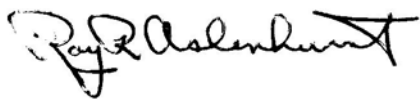


Oct 17th, 2023

My wife, Phyllis A. Ashenhurst is in receipt of an ABUTTER NOTICE sent by Planning Board of Portsmouth, NH. The second listed issue concerns property located at 303 Bartlett Street and 295/299 Bartlett Street, to be heard on October 19th, 2023, and is of some concern, as I read it,. I am not a Lawyer, I am not a Surveyor nor am I a Civil Engineer, however, I was able to plot the parcel of land which was recently bought by the present owners of this property from the heirs of Julia Martineau.. In addition to being an abutter, my wife is one of the former heirs of this property. The frontage on Bartlett Street, of this recently attained property, was around 22.7 feet. The city GIS map never showed this parcel. Although it has been known about for several years now. The GIS map for these two properties shows a combined frontage for 299/300 Bartlett Street of 90 feet. The issue under request shows that the frontage on Bartlett Street will increase by one foot for on parcel and 138 feet for the other with a total frontage for the two properties along Bartlett Street of 269 feet. That is close to the entire distance from Meredith Way to the last lot before Thornton Street. It is more than the combined frontage of six properties northwest of Meredith Way. I admit that I may be reading this wrong, in which case, I would appreciate an explanation correcting my reading.. The newly bought parcel does not account for the enormous increase in frontage on Bartlett Street.

One additional comment. The GIS map shows the northeasterly lot line of parcel 162-14 as 134 feet. A corrected deed was filed on Jan 4th, 1949 which reduced this distance to 124 feet.

I believe a more understandable description of the parcels would be in order to make any comments

A handwritten signature in black ink, appearing to read "Ray R. Ashenhurst". The signature is fluid and cursive, with a large initial "R" and a stylized "A".

Ray R. Ashenhurst
7 Timberline Dr.
Nashua, NH 03062

rrapam@comcast.net

Re: 111 State St
Meeting: Planning Board
Date October 19, 2023
Many graphic less words

Dear Members of the Planning Board,

Oct 17, 2023

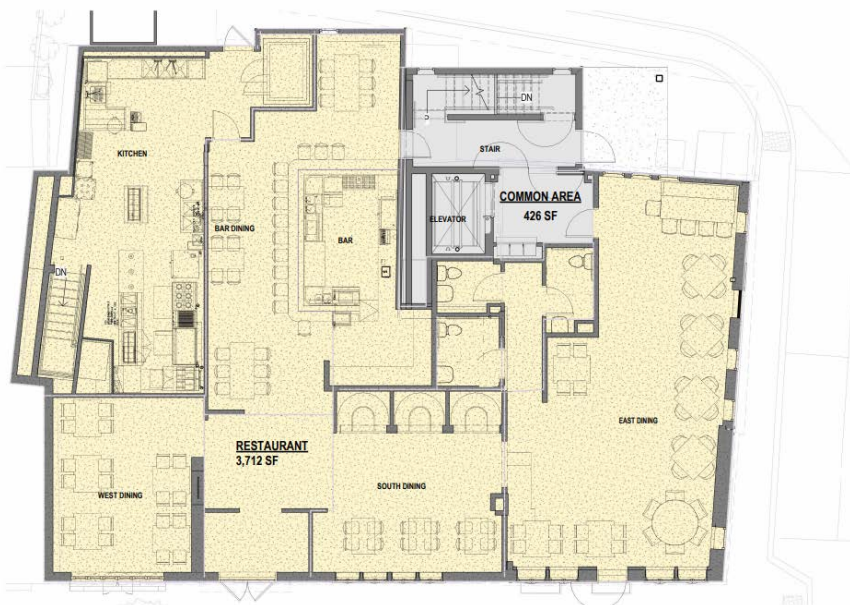
This project needs some careful review. The numbers just don't line up. This development team is providing no parking for their residents, employees, much less the business end, not because there is no space **because it has been chosen to fill the lot with building.** There is no hardship here.

It is true if one cannot find a parking space for a restaurant there are 100 other restaurants one can drive to instead. Those who live in these units are **not being provided any parking.** The rear of this structure formally had some spaces (*see Mapgeo below*). It appears there will be none now (*see proposal below*).

Notice parking area in the rear:



There is no hardship. The entire lot was filled with building.



Where will the employees for this, over 5000 sf, restaurant, park? **Notice, the prep kitchen and restaurant support areas in the basement are not counted for parking.** *Were the prep kitchen and restaurant storage on the first floor would it be counted?* The definition of restaurant per zoning is listed here and clearly state prep areas are part of a restaurant.

Restaurant

An **establishment** in which food is prepared on the premises and served to customers. (See also: **bar, nightclub** and **tavern**)

Full-service restaurant

A **restaurant** where prepared food is sold for consumption on the premises, customers are provided an individual menu, and a **restaurant** employee serves customers at the same table or counter where the items are consumed. A **full-service restaurant** may also provide, as secondary activities, delivery service, take out service (except drive-up customer service) or related **retail sales** items.

Therefore the basement (Level 0) especially the prep kitchen and restaurant storage should be counted toward the parking minimum. Notice the zero for parking for said area. This could add up to 28 more spaces to their requirement. Please keep in mind this lot is NOT in the Downtown Overlay District.

Proposed Layout						
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
3	Apartment 302	532	1	532	1.0	1.0
3	Apartment 301	444	1	444	0.5	0.5
2	Apartment 204	1,777	1	1,777	1.3	1.3
2	Apartment 203	599	1	599	1.0	1.0
2	Apartment 202	609	1	609	1.0	1.0
2	Apartment 201	550	1	550	1.0	1.0
1	Restaurant	3,712	0	0	100.0	37.1
0	Accessory - storage, mech, elect, prep kitchen	2,382	0	0	0.0	0.0
Subtotal Proposed		11,362	7			44.2
Visitor: 1 space per 5 units						1.4
Grand Total Required (As Proposed)						46

It is disturbing that they were approved for a 35 space reduction when **70** were needed (**see previous approved below**) and now want to provide 11 less spaces. Where will those residents park, much less employees? **The minimum for residential (9 spaces) should be provided on site.** *There are NO more parking spaces available downtown to rent or in the garages, per other developments which were required to secure spaces for their parking.* The South End cannot absorb anymore cars.

Please review the original plan below. It shows the necessity for over 70 spaces WITHOUT counting the prep kitchen or other restaurant support areas in the basement. **The variance received was for 35 spaces.** Now 46 spaces are shown WITHOUT counting the prep kitchen or other restaurant support in the basement (74 spaces likely needed). **The minimum for residential should be provided on site by retaining the existing spaces in the rear and possibly providing stacked parking as others sites have done.**

Existing Layout - Previously Approved						
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
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
2	Apartment 202	491	1	491	0.5	0.5
2	Apartment 201	535	1	535	1.0	1.0
1	Restaurant	3,626	0	0	100.0	36.3
0	Accessory - storage, mechanical, prep kitchen	2,282	0	0	0.0	0.0
Subtotal Previously approved		9,212	5			68.8
Visitor: 1 space per 5 units						1.0
Grand Total Required (as previously approved)						70

The Staff Memo states:

“Project Background: The applicant was before the Planning Board at their October 20, 2022 meeting requesting a parking CUP to allow 0 spaces where 35 were required and the Board granted the request. The proposal last fall included the addition of 4 new apartments that were converted from existing office and restaurant space. The request at the time, was for the space that was changing use and did not include all of the uses in the building. “

The development team did change to more residential, however, as opposed to restaurant guests only needing to park for 2 or 3 hours, employees and residential units need a place to park anywhere from 8 to 24 hours, depending on where and if they work.

This crazy idea of not providing ANY parking, which has a cost savings for the developer for a small lot of anywhere from \$50,000 to \$200,000 depending on the number of spaces, while residents provide income or profit for the lot.

Why have zoning that requires parking? *Many places downtown have asked to provide little or NO parking at all and are being granted this wish with no assistance to the neighborhoods impacted by these choices but MOST have been required to secure parking somewhere else. There is NO somewhere else left!!* Please do not allow this development to move from 35 to 46 spaces. Ask the development team to add at LEAST 10 stacked parking spaces in the rear, that would still be granting a variance for 36 spaces a VERY GENEROUS win for the project and a terrible impact on neighborhoods near this project.

Sincerely,
Elizabeth Bratter
159 McDonough St
Property Owner

PS: Is the Planning Board keeping track of how many parking variances and for how many cars they have issued in downtown? Shouldn't someone? Where will these cars park?



Downtown Overlay District Map for reference

From: [Douglas Nelson](#)
To: [Planning Info](#)
Cc: [Douglas Nelson](#)
Subject: 111 State Street parking agenda item
Date: Saturday, October 14, 2023 10:55:25 AM

TO: City of Portsmouth Planning Board
FR: Douglas Nelson, resident property owner, 66 State Street

I recieved an Abutter Notice concerning the request to allow 0 parking spaces where 48 are required, at the SOL restaurant building where new residential housing units are being built.

I, along with many of my neighbors, are against this waiver.

We live a block and half away from this development, and are very concerned about the very limited parking situation that exists currently, and having more people living in these new units will only make it worse.

I know the developer talks about people who will be living there don't necessarily have cars. Maybe - but to my knowledge there is no way of making this a condition of renting, or policing/enforcing it, or the fact that over time they will become "market" priced residential units (vs. workforce units) where the demand will definitely be by people with cars.

Currently, there is a very limited number of open/free parking spaces within a reasonable 15-20 minute walk. This is only compounded by the winter weather, and periodic parking bans. I would estimate there are roughly 100 such spaces available on the side streets in and around the area. Everyday it is free-for-all in terms of finding one of these open spaces. You can easily spend 20 minutes circling around the area looking for one of these parking spaces.

The metered spaces are not a viable option. They are costly, mostly full, and generally designed for the shoppers and visitors to the area. You have to pay until 8:00 pm, so they are not a great option for people living in the area who commute.

I don't know the number of units / people that will be added to 111 State street, or more critically, the number of new cars that will be fighting for those limited free parking spaces. The notice talks about a variance of 0 spots, where 48 are required. 48 is a big number. Even if it's 10-20 additional cars looking for parking it will be a significant increase in the already problematic situation.

I would respectfully request the Planning Board not approve this variance. It will make it even more of a hardship on the people who already don't have enough parking in the area.

I hope this is not already a forgone conclusion, as the recent article in the paper says the TAC has recommended to grant this exception, and the Planning Dept. recommendation is to grant the conditional use permit as presented.

If that is the case, and you are going to grant this variance to 0 parking spaces, I would respectfully ask you to consider offsetting the impact of bringing on more people with cars chasing the limited number of existing free spaces.

One potential solution would be to convert a number of metered spaces in the same area to free spaces. This way if there were 20 new cars (for example) coming into 111 State Street, but there were also 20 new available free spots, at least in theory, the situation wouldn't be getting any worse.

Of course, reducing the number of metered spaces is lost revenue for the city. I'm sure the developer can reimburse the City for this lost revenue as a reasonable cost of doing business, if he in fact wants to put more people with their cars in the area.

Thank you for your consideration.

Doug Nelson