

I have carefully reviewed the lease document presented by 238 Deer St. I don't believe it is a reasonable solution for the shortage. Per ordinances spaces needed are: 11 for tenants, 5 for guests (=16) and there is a 4 space reduction due to DOD, the final count is 12 spaces. The least amount of spaces this development needs is **11 spaces**, legally 12. ***Not 7, it is NOT reasonable to allow a 5 space deduction to remove guest spaces AND take the DOD on top of that!***

The lack of available FREE parking is a big turn-off for tenants. Telling a tenant the landlord will provide choices where a tenant can park and then telling the tenant THEY will have to pay for it is NOT A SOLUTION. A solution would be to do the same and the landlord pays for the spaces and provides passes/permits and direction to them. **The landlord is the one saving money by NOT providing parking!!** Let's also be real, tenants are not likely to ride the bus, take an uber or ride a bike to go: surfing, kayaking, hiking or visit their family in some town ME or MA. You can't get there from here, at least not easily!!

Parking problems in cities are often accidentally exacerbated when **different boards do NOT invite the Parking Directors** to their meetings or aren't able access parking reports regarding specific areas BEFORE making parking related decisions. **The Dec 8, 2020 TAC meeting revealed "normally" there are NO surface spaces available during peak hours in this area and by the time this development will be built the Foundry Garage will likely be at capacity for reserved spaces.** TAC moved this forward. Police, Fire, Planning Inspection and others would not necessarily be impacted by this. THIS DOES NOT MEAN IT DID NOT COME before you with serious parking concerns.

Understanding bus ridership trends would be helpful when looking at parking. *I used 2019 info to be fair.* Ridership has been slowly going down for the last 4 years for Wildcat Bus, it drives from town to town and to UNH. The only ridership which has improved is on campus connectors at UNH.

This is the 2019 Benchmark Report for the Wildcat Bus:

Benchmark Summary							
	FY 16 (AY 15-16)	FY 17 (AY16-17)	FY 18 (AY 17-18)	FY 19 (AY 18-19)	FY 18-19 Change #	FY 18-19 Change %	4 Year Change %
Route 3 - Dover	61,261	58,797	58,816	55,113	(3,703)	-6%	-10%
Route 4 - Portsmouth	96,967	84,358	72,137	59,228	(12,909)	-18%	-39%
Route 5 - Newmarket	37,792	26,961	25,679	15,134	(10,545)	-41%	-60%
Route 125 - Rochester	5,919	5,002	3,497				
Wildcat Transit	201,939	175,118	160,129	129,475	(30,654)	-19%	-36%
Campus Connectors	1,093,464	1,073,943	942,281	960,173	17,892	2%	-12%
TOTAL TRANSIT	1,295,403	1,249,061	1,102,410	1,089,648	(12,762)	-1%	-16%

<https://unh.app.box.com/s/jun02g3893wme1msp6e4vdss4f8c84es>

The Coast bus had added more routes by 2019 but ridership itself was not distinguished in the found reports. Some of the buses run in 15 minutes increments. However, when looking at the bus schedule if a bus is missed it could be up to 30 minutes for the next one to a specific destination, *IF they are running on time.*

<https://coastbus.org/about-coast/operational-and-financial/reports>

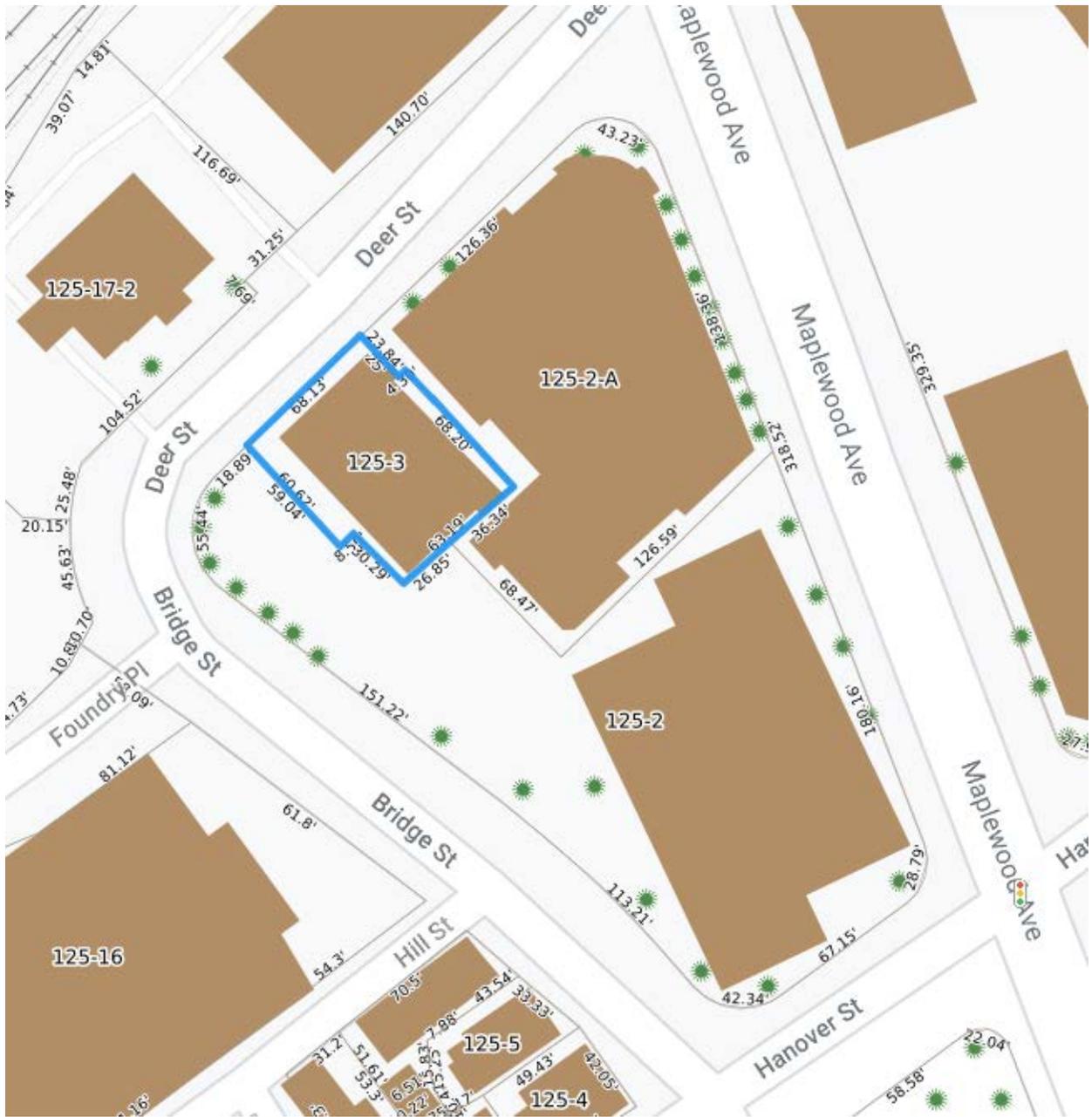
Some of the principals of parking in reducing parking requirements are it should encourage more density AND more greenspace, better public and alternative transportation-not more buildings!! The bus service use declining doesn't necessarily mean more people have cars, it just means they are not riding the bus. Looking at the average graduation or 18th birthday presents of cars might be something to explore. For today, it's safe to say in NH most 20-25 year olds have them.

The parking requirements in Portsmouth are low, especially for micro apartments (0.5 per unit). I understand this is the first proposed building with micro-apartments THEREFORE it will be the example for future micro developments. **Should this development demonstrate that none of their tenants have cars, at that point the zoning could be reviewed to change the parking requirement, not now!** Why have parking requirements when NOT even the bare minimum are proposed! There will still be 10 units and all 21 unit's guests without parking IF it is approved for 11 spaces. Where they will park??

This idea is not enforceable and once tenants realize they have to pay for the parking they are likely (a) not to take the apartment or (b) say they found somewhere else to park. A friend could easily write a note to say they will be parking at their house, even if they don't. **Please do not allow this parking CUP unless off-site parking is paid for by the landlord by securing specific spaces, approved by the Parking Director to be sure they are available and reserved prior to moving forward with this development.**

Respectfully,

Elizabeth Bratter
Property Owner, 159 McDonough St.



From: [Richard D'Andrea](#)
To: [Planning Info](#)
Subject: 238 Deer st
Date: Monday, February 15, 2021 12:10:52 AM

So by providing a drop off spot and then saying tenants will not have cars is idiotic. The biggest problem in Portsmouth is parking and over building without providing parking is unacceptable to the tax payers of the city!

From: [Robin Husslage](#)
To: [Planning Info](#); [Karen Conard](#)
Subject: CUP Application by 238 Deer Street for NO On Site Parking (Planning Board Meeting Feb 18)
Date: Sunday, February 14, 2021 1:12:04 PM

Dear Planning Board & City Manager,

I am writing to you regarding the proposed solution by 238 Deer Street for providing parking for the 21 microunits at 238 Deer Street and their request to provide NO on-site parking spots. I am fully in support of microunit housing and adding housing to our downtown core. In addition, I embrace a future Portsmouth where pedestrians and bicycles dominate our City. However, that is not where our City is today.

Today, our downtown is car-centric for both inhabitants and the many visitors who drive to our City needing to park while they enjoy all that Portsmouth has to offer. And, as has been documented and experienced by our Islington Creek Neighborhood, when given a choice of paying \$1/hour to park at the Foundry Garage or park for free in our neighborhood (Islington Creek), many choose to park for free.

Our Islington Creek Neighborhood has been the parking lot for downtown workers and visitors for a long time now. Parking has gotten increasingly worse with the new nearby developments approved by the City...with no parking required for businesses and minimal parking required by new residential units (with the Downtown Overlay) or by CUP approvals. With development also taking place in our Islington Creek Neighborhood (7 new residential units on Langdon over the past 3 years, 3 new houses being built on lower Brewster Street, and in the near future the redevelopment of the Heineman building which will remove 50+ free parking spots) and no neighborhood parking plan in place, approving this CUP requested by 238 Deer Street with 0 parking spots on site is simply not fair to our neighborhood.

I also take exception to approval of this CUP for 0 parking spots by 238 Deer Street as a resident who recently came before the board with a request to convert my single-family home to a 2-family home which required me to add parking to my small (.06 acre) lot. I had to replace nearly my entire yard (~1/2 my lot) of green grass with a large driveway to meet the on-site parking requirements that the City stipulates is needed for 2 residential units. It isn't fair for the City to require me to convert nearly half of my entire lot to meet the City's requirements for on-site parking and then approve 0 parking be required on-site when this developer is adding 21 residential units to their lot. Is the City giving preferential treatment to developers over residents? It certainly seems that way to me if the City approves this CUP.

If this type of solution which is being proposed by 238 Deer Street (allowing landlords to require tenants to rent parking spaces elsewhere) is allowed, why isn't this option stated in Code 10.1112.30? Why wasn't this an option for me?! Why would the City have different rules

for developers than for residents?

Before CUP's like this one are approved which will directly impact the nearby residential neighborhood which already has critical parking problems, the City needs to step up and take care of protecting the parking rights of our impacted neighborhood by instituting a neighborhood parking program. This has been an issue for far too long and a solution is long overdue.

Please do not approve 238 Deer Street's CUP request to provide 0 parking spots on site unless the City also implements a Neighborhood Parking Program to protect the nearby Islington Creek Neighborhood from parking issues it has long struggled with.

Your consideration of the parking impact to residents living in the Islington Creek Neighborhood while reviewing this CUP request would be greatly appreciated.

With regards,

Robin Husslage
27 Rock Street
Portsmouth, NH
Cell: 603-553-1525

From: [Nicole LaPierre](#)
To: [Planning Info](#); [Karen Conard](#)
Subject: 238 Deer Street
Date: Tuesday, February 16, 2021 12:11:52 PM

Dear Planning Board & City Manager Conard,

I am writing to you regarding the proposed solution by 238 Deer Street for providing parking for the 21 microunits at 238 Deer Street and their request to provide NO on-site parking spots. During my many years living in the Islington Creek neighborhood, parking has been a problem. It involves and affects residents, downtown workers, and tourists. Time has proven endlessly that when given a choice of paying the \$1/hour rate to park at Foundry Garage or to park for free in our neighborhood, free wins. Free always wins.

Our house on Rock Street is a good example. It is a closer walk to Market Square and now West End attractions than the Foundry Garage so therein lies a big part of the issue. This is true of many homes in the Islington Creek neighborhood. With every new restaurant and development (and our neighborhood is scheduled for many) the problem has increased. Without a neighborhood parking program, approving 238 Deer Street with 0 parking spots is an absurdity I do not have words for. As a result of what feels like preferential treatment to developers over residents, last year half our backyard became a driveway. While I appreciated the approval to do it, I can't help feeling resentful for my young boys that lost half their yard. While one might argue, go use the park. Yes, a great space but not one I can leave them unsupervised in (we both work full-time) versus our yard which is pretty much now nonexistent. With all the time home during the pandemic, the yard is missed.

Without the long overdue neighborhood parking program, I fail to see how the Foundry Garage will ever be truly used for its original intent of helping the parking crunch. To allow yet another developer to slide by with inadequate parking is just unacceptable to me. We need long term parking solutions, not developers adding to the chaos. I shudder to think what fate awaits when the Heinemann lot is no longer available as free parking. Even now in the pandemic it is almost at capacity every day. I urge you to reject their proposal. Thank you for your consideration and I hope you and your families remain well during these difficult times.

Best,

Nicole LaPierre
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