

August 5, 2024

Peter Stith, AICP

Planning and Sustainability Department
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

Subject: 165 Deer Street Hotel Parking at Garage
Conditional Use Permit Application
Portsmouth, New Hampshire

Dear Mr. Stith,

On behalf of **Baywood Hotels, Inc.**, our office has prepared a parking demand analysis to support a Conditional Use Permit Application for the hotel building that is currently under construction located at 165 Deer Street in Portsmouth, NH.

The proposed development was originally approved on February 15, 2018, with several minor design changes that have been approved by the City. Currently, the applicant is seeking a Conditional Use Permit from the City of Portsmouth to allow for the reduction of the required marking as described below.

The proposed development includes a 22,771 square foot hotel building with 166 units and a parking garage on the ground level. Since the project is located in the Downtown Overlay District, the parking requirements of Section 10.1115 apply. Section 10.115.21 requires 0.75 parking spaces per guest room, plus 1 space per 25 sf of conference or banquet facilities. The proposed development includes a 116 guest rooms, and no conference or banquet facilities which requires 87 parking spaces. However, section 110.115.23 requires the number of spaces required by section 10.115.21 (87 spaces) to be reduced by 4, thereby bringing the total amount of required spaces to 83. The approved development included 50 spaces in the Hotel Garage to be managed by the Hotel Valet Services (32 tandem parking spaces, 5 car lift spaces, and 13 standard spaces) and 33 spaces in the Foundry Place Garage, for a total of 83 parking spaces. It is our understanding that the proposed tandem parking and lifted parking spaces comply with the ordinances since the Hotel Garage will be managed by the Hotel Valet Services.

Subsequent design changes and construction progress have resulted in the need to remove the lifted parking spaces to provide a larger fire sprinklers system in the garage. This given the limited amount of space on site, there is no room to provide the required number of spaces to comply with the ordinance. As such, the applicant is requesting a 6% (5 space) reduction in the amount of parking required for the proposed development. The following outlines the considerations of the parking demand analysis and how the currently proposed 78 parking spaces is adequate for the proposed development.



Parking Demand Analysis

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. A vehicle would not be as useful and would be costly to keep when staying several nights to weeks or months. Baywood Hotels estimates 30% of the guests will be true extended stay guests.

For the purposes of this assessment, Gorrill Palmer based the parking demand rates from the parking demand rates published in the Transportation Engineers (ITE) publication, *Parking Generation Manual, 5th Edition* for Land Use Code 312 – Business Hotel.

The following table presents the anticipated parking demand for the proposed development based on the ITE parking data. The ITE data is based on parking demand per occupied room, which is an average of 73% and 69% on weekdays and Saturdays respectively, and an 85th percentile rate of 84% and 79% on weekdays and Saturdays respectively. Baywood Hotels expects that within 3 years, the average occupancy for the hotel will stabilize at about 70-75%. For the purposes of this analysis, the hotel is expected to be occupied at a rate of 75%, or 87 occupied rooms.

Parking Demand Per Occupied Room for 116 Room Hotel Occupied at 75% in a General Urban/Suburban Setting Per ITE Manual						
Hour Beginning	Weekday			Saturday		
	Percent of Peak Parking Demand	Average Parking Demand (73%)	85th Percentile Parking Demand (84%)	Percent of Peak Parking Demand	Average Parking Demand (69%)	85th Percentile Parking Demand (79%)
12:00-4:00 a.m.	100	64	73	82	49	56
5:00 a.m.	-	-	-	0	-	-
6:00 a.m.	-	-	-	96	58	66
7:00 a.m.	89	57	65	98	59	67
8:00 a.m.	64	41	47	87	52	60
9:00 a.m.	56	36	41	74	44	51
10:00 a.m.	49	31	36	64	38	44
11:00 a.m.	45	29	33	56	34	38
12:00 p.m.	45	29	33	48	29	33
1:00 p.m.	41	26	30	44	26	30
2:00 p.m.	39	25	29	40	24	27
3:00 p.m.	39	25	29	46	28	32
4:00 p.m.	44	28	32	48	29	33
5:00 p.m.	48	30	35	55	33	38
6:00 p.m.	51	32	37	60	36	41
7:00 p.m.	54	34	39	64	38	44
8:00 p.m.	62	39	45	67	40	46
9:00 p.m.	72	46	53	81	49	56
10:00 p.m.	86	55	63	88	53	60
11:00 p.m.	93	59	68	100	60	69

As shown above, the parking demand is anticipated to peak between 9PM and 8AM each day, with an average peak demand of 64 spaces on weekdays, and 60 spaces on Saturdays and an 85th percentile peak demand of 73 spaces on weekdays, and 69 spaces on Saturdays

Additional Considerations

Given the urban nature and walk-ability of the city, there is less demand for parking as guests may use alternate modes of transportation to arrive at hotel (see discussion below), and are able to walk to downtown restaurants, attractions, offices, etc. throughout their stay.

Services provided by the Hotel:

Valet services allow for a higher level of efficiency for parking. Through the use of well-developed operational procedures allow for more space (not designated as parking spaces) to be used to store vehicles since the valet has access to all of the vehicles and can move them as needed. With proper operational procedures, drive aisles under the building, and the front entrance could be used to store vehicles if demand exceeds expectations.

Public and Private Transport:

The Coast Bus transports passengers around the Seacoast region, offering access to Rockingham and Strafford counties as well as Berwick, Maine. The Coast Bus has stops on Russel Street and Hanover Street, within 1,000 feet (2 blocks) of the hotel.

C&J Trailways offers a convenient method of traveling between Portsmouth and Boston or New York. The terminal is located approximately 2.5 miles from the site. Public transportation and rideshare services such as Uber, Lyft, and more are readily available throughout Portsmouth, therefore it is likely that anyone arriving to the site via the busses, planes, and trains would use public transportation or rideshare services to get to the site.

Shared Parking Spaces:

The Foundry Place Garage located at 100 Foundry Place includes 600 parking spaces, of which, 33 spaces are reserved for the Hotel. There is an inverse relationship between hotel patrons and 9-5 users of the garage. Hotel check in is after 3pm with the peak check in from 7-8pm. Check out is by 11am with peak check out between 8-9am.

Conclusion

As shown above, based on the ITE parking data, the parking demand is anticipated to peak between 9PM and 8AM each day. With an anticipated occupancy rate of about 75%, the resulting 85th percentile peak demand for the proposed development is 73 spaces on weekdays, and 69 spaces on Saturdays. This data is supported by the readily available public and private transportation services discussed above. As such, Gorrill Palmer is of the opinion that the proposed 78 parking spaces is more than adequate.



Closure

As instructed by your office, we are providing this parking demand analysis for review by the City's Technical Advisory Committee prior to submitting a full Conditional Use Permit Application.

The Project Team looks forward to the Committee's review of this analysis. If you have any questions with regards to the submission material or need additional copies, please contact our office.

Sincerely,

GORRILL-PALMER

A handwritten signature in blue ink, appearing to read 'D Reynolds'.

Douglas E. Reynolds, PE

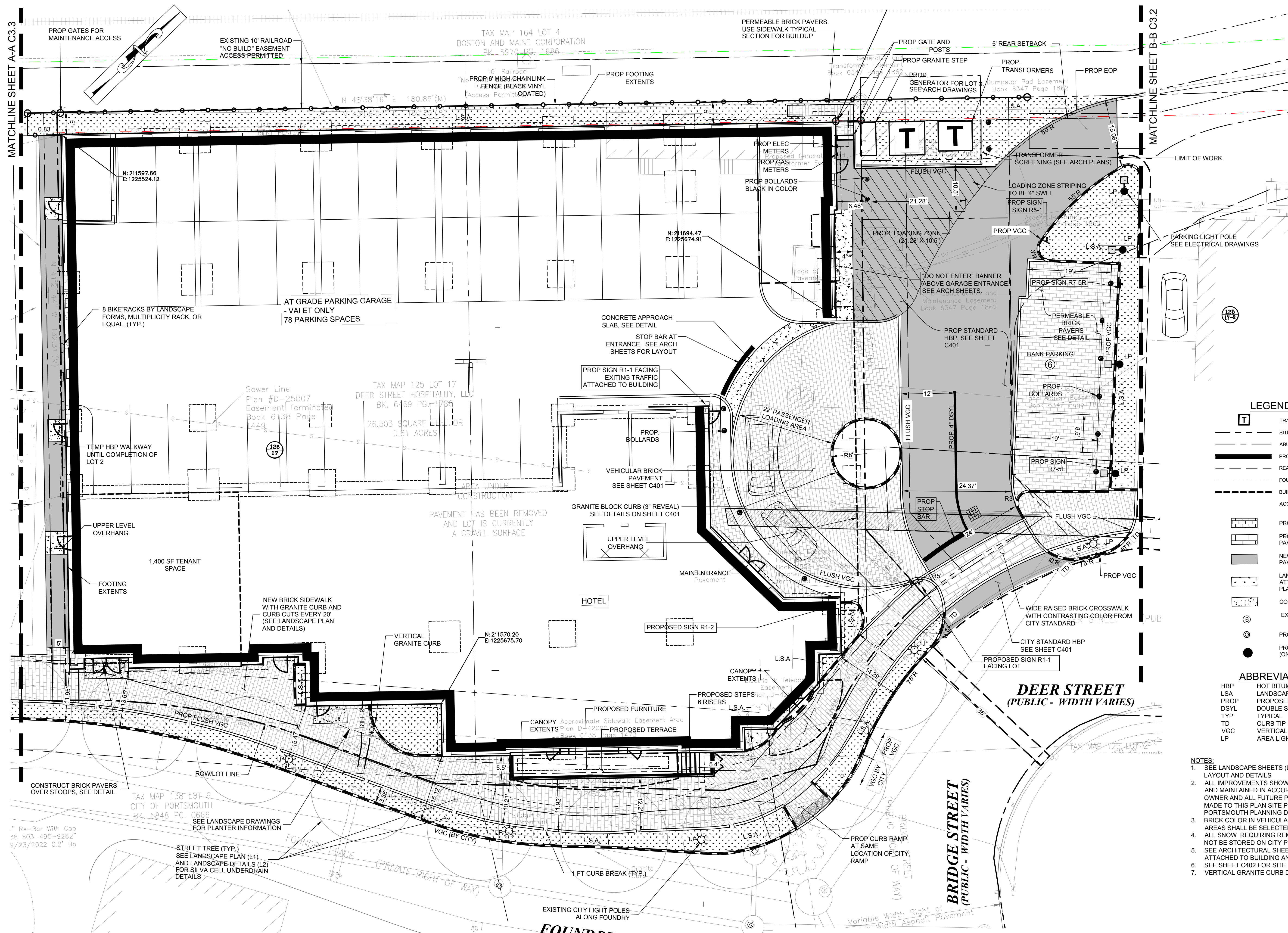
Project Manager

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c: Ron Baden, Baywood Hotels, Inc.

Neil Patel, Baywood Hotels, Inc.



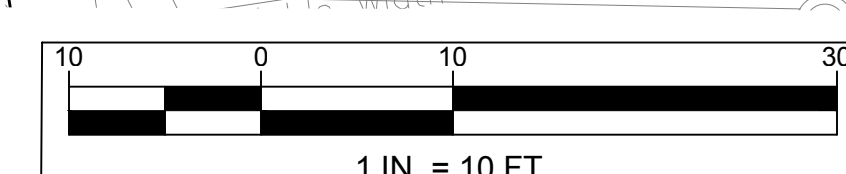
LEGEND:

- T TRANSFORMER
- SITE BOUNDARY LINE
- ABUTTER LOT LINE
- PROPOSED BUILDING
- REAR SETBACK
- FOUNDATION EXTENTS
- BUILDING/CANOPY OVERHANG
- ACCESSOR'S MAP# / LOT#
- PROP BRICK SIDEWALK
- PROP VEHICULAR BRICK PAVEMENT
- NEW BITUMINOUS PAVEMENT SECTION (HBP)
- LANDSCAPE (SEE ATTACHED LANDSCAPE PLANS FOR DETAILS)
- CONCRETE
- EXTERIOR PARKING SPACES
- PROP LIGHT POLE (CITY)
- PROP LIGHT POLE (ON-SITE)

ABBREVIATIONS:

- HBP HOT BITUMINOUS PAVEMENT
- LSA LANDSCAPED AREA
- PROP PROPOSED
- DSYL DOUBLE SOLID YELLOW LINE
- TYP TYPICAL
- TD CURB TIP DOWN
- VGC VERTICAL GRANITE CURB
- LP AREA LIGHT POLE

- NOTES:**
- SEE LANDSCAPE SHEETS (L SERIES) FOR LANDSCAPE AND STREETScape LAYOUT AND DETAILS
 - ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNER AND ALL FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS PLAN SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR
 - BRICK COLOR IN VEHICULAR TRAVEL LANES AND PASSENGER LOADING AREAS SHALL BE SELECTED BY OWNER DURING SHOP DRAWINGS.
 - ALL SNOW REQUIRING REMOVAL WILL BE HAULED OFF SITE AND SHALL NOT BE STORED ON CITY PROPERTY.
 - SEE ARCHITECTURAL SHEET A1.011T FOR RIGHT-OF-WAY SIGNAGE ATTACHED TO BUILDING AND INTERIOR PAVEMENT MARKINGS.
 - SEE SHEET C402 FOR SITE SIGNING LEGEND
 - VERTICAL GRANITE CURB DETAILS PROVIDED ON SHEET C401



NO.	DESCRIPTION	DATE
1	FOUNDATION PERMIT SET	6/9/23
2	BULLETIN 1	1/5/24
3	BULLETIN 2	1/31/24
4	BULLETIN 3	3/12/24
5	BULLETIN 4	5/16/24
6	BULLETIN 5	7/22/24

PROJECT NUMBER 3256.23
DATE OF ISSUE 12.14.2022
DRAWN BY CG
CHECKED BY DER

SITE PLAN-DETAIL
(SHEET 1 OF 3)

C3.1

ISSUED FOR CONSTRUCTION



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