

# AMBIT ENGINEERING, INC.

CIVIL ENGINEERS AND LAND SURVEYORS

200 Griffin Road, Unit 3, Portsmouth, NH 03801  
Phone (603) 430-9282 Fax 436-2315

22 November 2022

Rick Chellman, Planning Board Chair  
City of Portsmouth  
1 Junkins Avenue  
Portsmouth, NH 03801

## **RE: Application for Parking CUP Approval, Tax Map 127, Lots 11 & 12, 132-134 Middle Street**

Dear Chair Chellman and Planning Board members:

On behalf of Torrington Properties, we herewith submit a **Parking Conditional Use Permit** application for approval at the above-mentioned site. Please find the attached informational package in support thereof.

Currently the combined property has a three-story building with 20 residential units and one commercial unit. The proposed plan is to convert the commercial unit of the 134 Middle Street building to a residential unit. Although the prior commercial use creates a higher parking demand, the change of use triggers the need for a Parking CUP under the Portsmouth Ordinance.

Thank you for your time and attention to this proposal.

Sincerely,

*John R. Chagnon*

John R. Chagnon, PE  
CC: 132-134 Middle Street Team

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## Proposed Parking Demand

### Building Remodeling

### 132-134 Middle Street

### Portsmouth, NH

The purpose of this calculation is to identify the proposed parking demand under the Portsmouth Ordinance generated by the building remodeling at 132-134 Middle Street. Currently the combined property has a three-story building with 20 residential and one commercial units. The proposed plan is to convert the commercial unit of the 134 Middle Street building to a residential unit. Although the prior commercial use creates a higher parking demand, the change of use triggers the need for a Parking CUP under the Portsmouth Ordinance.

In developing the expected parking demand Ambit Engineering considered the standard rates as outlined in the City of Portsmouth Zoning Ordinance under Section 10.1112.31 ***Parking Requirements for Residential Uses***. Also, this application will look at demand based on ITE industry data, as a back-up. The parking demand, based upon the number size of the dwelling units in the buildings are summarized below:

#### Parking Demand Portsmouth Ordinance

Unit Size	Parking Spaces Required	# of units	Parking Spaces Required
< 500 SF	0.5 per unit	17	8.5
500 to 750 SF	1 per unit	4	4
Over 750 SF	1.3 per unit	0	0
Visitor	0.2 per unit	21	4.2

***Total required:***

***17 Spaces***

Based on the calculation there is an anticipated requirement for 17 parked vehicles with this project. U.S. Census Bureau information on means of travel for residence of Portsmouth shows that approximately 7.7 percent of Portsmouth residents travel to work via walking or biking and 1.4 percent of Portsmouth residents utilize public transit services to travel to/from work. We can assume that some of this population may not have, or need to have, a vehicle. Based on this data a reduction of 9 % in parking demand could be expected, thus reducing the actual demand to 14 vehicles.

## Parking Demand ITE

In developing the expected Parking Demand Ambit Engineering considered the standard Parking Demand rates and equations published in the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5<sup>th</sup> Edition. The land use category that best correlates with the proposed use is Multifamily Housing (Low Rise) (ITE Land Use Code 220). Please note that the ITE Rates are for peak periods of demand; the residential being 10:00 PM to 6:00 AM time period, where surrounding available parking is at its peak availability. The parking demand, based upon the number of dwelling units in the building is summarized below for the **Average Peak Period of Parking Demand**:

### Parking Demand Summary - PROPOSED

#### Peak Period of Demand

Multifamily Housing (Low Rise) (1.21 / unit)                      1.21 x 21 units = 25 vehicles

Total Parking Spaces required    25 vehicles

The attached site plan shows that the site is set up to support seven vehicles in off-street parking locations, leaving the site 7-10 / 18 spaces short of meeting the Portsmouth Ordinance / ITE Calculations. As allowed in the Ordinance the applicant can seek permission, in an application to the Planning Board for a Conditional Use Permit, for the amount of provided parking for a proposed use to be less than the ordinance requirement. This letter is in support of such an application.

The applicant is making a minor revision; the conversion of a small section of the building to residential use, increasing the unit count by one unit. This is a minor addition to an existing situation. While the relief seems large, it is actually quite small in that the conversion creates the need for only one additional space, per the Ordinance, and it could be argued that an intensive commercial re-use may require more parking. Also, give the desire for affordable residential apartments in the City's urban core, granting the relief will serve the purpose of allowing one more apartment in the city's urban core.

The applicant believes that the provided parking is sufficient for the proposed use. Efforts will be undertaken to increase the available parking in nearby locations by requesting shared uses with abutting business parking lots or possibly providing residents with passes to park in the Foundry Place garage.

We submit that the application conforms to the Portsmouth Ordinance Sections, repeated below with comments in **bold** text, as follows:

Section 10.1112.141: An application for a conditional use permit under this section shall include a parking demand analysis demonstrating that the proposed number of off-street parking spaces is sufficient for the proposed use. **The Parking Space Calculations (Demand Analysis) on the attached Site plan show that the parking demand at the property is being decreased with the conversion of the commercial space to a residential unit. The actual increase in demand, under the Portsmouth Ordinance, is one parking space; though there will be a reduction in supplied parking due to the**

**need to eliminate one non-conforming parking space located in the front setback in violation of the ordinance. This minor increase in demand is de minimis.**

Section 10.1112.142: An application for a conditional use permit under this section shall identify permanent evidence-based measures to reduce parking demand, including but not limited to provision of rideshare/micro transit services or bike share station(s) servicing the property, proximity to public transit, car/van-pool incentives, alternative transit subsidies, provisions for teleworking, and shared parking on a separate lot subject to the requirements of 10.1112.62. **The location of the proposed dwelling unit, in close proximity to public transportation and urban core amenities, with current work at home available infrastructure, complies with this section.**

Section 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. **Since the existing parking supply is currently sufficient for the existing residential use, and the conversion of the commercial unit to residential use only adds one unit, we submit that the available parking is adequate for this conversion.**

Section 10.1112.144: At its discretion, the Planning Board may require more off-street parking spaces than the minimum number requested by the applicant or may allow fewer spaces than the maximum number requested by the applicant. **The application requests approval as presented; the maximum available given the existing site configuration.**

The proposed conversion to add one residential dwelling unit will result in a decreased Portsmouth ordinance demand for parking over the current building use and configuration. For the reasons stated above, the Parking CUP application should be granted. Denial would be in contrast to the Portsmouth Master Plan, since the use revision creates additional housing in the urban core, a stated goal. Therefore, we ask that the Planning Board grant the Parking Conditional Use Permit finding that the available parking conforms to the intent of the ordinance provisions. Please feel free to call if you have any questions or comments.

Sincerely,

*John R. Chagnon*

John R. Chagnon, Project Manager  
Ambit Engineering, Inc.  
603-430-9282

## Land Use: 220 Multifamily Housing (Low-Rise)

### Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with one or two levels (floors) of residence. Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

### Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand (1) on a weekday (10 study sites) and a Saturday (11 study sites) in a general urban/suburban setting and (2) on a weekday (three study sites) and a Saturday (three study sites) in a dense multi-use urban setting.

Hour Beginning	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
	Weekday	Saturday	Weekday	Saturday
12:00–4:00 a.m.	100	93	86	100
5:00 a.m.	97	100	100	94
6:00 a.m.	90	98	94	91
7:00 a.m.	77	96	81	85
8:00 a.m.	56	92	58	79
9:00 a.m.	45	80	56	76
10:00 a.m.	40	78	53	71
11:00 a.m.	37	71	58	74
12:00 p.m.	36	68	56	68
1:00 p.m.	36	66	53	68
2:00 p.m.	37	65	47	68
3:00 p.m.	43	68	56	56
4:00 p.m.	45	70	53	59
5:00 p.m.	55	73	61	53
6:00 p.m.	66	77	81	50
7:00 p.m.	73	81	67	56
8:00 p.m.	77	82	61	65
9:00 p.m.	86	86	64	74
10:00 p.m.	92	87	75	85
11:00 p.m.	97	92	86	91

# Multifamily Housing (Low-Rise) (220)

## Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 6:00 a.m.

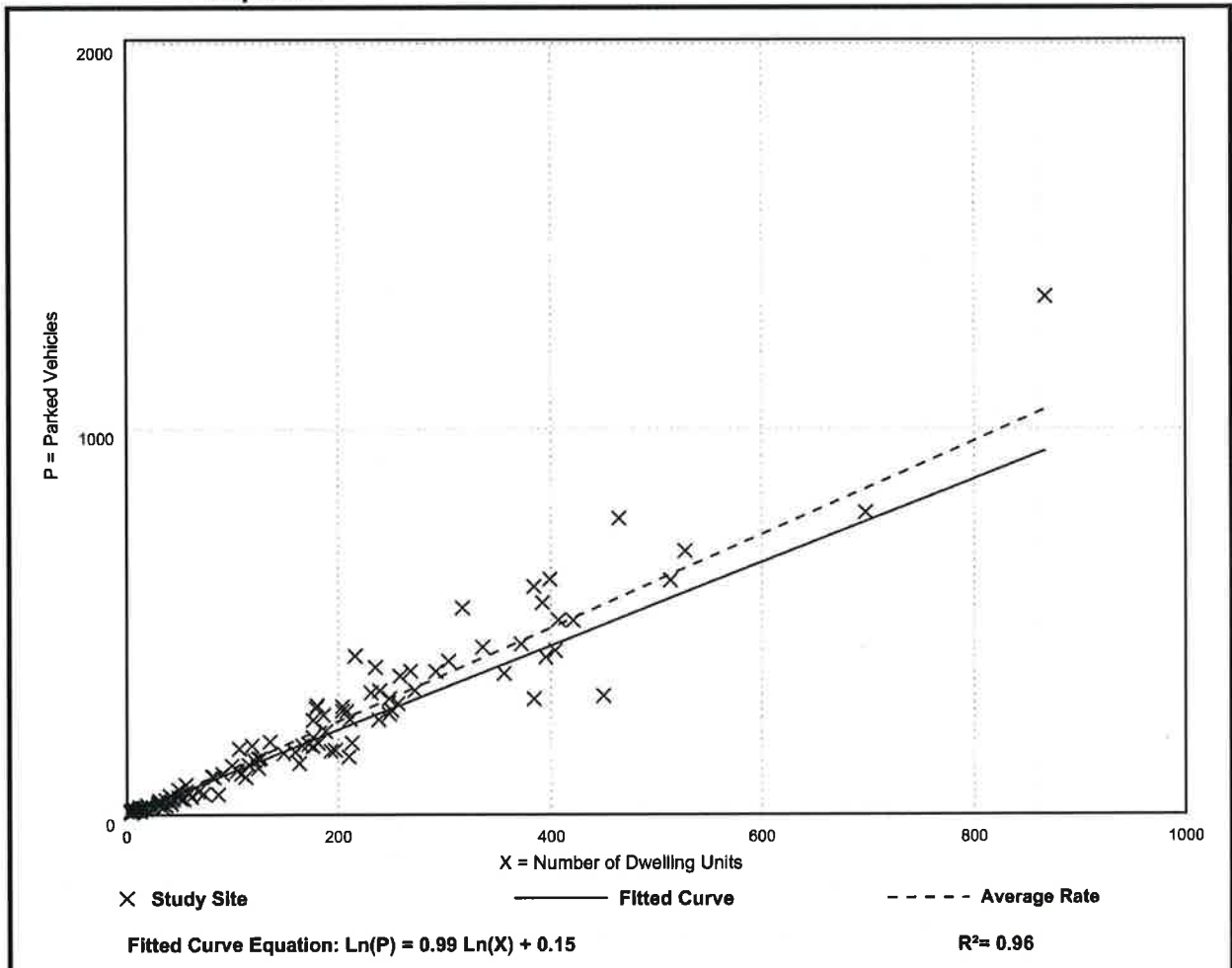
Number of Studies: 119

Avg. Num. of Dwelling Units: 156

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.21	0.58 - 2.50	1.03 / 1.52	1.16 - 1.26	0.27 ( 22% )

## Data Plot and Equation



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22 November, 2022

## **Trip Generation**

### **Proposed Renovations – Conversion of Commercial Space to Housing**

**132 – 134 Middle Street**

**Portsmouth, NH**

On behalf of Torrington Properties, we hereby submit this Trip Generation in support of the applicant's filing with the Portsmouth Planning Board for a Conditional Use Permit as allowed in the Portsmouth Zoning Ordinance. The Conditional Use Permit seeks to provide 7 parking spaces (some stacked) where 17 are required. The project involves the conversion of a commercial unit to a residential unit in an existing structure at 132-134 Middle Street. The site is actually two abutting properties, however the building, which straddles the property line, is one building, therefore we are treating the request in this application as a single request. The structure is currently 20 dwelling units and 1 commercial unit. The proposed use will be 21 residential units. The applicant seeks to perform this work in accordance with the requirements of the City; hence this application for a Conditional Use Permit submitted herewith based on the revised use.

The base trip generation for the proposed 21-unit building is based on a review of the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10<sup>th</sup> Edition. The land use code (LUC) that best resembles the proposed use is LUC 220 –Apartment. Using that description, the proposed use the site generates the following peak hour trips:

Weekday Trip Ends: 139 Trips (50% entering; 50% exiting)

Weekday Morning Peak Hour: 11 Trips (16% entering; 84% exiting)

Weekday Evening Peak Hour: 13 Trips (67% entering; 33% exiting)

Saturday Trips: 134 Trips (50% entering; 50% exiting)

The location of the building, adjacent to the downtown Portsmouth, allows the residents to be within easy walking distance to jobs and amenities. The location of the building, near public transportation, also allows residents access to the wider transportation network. The expectation is that actual trip generation (and parking demand) would therefore be reduced due to the resident's use of bicycles, walking, and available transit.

U.S. Census Bureau information on means of travel for residents of Portsmouth shows that approximately 7.7 percent of Portsmouth residents travel to work via walking or biking and 1.4 percent of Portsmouth residents utilize public transit services to travel to/from work. Based on this data a reduction of 9 % in trip generation could be expected.

The applicant has added two locations for bicycle parking, which is a suitable transportation mode given the urban location of the site. There is a COAST bus stop in close proximity to the site. There is also on-street parking on State Street, accessed via an access easement.

The applicant believes that the added trip generation from the site re-use is not excessive, will not impact the adjacent street networks, and respectfully requests that the Planning Board grant the Conditional Use Permit as submitted.

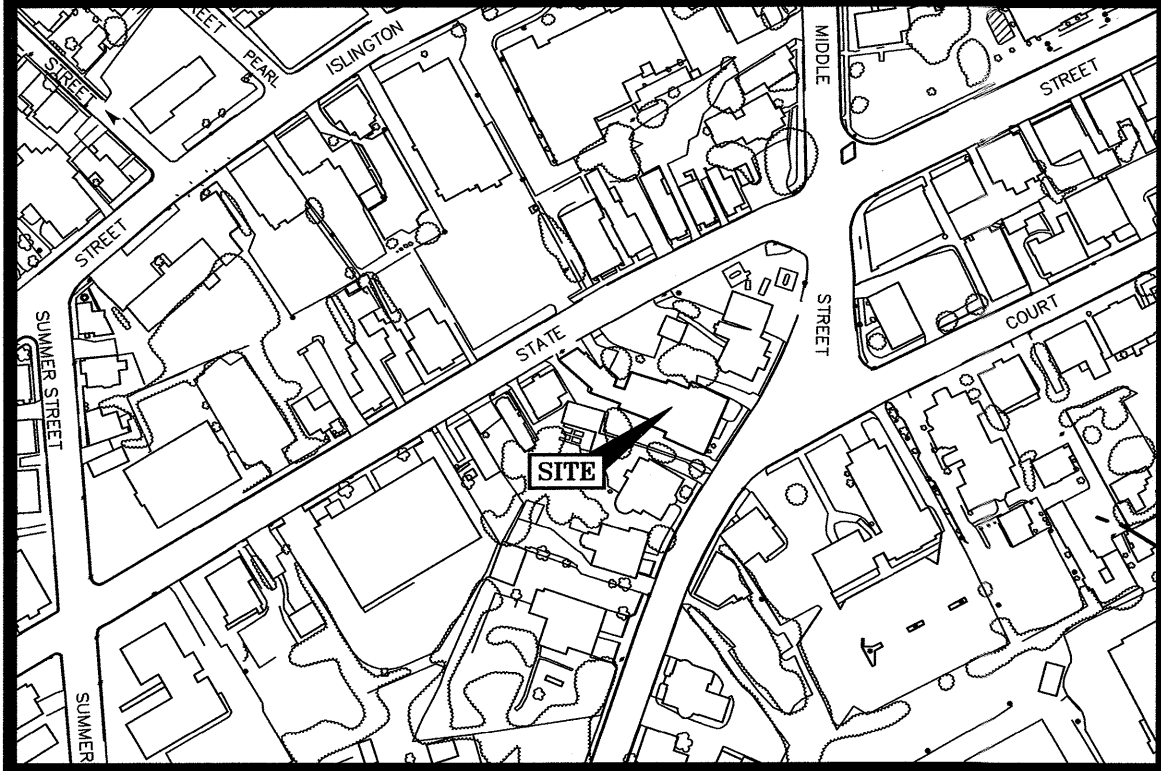
Please feel free to call if you have any questions or comments about this application.

Sincerely,

*John R. Chagnon*

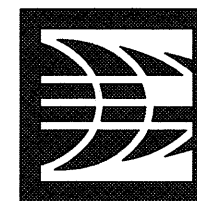
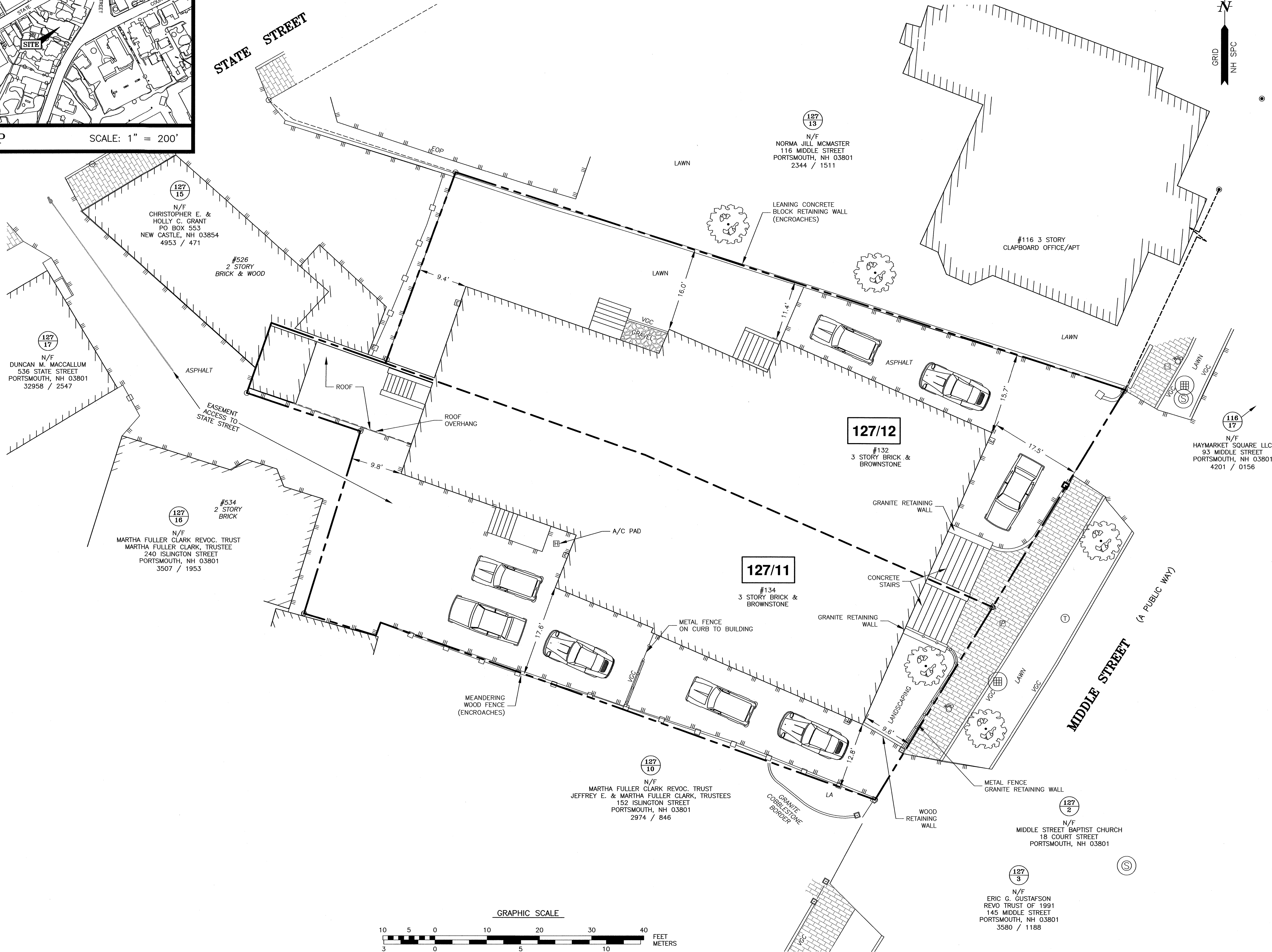
John R. Chagnon, PE  
Ambit Engineering, Inc.





LOCATION MAP

SCALE: 1" = 200'



AMBIT ENGINEERING, INC.  
Civil Engineers & Land Surveyors

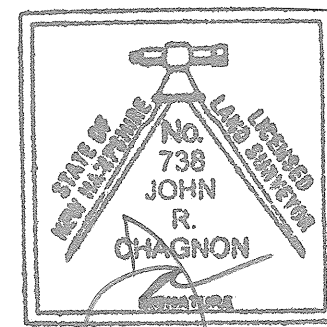
200 Griffin Road - Unit 3  
Portsmouth, N.H. 03801-7114  
Tel (603) 430-9282  
Fax (603) 436-2315

NOTES:

- 1) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 127 AS LOTS 11 & 12.
- 2) OWNERS OF RECORD:  
MAP 127 LOT 11  
TORRINGTON BROWN LLC  
SINGLE VENTURE LLC  
QB SALEM HOLDING LLC  
60 K STREET, SUITE 302  
BOSTON, MA  
6417/1365  
  
MAP 127 LOT 12  
TORRINGTON BROWN LLC  
SINGLE VENTURE LLC  
QB SALEM HOLDING LLC  
60 K STREET, SUITE 302  
BOSTON, MA  
6417/1365
- 3) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE DATE JANUARY 29 2021.
- 4) EXISTING LOT AREAS:  
MAP 127 LOT 11  
5,902 SF  
0.14 ACRES  
  
MAP 127 LOT 12  
5,499 SF  
0.13 ACRES
- 5) PARCEL IS LOCATED IN CHARACTER DISTRICT 4 LIMITED (CD4-L1) & HISTORICAL DISTRICT. SEE CITY OF PORTSMOUTH ZONING ORDINANCE FOR DIMENSIONAL REQUIREMENTS.
- 6) THE PURPOSE OF THIS PLAN IS TO SHOW THE EXISTING CONDITIONS ON MAP 127 LOTS 11 & 12.

PROPOSED RENOVATIONS  
132 & 134  
MIDDLE STREET  
PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	11/21/22
REVISIONS		



SCALE: 1"=10'

NOVEMBER 2022

SITE  
PLAN

C1

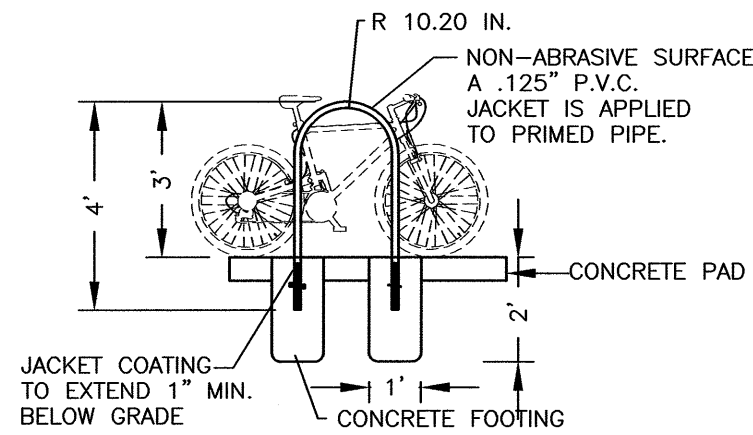
J:\0683\IN 3100\3150\3155\2022 Permits\Plans & Specs\Site\3155 Site 2022.dwg, 11/21/2022 4:30:19 PM, Canon TX-3000.pc3

Existing Residential Parking Space Calculation			
Apartment Categories By Sq. Ft.	Parking Spaces Required	#Units	Parking Spaces Required
< 500	0.5	17	8.5
500 to 750	1	3	3
Over 750	1.3	0	0
Office Space By Sq. Ft.			
Per 350 SF	705 SF	1/350	2
Visitor Parking = 21/5 =			4
Totals		20	18

Parking Spaces

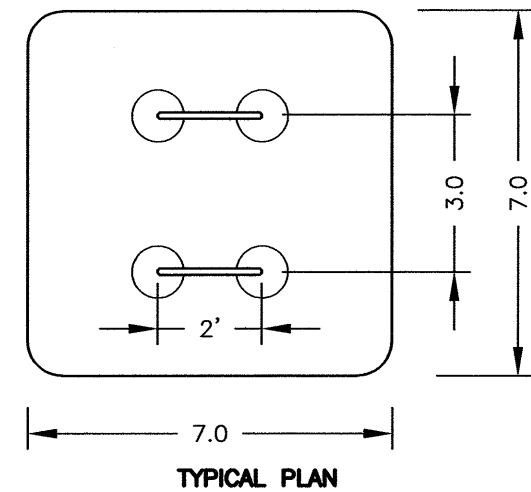
Proposed Residential Parking Space Calculation			
Apartment Categories By Sq. Ft.	Parking Spaces Required	#Units	Parking Spaces Required
< 500	0.5	17	8.5
500 to 750	1	4	4
Over 750	1.3	0	0
Visitor Parking = 21/5 =			4
Totals		21	17

Parking Spaces



1 BICYCLE RACK  
C2

NTS



TYPICAL PLAN

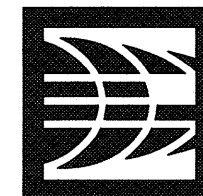
### PARKING LEGEND:

PARKING SPACE ②

#132 UNIT AREAS	
UNIT #	SQUARE FOOTAGE
1	351
2	354
3	490
4	383
5	428
6	366
7	446
8	370
9	495
10	384
11	372

#134 UNIT AREAS	
UNIT #	SQUARE FOOTAGE
1	705
2	618
3	392
4	512
5	402
6	361
7	465
8	515
9	375
10	330

BEDROOM COUNT	
EXISTING	BEDS
ONE BEDROOM	19
TWO BEDROOM (1)	2
TOTAL	21
PROPOSED	
ONE BEDROOM	19
TWO BEDROOM (1)	2
THREE BEDROOM (1)	3
TOTAL	24



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### NOTES:

1) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 127 AS LOTS 11 & 12.

2) OWNERS OF RECORD:  
MAP 127 LOT 11  
TORRINGTON BROWN LLC  
SINGLE VENTURE LLC  
QB SALEM HOLDING LLC  
60 K STREET, SUITE 302  
BOSTON, MA  
6417/1365

MAP 127 LOT 12  
TORRINGTON BROWN LLC  
SINGLE VENTURE LLC  
QB SALEM HOLDING LLC  
60 K STREET, SUITE 302  
BOSTON, MA  
6417/1365

3) THE PURPOSE OF THIS PLAN IS TO SHOW THE SITE CONDITIONS FOR THE PARKING CONDITIONAL USE PERMIT ON MAP 127 LOTS 11 & 12.

4) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 - LIMITED (CD4-L1) AND THE HISTORIC DISTRICT.

5) EXISTING/PROPOSED USE:

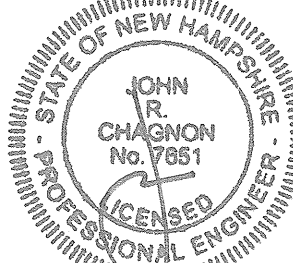
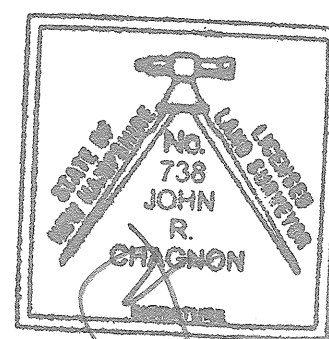
LOT 11: (134 MIDDLE STREET)  
EXISTING: 9 RESIDENTIAL & 1 COMMERCIAL UNIT  
PROPOSED: 10 RESIDENTIAL UNITS  
LOT AREA: 5,902 S.F.

LOT 12: (132 MIDDLE STREET)  
EXISTING: 11 RESIDENTIAL UNITS  
PROPOSED: 11 RESIDENTIAL UNITS  
LOT AREA: 5,499 S.F.

6) NO CHANGE IN THE BUILDING COVERAGE OR OPEN SPACE IS PROPOSED, EXCEPT THE ELIMINATION OF A NON-CONFORMING PARKING SPACE IN THE FRONT YARD (AS SHOWN).

## PROPOSED RENOVATIONS 132 & 134 MIDDLE STREET PORTSMOUTH, N.H.

REVISIONS	
0	ISSUED FOR COMMENT
NO.	DESCRIPTION
DATE	



SCALE: 1"=10' NOVEMBER 2022

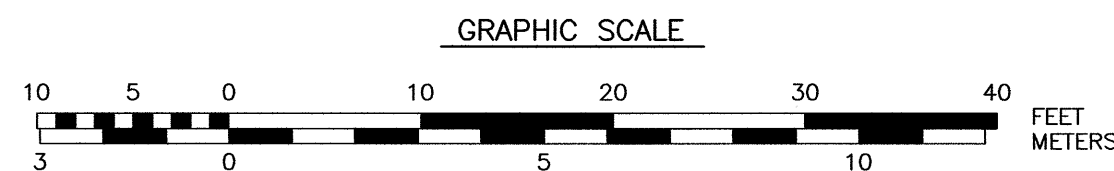
PARKING CONDITIONAL USE  
PERMIT PLAN

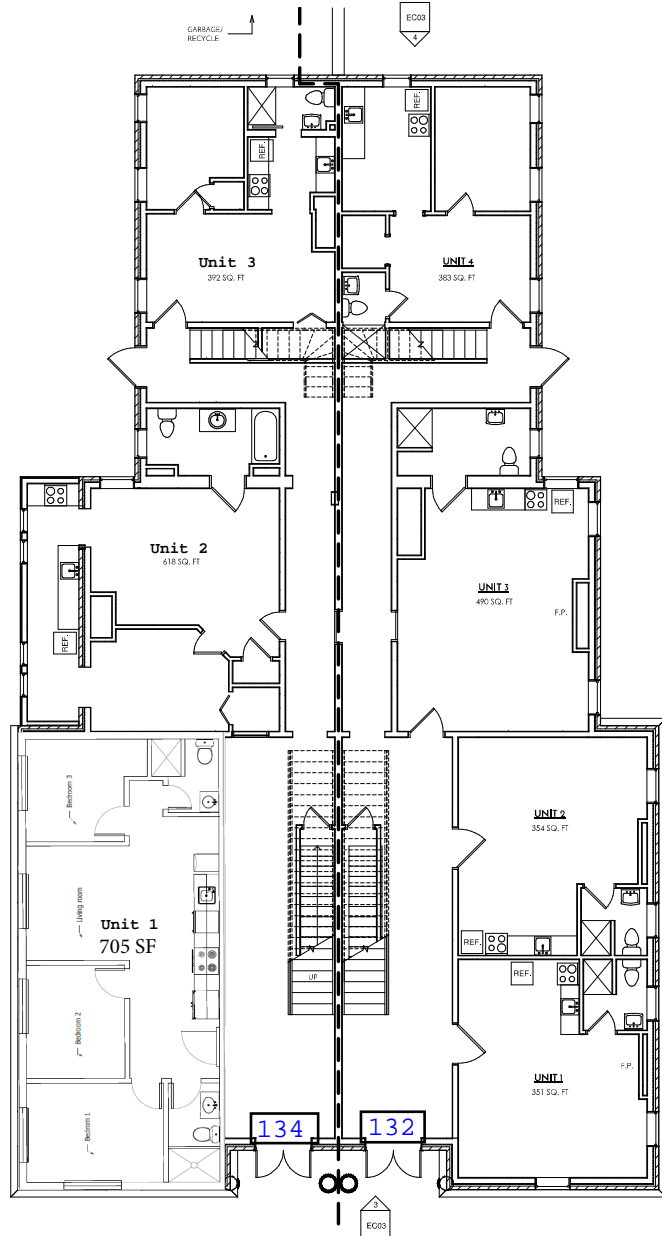
C2

APPROVED BY THE PORTSMOUTH PLANNING BOARD

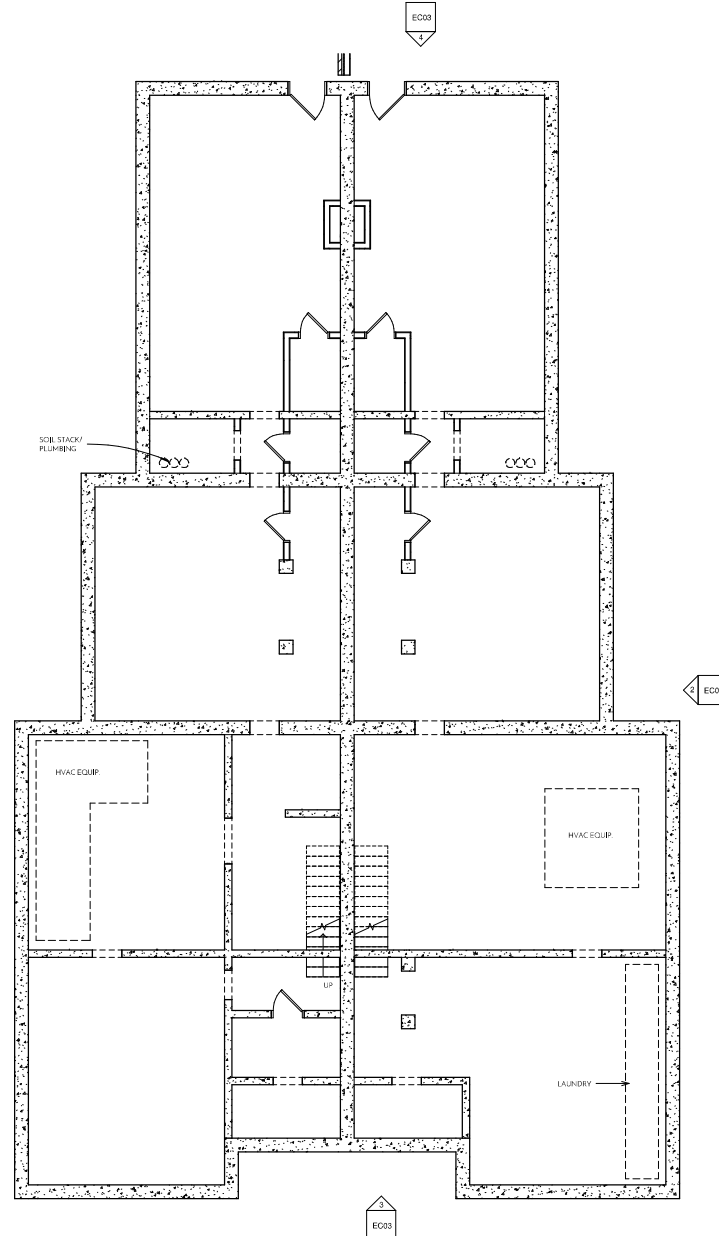
CHAIRMAN

DATE





1  
EXISTING FIRST FLOOR  
3/16" = 1'-0"



2  
EXISTING BASEMENT  
3/16" = 1'-0"

NOTE:  
ALL UNIT AREA SQUARE FOOTAGES MEASURED AT  
CENTER LINE OF COMMON/DEMISING WALLS, AND  
INSIDE FINISH FACE OF EXTERIOR WALLS

EXISTING CONDITIONS

132- 134 MIDDLE STREET, PORTSMOUTH NH  
134 MIDDLE STREET LLC

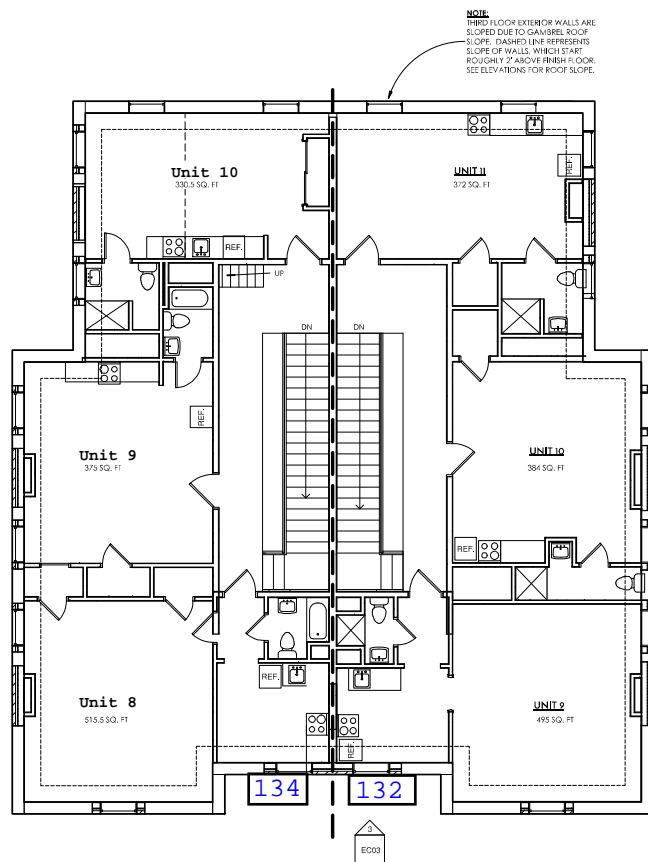
EXISTING PLANS

Revisions	
No.	Date

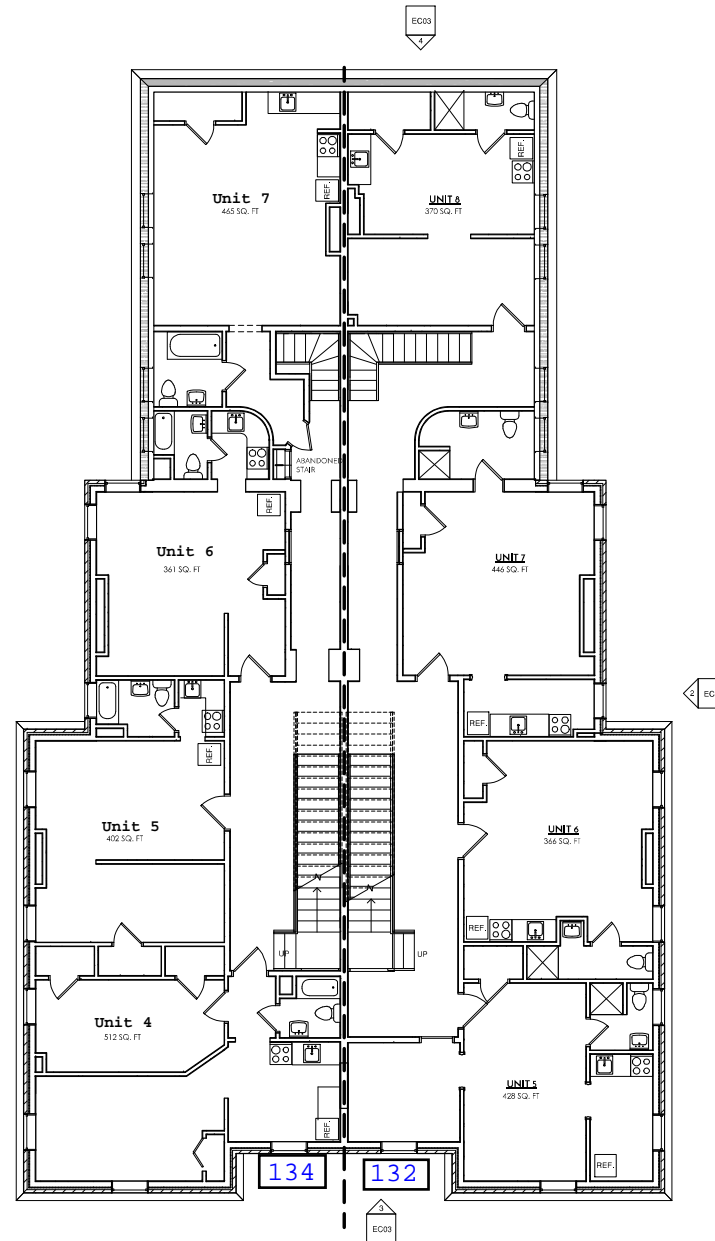
August, 2018

C01





**EXISTING THIRD FLOOR**  
3/16" = 1'-0"



**EXISTING SECOND FLOOR**  
3/16" = 1'-0"

**EXISTING CONDITIONS**  
132- 134 MIDDLE STREET, PORTSMOUTH NH  
134 MIDDLE STREET LLC

**EXISTING PLANS**

Revisions	
No.	Date

August, 2018

**C02**