

**Meeting: Planning Board**  
**RE: 165 Deer St Parking CUP**  
**Date: 09/19/24**

Dear Members of the Planning Board,

09/16/24

There is a serious problem in Portsmouth. No one is keeping track of the “deals” made with developers and no one is keeping track of how many parking reductions have been issued. This is an example of this and it would be appreciated if the Conditional Use Permit (CUP) be denied and all the numbers be properly assessed.

*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.***

**This application can NOT meet the criteria for a CUP.**

165 Deer St shows in their request they need a minimum of 87 parking spaces. Shown are 32 tandem and 13 standard spaces (45) being provided. Looking at the basic math here they are short 42 spaces. The math used by this team was 0.75 per room which is due to the Downtown Overlay District (DOD). **They are already receiving a tremendous reduction in parking spaces! Without the Downtown Overlay District they would need 145 spaces. The actual reduction received from the DOD is 58 parking spaces (145-87). They only have to provide 0.75 per room where normally it is 1.25 per room AND there is an EXTRA 4 space reduction as part of the DOD.**

The plan is to utilize the Downtown Overlay District allowance of a reduction of 4 spaces and the remaining of the Deer Street Associates (DSA) “deal” with the city. The beginning total for the DSA “deal” is believed to be 59 spaces in the Foundry Garage per the Parking Department. **How many does legal say there are?** The Parking Demand Analysis shows 33 parking spaces are available. The city shows only 24 spaces left. The Parking Analysis does not even discuss **the actual amount of spaces the DSA has in the “deal” much less how many have been used.**

The Parking Demand Analysis shows **a decrease in use** on Saturdays. Occupancy in Portsmouth hotels does NOT go down on weekends. Most hotels in town have no vacancies and charge higher rates on weekends. The users on weekends will likely be families or groups of friends all with cars. The Analysis states “This hotel is geared towards longer stays which tends to require less parking demand as they could be working on special projects within the city” but then it states it will shared parking during peak hours. How does that work if the cars stay in the spaces for days? Wouldn’t more spaces actually be needed for the long term guest? It also does not show where the employees (24 hr valets, clerks, etc) will park. The DOD changes the requirement from 1.25 to 0.75 but employees still need to park somewhere. It does not show any of the other approved or anticipated parking reductions in the area. A traffic analysis includes new builds. This analysis does not..

The current CUP is for a 5 space reduction. **IT IS A BONUS ON A BONUS!!** The DOD already gave them a 58 space reduction. Please do not allow anymore. The Islington Creek Neighborhood is over full and has excessive circling and illegal parking. On any snow days both garages are full and many residents are turned away with no place to go. A hotel being short spaces is a problem because being from out of town or in rental cars there may be less concern for parking regulations. **Please do not allow this hotel with 116 units to receive a parking CUP. The Downtown Overlay District reductions of 58 spaces, which are VERY GENEROUS!! This reduction along with the already 58 space reduction allowed by the DOD will be detrimental to the Islington Creek Neighborhood. The number of spaces are not adequate for the hotel much less the employees.**

Sincerely,

Elizabeth Bratter

Property Owner 159 McDonough St