

Findings of Fact | Parking Conditional Use Permit

City of Portsmouth Planning Board

Date: April 17, 2025

Property Address: 909 Islington Street

Application #: LU-24-221

Decision: ☐ Approve ☐ Deny ☐ Approve with Conditions

Findings of Fact:

Per RSA 676:3, I: The local land use board shall issue a final written decision which either approves or disapproves an application for a local permit and make a copy of the decision available to the applicant. **The decision shall include specific written findings of fact that support the decision. Failure of the board to make specific written findings of fact supporting a disapproval shall be grounds for automatic reversal and remand by the superior court upon appeal, in accordance with the time periods set forth in RSA 677:5 or RSA 677:15, unless the court determines that there are other factors warranting the disapproval.** If the application is not approved, the board shall provide the applicant with written reasons for the disapproval. If the application is approved with conditions, the board shall include in the written decision a detailed description of the all conditions necessary to obtain final approval.

Parking Conditional Use Permit

10.1112.14 The Planning Board may grant a conditional use permit to allow a building or use to provide less than the minimum number of off-street parking spaces required by Section 10.1112.30, Section 10.1112.61, or Section 10.1115.20, as applicable, or to exceed the maximum number of off-street parking spaces allowed by Section 10.1112.51.

	Parking Conditional Use Permit 10.1112.14 Requirements	Finding (Meets Criteria/Requirement)	Supporting Information
1	10.1112.141 An application for a conditional use permit under this section shall include a parking demand analysis, which shall be reviewed by the City's Technical Advisory Committee prior to submission to the Planning Board, demonstrating that the proposed number of off-street parking spaces is sufficient for the proposed use.	Meets Does Not Meet	The Parking Demand Analysis was reviewed by the Technical Advisory Committee and it shows parking under the Portsmouth Shared Parking Occupancy Rate calculations, with sufficient spaces to meet ITE standards.
2	10.1112.142 An application for a conditional use permit under this section shall identify permanent evidence-based measures to reduce parking demand, including but not limited to provision of rideshare/microtransit services	Meets Does Not Meet	The location of the site in close proximity to residential properties within walking distance, the Coast bus stop at Plaza 800, as well as the parking which is available to the restaurant use in the evening when the commercial tenants parking demand is low, reduce the actual parking demand and increasing

	Parking Conditional Use Permit 10.1112.14 Requirements	Finding (Meets Criteria/Requirement)	Supporting Information
	or bikeshare station(s) servicing the property, proximity to public transit, car/van-pool incentives, alternative transit subsidies, provisions for teleworking, and shared parking on a separate lot subject to the requirements of 10.1112.62.		the available supply.
3	10.1112.143 The Planning Board may grant a conditional use permit only if it finds that the number of off-street parking spaces required or allowed by the permit will be adequate and appropriate for the proposed use of the property. In making this determination, the Board may accept, modify or reject the findings of the applicant's parking demand analysis.	Meets Does Not Meet	The shared parking agreement between 909 Islington and 959 Islington will provide parking access for 909 Islington to utilize. The agreement will be recorded at the Registry of Deeds.
4	10.1112.144 At its discretion, the Planning Board may require more off-street parking spaces than the minimum number requested by the applicant, or may allow fewer spaces than the maximum number requested by the applicant.	Meets Does Not Meet	The shared calculation and arrangement is adequate to account for the parking deficiency.
5	<u>Other Board Findings:</u>		
6	<u>Additional Conditions of Approval:</u>		



HALEY WARD

200 Griffin Road, Unit 14, Portsmouth, NH 03801
Phone (603) 430-9282 Fax 436-2315

23 April 2025

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

RE: Request for CUP Parking Approval at 909 Islington Street, Tax Map 172, Lot 7

Dear Mr. Chellman and Planning Board Members:

On behalf of Chinburg Builders and Louis Restaurant (the Applicants), we are pleased to submit the attached plans and supporting documents for **CUP Parking Planning Board Review** for the above-mentioned project and request that we be placed on the agenda for your **May 15, 2025, Planning Board Meeting**. The project is the proposed fit-up to accommodate a Proposed 3,170 square-foot restaurant located in Suite 15 within the existing building at 909 Islington Street with the associated and required site improvements. We request that the Portsmouth Planning Board grant a Parking Conditional Use Permit at the site, for this tenant change. the request is to allow shared parking with an adjacent property, and with the combined parking and land uses of the two properties, provide 98 spaces where 104 are required.

The proposed restaurant conversion is an allowable use under the current zoning ordinance, subject to a special exception with the Portsmouth Zoning Board, which has been granted. The fit-up adheres to all applicable design, safety, and operational standards outlined in the ordinance, including building code compliance, and compatibility with surrounding commercial uses. The restaurant will complement the surrounding commercial and mixed-use environment. Its design will blend seamlessly with the existing architecture, and no significant alterations to the building's exterior are proposed. The applicant wished to combine the available parking on this lot with Tax Map 172, Lot 6, and submits herewith a proposed Parking Lot License agreement for review and comment. We believe that the combined location has sufficient parking capacity to accommodate the expected number of patrons and staff, given the alternating peak hours of demand. As a part of this application, the design team completed a study of the ADA Entrances and associated parking spaces on both sites. The adjustments to accommodate ADA spaces and the associated loading zones resulted in the loss of some existing parking spaces. The work associated with the restaurant conversion fixes that existing deficiency. We are proposing a new ADA space with a new sidewalk, which has been added to the plan, to serve the Loaded Question Brewery entrance. Delivery and service vehicles will utilize designated loading areas to avoid disrupting traffic flow. The site's proximity to pedestrian-friendly infrastructure reduces the likelihood of traffic-related issues.

The Parking Demand Spreadsheet, as adjusted to time-of-day requirements in accordance with Portsmouth ordinance parking requirements, shows that the peak ITE evening parking demand is more than the available parking spaces. This peak parking period requires 104 spaces, where the two sites

have a combined 98 spaces provided. Other time of day calculations show similar peak demands. We believe that the parking is sufficient, given the urban (but not urban core) nature of the development vicinity. The applicant also controls the old “Frank Jones Brewery” property at Jewell Court and Brewery Lane. That property is similar in both the total square footage of commercial use, and the square footage of restaurant use within that total. For comparison, the Frank Jones property provides 1 space per 350 SF of total GSF where 909 and 959 Islington provides one space per 340 SF of total GSF. Information regarding the Frank Jones parking, is included in this submission. The lack of parking issues at the Frank Jones shows that this parking ratio is suited to this developed area, which has been given the distinct label the “West End.”

The Technical Advisory Committee reviewed the Parking Demand Memo methodology, and agreed with the methodology, as required prior to Planning Board review. Since the required parking is provided using off-site parking in this request, and the combined sites do not contain the required parking, the application requires a Conditional Use Permit from the Planning Board. We submit that the application conforms to the Portsmouth Ordinance Sections, subject to Planning Board approval. The Ordinance requirements are repeated below with comments in **bold** text, as follows:

Section 10.1112.141: An application for a conditional use permit under this section shall include a parking demand analysis demonstrating that the proposed number of off-street parking spaces is sufficient for the proposed use. **The Parking Demand Analysis is attached, and it shows 94% conformance to the required parking under the Portsmouth Shared Parking Occupancy Rate calculations, under ITE standards. We submit that this analysis shows the demand, but taking other factors into account, the requested relief is warranted.**

Section 10.1112.142: An application for a conditional use permit under this section shall identify permanent evidence-based measures to reduce parking demand, including but not limited to provision of rideshare/micro transit services or bike share station(s) servicing the property, proximity to public transit, car/van-pool incentives, alternative transit subsidies, provisions for teleworking, and shared parking on a separate lot subject to the requirements of 10.1112.62. **The location of the site in close proximity to residential properties within walking distance, the Coast bus stop at Plaza 800, as well as the shared parking use between daytime office and evening restaurant reduce the parking demand, as shown in the shared use analysis. The site has sufficient space to add bicycle racks, which will be added to the site.**

Section 10.1112.143: The Planning Board may grant a conditional use permit only if it finds that the number of off-street parking spaces required or allowed by the permit will be adequate and appropriate for the proposed use of the property. In making this determination, the Board may accept, modify or reject the findings of the applicant’s parking demand analysis. **The parking demand analysis is based on national studies. Given the specific nature of Portsmouth’s West End, and the parking habits at a similar property in the immediate neighborhood, we submit that the available parking is adequate.**

Section 10.1112.144: At its discretion, the Planning Board may require more off-street parking spaces than the minimum number requested by the applicant or may allow fewer spaces than the maximum number requested by the applicant. **We will leave it to the Planning Board to determine if the parking supply is adequate, but we submit that this proposed additional use at this site will not create issues, and the shared parking agreement is appropriate.**

We look forward to an in-person presentation and Planning Board review of this submission, and request that the permit be granted.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Chagnon', with a stylized flourish extending to the right.

John Chagnon, PE
Senior Project Manager

P:\NH\5010220-Chinburg_Builders\1379-909 Islington Street, Portsmouth-\2024 Site Development\03-WIP_Files\909 Parking Plan and CUP\CUP\Planning Board Submission Letter 4-23-25.doc

PARKING LOT LICENSE AGREEMENT

959 Islington Street, Portsmouth, Rockingham County, NH

March 26, 2025

Licensee: 909 West End, LLC
c/o 3 Penstock Way
Newmarket, NH 03857

PARKING LOT LICENSE AGREEMENT

1. **Licensor.** PWED 2, LLC ("Licensor")
2. **Licensee.** 909 West End, LLC (collectively the "Licensee")
3. **Property.** The Licensor's real property thereon located at 959 Islington Street, Portsmouth New Hampshire, and more particularly described in a deed recorded in the Rockingham County Registry of Deeds at Book _____ Page _____, which shall be referred to hereinafter as the "Property".
4. **Purpose and Terms.** To permit the Licensee and Licensee's guests and invitees (collectively "Licensee Permittees") to use Licensor's parking lot located on the Property. The intent of this license is to enable the Licensee Permittees to park vehicles at the Property while guests at 909 Islington Street.
5. **Grant.** Licensor grants Licensee Permittees a non-revocable, royalty free license to the right to use of the Licensor's parking lot located on the Property, for the stated Purpose, subject further to such other terms and conditions as are set forth in this License:
 - a. The Licensor shall not be responsible for any loss, injury, or damage to persons or property in or about the Property relating directly or indirectly to this License, except to the extent caused by Licensor's negligence or willful misconduct. The Licensee, on its behalf and on behalf of all those claiming by, through or under Licensee, hereby remises, discharges, and releases forever the Licensor, its successors and assigns, and agents from any and all actions, causes of actions, demands, damages, costs, debts, and other claims, in law or in equity, which the Licensee and said parties hereafter can, shall or may have against the Licensor, its assigns, and agents on account of or in any way arising out of, directly or indirectly, loss of life, personal injuries, and/or damage to real or personal property and equipment or any other loss, on account of or in any way arising from any act or omission of or by the Licensee in or upon the Property, or in any way connected to this License, except to the extent caused by the negligence or willful misconduct of Licensor or any of the other parties released hereby.
 - b. Licensee hereby covenants to indemnify and hold harmless the Licensor, its assigns, agents, or representatives of and from any and all actions, causes of action, claims, demands, damages, costs, debts, fees and expenses, including reasonable attorney's fees, that the Licensor may have to pay in connection with the loss of life, personal injury, and/or damage to real or personal property or equipment arising, directly or indirectly, from any negligent act or omission by the Licensee and/or all those claiming by, through or under Licensee while in or upon the Property pursuant to this License, however, the Licensee's obligations to indemnify shall not exceed the amount of insurance coverage carried by the Licensee.
 - c. The Licensee shall use the Property only in full accordance and compliance with all applicable laws, regulations and ordinances, and to otherwise use the Property in a safe and reasonable manner at all times.

		Portsmouth Parking Demand				ITE Parking Demand				Occupancy Rates Portsmouth		Occupancy Rates ITE	
Existing Use	GFA	Code	Parking (per GFA)	Calc	Space	Code	Parking (per GFA)	Calc	Space	Daytime	Evening	Daytime	Evening
909 Islington Street													
Suite #1 – WSCA Radio Station	2,130	5.50	1000	2.1	3	Portsmouth	-	2.1	3	1	3	1	2
Suite #2 – Future Business / Vacant	2,127	5.10-5.30	350	6.1	7	712	1.85	3.9	4	6	1	4	1
Suite #3 – Future Business / Vacant	2,116	5.10-5.30	350	6.0	7	712	1.85	3.9	4	6	1	4	1
Suite #5 – Minutemen Painters, LLC	1,893	7.20-7.40	400	4.7	5	180	1.76	3.3	4	3	5	0	0
Suite #6 – Ross Engineering	1,245	5.10-5.30	350	3.6	4	712	1.85	2.3	3	4	1	2	0
Suite #8 – E Clips Salon	2,208	7.20-7.40	400	5.5	6	Portsmouth		5.5	6	3	5	3	5
Suite #10 – Future Business / Vacant	4,049	5.10-5.30	350	11.6	12	712	1.85	7.5	8	12	2	7	1
Suite #12 – Loaded Question Brewery	2,329	9.10-9.50	100	23.3	24	932	8.97	20.9	21	16	24	21	19
Suite #13 – Future Business / Vacant	2,860	5.10-5.30	350	8.2	9	712	1.85	5.3	6	8	2	5	1
Suite #14 – Dow’s Automotive Repair	4,452	11.20	2 + 1 per 400	13.1	14	943	1.79	8.0	8	8	3	8	2
Suite #15 – Louie's Restaurant	3,074	9.10-9.50	100	30.7	31	931	16.18	49.7	50	22	31	25	50
959 Islington Street													
Unit #1 – West End Theatre *47 Seats	47	3.50	0.4	18.8	19	441	0.25	11.8	12	8	19	9	12
Unit #2 – Photography Studio	2,859	5.50	1000	2.9	3	920	3.01	8.6	9	2	1	8	9
Unit #3 – Architect Office	1,966	5.10-5.30	350	5.6	6	712	1.85	3.6	4	6	1	4	1
Total					150				142	103	99	101	104

ITE Shared Parking %		
Code	8am-5pm	6pm-Midnight
180	100	0
441	75	100
712	100	16
920	92	100
931	50	100
932	100	91
943	100	23

Portsmouth Shared Parking Occupancy Rates

909 Islington	
Commercial Total Square Feet	33,355
Parking Spaces	98
Ratio	340
145 Brewery Lane	
Commercial Total Square Feet	36,051
Parking Spaces	103
Ratio	350

(A) Land Use	Weekday	
	(B) Daytime (8:00 AM–5:00 PM)	(C) Evening (6:00 PM–Midnight)
Residential	60%	100%
Office/ Industrial	100%	20%
Retail/Service	60%	90%
Hotel/Motel	70%	100%
Restaurant	70%	100%
Entertainment	40%	100%
Conference/ Convention	100%	100%
Place of Worship*	10%	5%
Other Institutional	100%	20%

APPROVED

EJC Parking & Use Review - November 3, 2015

	Parking Calculations Proposed as Minor Amendment for Administrative Approval 2015			
Building and Use	Commercial SF	Residential Units	Parking Needed for Use	Parking Spaces Required
Wholesale/Commercial	2500		4.0	10.0
Office	2500		4.0	10.0
Business/Office	9500		4.0	38.0
Commercial/Retail	0		2.50	0.0
Restaurant/Lounge	2957		13.33	39.4
Restaurant (Kitchens)	2542		1.50	3.8
Business/Office	14852		4.0	59.4
Photography Studio	1200		4.0	4.8
Retail	0		2.50	0.0
Commercial Total SF	36051			
Residential		68	1.50	102.0
				267.4
A factor of 90% was applied				241
Variance allowing 205 Spaces where 245 are required 8/20/96				205

Residential Parking (1.5/Unit):	102
Commercial Parking:	103

Land Use: 180 Specialty Trade Contractor

Description

A specialty trade contractor is a business primarily involved in providing contract repairs and services to meet industrial or residential needs. This land use includes businesses that provide the following services: plumbing, heating and cooling, machine repair, electrical and mechanical repair, industrial supply, roofing, locksmith, weed and pest control, and cleaning. Small office building (Land Use 712) is a related use.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 18 general urban/suburban study sites.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00-4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	5
7:00 a.m.	39
8:00 a.m.	83
9:00 a.m.	97
10:00 a.m.	99
11:00 a.m.	100
12:00 p.m.	91
1:00 p.m.	94
2:00 p.m.	90
3:00 p.m.	92
4:00 p.m.	88
5:00 p.m.	64
6:00 p.m.	—
7:00 p.m.	—
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

Additional Data

The average parking supply ratio for the two study sites with parking supply information is 2.1 spaces per 1,000 square feet GFA. The average peak parking occupancy at these two sites is 62 percent.

The sites were surveyed in the 2010s in Texas.

Source Numbers

570, 571

Specialty Trade Contractor (180)

Peak Period Parking Demand vs: **1000 Sq. Ft. GFA**

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

Setting/Location: **General Urban/Suburban**

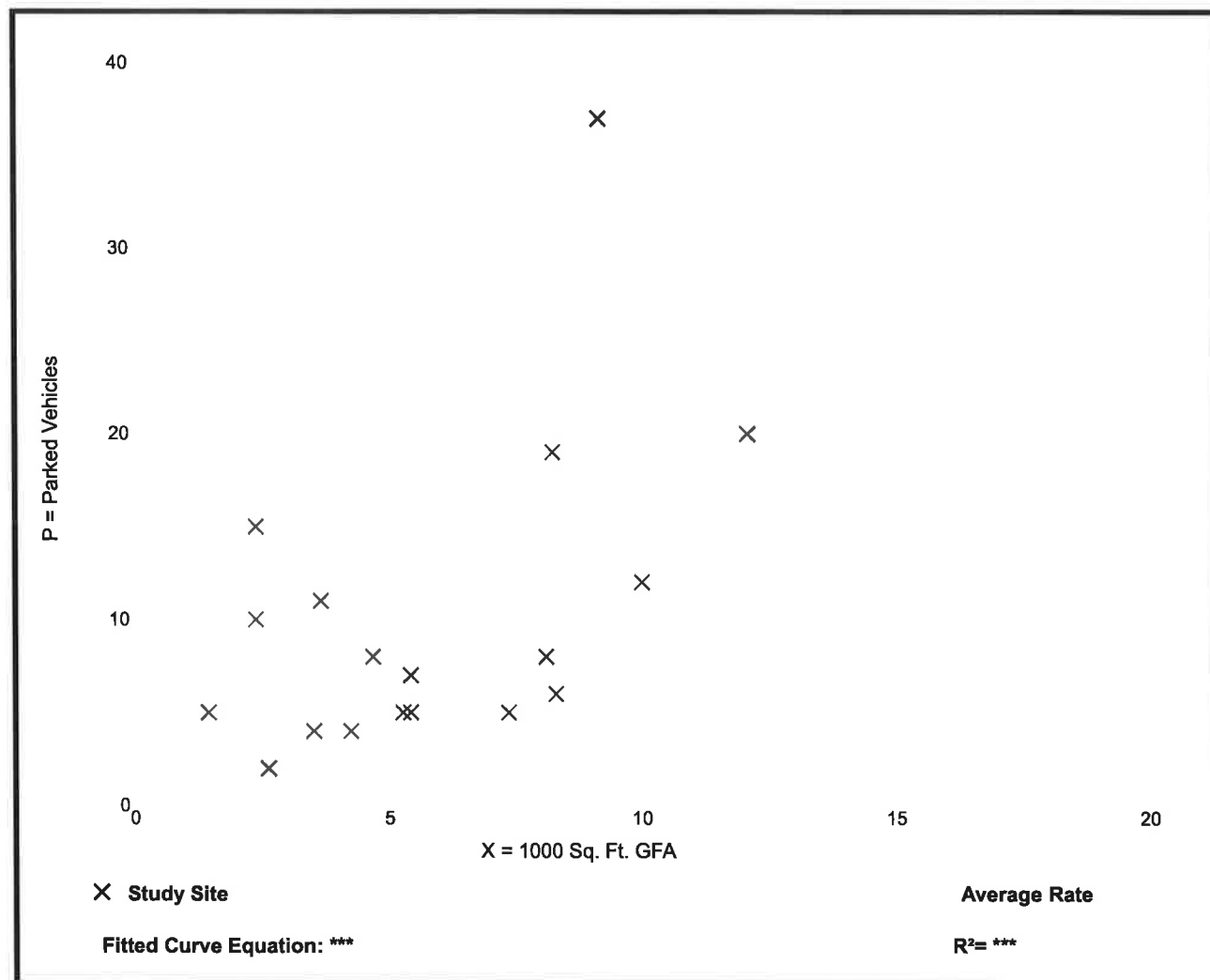
Number of Studies: **18**

Avg. 1000 Sq. Ft. GFA: **5.7**

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.76	0.68 - 6.25	0.96 / 4.06	***	1.29 (73%)

Data Plot and Equation



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

Land Use: 441 Live Theater

Description

A live theater is an enclosed building or open-air setting at which live performances (e.g., plays, music, comedy) are presented. The facility includes a stage, backstage area, dressing rooms, seats for the audience, and a lobby area.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at four study sites in a rural setting.

Hour Beginning	Percent of Peak Parking Demand
	Weekday
12:00–4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	—
7:00 a.m.	2
8:00 a.m.	6
9:00 a.m.	8
10:00 a.m.	9
11:00 a.m.	12
12:00 p.m.	17
1:00 p.m.	22
2:00 p.m.	25
3:00 p.m.	50
4:00 p.m.	55
5:00 p.m.	75
6:00 p.m.	51
7:00 p.m.	70
8:00 p.m.	99
9:00 p.m.	100
10:00 p.m.	55
11:00 p.m.	—

Additional Data

A data plot with the number of attendees as the independent variable is used for this land use. The number of seats is not used because of the wide variation in seat occupancy. At three of the study sites, about half of the seats were occupied. For the fourth site, nearly all seats were occupied.

The average parking supply ratio for the four study sites with parking supply information is 0.5 spaces per attendee. The average peak parking occupancy at these four sites is 77 percent.

The sites were surveyed in the 1990s in Tennessee.

Source Number

245

Live Theater (441)

Peak Period Parking Demand vs: Seats

On a: Weekday (Monday - Friday)

Setting/Location: Rural

Number of Studies: 4

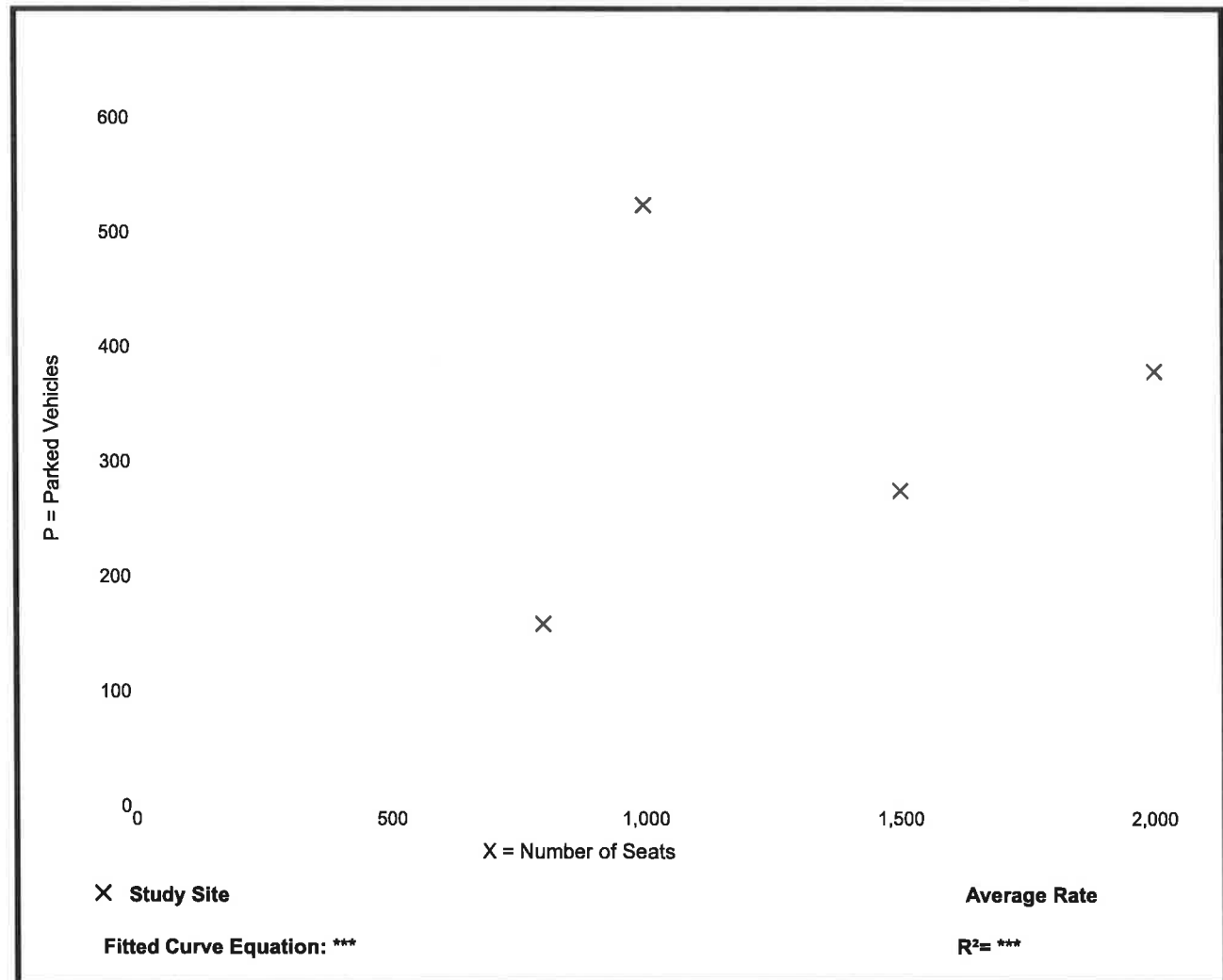
Avg. Num. of Seats: 1325

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.25	0.18 - 0.52	0.19 / 0.52	***	0.15 (60%)

Data Plot and Equation

Caution – Small Sample Size



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

Land Use: 712 Small Office Building

Description

A small office building is the same as a general office building (Land Use 710) but with less than or equal to 10,000 square feet of gross floor area. The building is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted. Specialty trade contractor (Land Use 180) is a related use.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 18 study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	—
7:00 a.m.	—
8:00 a.m.	22
9:00 a.m.	66
10:00 a.m.	89
11:00 a.m.	100
12:00 p.m.	87
1:00 p.m.	77
2:00 p.m.	79
3:00 p.m.	84
4:00 p.m.	84
5:00 p.m.	71
6:00 p.m.	16
7:00 p.m.	—
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

Additional Data

For the 23 study sites with parking supply information and located in a general urban/suburban setting, the average parking supply ratio is 4.2 spaces per 1,000 square feet GFA. At these sites, the average peak parking occupancy is 45 percent.

The sites were surveyed in the 1990s, the 2010s, and the 2020s in California, Maine, Michigan, Pennsylvania, Texas, and Washington.

Source Numbers

217, 527, 571, 572, 607, 620, 633, 634

Small Office Building (712)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

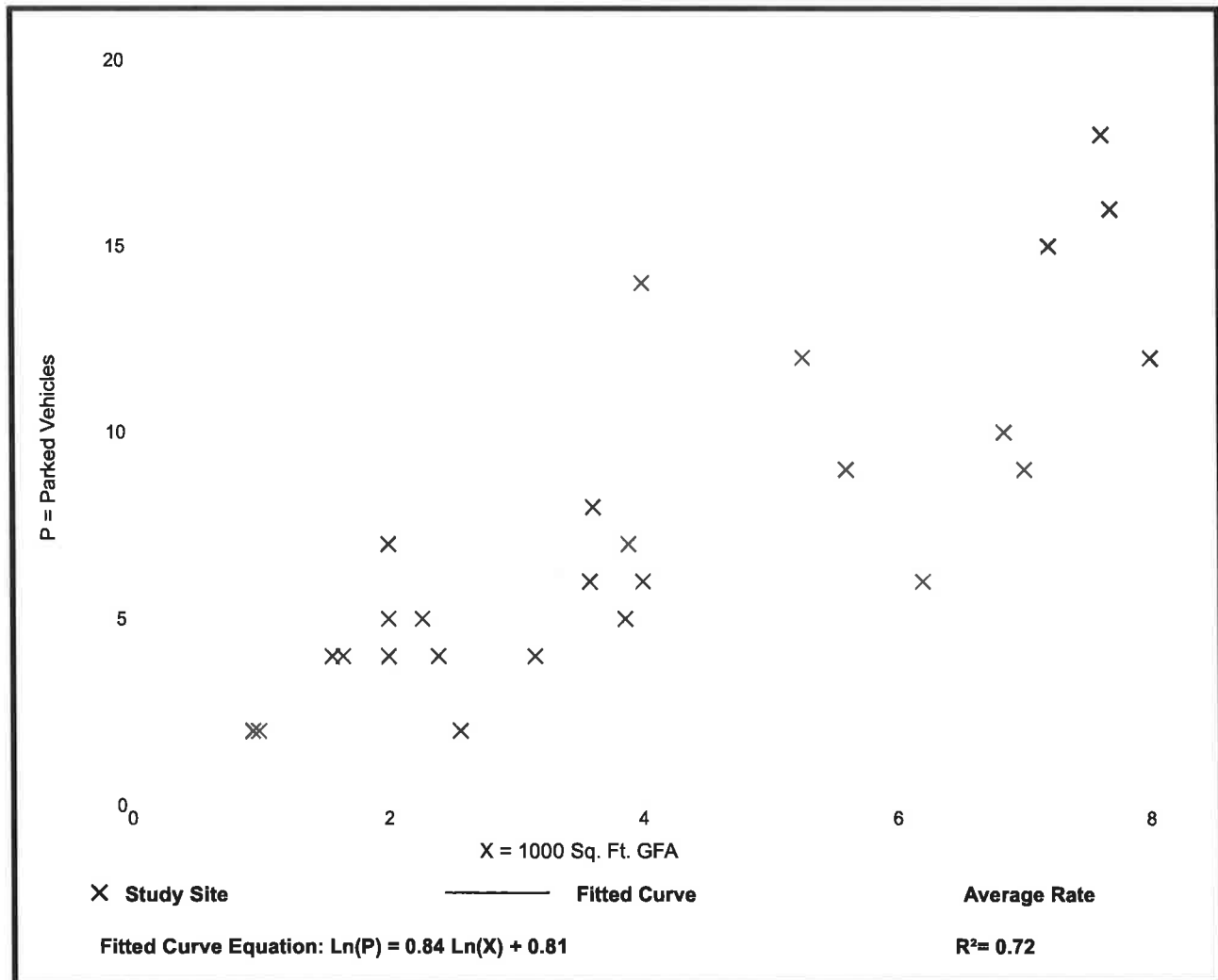
Number of Studies: 26

Avg. 1000 Sq. Ft. GFA: 4.0

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.85	0.78 - 3.50	1.60 / 2.50	1.61 - 2.09	0.62 (34%)

Data Plot and Equation



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

Land Use: 920 Copy, Print, and Express Ship Store

Description

A copy, print, and express ship store is a facility that offers a variety of copying, printing, binding, and shipping services. Retail sales of a limited range of office-related items including packing and shipping supplies are also commonly available. Technology services, such as computer rental and wireless Internet may also be provided. A copy, print, and express ship store typically maintains long store hours 7 days a week. Some stores may be open 24 hours per day.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at one study site in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	–
5:00 a.m.	–
6:00 a.m.	–
7:00 a.m.	31
8:00 a.m.	62
9:00 a.m.	62
10:00 a.m.	77
11:00 a.m.	69
12:00 p.m.	77
1:00 p.m.	85
2:00 p.m.	77
3:00 p.m.	92
4:00 p.m.	62
5:00 p.m.	46
6:00 p.m.	100
7:00 p.m.	–
8:00 p.m.	–
9:00 p.m.	–
10:00 p.m.	–
11:00 p.m.	–

Additional Data

The parking supply ratio for the one study site in a general urban/suburban setting with parking supply information is 8.1 spaces per 1,000 square feet GFA. The average peak parking occupancy at the site is 37 percent.

The site was surveyed in the 2000s in Texas.

Source Number

408

Copy, Print, and Express Ship Store (920)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 1

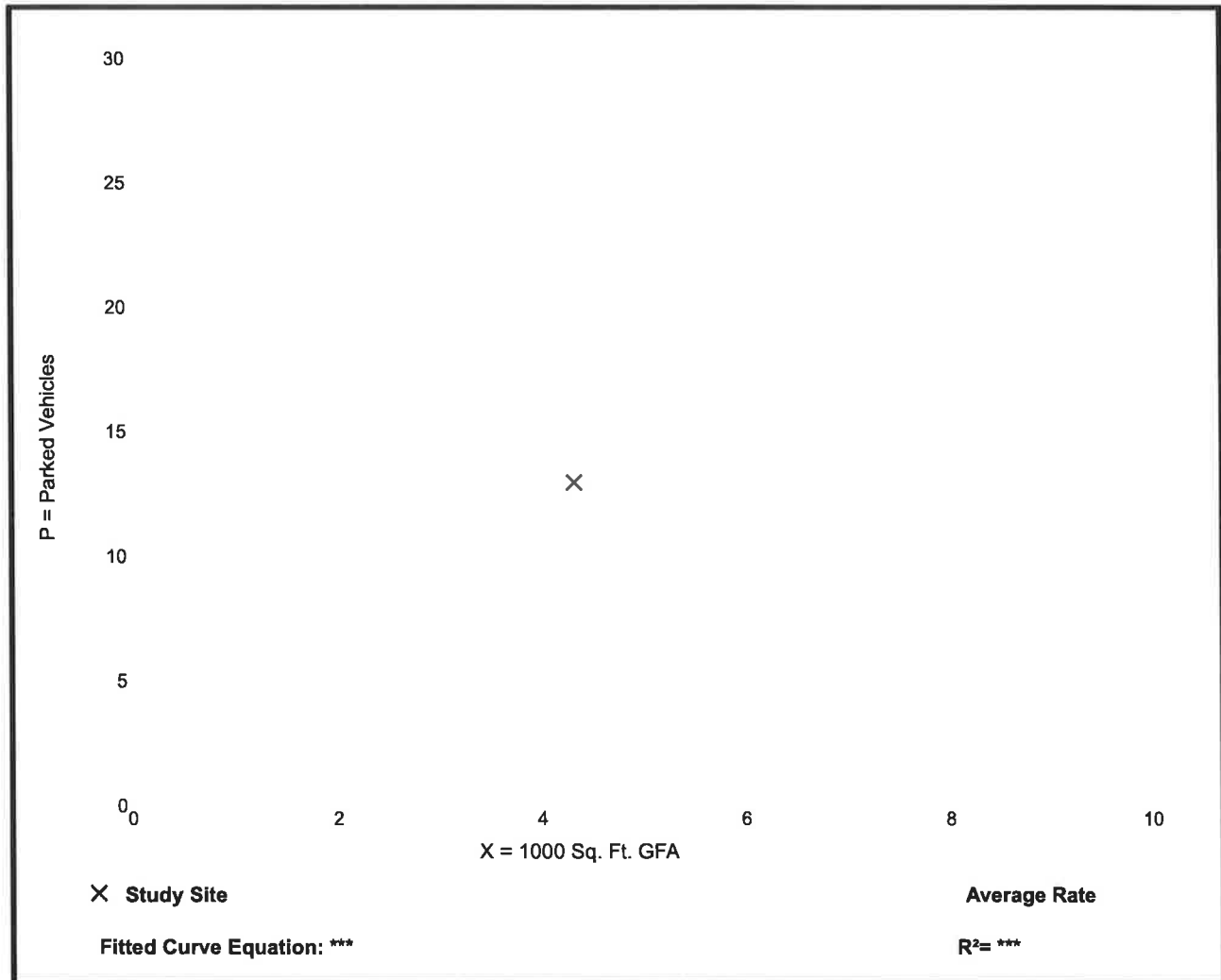
Avg. 1000 Sq. Ft. GFA: 4.3

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
3.01	3.01 - 3.01	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

Land Use: 931 Fine Dining Restaurant

Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand for three study sites in a general urban/suburban setting on a Monday-through-Thursday, a Friday, a Saturday, and a Sunday.

Hour Beginning	Percent of Peak Parking Demand			
	Monday through Thursday	Friday	Saturday	Sunday
12:00–4:00 a.m.	–	–	–	–
5:00 a.m.	–	–	–	–
6:00 a.m.	–	–	–	–
7:00 a.m.	–	–	–	–
8:00 a.m.	–	–	–	–
9:00 a.m.	–	–	–	–
10:00 a.m.	–	–	–	–
11:00 a.m.	17	13	20	21
12:00 p.m.	39	38	40	47
1:00 p.m.	53	43	62	69
2:00 p.m.	47	39	69	75
3:00 p.m.	35	32	49	76
4:00 p.m.	41	33	66	74
5:00 p.m.	50	41	79	69
6:00 p.m.	70	78	85	88
7:00 p.m.	94	95	99	100
8:00 p.m.	100	100	99	88
9:00 p.m.	87	88	100	71
10:00 p.m.	57	64	88	35
11:00 p.m.	–	–	–	–

Additional Data

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may have a more direct relationship to site-generated parking demand than GFA.

The average parking supply ratio for the seven study sites in a general urban/suburban setting and with parking supply information is 22 spaces per 1,000 square feet GFA. The average peak parking occupancy at these sites is 78 percent. The average parking supply ratio for the five study sites in a dense multi-use urban setting and with parking supply information is 12 spaces per 1,000 square feet GFA. The average peak parking occupancy at these sites is 100 percent.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Illinois, Indiana, Maine, New Jersey, Oregon, and Pennsylvania.

Source Numbers

168, 274, 418, 431, 531, 606, 619

Fine Dining Restaurant (931)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Thursday)

Setting/Location: General Urban/Suburban

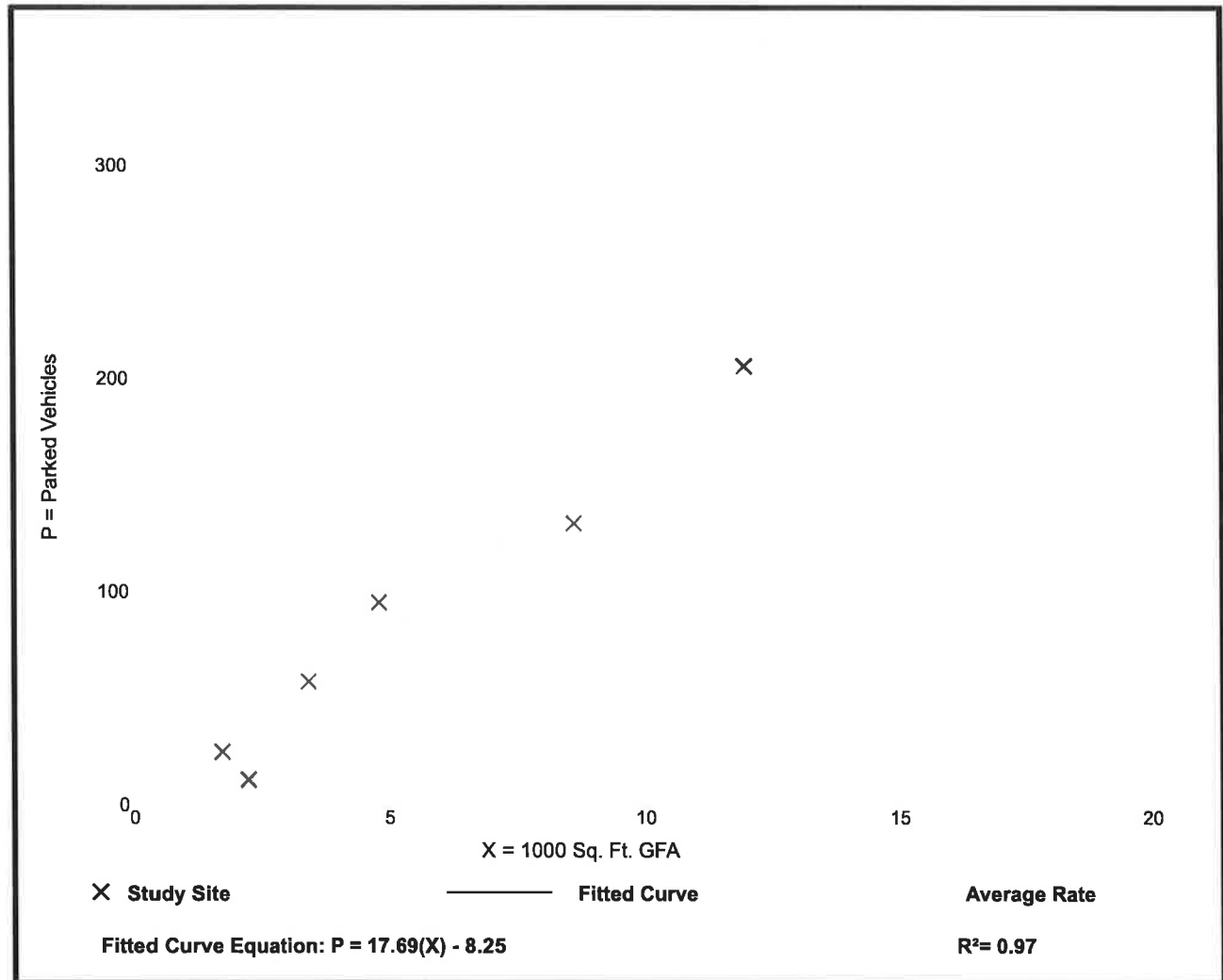
Number of Studies: 6

Avg. 1000 Sq. Ft. GFA: 5.4

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
16.18	5.46 - 19.79	15.03 / 19.66	***	3.53 (22%)

Data Plot and Equation



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

Land Use: 932 High-Turnover (Sit-Down) Restaurant

Description

A high-turnover (sit-down) restaurant is full-service eating establishment with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal. Some facilities offer carry-out for a small proportion of their customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

Land Use Subcategory

Data are separated into two subcategories for this land use:

- Restaurants that serve breakfast
- Restaurants that do not serve breakfast

The “serves breakfast” subcategory includes restaurants that serve customers during breakfast, lunch, and dinner; during breakfast and lunch; and during breakfast only. The “does not serve breakfast” subcategory includes restaurants that serve customers during lunch and dinner, during dinner only, and during lunch only.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (Monday–Thursday) at restaurants that serve breakfast, lunch, and dinner (10 study sites) and at restaurants that serve only lunch and dinner (25 sites). The following table also presents a time-of-day distribution of parking demand on a Saturday at restaurants that serve breakfast, lunch, and dinner (nine study sites) and at restaurants that serve only lunch and dinner (six sites).

Hour Beginning	Percent of Monday–Thursday Peak Parking Demand		Percent of Saturday Peak Parking Demand	
	Serving Breakfast, Lunch, and Dinner	Serving Lunch and Dinner	Serving Breakfast, Lunch, and Dinner	Serving Lunch and Dinner
12:00–4:00 a.m.	–	–	–	–
5:00 a.m.	–	–	–	–
6:00 a.m.	–	–	–	–
7:00 a.m.	–	–	–	–
8:00 a.m.	64	–	55	–
9:00 a.m.	74	–	76	–
10:00 a.m.	82	–	91	–
11:00 a.m.	89	28	100	33
12:00 p.m.	100	96	97	56
1:00 p.m.	86	100	91	69
2:00 p.m.	57	51	73	58
3:00 p.m.	44	37	51	49
4:00 p.m.	39	34	43	63
5:00 p.m.	62	56	57	77
6:00 p.m.	73	87	66	100
7:00 p.m.	95	91	80	100
8:00 p.m.	76	73	62	85
9:00 p.m.	–	–	–	55
10:00 p.m.	–	–	–	35
11:00 p.m.	–	–	–	–

Additional Data

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may have a more direct relationship to site-generated parking demand than GFA.

The average parking supply ratio for the 55 study sites with parking supply information in a general urban/suburban setting is 16 spaces per 1,000 square feet GFA. The average parking supply ratio for the five study sites with parking supply information in a dense multi-use urban setting is 11 spaces per 1,000 square feet GFA. The average peak parking occupancy is 74 percent at the general urban/suburban sites and 88 percent at the dense multi-use urban sites.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, British Columbia (CAN), California, Florida, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

168, 218, 274, 276, 299, 527, 531, 556, 557, 567, 568, 618, 619, 620, 622, 626, 628, 637

High-Turnover (Sit Down) Restaurant - Does Not Serve Breakfast (932)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Thursday)

Setting/Location: General Urban/Suburban

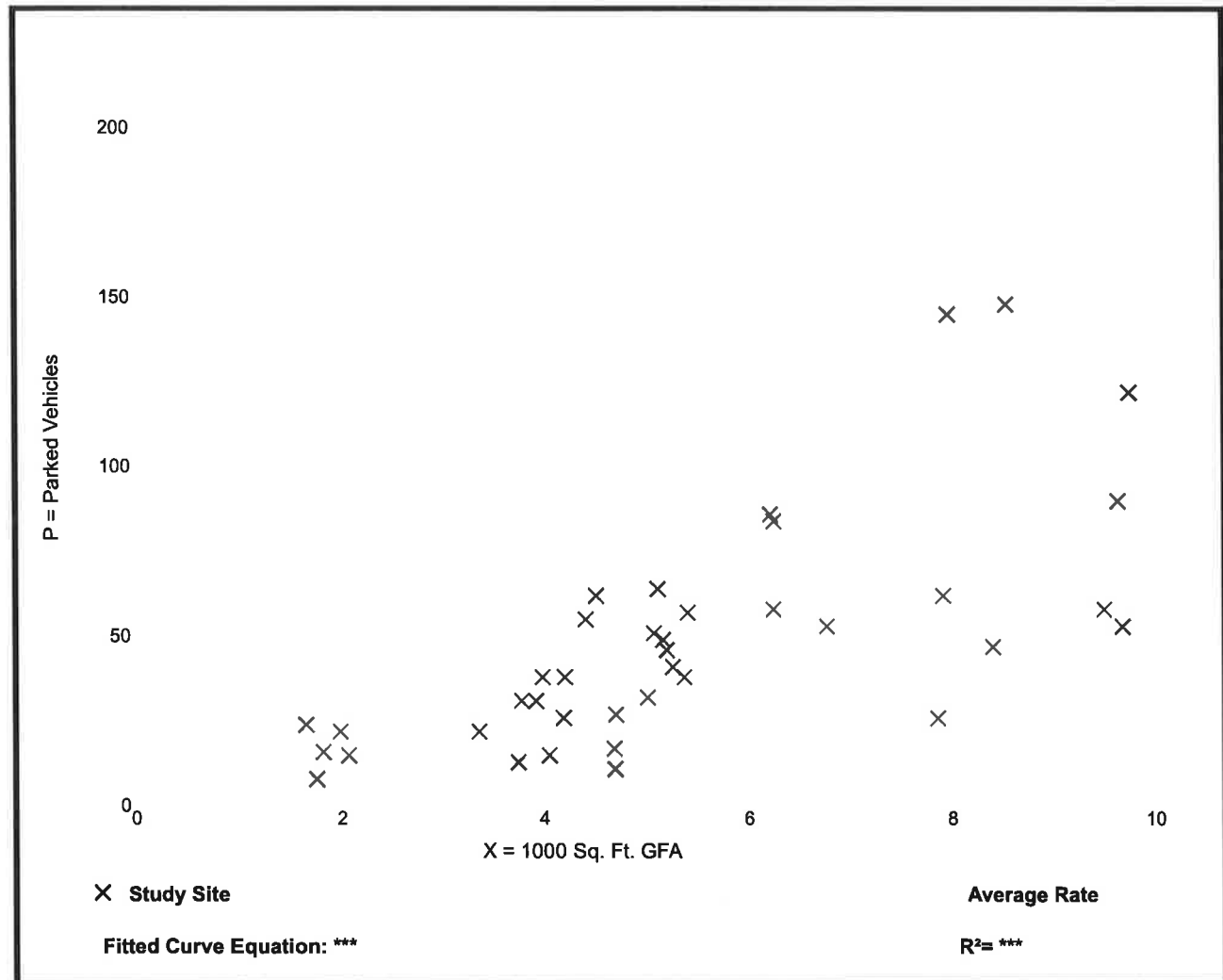
Number of Studies: 39

Avg. 1000 Sq. Ft. GFA: 5.3

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
8.97	2.35 - 18.20	6.66 / 13.44	7.71 - 10.23	4.03 (45%)

Data Plot and Equation



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

Land Use: 943 Automobile Parts and Service Center

Description

An automobile parts and service center sells automobile parts for do-it-yourself maintenance and repair, to retailers, and to repair facilities. An automobile parts and service center also provides a full array of on-site services for motor vehicles. A center typically has centralized cashiering and maintains long hours 7 days a week. Automobile Parts Sales (Land Use 843) and Tire Store (Land Use 848) are related uses.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 25 study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	–
5:00 a.m.	–
6:00 a.m.	–
7:00 a.m.	–
8:00 a.m.	45
9:00 a.m.	84
10:00 a.m.	97
11:00 a.m.	100
12:00 p.m.	87
1:00 p.m.	81
2:00 p.m.	87
3:00 p.m.	91
4:00 p.m.	86
5:00 p.m.	71
6:00 p.m.	23
7:00 p.m.	–
8:00 p.m.	–
9:00 p.m.	–
10:00 p.m.	–
11:00 p.m.	–

Additional Data

The sites were surveyed in the 2010s in Texas.

Source Numbers

568, 569, 570

Automobile Parts and Service Center (943)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

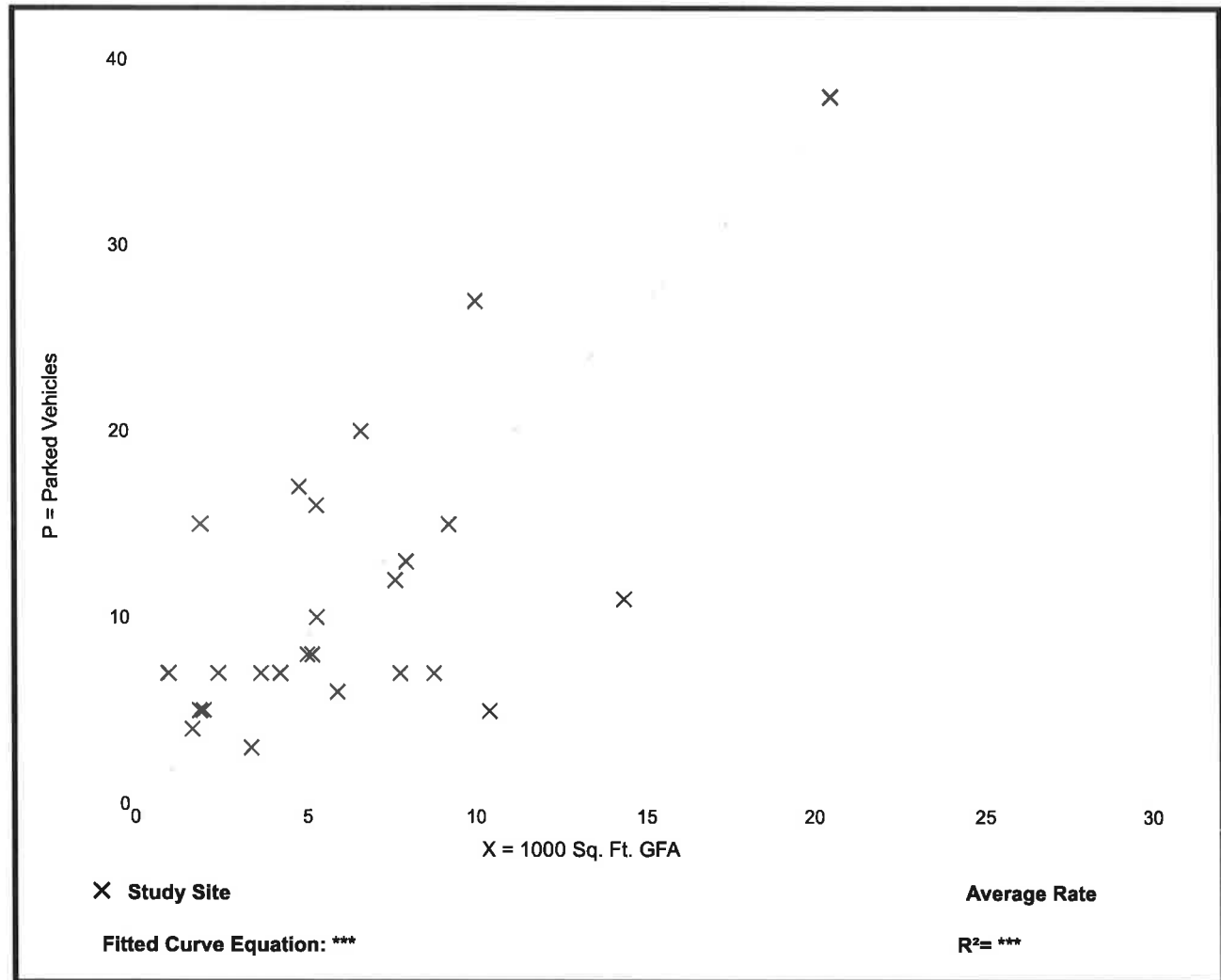
Number of Studies: 25

Avg. 1000 Sq. Ft. GFA: 6.2

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.79	0.48 - 7.89	1.59 / 3.08	1.34 - 2.24	1.16 (65%)

Data Plot and Equation



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

Tenant will be occupying Suite 15

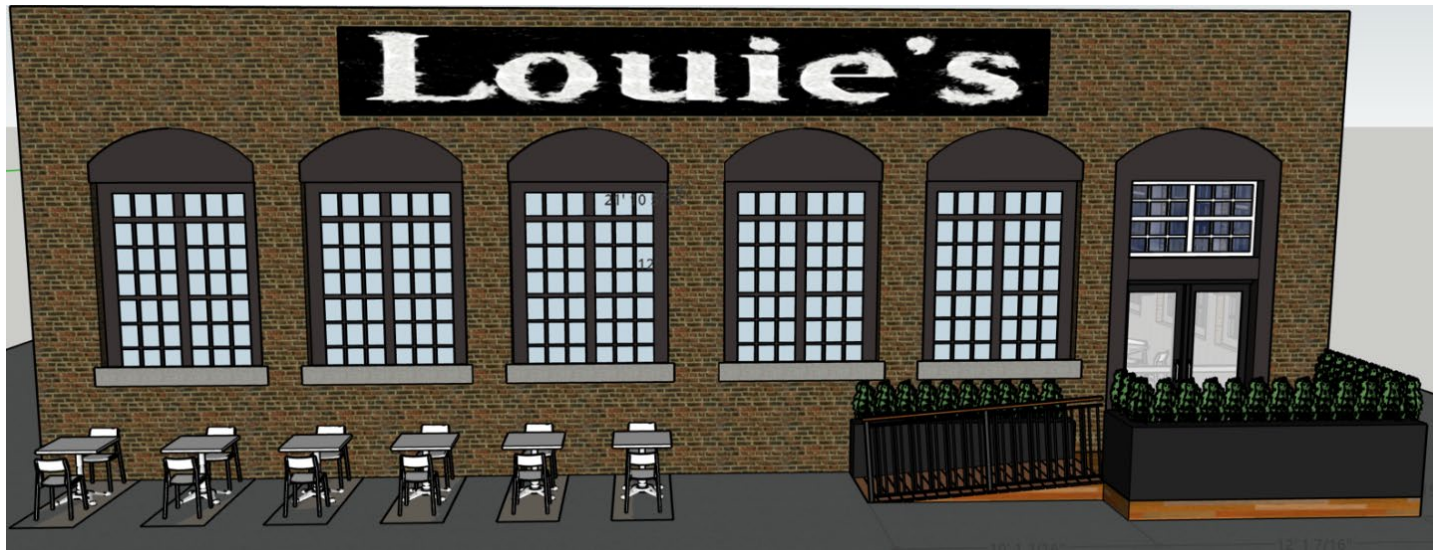
Existing Exterior Elevations





Proposed Exterior Elevation





Existing Interior of Suite 15





Proposed Interior Floor Plan / Renderings



LOUIE'S RESTAURANT

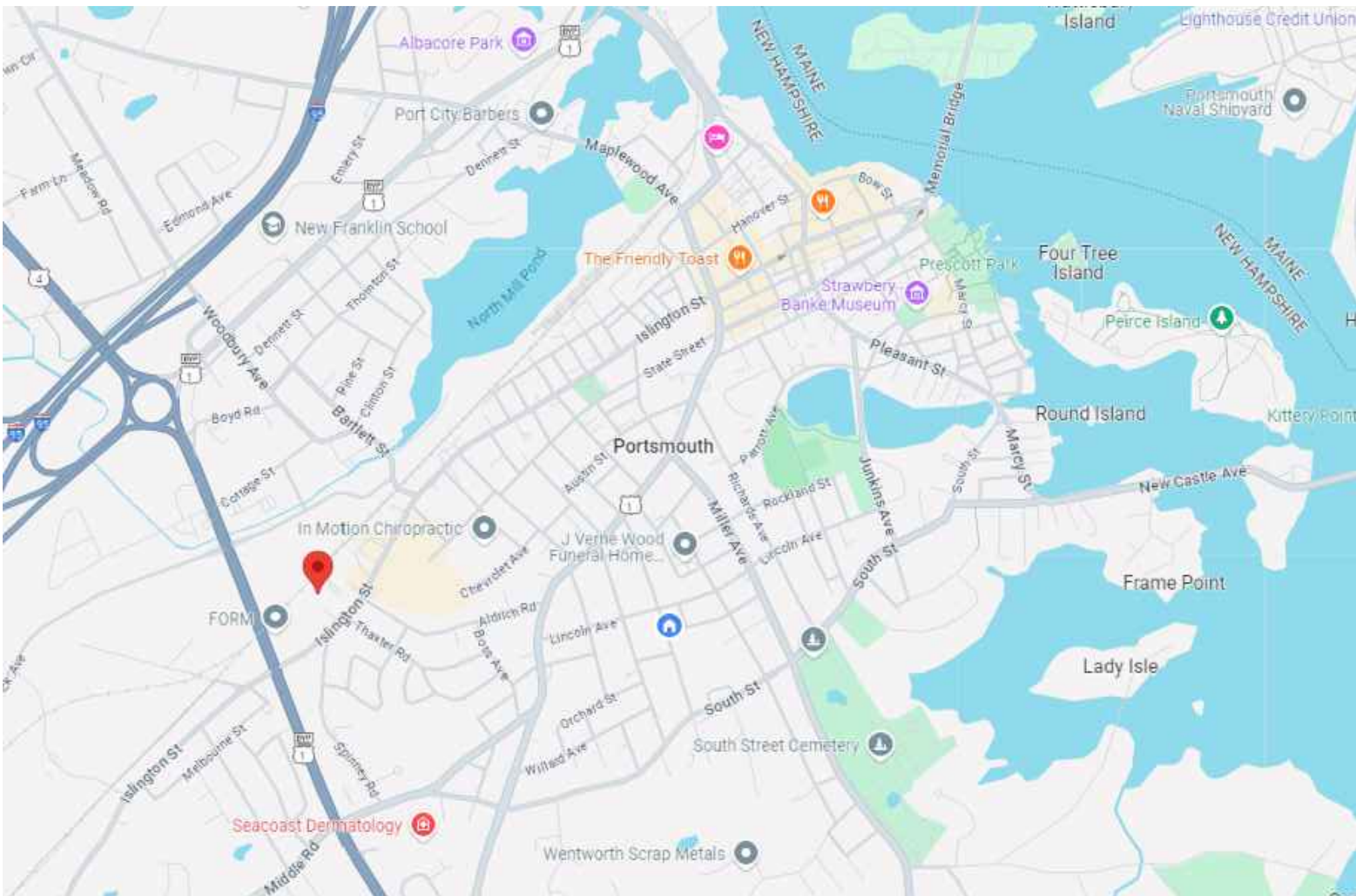
INTERIOR TENANT FIT-OUT

909 ISLINGTON STREET - SUITE #13
PORTSMOUTH, NH 03801

ABBREVIATIONS

#	NUMBER	J	JAMB
&	AND	JAN	JANITOR
@	AT	LAM	LAMINATE
+/-	PLUS OR MINUS	LAV	LAVATORY
AB	ANCHOR BOLT	LOC	LOCATION
ACT	ACOUSTIC TILE	LP	LOW POINT
AFF	ABOVE FINISH FLOOR	MACH	MACHINE
ALUM	ALUMINUM	MAS	MASONRY
APPROX	APPROXIMATE	MAX	MAXIMUM
BD	BOARD	MECH	MECHANICAL
BLDG	BUILDING	MET	METAL
BLKG	BLOCKING	MISC	MISCELLANEOUS
CH	CEILING HEIGHT	MFR	MANUFACTURER
CJ	CONTROL JOINT	MIN	MINIMUM
CLG	CEILING	MTG	MOUNTING
CMU	CONCRETE MASONRY UNIT	NO	NUMBER
CONC	CONCRETE	NPS	NOMINAL PIPE SIZE
CONST	CONSTRUCTION	NIC	NOT IN CONTRACT
CONT	CONTINUOUS	OC	ON CENTER
DBL	DOUBLE	OPP	OPPOSITE
DIA	DIAMETER	OH	OVERHEAD DOOR
DIM	DIMENSION	PLAS	PLASTIC
DN	DOWN	PT	PRESSURE TREATED
DWGS	DRAWINGS	RO	ROUGH OPENING
EA	EACH	REQD	REQUIRED
ELEV(S)	ELEVATION(S)	RM	ROOM
EL	ELEVATOR	S	SILL
ELECT	ELECTRICAL	SCH	SCHEDULE
EQ	EQUAL	SIM	SIMILAR
ETC	ETCETERA	SP	SPACE
EXIST	EXISTING	SQ	SQUARE
EXPAN	EXPANSION	SS	STAINLESS STEEL
EXT	EXTERIOR	SPEC	SPECIFICATIONS
FTE	FINISH FLOOR ELEVATION	STL	STEEL
FIBGL	FIBERGLASS	TO	TOP OF
FIN	FINISH	TOM	TOP OF MASONRY
FND	FOUNDATION	TOS	TOP OF STEEL
FT	FOOT/FEET	TYP	TYPICAL
GALV	GALVANIZED	UL	UNDERWRITERS LABORATORY
GWB	GYPSPUM WALLBOARD	UH	UNIT HEATER
H	HIGH	UTL	UTILITY
HD	HAND	VS	VAPOR BARRIER
H.D.	HOT DIPPED	VF	VERIFY IN FIELD
HDRM	HEADROOM	W	WITH
HM	HOLLOW METAL	WH	WINDOW HEAD
HORIZ	HORIZONTAL	WJ	WINDOW JAMB
HP	HIGH POINT	WP	WORK POINT
HT	HEIGHT	WS	WINDOW SILL
HVAC	HEATING VENTILATING AND AIR CONDITIONING	WWF	WELED WIRE FABRIC
IA	INTAKE AIR		
INSUL	INSULATION		

LOCATION MAP



LOUIE'S RESTAURANT
909 ISLINGTON STREET - SUITE #13
PORTSMOUTH, NH 03801

GENERAL NOTES

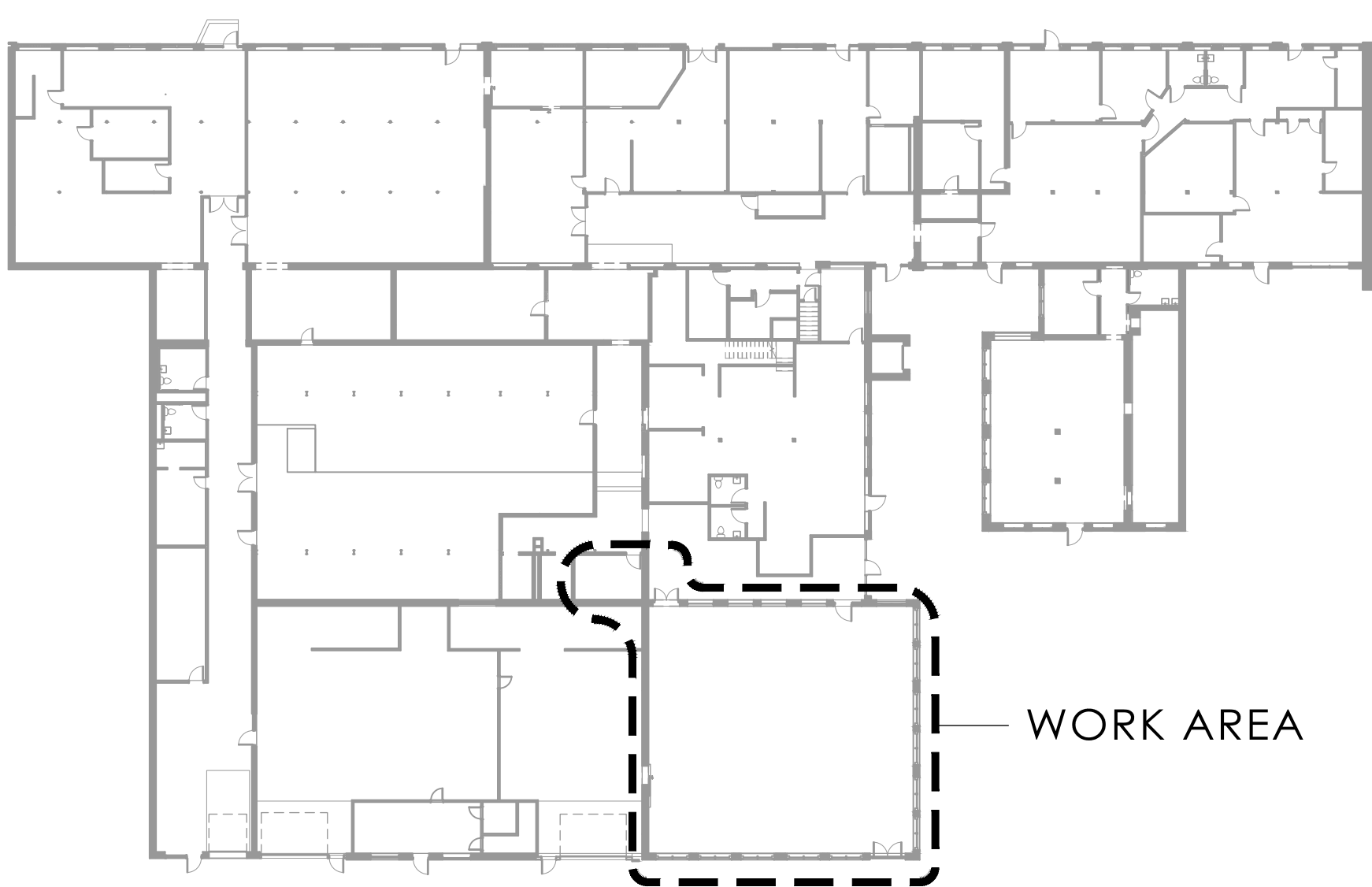
- IT IS THE RESPONSIBILITY OF ALL CONTRACTORS TO CAREFULLY EXAMINE ALL DRAWINGS, SPECIFICATIONS AND JOB CONDITIONS IN ORDER TO COORDINATE THEIR WORK WITH THAT OF THE OTHER TRADES, THROUGH THE GENERAL CONTRACTOR'S SUPERINTENDENT ON THE JOB, SO AS TO AVOID CONFLICT IN THE PLACING OF MATERIALS AND EQUIPMENT BY THE TRADES IN THE SPACES SHOWN.
- PATCH AND MATCH ALL EXISTING MATERIALS THAT ARE DAMAGED, DISTURBED, OR LEFT UNFINISHED CAUSED BY ANY PROCESS OF THE THE CONSTRUCTION UNDER THIS CONTRACT.
- CONTRACTORS TO VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO COMMENCING WORK UNDER THIS CONTRACT.
- PROVIDE SEALANT AT ALL JOINTS OF DISSIMILAR MATERIALS.
- ALL EXISTING ITEMS THAT ARE REMOVED AND WHICH ARE SALVAGEABLE ARE THE PROPERTY OF THE OWNER AND ARE TO BE TURNED OVER TO THE OWNER. ANY ITEMS NOT WANTED BY THE OWNER ARE TO BE REMOVED FROM THE SITE BY THE GENERAL CONTRACTOR.
- FURNISH AND INSTALL ALL TEMPORARY FENCES AS REQUIRED TO PROTECT THE PUBLIC, EXISTING BUILDING AND NEW WORK.
- ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE STATE, LOCAL, AND NATIONAL CODES, AND OSHA REQUIREMENTS.
- WHEREVER WALL ARE TO BE PAINTED IT SHALL INCLUDE ALL DOORS AND FRAMES, TRIM, PIPING, ETC. THAT ARE PART OF, OR ATTACHED TO THE WALLS. IN AREAS OF PATCHED WALLS, WALLS SHALL BE PAINTED FROM FLOOR TO CEILING AND TO THE NEAREST CORNER, THERE SHALL BE NO "PATCH PAINTING".
- COMPLIANCE WITH MECHANICAL, ELECTRICAL, PLUMBING AND FIRE PROTECTION CODE TO BE THE RESPONSIBILITY OF THE CONTRACTOR.

SYMBOLS

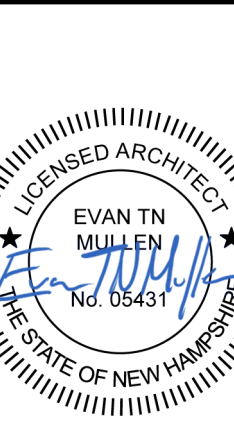
WINDOW TYPE	
DOOR NUMBER	
ROOM/SPACE NUMBER	
REVISION	
REVISION CLOUD	
EXTERIOR ELEVATION	
INTERIOR ELEVATION	
FLOOR ELEVATIONS /CENTER LINES	
BREAK LINE	
COLUMN GRIDS	
BUILDING SECTION	
PARTITION TYPE	
ENLARGED REFERENCE	
NOT INCLUDED IN SCOPE OF WORK	

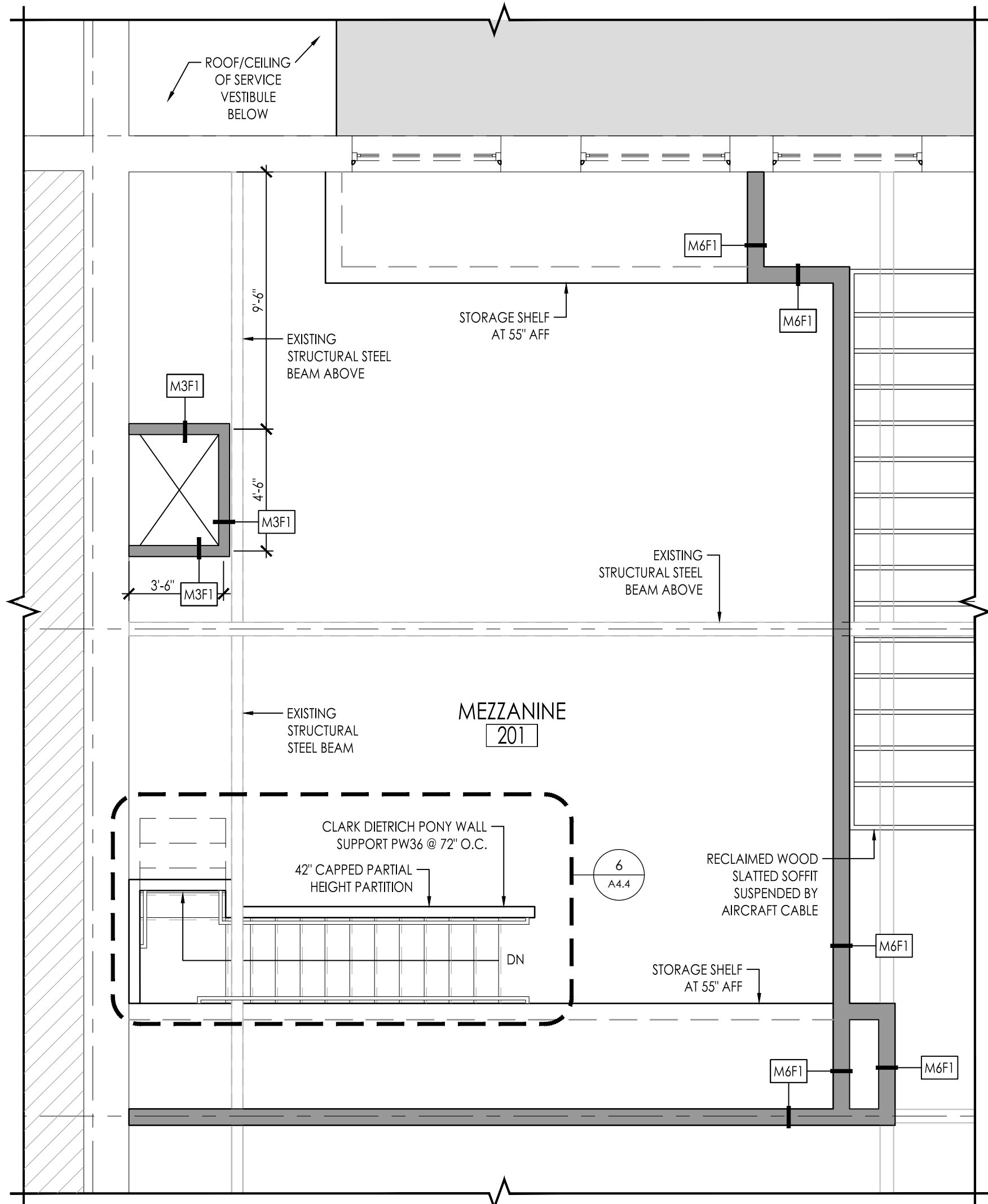
DRAWING LIST

COVER	
A0.1	PROJECT INFORMATION
LS1.1	LIFE SAFETY PLAN & CODE INFORMATION
AC1.1	ACCESSIBILITY DETAILS
ARCHITECTURAL	
D1.1	UNIT DEMOLITION FLOOR PLAN
A1.1	OVERALL UNIT FLOOR PLAN & MEZZANINE PLAN
A1.1A	OVERALL UNIT & MEZZANINE REFLECTED CEILING PLAN
A3.1	UNIT SECTIONS
A4.1	ENLARGED BAR/KITCHEN EQUIPMENT PLAN & SCHEDULE
A4.2	ENLARGED BAR/KITCHEN POWER LOCATIONS
A4.3	ENLARGED WINE ROOM & INTERIOR ELEVATIONS
A4.4	ENLARGED PLANS & ELEVATIONS OF STAIRS & RAMPS
A5.1	DETAILS, ENLARGED PLANS & ELEVATIONS OF STAIRS & RAMPS
A6.1	DOOR & INTERIOR FINISH SCHEDULE & WALL TYPES
F1.1	OVERALL UNIT FINISH PLAN

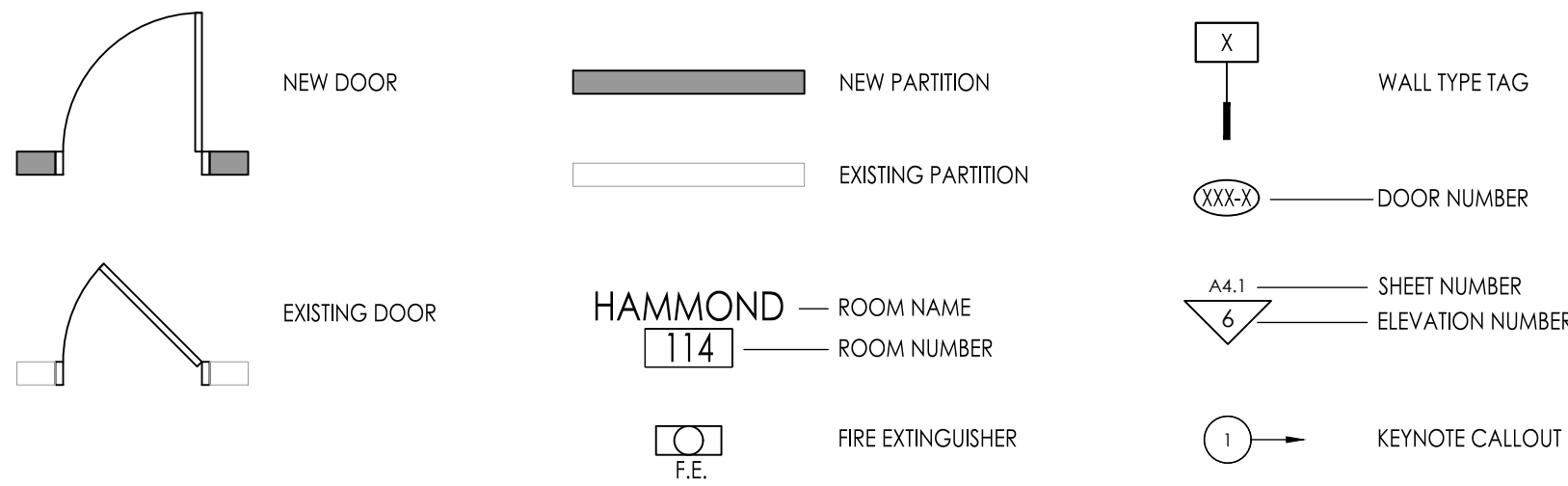


1 OVERALL BUILDING KEY PLAN
SCALE: 1/32" = 1'-0"

Owner		
Louie's Restaurant, LLC. 909 Islington Street - Suite #13 Portsmouth, NH 03801		
Architectural		
PORT ONE ARCHITECTS 959 Islington Street Portsmouth, NH 03801 603.436.8891 info@portonearchitects.com COPYRIGHT © 2024 BY PORT ONE ARCHITECTS, INC. NO RE-USE WITHOUT PERMISSION		
Interior Design		
Quill DESIGN Yarmouth, ME		
Contractor		
CHINBURG PROPERTIES DEVELOP • BUILD • MANAGE 3 Penstock Way Newmarket, NH 03857		
Seal		
		
REVISION HISTORY		
Rev. No.	Description	Date

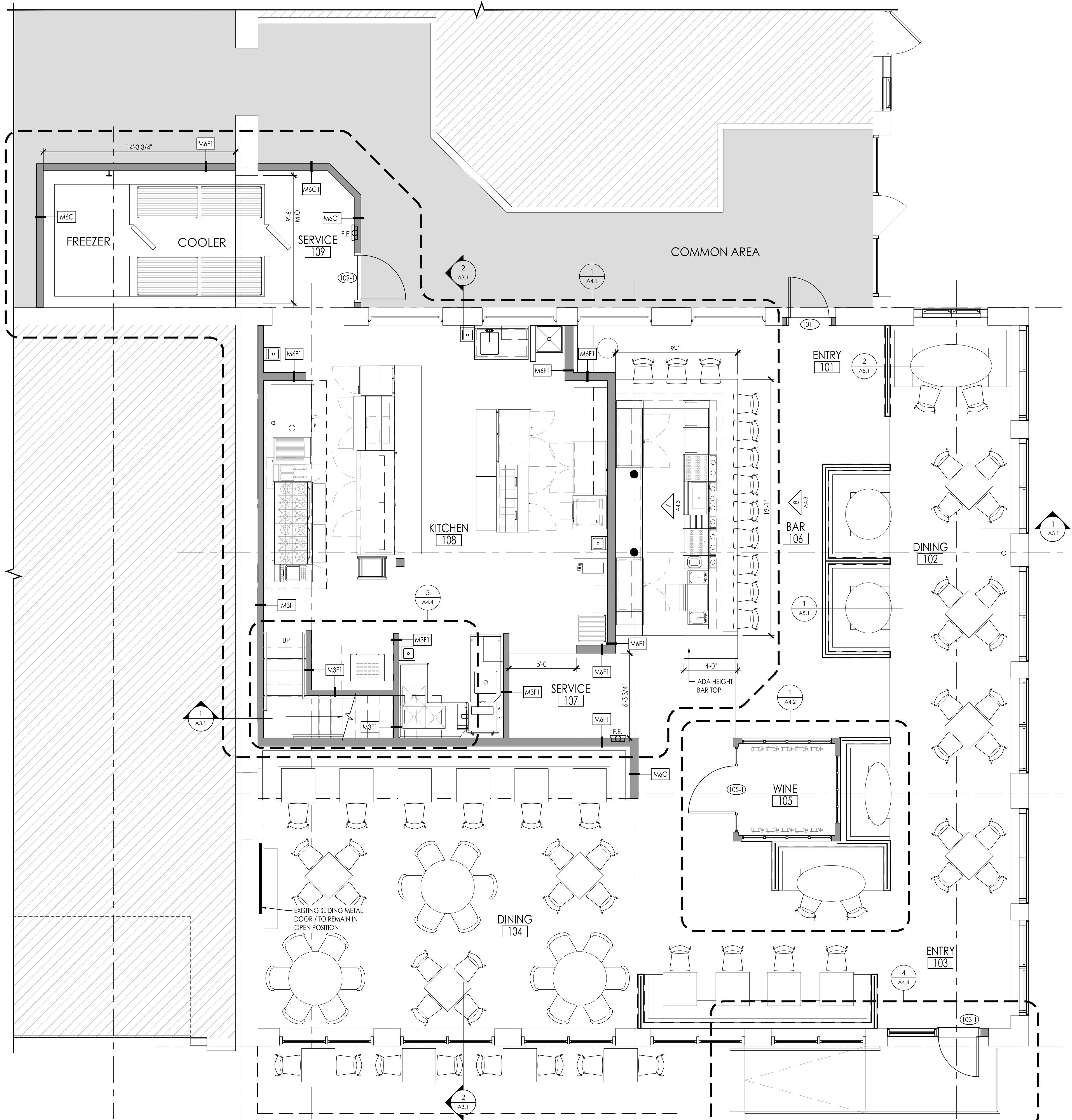


LEGEND:



GENERAL CONSTRUCTION NOTES:

- PRIME ALL SURFACES TO BE PAINTED AND PROVIDE TWO FINISH COATS LOW V.O.C. INTERIOR FINISH PAINT, COLOR AS SPECIFIED OR AS APPROVED BY OWNER.
- ALL INFILL OF DOORS/WALLS/OPENINGS SHOULD MATCH THE EXISTING CONSTRUCTION UNLESS NOTED OTHERWISE.
- EMERGENCY LIGHTING AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH NFPA 101, ALONG THE PATH OF EGRESS INCLUDING TO A PUBLIC WAY AT THE EXTERIOR OF THE BUILDING.
- EMERGENCY EGRESS PATH TO BE INDICATED WITH SIGNAGE IN ACCORDANCE WITH NFPA 101.
- ELECTRICAL REQUIREMENTS SHOWN CONCEPTUALLY AND SHOULD BE PROVIDED IN ACCORDANCE WITH APPLICABLE CODES.
- DIMENSIONS SHOWN ON PLANS INDICATE MEASUREMENT FROM CENTER OF STUD PARTITION UNLESS OTHERWISE NOTED AS CLEAR DIMENSION FROM FINISH FACE. NOTIFY THE ARCHITECT OF VARIANCES FROM THE DIMENSIONS SHOWN.
- ALL EXPOSED GYPSUM BOARD EDGES TO HAVE METAL EDGE BEAD.
- CLEAN AND TEST MECHANICAL EQUIPMENT AND AIR HANDLERS. REPLACE FILTERS IN ALL AIR HANDLERS.
- CONTRACTORS TO VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO COMMENCING WORK UNDER THIS CONTRACT.
- PROVIDE BLOCKING FOR ALL MILLWORK, FIXED FURNITURE, AND A/V DEVICES. ALL CONCEALED LUMBER AND BLOCKING TO BE FIRE TREATED. COORDINATE BLOCKING REQUIREMENTS WITH FURNITURE INSTALLERS AS REQUIRED FOR OFFICE LAYOUTS.
- WHERE BLOCKING MODIFICATION IS REQUIRED TO EXISTING WALLS, CARRY ALLOWANCE TO PATCH, REPAIR, AND PAINT AS NECESSARY.
- ALL FLOOR AND WALL PENETRATION FOR PIPING SHALL BE FULLY SEALED IN ACCORDANCE WITH THE APPLICABLE BUILDING AND FIRE CODES.
- PROVIDE MOISTURE RESISTANT GYPSUM WALL BOARD [WET SIDE] IN LAVATORIES AND JANITORS CLOSET.
- THE CONTRACTOR SHALL SUPPLY AND INSTALL HAT SHELF AND CHROME HANG ROD IN ALL COAT CLOSETS. HAT SHELF SHALL BE BIRCH W/ CLEAR LACQUER FINISH.
- CONTRACTORS SHALL BE IN COMPLIANCE TO LANDLORD'S TENANT DESIGN MANUAL AND TENANT GC CONSTRUCTION RULES & REGULATIONS.
- REFERENCE TENANT GC CONSTRUCTION RULES & REGULATIONS FOR CITY OF NEWTON, UTILITIES, & REQUIRED VENDOR DIRECTORY.



1 OVERALL UNIT FLOOR PLAN
SCALE: 1/4" = 1'-0"

Owner

Louie's Restaurant, LLC.

909 Islington Street - Suite #13
Portsmouth, NH 03801

Architectural

PORT ONE ARCHITECTS

959 Islington Street
Portsmouth, NH 03801

603.436.8891
info@portonearchitects.com

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Interior Design

Quill
DESIGN

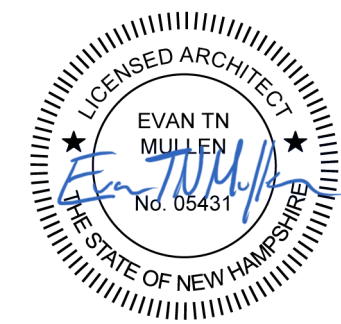
Yarmouth, ME

Contractor

CHINBURG
PROPERTIES
DEVELOP • BUILD • MANAGE

3 Penstock Way
Newmarket, NH 03857

Seal



REVISION HISTORY

Rev. No.	Description	Date

LOUIE'S
PORTSMOUTH, NH

INTERIOR ALTERATIONS
TENANT FIT-OUT

PERMIT DOCUMENTS

Project

Project No.
24-065

Date
NOV 22, 2024

Scale
As Noted

Drawn By: BG
Reviewed By: EM

Sheet Contents

OVERALL UNIT
FLOOR PLAN &
MEZZANINE PLAN

Sheet No.

A1.1



1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 172 AS LOT 7.

GOOSEFARE CROSSING, LLC
198 SACO AVENUE
OLD ORCHARD BEACH, ME 04064

THE WAVELET GROUP, LLC
431 MAIN STREET
SACO, ME 04072

3) THE PURPOSE OF PLAN IS TO SHOW EXISTING PARKING LAYOUTS FOR FUTURE DEVELOPMENT.

909 ISLINGTON STREET, LLC
909 ISLINGTON STREET
PORTSMOUTH, N.H.

0	ISSUED FOR COMMENT	1/8/25
NO.	DESCRIPTION	DATE
REVISIONS		

SCALE 1"=30' JANUARY 2025

OVERALL AERIAL
PLAN

C1

FB 332 & PG 57

5010220.1379



GRAPHIC SCALE

A graphic scale bar with two rows of markings. The top row is labeled with 30, 0, 50, 100, and 120. The bottom row is labeled with 10, 5, 0, 10, 20, 30, and 40. The unit 'FEET' is written above the top row and 'METER' is written below the bottom row. The bar is divided into segments of varying lengths, with a central zero point.

C:\Users\jamesr\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\F7J9GQVH\CAD_Files\1375 PARKING CONCEPTS.dwg, 1/9/2025 12:53:32 PM.

