

CITY OF PORTSMOUTH New Hampshire

CONDITIONAL USE PERMIT APPLICATION

Department Use Only

Assessor Plan # 116
Zone CD 4

Lot # 38
Lot area 62,559 SF

Date 6/13/2018
Fee _____
By _____

Applicant Portsmouth Housing Authority Owner of Record Same as Applicant

Applicant Street Address 245 Middle Street Owner Street Address _____

Applicant City / State / Zip Portsmouth/NH/03801 Owner City / State / Zip _____

Applicant phone (603) 436-4310 Owner phone (_____) _____

Applicant e-mail craigwelch@nh-pha.com

Location (street address) of proposed work: 140 Court Street

Existing Use: Residential Apartment Building

All applications must file an [online building permit application \(https://portsmouthnh.viewpointcloud.com/#/1071\)](https://portsmouthnh.viewpointcloud.com/#/1071) or reference an existing one on file.

Building Permit Application # 28501

Requesting a Conditional Use Permit Per Section 10.1112.52 of the Zoning Ordinance.

Provide a detailed description of the project, including reference to the relevant Zoning Sections and how the criteria of the Zoning Ordinance are met (Attach additional sheets as necessary):

See Attached Letter

The undersigned certifies that all the required conditions exist for granting of this request according to the terms of the Zoning Ordinance as demonstrated in the attached submittals.

Only complete applications will be accepted by the deadline date. A complete application shall consist of: a completely filled out application form with original signatures, the application fee, twelve (12) packets of required plans and any supporting documents or photos, and an electronic file in PDF format of application and all submissions. Incomplete applications will not be accepted. Applications received after the deadline will be scheduled for the following month. The owner or his/her representative is required to attend the Planning Board Public Hearing for the above Conditional Use Permit.



Signature of Property Owner (If not owner, authorization to file on owner's behalf is required)

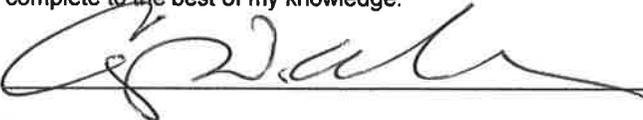
6/18/18
Date

Please PRINT name here Craig A. Welch, Portsmouth Housing Authority

**Applicant's Responsibilities
& Submission Requirements**

1. All applications for Conditional Use Permits (CUP) must be submitted to the Planning Department prior to the published deadline.
2. An online Building Permit application must also be filed or referenced for the project in order for the CUP application to be considered complete.
3. An applicant shall only be the owner of the property or the owner's authorized representative.
4. It is the obligation of the applicant to submit adequate plans and exhibits to demonstrate compliance with the criteria outlined in the Zoning Ordinance.
5. The applicant shall submit one (1) original and eleven (11) copies of the application and any plans, exhibits, and supporting documents.
6. If a Site Plan is submitted as supporting documentation to the application, the applicant shall submit four (2) full-size (22"x34") copies and six (10) reduced (11"x17").
6. The applicant shall provide electronic files in Portable Document Format (PDF) of all submittals.
7. The Planning Department reserves the right to refuse applications which do not meet these minimum requirements. The Planning Department may also require additional information and/or exhibits as needed to illustrate the scope of the project.

I have read the above list of responsibilities, have provided all required information, and such information is current, accurate, and complete to the best of my knowledge.



6/18/18

(Applicant's Signature, date)

The Applicant is encouraged to consider the following when completing the application:

- Provide neat and clearly legible plans and copies
- Use of color or highlights is encouraged in order to identify pertinent areas on plans
- Applicants are encouraged to review the application with a member of the Planning Department staff prior to submittal
- All applicants are encouraged to discuss the project with impacted neighbors

This permit application is intended for the conditional use permit requests for the following relevant sections of the Zoning Ordinance:

- Section 10.720 – Flexible Development – Open Space PUD/Residential Density PUD
- Section 10.835 – Accessory Drive-through Uses
- Section 10.5A43.43 – Building Footprint (CD4, CD4-W, CD5)
- Section 10.5A46.22.1(f) – Community Space on a separate lot
- Section 10.5A46.23 – Community Space excess credit
- Section 10.5B25.20 – Excess dwelling units per building (Gateway Neighborhood Mixed-Use Districts)
- Section 10.5B41.10 – Development Site approval (Gateway Neighborhood Mixed-Use Districts)
- Section 10.5B72 – Density Bonus Incentives (Gateway Neighborhood Mixed-Use Districts)
- Section 10.862 – Hours of Operation
- Section 10.1112.52 – Maximum and Minimum Number of Parking Spaces
- Section 10.1112.62 – Shared parking on separate lots

BOSEN & ASSOCIATES, P.L.L.C.
ATTORNEYS AT LAW

John K. Bosen
Admitted in NH & MA

Christopher P. Mulligan
Admitted in NH & ME

Molly C. Ferrara
Admitted in NH & ME

David M. Howard
Admitted in NH

Bernard W. Pelech
Admitted in NH & ME

VIA HAND DELIVERY

June 18, 2018

City of Portsmouth
Dexter Legg, Chair
Planning Board
One Junkins Ave
Portsmouth, NH 03801

Re: *Feaster Lot Development*
140-152 Court Street

Dear Mr. Legg:

This office represents the Portsmouth Housing Authority and ED PAC, LLC with respect to the Application for Conditional Use Permit submitted herewith. In support thereof, we are submitting the proposed site plan prepared by Ambit Engineering, Inc. and the Trip Generation and Parking Assessment prepared by Gorrill & Palmer.

The Portsmouth Housing Authority ("PHA") is committed to providing much needed workforce and affordable housing to the downtown. The new building proposed will add 64 additional housing units. With the existing 100 housing units on site at the Feaster Apartments, and as set forth on the table attached herewith, the minimum parking otherwise required for this project under 10.1112.30 would be 135 spaces. The PHA proposes to provide 60 spaces, or 44% of the required amount. Pursuant to Section 10.1112.52, a conditional use permit may be granted to permit less than the minimum parking required, and is appropriate for this project.

The Gorrill & Palmer report indicates while the current parking requirements for the Feaster Building are quite low; industry predictors would indicate that the addition of Workforce Housing units would require 17 more spaces than proposed to be provided. Actual site counts do show reduced demand for parking, below industry predictors, based on current loads. The Gorrill & Palmer report does show that there are PHA sites within one mile of this location where at least 16 spaces are available for potential use. Specifically, there are presently 16 unused spaces at Margeson, Connors Cottage and the Lafayette School. This demonstrates that the parking for this development, as they exist today taken as a whole, are more than adequate for the expansion.

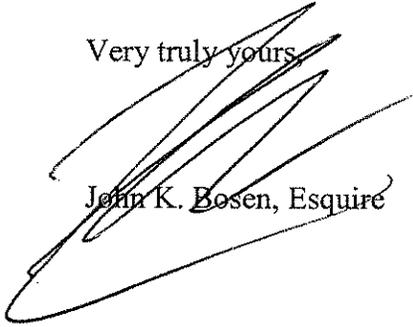
Given the PHA's experience, we are confident that the parking proposed is sufficient to accommodate the additional unit's needs. As the report notes, the calculated resident parking demand at Feaster is 32 spaces, but the actual demand seems to be much less. As the attached table demonstrates, 26 of the new units meet the definition of micro units (< 500 SF), which only require 0.5 spaces per unit. We are proposing 6 units which are slightly (12%) larger. Some of those are ADA units, which simply can't be any smaller and still be accessible, and which should be exempt from the extra parking otherwise required for non-micro units. The remaining 16 one bedroom units are, at maximum, 602 square feet. This is 20% larger than the definition of micro units. Given that they are 1 bedroom we feel there would not be any appreciable impact on parking demand. The design team could, and will if forced, massage the layout to squeeze these units to meet the definition, by making wider hallways and other common areas, however, this will not benefit either residents of the project or the neighborhood. On average, these new units will be micros.

The PHA also believes the visitor parking requirement of 33 spaces is wildly exaggerated for this downtown location and does not accurately reflect what is necessary to accommodate the needs of workforce housing residents. In fact, visitor parking needs can be met with the adjacent street network, Parrott Avenue and the Parrott Avenue parking lot, and in the adjacent HFGR private pay lot.

Portsmouth's parking ordinances require an unrealistic amount of parking for this proposed use. The nature of workforce housing, the size of the units, and the PHA's own experience suggest that the 60 spaces proposed is more than adequate. The project is in the heart of a very walkable urban area, mitigating the need for parking further. The COAST transit network has bus stops at Feaster that provide transportation to the PNSY, Lafayette Road and Pease.

For the forgoing reasons, we respectfully request the Board grant the conditional use permit. Thank you for your attention.

Very truly yours,


John K. Bosen, Esquire

Encls.

BOSEN & ASSOCIATES, P.L.L.C.
ATTORNEYS AT LAW

Trip Generation & Parking Assessment
Portsmouth Housing Authority – 140 Court Street
Portsmouth, NH
June 18, 2018
JN 3435

I. Introduction

The following is a trip generation and parking assessment for the proposed workforce housing project to be located at 140 Court Street in Portsmouth, NH. The development is proposed to include: 64 unit work force housing building to be located on the same site adjacent and to the east of a 100 unit building for the elderly and disabled (Feaster Housing). It is our understanding that for the purposes of assessment, the applicant is using the definition of “work force” to mean the City’s definition, which is 60% median income. It is also our understanding that the proposed housing is expected to be 70% “work force” housing and 30% restricted income.

The overall site is currently accessed via three curb cuts onto Court Street and a back access to Parrott Avenue. The existing accesses onto Court Street include two full movement and one enter only. In the proposed condition, the number of accesses onto Court Street is proposed to be reduced to a single full movement access. This additional available curbed length along Court Street created by removal of the curb cuts would now be available as additional on-street parking that is not currently there.

II. Trip Generation

Proposed Trip Generation

The base trip generation for the proposed 64 unit workforce housing is based on a review of the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition. The 64 units include 48 one bedroom units and 16 two bedroom for a total of 80 bedrooms. In reviewing the size and number of bedrooms per unit, it is apparent these are not intended to be family oriented units and as indicated, are oriented more toward workforce housing. In reviewing the land uses, it appears that the land use codes (LUC) that best resembles the proposed use is LUC 225 – Off Campus Student Apartment (Adjacent to Campus). Understanding that these are not restricted to students, but the description of the characteristics associated with this type of use appears to best fit the proposed use with the similarities of; part of a complex with similar uses, size of unit, number of occupants per unit, within walking distance to many amenities.



In addition to LUC 225, GP also compared LUC 221 – Multifamily Housing (Mid-Rise), Center City Core (Assuming all units are occupied), knowing that the trip generation would be slightly higher, but identifying how much higher.

The following table provides a summary of the forecasted trip generation for the two different land use codes:

Trip Generation Summary

Time of Day	ITE Trip Generation (trip ends)		
	Enter	Exit	Total
Weekday	126 (120)	126 (120)	252 (240)
AM Adjacent Street	4 (6)	6 (14)	10 (20)
AM Generator	6 (4)	7 (15)	13 (19)
PM Adjacent Street	10 (9)	10 (9)	20 (18)
PM Generator	11 (9)	10 (9)	21 (18)

XX = Student Apartment, (XX) = Multifamily Housing

As shown in the table, the proposed work force housing is forecast to generate a maximum of 21 trip ends during the PM peak hour of the generator. When compared to multifamily housing which would have more residents per unit than what is proposed, the proposed land use code appears appropriate. A trip end is a trip into or out of the facility therefore a single vehicle round trip would be two trip ends.

Typical Trip Reductions

Often in a downtown area for residential development, additional reductions are taken from the trip generation to account for the proximity of the development to surrounding amenities and the use of other modes of transportation. These reductions can include:

- Bicycle use
- Walking
- Transit Use

It should be noted that the site is ideally located in the heart of the downtown and is directly adjacent to bus stops, a significant sidewalk network within the downtown, and the proposed housing is proposing bicycle racks and covered bicycle storage to promote bicycling.

Based on our review of the information, it is our opinion that these other modes of transportation reductions will occur, but have already been taken into consideration in the choice of land use and that “adjacent to campus” was chosen as the location. Therefore, no additional trip generation reductions were subtracted from those provided in the summary table.



Existing Trip Generation

Parking generated traffic - The site currently includes approximately 14 “pay to park” parking spaces on-site and along the easterly side of the property, adjacent to the fire station. Based on field observations, these spaces are well utilized. The spaces are limited to 4 hours maximum parking. Assuming even two thirds of these spaces turn over during the PM peak hour, this results in 18 trip ends, just slightly less than the 20 to 21 trips forecasted for the proposed development. In addition to the “pay to park” users, it is our understanding that additional traffic is also created by these spaces in the form of drivers entering the lot, traveling down the row of spaces looking for a space, and if full, continue out the back to Parrott Avenue where other spaces may be available. If just a few drivers do this, it is equal to or more than the trips that are forecast during the peak hour for the proposed project. This project may actually reduce the use of the back access to / from Parrott Avenue.

Existing use generated traffic – As part of this project, 152 Court Street which is located on-site is proposed to be reduced in size from approximately 6,500 sf to approximately 525 sf. Most of this reduction will be from the businesses, which includes a wide range of uses (over 10 different). Assuming a Small Office Building (LUC – 712) use of approximately 6,000 sf would remove 12 AM and 15 PM peak hour trips from the site.

Considering the addition of the proposed use along with the removal of parking spaces and commercial space on this site, the net change in trip generation is forecast to be equal to or slightly less than the existing.

III. Parking Evaluation

The following is a summary of the anticipated parking demand and supply for the proposed site.

Parking Demand:

Feaster Apartments: These 100 units are primarily occupied by the elderly and / or disabled. Based on information provided by Portsmouth Housing Authority (PHA), there is a current demand (requested parking stickers) of 32 spaces, resulting in a parking demand ratio of 0.32. To confirm this parking demand, GP completed two parking occupancy reviews. One was completed during the day at approximately 11 AM on May 3, 2018. The tenant parking demand at that time was 14 spaces, for a parking demand ratio of 0.14. The second parking occupancy review was completed in the evening at 9:30 PM, a time when tenants in this category would be expected to be home for the evening. That review was completed on May 7, 2018 and a total of 24 tenant spaces were occupied, for a parking



demand ratio of 0.24. Based on this review, the 0.32 parking demand ratio for tenants appears reasonable if not a little high.

Work Force Housing: To evaluate the parking demand for the work force housing, the Institute of Transportation Engineers (ITE) Parking Generation, 4th Edition was reviewed. Land Use Code 225 - Off Campus Student Apartment (Adjacent to Campus) is not provided in the Parking Generation Manual and therefore, we reviewed criteria for LUC 221 – Low/Mid Rise Apartment (Low and Mid Rise are combined in the Parking Generation Manual), recognizing this would likely yield slightly conservative (high) results. Based on the information for this LUC, the average peak parking demand was 1.2 vehicles per dwelling unit. However, it also identifies that the average unit has 1.9 bedrooms per unit. The proposed work force housing has 1.25 bedrooms per unit, approximately 65% of the LUC benchmark; therefore, a parking rate of 0.75 to 1.0 per unit would appear more appropriate for this project. To further narrow it down, we also reviewed the previous 3rd Edition which identifies that for areas within the Central Business District (CBD), the vehicles owned per household was 0.7, which is close to the lowest range identified previously. This would indicate that the number of spaces needed to accommodate 64 units would be approximately 45 spaces. (supporting sources attached)

Total Parking Space Demand for Residents = Feaster (32 spaces) + Work Force (45 spaces) = 77 spaces (We recognize that some additional parking spaces may be required to accommodate employees & visitors)

City Ordinance:

Based on calculations provided by others (attached) using the number of units and the size of each unit, the entire site (Feaster + Proposed Housing) would require 135 parking spaces, including 33 parking spaces for visitors.

It should be noted that because of the difference in zoning, this site is held to higher standards, and it is our understanding that if this project were located across the street, there would be no required parking at all.

Parking Supply

- On-site parking: The site is proposing to provide 60 on-site parking spaces.
- Nearby locations: According to Portsmouth Housing Authority (PHA), they have three other facilities within one mile of the proposed location with parking occupancy as follows:



- Margeson (0.3 miles) – Has 9 unused parking spaces (74 avail. – 55 used by residents – 10 used by staff)
- Connors Cottage (0.5 miles) – Has 2 unused parking spaces (20 avail. – 18 used by residents)
- Lafayette School (1 mile) – Has 5 unused spaces (14 avail. – 9 used by residents)

If additional parking is required, these locations could serve as satellite locations for long term parkers, especially since two of the three locations are located within a half mile of the site.

- Demand responsive shuttle for Feaster – According to PHA, there will be a demand responsive shuttle that is available for residents of the Feaster Apartments. This makes it easier for residents of the apartments to not require a car of their own.
- Off-site parking: There are currently 3 standard – 3 hour “pay to park” on-street parking spaces and one handicapped space along Court Street along the site frontage. The proposed site layout closes one curb cut onto Court Street. Due to required turning movements, no additional on-street parking can be provided.
- Additional Parking Available for Visitors – Based on discussions with PHA, it is our understanding that during the evenings, additional parking spaces are available at the adjacent office property to the south. They provide these spaces for a fee, and in fact the proposed layout of this site provides a pedestrian access to the property. In addition, parking is also available on the adjacent roadway network, Parrott Avenue, and Parrott Avenue parking lot.
- Other modes of transportation – As identified in the previous sections on trip generation, the downtown location of this project provides residents of the building the luxury of not needing a vehicle. There are transit stops directly in front of the site, the proposed use will provide bicycle racks and storage to promote bicycle use, the surrounding street network is extremely walkable, and additional an additional parking space along the site frontage is being created and could be used for on-call rides such as a taxi / Uber. To encourage other forms of transportation, PHA is willing to sponsor Zagster (bicycle ride share program), and will be distributing reduced cost drop tickets (transit service) for all eligible tenants.



IV. Conclusions / Recommendations

The following is a summary of the conclusions and recommendations:

1. The proposed work force housing is forecast to generate 10 trip ends during the AM peak hour of adjacent street traffic and 20 trip ends during the PM peak hour of adjacent street traffic. Based on the trip generation evaluation provided herein, the redevelopment of the existing site is not forecast to increase the trip generation to / from the site above the existing condition. The net increase taking into consideration the loss of on-site existing public parking and loss of on-site commercial space may actually result in less trips than the site currently generates.
2. The forecasted parking demand (exclusive of staff or visitors) to accommodate the Feaster Apartments and work force residents is approximately 77 spaces, which is approximately 17 parking spaces more than the proposed 60 spaces based on ITE and approximately 42 spaces less than required by the ordinance. It should be noted that based on our understanding if this site were located on the other side of the road, the ordinance would not require any parking spaces.

The fact that the proposed site is located in the heart of the walkable downtown with direct access to transit and the nature of the existing and proposed uses helps to keep the parking demand at a lower rate. Nearby PHA locations, new on-street parking space, proposed on demand shuttle service, use of Zagster, reduced transit tickets, and adjacent parking spaces for overnight visitors, makes this location ideal for the proposed use.

June 18, 2018

Land Use: 221

Low/Mid-Rise Apartment

Description

Low/mid-rise apartments are rental dwelling units located within the same building with at least three other dwelling units: for example, quadrplexes and all types of apartment buildings. The study sites in this land use have one, two, three, or four levels. High-rise apartment (Land Use 222) is a related use.

Database Description

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at urban sites and, therefore, the data were analyzed separately.

- Average parking supply ratio: 1.4 parking spaces per dwelling unit (68 study sites). This ratio was the same at both the suburban and urban sites.
- Suburban site data: average size of the dwelling units at suburban study sites was 1.7 bedrooms, and the average parking supply ratio was 0.9 parking spaces per bedroom (three study sites).
- Urban site data: average size of the dwelling units was 1.9 bedrooms with an average parking supply ratio of 1.0 space per bedroom (11 study sites).

Saturday parking demand data were only provided at two suburban sites. One site with 1,236 dwelling units had a parking demand ratio of 1.33 vehicles per dwelling unit based on a single hourly count between 10:00 and 11:00 p.m. The other site with 55 dwelling units had a parking demand ratio of 0.92 vehicles per dwelling unit based on counts between the hours of 12:00 and 5:00 a.m.

Sunday parking demand data were only provided at two urban sites. One site with 15 dwelling units was counted during consecutive hours between 1:00 p.m. and 5:00 a.m. The peak parking demand ratio at this site was 1.00 vehicle per dwelling unit. The peak parking demand occurred between 12:00 and 5:00 a.m. The other site with 438 dwelling units had a parking demand ratio of 1.10 vehicles per dwelling unit based on a single hourly count between 11:00 p.m. and 12:00 a.m.

Four of the urban sites were identified as affordable housing.

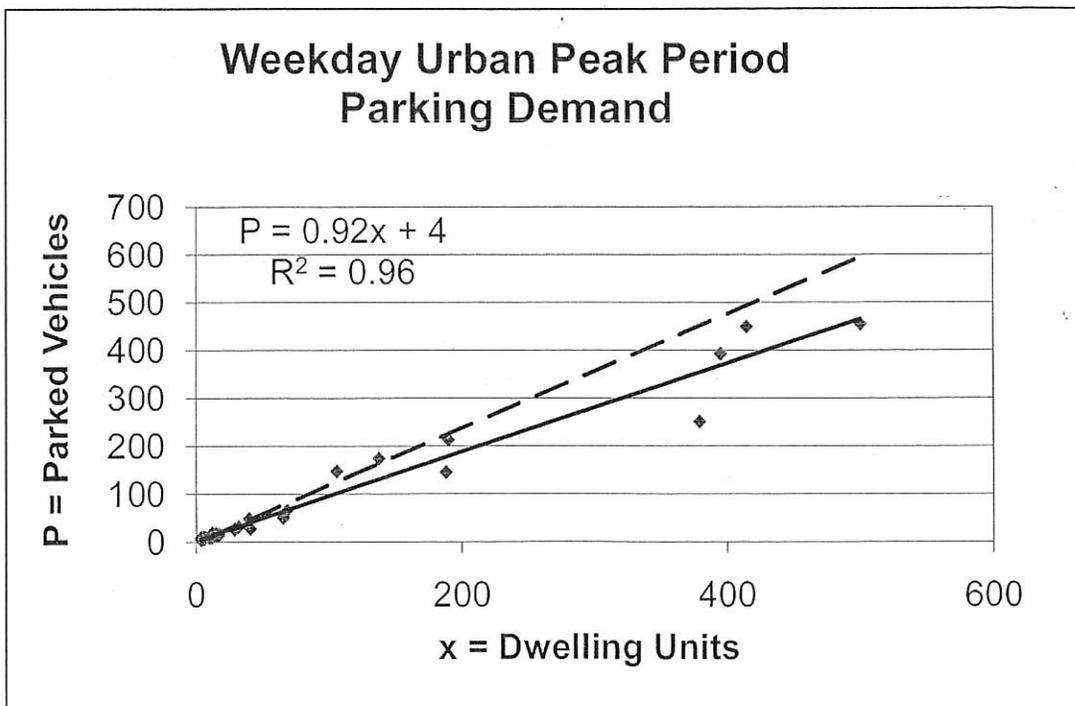
Several of the suburban study sites provided data regarding the number of bedrooms in the apartment complex. Although these data represented only a subset of the complete database for this land use, they demonstrated a correlation between number of bedrooms and peak parking demand. Study sites with an average of less than 1.5 bedrooms per dwelling unit in the apartment complex reported peak parking demand at 92 percent of the average peak parking demand for all study sites with bedroom data. Study sites with less than 2.0 but greater than or equal to 1.5 bedrooms per dwelling unit reported peak parking demand at 98 percent of the average. Study sites with an average of 2.0 or greater bedrooms per dwelling unit reported peak parking demand at 13 percent greater than the average.

For the urban study sites, the parking demand data consisted of single or discontinuous hourly counts and therefore a time-of-day distribution was not produced. The following table presents a time-of-day distribution of parking demand at the suburban study sites.

Land Use: 221 Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs. Dwelling Units
On a: Weekday
Location: Urban

Statistic	Peak Period Demand
Peak Period	10:00 p.m.–5:00 a.m.
Number of Study Sites	40
Average Size of Study Sites	70 dwelling units
Average Peak Period Parking Demand	1.20 vehicles per dwelling unit
Standard Deviation	0.42
Coefficient of Variation	35%
95% Confidence Interval	1.07–1.33 vehicles per dwelling unit
Range	0.66–2.50 vehicles per dwelling unit
85th Percentile	1.61 vehicles per dwelling unit
33rd Percentile	0.93 vehicles per dwelling unit



◆ Actual Data Points — Fitted Curve - - - - Average Rate

Land Use: 221

Low/Mid-Rise Apartment

- Additional research was conducted in the Portland, OR region using 2000 U.S. Census data⁴ to relate rental households to the availability of vehicles. These data provided trends in the ratio of vehicles owned per rental household. While it was recognized that area type was not the only factor affecting vehicle ownership (household income was a very significant factor), this general assessment provided a means of comparison to the survey data submitted to ITE. The following table summarizes the number of vehicles owned per household, based on year 2000 Census data. Note that these data do not include visitor parking demand.

Area Type	Vehicles Owned per Household
Suburban (within urban growth boundary)	1.4
Central City, Not Downtown	1.2
Central Business District (CBD)	0.7
Areas within 1/3 mile of a light rail station and more than 10 miles from CBD	1.0–1.3
Areas within 1/3 mile of a light rail station and less than 10 miles from CBD	0.8–1.2

SOURCE: DKS Associates. Portland, OR, 2002 (based upon 2000 Census block data).

Study Sites/Years

Suburban:

Skokie, IL (1964); Glendale, CA (1978); Irvine, CA (1981); Newport Beach, CA (1981); Dallas, TX (1982); Farmers Branch, TX (1982); Euless, TX (1983, 1984); Baytown, TX (1984); Syracuse, NY (1987); Devon, PA (2001); Marina del Rey, CA (2001); Milburn, NJ (2001); Parsippany, NJ (2001); Springfield, NJ (2001); Westfield, NJ (2001); Beaverton, OR (2002); Hillsboro, OR (2002); Portland, OR (2002); Vancouver, WA (2002)

Urban:

Dallas, TX (1982, 1983); San Francisco, CA (1982); Syracuse, NY (1984, 1987); Santa Barbara, CA (1994); Long Beach, CA (2000); Santa Monica, CA (2001); San Diego, CA (2001)

⁴ Census 2000, U.S. Census Bureau, 2002, Table H44.

Residential Parking Space Calculation			
Apartment Categories By Sq. Ft.	Parking Spaces Required	#Units	Parking Spaces Required
< 500	0.5	126	63
500 to 750	1	35	35
Over 750	1.3	3	3.9
Visitor Parking = 164/5 =			33
Totals		164	135

Parking Spaces



COAST DROP TICKET POLICY & TERMS OF USE

Approved by the Board of Directors 5/23/18

What are Drop Tickets?

Single-Ride Drop Tickets are used as an alternative to paying cash fare. Each ticket has the equivalent cash value of \$1.50. This means passengers need one ticket each time they board the bus. Passengers simply drop the ticket into the fare box as they board.

Who can purchase Drop Tickets?

Drop Tickets are sold in bulk quantities to businesses/organizations/municipalities for distribution to the clients/customers/students/benefactors of the organization's services. They are not sold to individuals.

How much do Drop Tickets cost?

The cash value of each Single Ride Drop Ticket is \$1.50, but as a benefit to all tax-exempt nonprofit organizations, COAST offers a 50% discount for these tickets (\$0.75).

Terms of Use

- Nonprofit organizations who purchase Drop Tickets directly from COAST are permitted to resell those tickets at cost to their customers/clients. No business or organization shall resell Drop Tickets to their customers at a profit.
- Drop Tickets may only be purchased or requested directly from COAST, and not from other local agencies or municipalities.
- Any organization found reselling Drop Tickets for a profit will be prohibited from purchasing any further tickets at the discounted price.

Additional Discounts:

- All homeless shelters that provide **emergency** shelter services in COAST's service area, as well as all municipal Welfare/Emergency Service Departments located in COAST member communities, may request a total of no more than 500 free (donated by COAST) Single-Ride Drop Tickets within a calendar year. After the maximum of 500 donated Drop Tickets has been reached, qualifying shelters and municipalities are permitted to purchase COAST's Single-Ride Drop Tickets at a discounted rate of 60% off full value (\$0.30 per single ride vs. \$1.50 at full value)
- Organizations receiving Free (donated) Drop Tickets are not permitted to resell Drop Tickets at any price.

How to order Tickets & Passes from COAST:

- To pay by Credit/Debit card over the phone, call 603-743-5777, Ext. 121
- To pay for and pick up your passes in person, please stop by our offices at **6 Sumner Drive, Dover, NH 03820**
- To receive a Net 30-Day Invoice for your order, please call 603-743-5777, Ext. 121, or email reception@coastbus.org.

Receiving your order by Mail:

- Please allow 5-7 business days for your order to arrive by mail.
- All orders exceeding 1oz in weight will be charged for the cost of shipping.
- Additional orders will not be filled for any organization that has past-due Invoices.

**CITY OF PORTSMOUTH
NEW HAMPSHIRE**

**SUBDIVISION
APPLICATION FOR
LOT LINE REVISION**

Case Number _____

Property #1
Map 116 Lot 38 Zone CD 4 Wetlands: Inland _____ Coastal _____ Lot Area 59,976 SF

Property #2
Map 116 Lot 37 Zone CD 4 Wetlands: Inland _____ Coastal _____ Lot Area 4,587 SF

Date of Approvals (Indicate if Pending)

Conservation Commission _____ Conditional Use _____ Board of Adjustment _____

Historic District Commission _____ Subdivision _____ Other _____

Street Address Property #1 140 Court Street

Street Address Property #2 152 Court Street

Number of total existing lots 2 Number of total proposed lots 2

Lot area of existing lot(s) 59,976 SF Lot area of proposed lots ~~62,500 SF~~ 62,500 SF

4,587 SF ~~2,113 SF~~ 2,113 SF

Print Information Below

Property #1 Owner's Name Portsmouth Housing Authority

Street Address 245 Middle Street City/Town Portsmouth State NH Zip 03801

(603) 436-4310

Telephone # _____ Cell Phone # _____ Fax # _____ Email Address _____

Print Information Below

Property #2 Owner's Name Ed Pac, LLC

Street Address 242 Central Avenue City/Town Dover State NH Zip 03820

Telephone # _____ Cell Phone # _____ Fax # _____ Email Address _____

Print Information Below

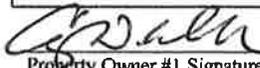
Check One: Attorney for Owner Attorney for Applicant Engineer Surveyor Other If other state relationship _____

Representative's Name John Chagnon, Ambit Engineering

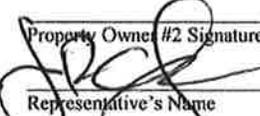
Street Address 200 Griffin Road, Unit 3 City/Town Portsmouth State NH Zip 03801

(603) 430-9282 603-436-2315 jrc@ambitengineering.com

Telephone # _____ Cell Phone # _____ Fax # _____ Email Address _____

 Craig W. Welch, for Portsmouth Housing Authority 6/18/18

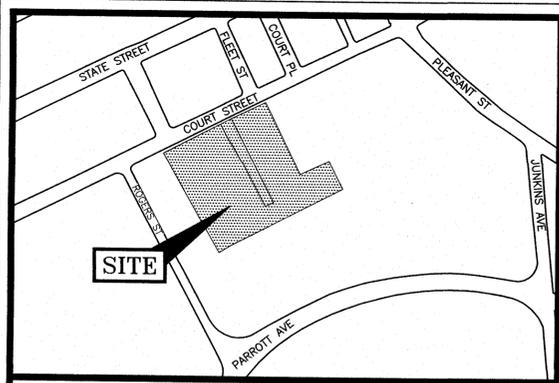
Property Owner #1 Signature Print Owner's Name Date

 _____ JOHN CHAGNON, PE 6-18-18

Property Owner #2 Signature Print Owner's Name Date

Representative's Name Print Representative's Name Date

Note - This application, together with twelve (12) stamped and folded copies of the subdivision plan, the application fee, and any required State or Federal Permits and/or copies of Applications must be filed with the Planning Department. Refer to Subdivision Rules and Regulations, Section VII for digital submission requirements. The signed mylar will be held by the Planning Department for filing at the Registry of Deeds. A Memo from the Planning Department is submitted to the Planning Board prior to the meeting explaining your request. A copy can be obtained from the Planning Department.

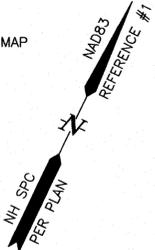


LOCATION MAP

SCALE: 1"=200'

PLAN REFERENCE:

1) BOUNDARY PLAN LAND OF PORTSMOUTH HOUSING AUTHORITY COURT STREET PORTSMOUTH, N.H. TAX MAP 116, LOT 38. PREPARED BY BERRY SURVEYING & ENGINEERING, DATED MAY 30, 2014, WITH A FINAL REVISION DATE OF JUNE 4, 2014. NOT RECORDED.



LEGEND:

- N/F NOW OR FORMERLY
- RP RECORD OF PROBATE
- RCRD ROCKINGHAM COUNTY
- RR SPK RAILROAD SPIKE
- MAP 11/LOT 21
- IR FND IRON ROD FOUND
- IP FND IRON PIPE FOUND
- IR SET IRON ROD SET
- DH FND DRILL HOLE FOUND
- DH SET DRILL HOLE SET
- NHHB NHDOT BOUND FOUND
- TB TOWN BOUND
- BND w/DH BOUND WITH DRILL HOLE
- ST BND w/DH STONE BOUND WITH DRILL HOLE

AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

NOTES:

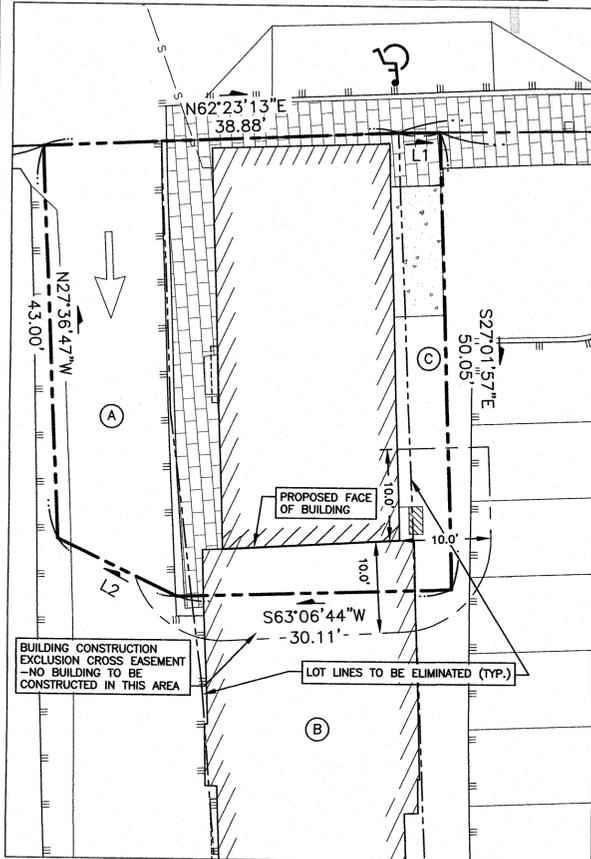
- 1) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 116 AS LOT 38 AND LOT 37.
- 2) OWNERS OF RECORD:
116/38
PORTSMOUTH HOUSING AUTHORITY
245 MIDDLE STREET
PORTSMOUTH, NH 03801
R.C.R.D BK 1736, PG 386, BK 1797 PG 20,
AND BK 1920, PG 47

116/37
ED PAC, LLC
242 CENTRAL AVENUE
DOVER, NH 03820
BK 4679, PG 151
- 3) PARCEL 116/38 AND 116/37 ARE NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 3301SC0259E. EFFECTIVE 5/17/2005
- 4) LOT AREAS:
LOT 11/38
EXISTING: 59,976 (S.F.) 1.3769 ACRES
PROPOSED: 62,500 (S.F.) 1.4337 ACRES

LOT 11/37
EXISTING: 4,587 (S.F.) 0.1053 ACRES
PROPOSED: 2,113 (S.F.) 0.0485 ACRES
- 5) PARCELS ARE LOCATED IN CHARACTER DISTRICT 4 (CD4).
- 6) THE PURPOSE OF THIS PLAN IS TO SHOW THE RELOCATION OF LOT LINES BETWEEN TAX MAP 116 LOTS 38 AND 37.
- 7) EXISTING BOUNDARY LINES FROM PLAN REFERENCE 1.
- 8) PERMANENT MONUMENTS ON LOT 37 TO BE SET IN ACCORDANCE WITH CITY OF PORTSMOUTH STANDARDS AFTER SITE DEVELOPMENT.
- 9) PROPOSED 20 FT WIDE SEWER EASEMENT TO BE CONVEYED TO THE CITY OF PORTSMOUTH. LOCATION OF SEWER LINE RUNNING NORTHERLY TO COURT STREET IS APPROXIMATE. EASEMENT IS TO BE 20 FEET WIDE, 10 FEET EITHER SIDE OF THE CENTERLINE OF THE EXISTING SEWER PIPE, WHETHER THE LOCATION IS PRECISELY AS SHOWN HEREON OR NOT.

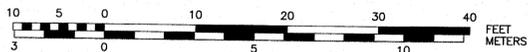
LENGTH TABLE

LINE	BEARING	DISTANCE
L1	N64°08'47"E	4.56'
L2	N89°40'10"W	14.52'



LOT 37
1"=10'

GRAPHIC SCALE

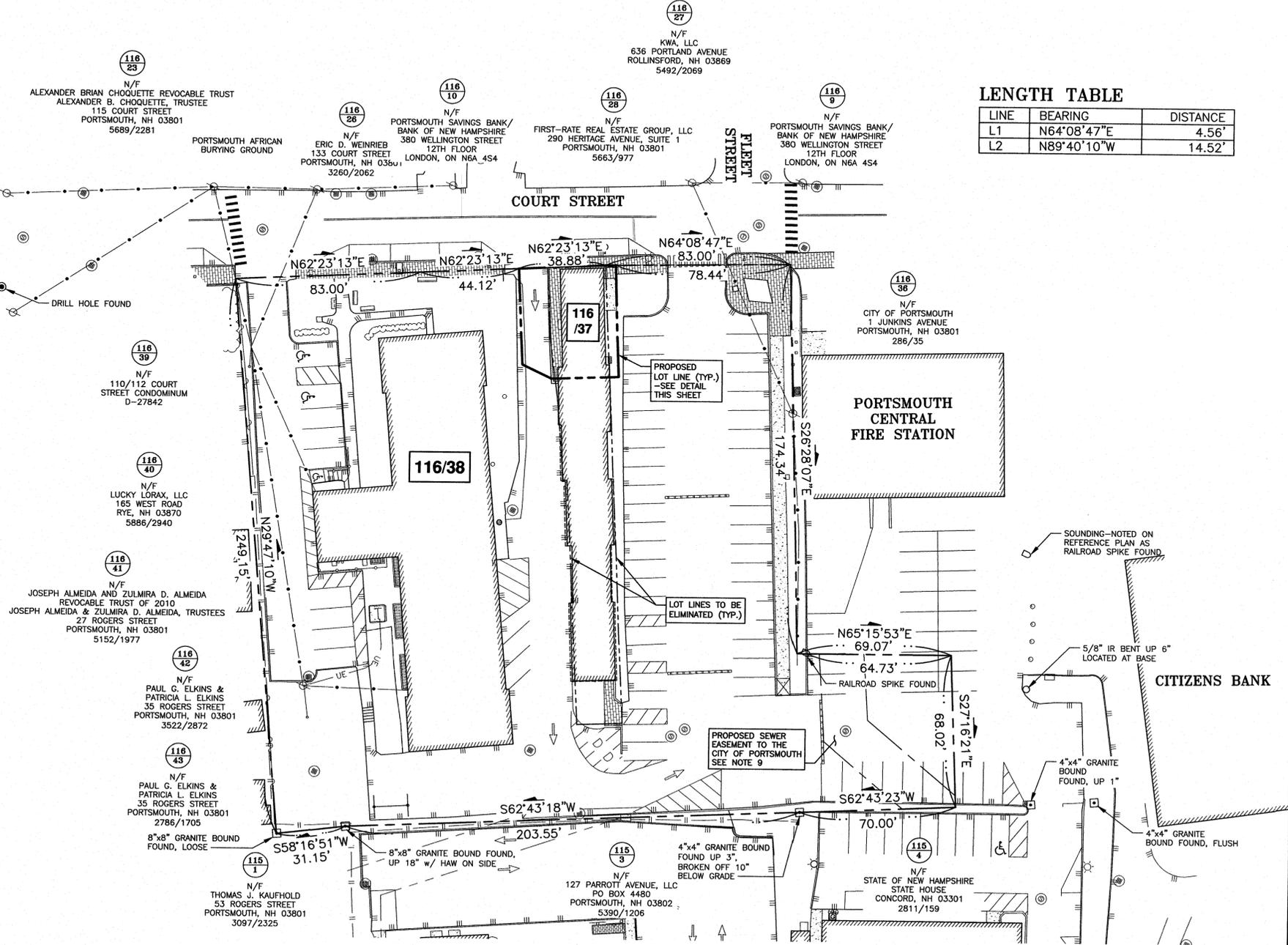


PARCEL CONVEYANCES:

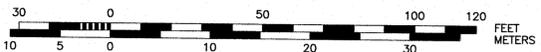
- PARCEL A - PORTSMOUTH HOUSING AUTHORITY TO ED PAC, LLC 613 S.F.
- PARCEL B - ED PAC, LLC TO PORTSMOUTH HOUSING AUTHORITY 3,303 S.F.
- PARCEL C - PORTSMOUTH HOUSING AUTHORITY TO ED PAC, LLC 216 S.F.

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____



GRAPHIC SCALE



NO.	DESCRIPTION	DATE
5	REVISE LOT LINES	7/9/18
4	ADD SEWER EASEMENT	7/3/18
3	LOT LAYOUTS	6/18/18
2	ISSUED TO TAC	5/8/18
1	ISSUED FOR APPROVAL	4/25/18
0	ISSUED FOR COMMENT	3/5/17

**LOT LINE RELOCATION PLAN
TAX MAP 116 - LOTS 38 & 37
FOR
PORTSMOUTH HOUSING AUTHORITY**

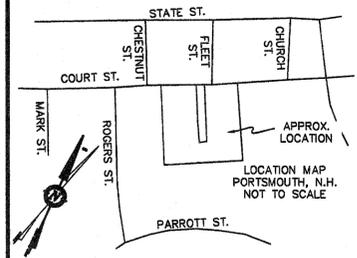
OWNERS
PORTSMOUTH HOUSING AUTHORITY
245 MIDDLE STREET
PORTSMOUTH NH 03801

ED PAC, LLC
242 CENTRAL AVENUE
DOVER NH 03820

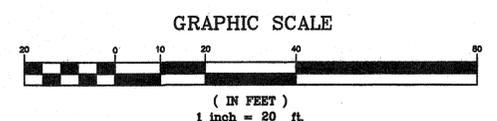
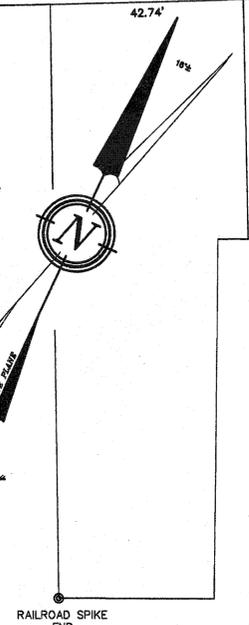
PARCEL LOCATION
140 COURT STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

SCALE: 1"=30'

FEBRUARY 2018



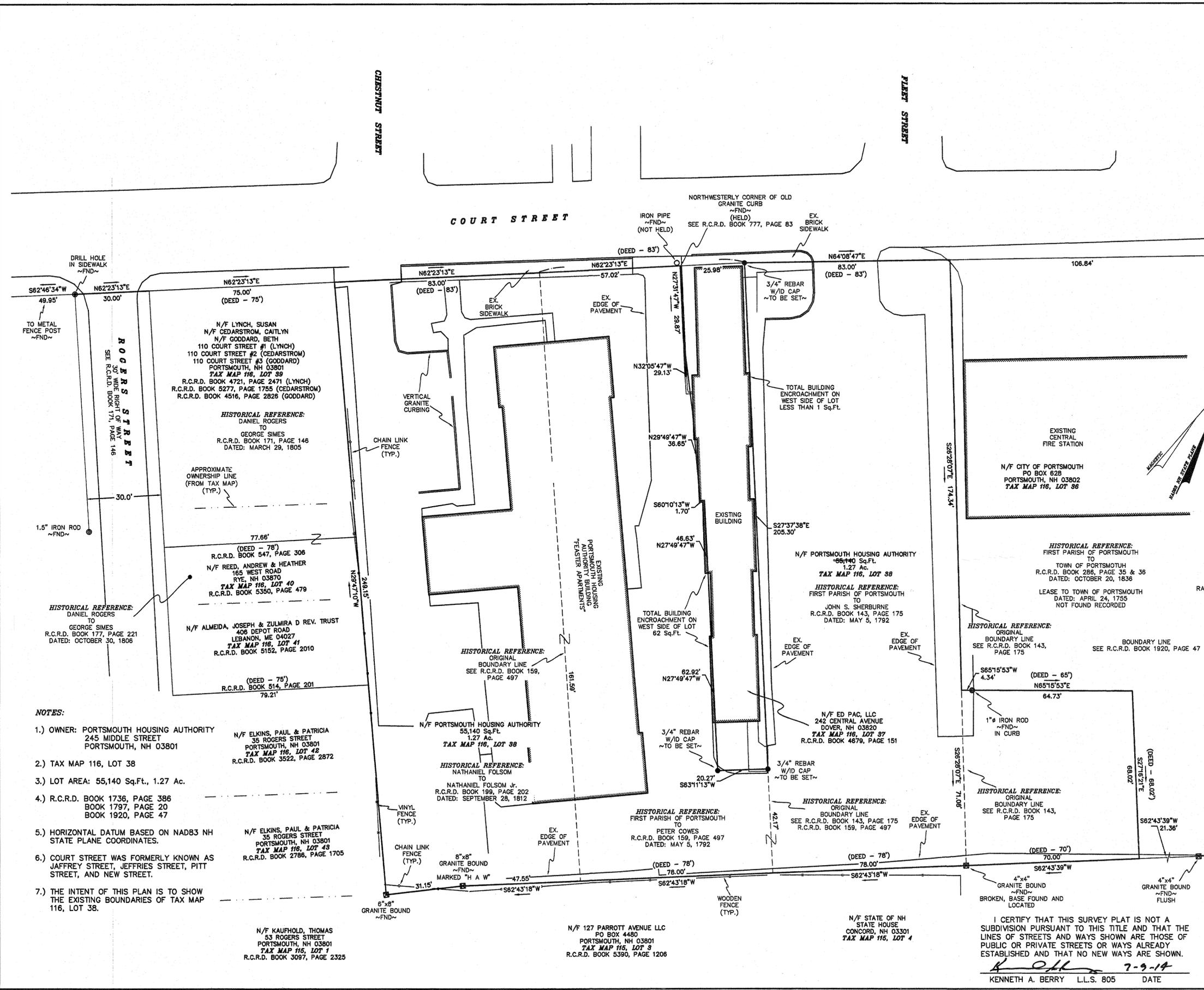
- PLAN REFERENCES:**
- "PLAN OF LOTS; NOS. 142-148 COURT ST.; PORTSMOUTH, N.H." DATED: JUNE, 1954 BY: JOHN W. DURGIN R.C.R.D. PLAN #02288
 - "SKETCH MAP OF; LOT NO. 166 COURT ST.; PORTSMOUTH, N.H." DATED: MARCH, 1942 BY: JOHN W. DURGIN R.C.R.D. PLAN #01096
 - "PLAN OF LOTS; NOS. 202, 206, & 222 COURT ST.; PORTSMOUTH, N.H." DATED: JANUARY, 1974 BY: JOHN W. DURGIN R.C.R.D. PLAN #C-4259
 - "PLAN OF LOT; NO. 130 COURT ST.; PORTSMOUTH, N.H." DATED: JULY 1937 BY: JOHN W. DURGIN R.C.R.D. PLAN #0992
 - "PLAN OF LOT; PARROTT AVE.; PORTSMOUTH, N.H.; FOR: AGED WOMEN" DATED: DECEMBER, 1950 BY: JOHN W. DURGIN FILE #2348 PLAN #9244
 - "LOT LINE ADJUSTMENT PLAN; FOR: DAVID L. BAKER, Sr.; IN: PORTSMOUTH, N.H." DATED: MARCH 23, 1990 BY: SEACOAST ENG. ASSOC. R.C.R.D. PLAN #D-20209
 - "CONDOMINIUM SITE PLAN; FOR: STEPHEN KELM; 110/112 COURT STREET; CONDOMINIUM" DATED: JANUARY, 2000 BY: AMBIT ENG., INC. R.C.R.D. PLAN #D-27842
 - "MAP OF PORTSMOUTH" DATED: 1813 ON FILE WITH THE LIBRARY OF CONGRESS
 - "BOUNDARY PLAN; LAND OF; ED PAC, LLC.; 152 COURT STREET; PORTSMOUTH, N.H.; TAX MAP 116, LOT 37" DATED: AUGUST 1, 2013 BY: BERRY SURVEYING & ENGINEERING FILE # DB 2013-065



#1	6-4-14	REVISE SOUTHEASTERN BOUNDARY
REVISION	DATE	DESCRIPTION
BOUNDARY PLAN LAND OF PORTSMOUTH HOUSING AUTHORITY COURT STREET PORTSMOUTH, N.H. TAX MAP 116, LOT 38		
BERRY SURVEYING & ENGINEERING 335 SECOND CROWN POINT RD. BARRINGTON, N.H. 332-2863 SCALE : 1 IN. EQUALS 20 FT. DATE : MAY 30, 2014 FILE NO. : DB 2014 - 052		

I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.

Kenneth A. Berry 7-9-14
 KENNETH A. BERRY L.L.S. 805 DATE



- NOTES:**
- OWNER: PORTSMOUTH HOUSING AUTHORITY
245 MIDDLE STREET
PORTSMOUTH, NH 03801
 - TAX MAP 116, LOT 38
 - LOT AREA: 55,140 Sq.Ft., 1.27 Ac.
 - R.C.R.D. BOOK 1736, PAGE 386
BOOK 1797, PAGE 20
BOOK 1920, PAGE 47
 - HORIZONTAL DATUM BASED ON NAD83 NH STATE PLANE COORDINATES.
 - COURT STREET WAS FORMERLY KNOWN AS JAFFREY STREET, JEFFRIES STREET, PITT STREET, AND NEW STREET.
 - THE INTENT OF THIS PLAN IS TO SHOW THE EXISTING BOUNDARIES OF TAX MAP 116, LOT 38.