



CELEBRATING OVER 35 YEARS OF SERVICE TO OUR CLIENTS

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JOHN J. RATIGAN  
DENISE A. POULOS  
ROBERT M. DEROSIER  
CHRISTOPHER L. BOLDT  
SHARON CUDDY SOMERS  
DOUGLAS M. MANSFIELD  
KATHERINE B. MILLER  
CHRISTOPHER T. HILSON  
HEIDI J. BARRETT-KITCHEN  
JUSTIN L. PASAY  
ERIC A. MAHER  
BRENDAN A. O'DONNELL  
ELAINA L. HOEPPNER  
WILLIAM K. WARREN

*Please Respond to the Exeter Office*

---

RETIRED  
MICHAEL J. DONAHUE  
CHARLES F. TUCKER  
ROBERT D. CIANDELLA  
NICHOLAS R. AESCHLIMAN

February 10, 2021

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

Re: Conditional Use Permit Application

Dear Chairperson Legg and Members of the Planning Board:

At your last meeting, we discussed the concept of having a lease provision contained in the residential lease which would ensure that arrangements were made for off street parking for the tenant. The attached draft lease provision is submitted along with materials from Ambit Engineering and McHenry Architecture for review at the February 18, 2021 meeting.

The draft provision will require that prior to executing the lease, the Tenant indicate whether they plan on using a car, and if so, where they would like to park off street based on the options presented by the Landlord. Once the tenant provides this information, then the Landlord makes arrangements for off street parking for the particular tenant and the cost of parking is passed along to the tenant.

We would be happy to answer any questions or comments which the Planning Board may have on our proposal.

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

Dexter Legg, Chair  
February 10, 2021  
Page 2

Very truly yours,

DONAHUE, TUCKER & CIANDELLA, PLLC

A handwritten signature in black ink, appearing to read "Sharon Cuddy Somers". The signature is fluid and cursive, with the last name "Somers" being more prominent.

Sharon Cuddy Somers  
[ssomers@dtclawyers.com](mailto:ssomers@dtclawyers.com)

SCS/jh

Enclosure

cc: 238 Deer Street, LLC  
Ambit Engineering  
McHenry Architecture

### DRAFT Lease Provision

Tenant shall not be provided with any on-site parking with the exception of a drop off parking space for off-loading shopping and other items. Tenant shall indicate, prior to 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 charged to Tenant.

Should Tenant wish to make arrangements for off street parking at a place other than those listed as options by the Landlord, then Tenant will provide written documentation to the Landlord at the time when the lease is executed to show evidence that Tenant has made arrangements for off street parking.

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.

## 238 DEER STREET APARTMENTS: RESIDENT PARKING OPTIONS

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**Date:** February 10, 2021

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**To:** Dexter Legg, Planning Board Chairman  
City of Portsmouth  
1 Junkins Avenue  
Portsmouth, NH 03801

---

**Subject:** RE: CUP Application for 238 Deer Street – Supplemental Information

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Dear Chairman Legg and Planning Board Members,

On behalf of 238 Deer Street, LLC we submit herewith the attached parking options as supplemental information to the Application for Conditional Use Permit submitted on January 21, 2021. The following contents are included as additional submission materials.

- Table 1.0 – 238 Deer Street Parking Demand Assessment – Zoning Requirements and ITE Trip Generation Manual (Page 2)
  - Portsmouth Zoning Ordinance required parking spots and Gorrell Palmer Parking Assessment per Report.
- Table 2.0 – 238 Deer Street Long Term Resident Parking Options (Page 2)
  - Off-Site parking options for future tenants of 238 Deer Street to lease from. Table includes their current availability, distance from the project, and potential quantity of monthly leases.
- Table 2.1 – Downtown Parking Quantities – Hourly and Short Term for Visitors (Page 3)
  - Additional parking spaces in downtown vicinity (walkable distance to 238 Deer Street) that are either free or have an hourly rate. Table including their lot capacity and distance to the project.
- Figure 1 – City of Portsmouth High Occupancy Meter Zone Map (Page 4)
- Figure 2 – CUP Architectural – A1 (Page 5)
- Figure 3 – 238 Deer Street Walkability Diagram (Page 6)

238 Deer Street, LLC is committed to providing much needed micro housing units to the Portsmouth downtown. This proposed new building will add 21 rental housing units all under 500 square feet in size. The unit concept is shown on the attached Architectural Concept Plan. Per the City of Portsmouth Zoning Ordinance, the minimum parking required for this project is 7 resident spaces and 4 visitor spaces. 238 Deer Street, LLC proposes to provide one on site space to accommodate ride sharing and 15-minute loading and unloading. Due to site constraints, being a small lot that is surrounded on three sides by parking and new construction 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.



Table 1.0:

238 DEER STREET PARKING DEMAND ASSESSMENT - ZONING REQUIREMENTS AND ITE TRIP GENERATION MANUAL			
	CALCULATION	TOTAL SPOTS	COMMENTS
PORTSMOUTH ZONING - RESIDENT	(0.5 Spots Per Unit * 21 Units) - 4 Downtown Overlay Credit	7 Spots	Portsmouth Zoning Ordinance Table 10.1112.311 - Dwelling Units Less Than 500 SF is Required 0.5 Spaces Per Unit
PORTSMOUTH ZONING - VISITOR	21 Units / 5 Units Per Visitor Spot	4 Spots	Portsmouth Zoning Ordinance Section 10.1112.312 - More Than 5 Dwelling Units To Provide 1 Visitor Spot Per Every 5 Dwelling Units
PORTSMOUTH ZONING - RETAIL	2,629 SF Retail Shop - No Parking Required	0 Spots	Portsmouth Zoning Ordinance Section 10.1115.21 - Nonresidential Use To Have No Parking Requirement
GORRILL PALMER ASSESSMENT	(21 Units * 0.49 Spots Per Unit) - 4 Peak Day Spots	7 Spots	Refer To Forecast Parking Demand on Page 3-5 in Gorrill Palmer "Revised - Parking Assessment for 238 Deer Street Mixed-Use Building"

Table 2.0:

238 DEER STREET LONG TERM RESIDENT PARKING OPTIONS				
LOCATION (REFER TO FIGURE 3)	QUANTITY	DISTANCE	DISTANCE (TIME)	COMMENTS
238 DEER STREET	(1) 15 Min. Loading Zone	0	0	To Be Determined - Refer to Figure 2/3
FOUNDRY PLACE	(4-6) Monthly Lease	456 FT	2 Min. Walk	No Cars On Waitlist, Must Prove Residency
SHERATON SURFACE LOT	(5-10) Monthly Lease	500 FT	2 Min. Walk	No Increase in Demand Within Foreseeable Future (1.5 - 2 Years)
PORTWALK GARAGE	(4-6) Monthly Lease	0.1 Mile	3 Min. Walk	Available Now
HANOVER GARAGE	(4-6) Monthly Lease	0.3 Mile	5 Min. Walk	No Cars On Waitlist, Must Prove Residency
KITTERY PARKING LOT	(5-10) Monthly Lease	1.7 Miles	11 Min. Drive / 30 Min. Walk	Owned by 238 Deer Street, LLC - 28 Traip Ave, Kittery ME

Table 2.1:

DOWNTOWN PARKING QUANTITIES - HOURLY AND SHORT TERM FOR VISITORS				
LOCATION	LOT CAPACITY (TOTAL SPOTS)	DISTANCE	DISTANCE (TIME)	COMMENTS
FOUNDRY PLACE	600 Parking Spaces <sup>1</sup>	456 FT	2 Min. Walk	No Cars On Waitlist, Must Prove Residency
HANOVER GARAGE	900 Parking Spaces <sup>1</sup>	0.3 Mile	5 Min. Walk	No Cars On Waitlist, Must Prove Residency
BRIDGE STREET LOT	62 Parking Spaces <sup>1</sup>	0.1 Mile	2 Min. Walk	
SHERATON SURFACE LOT	244 Parking Spaces <sup>2</sup>	500 FT	2 Min. Walk	No Increase in Demand Within Foreseeable Future (1.5 - 2 Years)
WORTH LOT	79 Parking Spaces <sup>1</sup>	0.1 Mile	3 Min. Walk	
PORTWALK GARAGE	90 Parking Spaces <sup>3</sup>	0.1 Mile	3 Min. Walk	
METER PARKING	32 Parking Spaces <sup>2,4</sup>	200 FT - .1 Mile	1-3 Min. Walk	Deer Street/Bridge Street, Outside of City of Portsmouth High Occupancy Meter Zone (See Figure 1)
TD BANK / CITIZENS BANK / PISCATAQUA BANK	20-30 Parking Spaces per Bank	0.4 Mile	8 Min. Walk	Free After Business Hours
PAROTT AVE PARKING LOT	186 Parking Spaces <sup>1</sup>	0.6 Mile	12 Min. Walk	72 Hour Parking Lot

1: Portsmouth parking lot totals were found through Park Portsmouth at  
<https://www.cityofportsmouth.com/publicworks/parkportsmouth/parking-locations-map-pricing>

2: Parking lot totals were calculated on site

3: Parking Garage totals were found through ParkMe at  
<https://www.parkme.com/lot/188536/portwalk-garage-portsmouth-nh>

4: Metered parking spaces from Deer Street (9), Bridge Street (20), and Hanover Street (3)

Figure 1:

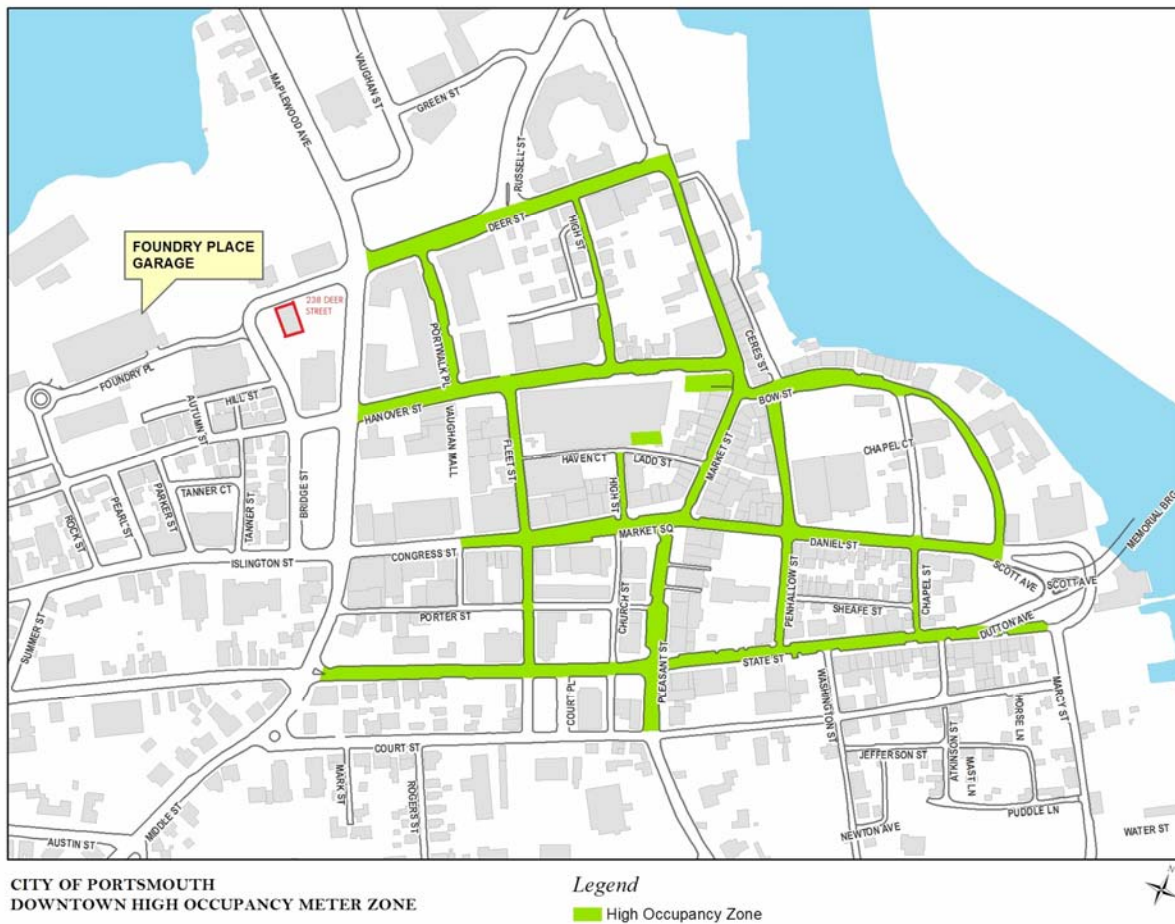
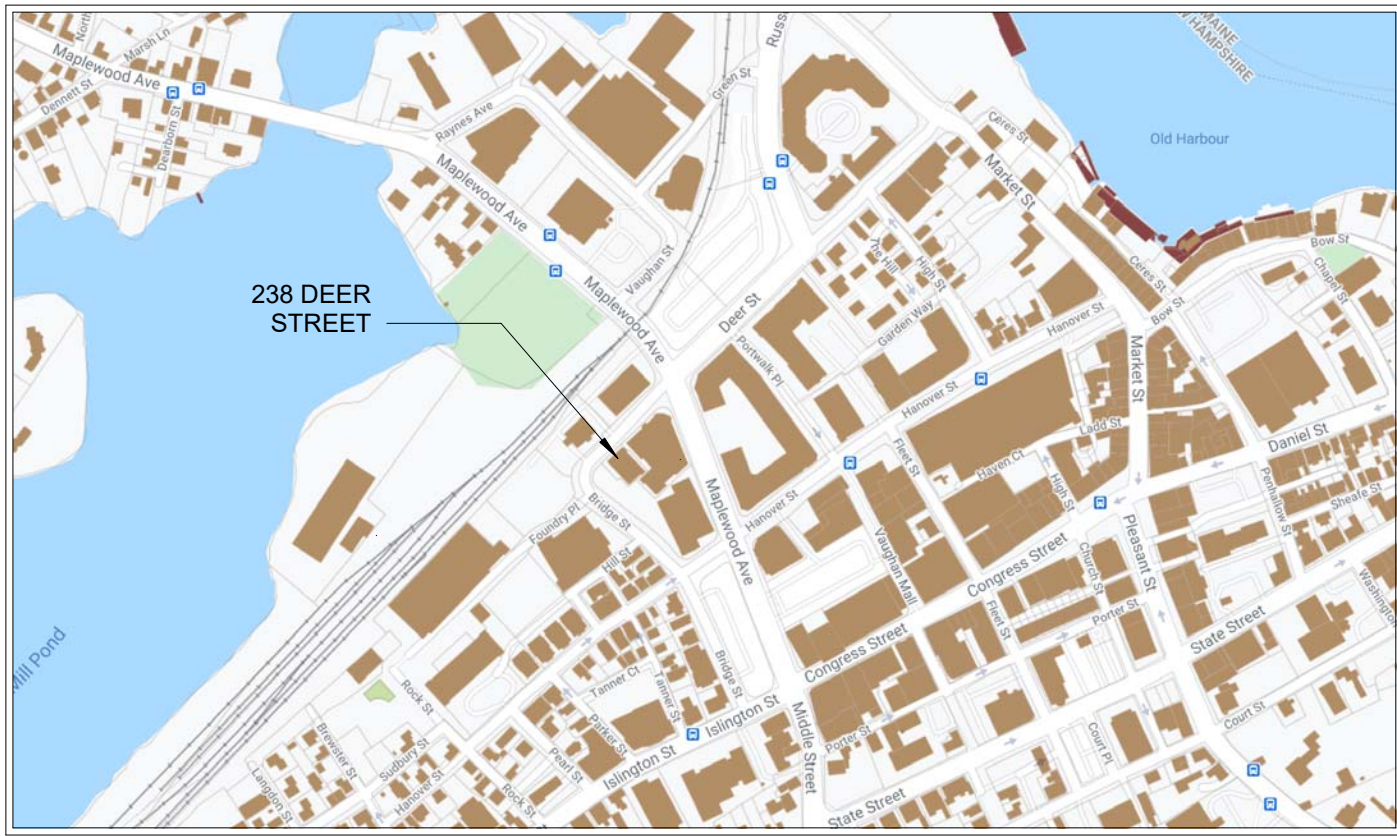


Figure 1: City of Portsmouth Downtown High Occupancy Meter Zone, Graphic Provided by The City of Portsmouth's Parking Department at <https://www.cityofportsmouth.com/publicworks/parkportsmouth/parking-rates>





LOCUS MAP

**PROPOSED BUILDING DATA:**  
BUILDING SQUARE FOOTAGE: 20,000 SF  
BASEMENT: 4,000 SF  
STORAGE AND MECHANICAL - 4,000 SF  
GROUND FLOOR: 4,000 SF  
RETAIL - 2,629 SF  
MISC. - 263 SF  
APARTMENT LOBBY - 343 SF  
SECOND - FOURTH FLOOR: 4,000 SF  
EACH - 12,000 TOTAL  
UNIT 1 - 409 SF  
UNIT 2 - 412 SF  
UNIT 3 - 378 SF  
UNIT 4 - 381 SF  
UNIT 5 - 378 SF  
UNIT 6 - 381 SF  
UNIT 7 - 378 SF  
7 UNITS PER FLOOR \* 3  
FLOORS = 21 TOTAL UNITS



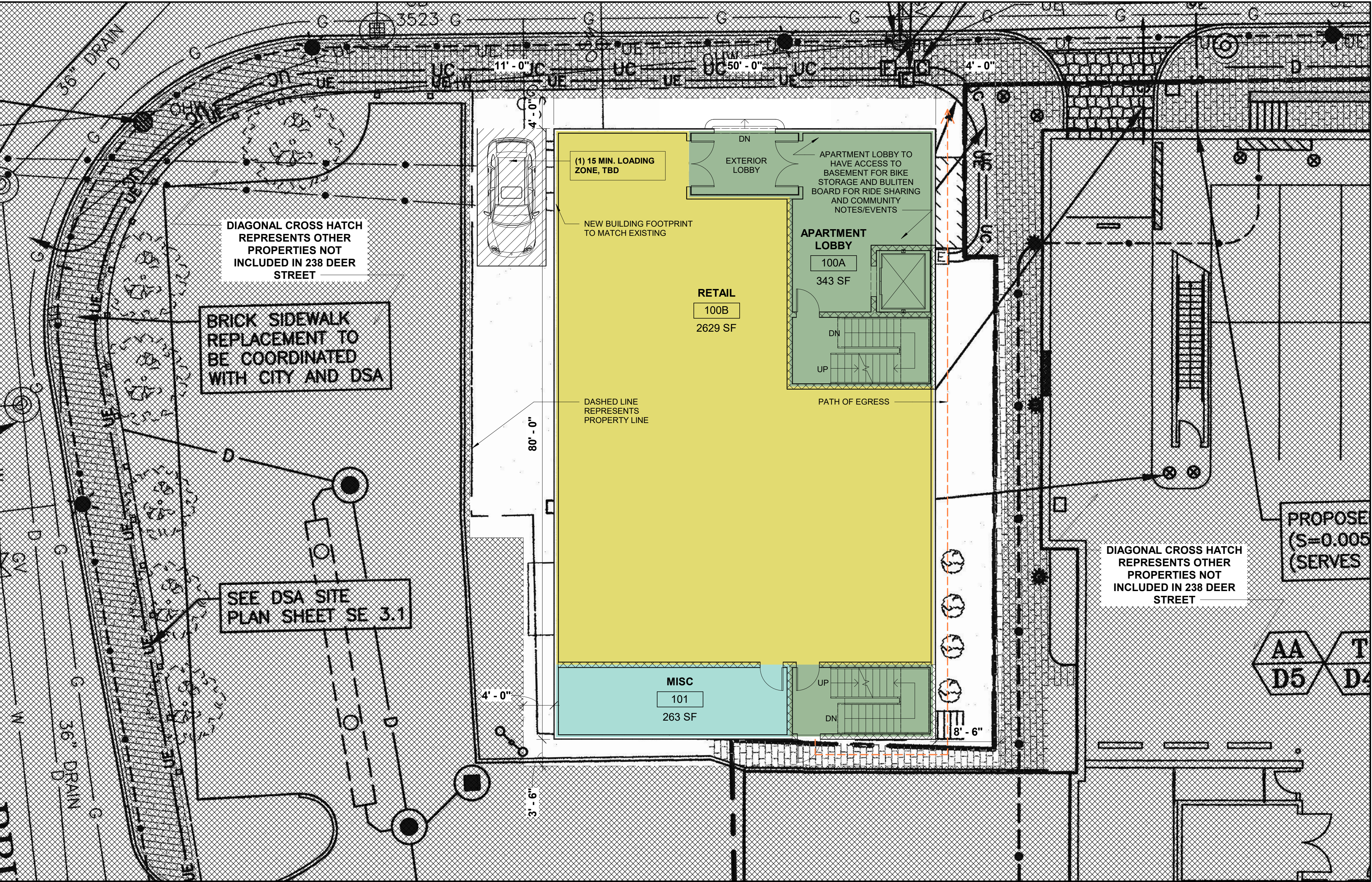
IKEA EFFICIENCY UNIT FLOOR PLAN - 400SF



IKEA BROOKLYN EFFICIENCY UNIT - 391SF



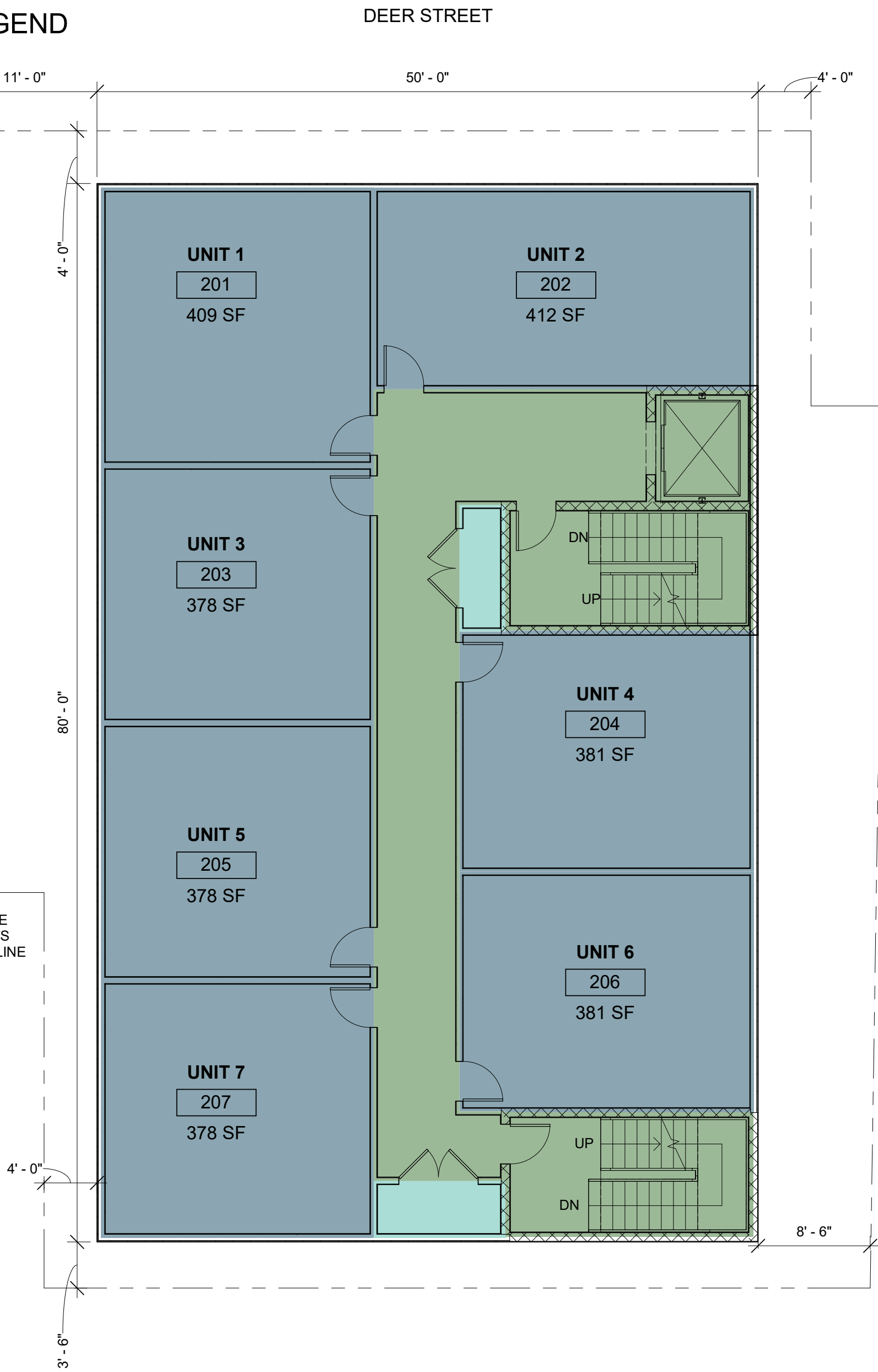
OWNER CONCEPT PRECEDENT: IKEA EFFICIENCY UNIT



1 CONCEPTUAL FIRST FLOOR SITE PLAN  
1/8" = 1'-0"

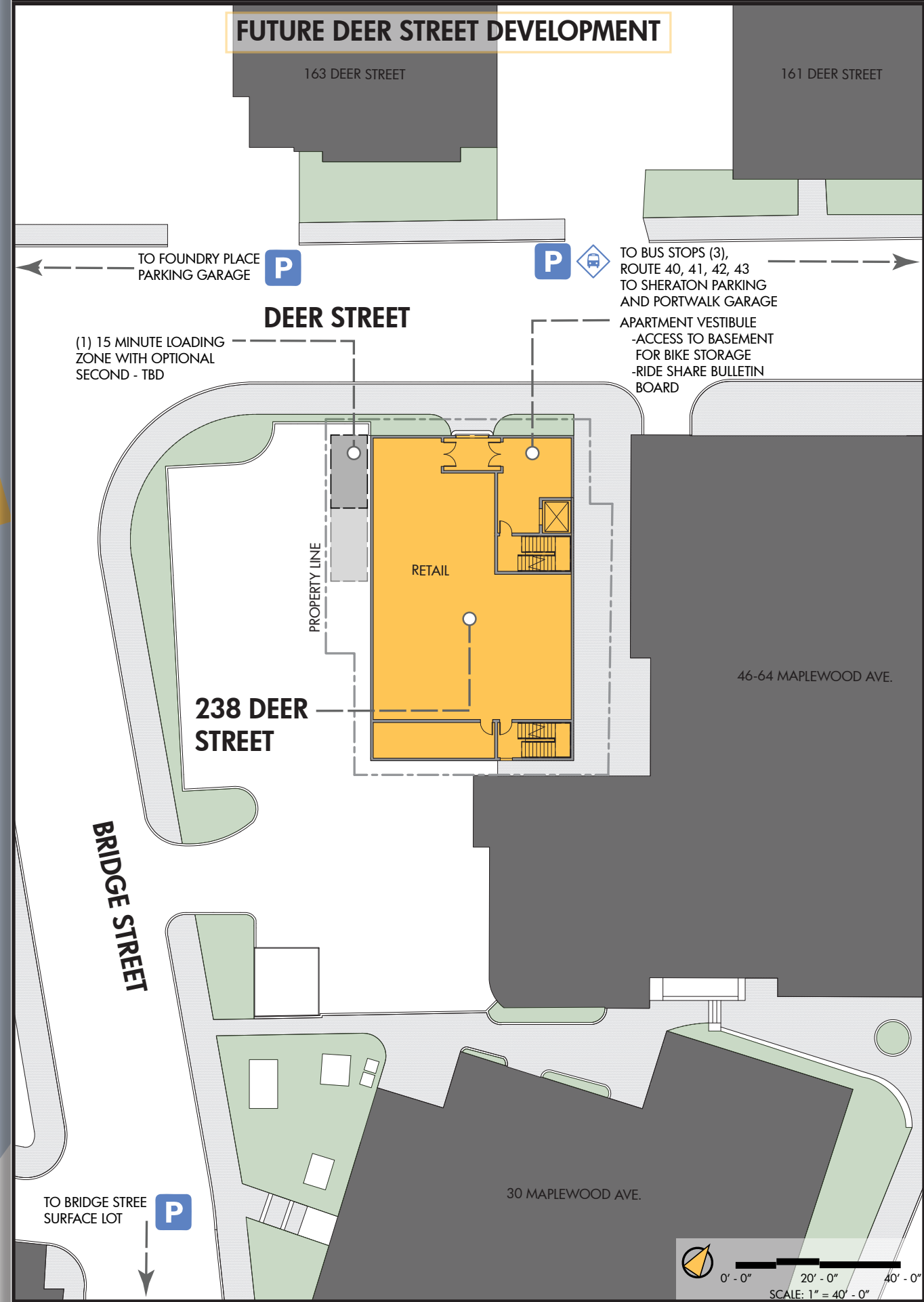
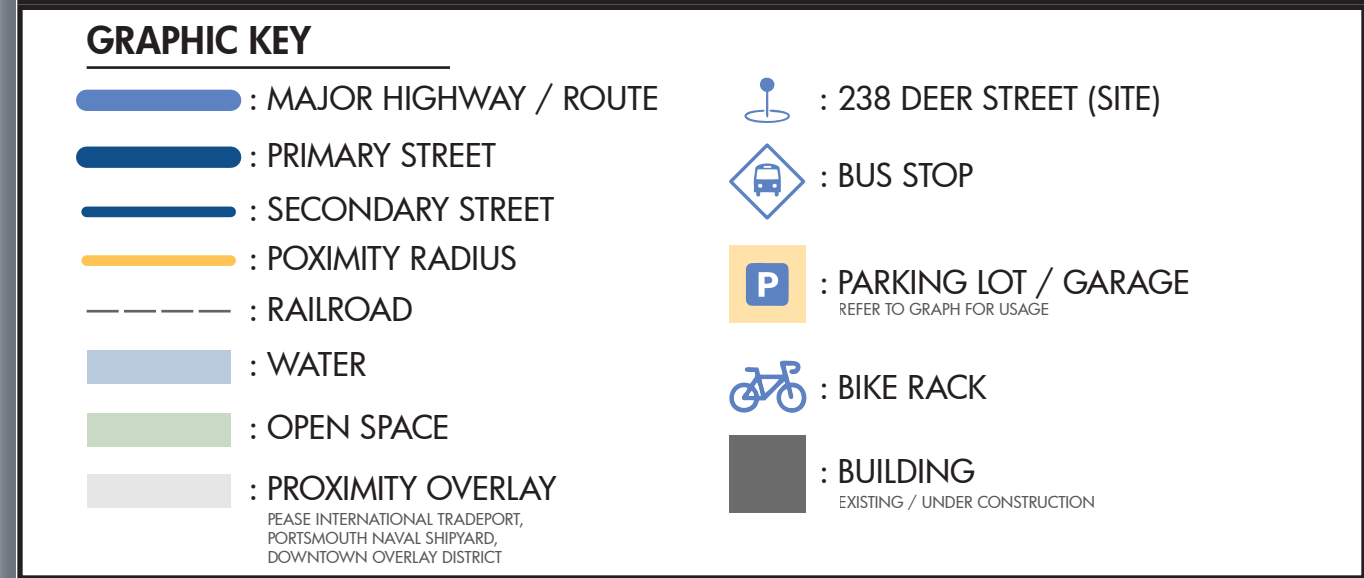
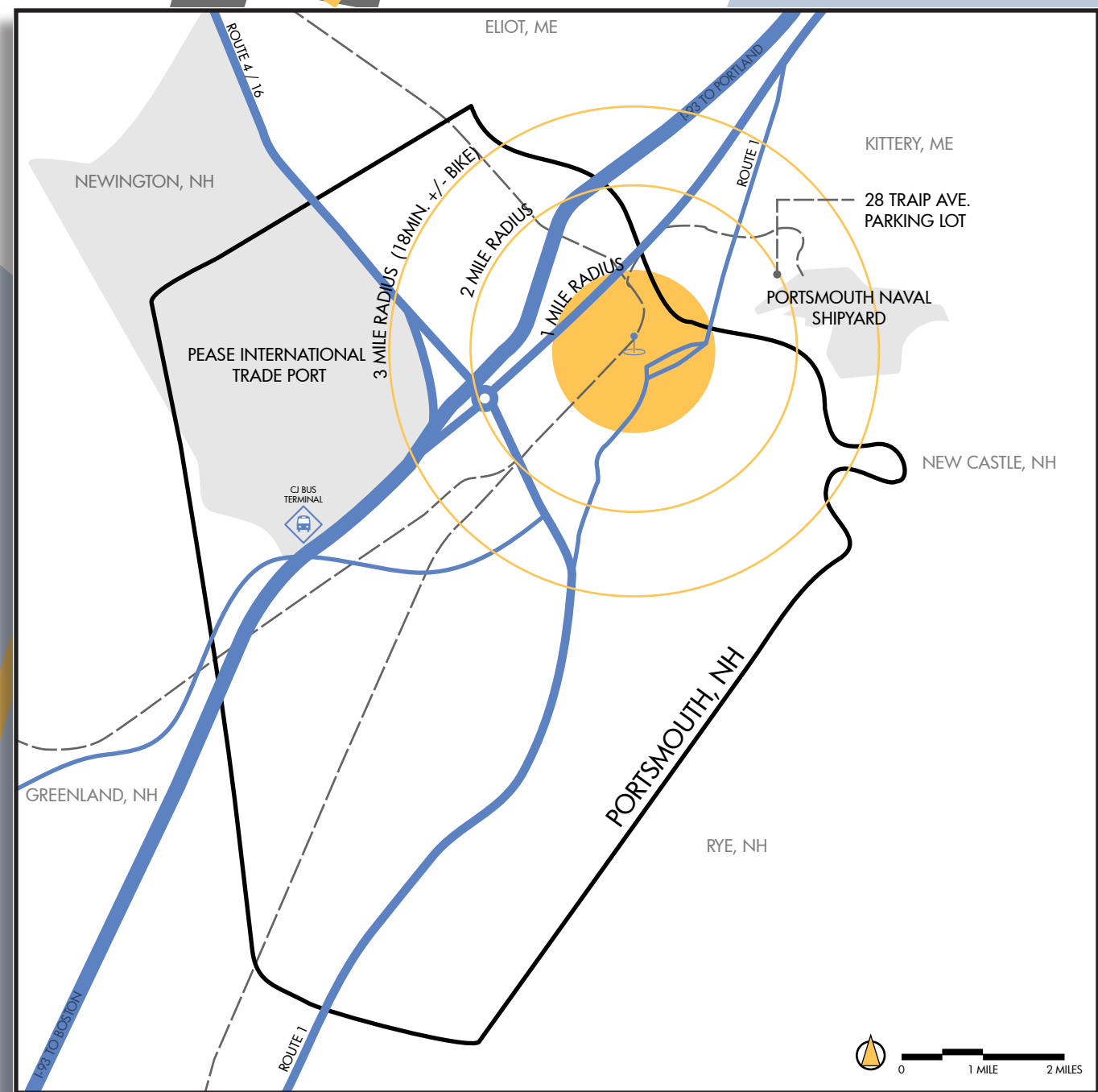
BUILDING USE LEGEND

- CIRCULATION
- MISC - A
- RESIDENTIAL UNITS
- RETAIL



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







# 238 DEER STREET MIXED USE BUILDING

238 DEER STREET, LLC

238 DEER STREET

PORTSMOUTH, NEW HAMPSHIRE

## CUP PERMIT APPLICATION PLANS

**CIVIL ENGINEER & LAND SURVEYOR:**

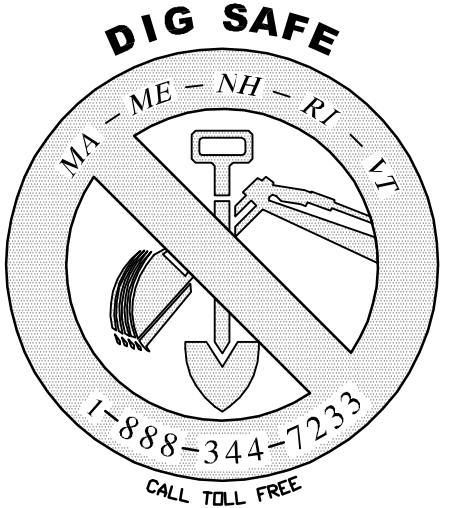
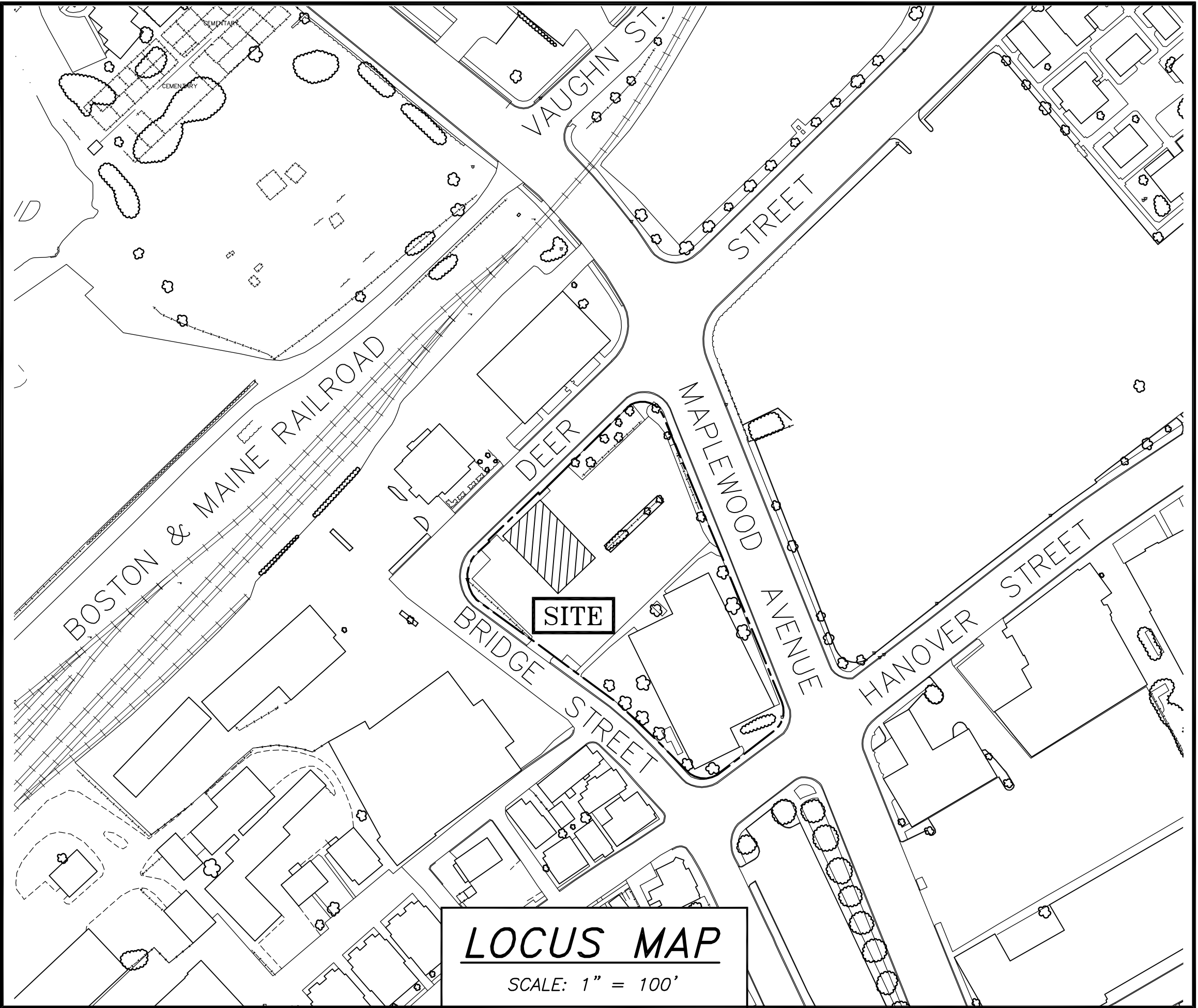
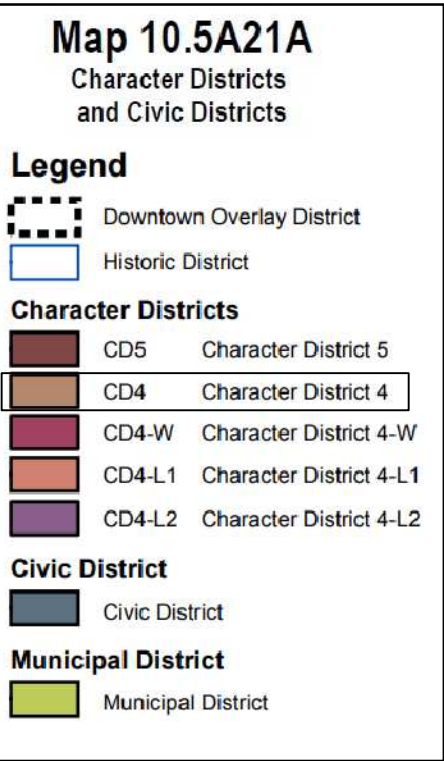
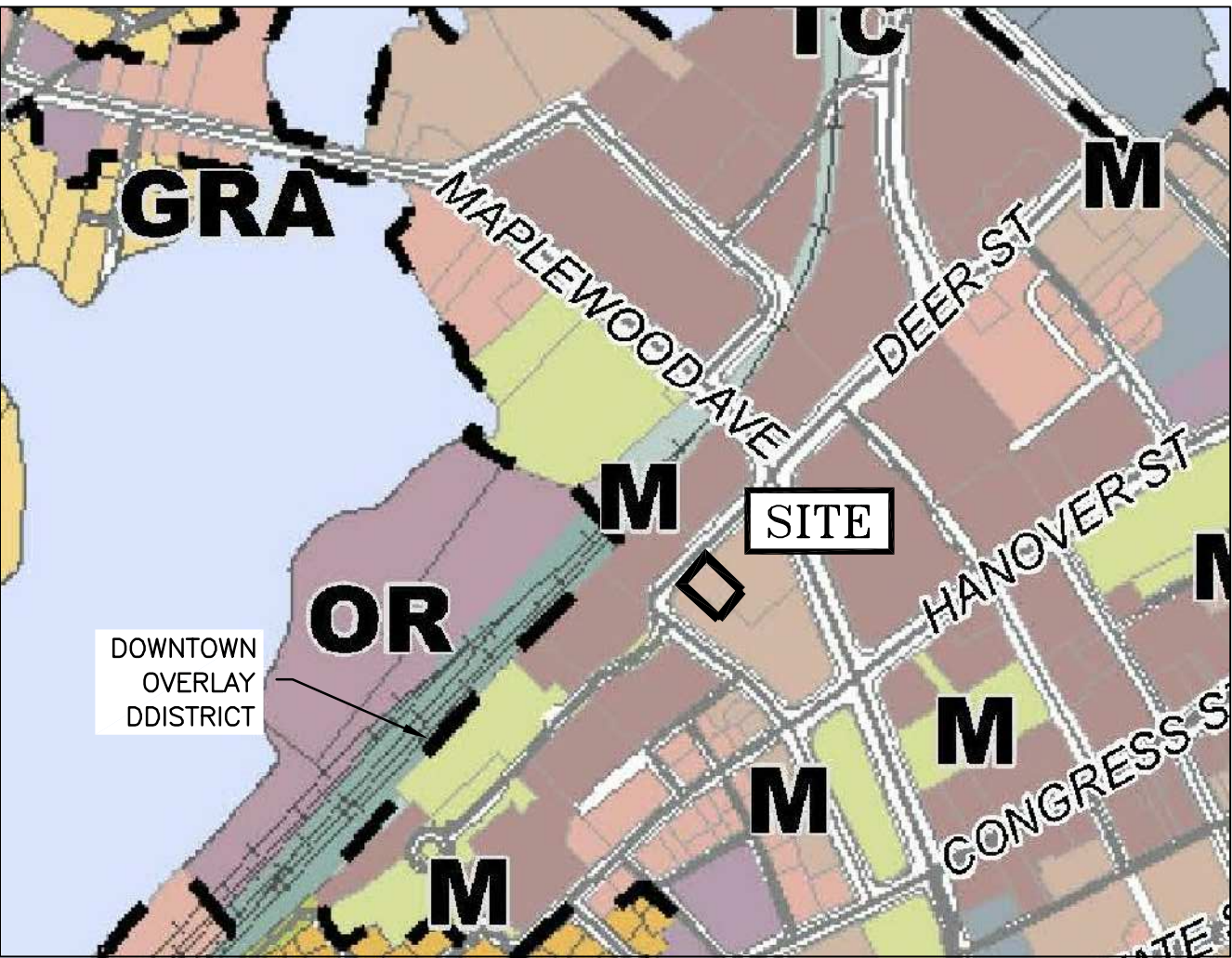
AMBIT ENGINEERING, INC.  
200 GRIFFIN ROAD, UNIT 3  
PORTSMOUTH, N.H. 03801  
Tel. (603) 430-9282  
Fax (603) 436-2315

**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
---	---	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
TBD	TBD	TO BE DETERMINED
CI	CI	CAST IRON PIPE
COP	COP	COPPER PIPE
DI	DI	DUCTILE IRON PIPE
PVC	PVC	POLYVINYL CHLORIDE PIPE
RCP	RCP	REINFORCED CONCRETE PIPE
AC	AC	ASBESTOS CEMENT PIPE
VC	VC	VITRIFIED CLAY PIPE
EP	EP	EDGE OF PAVEMENT
EL	EL	ELEVATION
FF	FF	FINISHED FLOOR
INV	INV	INVERT
S =	S =	SLOPE FT/FT
TBM	TBM	TEMPORARY BENCH MARK
TYP	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.	
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

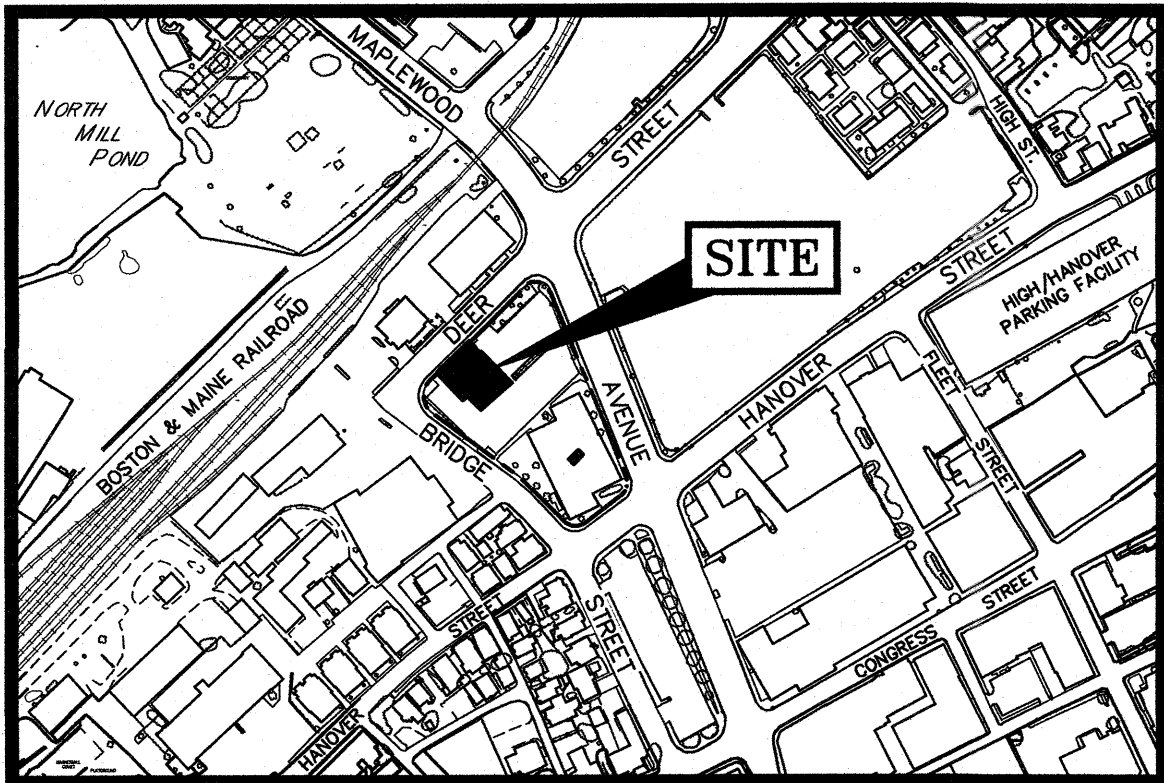
CUP PERMIT APPLICATION PLANS  
238 DEER STREET, LLC  
238 DEER STREET  
PORTSMOUTH, N.H.



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: 10 FEBRUARY 2021

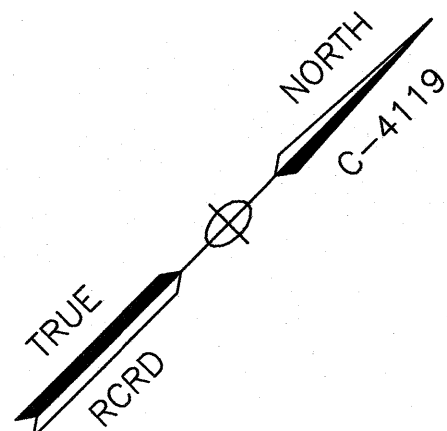




LOCATION MAP SCALE: 1" = 300'

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



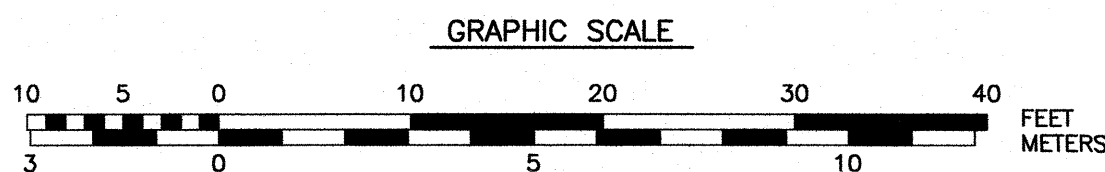
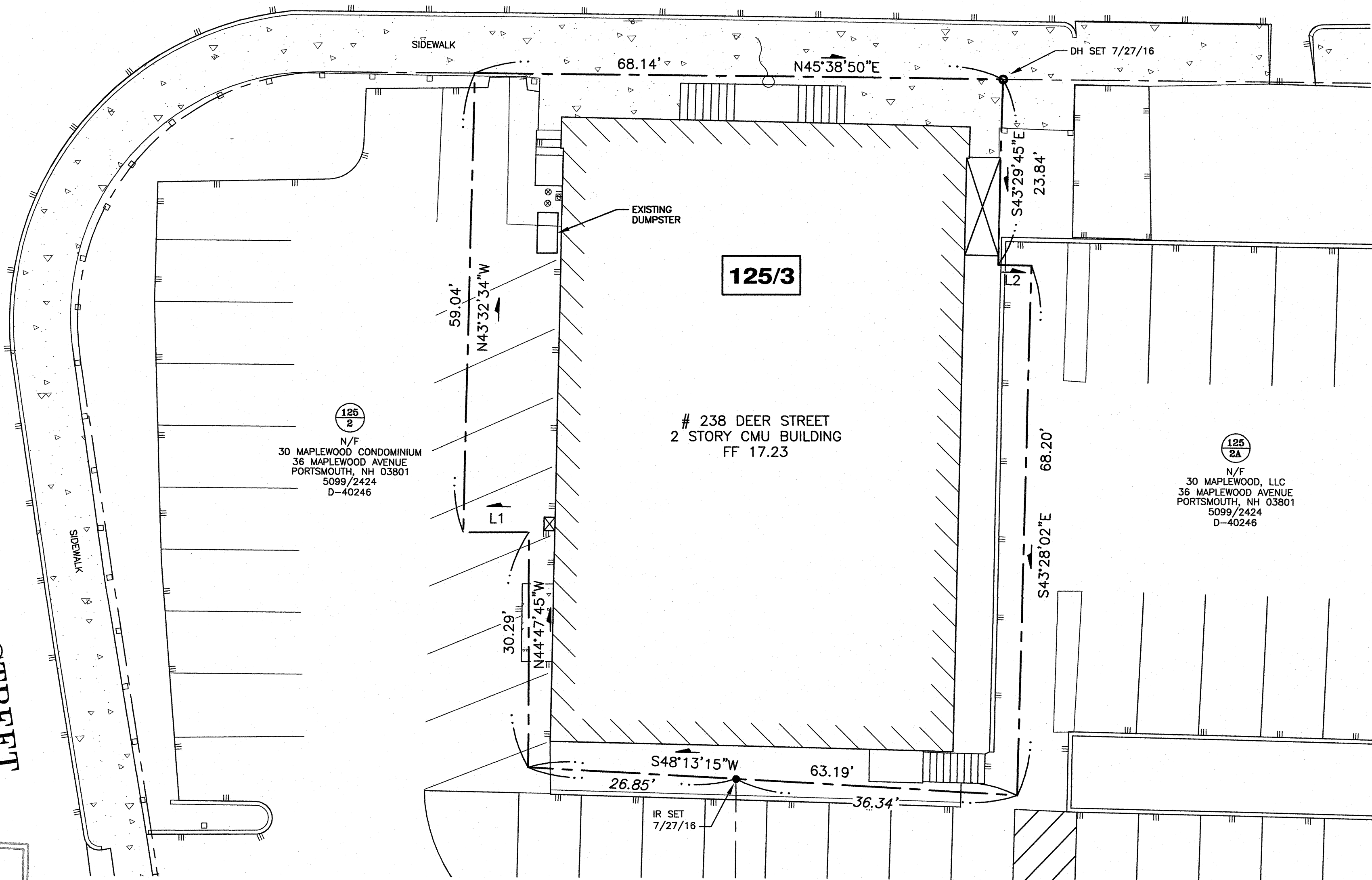
LENGTH TABLE

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

DEER STREET

BRIDGE STREET

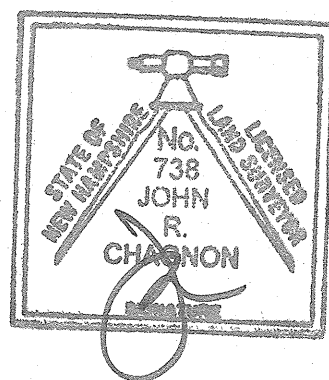


I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000.

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.

JOHN R. CHAGNON, LLS 738

4-9-18  
DATE



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

NOTES:

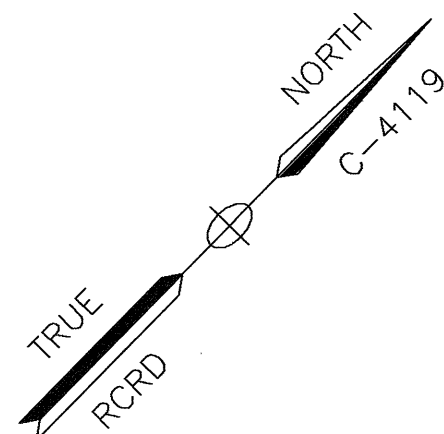
- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 125 AS LOT 3.
- 2) OWNER OF RECORD:  
238 DEER STREET, LLC.  
238 DEER STREET  
PORTSMOUTH, NH 03801  
5890/1712  
RCRD #02164
- 3) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4, HISTORIC DISTRICT, AND DOWNTOWN OVERLAY DISTRICT.
- 4) DIMENSIONAL 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

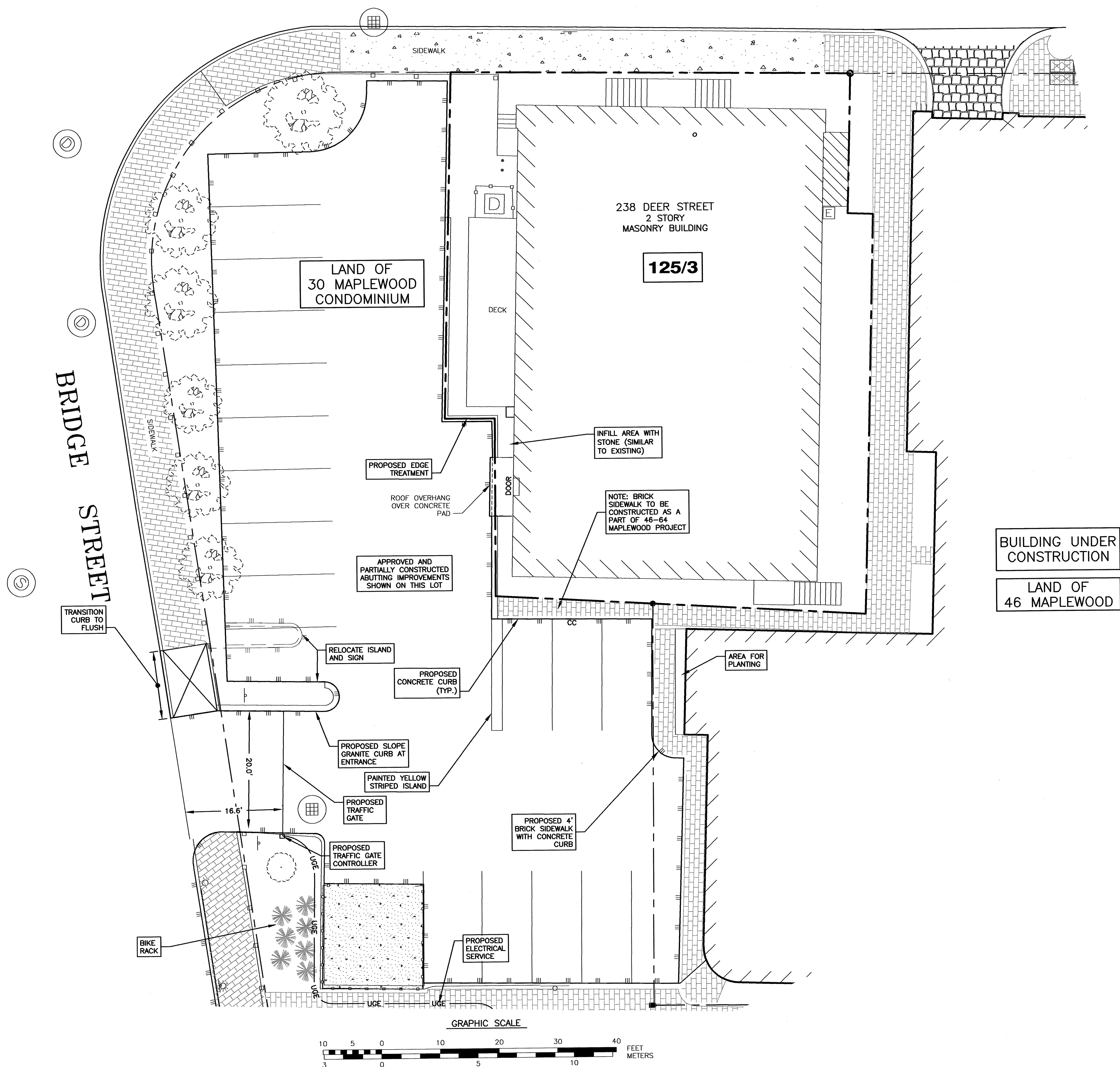
**STANDARD BOUNDARY  
SURVEY  
TAX MAP 125 - LOT 3**  
OWNER:  
**238 DEER STREET, LLC.**  
238 DEER STREET  
CITY OF PORTSMOUTH  
COUNTY OF ROCKINGHAM  
STATE OF NEW HAMPSHIRE

SCALE: 1" = 10'

APRIL 2018



# DEER STREET



**AMBIT ENGINEERING, INC.**  
Civil Engineers & Land Surveyors  
200 Griffin Road - Unit 3  
Portsmouth, N.H. 03801-7114  
Tel (603) 430-9202  
Fax (603) 436-2315

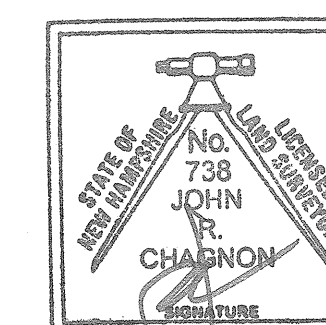
## NOTES:

- 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, WITH APPROVED BUT NOT YET CONSTRUCTED ADDITIONAL IMPROVEMENTS.

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

NO.	DESCRIPTION	DATE
1	PROPERTY LINES, NOTE 7	2/10/21
0	ISSUED FOR COMMENT	11/28/20

### REVISIONS

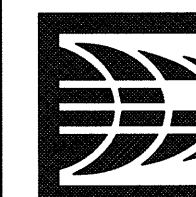


SCALE: 1" = 10' NOVEMBER 2020

EXISTING  
CONDITIONS PLAN

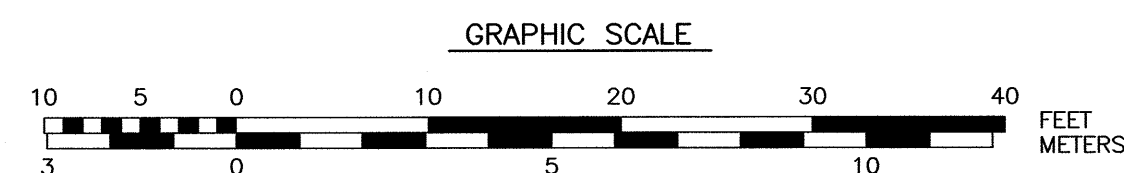
C1





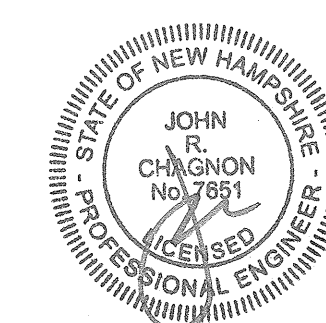
200 Griffin Road - Unit 3  
Portsmouth, N.H. 03801-7114  
Tel (603) 430-9282  
Fax (603) 436-2315

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 7 SPACES ARE REQUIRED.



1	ADD PROPERTY LINES, OS PARK	2/10/21
0	ISSUED FOR COMMENT	11/28/20
NO.	DESCRIPTION	DATE

REVISIONS



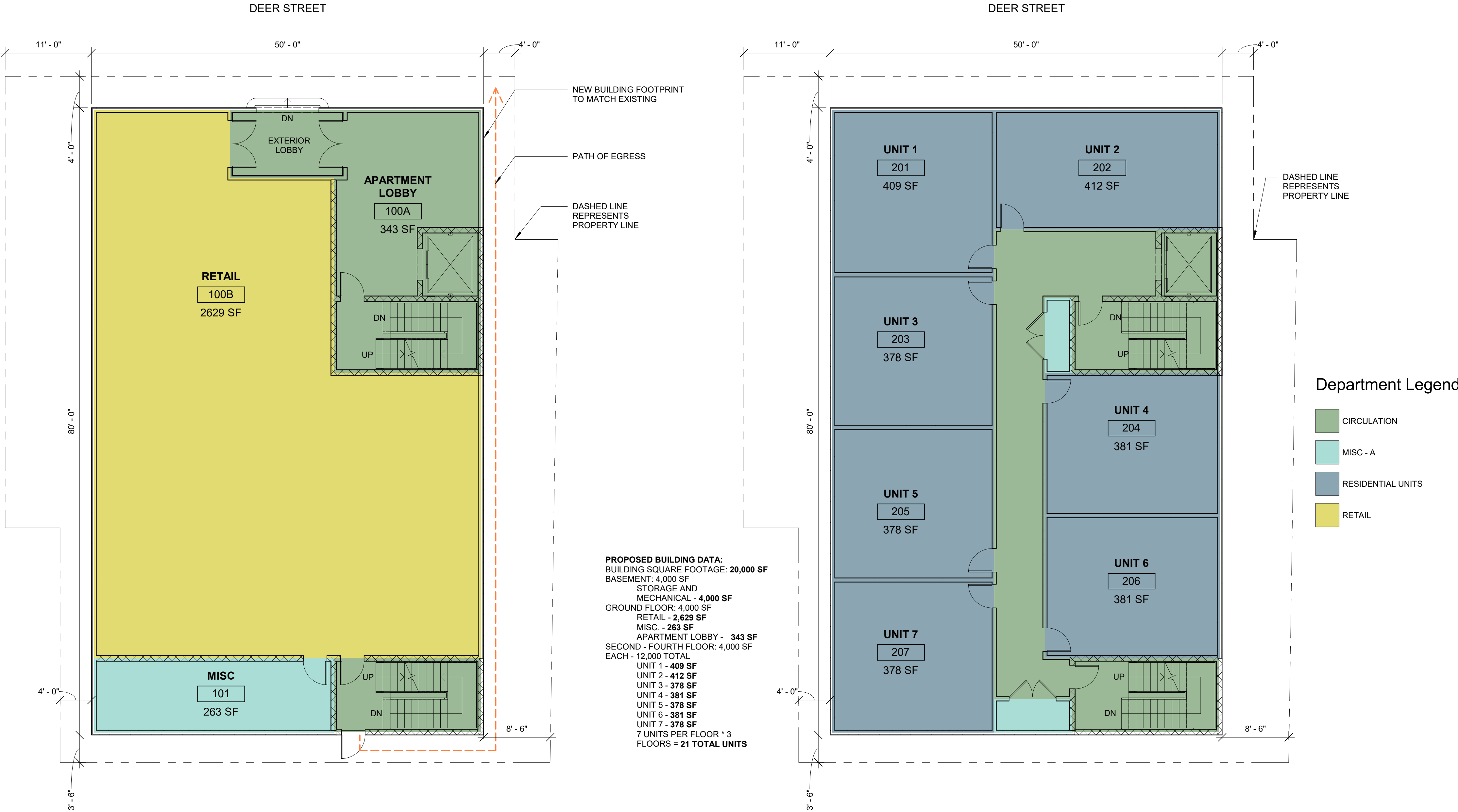
C2





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

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  
CHRISTOPHER L. BOLDT  
SHARON CUDDY SOMERS  
DOUGLAS M. MANSFIELD  
KATHERINE B. MILLER  
CHRISTOPHER T. HILSON  
HEIDI J. BARRETT-KITCHEN  
JUSTIN L. PASAY  
ERIC A. MAHER  
BRENDAN A. O'DONNELL  
ELAINA L. HOEPPNER  
WILLIAM K. WARREN

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RETIRED  
MICHAEL J. DONAHUE  
CHARLES F. TUCKER  
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

S:\01-99\238 Deer Street, LLC\2021 01 12 PB letter re CUP.docx

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

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**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
<b>Total Required Spaces</b>	<b>12</b>

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, 5<sup>th</sup> 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**

<b>Peak Weekday Parking Demand</b>		
<b>Setting/Location</b>	<b>Peak Parking Demand – Average Rate per unit</b>	<b>Parking Demand (Spaces)</b>
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
<b>Average Peak Parking Demand</b>	<b>0.49</b>	<b>11</b>

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:*

<b>Dwelling Unit Floor Area</b>	<b>Required Parking Spaces</b>
<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:**

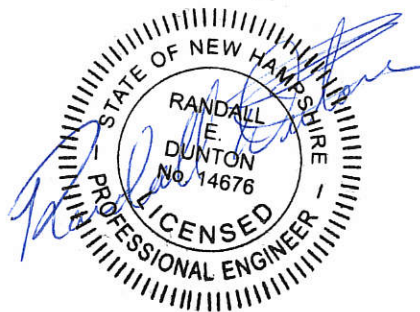
The following is a summary of the revised parking assessment's conclusions and findings:

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](mailto: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
<b>Total Required Spaces</b>	<b>12 Spaces</b>

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
<b>2. Institutional Residence or Care Facilities</b>		
2.10-2.20	<b>Assisted living facility or Residential care facility</b>	0.5 per bed or resident
<b>3. Educational, Religious, Charitable, Cultural and Public Uses</b>		
3.10	<b>Place of assembly</b>	0.4 per seat (fixed seating), or 1 per 4 persons <b>maximum occupancy</b> of assembly area, or Parking demand analysis
3.20	School	Parking demand analysis
3.30	<b>Historic preservation building</b>	No requirement
3.40	<b>Museum</b>	Parking demand analysis
3.50	<b>Performance facility</b>	0.4 per seat (fixed seating), or Parking demand analysis
3.60	Cemetery	No requirement
3.70	<b>Club, fraternal or service organization</b>	Greater of: - 1 per 4 persons <b>maximum occupancy</b> - 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 <b>use (dwelling)</b>	Same as Section 10.1112.30
<b>Hotel or motel</b>	0.75 space per guest room, plus 1 space per 25 sf of conference or banquet facilities
Other nonresidential <b>use</b>	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



U:\3768\_268 Deer Street\_Portsmouth\Z - CAD\DWG\3768-PBASE.dwg chuck.dube 11/19/2020 5:07 PM



GRAPHIC SCALE

0 75 150 300

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.	DATE
			DSGN.	

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.

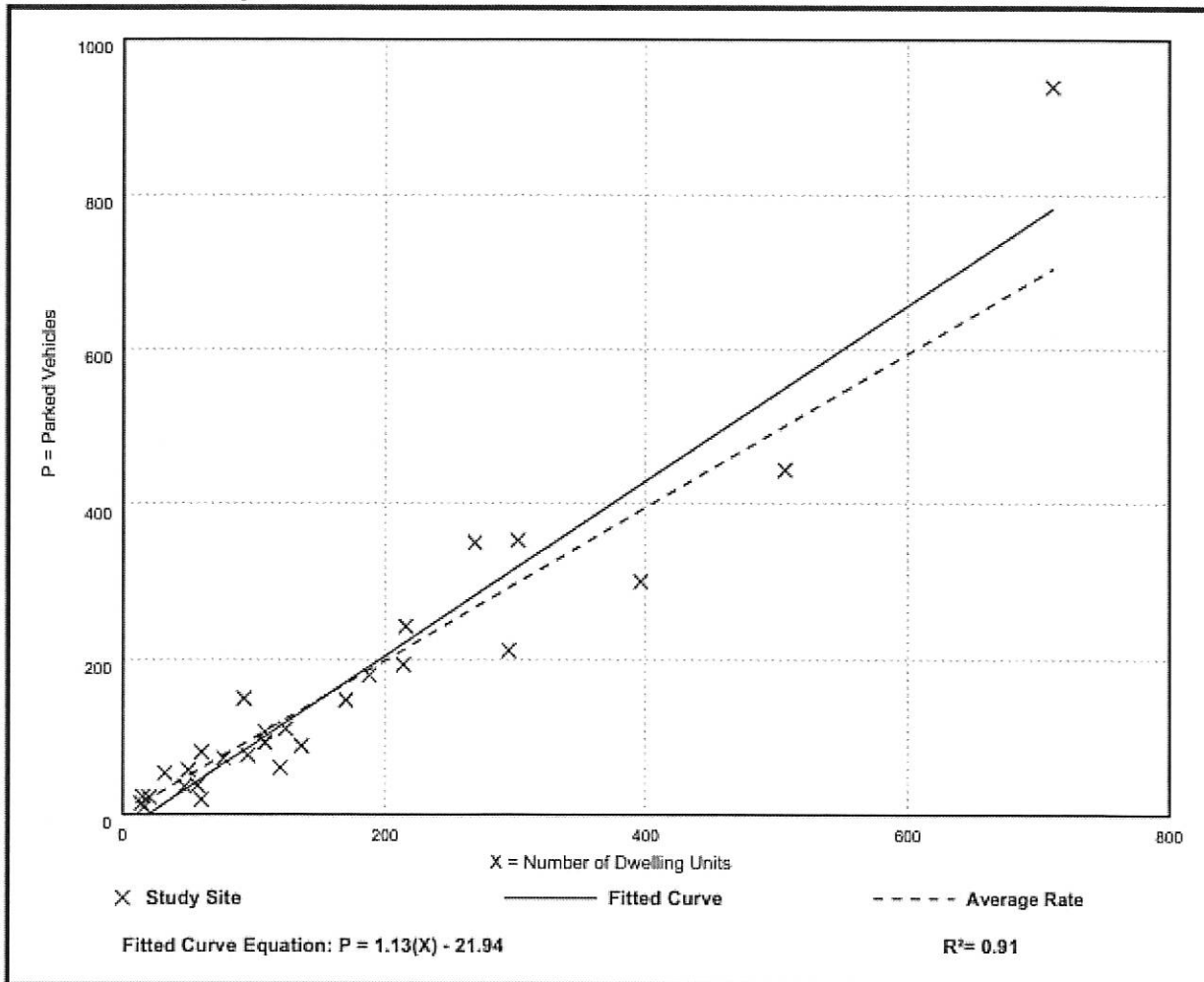
Number of Studies: 29

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.

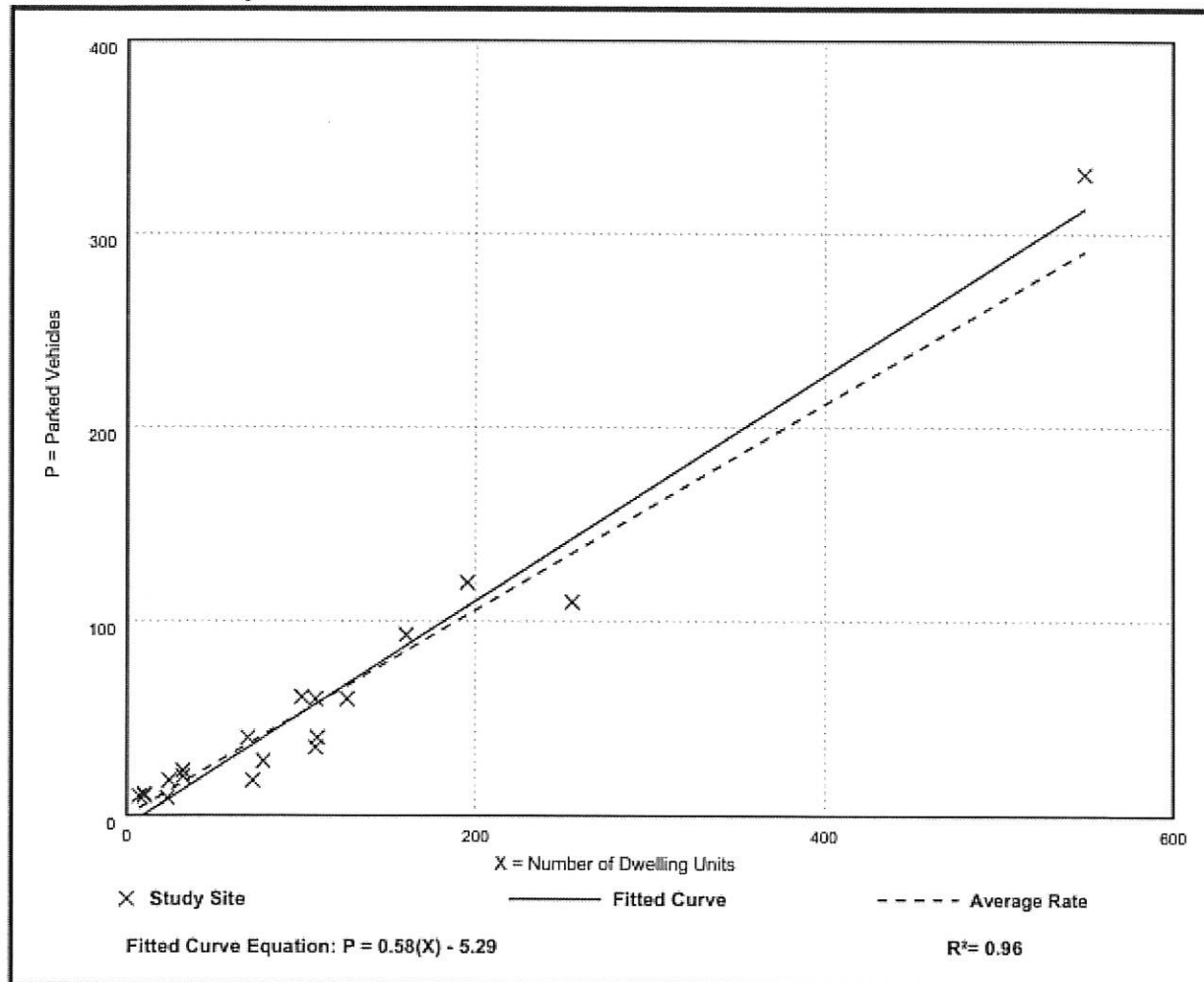
Number of Studies: 19

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

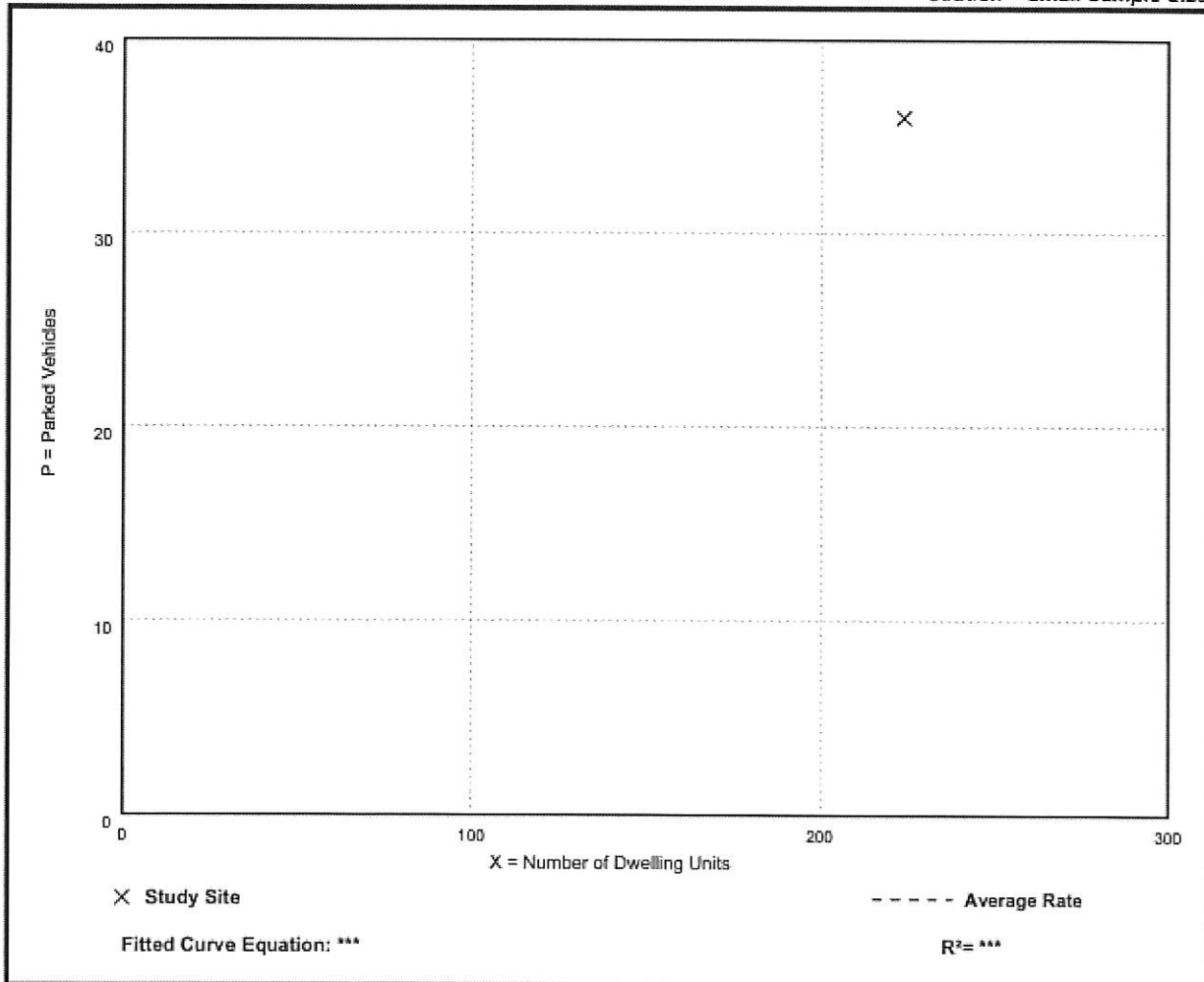
Avg. Num. of Dwelling Units: 224

## 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

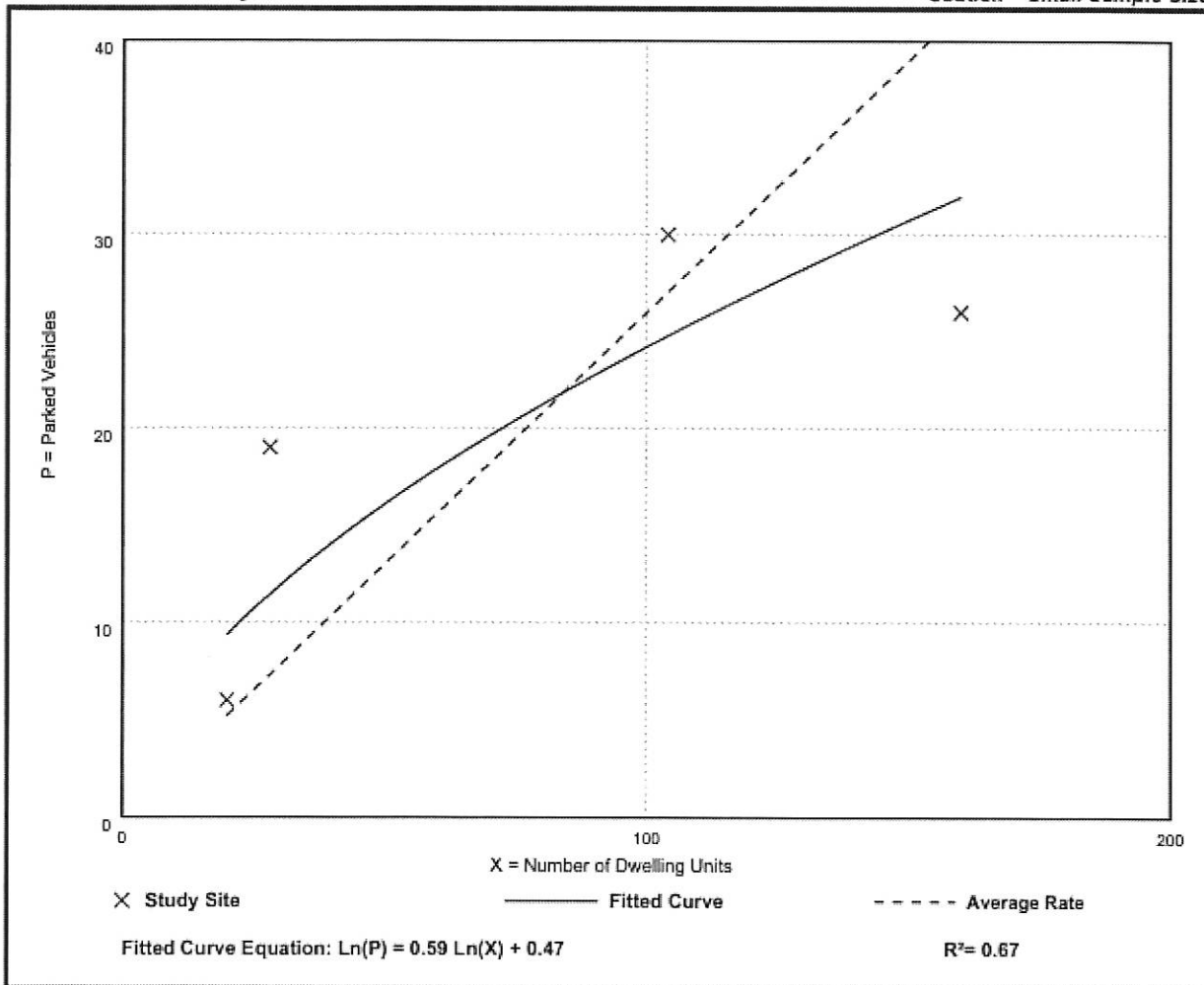
Avg. Num. of Dwelling Units: 78

## 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:**

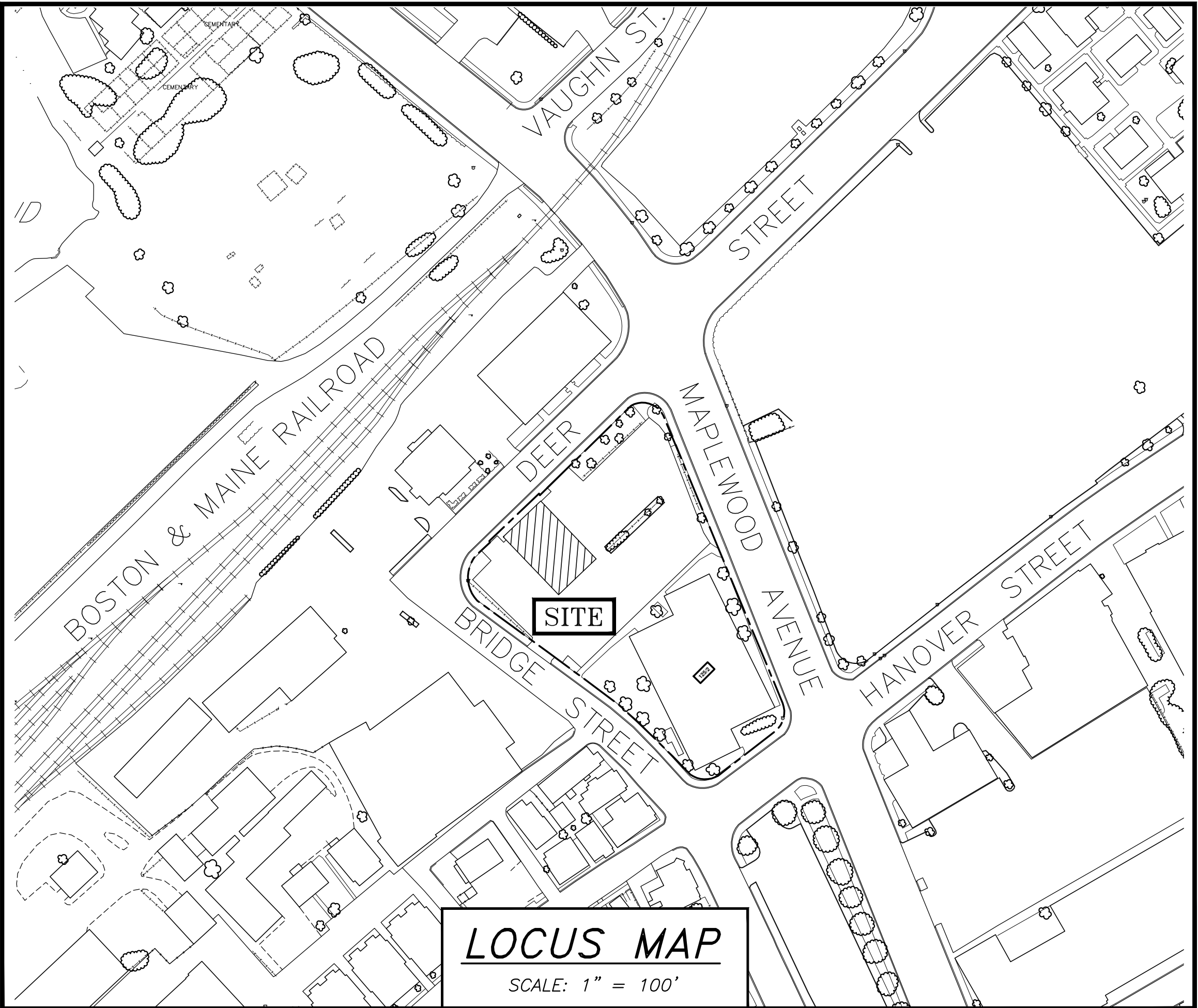
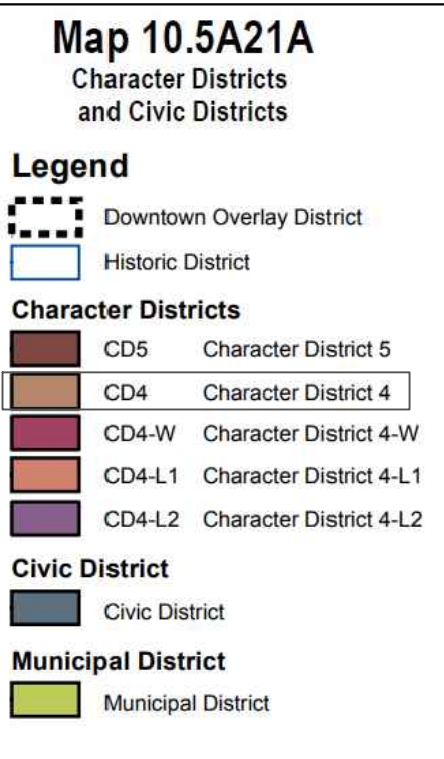
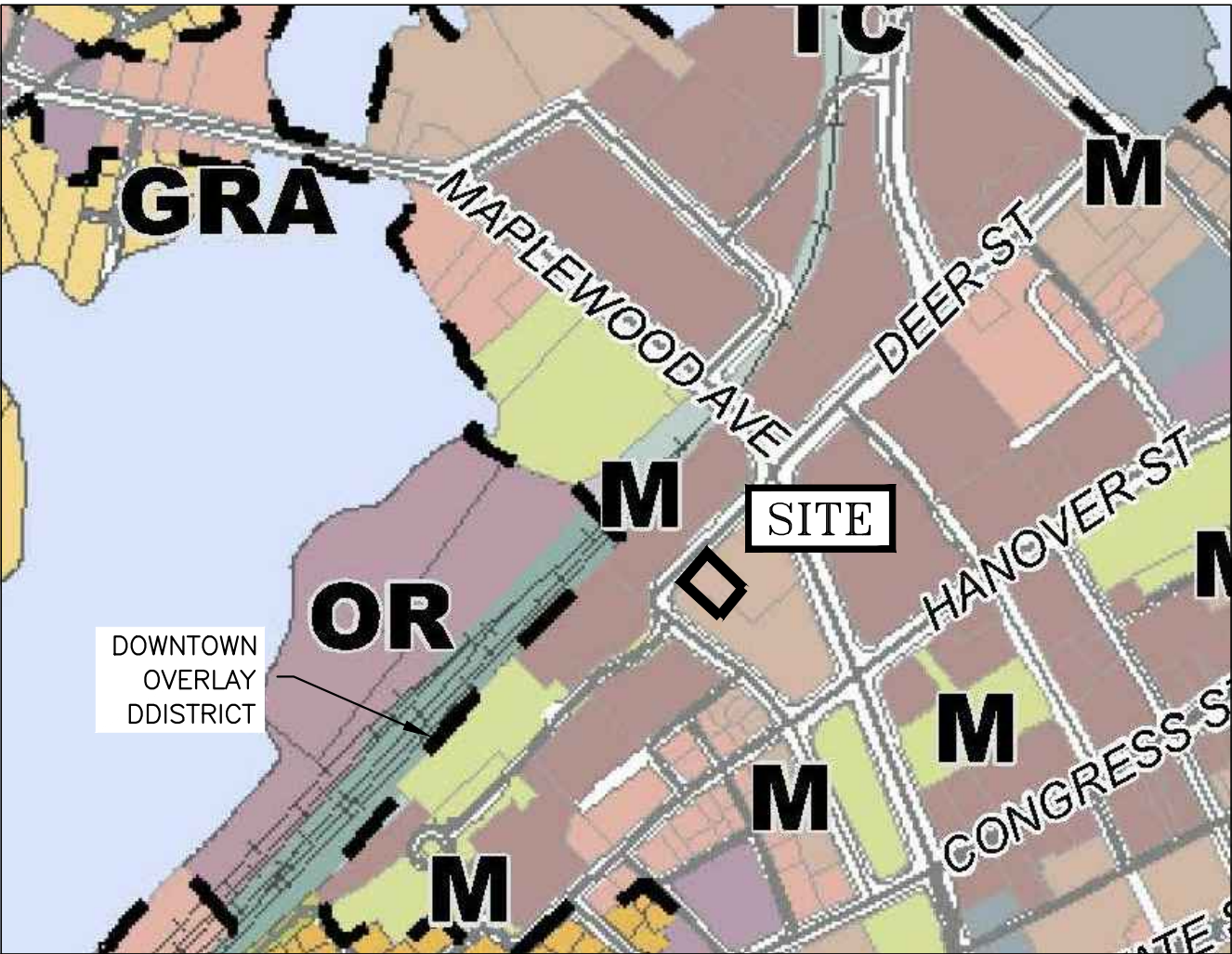
AMBIT ENGINEERING, INC.  
200 GRIFFIN ROAD, UNIT 3  
PORTSMOUTH, N.H. 03801  
Tel. (603) 430-9282  
Fax (603) 436-2315

**ARCHITECT:**

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

**PARKING CONSULTANT**

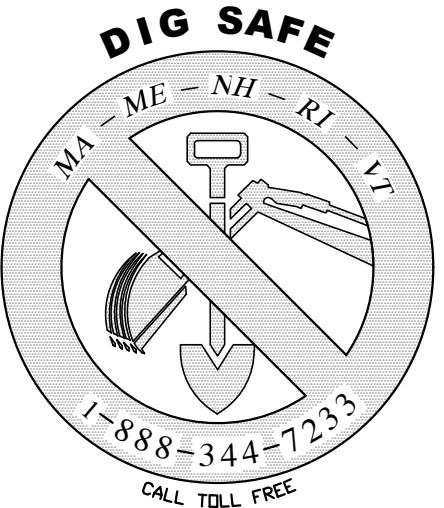
GORRILL PALMER  
707 SABLE OAKS DRIVE,  
SUITE 30  
SOUTH PORTLAND, ME 04106  
TEL. (207) 772-2515



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	UD	FOUNDATION DRAIN
100	100	EDGE OF PAVEMENT (EP)
97x3	98x0	CONTOUR
97x3	98x0	SPOT ELEVATION
97x3	98x0	UTILITY POLE
97x3	98x0	WALL MOUNTED EXTERIOR LIGHTS
97x3	98x0	TRANSFORMER ON CONCRETE PAD
97x3	98x0	ELECTRIC HANDHOLD
97x3	98x0	SHUT OFFS (WATER/GAS)
97x3	98x0	GATE VALVE
97x3	98x0	HYDRANT
97x3	98x0	CATCH BASIN
97x3	98x0	SEWER MANHOLE
97x3	98x0	DRAIN MANHOLE
97x3	98x0	TELEPHONE MANHOLE
97x3	98x0	PARKING SPACE COUNT
97x3	98x0	PARKING METER
97x3	98x0	LANDSCAPED AREA
97x3	98x0	TO BE DETERMINED
97x3	98x0	CAST IRON PIPE
97x3	98x0	COPPER PIPE
97x3	98x0	DUCTILE IRON PIPE
97x3	98x0	POLYVINYL CHLORIDE PIPE
97x3	98x0	REINFORCED CONCRETE PIPE
97x3	98x0	ASBESTOS CEMENT PIPE
97x3	98x0	VITRIFIED CLAY PIPE
97x3	98x0	EDGE OF PAVEMENT
97x3	98x0	ELEVATION
97x3	98x0	FINISHED FLOOR
97x3	98x0	INVERT
97x3	98x0	SLOPE FT/FT
97x3	98x0	TEMPORARY BENCH MARK
97x3	98x0	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.	
C1	STANDARD BOUNDARY SURVEY
C2	EXISTING CONDITIONS PLAN
C2	SITE LAYOUT PLAN
A1	CONCEPTUAL ARCHITECTURAL PLANS

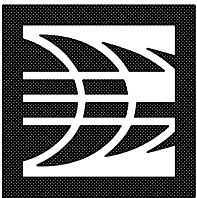
PORTSMOUTH APPROVAL CONDITIONS NOTE:  
ALL CONDITIONS ON THIS PLAN SET SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE CITY OF PORTSMOUTH SITE PLAN REVIEW REGULATIONS.

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN

DATE

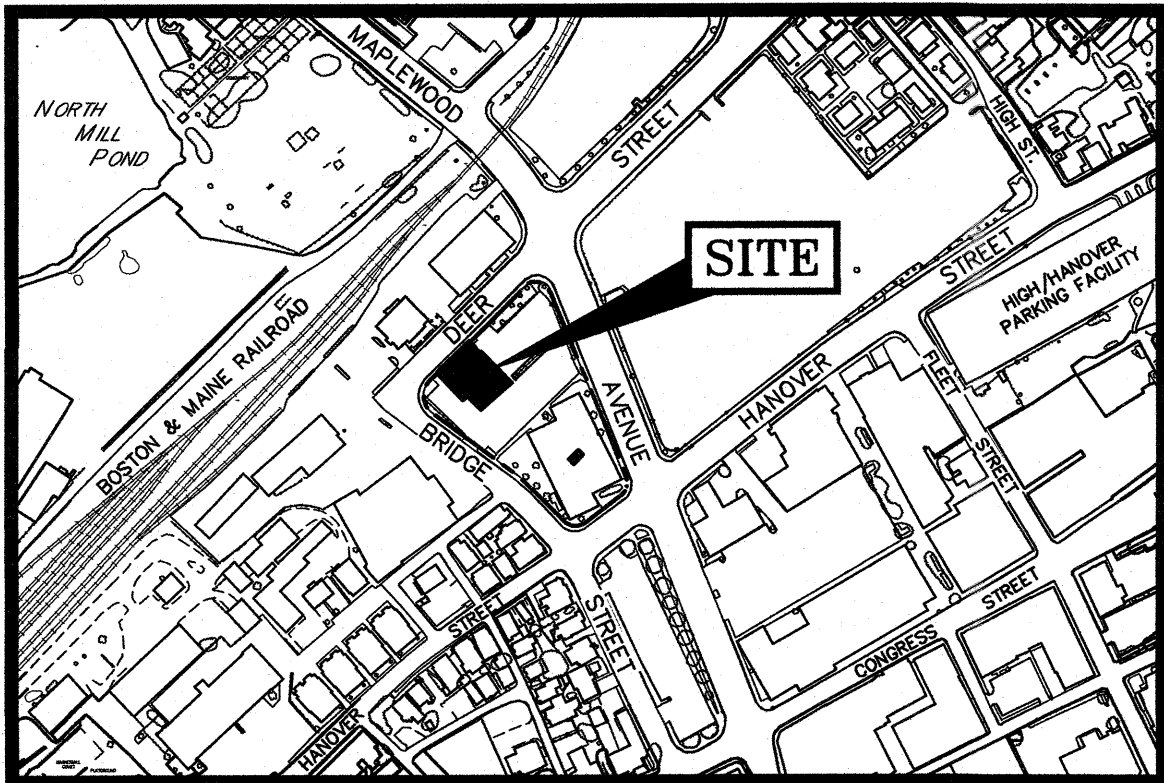
CUP PERMIT APPLICATION PLANS  
238 DEER STREET, LLC  
238 DEER STREET  
PORTSMOUTH, N.H.



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

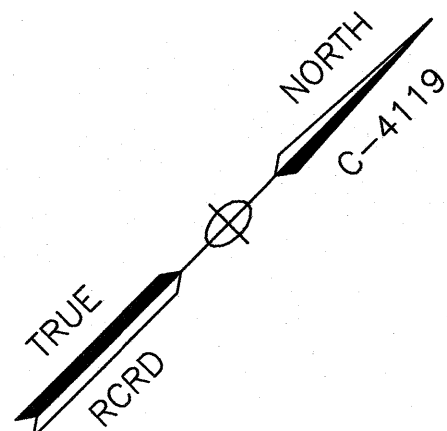




LOCATION MAP SCALE: 1" = 300'

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



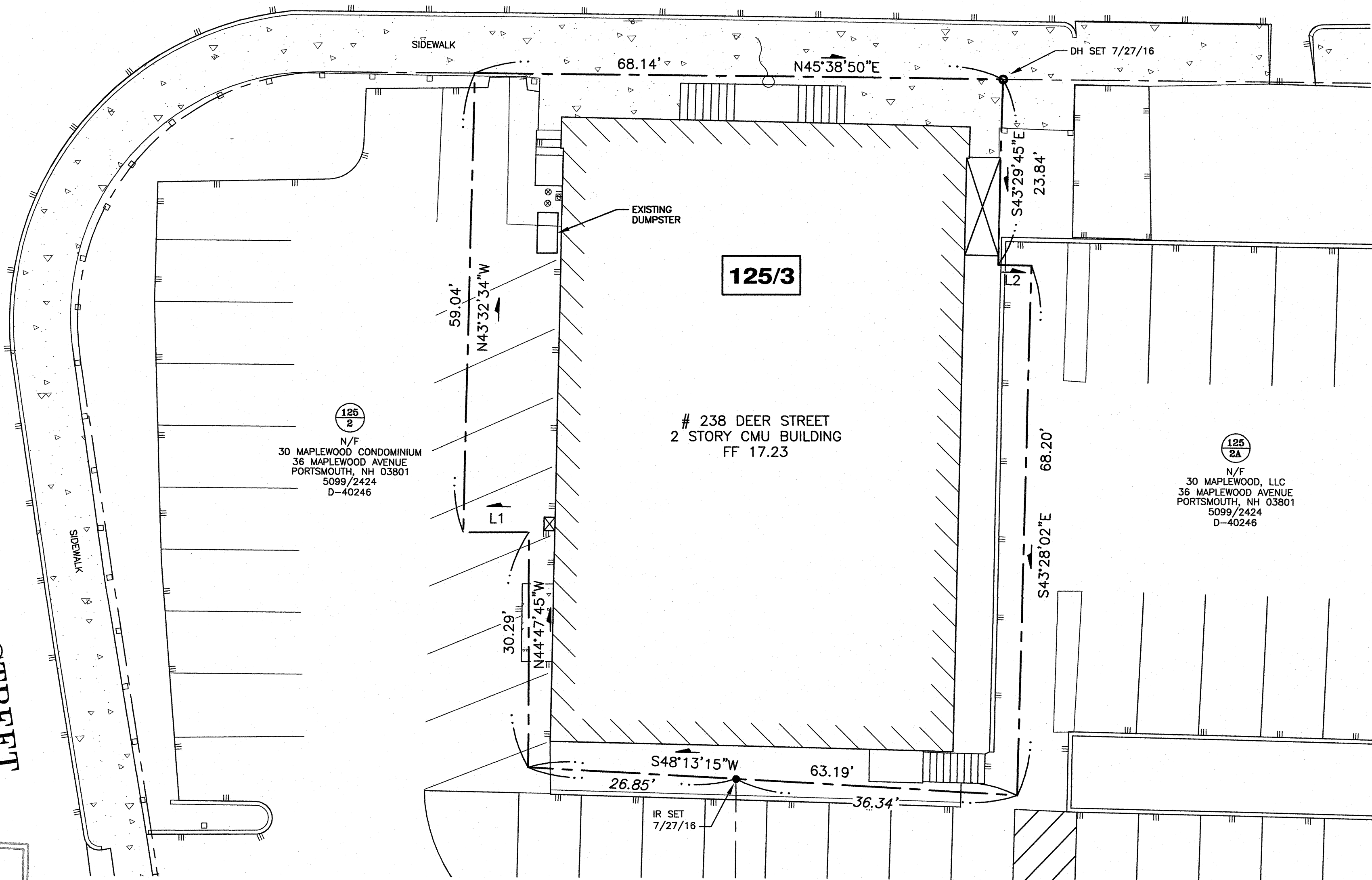
LENGTH TABLE

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

DEER STREET

BRIDGE STREET

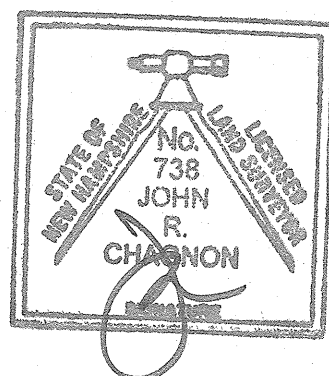


I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000.

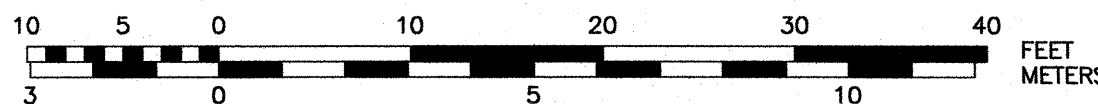
I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.

JOHN R. CHAGNON, LLS 738

4-9-18  
DATE



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) 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.

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

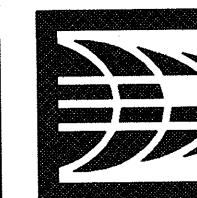
REVISIONS

**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

SCALE: 1" = 10'

APRIL 2018





**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

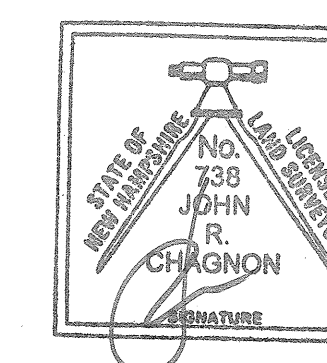
6) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259E, MAY 17, 2005.

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

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

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

#### REVISIONS

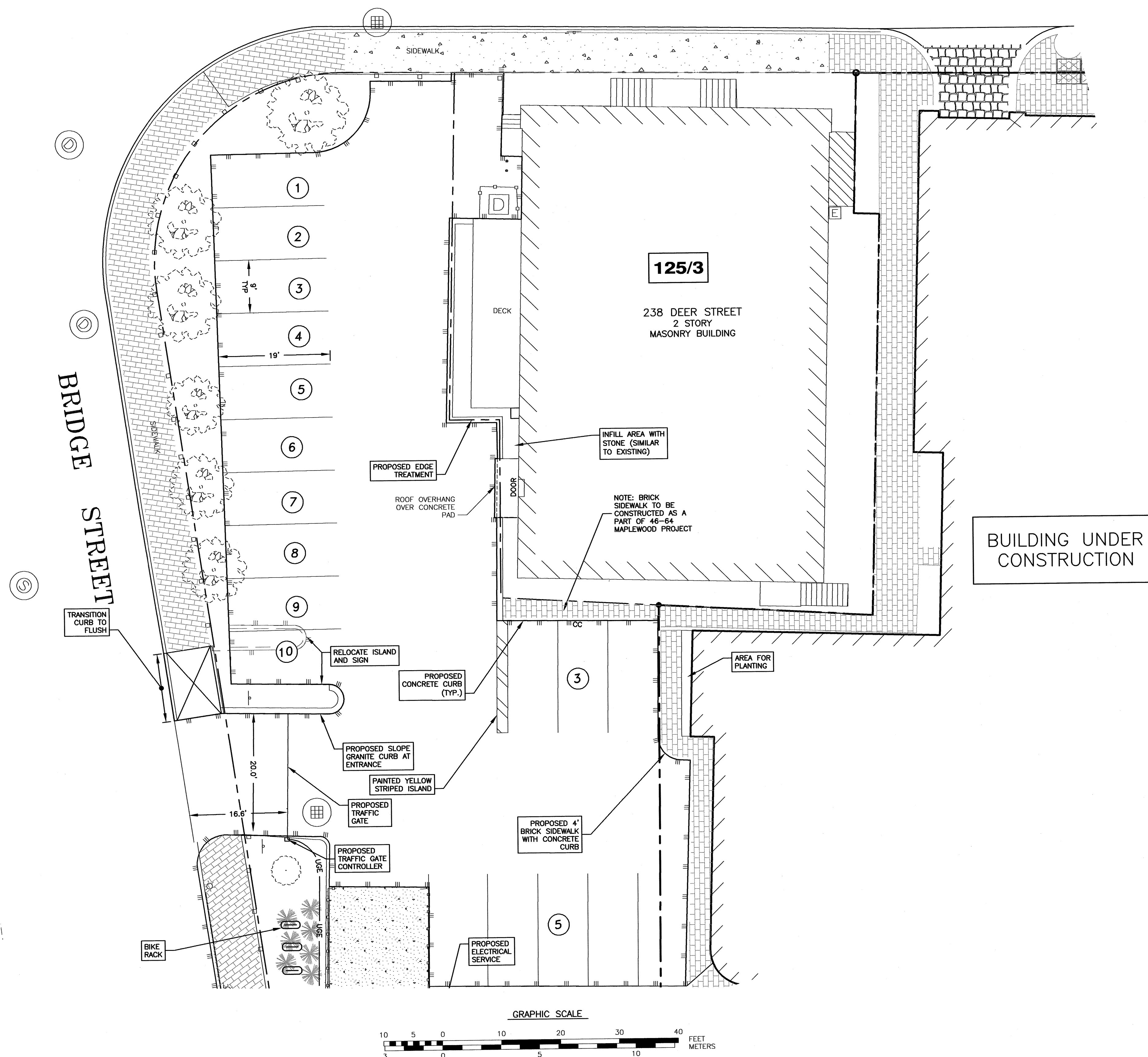


SCALE: 1" = 10' NOVEMBER 2020

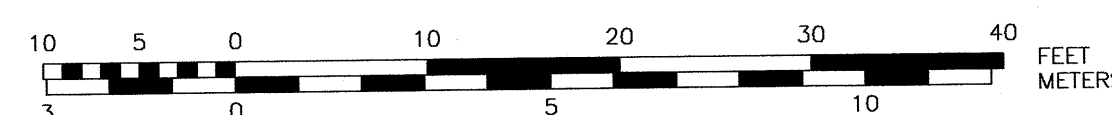
EXISTING  
CONDITIONS PLAN

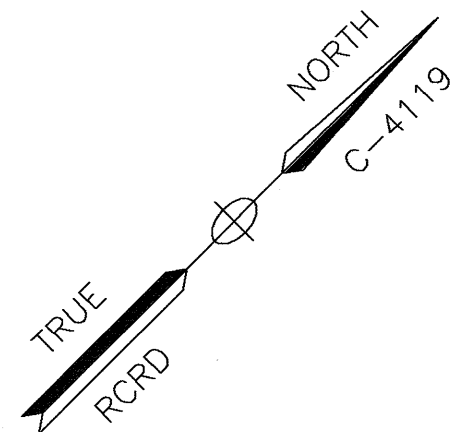
C1

## DEER STREET



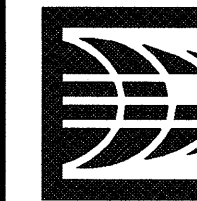
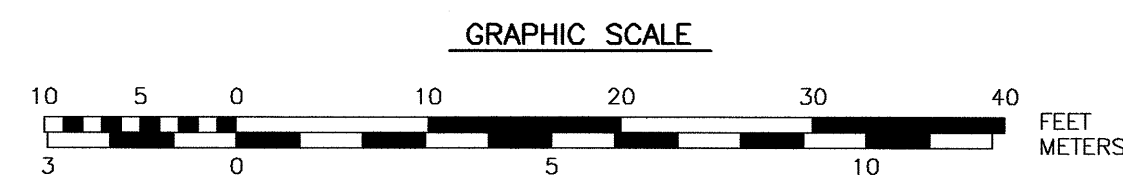
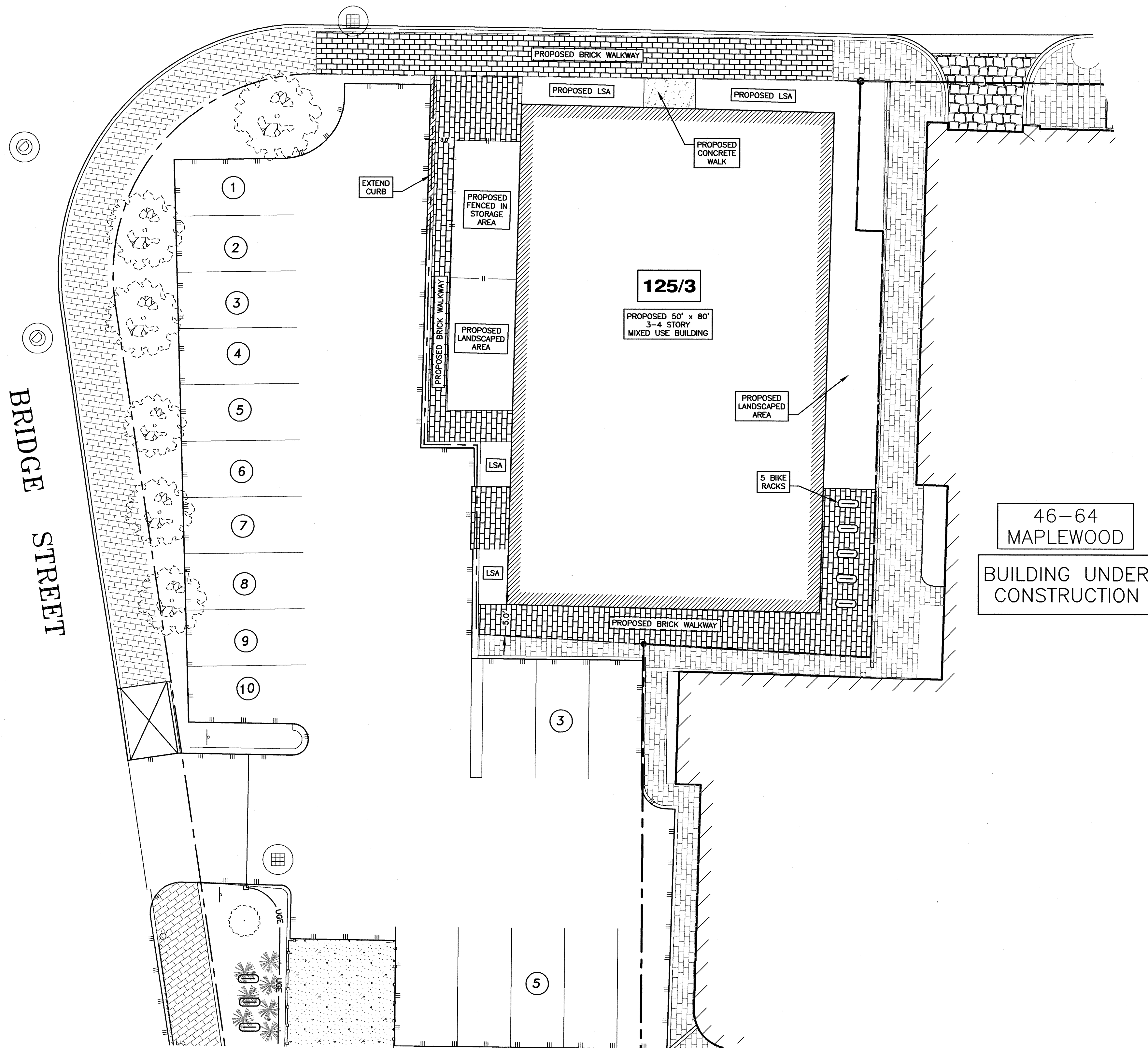
GRAPHIC SCALE





DEER STREET

BRIDGE STREET



**AMBIT ENGINEERING, INC.**  
Civil Engineers & Land Surveyors

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

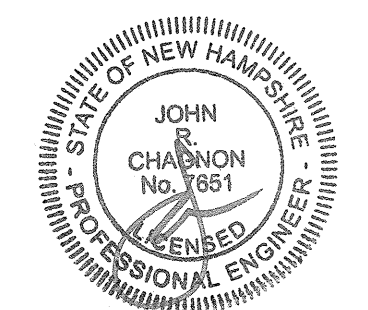
**NOTES:**

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

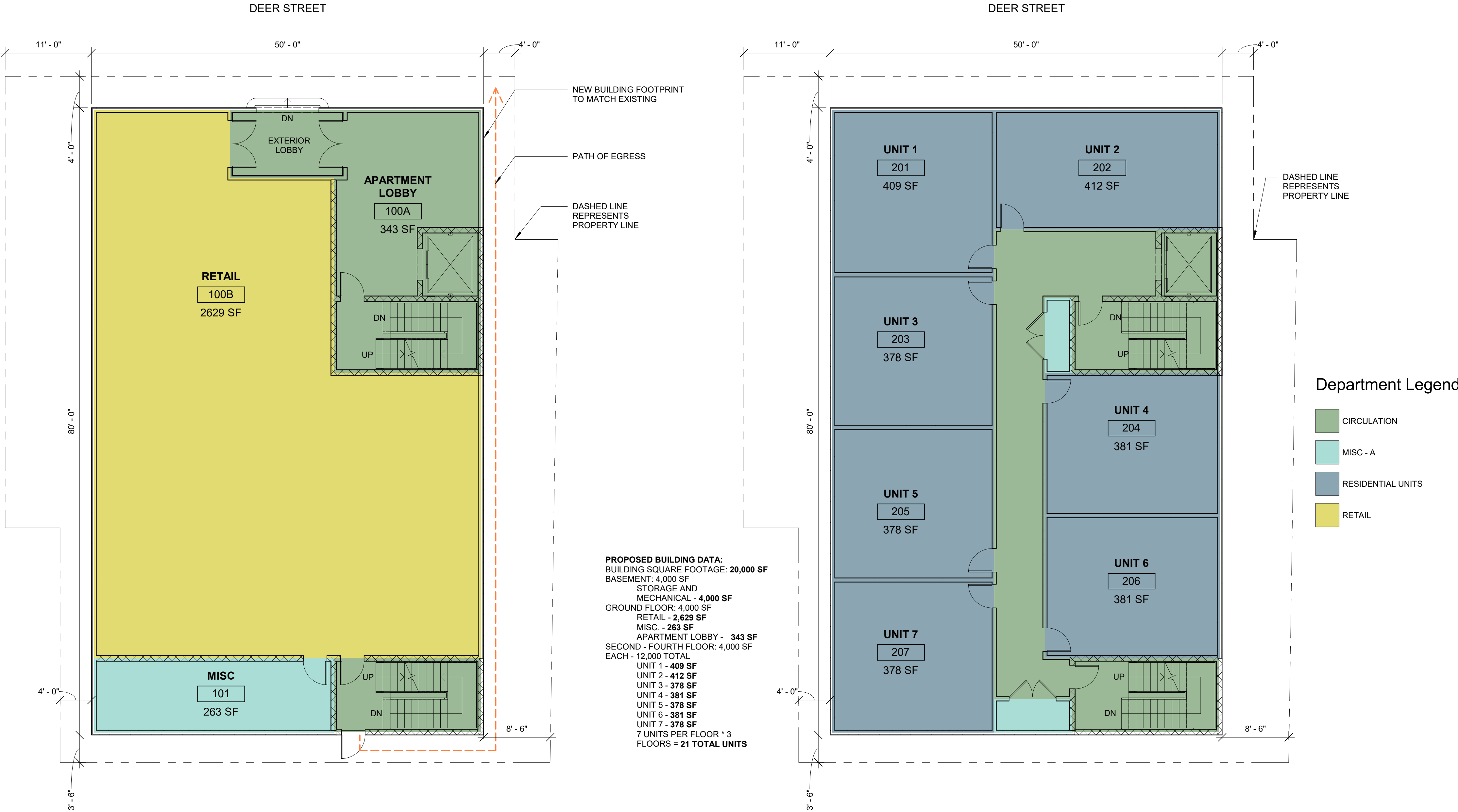
C2





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**

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**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
<b>Total Required Spaces</b>	<b>12</b>

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:

Randy Dunton, PE, PTOE  
**Gorrill Palmer Consulting Engineers**  
**[rdunton@gorrillpalmer.com](mailto: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
<b>Total Required Spaces</b>	<b>12 Spaces</b>

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
<b>2. Institutional Residence or Care Facilities</b>		
2.10-2.20	<b>Assisted living facility or Residential care facility</b>	0.5 per bed or resident
<b>3. Educational, Religious, Charitable, Cultural and Public Uses</b>		
3.10	<b>Place of assembly</b>	0.4 per seat (fixed seating), or 1 per 4 persons <b>maximum occupancy</b> of assembly area, or Parking demand analysis
3.20	School	Parking demand analysis
3.30	<b>Historic preservation building</b>	No requirement
3.40	<b>Museum</b>	Parking demand analysis
3.50	<b>Performance facility</b>	0.4 per seat (fixed seating), or Parking demand analysis
3.60	Cemetery	No requirement
3.70	<b>Club, fraternal or service organization</b>	Greater of: - 1 per 4 persons <b>maximum occupancy</b> - 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 <b>use (dwelling)</b>	Same as Section 10.1112.30
<b>Hotel or motel</b>	0.75 space per guest room, plus 1 space per 25 sf of conference or banquet facilities
Other nonresidential <b>use</b>	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

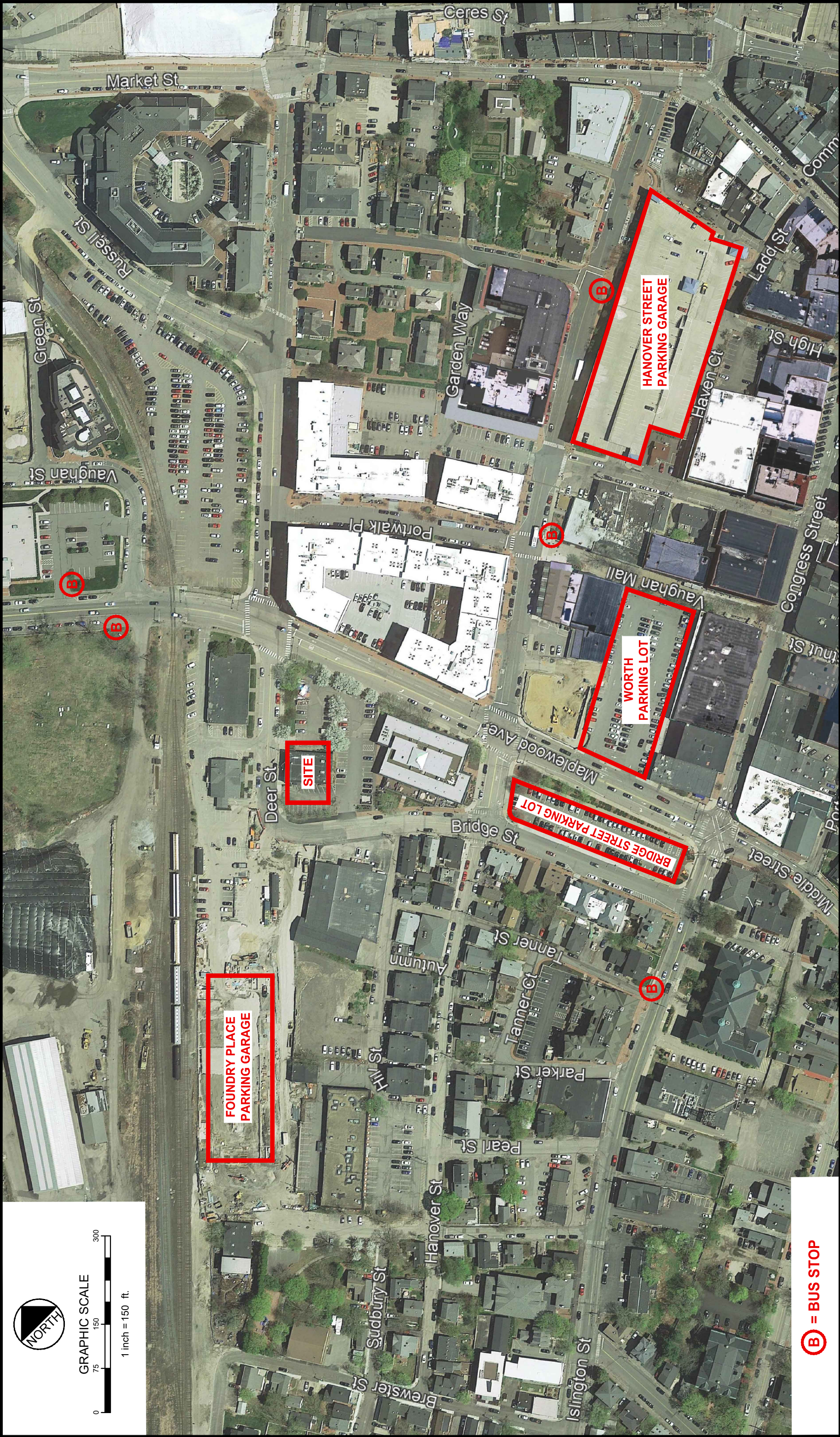
**10.1116.12** When the Planning Board approves the construction of fewer **off-street parking** spaces than would normally be required under Section 10.1112.30 or Section 10.1115.21 (for example, when a Reserve Parking Area is provided under Section 10.1112.40), or when Board of Adjustment grants a 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





U:\3768\_268 Deer Street\_Portsmouth\Z - CAD\DWG\3768-PBASE.dwg chuck.dube 11/19/2020 5:07 PM



# 238 DEER STREET MIXED USE BUILDING

238 DEER STREET, LLC

238 DEER STREET

PORTSMOUTH, NEW HAMPSHIRE

## CUP PERMIT APPLICATION PLANS

**CIVIL ENGINEER & LAND SURVEYOR:**

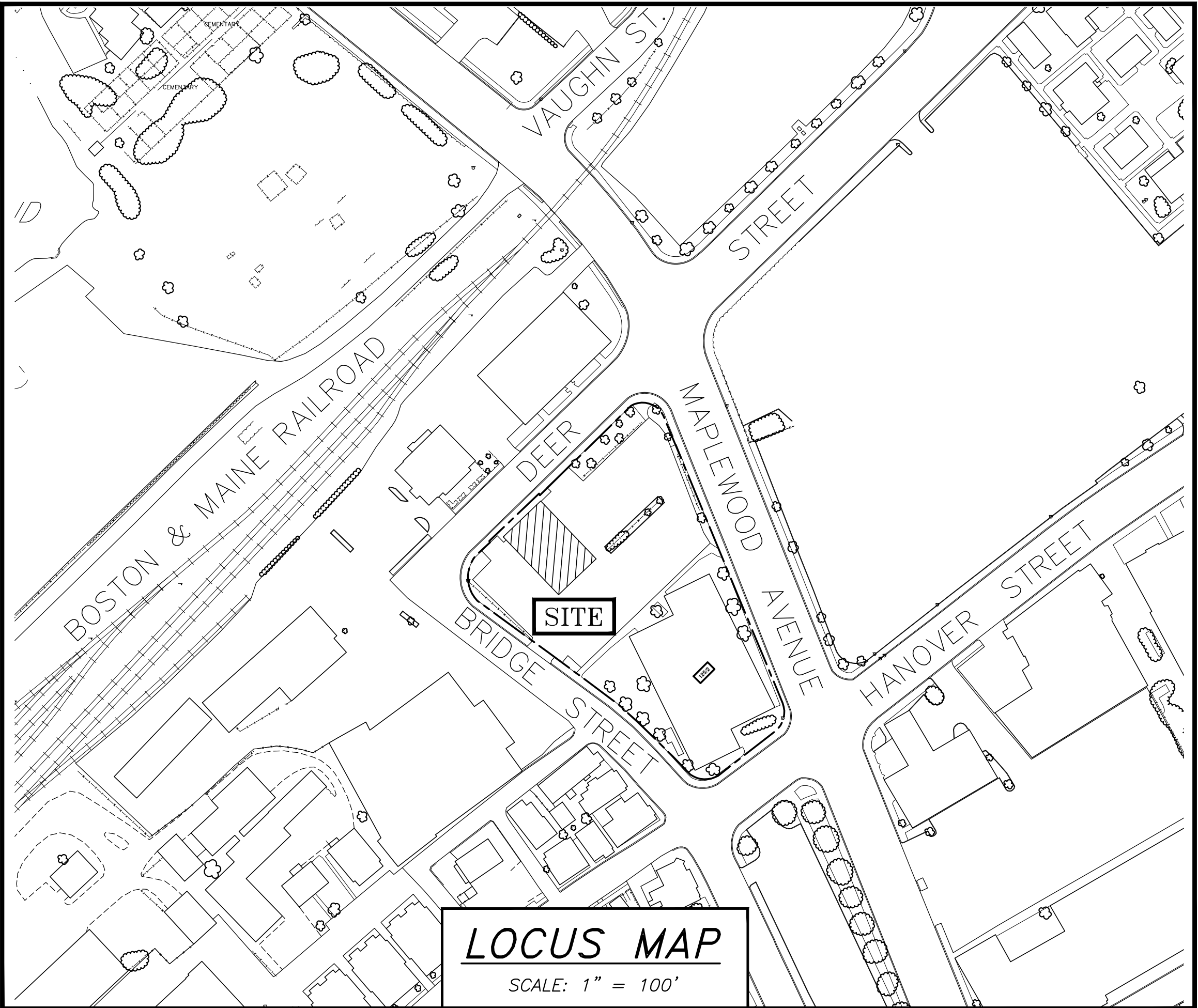
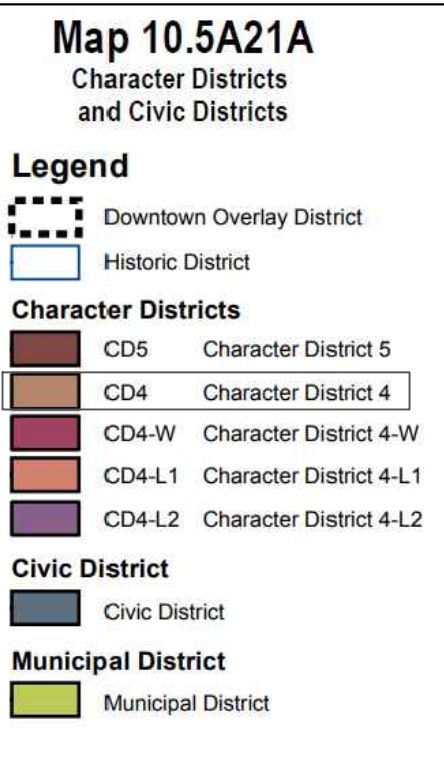
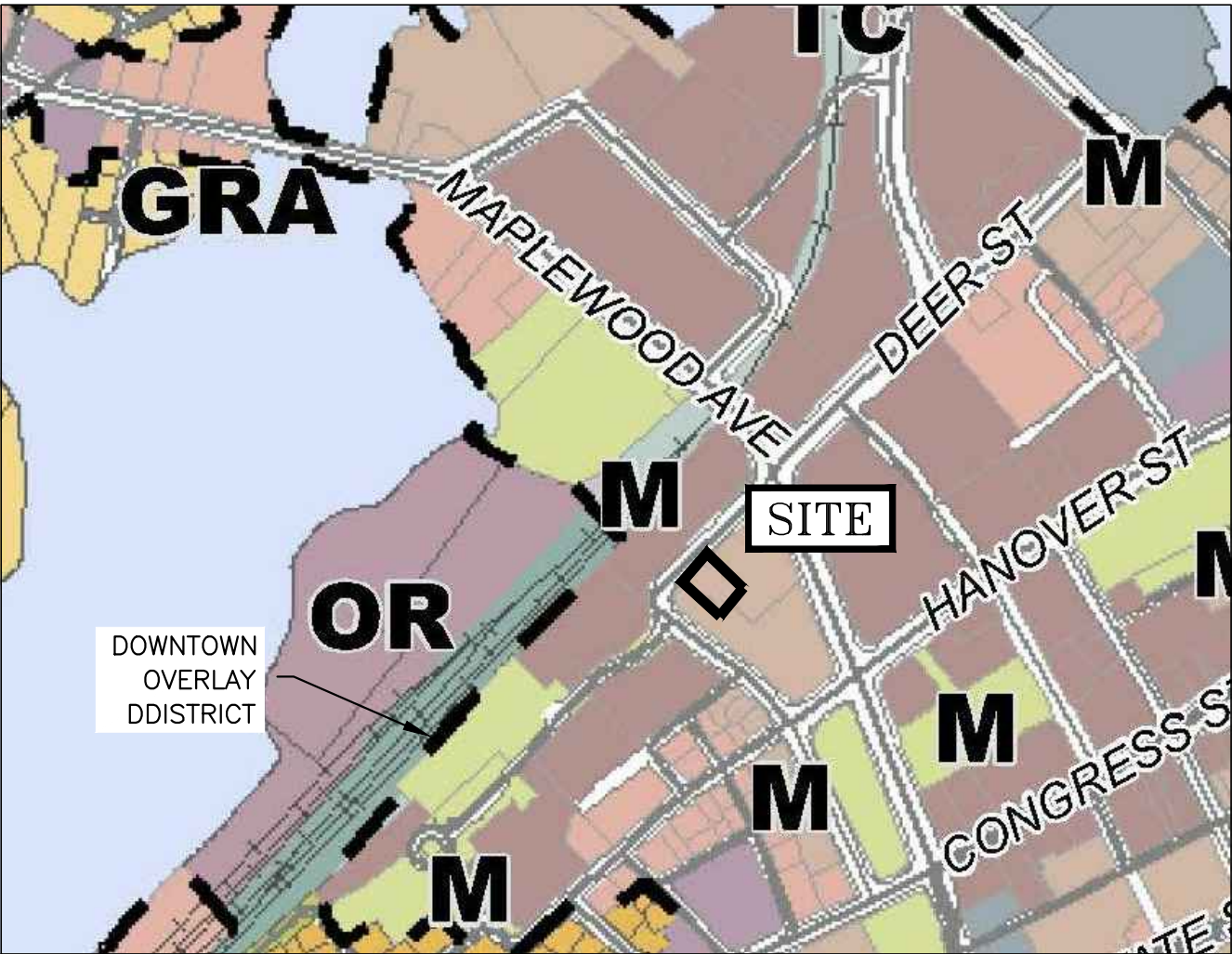
AMBIT ENGINEERING, INC.  
200 GRIFFIN ROAD, UNIT 3  
PORTSMOUTH, N.H. 03801  
Tel. (603) 430-9282  
Fax (603) 436-2315

**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



**LOCUS MAP**

SCALE: 1" = 100'

**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.	
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

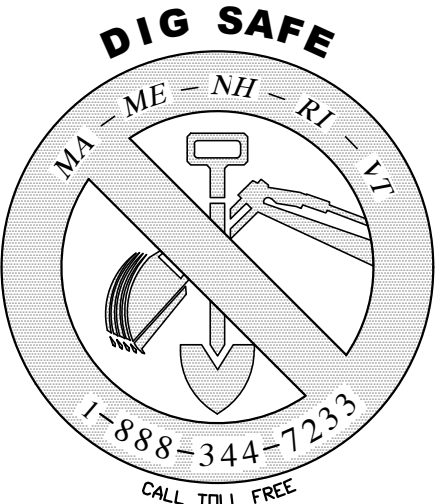
CHAIRMAN

DATE

**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	UD	FOUNDATION DRAIN
100	100	EDGE OF PAVEMENT (EP)
97x3	98x0	CONTOUR
97x3	98x0	SPOT ELEVATION
97x3	98x0	UTILITY POLE
97x3	98x0	WALL MOUNTED EXTERIOR LIGHTS
97x3	98x0	TRANSFORMER ON CONCRETE PAD
97x3	98x0	ELECTRIC HANDHOLD
97x3	98x0	SHUT OFFS (WATER/GAS)
97x3	98x0	GATE VALVE
97x3	98x0	HYDRANT
97x3	98x0	CATCH BASIN
97x3	98x0	SEWER MANHOLE
97x3	98x0	DRAIN MANHOLE
97x3	98x0	TELEPHONE MANHOLE
97x3	98x0	PARKING SPACE COUNT
97x3	98x0	PARKING METER
97x3	98x0	LANDSCAPED AREA
97x3	98x0	TO BE DETERMINED
97x3	98x0	CAST IRON PIPE
97x3	98x0	COPPER PIPE
97x3	98x0	DUCTILE IRON PIPE
97x3	98x0	POLYVINYL CHLORIDE PIPE
97x3	98x0	REINFORCED CONCRETE PIPE
97x3	98x0	ASBESTOS CEMENT PIPE
97x3	98x0	VITRIFIED CLAY PIPE
97x3	98x0	EDGE OF PAVEMENT
97x3	98x0	ELEVATION
97x3	98x0	FINISHED FLOOR
97x3	98x0	INVERT
97x3	98x0	SLOPE FT/FT
97x3	98x0	TEMPORARY BENCH MARK
97x3	98x0	TYPICAL



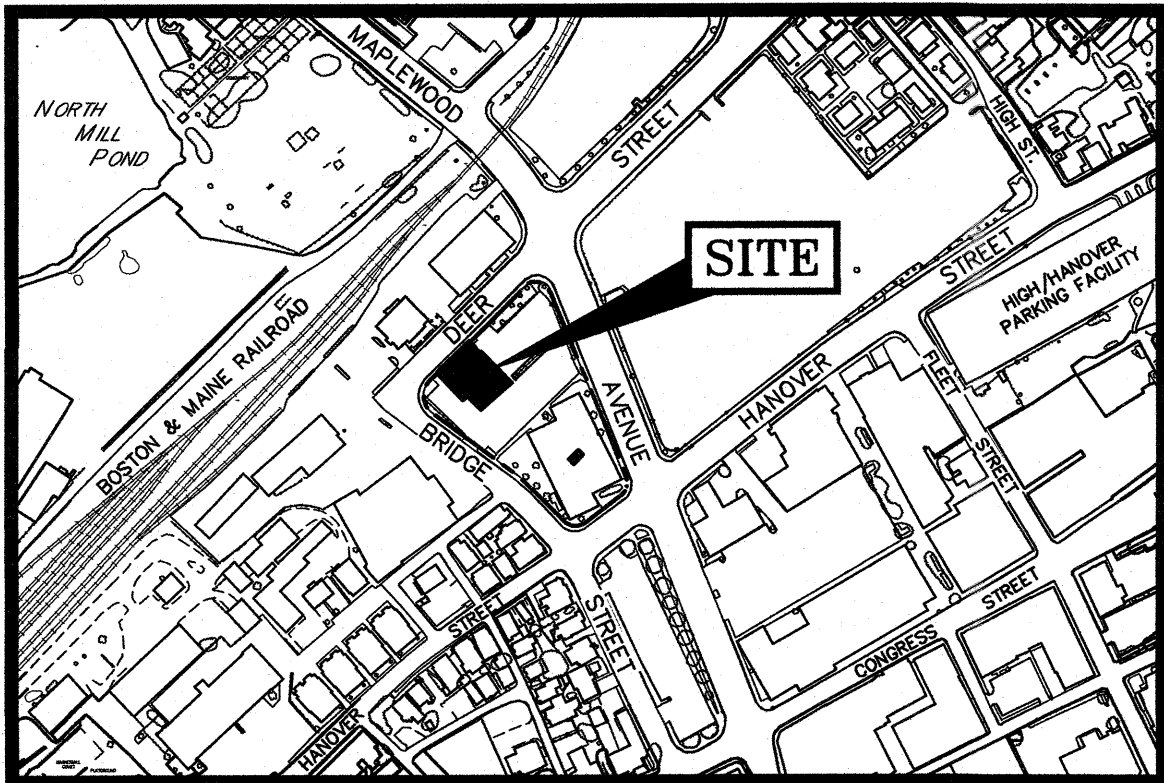
CUP PERMIT APPLICATION PLANS  
238 DEER STREET, LLC  
238 DEER STREET  
PORTSMOUTH, N.H.



**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

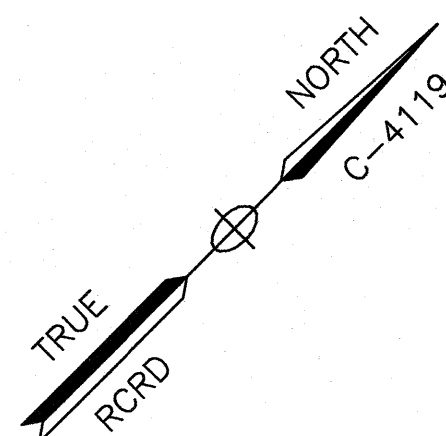




LOCATION MAP SCALE: 1" = 300'

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



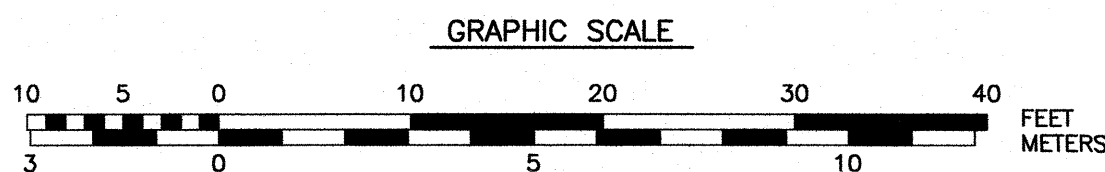
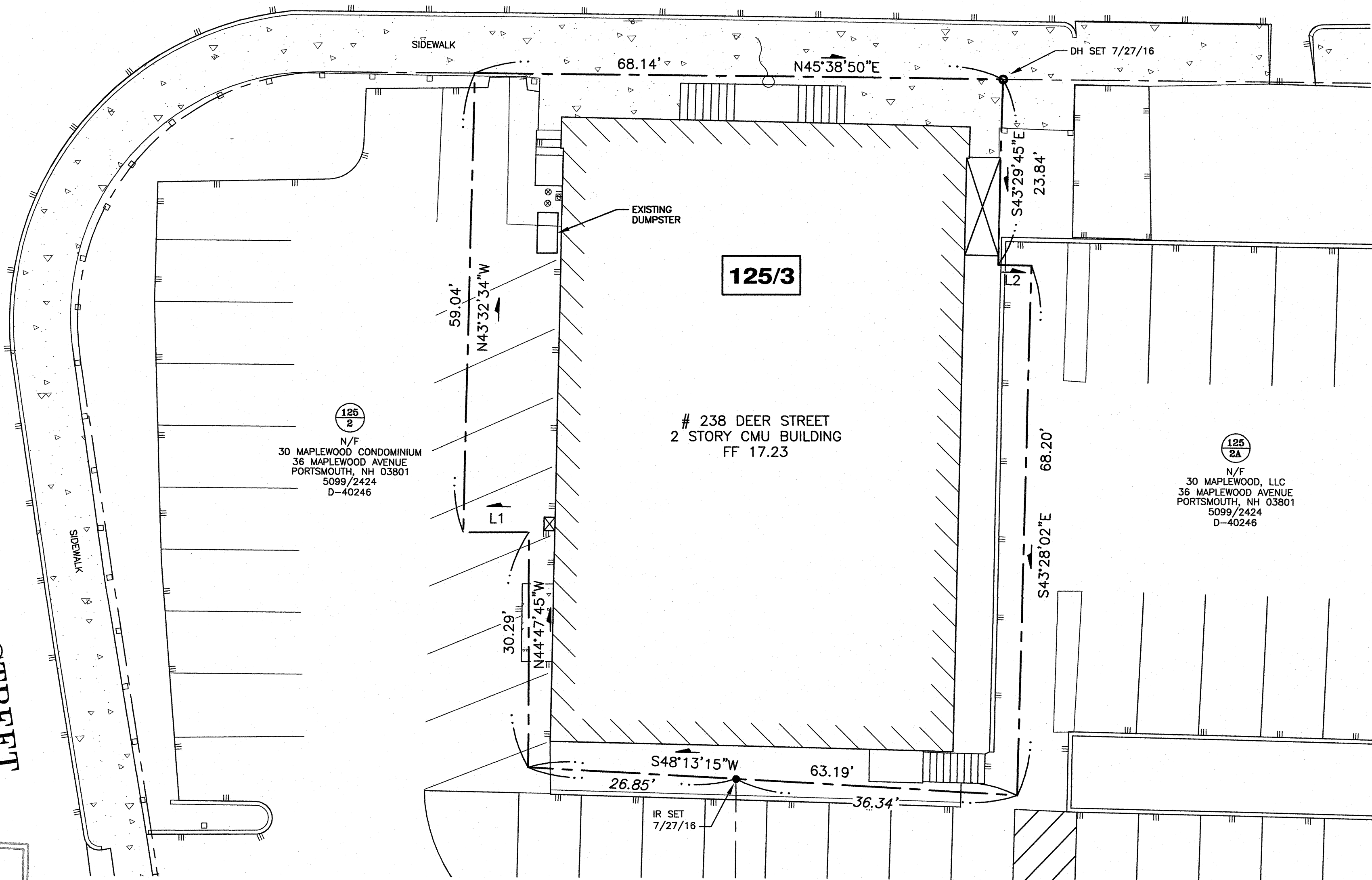
LENGTH TABLE

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

DEER STREET

BRIDGE STREET

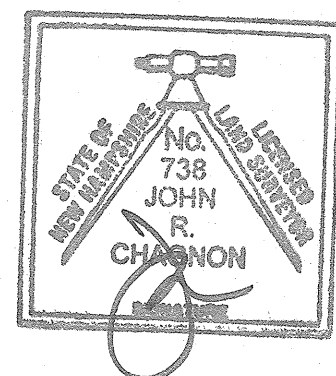


I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000.

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.

JOHN R. CHAGNON, LLS 738

4-9-18  
DATE



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

NOTES:

- 1) 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

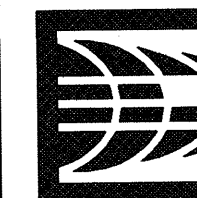
**STANDARD BOUNDARY  
SURVEY  
TAX MAP 125 - LOT 3**  
OWNER:  
**238 DEER STREET, LLC.**  
238 DEER STREET  
CITY OF PORTSMOUTH  
COUNTY OF ROCKINGHAM  
STATE OF NEW HAMPSHIRE

SCALE: 1" = 10'

APRIL 2018

FB 220, PG 8

2916



**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

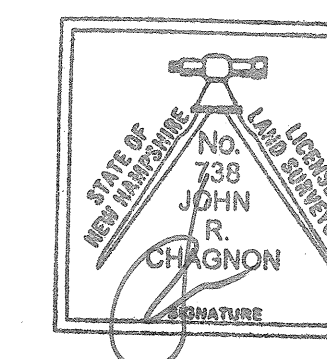
6) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259E, MAY 17, 2005.

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

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

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

#### REVISIONS

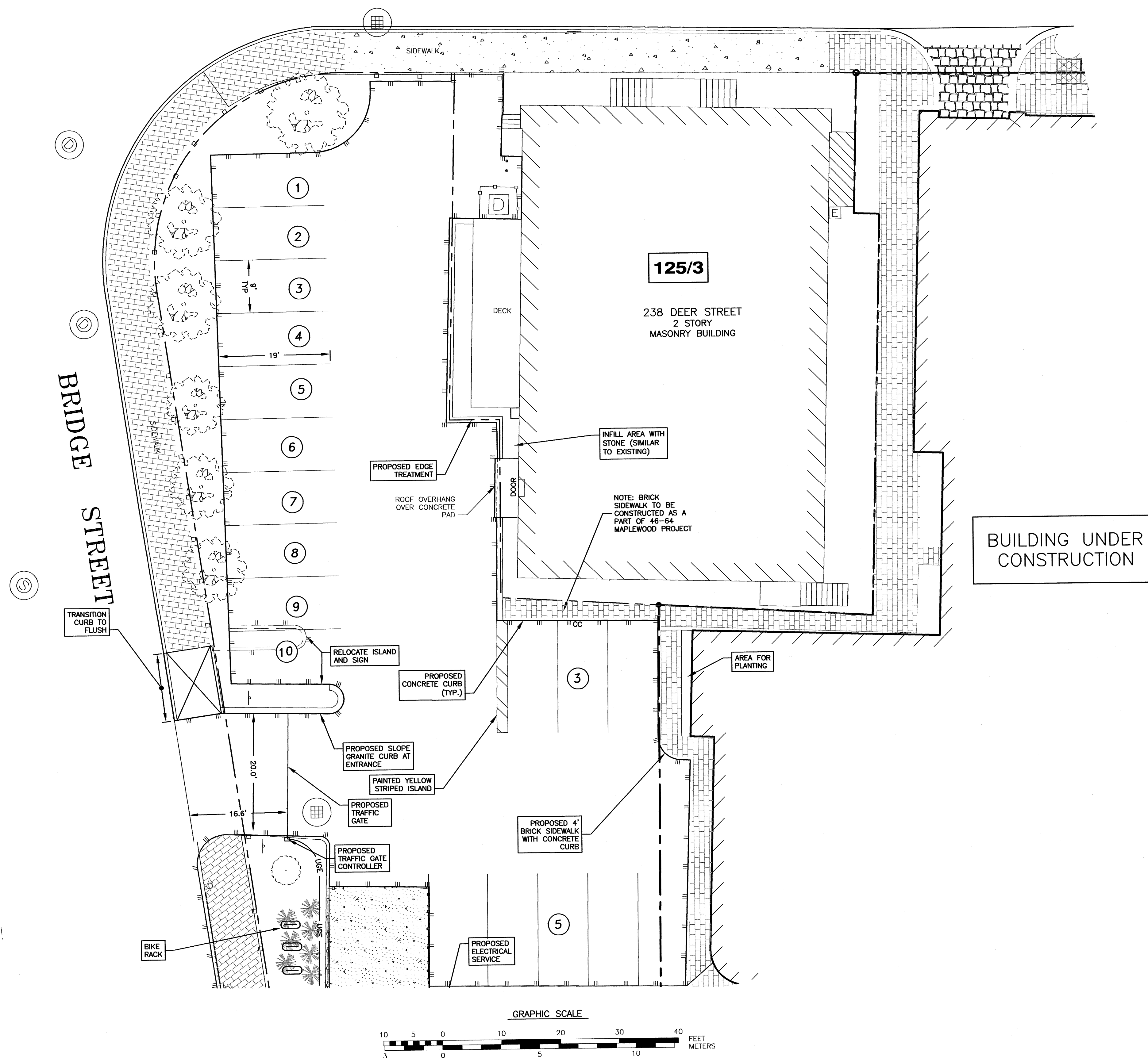


SCALE: 1" = 10' NOVEMBER 2020

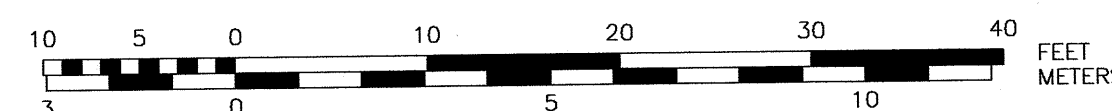
EXISTING  
CONDITIONS PLAN

C1

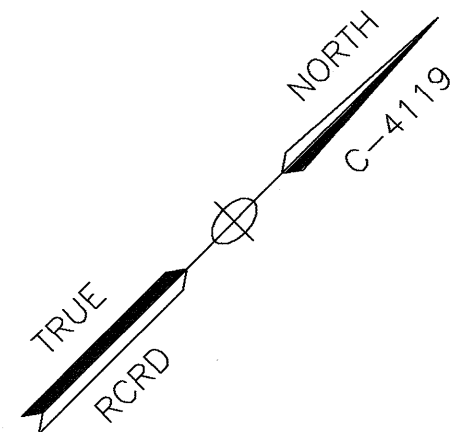
## DEER STREET



GRAPHIC SCALE

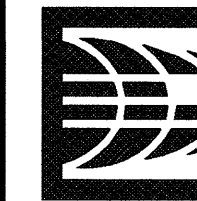
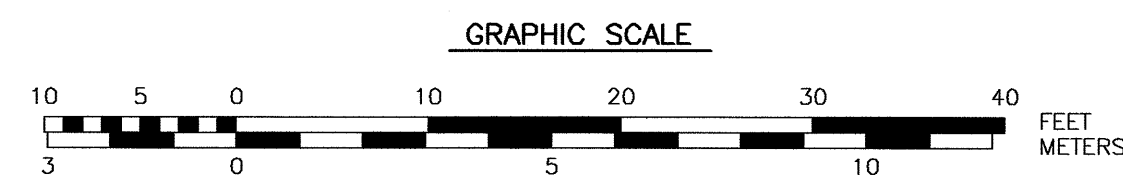
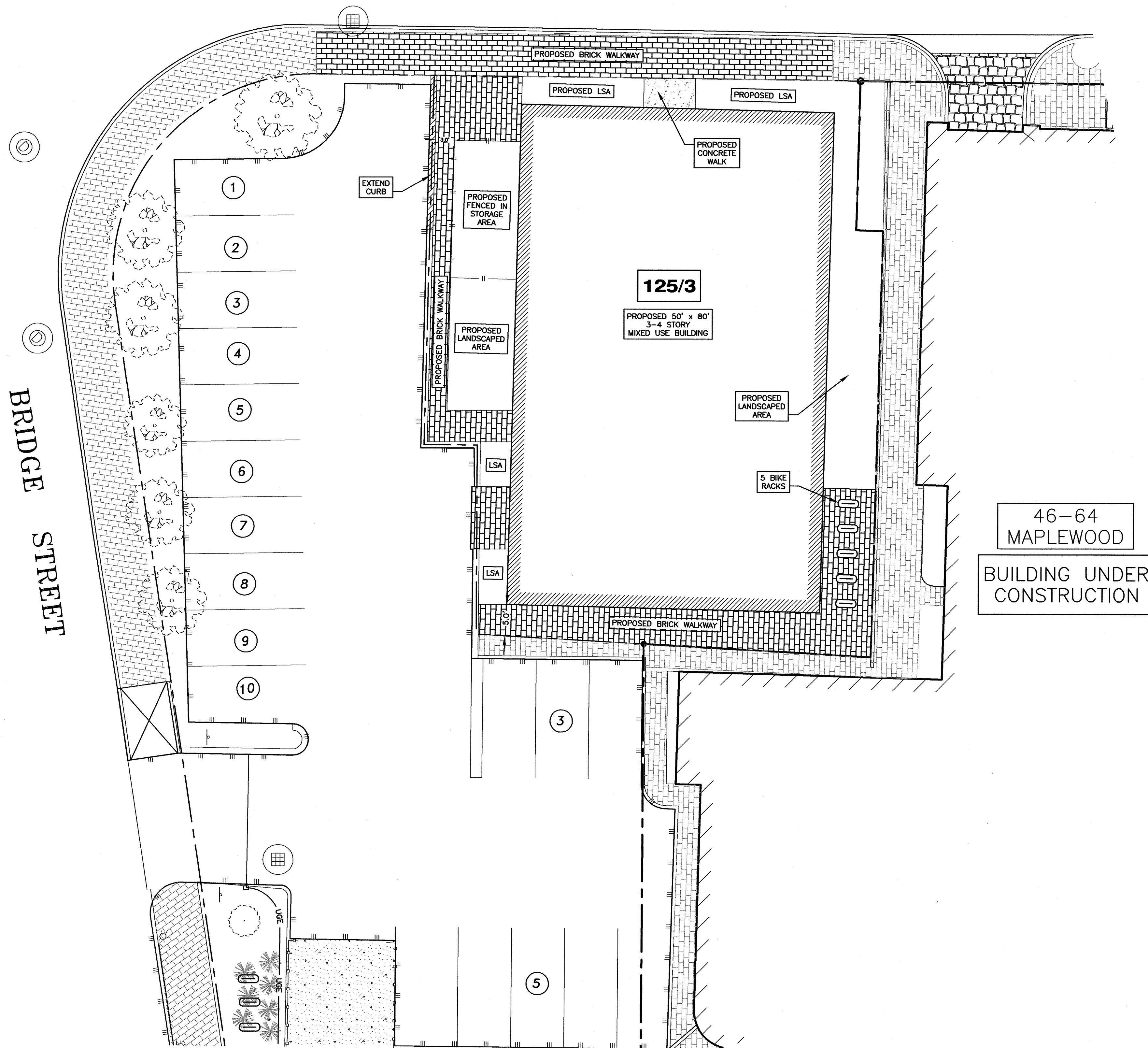






DEER STREET

BRIDGE STREET



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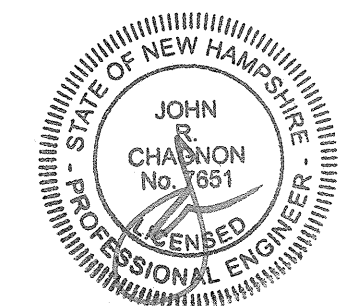
**NOTES:**

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

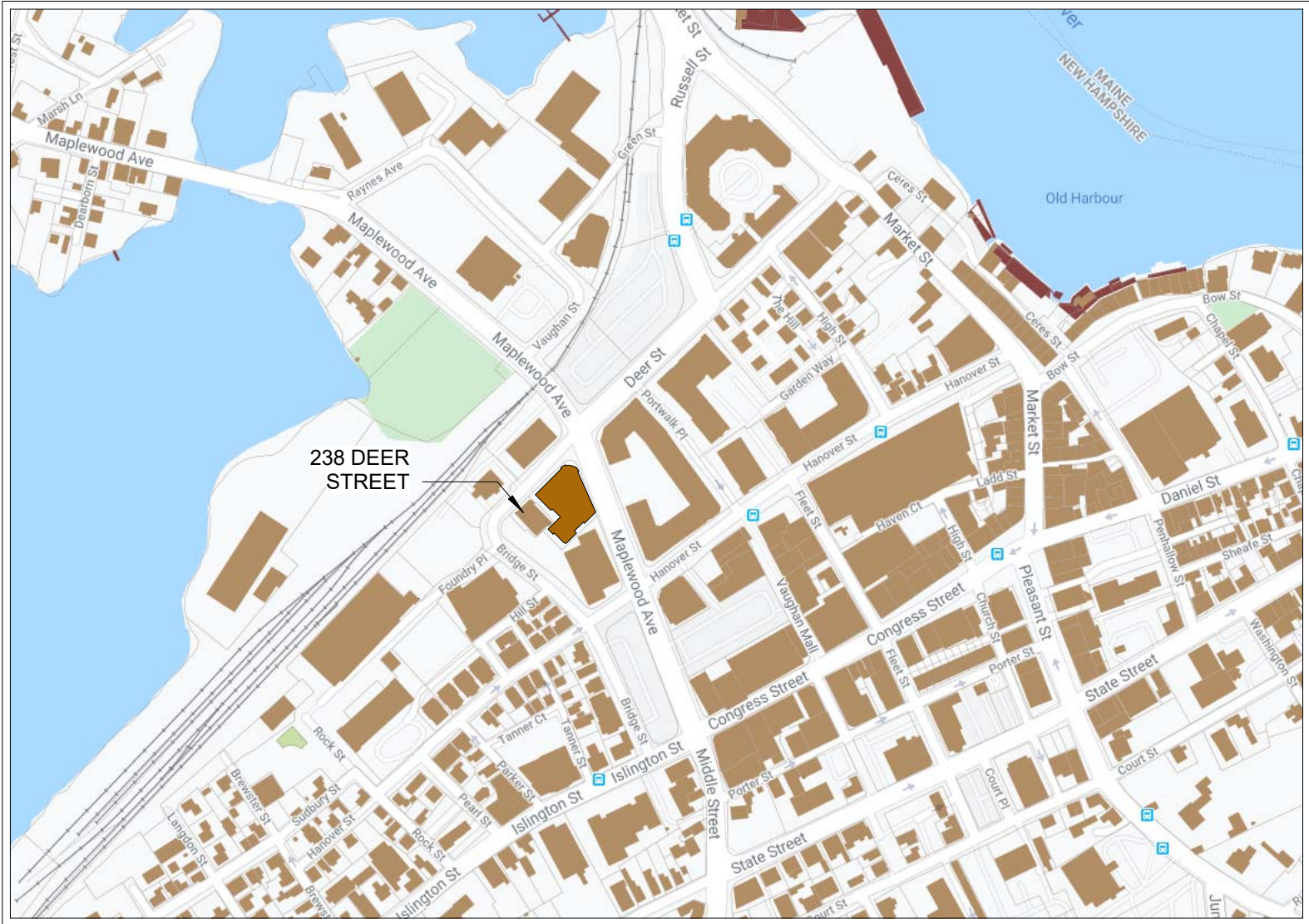


SCALE: 1" = 10' NOVEMBER 2020

SITE PLAN

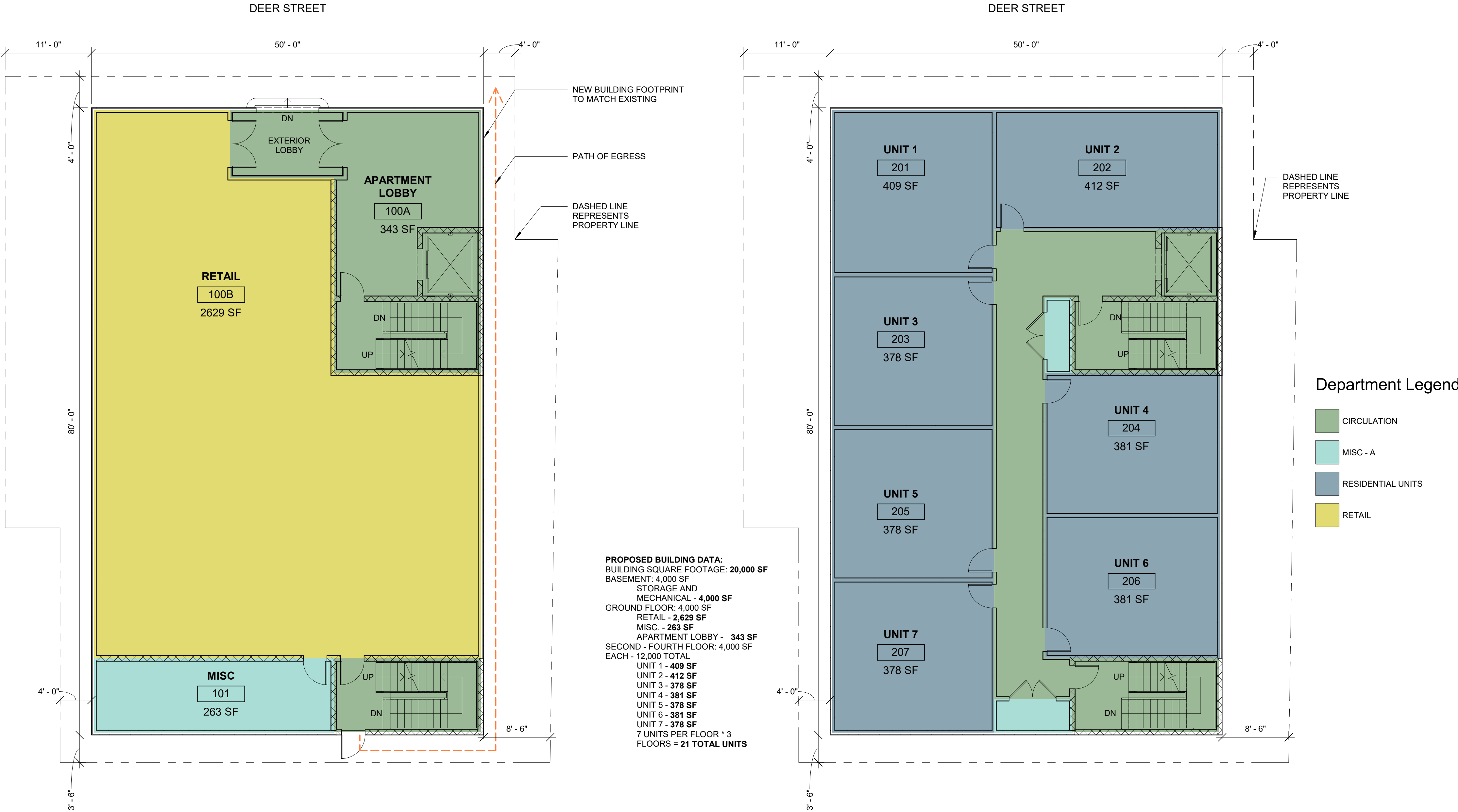
C2





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