29 January, 2020

Trip Generation

Proposed Renovations – Conversion of Commercial Space to Housing
132 – 134 Middle Street
Portsmouth, NH

On behalf of MAC Properties, we hereby submit this Parking Assessment in support of the applicant’s filing with the Portsmouth Planning Board for a Conditional Use Permit under Section 10.241.23 (c) of the Portsmouth Ordinance. The Conditional Use Permit seeks to provide 8 parking spaces (some stacked) where 24 are required. The project involves the remodeling of an existing structure at 132-134 Middle Street. The structure is currently 20 dwelling units and 1 commercial unit. The proposed use will be 21 residential units. The applicant seeks to perform this work in accordance with the requirements of the City; hence this application for a Conditional Use Permit submitted herewith based on the revised use.

The plan is to covert the commercial unit into a dwelling unit, update the building’s life safety / egress – access, remodel the units, and update the utilities. There are no exterior additions proposed; except for the addition of an ADA access lift. This is a necessary update to the structure. The site is accessed via two driveways on Middle Street and one driveway on State Street (via an easement across the adjacent property). These access points provide for eight onsite parking spaces, as depicted on the Sheet C2 Conditional Use Permit Plan.

The base trip generation for the proposed 21 unit building is based on a review of the Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition. The land use code (LUC) that best resembles the proposed use is LUC 220 – Apartment. Using that description the proposed use the site generates the following peak hour trips:

- Weekday Trip Ends: 139 Trips (50% entering; 50% exiting)
- Weekday Morning Peak Hour: 11 Trips (16% entering; 84% exiting)
- Weekday Evening Peak Hour: 13 Trips (67% entering; 33% exiting)
- Saturday Trips: 134 Trips (50% entering; 50% exiting)

The location of the building, adjacent to the downtown Portsmouth, allows the residents to be within easy walking distance to jobs and amenities. The location of the building, near public transportation, also allows residents access to the wider transportation network. The expectation is that actual trip generation (and parking demand) would therefore be reduced due to the resident’s use of bicycles, walking, and available transit.
U.S. Census Bureau information on means of travel for residents of Portsmouth shows that approximately 7.7 percent of Portsmouth residents travel to work via walking or biking and 1.4 percent of Portsmouth residents utilize public transit services to travel to/from work. Based on this data a reduction of 9% in trip generation could be expected.

The applicant has added two locations for bicycle parking; which is a suitable transportation mode given the urban location of the site. There is a COAST bus stop in close proximity to the site. There is also on-street parking on State Street accessed via an access easement.

The applicant believes that the added trip generation from the site re-use is not excessive, will not impact the adjacent street networks, and respectfully requests that the Planning Board grant the Conditional Use Permit as submitted.

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

Sincerely,

John Chagnon

John R. Chagnon, PE
Ambit Engineering, Inc.
Proposed Parking Demand
Site Redevelopment
132-134 Middle Street
Portsmouth, NH

The purpose of this calculation is to identify the proposed parking demand under the Portsmouth Ordinance generated by the site remodeling at 132-134 Middle Street. Currently the lot(s) have a three story building with 20 residential and one commercial unit. The proposed plan is to remodel the interior of the building to 21 residential units.

In developing the expected parking demand Ambit Engineering considered the standard rates as outlined in the City of Portsmouth Zoning Ordinance under Section 10.1112.31 Parking Requirements for Residential Uses. The parking demand, based upon the number size of the dwelling units in the buildings are summarized below:

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>Parking Spaces Required</th>
<th># of units</th>
<th>Parking Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 500 SF</td>
<td>0.5 per unit</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>500 to 750 SF</td>
<td>1 per unit</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>Over 750 SF</td>
<td>1.3 per unit</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Visitor</td>
<td>0.2 per unit</td>
<td>21</td>
<td>4</td>
</tr>
</tbody>
</table>

*Total required: 24 Spaces*

Based on the calculation there is an anticipated requirement for 24 parked vehicles with this project. U.S. Census Bureau information on means of travel for residence of Portsmouth shows that approximately 7.7 percent of Portsmouth residents travel to work via walking or biking and 1.4 percent of Portsmouth residents utilize public transit services to travel to/from work. We can assume that this population may not have a need to have; or have a vehicle. Based on this data a reduction of 9% in parking demand could be expected, thus reducing the actual demand to 22 vehicles.

The attached site plan shows that the site currently supports eight vehicles in off-street parking locations, leaving the site 14-16 spaces short of meeting the Portsmouth Ordinance. As allowed in the Ordinance, the applicant can seek permission for the amount of provided parking for a use based on the application to the Planning Board for a Conditional Use Permit. This letter is in support of such an application.
The applicant is remodeling an existing building and making a minor revision; the conversion of a small section of the building to residential use and increasing the unit count by one unit. This is a minor addition to an existing site / situation. While the relief seems large, it is actually quite small in that the conversion creates the need for one additional space, at the most, and it could be argued that an intensive commercial re-use may require more parking than that. Also, given the desire for affordable residential apartments in the City’s urban core, granting the relief will serve the purpose of perpetuating this use, as the building will be re-fitted and made code compliant, and continue as apartments.

The applicant believes that the provided parking is sufficient for the proposed use. Your approval of this request is hereby requested. Please feel free to call if you have any questions or comments.

Sincerely,

John Chagnon
John R. Chagnon, Project Manager
Ambit Engineering, Inc.
603-430-9282
12 February, 2020

Trip Generation
Proposed Renovations – Conversion of Commercial Space to Housing
132 – 134 Middle Street
Portsmouth, NH

On behalf of MAC Properties, we hereby submit this Parking Assessment in support of the applicant’s filing with the Portsmouth Planning Board for a Conditional Use Permit as allowed in the Portsmouth Zoning Ordinance. The Conditional Use Permit seeks to provide 7 parking spaces (some stacked) where 24 are required. The project involves the remodeling of an existing structure at 132-134 Middle Street. The site is actually two abutting properties, however the building, which straddles the property line, is one building, therefore we are treating the request in this application as a single request. The structure is currently 20 dwelling units and 1 commercial unit. The proposed use will be 21 residential units. The applicant seeks to perform this work in accordance with the requirements of the City; hence this application for a Conditional Use Permit submitted herewith based on the revised use.

The plan is to covert the commercial unit into a dwelling unit, update the building’s life safety / egress – access, remodel the units, and update the utilities. There are no exterior additions proposed; except for the addition of an ADA access lift. This is a necessary update to the structure. The site is accessed via two driveways on Middle Street and one driveway on State Street (via an easement across the adjacent property). These access points provide for seven onsite parking spaces, as depicted on the Sheet C2 Conditional Use Permit Plan. One existing space, in the front yard, has been removed at the request of the Technical Advisory Committee.

The base trip generation for the proposed 21 unit building is based on a review of the Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition. The land use code (LUC) that best resembles the proposed use is LUC 220 –Apartment. Using that description the proposed use the site generates the following peak hour trips:

  Weekday Trip Ends: 139 Trips (50% entering; 50% exiting)
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The location of the building, adjacent to the downtown Portsmouth, allows the residents to be within easy walking distance to jobs and amenities. The location of the building, near public transportation, also allows residents access to the wider transportation network. The
expectation is that actual trip generation (and parking demand) would therefore be reduced
due to the resident’s use of bicycles, walking, and available transit.

U.S. Census Bureau information on means of travel for residents of Portsmouth shows that
approximately 7.7 percent of Portsmouth residents travel to work via walking or biking and
1.4 percent of Portsmouth residents utilize public transit services to travel to/from work.
Based on this data a reduction of 9 % in trip generation could be expected.

The applicant has added two locations for bicycle parking; which is a suitable transportation
mode given the urban location of the site. There is a COAST bus stop in close proximity to
the site. There is also on-street parking on State Street accessed via an access easement.

The applicant believes that the added trip generation from the site re-use is not excessive, will
not impact the adjacent street networks, and respectfully requests that the Planning Board
grant the Conditional Use Permit as submitted.

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

Sincerely,

John Chagnon
John R. Chagnon, PE
Ambit Engineering, Inc.
Proposed Parking Demand  
Site Redevelopment  
132-134 Middle Street  
Portsmouth, NH  

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In developing the expected parking demand Ambit Engineering considered the standard rates as outlined in the City of Portsmouth Zoning Ordinance under Section 10.1112.31 *Parking Requirements for Residential Uses*. The parking demand, based upon the number size of the dwelling units in the buildings are summarized below:

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The attached site plan shows that the site currently supports seven vehicles in off-street parking locations, leaving the site 15-18 spaces short of meeting the Portsmouth Ordinance. As allowed in the Ordinance, the applicant can seek permission for the amount of provided parking for a use based on the application to the Planning Board for a Conditional Use Permit. This letter is in support of such an application.
The applicant is remodeling an existing building and making a minor revision; the conversion of a small section of the building to residential use and increasing the unit count by one unit. This is a minor addition to an existing site / situation. While the relief seems large, it is actually quite small in that the conversion creates the need for one additional space, at the most, and it could be argued that an intensive commercial re-use may require more parking than that. Also, give the desire for affordable residential apartments in the City’s urban core, granting the relief will serve the purpose of perpetuating this use, as the building will be re-fitted and made code compliant, and continue as apartments.

The applicant believes that the provided parking is sufficient for the proposed use. Efforts will be undertaken to increase the available parking in nearby locations by requesting shared uses with abutting business parking lots, or providing residents with passes to park in the Foundry Place garage.

Your approval of this request is hereby requested. Please feel free to call if you have any questions or comments.

Sincerely,

John Chagnon

John R. Chagnon, Project Manager
Ambit Engineering, Inc.
603-430-9282