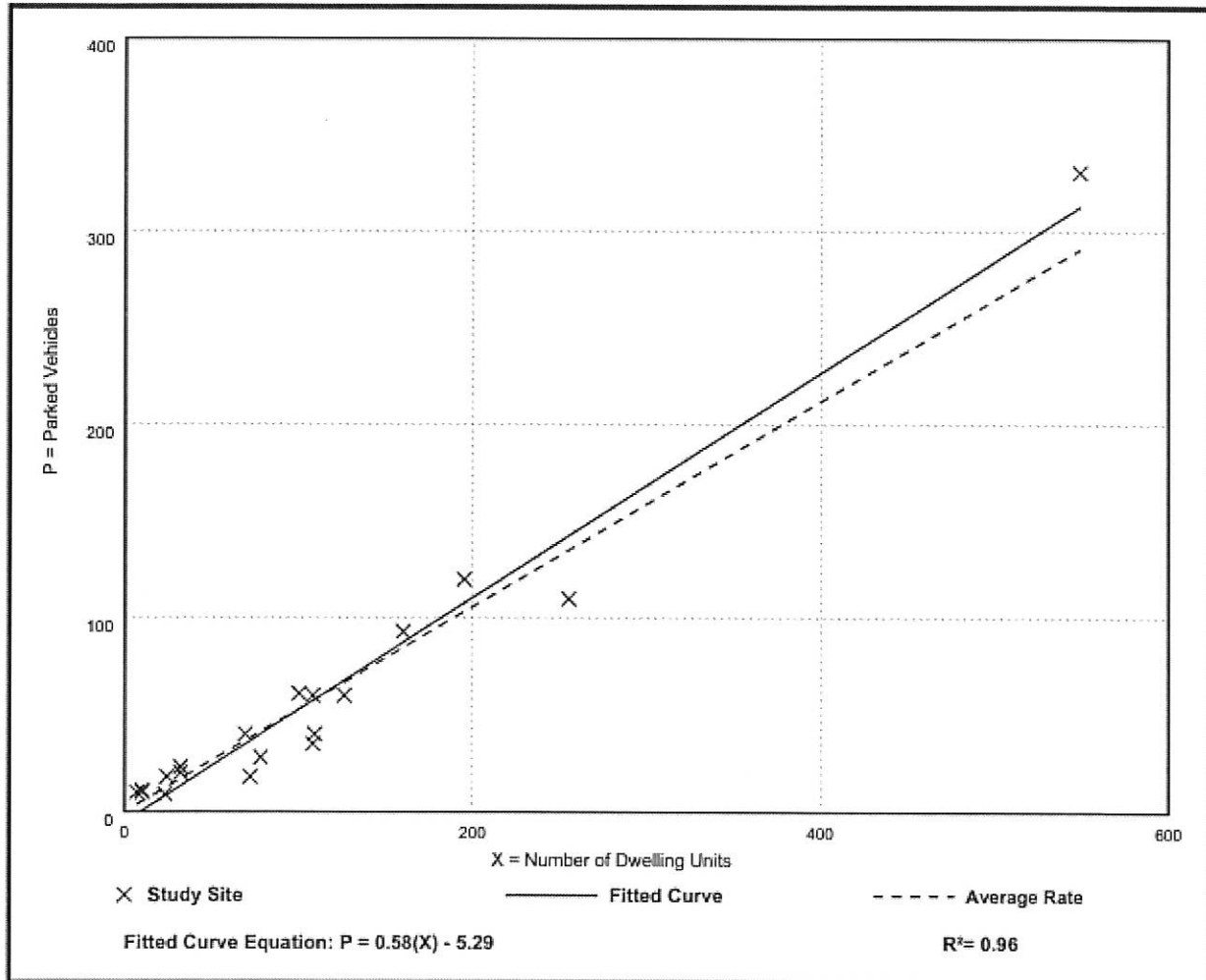
Number of Studies: 19

Avg. Num. of Dwelling Units: 109

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.53	0.25 - 1.43	0.46 / 1.00	***	0.14 (26%)

Data Plot and Equation



Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: Center City Core

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

Number of Studies: 1

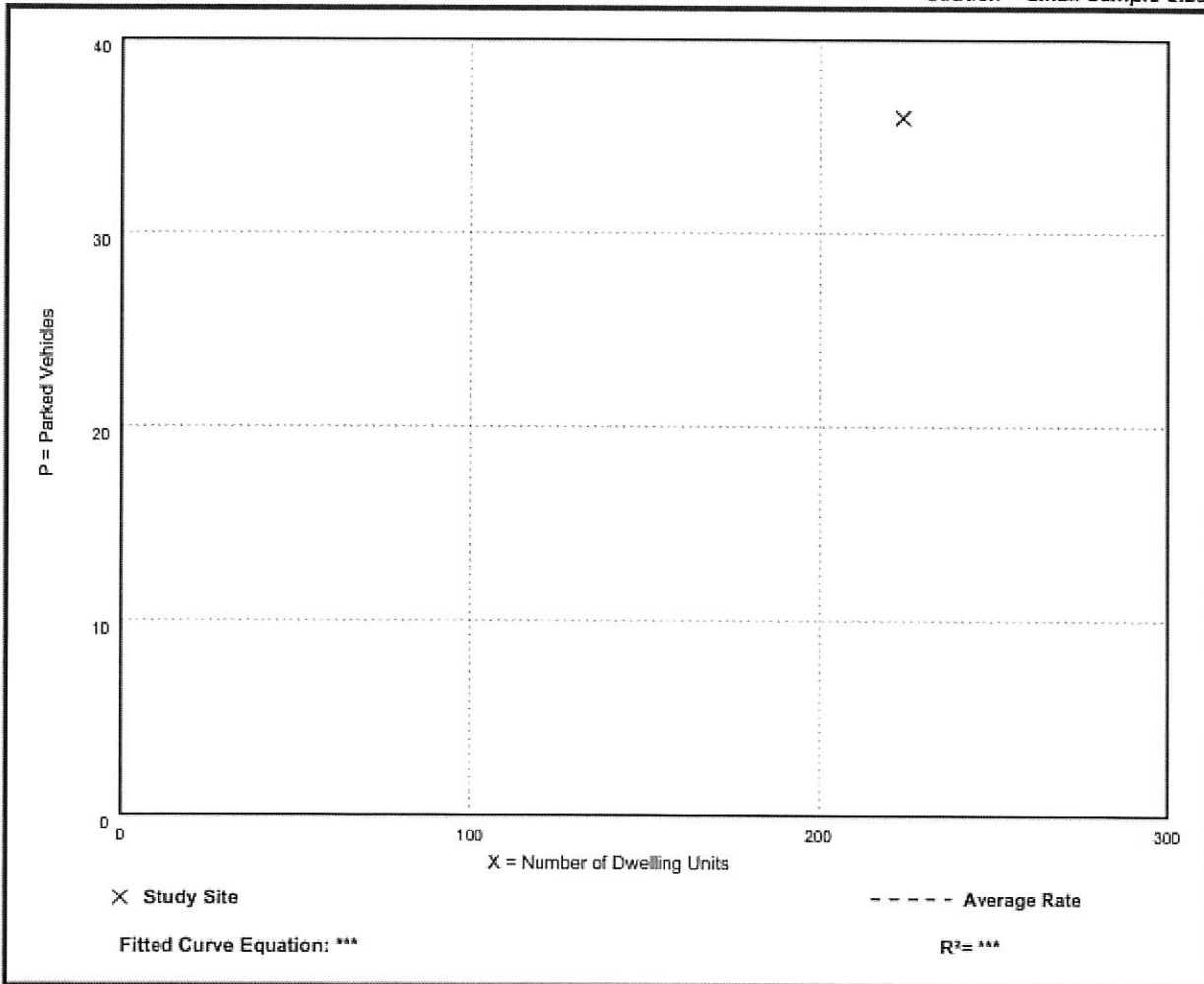
Avg. Num. of Dwelling Units: 224

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.16	0.16 - 0.16	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Affordable Housing - Single Room Only (223)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

Number of Studies: 4

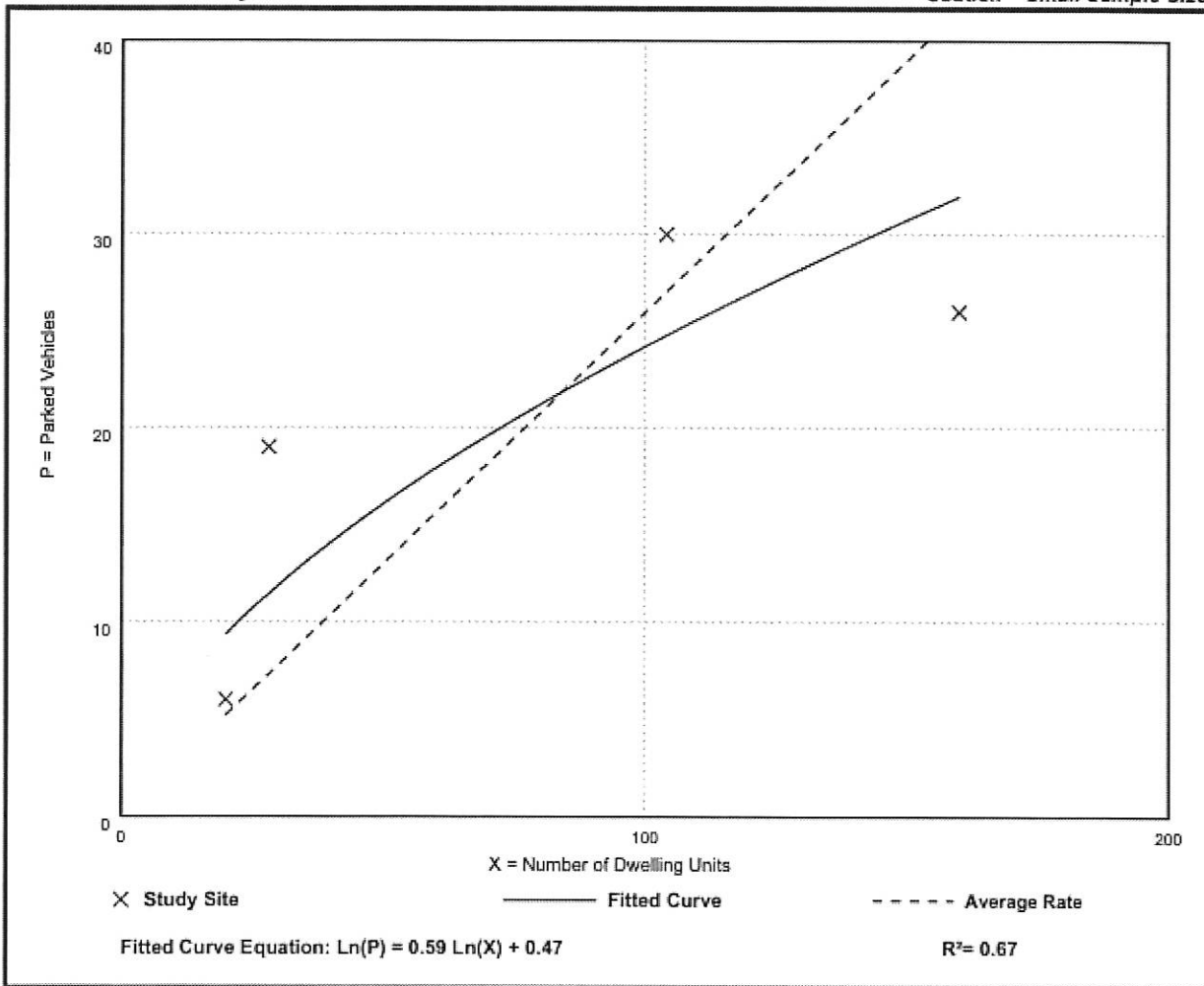
Avg. Num. of Dwelling Units: 78

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.26	0.16 - 0.68	0.24 / 0.68	***	0.17 (65%)

Data Plot and Equation

Caution - Small Sample Size



238 DEER STREET MIXED USE BUILDING

238 DEER STREET, LLC

238 DEER STREET
PORTSMOUTH, NEW HAMPSHIRE

CUP PERMIT APPLICATION PLANS

CIVIL ENGINEER & LAND SURVEYOR:

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

ARCHITECT:

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

PARKING CONSULTANT

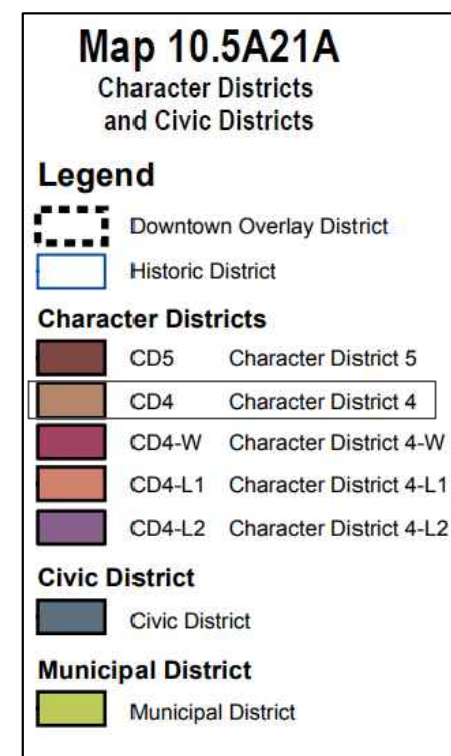
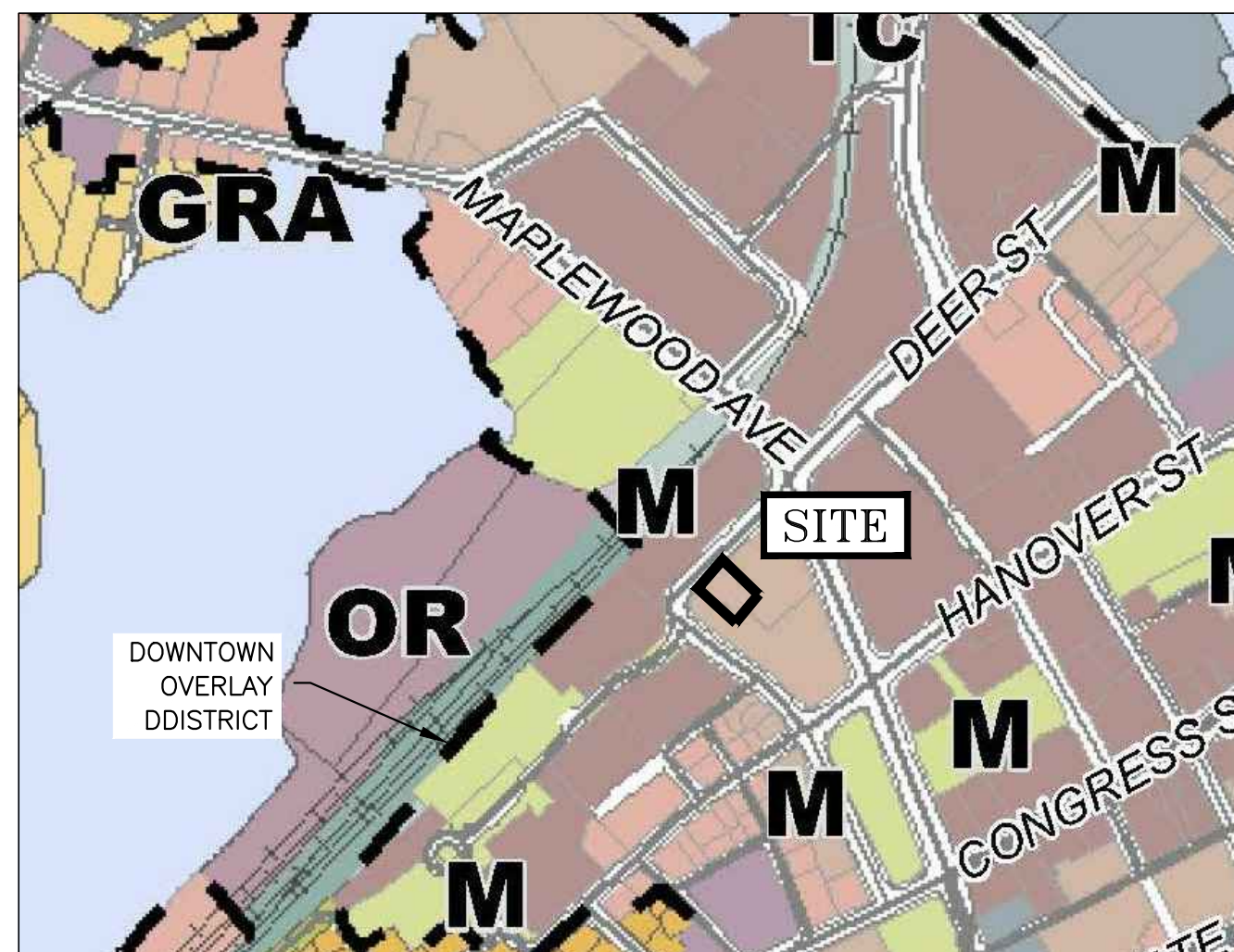
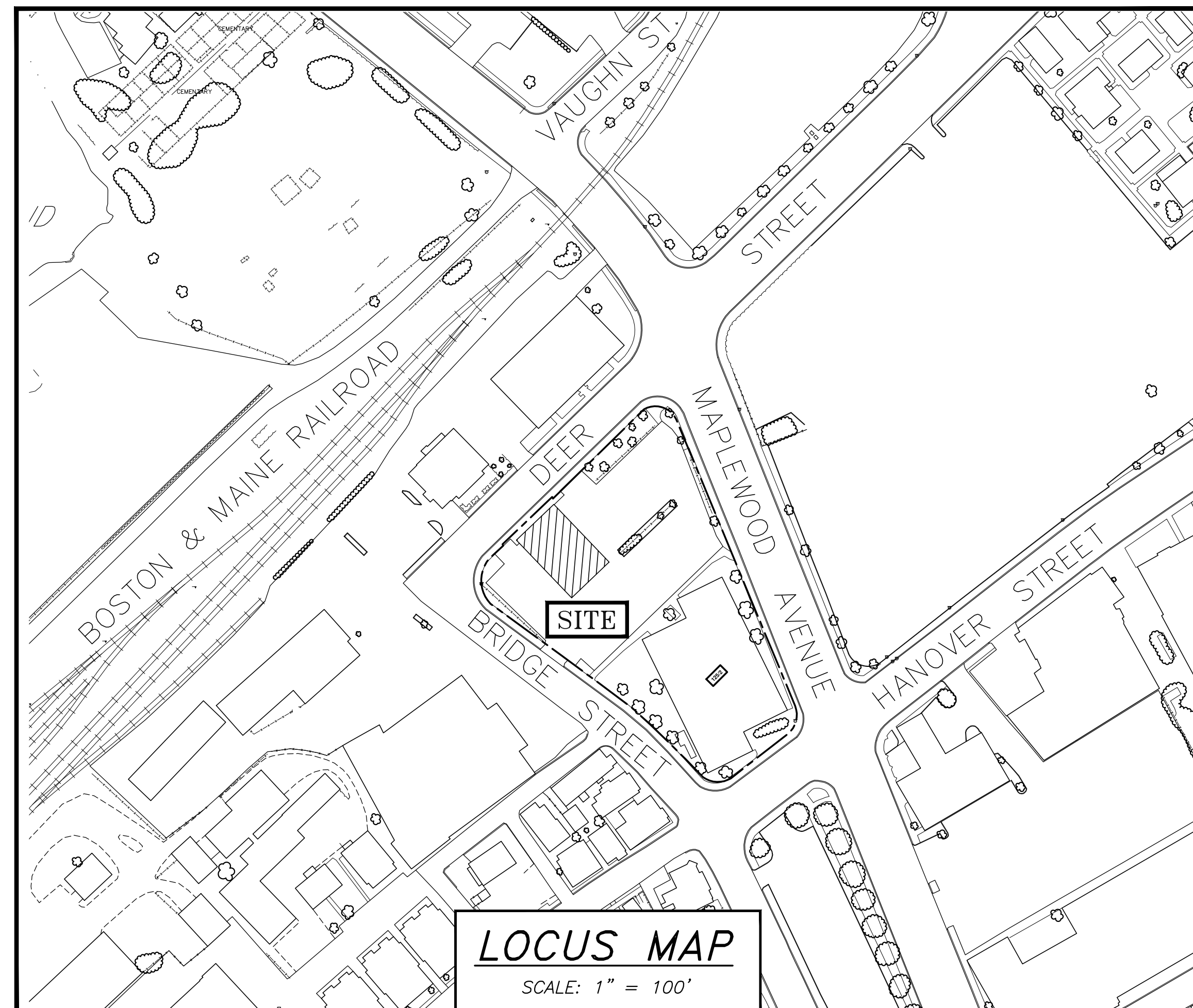
GORRILL PALMER
707 SABLE OAKS DRIVE,
SUITE 30
SOUTH PORTLAND, ME 04106
TEL. (207) 772-2515

PERMIT LIST:

PORTSMOUTH HDC: PENDING
PORTSMOUTH ZONING BOARD: TBD
PORTSMOUTH SITE REVIEW: PENDING
PORTSMOUTH CONDITIONAL USE PERMIT: PENDING

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
	UD	FOUNDATION DRAIN
	100	EDGE OF PAVEMENT (EP)
	97x3	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
		TBD TO BE DETERMINED
		CI CAST IRON PIPE
		COP COPPER PIPE
		DI DUCTILE IRON PIPE
		PVC POLYVINYL CHLORIDE PIPE
		RCP REINFORCED CONCRETE PIPE
		AC ASBESTOS CEMENT PIPE
		VC VITRIFIED CLAY PIPE
		EP EDGE OF PAVEMENT
		EL ELEVATION
		FF FINISHED FLOOR
		INV INVERT
		S SLOPE FT/FT
		TBM TEMPORARY BENCH MARK
		TYP TYPICAL



UTILITY CONTACTS

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

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

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

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

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

INDEX OF SHEETS

DWG No.	Description
C1	STANDARD BOUNDARY SURVEY
C2	EXISTING CONDITIONS PLAN
C2	SITE LAYOUT PLAN
A1	CONCEPTUAL ARCHITECTURAL PLANS

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

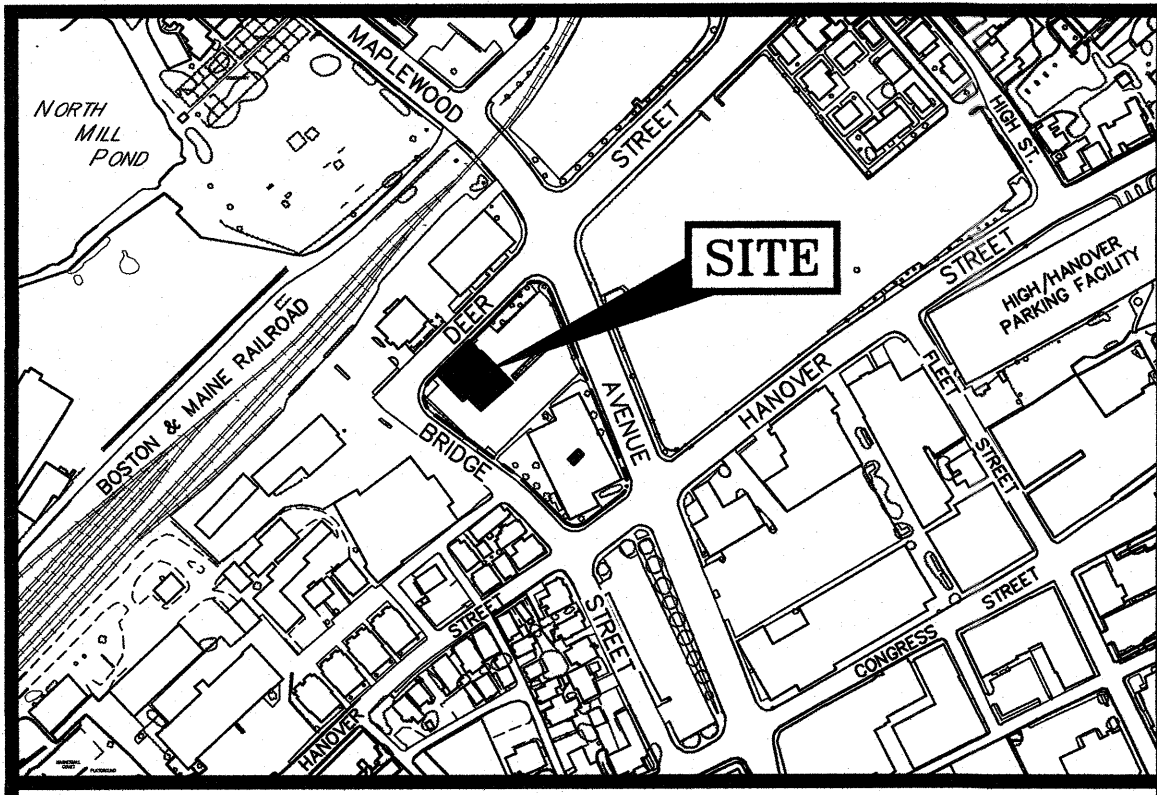
CHAIRMAN

DATE

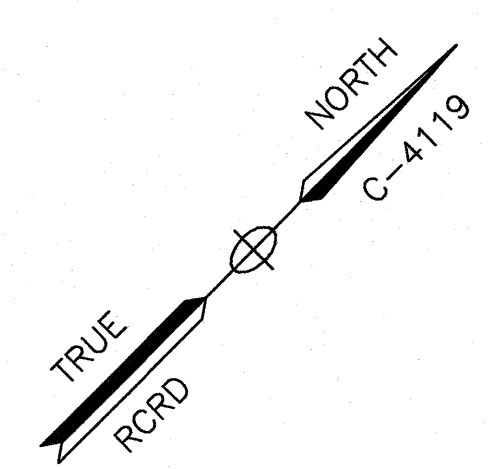
CUP PERMIT APPLICATION PLANS
238 DEER STREET, LLC
238 DEER STREET
PORTSMOUTH, N.H.

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: 25 NOVEMBER 2020



LOCATION MAP SCALE: 1" = 300'



LENGTH TABLE

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

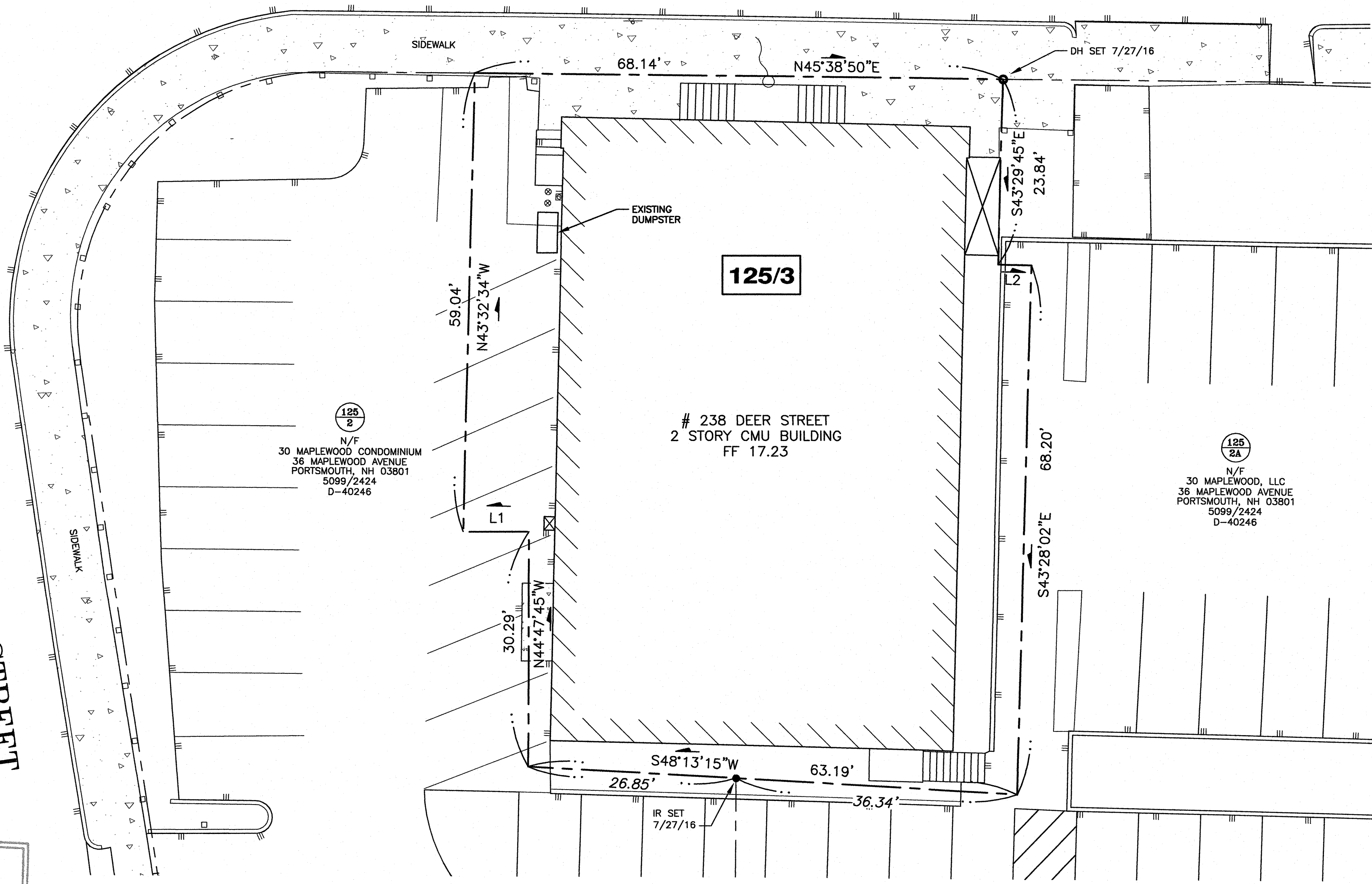
125
17-2
N/F
DEER STREET ASSOCIATES
P. O. BOX 100
YORK HARBOR, ME 03911

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: 1/4" = 10 FT., DATED MAY 1954 PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS RCRD #02164

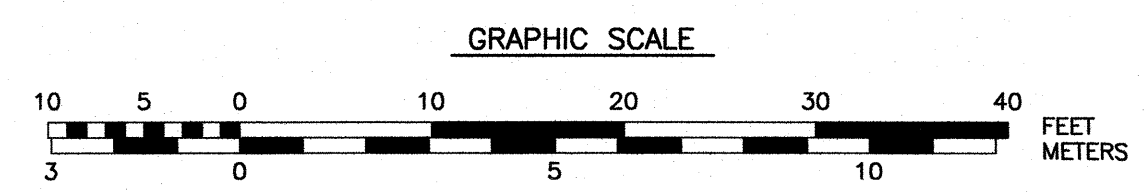
DEER STREET

BRIDGE STREET



125
2
N/F
30 MAPLEWOOD CONDOMINIUM
36 MAPLEWOOD AVENUE
PORTSMOUTH, NH 03801
5099/2424
D-40246

125
2A
N/F
30 MAPLEWOOD, LLC
36 MAPLEWOOD AVENUE
PORTSMOUTH, NH 03801
5099/2424
D-40246



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) EXISTING LOT AREA:
6181 S.F.
0.1419 AC.
 - 6) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259E, MAY 17, 2005.
 - 7) THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY OF TAX MAP 125 LOT 3.

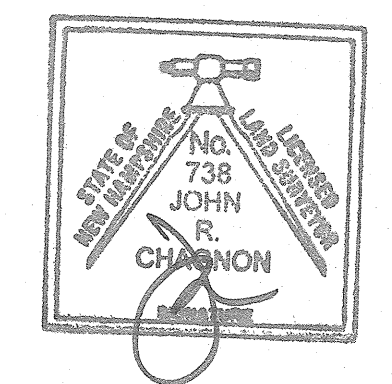
NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	4/9/18
REVISIONS		

STANDARD BOUNDARY SURVEY
TAX MAP 125 - LOT 3
OWNER:
238 DEER STREET, LLC.
238 DEER STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

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 PLAN 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
DATE: 4-9-18



J:\0852\1429001\1429001.dwg 2916 2018 Survey Plans & Specs\Site\2916 SURVEY.dwg, E.L.CON



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

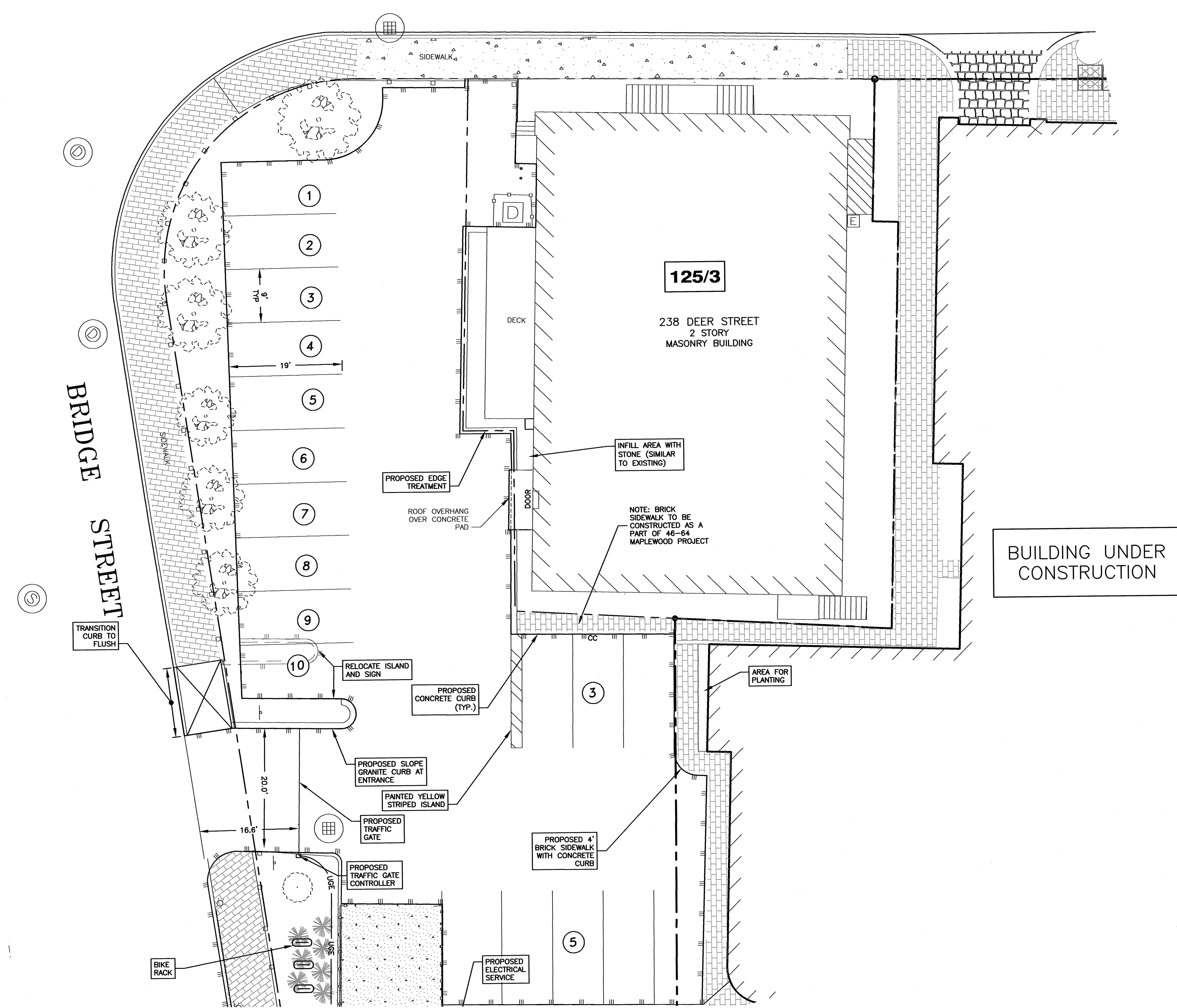
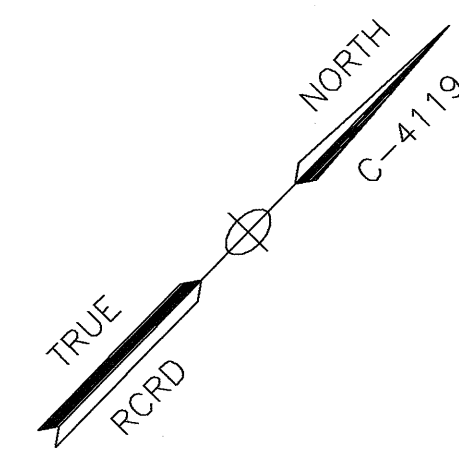
3) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4, HISTORIC DISTRICT, AND DOWNTOWN OVERLAY DISTRICT.

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 AREA:
6,181 S.F., 0.1419 ACRES
6) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259E, MAY 17, 2005.

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE EXISTING CONDITIONS ON MAP 125, LOT 3

DEER STREET

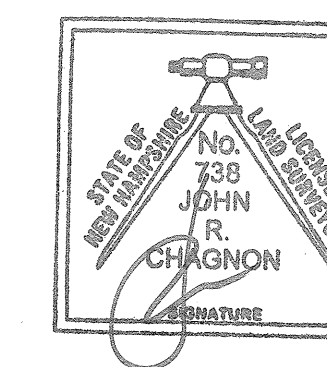


BUILDING UNDER CONSTRUCTION

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

NO.	DESCRIPTION	DATE
0	ISSUE FOR COMMENT	11/28/20

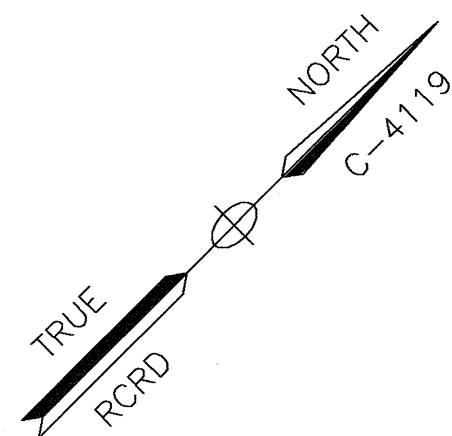
REVISIONS



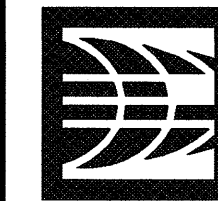
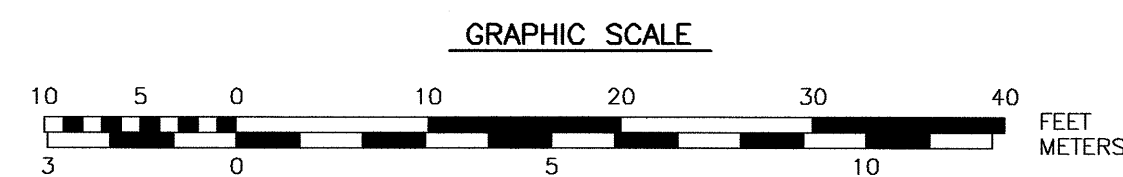
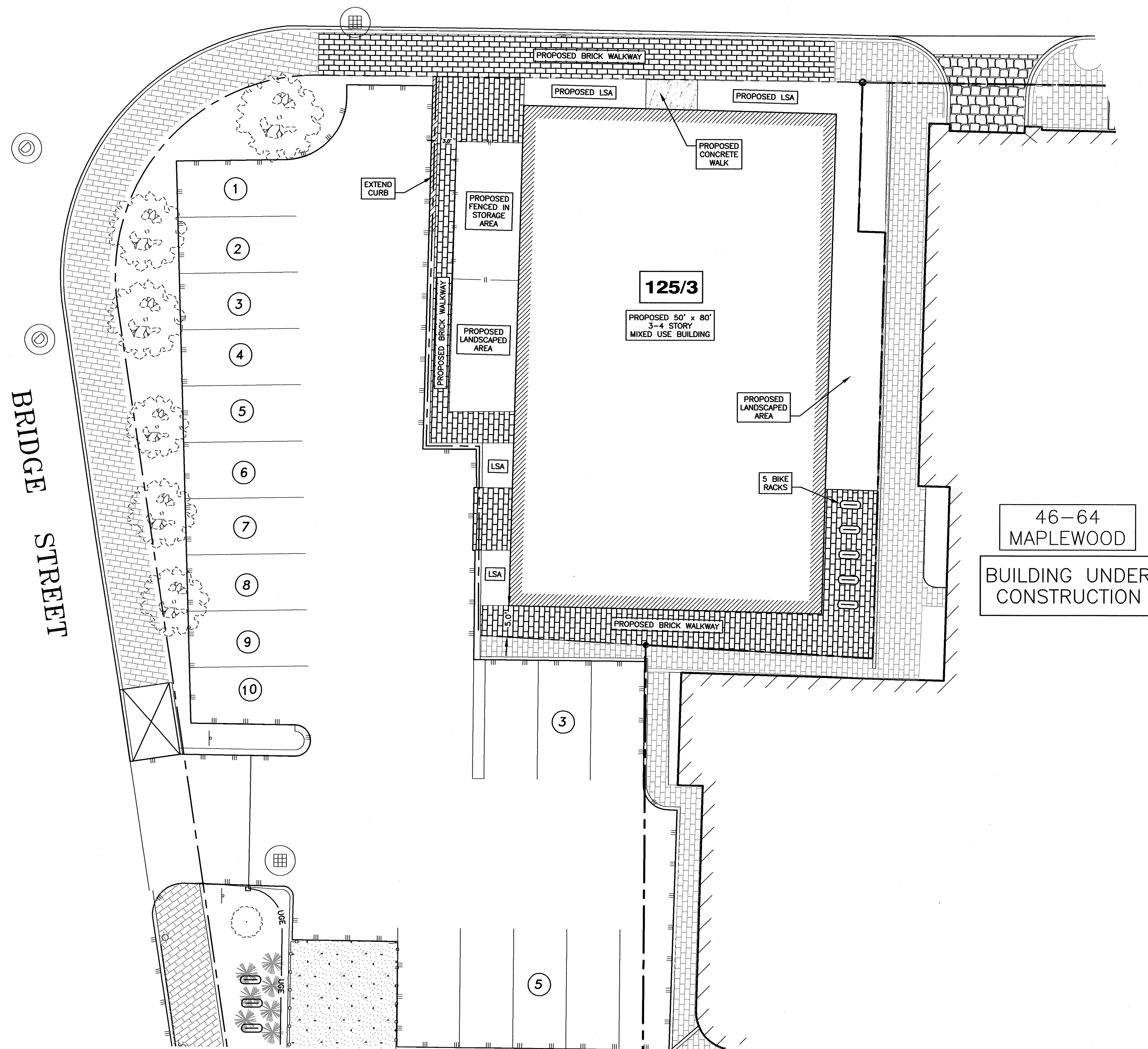
SCALE: 1" = 10' NOVEMBER 2020

EXISTING CONDITIONS PLAN

C1



DEER STREET



AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors

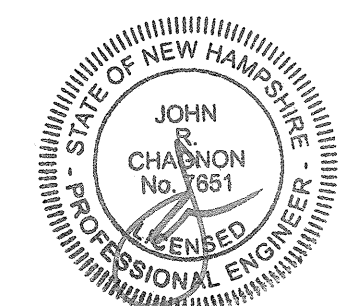
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

NOTES:

1) THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED LAYOUT OF A NEW STRUCTURE ON THE LOT IN COORDINATION OF A REQUEST FOR A PARKING CONDITIONAL USE PERMIT TO ALLOW NO ON SITE PARKING TO BE PROVIDED WHERE 8 SPACES ARE REQUIRED.

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

NO.	DESCRIPTION	DATE
0	ISSUE FOR COMMENT	11/28/20
REVISIONS		



SCALE: 1" = 10' NOVEMBER 2020

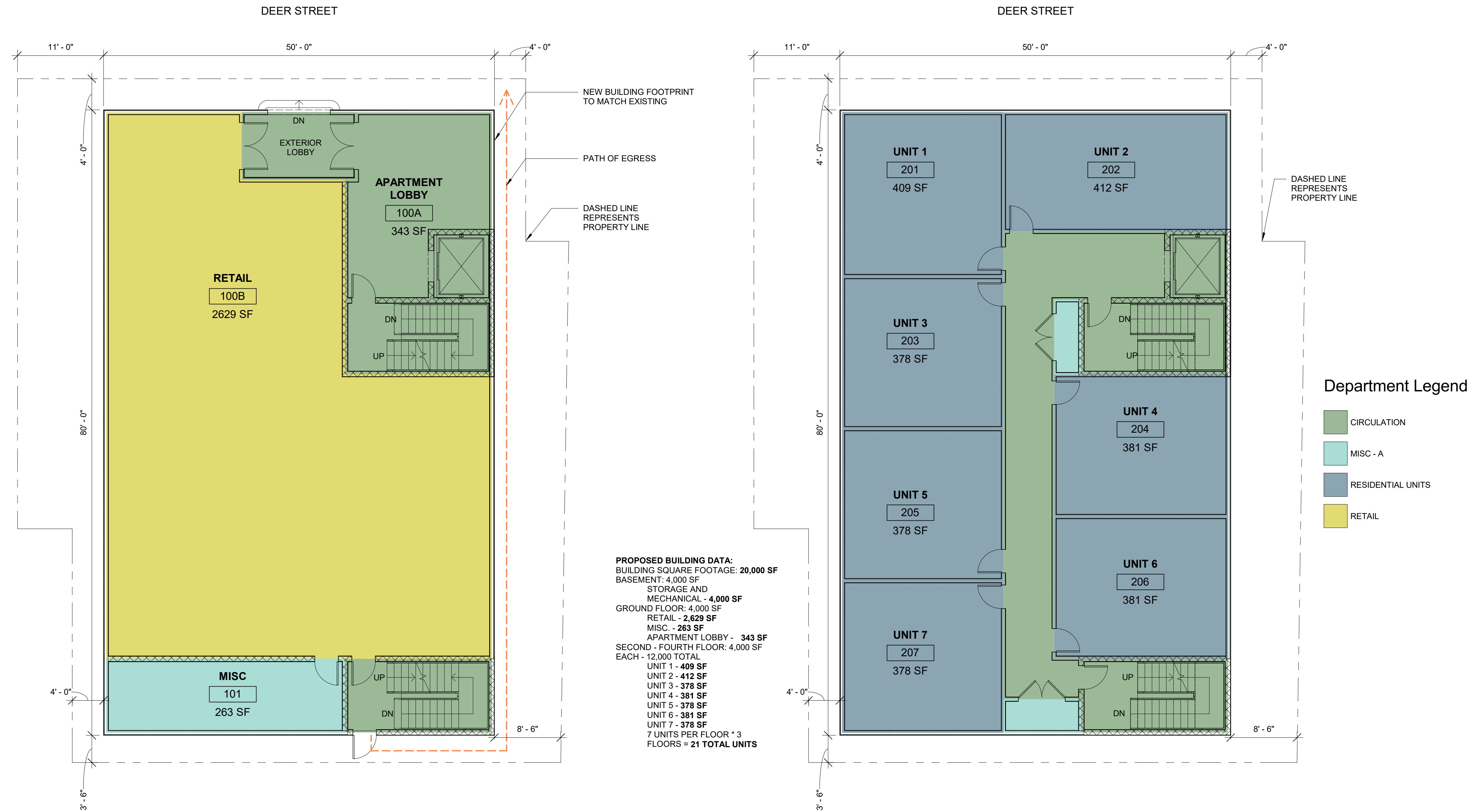
SITE PLAN

C2



LOCUS MAP

DESCRIPTION:
 3-4 STORY MIXED USE BUILDING WITH GROUND FLOOR RETAIL AND 21 MICRO APARTMENTS UNDER 500 SF. USE WILL REQUIRE APPROXIMATELY 7-8 PARKING SPACES, AND SITE DOES NOT HAVE ADEQUATE AREA OR ACCESS TO CREATE NEW PARKING. MAIN PURPOSE OF REQUEST FOR CONCEPTUAL REVIEW IS TO GET FEEDBACK ON NEARBY OFF-SITE PARKING OPTIONS, BUILDING USE AND SIZE.



1 FIRST FLOOR
 1/8" = 1'-0"

2 SECOND - FOURTH FLOOR PLAN
 1/8" = 1'-0"



IKEA EFFICIENCY UNIT FLOOR PLAN - 400SF



IKEA BROOKLYN EFFICIENCY UNIT - 391SF



OWNER CONCEPT PRECEDENT: IKEA EFFICIENCY UNIT

AMBIT ENGINEERING, INC. CIVIL ENGINEERS AND LAND SURVEYORS

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

25 November 2020

Dexter Legg, Planning Board Chair
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

RE: Application for CUP Approval, Tax Map 125, Lot 3, 238 Deer Street

Dear Chair Legg and Planning Board members:

On behalf of 238 Deer Street, LLC we submit herewith the attached Application for Conditional Use Permit. In support thereof, we are submitting a proposed Site Plan set including an Architectural Concept Plan as well as a Parking Assessment prepared by Gorrill Palmer, Transportation Engineers.

The following plans are included in our submission:

- Cover Sheet – This shows the Development Team, Legend, Site Location, and Site Zoning.
- Standard Boundary Survey (2018)
- Existing Conditions Plan C1 – This plan shows the current property improvements (updated existing and approved to be constructed features) on the property.
- Site Layout Plan C2 – This plan shows layout of the proposed features.
- Conceptual Architectural Plans A1 – The plan show the proposed building Architectural Features and Location Context.

238 Deer Street, LLC is committed to providing much needed micro housing units to the Portsmouth downtown. This proposed new building will add 21 additional housing units, all under 500 square feet in size. The unit concept is shown on the attached Architectural Concept Plan. The minimum parking required for this project is 7-8 spaces. 238 Deer Street, LLC proposes to provide no on site spaces. Due to site constraints (a lack of space to get to a basement parking level) the only parking that could be provided would have to be at first floor level; which would not allow for a vibrant commercial first floor use. Pursuant to Section 10.1112.52, a conditional use permit may be granted to permit less than the minimum parking required, and that is our request for this project.

The Gorrill Palmer report indicates the current parking requirements and shows that parking is available in close proximity to the site. This demonstrates that the parking for this development, although not on site, is easily accommodated within walking distance.

We look forward to your review of this submission, and for the forgoing reasons, we respectfully request the Board grant the Conditional Use Permit. Thank you for your attention.

Sincerely,

John R. Chagnon, PE
CC: 238 Deer Street Team

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

Date: November 23, 2020

Subject: 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 will rely on the parking availability in the immediate vicinity of the proposed building to satisfy the parking requirements.

This parking assessment will review the parking requirements, parking needs and availability of parking spaces within the immediate area.

Parking Requirement:

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 ordinance would require 12 off-street parking spaces.

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 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.
- 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 internal individual storage units 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.



➤ Transit:

Within 650 feet of the site, there are three bus stops, providing direct access to Routes 40, 41, 42, & 43. This availability further allows residents of the apartments to not have a car and still be able to travel via bus.

➤ Ride Share:

A ride share waiting area will be provided that includes a bulletin board to share postings of those offering and needing a ride.

Locations to Park:

To evaluate parking in the area that could potentially be used by the residents / visitors 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. 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%

It should be noted that 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.



Conclusions and Findings:

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

1. 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. The proposed mixed-use 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.
3. 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 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.
4. 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 and two surface lots, in addition to metered parking spaces in the area for short term parking. These other sources of parking show more than adequate availability to accommodate the needs of the proposed mixed-use building.
5. Based on this assessment, it is our opinion that the required parking can easily be accommodated by the two existing parking garages and two surface parking lots within walking distance of the proposed use.

Prepared by:

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

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

JN 3768

Computed By: RED

11/23/2020

Parking Requirements for:
238 Mixed Use Building
Portsmouth, NH

Task: Calculate the required number of parking spaces

Reference: City of Portsmouth, New Hampshire
Zoning Ordinance (Amended Through December 16, 2019)
Section 10.1115.21 - Identifies Retail Space in Downtown Overlay District has no requirement for off-street parking
Section 10.1112.311 - Residential Units
Section 10.1112.312 - Visitor Parking Requirement
Section 10.1115.23 - Reduction in spaces due to Overlay District
Section 10.1116.11 - Bicycle Space Requirements

Given: 21 Micro Units (less than 500 sf)

Calculations :

Vehicle Off-Street Parking Requirements:

Section 10.1112.311
(21 units less than 500 sf) X (0.5 spaces per unit) = 10.5 spaces (**round up to 11 spaces**)

Section 10.1112.312
(21 units) / (5 spaces per dwelling unit) = 4.2 spaces (**round up to 5 spaces**)

Section 10.1115.23
Reduction of 4 spaces due to location within Downtown Overlay District

Summary of Off-Street parking Spaces Required	
Section 10.1115.21	0 Spaces
Section 10.1112.311	11 Spaces
Section 10.1112.312	5 Spaces
Section 10.1115.23	-4 Spaces
Total Required Spaces	12 Spaces

Bicycle Parking Requirement:

Section 10.1116.11
(21 units) X (1 bicycle space per 5 units) = 4.2 Bicycle spaces (**round to 5 bicycle spaces**)

CITY OF PORTSMOUTH, NEW HAMPSHIRE

ZONING ORDINANCE



Adopted by Portsmouth City Council: December 21, 2009
Effective Date: January 1, 2010

As Amended Through: December 16, 2019

10.1112.30 Off-Street Parking Requirements

10.1112.31 Parking Requirements for Residential Uses

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
Less than 500 sq. ft.	0.5 spaces per unit
500-750 sq. ft.	1.0 space per unit
Over 750 sq. ft.	1.3 spaces per unit

10.1112.312 In addition to the **off-street parking** spaces provided in accordance with Sec. 10.1112.311, any **dwelling** or group of **dwellings** on a **lot** containing more than 4 **dwelling units** shall provide one visitor parking space for every 5 **dwelling units** or portion thereof.

10.1112.32 Parking Requirements for Nonresidential Uses

10.1112.321 The required minimum number of **off-street parking** spaces for **uses** other than 1.10 through 1.90 shall be based on the following table.

Table of Minimum Off-Street Parking Requirements for Nonresidential Uses

Use No.	Use	Requirement
2. Institutional Residence or Care Facilities		
2.10-2.20	Assisted living facility or Residential care facility	0.5 per bed or resident
3. Educational, Religious, Charitable, Cultural and Public Uses		
3.10	Place of assembly	0.4 per seat (fixed seating), or 1 per 4 persons maximum occupancy of assembly area, or Parking demand analysis
3.20	School	Parking demand analysis
3.30	Historic preservation building	No requirement
3.40	Museum	Parking demand analysis
3.50	Performance facility	0.4 per seat (fixed seating), or Parking demand analysis
3.60	Cemetery	No requirement
3.70	Club, fraternal or service organization	Greater of: - 1 per 4 persons maximum occupancy - 1 per 200 sf GFA

- 10.1114.42 Pedestrian areas shall be clearly distinguished from vehicular and bicycle traffic areas through the use of paving materials, **landscaping** buffers, or other means.
- 10.1114.43 Continuous off-**street** vehicle routes shall be no more than 200 feet in length before interruption by pedestrian crosswalks over speed tables, T-intersections or other design elements to calm vehicle movement on site.

10.1115 Off-Street Parking Provisions in the Downtown Overlay District

10.1115.10 Purpose

- 10.1115.11 This Section 10.1115 establishes modified **off-street parking** standards for **lots** in the Downtown Overlay District in recognition of the availability of municipal on-**street** and **off-street parking** facilities, private shared parking facilities, and public transit, and the pedestrian-oriented pattern of **lots** and **uses**.
- 10.1115.12 Except as specifically modified by this Section 10.1115, **lots** in the Downtown Overlay District shall comply with all other provisions of Section 10.1110.

10.1115.20 Number of Required Off-Street Parking Spaces

10.1115.21 The following requirements shall apply in the Downtown Overlay District in lieu of the requirements in Section 10.1112.30:

Use	Required Parking Spaces
Residential use (dwelling)	Same as Section 10.1112.30
Hotel or motel	0.75 space per guest room, plus 1 space per 25 sf of conference or banquet facilities
Other nonresidential use	No requirement

10.1115.22 The requirements in Section 10.1115.21 shall be applied to all **uses** on a **lot**, and not to individual **uses**.

10.1115.23 For any **lot**, the number of **off-street parking** spaces that would be required by applying the ratios in Section 10.1115.21 shall be reduced by 4 spaces. (Therefore, any **lot** that would be required to provide 4 or fewer **off-street parking** spaces shall not be required to provide any spaces.)

10.1115.24 The provisions of Section 10.1112.50, Maximum Number of Parking Facilities, shall not apply to **buildings** and **uses** within the Downtown Overlay District.

10.1116 Bicycle Parking

10.1116.10 Number of Bicycle Parking Spaces Required

10.1116.11 Off-street parking of bicycles shall be provided as follows, up to a maximum of 30 bicycle spaces:

Multifamily dwellings	1 bicycle space for each 5 dwelling units or portion thereof
Elementary, middle and high schools	1 bicycle space for each 4 students
All other uses, except as exempted in Section 10.1116.14	1 bicycle space for each 10 automobile parking spaces or fraction thereof required by Section 10.1112.30 or Section 10.1115.21, as applicable

10.1116.12 When the Planning Board approves the construction of fewer **off-street parking** spaces than would normally be required under Section 10.1112.30 or Section 10.1115.21 (for example, when a Reserve Parking Area is provided under Section 10.1112.40), or when Board of Adjustment grants a variance from the required number of **off-street parking** spaces, the required number of bicycle parking spaces shall be based on the number of such spaces that would be required without such reduction or variance.

10.1116.13 In addition to the number of bicycle parking spaces required under Section 10.1116.11 and 10.1116.12, any nonresidential use may substitute bicycle parking spaces for up to 5 percent of the required automobile parking spaces at the following ratios: 1 required automobile space may be replaced by 6 bicycle spaces or by 2 bicycle lockers.

10.1116.14 The following uses are exempt from providing bicycle parking spaces:

Use No.	Use
1.10	Single-family dwelling
1.20	Accessory dwelling unit
1.25	Garden cottage
1.30	Two-family dwelling
2.10	Assisted living facility
2.20	Residential care facility
7.10	Day care
7.70	Undertaking establishment
11.10-11.60	Motor vehicle related uses
12.10-12.40	Marine craft related uses
13.10-13.40	Wholesale trade, warehousing and distribution
14.70	Recycling facility or recycling plant
14.80	High hazard use
17.10-17.20	Agricultural uses
19.10-19.40	Accessory uses



GRAPHIC SCALE



1 inch = 150 ft.

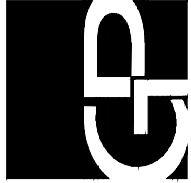


(B) = BUS STOP

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**GORRILL
PALMER**

Client/Project

238 DEER STREET MIXED-USE BUILDING
PORTSMOUTH, NEW HAMPSHIRE

Title AVAILABLE PARKING / BUS STOPS

File Name: 3768-PBASE CDD DWN. CHKD. DSGN. DATE

20.11.19

Figure No.

1

238 DEER STREET MIXED USE BUILDING

238 DEER STREET, LLC

238 DEER STREET
PORTSMOUTH, NEW HAMPSHIRE

CUP PERMIT APPLICATION PLANS

CIVIL ENGINEER & LAND SURVEYOR:

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

ARCHITECT:

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

PARKING CONSULTANT

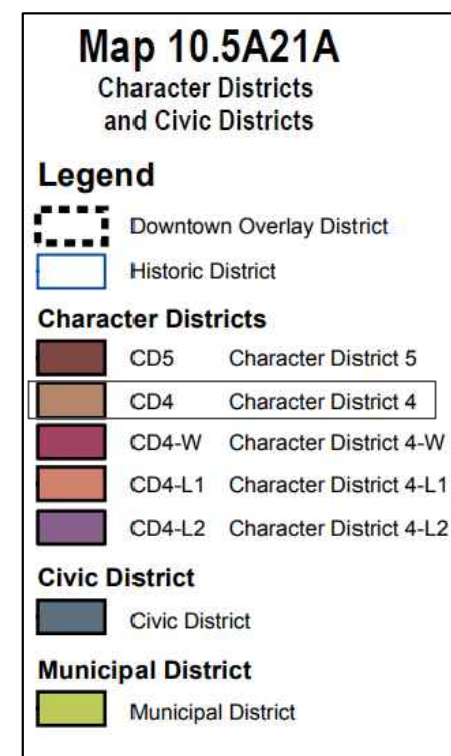
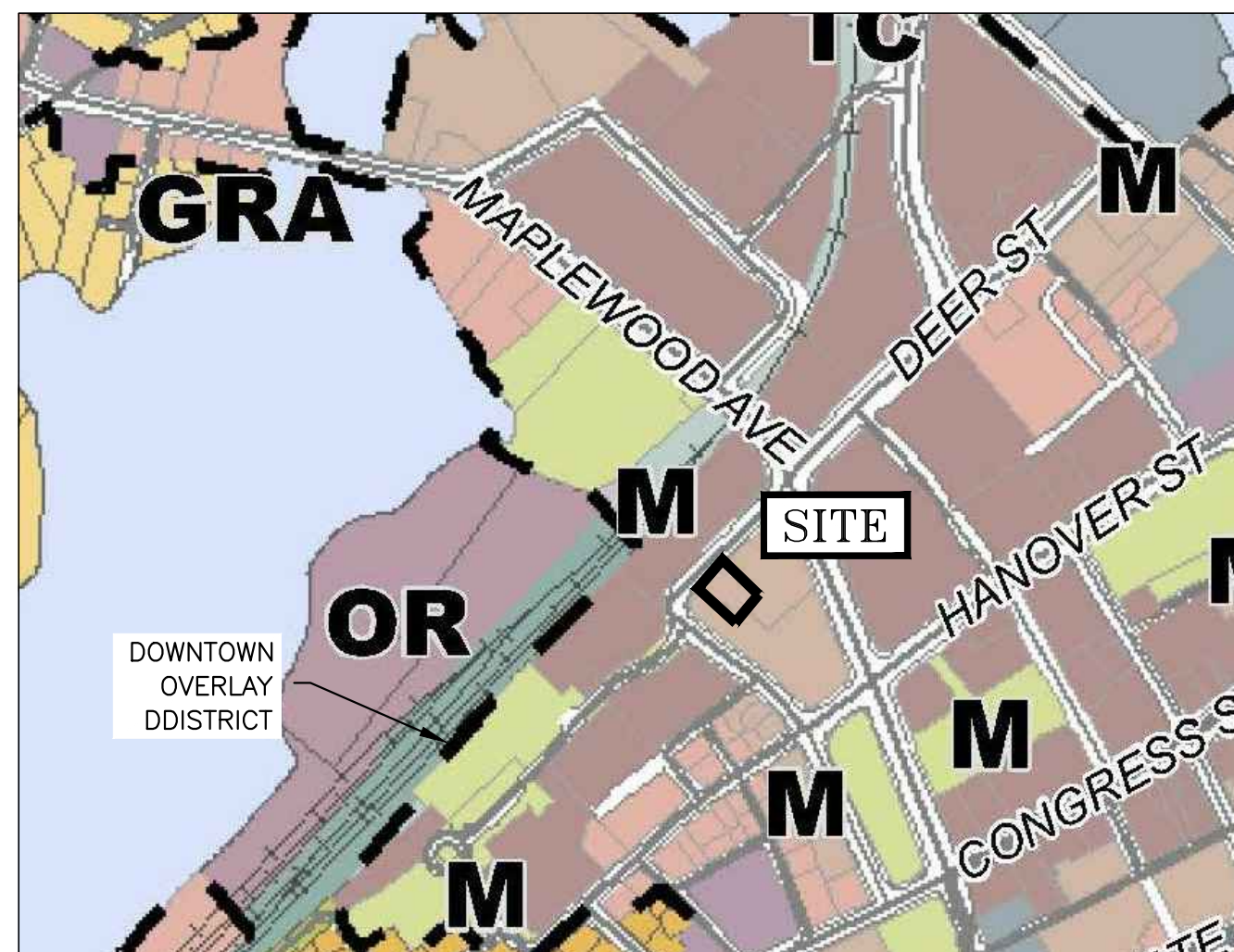
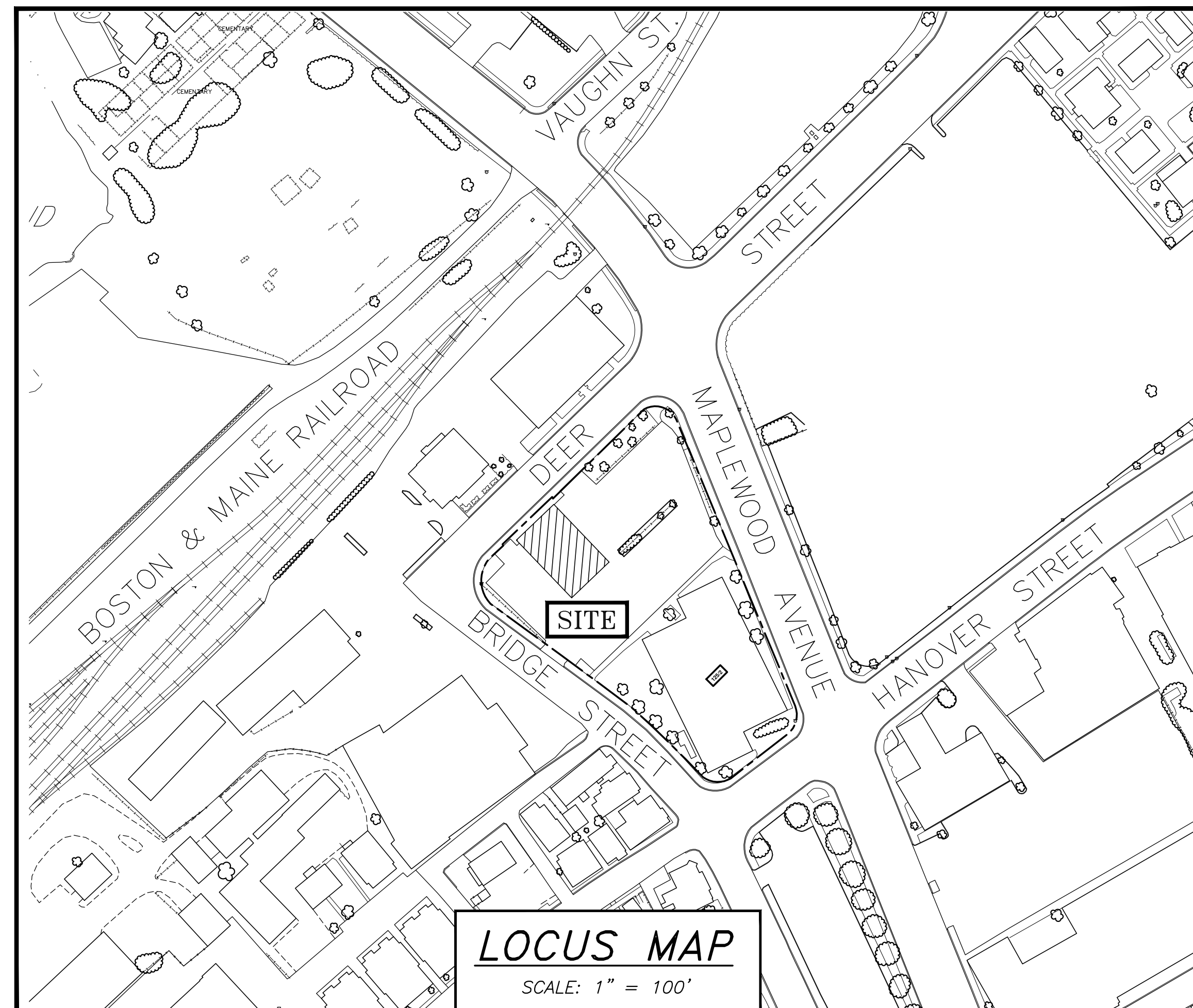
GORRILL PALMER
707 SABLE OAKS DRIVE,
SUITE 30
SOUTH PORTLAND, ME 04106
TEL. (207) 772-2515

PERMIT LIST:

PORTSMOUTH HDC: PENDING
PORTSMOUTH ZONING BOARD: TBD
PORTSMOUTH SITE REVIEW: PENDING
PORTSMOUTH CONDITIONAL USE PERMIT: PENDING

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
	UD	FOUNDATION DRAIN
	100	EDGE OF PAVEMENT (EP)
	97x3	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
		TBD TO BE DETERMINED
		CI CAST IRON PIPE
		COP COPPER PIPE
		DI DUCTILE IRON PIPE
		PVC POLYVINYL CHLORIDE PIPE
		RCP REINFORCED CONCRETE PIPE
		AC ASBESTOS CEMENT PIPE
		VC VITRIFIED CLAY PIPE
		EP EDGE OF PAVEMENT
		EL ELEVATION
		FF FINISHED FLOOR
		INV INVERT
		S = SLOPE FT/FT
		TBM TEMPORARY BENCH MARK
		TYP TYPICAL



UTILITY CONTACTS

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

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

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

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

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

INDEX OF SHEETS

DWG No.	Description
C1	STANDARD BOUNDARY SURVEY
C2	EXISTING CONDITIONS PLAN
C2	SITE LAYOUT PLAN
A1	CONCEPTUAL ARCHITECTURAL PLANS

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

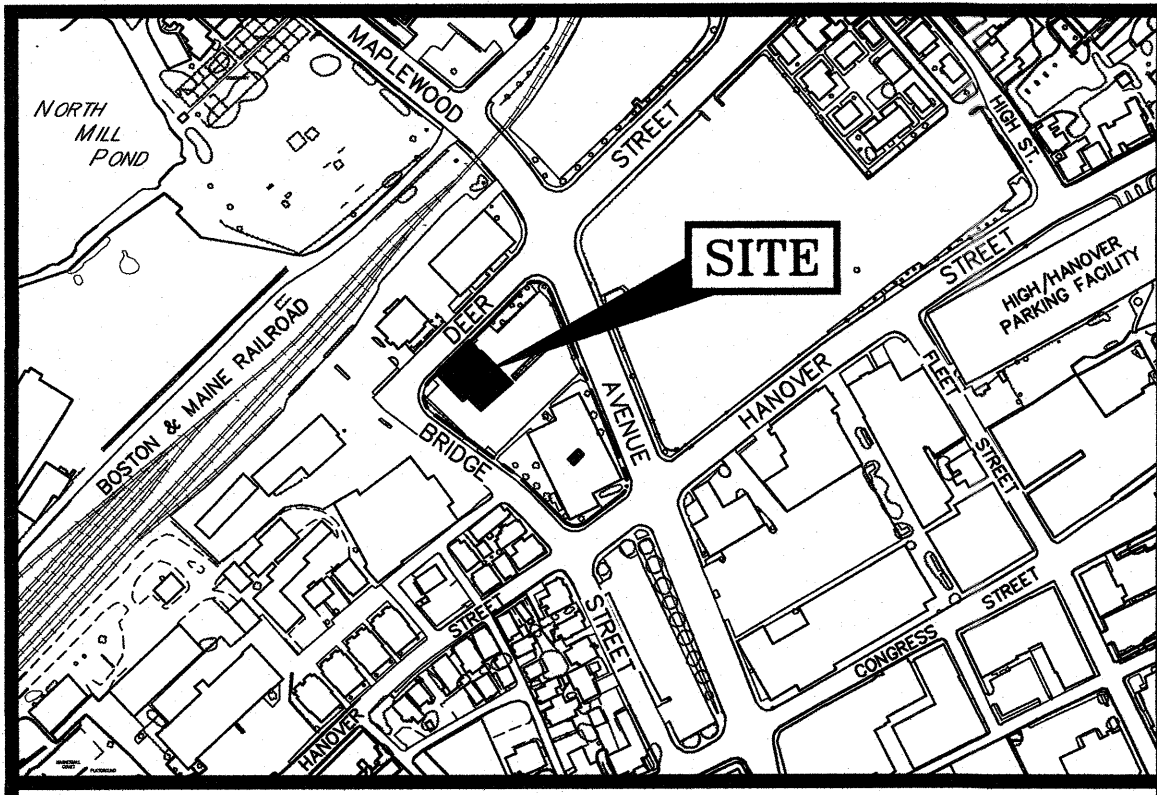
CHAIRMAN

DATE

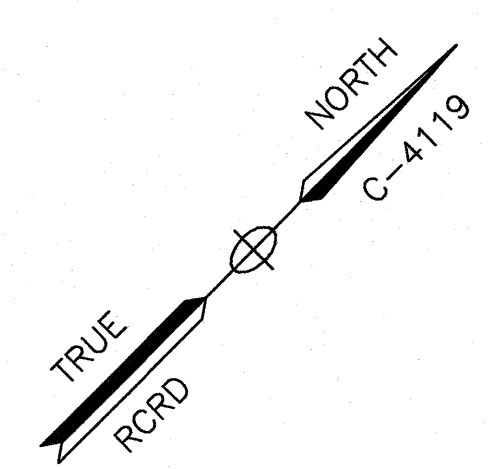
CUP PERMIT APPLICATION PLANS
238 DEER STREET, LLC
238 DEER STREET
PORTSMOUTH, N.H.

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: 25 NOVEMBER 2020



LOCATION MAP SCALE: 1" = 300'



LENGTH TABLE

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

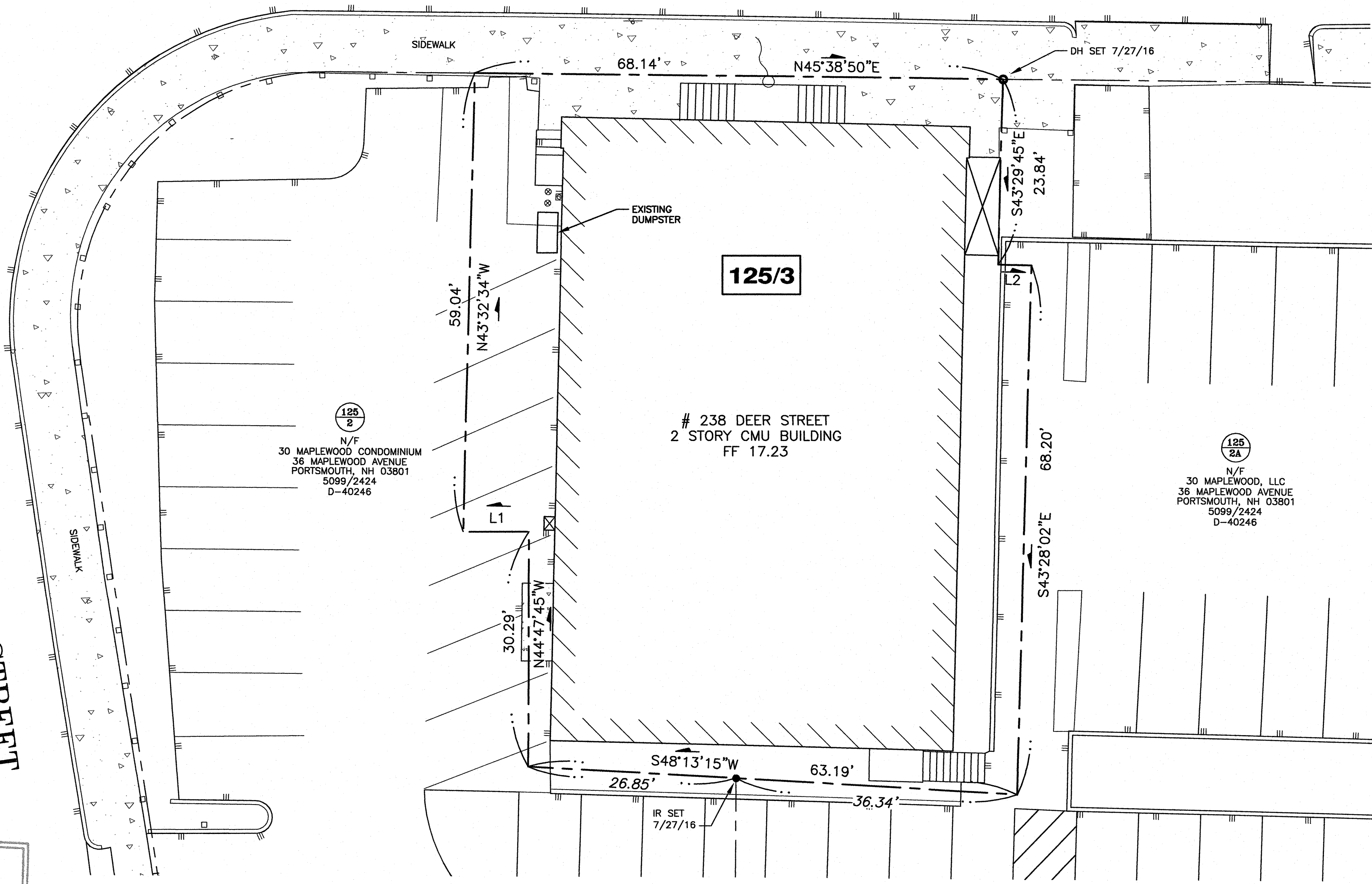
125
17-2
N/F
DEER STREET ASSOCIATES
P. O. BOX 100
YORK HARBOR, ME 03911

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

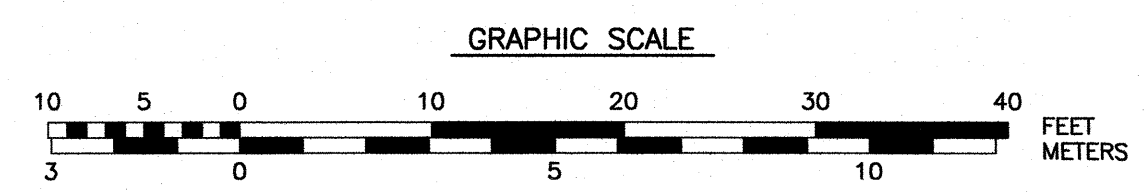
DEER STREET

BRIDGE STREET



125
2
N/F
30 MAPLEWOOD CONDOMINIUM
36 MAPLEWOOD AVENUE
PORTSMOUTH, NH 03801
5099/2424
D-40246

125
2A
N/F
30 MAPLEWOOD, LLC
36 MAPLEWOOD AVENUE
PORTSMOUTH, NH 03801
5099/2424
D-40246



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:

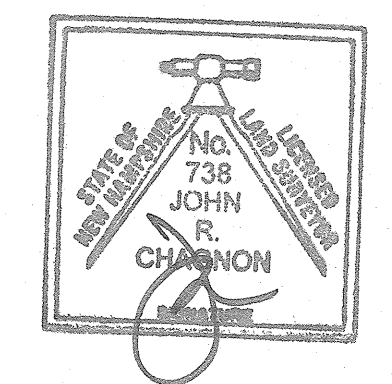
- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 125 AS LOT 3.
- 2) OWNER OF RECORD:
238 DEER STREET, LLC.
238 DEER STREET
PORTSMOUTH, NH 03801
5890/1712
RCRD #02164
- 3) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4, HISTORIC DISTRICT, AND DOWNTOWN OVERLAY DISTRICT.
- 4) DIMENSIONAL REQUIREMENTS:
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) EXISTING LOT AREA:
6181 S.F.
0.1419 AC.
- 6) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259E, MAY 17, 2005.
- 7) THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY OF TAX MAP 125 LOT 3.

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	4/9/18

STANDARD BOUNDARY SURVEY
TAX MAP 125 - LOT 3
OWNER:
238 DEER STREET, LLC.
238 DEER STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

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 PLAN 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.



John R. Chagnon
JOHN R. CHAGNON, LLS 738
DATE: 4-9-18

J:\0852\1429001\1429001.dwg 2916 2018 Survey Plans & Specs\Site\2916 SURVEY.dwg, E.L.CON



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):

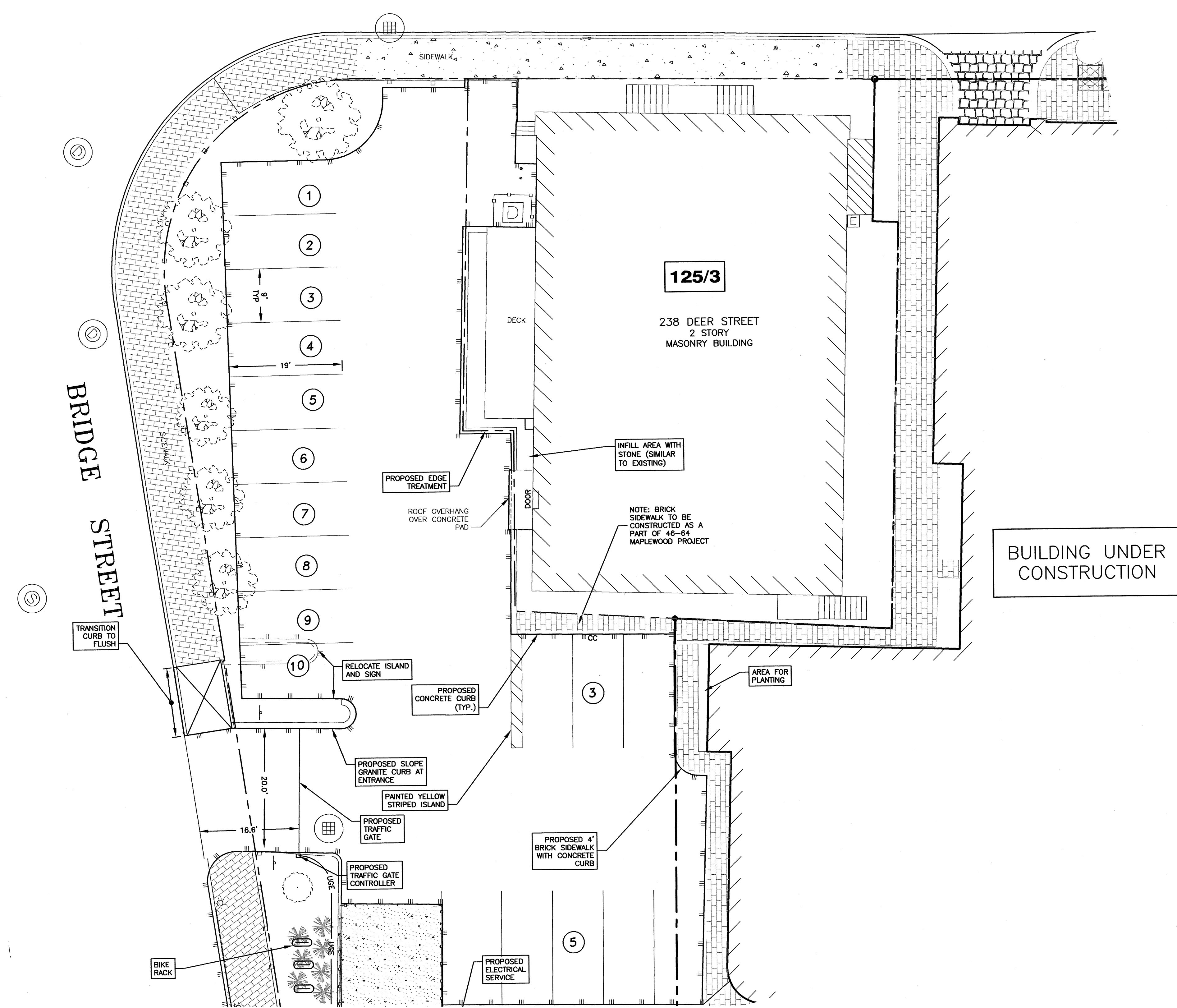
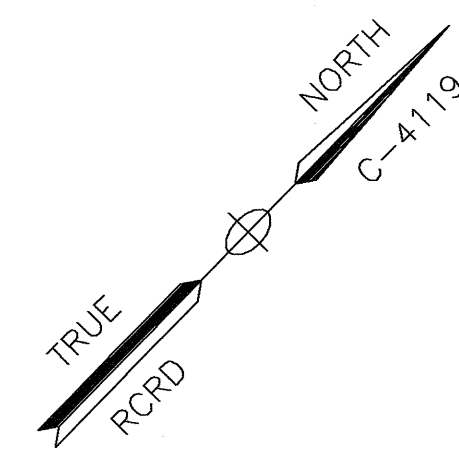
MIN. LOT AREA:	NO REQUIREMENT
FRONTAGE:	NO REQUIREMENT
SETBACKS:	
FRONT (MAX.):	10 FEET (PRIMARY)
FRONT (MAX.):	15 FEET (SECONDARY)
SIDE:	NO REQUIREMENT
REAR:	5 FEET
MAXIMUM STRUCTURE HEIGHT:	45 FEET
MAXIMUM STRUCTURE COVERAGE:	90%
MAXIMUM BUILDING FOOTPRINT:	15,000 S.F.
MINIMUM OPEN SPACE:	10%
MINIMUM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

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

6) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259E, MAY 17, 2005.

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE EXISTING CONDITIONS ON MAP 125, LOT 3

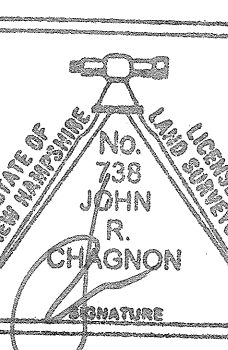
DEER STREET



BUILDING UNDER CONSTRUCTION

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

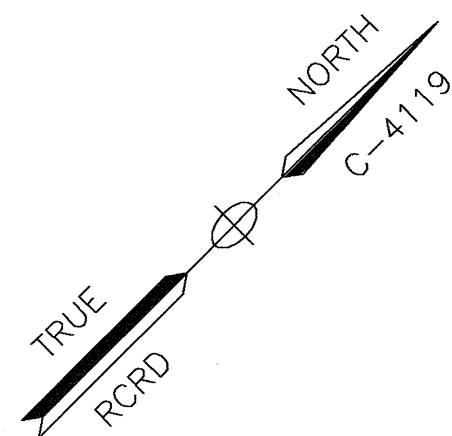
0	ISSUE FOR COMMENT	11/28/20
NO.	DESCRIPTION	DATE



SCALE: 1" = 10' NOVEMBER 2020

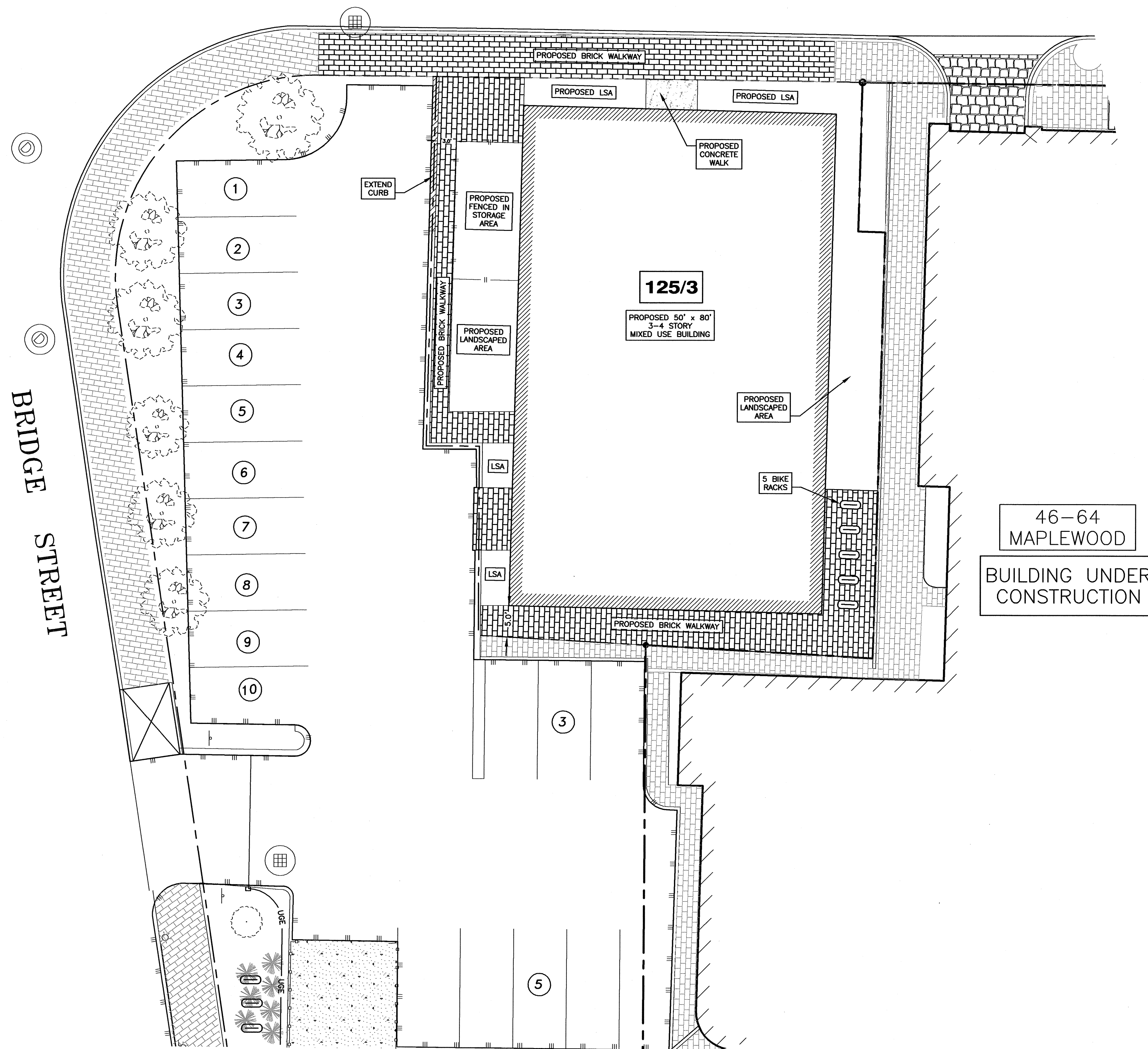
EXISTING CONDITIONS PLAN

C1



DEER STREET

BRIDGE STREET



46-64
MAPLEWOOD
BUILDING UNDER
CONSTRUCTION

125/3
PROPOSED 50' x 80'
3-4 STORY
MIXED USE BUILDING

PROPOSED FENCED IN
STORAGE AREA

PROPOSED CONCRETE
WALK

PROPOSED LSA

PROPOSED LSA

EXTEND CURB

1

2

3

4

5

6

7

8

9

10

LSA

LSA

PROPOSED LANDSCAPED
AREA

5 BIKE
RACKS

3

5

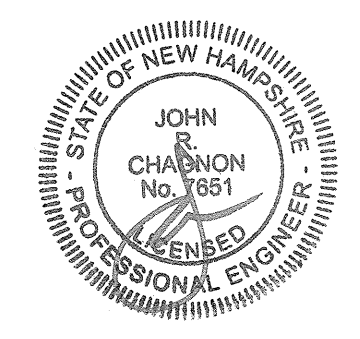
GRAPHIC SCALE



NOTES:
1) THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED LAYOUT OF A NEW STRUCTURE ON THE LOT IN COORDINATION OF A REQUEST FOR A PARKING CONDITIONAL USE PERMIT TO ALLOW NO ON SITE PARKING TO BE PROVIDED WHERE 8 SPACES ARE REQUIRED.

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

NO.	DESCRIPTION	DATE
0	ISSUE FOR COMMENT	11/28/20



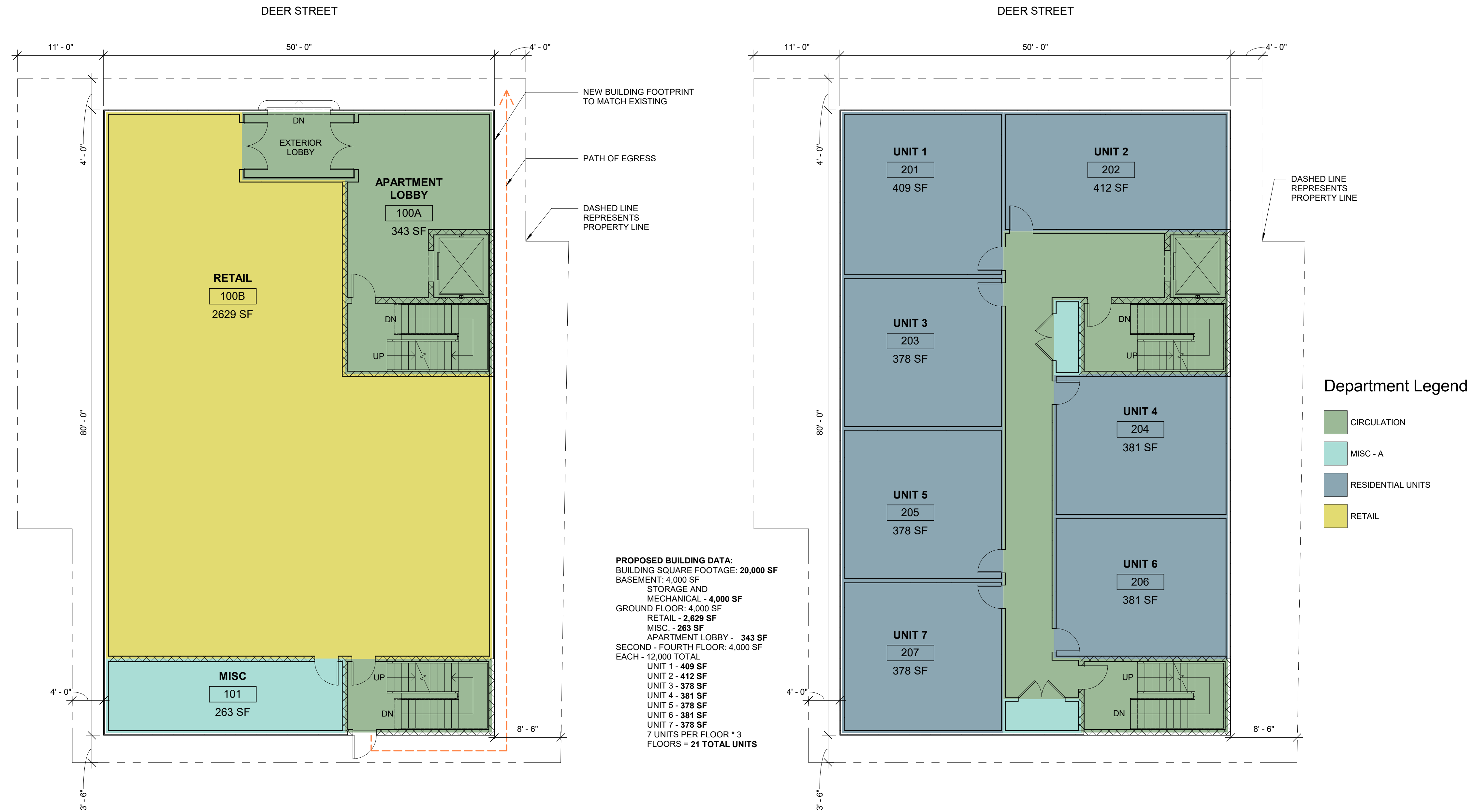
SCALE: 1" = 10' NOVEMBER 2020

SITE PLAN **C2**



LOCUS MAP

DESCRIPTION:
 3-4 STORY MIXED USE BUILDING WITH GROUND FLOOR RETAIL AND 21 MICRO APARTMENTS UNDER 500 SF. USE WILL REQUIRE APPROXIMATELY 7-8 PARKING SPACES, AND SITE DOES NOT HAVE ADEQUATE AREA OR ACCESS TO CREATE NEW PARKING. MAIN PURPOSE OF REQUEST FOR CONCEPTUAL REVIEW IS TO GET FEEDBACK ON NEARBY OFF-SITE PARKING OPTIONS, BUILDING USE AND SIZE.



1 FIRST FLOOR
 1/8" = 1'-0"

2 SECOND - FOURTH FLOOR PLAN
 1/8" = 1'-0"



IKEA EFFICIENCY UNIT FLOOR PLAN - 400SF



IKEA BROOKLYN EFFICIENCY UNIT - 391SF



OWNER CONCEPT PRECEDENT: IKEA EFFICIENCY UNIT