



Civil
Site Planning
Environmental
Engineering

133 Court Street
Portsmouth, NH
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PARKING DEMAND ANALYSIS
1 AUTUMN STREET
TAX MAP 125, LOT 110
PORTSMOUTH, NH
November 21, 2024

The Jeffrey S. Nawrocki Revocable Trust 2001 owns the property located at 1 Autumn Street. The 0.07-acre (per City GIS) downtown parcel has two office rental spaces with a 3-space covered parking area. The property was originally developed in the 1990’s. The property owner is not proposing any exterior modifications to the site. They are proposing to convert the second office to residential use.

Altus prepared this Parking Demand Analysis based on the following:

- Existing ±2,500 SF GFA of second floor office to remain as office space
- Conversion of ±1,818 SF GFA of professional office space converted to 2 apartments
2 apartments over 750 SF

Parking spaces required for the City of Portsmouth Zoning Ordinance Section 10.1110 Off Street Parking

Apartment greater than 750 SF	1.3 spaces per unit
Professional offices	1 space per 350 SF GFA

Existing Parking Stalls required

Professional office 4,318 SF GFA/350 SF	12.3 spaces
	13 spaces required

Proposed Parking Stalls required

2 Apartments (over 750 SF)	2.6 spaces
Professional office 2,500 SF GFA/350 SF	7.1 spaces
	9.7 spaces
	10 spaces required ¹

¹ See Section 10.1112.22: “Where the computation of required off-street parking spaces results in a fractional number, the computation shall be rounded up to the next whole number.”

² Residential peak periods occur in the evening and does not coincide with Professional Office where the peak occurs during the daytime. Conservative assumption that Residential Peak and Professional Peak occurs simultaneously.

Based on the City Ordinance alone, the parking spaces required for Tax Map 125, Lot 110 is reduced from 13 spaces to 10 spaces. There are three existing covered parking stalls on the parcel.

There are numerous residential only public parking stalls throughout the neighborhood. There are also two public parking facilities within 300-feet and 500-feet (walking distance) to the subject property, the Foundry Parking garage and the Bridge Street parking lot.

To determine the expected parking that will be generated by the existing/proposed uses, Altus normally utilizes the ITE Parking Generation Manual, 6th Edition. It is our opinion that the setting/location falls under the General Urban/Suburban category. However, the manual has limitations when it comes to small traffic generators and unique end users like a 2-unit apartment building. Additionally, ITE states that “it contains information that can also easily be misinterpreted without sound professional judgement...”

As such, a commonsense approach to developing the parking needs to be utilized. Since Professional Offices are generally closed on weekend or have limited use, the assessment was completed using only weekday data.

Land Use Code 712 Small Office Building
Peak Period Parking Demand on a weekday
Average rate 1.85 vehicles per 1,000 SF GFA

Land Use Code Residential 220 Multifamily housing (Low-Rise)
Peak Period Parking Demand on a weekday ²
Average rate 1.27 spaces per dwelling unit

Existing Parking Demand

4,318 SF GFA x 1.85 vehicles per 1,000 SF GFA = **7.9 space demand**

Proposed Parking Demand

2,500 SF GFA x 1.85 vehicles per 1,000 SF GFA = 4.6 space demand

2 dwelling units x 1.27 spaces per dwelling unit = 2.5 space demand

Proposed total 7.1 space demand

Based on ITE, it is reasonable to believe that the parking demand will be reduced by 0.8 spaces. We further assume that several employees will either walk to work, use bicycles or mopeds.

With the approval of this project, the parking demand will decrease. Thus, it is Altus’ opinion that the existing building can function adequately without adverse impacts to the neighborhood with the conversion of the second-floor office space to three residential dwelling units.