



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

21 August 2023

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

RE: Application for Parking CUP Approval, Tax Map 107, Lot 50, 111 State Street

Dear Chair Chellman and Planning Board members:

On behalf of Coventry Realty, LLC, we hereby apply for a **Parking Conditional Use Permit** at the site to convert some of the restaurant use to residential use. Please find the following information in support thereof. The site was granted a Parking CUP on October 20, 2022, to provide Zero (0) parking spaces where 35 spaces are required. This revision to the project adds one dwelling unit to the site and eliminates 2,827 square feet of restaurant use. The Parking Demand will decrease under this revision. The required parking under the Portsmouth Ordinance will increase from 35 spaces to 43 spaces. Since no parking is being provided on site, this request is to provide Zero (0) parking spaces where 43 spaces are required. The request, however, is similar in nature to the previously granted approval.

We submit that the application conforms to the Portsmouth Ordinance Sections, 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 attached Parking Demand Analysis shows that the proposed improvements will decrease the parking demand at the property.**

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 attached Parking Demand Analysis shows that the proposed improvements will decrease the parking demand at the property.**

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. **Since parking supply is currently sufficient for the existing use, and the proposed improvements will decrease the parking demand at the property, 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. **Due to the nature of this particular request, where no parking is provided, this section is not applicable to this project.**

The renovation will reduce the intensity of the required parking for the property with the now total removal of the restaurant dining use on the second floor. The change to residential units, pursuant to the parking metric, reduces the demand for parking spaces for the proposed building renovation revision.

The proposed renovation will result in a decreased demand for parking over the current building use and configuration. Denial of the Parking CUP would present a distinct hardship to the applicant, since the use revision reduces parking demand, a stated goal of the Ordinance requirements. Therefore, we ask that the Planning Board grant the Parking Conditional Use Permit finding that the reduction in the parking demand conforms to the intent of the Ordinance provisions.

Thank you for your time and attention to this proposal.

Sincerely,



John R. Chagnon, PE
CC: 111 State Street Team



CITY OF PORTSMOUTH

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

PLANNING BOARD

October 27, 2022

Coventry Realty, LLC
3 Pleasant St. 4th Floor
Portsmouth, NH 03801

RE: Conditional Use Permit Approval for property located at 111 State Street (LU-22-125)

Dear Owners:

The Planning Board, at its regularly scheduled meeting of Thursday, October 20, 2022, considered your application for Conditional Use Permit approval in accordance with section 10.1112.14 of the Zoning Ordinance to allow zero (0) parking spaces where 35 are required. Said property is shown on Assessor Map 107 Lot 50 and lies within the Character District 4 (CD4) and Historic Districts. As a result of said consideration, the Board voted 1) to find that the Conditional Use Permit application meets the criteria set forth in Section 10.1112.1 and to adopt the findings of fact as presented, and 2) to find that the number of off-street parking spaces provided will be adequate and appropriate for the proposed use of the property and to **grant** the conditional use permit as presented.

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

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

This approval shall expire unless a building permit is obtained within a period of one year from the date granted, unless otherwise stated in the conditions of approval. The Planning Board may, for good cause shown, extend such period by as much as one year if such extension is requested and acted upon prior to the expiration date. No other extensions may be requested.

The Findings of Fact associated with this decision are available: attached here or as an attachment in the Viewpoint project record associated with this application and on the Planning Board Meeting website:

<https://www.cityofportsmouth.com/planportsmouth/planning-board/planning-board-archived-meetings-and-material>

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

Very truly yours,

A handwritten signature in black ink, appearing to read "Rick Chellman". The signature is fluid and cursive, with the first name "Rick" written in a smaller, more legible script than the last name "Chellman", which is written in a larger, more stylized cursive.

Rick Chellman, Chairman of the Planning Board

cc: Shanti Wolph, Chief Building Inspector
Rosann Maurice-Lentz, City Assessor

John Chagnon, Ambit Engineering



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

21 August, 2023

**Proposed Parking Demand
 Building Revision
 111 State Street
 Portsmouth, NH**

The purpose of this calculation is to identify the existing and proposed parking demand expected to be generated by the proposed building revision at 111 State Street. Currently the lot had a three-story building which has restaurant use with proposed added residential units. Recently, approval was obtained to convert some of the restaurant use to residential use, creating less restaurant space and five proposed residential units. This proposed building revision will further reduce the restaurant space and add one more dwelling unit for a total of six. This results in a decreased parking demand.

In developing the expected Parking Demand Ambit Engineering considered the standard Parking Demand rates and equations published in the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition. The land use category that best correlates with the proposed uses are Multifamily Housing (Low Rise) (ITE Land Use Code 220) and Quality Restaurant (ITE Land Use Code 931). Please note that the ITE Rates are for non-overlapping peak periods of demand; the residential being 10:00 PM to 6:00 AM and the restaurant 7:00 to 8:00 PM. This makes the total numbers more conservative. The parking demand, based upon the number of dwelling units in the building and GFA of the restaurant is summarized below for the **Average Peak Period of Parking Demand**:

Parking Demand Summary - EXISTING

Peak Period of Demand

Multifamily Housing (Low Rise) (1.21 vehicles per unit)	<u>1.21 x 5 units = 6.0 vehicles</u>
Quality Restaurant (16.41 vehicles per 1,000 SF GFA)	<u>16.41 x 6.567 KSF = 107.8 vehicles</u>

Total Parking Spaces required	<u>114 vehicles</u>
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Parking Demand Summary - PROPOSED

Peak Period of Demand

Multifamily Housing (Low Rise) (1.21 vehicles per unit)	<u>1.21 x 6 units = 7.3 vehicles</u>
Quality Restaurant (16.41 vehicles per 1,000 SF GFA)	<u>16.41 x 3.740 KSF = 46.4 vehicles</u>

Total Parking Spaces required	<u>54 vehicles</u>
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Based on the calculation there is an anticipated decrease in parking demand with the renovation project.

Please feel free to call if you have any questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'JRC', with a long horizontal flourish extending to the right.

John R. Chagnon, Project Manager

Land Use: 220 Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with one or two levels (floors) of residence. Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand (1) on a weekday (10 study sites) and a Saturday (11 study sites) in a general urban/suburban setting and (2) on a weekday (three study sites) and a Saturday (three study sites) in a dense multi-use urban setting.

Hour Beginning	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
	Weekday	Saturday	Weekday	Saturday
12:00–4:00 a.m.	100	93	86	100
5:00 a.m.	97	100	100	94
6:00 a.m.	90	98	94	91
7:00 a.m.	77	96	81	85
8:00 a.m.	56	92	58	79
9:00 a.m.	45	80	56	76
10:00 a.m.	40	78	53	71
11:00 a.m.	37	71	58	74
12:00 p.m.	36	68	56	68
1:00 p.m.	36	66	53	68
2:00 p.m.	37	65	47	68
3:00 p.m.	43	68	56	56
4:00 p.m.	45	70	53	59
5:00 p.m.	55	73	61	53
6:00 p.m.	66	77	81	50
7:00 p.m.	73	81	67	56
8:00 p.m.	77	82	61	65
9:00 p.m.	86	86	64	74
10:00 p.m.	92	87	75	85
11:00 p.m.	97	92	86	91

Multifamily Housing (Low-Rise) (220)

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: 11:00 p.m. - 6:00 a.m.

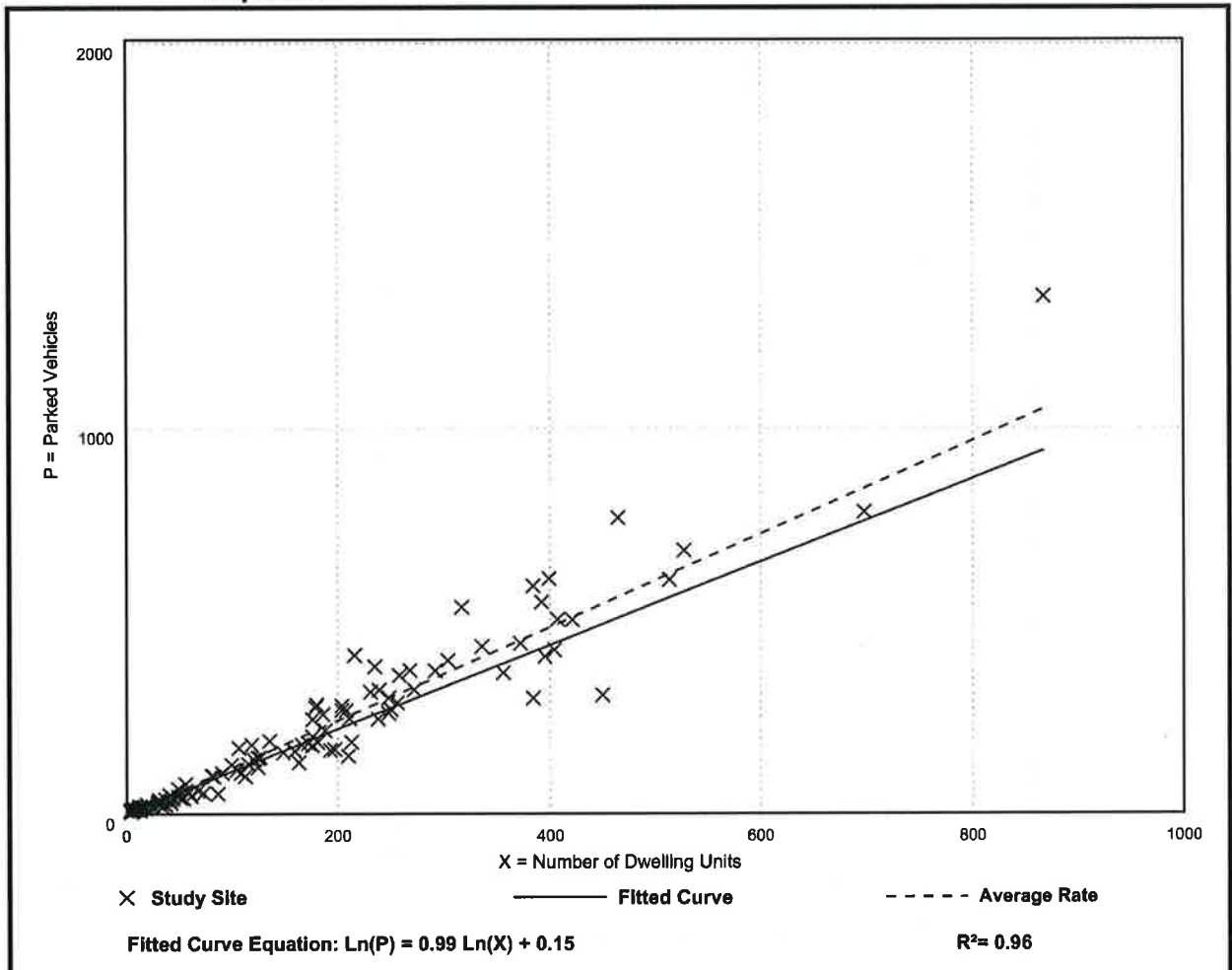
Number of Studies: 119

Avg. Num. of Dwelling Units: 156

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.21	0.58 - 2.50	1.03 / 1.52	1.16 - 1.26	0.27 (22%)

Data Plot and Equation





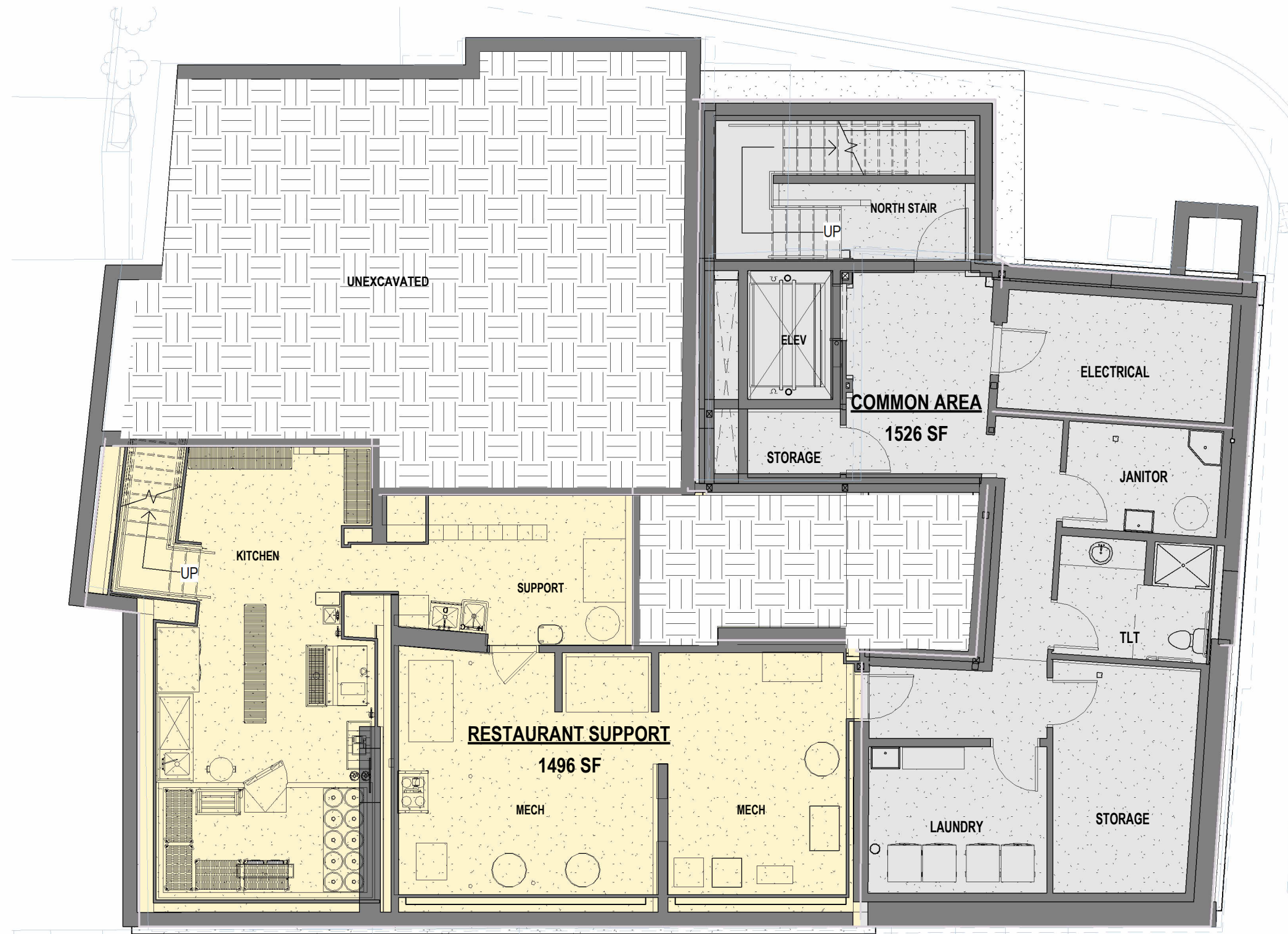
111 State Street
Area Program Parking Analysis

8/22/2023

Existing - Previously Approved							total area per floor (sf)
Level	Occupancy	Occupied Floor Area (sf)	Qty Residential Units	Unit size	Parking spaces per area or unit	Parking spaces required	
3	Apartment 303	757	1	757	1.3	1.3	1,733
3	Apartment 302	532	1	532	1.0	1.0	
3	Apartment 301	444	1	444	0.5	0.5	
2	Restaurant	2,827	0	0	100.0	28.3	3,853
2	R2 - Apartment 202	491	1	491	0.5	0.5	
2	R2 - Apartment 201	535	1	535	1.0	1.0	
1	Restaurant	3,626	0	0	100.0	36.3	3,626
TOTAL proposed		9,212				68.8	9,212
						69.0	

Proposed							total area per floor (sf)	delta - old to new
Level	Occupancy	Occupied Floor Area (sf)	Qty Residential Units	Unit size	Parking spaces per area or unit	Parking spaces required		
3	Apartment 303	750	1	750	1.0	1.0	1,591	(142)
3	Apartment 302	456	1	456	0.5	0.5		
3	Apartment 301	385	1	385	0.5	0.5		
2	R2 - Apartment 203	2,612	0	2612	1.3	0.0	3,614	(239)
2	R2 - Apartment 202	476	1	476	0.5	0.5		
2	R2 - Apartment 201	526	1	526	1.0	1.0		
1	Restaurant	3,740	0	0	100.0	37.4	3,740	114
TOTAL proposed		8,945				40.9	8,945	(267)
						41.0		

Parking Calculation	Spaces Required	
	actual	round up
Revised spaces needed for proposed floor plans		
6 Dwelling Units	3.5	
Visitor: 1 space per 5 units	1.2	
Restaurant	37.4	
Total	42.1	43.0

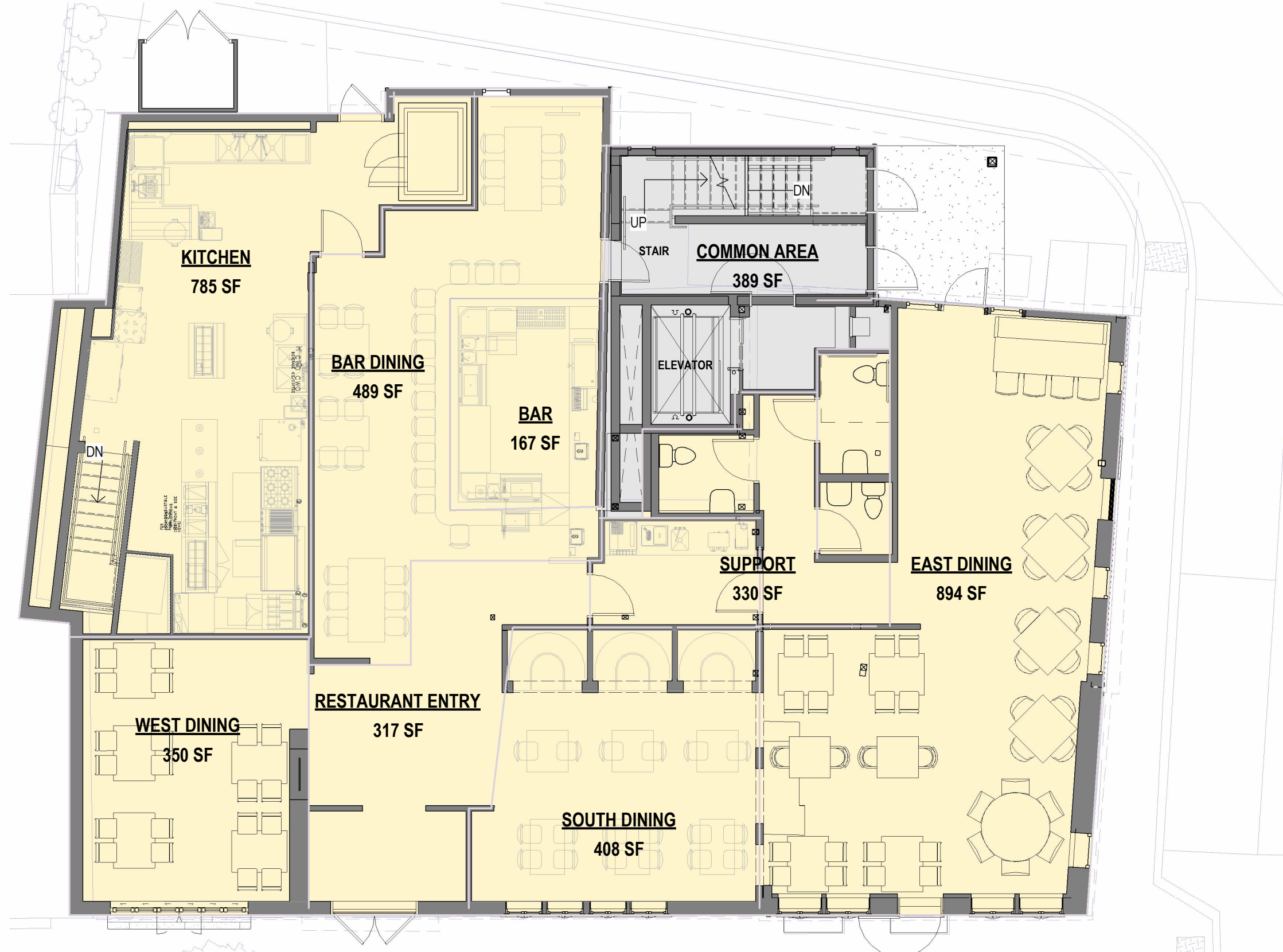


BUILDING SUMMARY	GSF	% BUILDING	RSF
TOTAL BUILDING AREA	13,423		
TOTAL BUILDING TENANT AREA	10,439	77.8%	
TOTAL BUILDING COMMON AREA	2,984	22.2%	
COMMON AREA	1,526	11.4%	
Restaurant	1,496	14.3%	1,924

P1.00 BASEMENT PLAN
111 STATE STREET

SCALE: 1/8" = 1'-0"
 8/16/23





First

BUILDING SUMMARY	GSF	% BUILDING	RSF
TOTAL BUILDING AREA	13,423		
TOTAL BUILDING TENANT AREA	10,439	77.8%	
TOTAL BUILDING COMMON AREA	2,984	22.2%	
COMMON AREA	389	2.9%	
Restaurant	3,740	27.9%	4,809

P1.01 **FIRST FLOOR PLAN**
111 STATE STREET

SCALE: 1/8" = 1'-0"
8/16/23



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Second

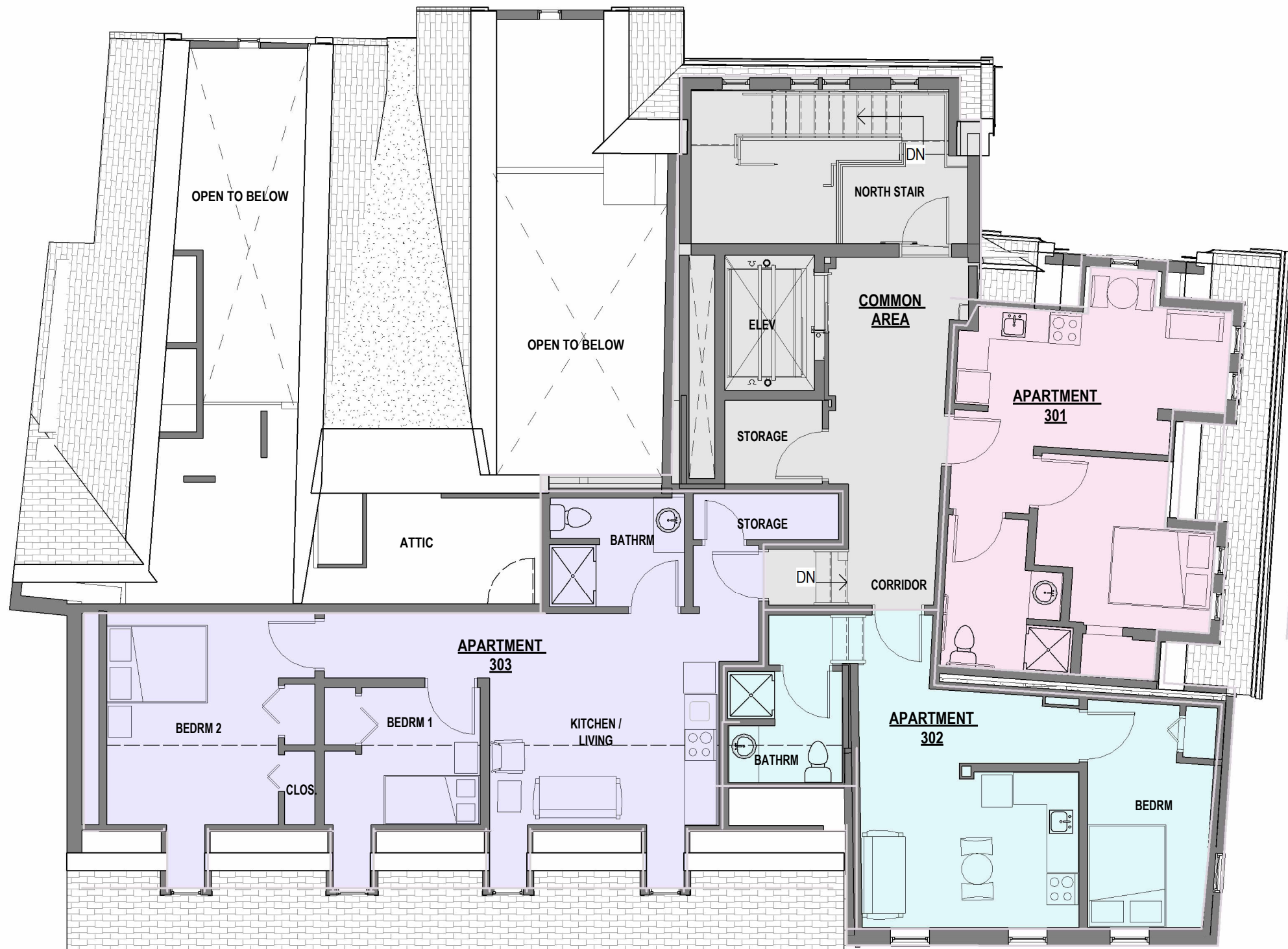
BUILDING SUMMARY	GSF	% BUILDING	RSF
TOTAL BUILDING AREA	13,423		
TOTAL BUILDING TENANT AREA	10,439	77.8%	
TOTAL BUILDING COMMON AREA	2,984	22.2%	
2nd floor COMMON AREA	494	3.7%	
Apartment 201	525	5.0%	675
Apartment 202	475	4.55%	611
Apartment 203	2,612	19.5%	3,359

**P1.02 SECOND FLOOR PLAN
111 STATE STREET**

SCALE: 1/8" = 1'-0"
8/16/23



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Third

BUILDING SUMMARY	GSF	% BUILDING	RSF
TOTAL BUILDING AREA	13,423		
TOTAL BUILDING TENANT AREA	10,439	77.8%	
TOTAL BUILDING COMMON AREA	2,984	22.2%	
3rd Floor COMMON AREA	575	4.3%	
Apartment 301	385	3.7%	495
Apartment 302	456	4.4%	586
Apartment 303	750	7.2%	964

**P1.03 THIRD FLOOR PLAN
111 STATE STREET**

SCALE: 1/8" = 1'-0"
8/16/23



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P2.1 SOUTH EXTERIOR ELEVATION
111 STATE STREET

SCALE: 1/8" = 1'-0"
8/16/23

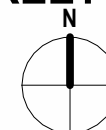


P2.2

EAST EXTERIOR ELEVATION

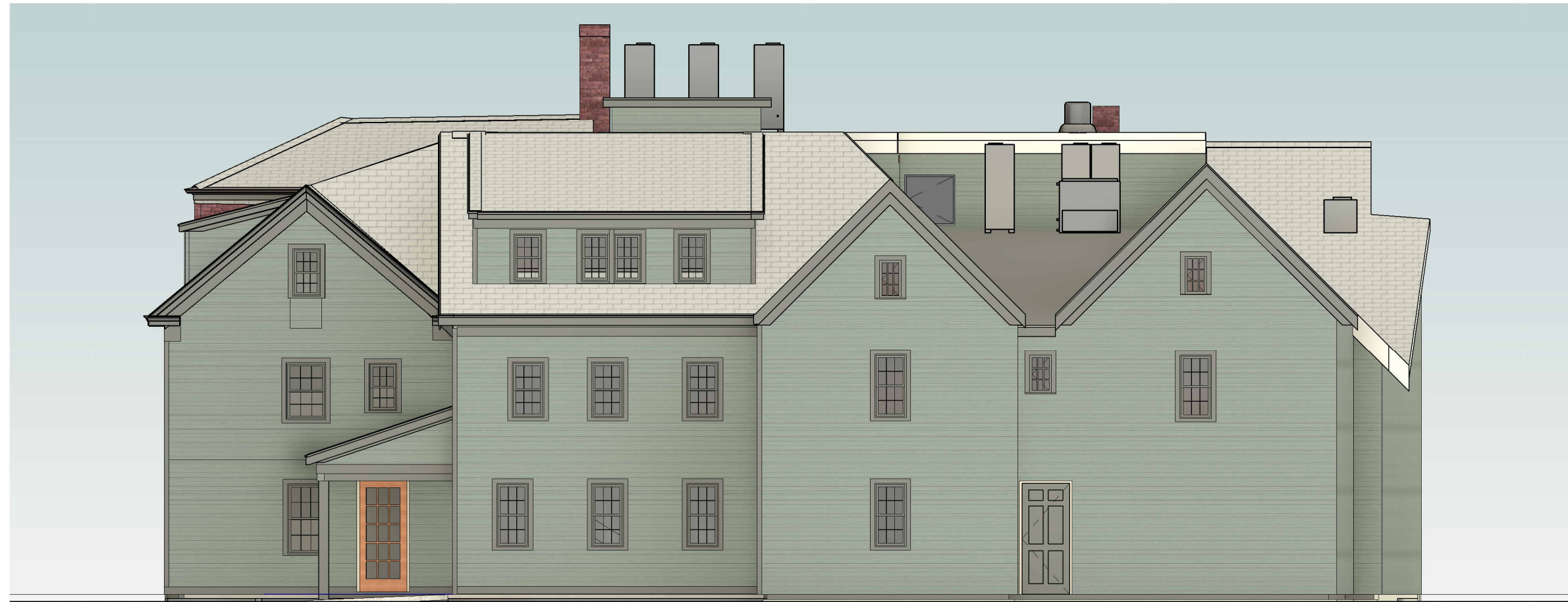
111 STATE STREET

SCALE: 1/8" = 1'-0"
8/16/23



GRAPHIC SCALE: 1/8" = 1'-0"



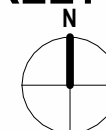


P2.3

NORTH EXTERIOR ELEVATION

111 STATE STREET

SCALE: 1/8" = 1'-0"
9/27/22



GRAPHIC SCALE: 1/8" = 1'-0"





P3.1 SOUTHEAST VIEW
111 STATE STREET

SCALE:
9/27/22



P3.2 **NORTHEAST VIEW**
111 STATE STREET

SCALE:
9/27/22