

W-1725-4
July 19, 2019

Ms. Juliet Walker, AICP, Planning Director
City of Portsmouth Planning Department
1 Junkins Avenue
Portsmouth, New Hampshire 03801

Re: **Conditional Use Permit Request**
2454 Lafayette Road (Portsmouth Green)

Dear Juliet:

On behalf of 2422 Lafayette Road Associates, LLC, we are pleased to submit the following information relative to a request for a Conditional Use Permit (CUP) to provide less than the minimum number of off-street parking spaces for the above-referenced project:

- Twenty (22) copies of the Parking Demand Analysis dated July 18, 2019
- One (1) check in the amount of \$200 for the CUP application fee
- One (1) CD containing digital copies (PDF) of the submission package listed above

Portsmouth Green, formerly Southgate Plaza, (Project) has secured a new tenant, PINZ, that will occupy a portion of the vacant retail space that was formerly Big Lots. The retail space will be retrofitted for PINZ which is an indoor recreation use that includes a bowling alley, arcade, restaurant/bar and seasonal outdoor dining area. The change in use required two (2) Special Exceptions which were granted by the Zoning Board of Adjustment on June 18, 2019.

Due to the change in use for PINZ, the parking calculations need to be updated on the Site Plan based on the current Zoning Ordinance. The minimum parking required for the prior approval was based on a previous version of the Zoning Ordinance that included a minimum parking requirement for a Shopping Center Use. While Shopping Center is still a defined Use and is listed in the Table of Uses of the current Zoning Ordinance, the Ordinance no longer has a minimum parking requirement listed for a Shopping Center Use. As such, the minimum parking requirement must be calculated based on each individual commercial use on the property. With this approach the overall site would no longer meet the minimum off-street parking requirement.

Pursuant Section 10.1112.14, the applicant is respectfully requesting that a CUP be granted by the Planning Board to allow the Project to provide less than the minimum off-street parking spaces required by Section 10.1112.30 or Section 10.1112.61:

- Section 10.1112.141 – The enclosed Parking Demand Analysis has been provided as required by this section. The Parking Demand Analysis demonstrates the off-street parking provided by the Project is sufficient for its Uses.
- Section 10.1112.142 – This section indicates an application for a CUP shall identify permanent evidence-based measures to reduce parking demand. As described in the enclosed Parking Demand Analysis, the Project provides measures that promotes alternative modes of transportation such as walking, bicycling, and public transportation.

We trust the enclosed information is sufficient to support a Request for a CUP. We are hopeful to be placed on the August 15, 2019 Planning Board agenda. As per Section 10.1112.141



the City's Technical Advisory Committee (TAC) shall review the Parking Demand Analysis. We respectfully request to be referred to TAC in advance of the August 15th Planning Board meeting.

If you have any questions, please feel free to contact me by phone at (603) 433-8818 or by email at pmcrimmins@tighebond.com.

Very truly yours,

TIGHE & BOND, INC.

A handwritten signature in blue ink, appearing to read 'P M C', with a horizontal line extending to the right.

Patrick M. Crimmins, PE
Senior Project Manager

J:\W\W1725 Waterstone Portsmouth, NH Southgate Plaza\REPORT\20190715_Conditional Use\Cover Letter.docx

Portsmouth Green – Parking Demand Analysis

To: City of Portsmouth Planning Board
FROM: Patrick M. Crimmins, PE
COPY: Douglas Richardson, Waterstone Properties Group
Tom Godfrey, Granite Development, LLC
DATE: July 18, 2019

Tighe & Bond, Inc. (Tighe & Bond) has prepared this Parking Demand Analysis to summarize the parking demand related to Portsmouth Green (the "Project"), a redevelopment of the former Southgate Plaza, located at 2454 Lafayette Road (Route 1) in Portsmouth, New Hampshire.

Project Background

The Project previously received Site Plan Review approval in April 2016 for the construction of the Veridian Residences, a 4-story 95-unit multi-family residential building in the rear of the site, and two (2) new commercial pads in the existing Portsmouth Green parking area. The Veridian building was completed in Fall 2017. In December 2018, Amended Site Plan approval was granted by the Planning Board for amendments related to the front commercial pads. Construction for the front pads is commencing in Summer 2019.

The most recent land use approval associated with the Project is related to a change of use. A portion of a vacant retail space, formerly Big Lots, will be retrofitted to a PINZ which is an indoor entertainment use that includes a bowling alley, arcade, restaurant/bar and seasonal outdoor dining area. The change in use required two (2) Special Exceptions which were granted by the Zoning Board of Adjustment on June 18, 2019.

Parking Demand Calculations for Prior Approved Site Plan

Before the change of use for PINZ, the Project was approved under a prior Zoning Ordinance. Minimum parking requirements for the prior approval were calculated based on two uses, Residential and Shopping Center. The project exceeded the minimum off-street parking requirements for the Residential and Shopping Center Uses in the prior Gateway Planned Development (GPD) regulations under which the project was approved.

The Residential Use minimum parking requirement (1.3 spaces / dwelling unit) was used to calculate the parking required for the 95 dwelling units in the multi-family residential building. The Shopping Center Use is defined in the Zoning Ordinance as "an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Uses in a shopping center may be in one or more buildings and on one or more lots, provided that all buildings and lots are developed with a unified approach to access and circulation, parking, truck loading, vehicular entrances and exits, drainage, utilities, and management of landscaped and buffer areas." The Shopping Center Use minimum parking requirement (1 spaces / 250 SF gross floor area) was used to calculate the parking required for the 173,501 SF of gross floor area for the Project's commercial establishments which included retail, restaurant, and cinema.

The Project provides 760 spaces where the previous minimum parking required was 620 spaces. In addition, the Project provides 760 spaces provided where the previous maximum parking allowed was 865 spaces.

Parking Demand Calculations for Change of Use

Due to the change in use for PINZ, the parking calculations need to be updated on the Site Plan based on the current Zoning Ordinance. The Shopping Center Use is still defined and listed in the Table of Uses for the current Zoning Ordinance. However, the Shopping Center Use no longer has a minimum parking requirement listed in the Table of Off-Street Parking Requirements for Non-Residential Uses in Section 10.1112.32 of the current Zoning Ordinance, so the minimum parking requirement must be calculated based on each individual commercial use on the property. With this approach the overall site would no longer meet the minimum parking space requirement based on Section 10.1112 of the current Zoning Ordinance as 1,398 spaces would be required as shown in the enclosed attachment.

To demonstrate that the provided number of off-street parking spaces is sufficient for the overall development, a parking demand analysis was performed utilizing the Institute of Transportation Engineers Parking Generation Manual, 5th Edition (ITE Manual). To estimate peak parking demand for the Project, land use codes described in the ITE Parking Generation Manual were researched and the following Land Use Codes (LUC) we used to perform parking generation calculations:

- **LUC 221: Multi-family Housing Mid-Rise** - ITE description for LUC 221 is a "mid-rise multi-family housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between 3 and 10 levels (floors) of residence".

Based on the ITE description, LUC 221 was used to generate the peak parking demand for a 4-story multi-family building with 95 dwelling.

- **LUC 820: Shopping Center** – ITE description for LUC 820 is "A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands". This description nearly mimics the definition of Shopping Center in the City's Zoning Ordinance.

The ITE Parking Generation Manual also provides additional data for the Shopping Centers studied for LUC 820 parking generation rates. The additional data indicates "The parking demand database includes data from strip, neighborhood, community, town center, and regional shopping centers. Some of the centers contain non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities". The Project's commercial tenants consist of retail, restaurant, health clubs, and indoor recreation facilities.

Based on the ITE description and additional data, LUC 820 was used to generate the peak parking demand for the Project's commercial uses.

The following table summarizes the peak parking demand generated by the Project utilizing the ITE Manual:

Peak Parking Demand Generation for Portsmouth Green Development					
LUC Code	ITE - Use	Unit	Average Parked Cars Mon. - Thur.	Average Parked Cars Friday	Average Parked Cars Saturday
221	Multifamily Housing (Mid Rise)	95 Dwelling Units	124	124	116
820	Shopping Center	173,501 SF of GFA	359	452	522
	Total Parking Demand for Time Period		483	576	638
Total Peak Parking Demand			638		
Total Parking Spaces Provided			760		

As depicted above the off-street parking provided by the Project exceeds peak parking demand.

Mode Share

The Project was designed under the GPD regulations of the prior Zoning Ordinance. The GPD regulations promoted sustainability by requiring that the Project demonstrate it was LEED Certifiable. As such, the Project has incorporated measures that promote alternative modes of transportation such as walking, bicycling, and public transportation that will further reduce parking demand. The following are examples of mode share incorporated by the Project:

- Bicycle storage facilities – The Project provides facilities for 108 bicycle parking spaces on-site which promotes the use of bicycles as an alternative mode of transportation to/from the Project.
- Multi-use path – The Project constructed a 10-foot wide, 1,500 LF multi-use path along the site’s Constitution Avenue and Lafayette Road (Route 1) frontages. The multi-use path promotes the use of bicycles and walking as alternative modes of transportation to/from the Project. The multi-use path ultimately will become part of a larger network of pedestrian and bicycle facilities along Route 1 as part of the future NHDOT Route 1 Corridor Improvement Project. Based on a Public Advisory Committee Meeting conducted by NHDOT on July 11, 2019, the Route 1 Corridor Improvement Project is anticipated to begin design this year with the start of construction occurring in 2025.
- COAST Bus Stop – The Project constructed a new COAST bus stop along Constitution Avenue which includes a new bus shelter and vehicle pull off along the new multi-use path described above. This COAST Bus stop promotes the use of public transportation as an alternative mode of transportation to/from the Project.

Conclusions

Based on parking generation calculations that were performed utilizing the ITE Parking Generation Manual, the peak parking demand of 638 spaces was generated which is less than the 760 off-street parking spaces provided by the Project. In addition, the Project promotes alternative modes of transportation such as walking, bicycling, and public transportation by incorporating 108 bicycle storage spaces on-site, a 10-foot wide multi-use path along both frontages of Constitution Avenue and Lafayette Road (Route 1) and a COAST bus stop. The integration of these mode share facilities will help further reduce the off-street parking demand for the Project.

Attachments

Parking Generation Data

Current Site Plan with Change of Use

Prior Approved Site Plan

Minimum Parking Requirement per City Zoning Ordinance

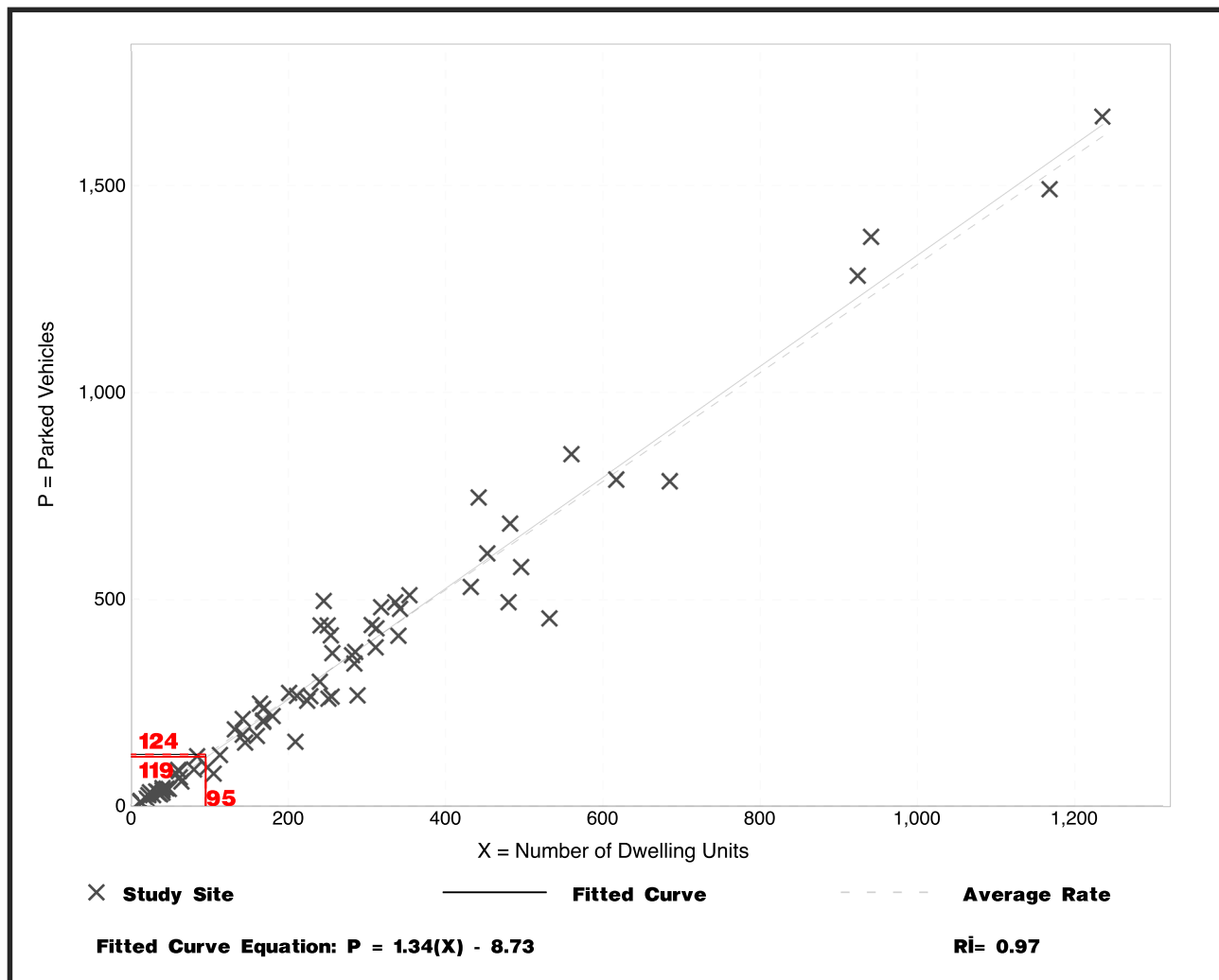
Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban (no nearby rail transit)
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
 Number of Studies: 73
 Avg. Num. of Dwelling Units: 261

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	0.75 - 2.03	1.13 / 1.47	1.26 - 1.36	0.22 (17%)

Data Plot and Equation



Parking Generation Manual, 5th Edition • Institute of Transportation Engineers

Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

Number of Studies: 3

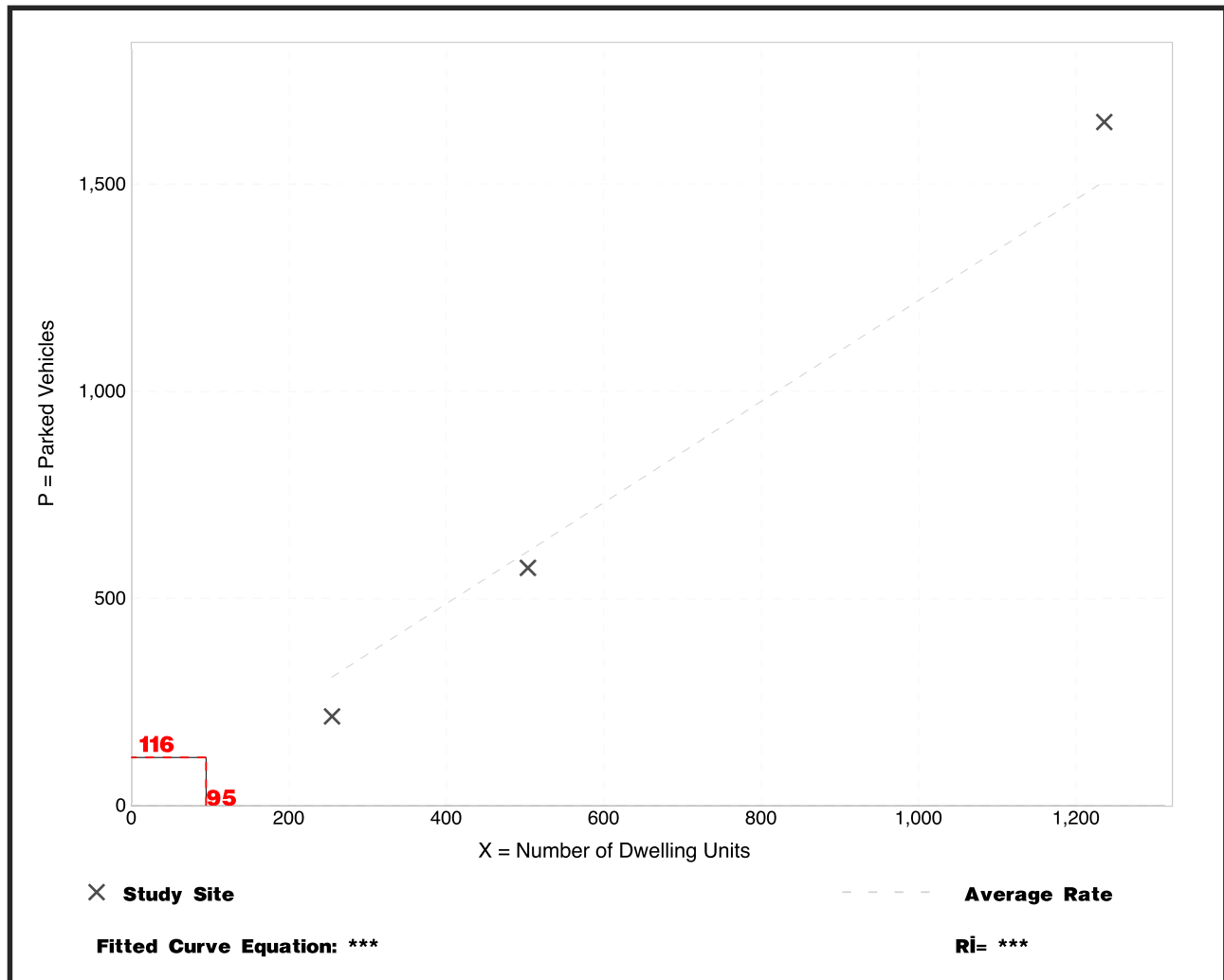
Avg. Num. of Dwelling Units: 665

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.22	0.84 - 1.33	0.94 / 1.33	***	0.20 (16%)

Data Plot and Equation

Caution – Small Sample Size



Parking Generation Manual, 5th Edition • Institute of Transportation Engineers

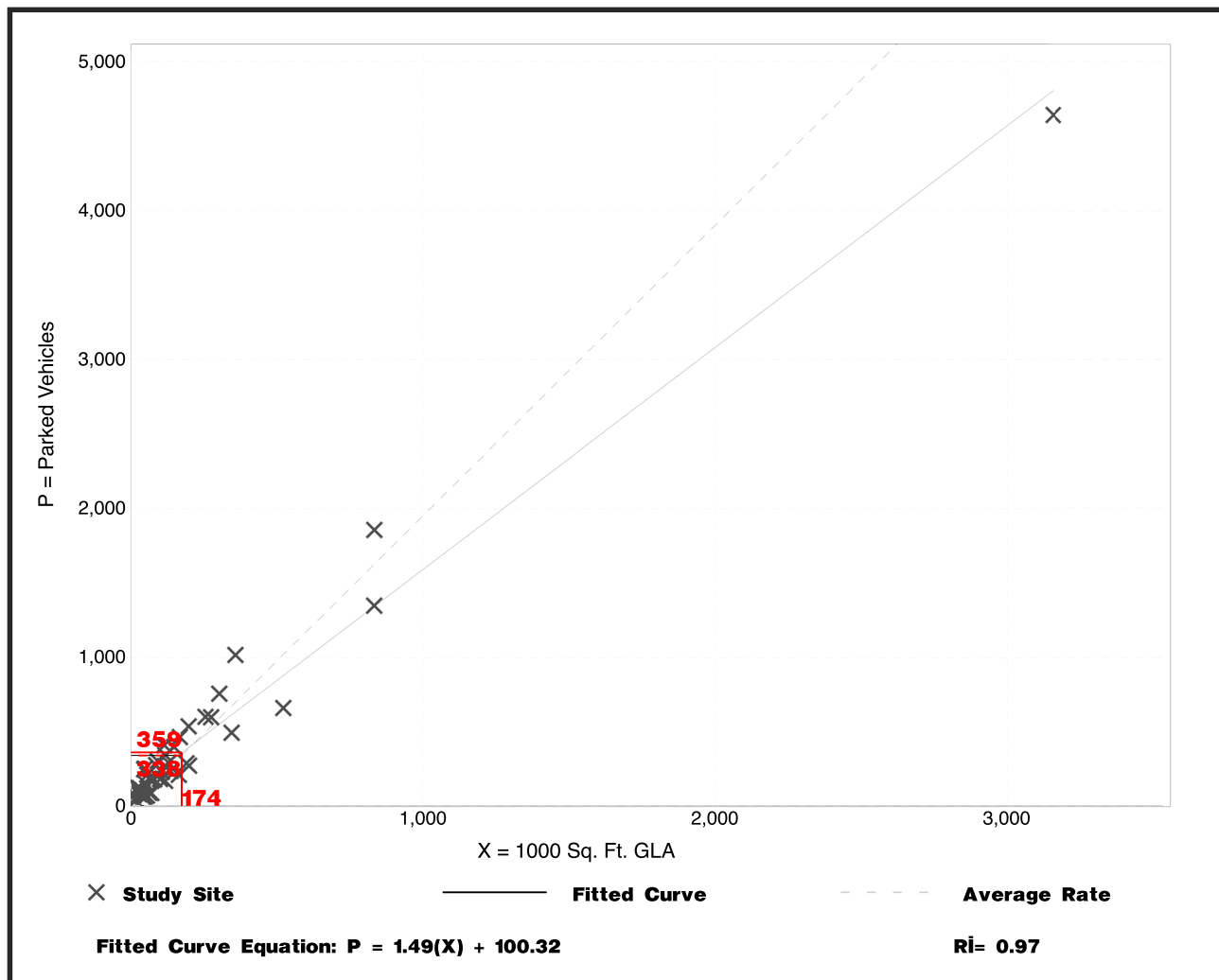
Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 12:00 - 6:00 p.m.
 Number of Studies: 46
 Avg. 1000 Sq. Ft. GLA: 218

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	1.27 - 7.98	1.99 / 3.68	1.73 - 2.17	0.75 (38%)

Data Plot and Equation



Parking Generation Manual, 5th Edition • Institute of Transportation Engineers

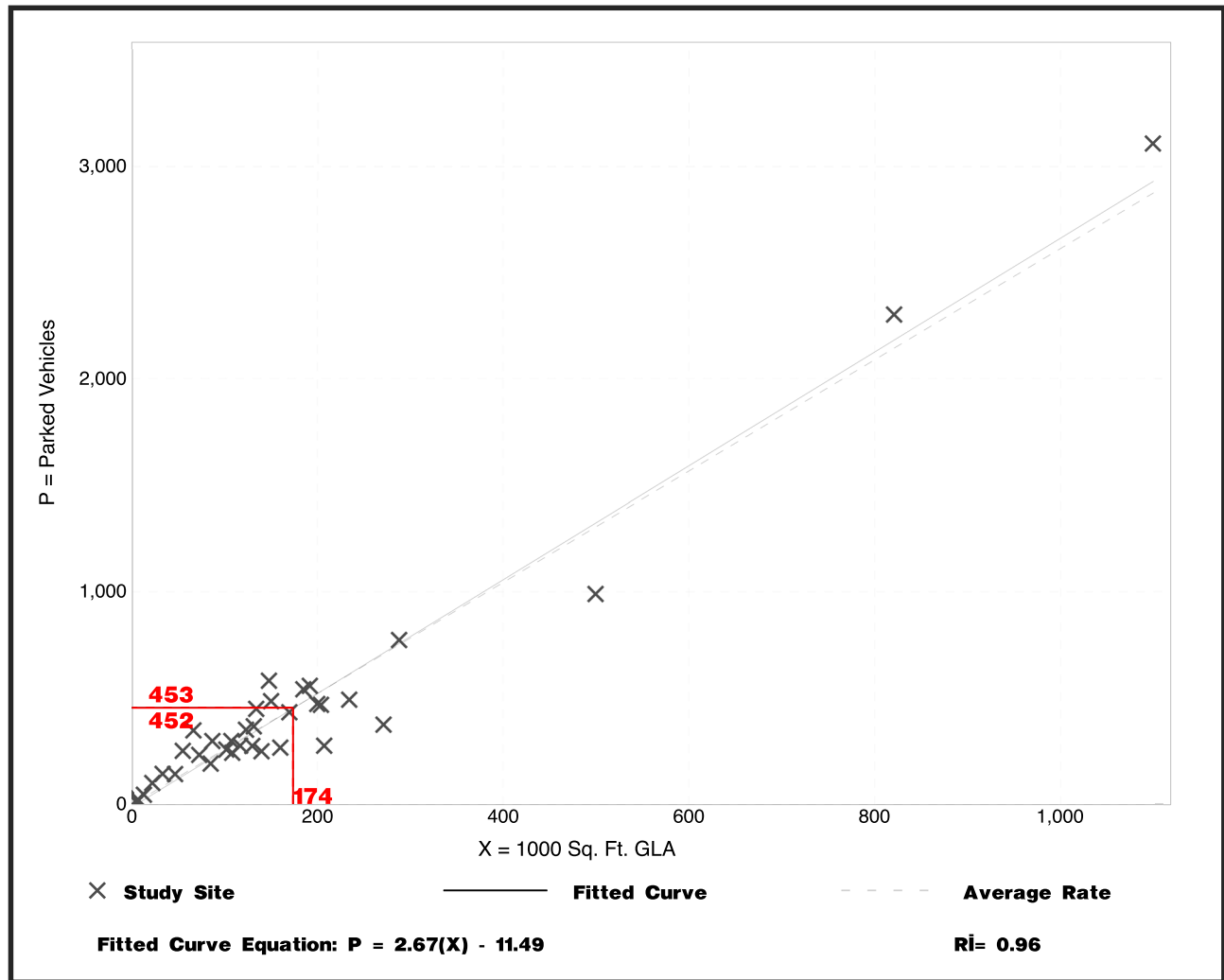
Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA
On a: Friday
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 12:00 - 6:00 p.m.
 Number of Studies: 37
 Avg. 1000 Sq. Ft. GLA: 174

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.61	1.34 - 5.25	2.37 / 3.78	2.39 - 2.83	0.67 (26%)

Data Plot and Equation



Parking Generation Manual, 5th Edition • Institute of Transportation Engineers

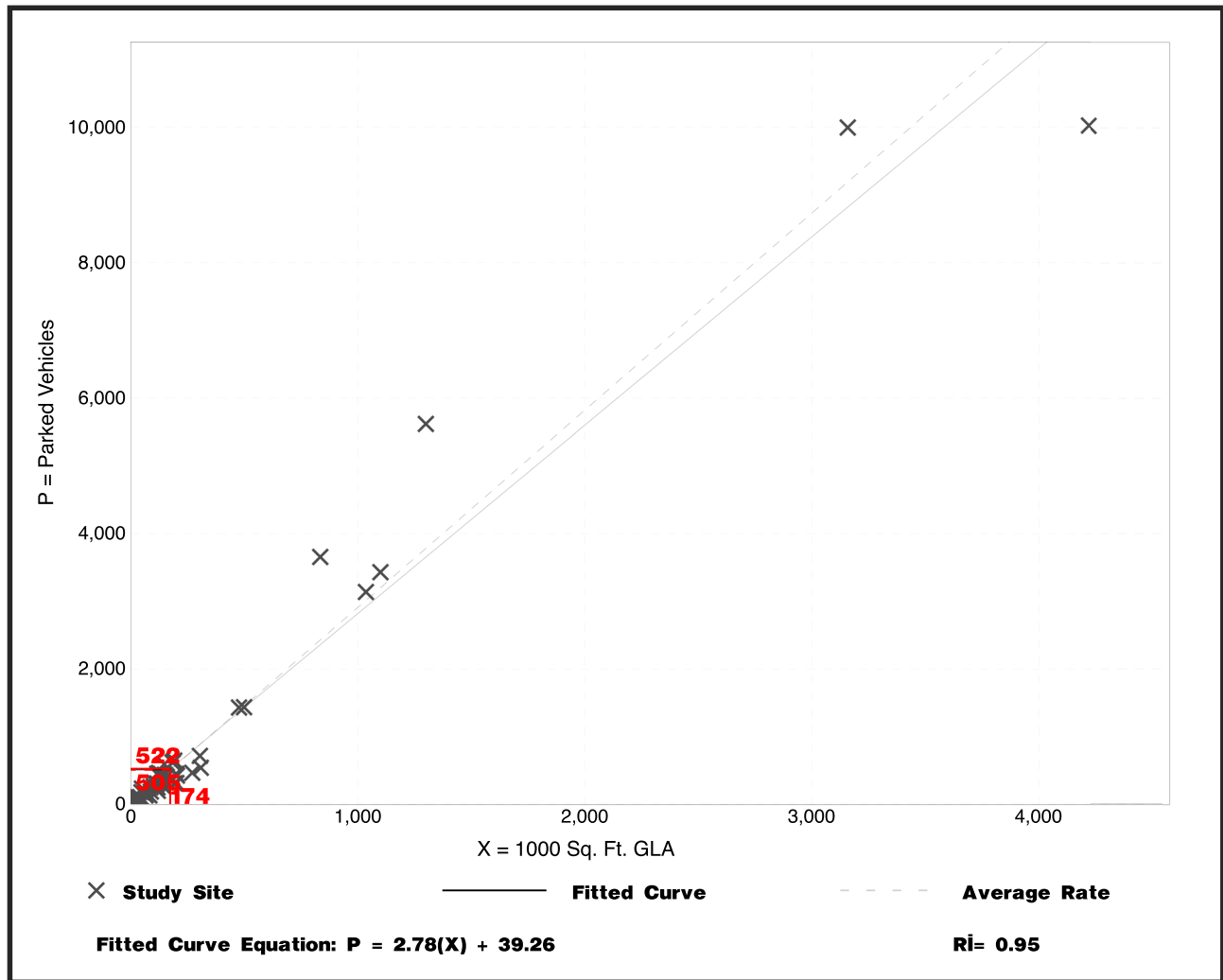
Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA
On a: Saturday
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 11:00 a.m. - 5:00 p.m.
 Number of Studies: 58
 Avg. 1000 Sq. Ft. GLA: 313

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.91	1.15 - 4.72	2.27 / 3.74	2.72 - 3.10	0.74 (25%)

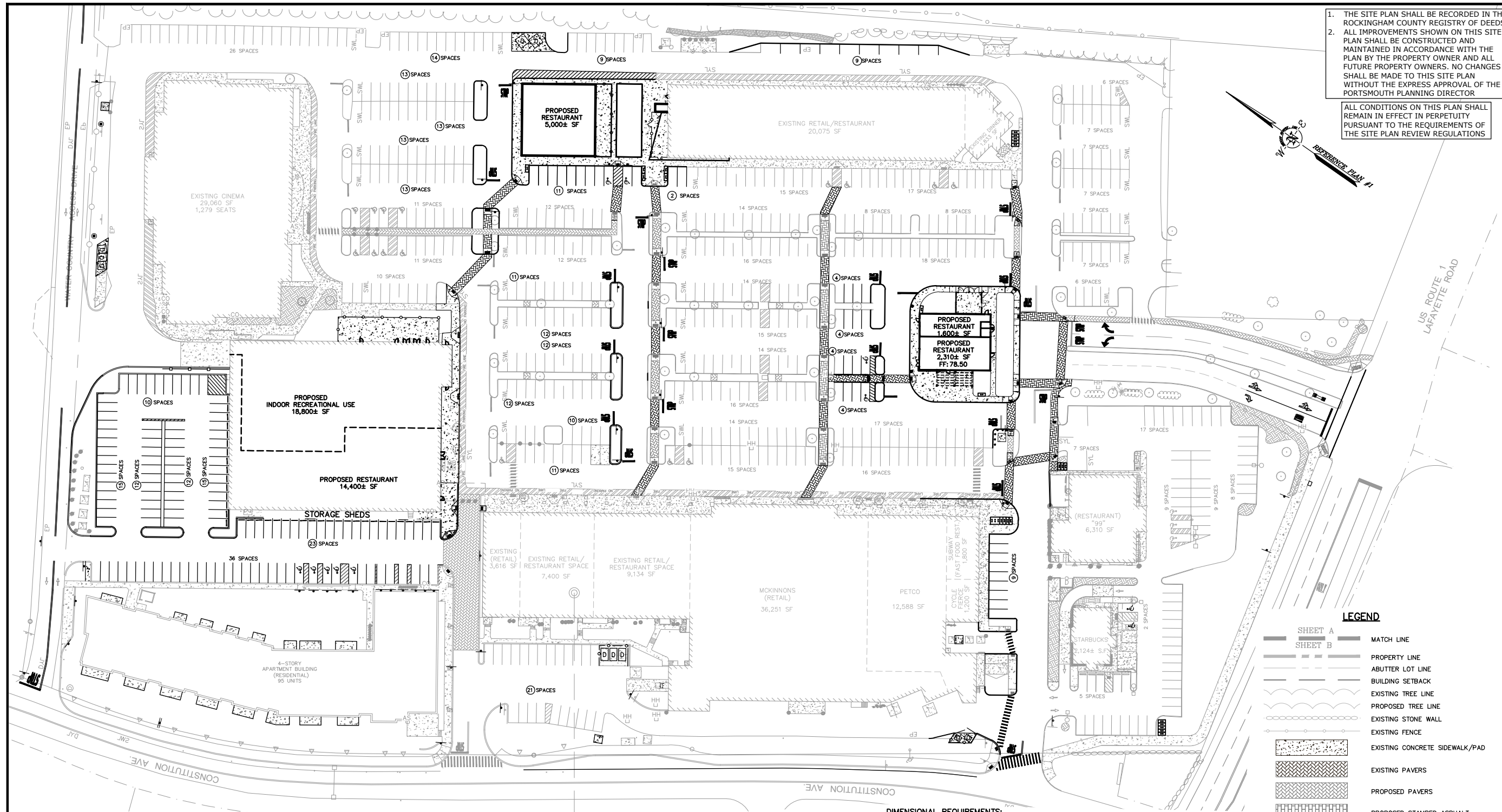
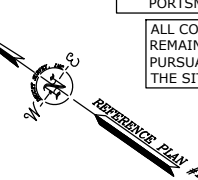
Data Plot and Equation



Parking Generation Manual, 5th Edition • Institute of Transportation Engineers

1. THE SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.
2. ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNER AND ALL FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.

ALL CONDITIONS ON THIS PLAN SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE SITE PLAN REVIEW REGULATIONS.



LEGEND

- | | | | |
|-----|---------|-----|--------------------------------|
| — | SHEET A | — | MATCH LINE |
| — | SHEET B | — | MATCH LINE |
| --- | | --- | PROPERTY LINE |
| --- | | --- | ABUTTER LOT LINE |
| --- | | --- | BUILDING SETBACK |
| --- | | --- | EXISTING TREE LINE |
| --- | | --- | PROPOSED TREE LINE |
| --- | | --- | EXISTING STONE WALL |
| --- | | --- | EXISTING FENCE |
| --- | | --- | EXISTING CONCRETE SIDEWALK/PAD |
| --- | | --- | EXISTING PAVERS |
| --- | | --- | PROPOSED PAVERS |
| --- | | --- | PROPOSED STAMPED ASPHALT |
| --- | | --- | PROPOSED CONCRETE SIDEWALK/PAD |
| --- | | --- | PROPOSED BITUMINOUS CONCRETE |
| --- | | --- | EXISTING SIGN |
| --- | | --- | PROPOSED SIGN |
| --- | | --- | EXISTING LIGHT |
| --- | | --- | LIGHT POLE BASE |
| --- | | --- | EXISTING BOLLARD |
| --- | | --- | PROPOSED BOLLARD |
| --- | | --- | EXISTING TRAFFIC SIGNAL |
| --- | | --- | PROPOSED EDGE OF PAVEMENT |
| --- | | --- | VERTICAL GRANITE CURBING |
| --- | | --- | SLOPED GRANITE CURBING |
| --- | | --- | MONOLITHIC CONCRETE CURB |
| --- | | --- | CAPE COD BERM |
| --- | | --- | RADIUS |
| --- | | --- | DOUBLE YELLOW CENTERLINE |
| --- | | --- | SINGLE SOLID WHITE LINE |
| --- | | --- | SINGLE DASHED WHITE LINE |
| --- | | --- | PROPOSED PARKING SPACES |
| --- | | --- | EXISTING PARKING SPACES |

RETAIL:	0 SPACES FOR 0 - 10,000 SF	LOADING CALCULATIONS:	1 SPACE FOR 10,001 - 25,000 SF 2 SPACES FOR 25,001 - 60,000 SF
PARKING CALCULATIONS:		OTHER NON-RESIDENTIAL:	0 SPACES FOR 0 - 10,000 SF 1 SPACE FOR 10,001 SF - 40,000 SF
SHOPPING CENTER:		LOADING REQUIREMENTS:	
TENANT:	AREA (SF)	MIN. REQ'D	PROVIDED
PETCO	±12,588	0	1
CYCLE FIERCE	±1,200	0	1
EXISTING RETAIL/RESTAURANT	±20,075	0	1
EXISTING RETAIL/RESTAURANT (FORMERLY LA BELLA)	±3,616	0	1
EXISTING RETAIL/RESTAURANT (SHO JAPANESE)	±7,400	0	1
PROPOSED RESTAURANT (OLD BIG LOTS)	±14,400	1	1
PROPOSED INDOOR RECREATIONAL (OLD BIG LOTS)	±18,800	1	1
SUBWAY	±1,800	0	1
THE 99	±6,310	0	1
MCKINNON'S	±36,251	2	3
RETAIL	±9,134	0	1
DINER	±1,833	0	1
CINEMA	±29,060	1	1
PROPOSED RESTAURANT	±5,000	2	1
PROPOSED RESTAURANT	±1,600	1	0
PROPOSED RESTAURANT	±2,310	0	0
STARBUCKS	±2,124	0	1
TOTAL SHOPPING CENTER	±173,501	522	15
RESIDENTIAL:			
DWELLING UNITS-FLOORS 1-4	95 UNITS	116	760
TOTAL:		638 (1)	9

SITE DATA	LOCATION:	2454 LAFAYETTE ROAD PORTSMOUTH, NEW HAMPSHIRE MAP 273 LOT 3	
ZONING DISTRICT:	GATEWAY PLANNED DEVELOPMENT (GPD) IN GATEWAY DISTRICT (GW)		
PERMITTED USE:	SHOPPING CENTER/RESIDENTIAL		
PARKING REQUIREMENTS:	REQUIRED	MAX. ALLOWED	PROVIDED
TOTAL PARKING SPACES:	617	861	760*
ACCESSIBLE SPACES (2% OF TOTAL):	14		25
VAN ACCESSIBLE SPACES (1 PER 8 ACCESSIBLE SPACES):	3		1
PARKING STALL SIZE:	8.5 FT X 19 FT		9.0 FT X 19 FT
DRIVE AISLE:	24 FT		24 FT, 26 FT
* VARIANCE GRANTED BY BOARD OF ADJUSTMENT ON JULY 24, 2012 FOR UP TO 848 SPACES			
LOADING REQUIREMENTS:	REQUIRED	PROVIDED	
TOTAL LOADING SPACES:	9	16	
LOADING BERTH SIZE:	12 FT X 20 FT		12 FT X 20 FT
FIRST REQUIRED BERTH:	12 FT X 20 FT		12 FT X 20 FT
ADDITIONAL REQUIRED BERTH:	12 FT X 45 FT		12 FT X 45 FT

DIMENSIONAL REQUIREMENTS:	REQUIRED	PROVIDED
DEVELOPMENT INTENSITY:	1.0	0.34
MAXIMUM FLOOR RATIO:		RESIDENTIAL = 104,528 SF NON-RESIDENTIAL = 173,501 SF (RATIO = 278,029 SF / 814,896 SF)
MINIMUM LOT AREA PER DWELLING UNIT:	237,500 SF (95 UNITS X 2,500 SF/UNIT)	814,896 SF
RESIDENTIAL AREA RATIO:	30% - 70%	38%
LOT REQUIREMENTS:		
MINIMUM CONTINUOUS STREET FRONTAGE:	100 FT	±450 FT
MAXIMUM BUILDING COVERAGE:	75%	±22.6%
MINIMUM OPEN SPACE:	20%	±20.0%
MINIMUM PERCENT OF LOT FRONTAGE OPEN SPACE OR BUILDING:	60%	±84%
MINIMUM FRONT YARD FROM CENTERLINE OF LAFAYETTE:	70 FT	±151 FT
MAXIMUM FRONT YARD FROM CENTERLINE OF LAFAYETTE:	90 FT	±151 FT(1)
MAXIMUM BUILDING HEIGHT:	45 FT (1.5 X 30FT)	51'-7"(2)
SITE DESIGN STANDARDS:		
PEDESTRIAN ORIENTED SPACE:	9,874 SF (1% OF TOTAL LOT AREA + 1% OF NON-RESIDENTIAL GFA)	34,760 SF
PARKING SETBACKS:		
BICYCLE PARKING:	50 FT	±21.9 FT(1)(2)
PEDESTRIAN WALKWAY THROUGHOUT SITE:	15% OF OFF-STREET PARKING	108 SPACES
PEDESTRIAN WALKWAY THROUGHOUT SITE:	678 SPACES*0.15=102 SPACES	
WALKWAYS:	8 FT	8 FT
	150 FT APART IN PARKING LOTS	

FILENAME: J:\W\1725 WATERSTONE PLAZA\DWG-CAD\DESIGN\W-1725-4-DSGN.DWG
 SAVE DATE: 7/18/2019 5:19 PM
 PLOT DATE: 7/18/2019 5:20 PM

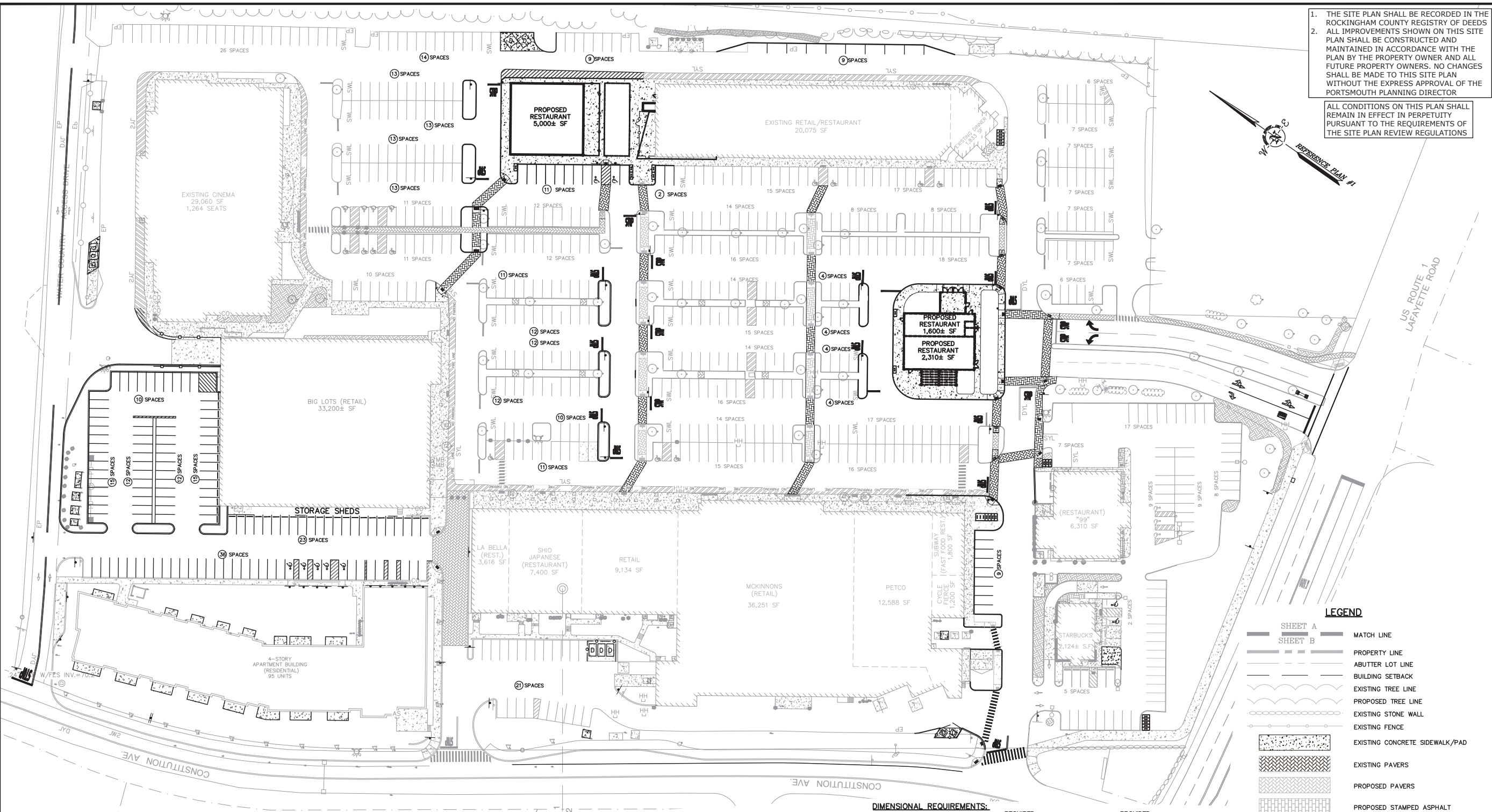
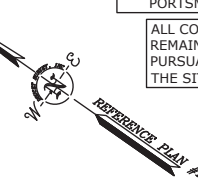
(1) - PER PARKING DEMAND ANALYSIS PERFORMED BY TIGHE & BOND DATED JULY 18, 2019

Waterstone Retail Development
Southgate Plaza Redevelopment
Portsmouth, New Hampshire

PROJECT NO:	W1725
FILE:	W-1725-4-DSGN.dwg
DRAWN BY:	NAH/CML
CHECKED:	PMC
APPROVED BY:	BLM/PMC
PLAZA OVERALL SITE PLAN	
SCALE:	AS SHOWN
C-3	

1. THE SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.
2. ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNER AND ALL FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.

ALL CONDITIONS ON THIS PLAN SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE SITE PLAN REVIEW REGULATIONS



LEGEND

	MATCH LINE
	PROPERTY LINE
	ABUTTER LOT LINE
	BUILDING SETBACK
	EXISTING TREE LINE
	PROPOSED TREE LINE
	EXISTING STONE WALL
	EXISTING FENCE
	EXISTING CONCRETE SIDEWALK/PAD
	EXISTING PAVERS
	PROPOSED PAVERS
	PROPOSED STAMPED ASPHALT
	PROPOSED CONCRETE SIDEWALK/PAD
	PROPOSED BITUMINOUS CONCRETE
	EXISTING SIGN
	PROPOSED SIGN
	EXISTING LIGHT
	LIGHT POLE BASE
	EXISTING BOLLARD
	PROPOSED BOLLARD
	EXISTING TRAFFIC SIGNAL
	PROPOSED EDGE OF PAVEMENT
	VERTICAL GRANITE CURBING
	SLOPED GRANITE CURBING
	MONOLITHIC CONCRETE CURB
	CAPE COD BERM
	RADIUS
	DOUBLE YELLOW CENTERLINE
	SINGLE SOLID WHITE LINE
	SINGLE DASHED WHITE LINE
	PROPOSED PARKING SPACES
	EXISTING PARKING SPACES

PARKING CALCULATIONS:

SHOPPING CENTER: MIN.=1 SPACE PER 350 SF GFA
MAX.=1 SPACE PER 250 SF GFA

RESIDENTIAL: MIN.=1.3 SPACE PER DWELLING UNIT
MAX.=1.8 SPACE PER DWELLING UNIT

LOADING CALCULATIONS:

RETAIL: 0 SPACES FOR 0 - 10,000 SF
1 SPACE FOR 10,001 - 25,000 SF
2 SPACES FOR 25,001 - 60,000 SF

OTHER NON-RESIDENTIAL: 0 SPACES FOR 0 - 10,000 SF
1 SPACE FOR 10,001 SF - 40,000 SF

TENANT:	AREA (SF):	MIN. REQ'D	PARKING SPACES: MAX. ALLOWED	PROVIDED	LOADING SPACES: MIN. REQ'D	PROVIDED
PETCO	±12,588				1	1
CYCLE FIERCE	±1,200				0	1
EXISTING RETAIL/RESTAURANT	±20,075				0	1
LA BELLA	±3,616				0	1
SHIO JAPANESE	±7,400				0	1
BIG LOTS	±33,200				2	2
SUBWAY	±1,800				0	0
THE 99	±6,310				0	1
MCKINNON'S	±36,251				2	3
RETAIL	±9,134				0	1
DINER	±1,833				0	1
CINEMA	±29,060				1	1
PROPOSED RESTAURANT	±5,000				2	1
PROPOSED RESTAURANT	±1,800				1	0
PROPOSED RESTAURANT	±2,310				1	0
STARBUCKS	±2,124				0	1
TOTAL SHOPPING CENTER	±173,501	496	694		9	15
RESIDENTIAL:						
PROPOSED RESIDENTIAL (LOBBY)	±2,413	N/A	N/A			
DWELLING UNITS-FLOORS 1-4	95 UNITS	124	171			
TOTAL PARKING		620	865	760		

SITE DATA

LOCATION: 2454 LAFAYETTE ROAD
PORTSMOUTH, NEW HAMPSHIRE
MAP 273 LOT 3

ZONING DISTRICT: GATEWAY PLANNED DEVELOPMENT (GPD) IN GATEWAY DISTRICT (GW)

PERMITTED USE: SHOPPING CENTER/RESIDENTIAL

PARKING REQUIREMENTS:

	REQUIRED	MAX. ALLOWED	PROVIDED
TOTAL PARKING SPACES:	617	861	760*
ACCESSIBLE SPACES (2% OF TOTAL):	14		23
VAN ACCESSIBLE SPACES (1 PER 8 ACCESSIBLE SPACES):	3		16
PARKING STALL SIZE:	8.5 FT X 19 FT		9.0 FT X 19 FT
DRIVE AISLE:	24 FT		24 FT, 26 FT

* VARIANCE GRANTED BY BOARD OF ADJUSTMENT ON JULY 24, 2012 FOR UP TO 848 SPACES

LOADING REQUIREMENTS:

	REQUIRED	PROVIDED
TOTAL LOADING SPACES:	9	16
LOADING BERTH SIZE:		
FIRST REQUIRED BERTH:	12 FT X 20 FT	12 FT X 20 FT
ADDITIONAL REQUIRED BERTH:	12 FT X 45 FT	12 FT X 45 FT

DIMENSIONAL REQUIREMENTS:

	REQUIRED	PROVIDED
DEVELOPMENT INTENSITY:		
MAXIMUM FLOOR RATIO:	1.0	0.34
MINIMUM LOT AREA PER DWELLING UNIT:	237,500 SF (95 UNITS X 2,500 SF/UNIT)	814,896 SF
RESIDENTIAL AREA RATIO:	30% - 70%	38%
LOT REQUIREMENTS:		
MINIMUM CONTINUOUS STREET FRONTAGE:	100 FT	±450 FT
MAXIMUM BUILDING COVERAGE:	75%	±22.6%
MINIMUM OPEN SPACE:	20%	±20.0%
MINIMUM PERCENT OF LOT FRONTAGE OPEN SPACE OR BUILDING:	60%	±84%
MINIMUM FRONT YARD FROM CENTERLINE OF LAFAYETTE:	70 FT	±151 FT
MAXIMUM FRONT YARD FROM CENTERLINE OF LAFAYETTE:	90 FT	±151 FT(1)
MAXIMUM BUILDING HEIGHT:	45 FT (1.5 X 30FT)	51'-7"(2)
SITE DESIGN STANDARDS:		
PEDESTRIAN ORIENTED SPACE:	9,874 SF (1% OF TOTAL LOT AREA + 1% OF NON-RESIDENTIAL GFA)	34,760 SF
PARKING SETBACKS:	50 FT	±21.9 FT(1)(2)
BICYCLE PARKING:	15% OF OFF-STREET PARKING	108 SPACES
PEDESTRIAN WALKWAY THROUGHOUT SITE:	678 SPACES*0.15=102 SPACES	
WALKWAYS:		
EXISTING:	8 FT	8 FT
PROPOSED:	150 FT APART IN PARKING LOTS	

(1) EXISTING NON-CONFORMING
(2) WAIVER GRANTED ON APRIL 21, 2016

FILENAME: W:\W1725 WATERSTONE PLAZA\DWG-CAD\DESIGN\W-1725-4-DSGN.DWG
 SAVE DATE: 1/4/2019 8:37 AM
 PLOT DATE: 1/4/2019 8:48 AM

Waterstone Retail Development
Southgate Plaza
Redevelopment
Portsmouth,
New Hampshire

Mark	Date	Description
D	1/3/19	Final Planning Board Approval Plans
C	12/10/18	PB Submission
B	12/4/18	Rev. per TAC Comments
A	11/19/18	TAC Submission

PROJECT NO: W1725
FILE: W-1725-4-DSGN.dwg
DRAWN BY: NAH/CML
CHECKED: PMC
APPROVED BY: BLM/PMC

PLAZA OVERALL SITE PLAN

SCALE: AS SHOWN

C-3

MINIMUM PARKING REQUIRED PER CITY ZONING ORDINANCE

Type of Use	Weekday		Weekend		Nighttime (Midnight– 6:00 AM)
	Daytime (8:00 AM – 5:00 PM)	Evening (6:00 PM– Midnight)	Daytime (8:00 AM– 5:00 PM)	Evening (6:00 PM– Midnight)	
Residential	60%	100%	80%	100%	100%
Retail/Service	60%	90%	100%	70%	5%
Restaurant	70%	100%	80%	100%	10%
Entertainment	40%	100%	80%	100%	10%
Other Institutional	40%	100%	80%	100%	10%

Use	Required Spaces per Section 10.1112.30	Required Shared Spaces per Section 10.1112.61				
EXISTING RETAIL (PETCO)	42	26	38	42	30	3
EXISTING RETAIL (CYCLE FIERCE)	4	3	4	4	3	1
EXISTING RESTAURANT	40	28	40	32	40	4
EXISTING RETAIL	11	7	10	11	8	1
EXISTING HEATH CLUB / YOGA STUDIO (PURE BARRE)	8	4	8	7	8	1
EXISTING PERSONAL SERVICE (SALON No. 5)	4	2	4	4	4	1
EXISTING HEATH CLUB / YOGA STUDIO (ORANGE THEORY)	12	5	12	10	12	2
EXISTING RESTAURANT (PEACHEAVE)	22	16	22	18	22	3
EXISTING RETAIL (LINDA TAYLOR)	4	3	4	4	3	1
EXISTING PERSONAL SERVICE (LASH OUT BEAUTY)	3	2	3	3	3	1
EXISTING PERSONAL SERVICE (HAND & STONE)	7	3	7	6	7	1
EXISTING RETAIL (MUSE)	13	8	12	13	10	1
EXISTING RESTAURANT (SHIO)	74	52	74	60	74	8
PROPOSED RETAIL (former Big Lots)	48	29	44	48	34	3
PROPOSED INDOOR RECREATIONAL (PINZ)	112	45	112	90	112	12
EXISTING RESTAURANT (SUBWAY)	18	13	18	15	18	2
EXISTING RESTAURANT (THE 99)	64	45	64	52	64	7
EXISTING RETAIL (McKINNON'S)	121	73	109	121	85	7
EXISTING RETAIL	9	6	9	9	7	1
EXISTING RETAIL	23	14	21	23	17	2
EXISTING RESTAURANT (DINER)	19	14	19	16	19	2
EXISTING CINEMA (CINEMAGIC)	512	205	512	410	512	52
PROPOSED RESTAURANT	50	35	50	40	50	5
PROPOSED RESTAURANT	16	12	16	13	16	2
PROPOSED RESTAURANT (CHIPOTLE)	24	17	24	20	24	3
EXISTING RESTAURANT (STARBUCKS)	22	16	22	18	22	3
EXISTING RESIDENTIAL UNITS < 500 SF	1	1	1	1	1	1
EXISTING RESIDENTIAL UNITS 500 - 750 SF	26	16	26	21	26	26
EXISTING RESIDENTIAL UNITS >750 SF	89	54	89	72	89	89
EXISTING SPACES FOR RESIDENTIAL VISITORS	24	15	24	20	24	24
Total Required Shared Spaces:		769	1398	1203	1344	269
Total Provided:				760		