

CATE STREET CONNECTOR  
LAND SWAP AND DEVELOPMENT  
AGREEMENT

City Council

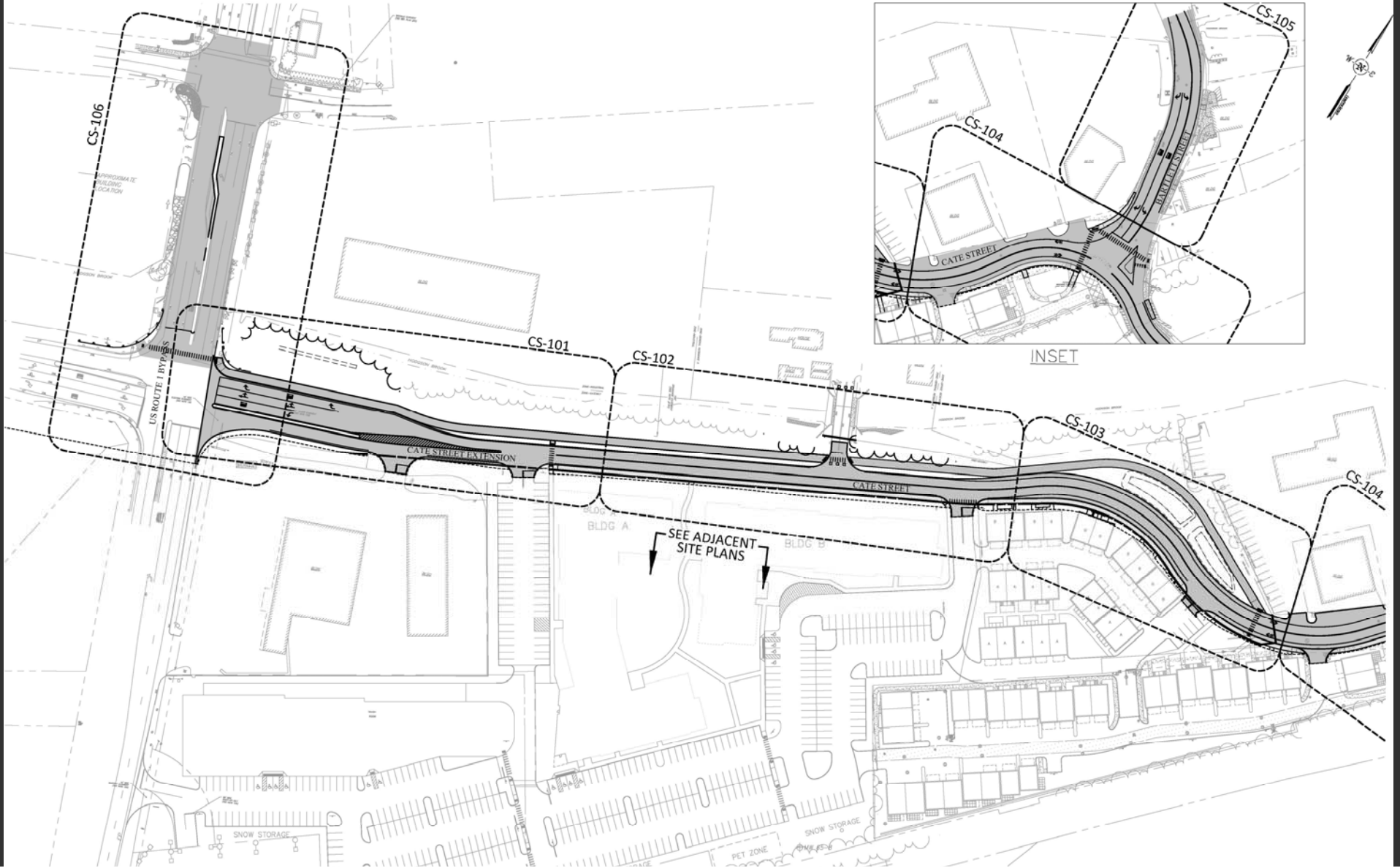
8/12/2019

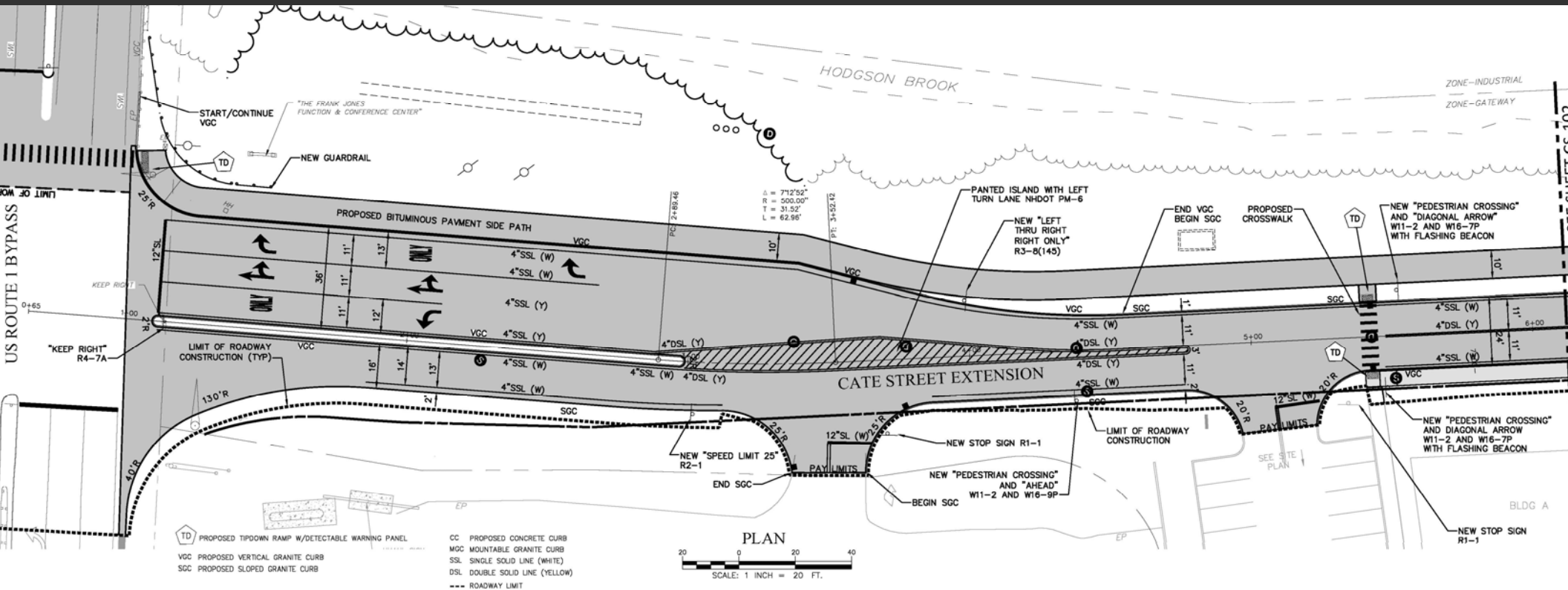






- 136,919 SF OWNERS TO CITY
- 395,659 SF OWNERS
- 47,470 SF CITY TO OWNERS

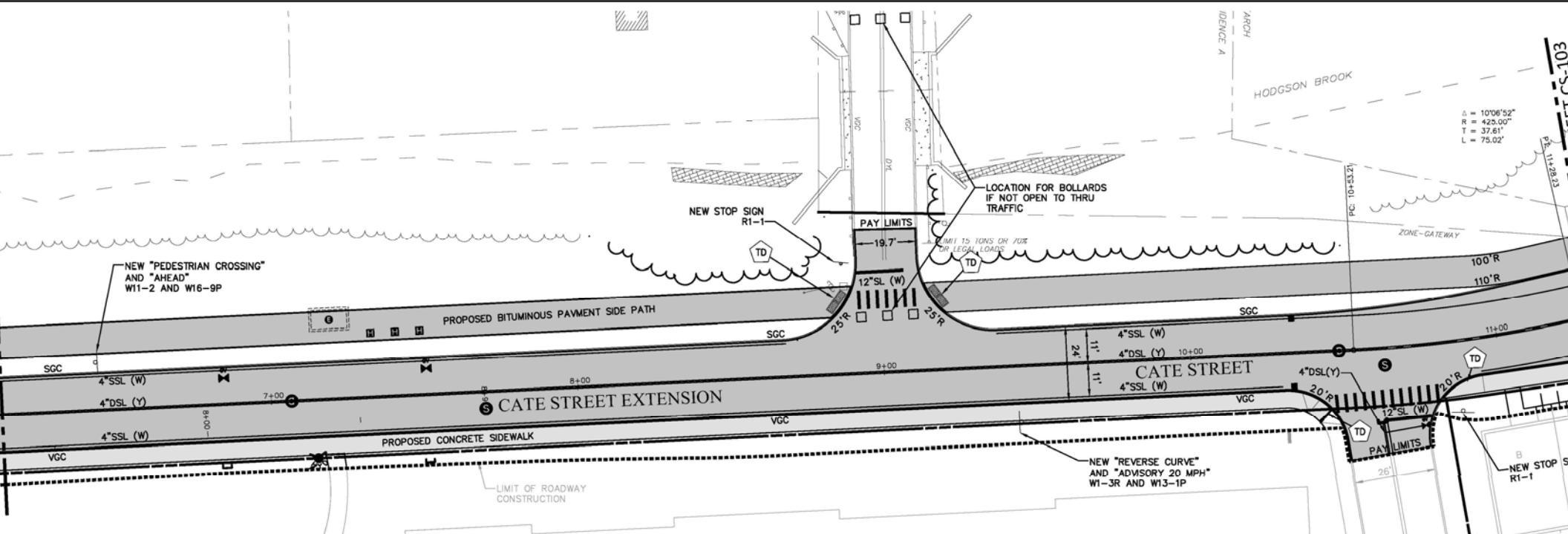


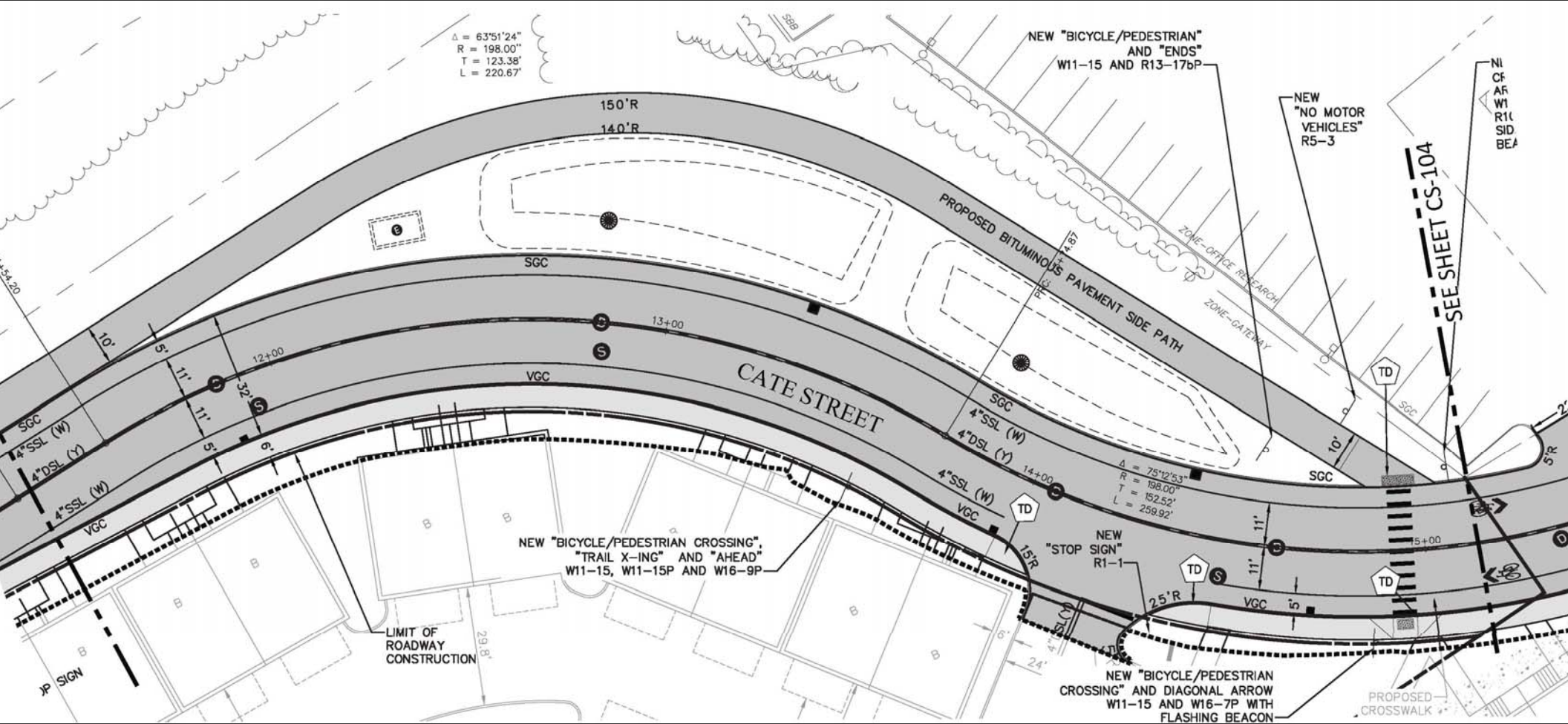


TD PROPOSED TIPDOWN RAMP W/DETECTABLE WARNING PANEL  
 VGC PROPOSED VERTICAL GRANITE CURB  
 SGC PROPOSED SLOPED GRANITE CURB

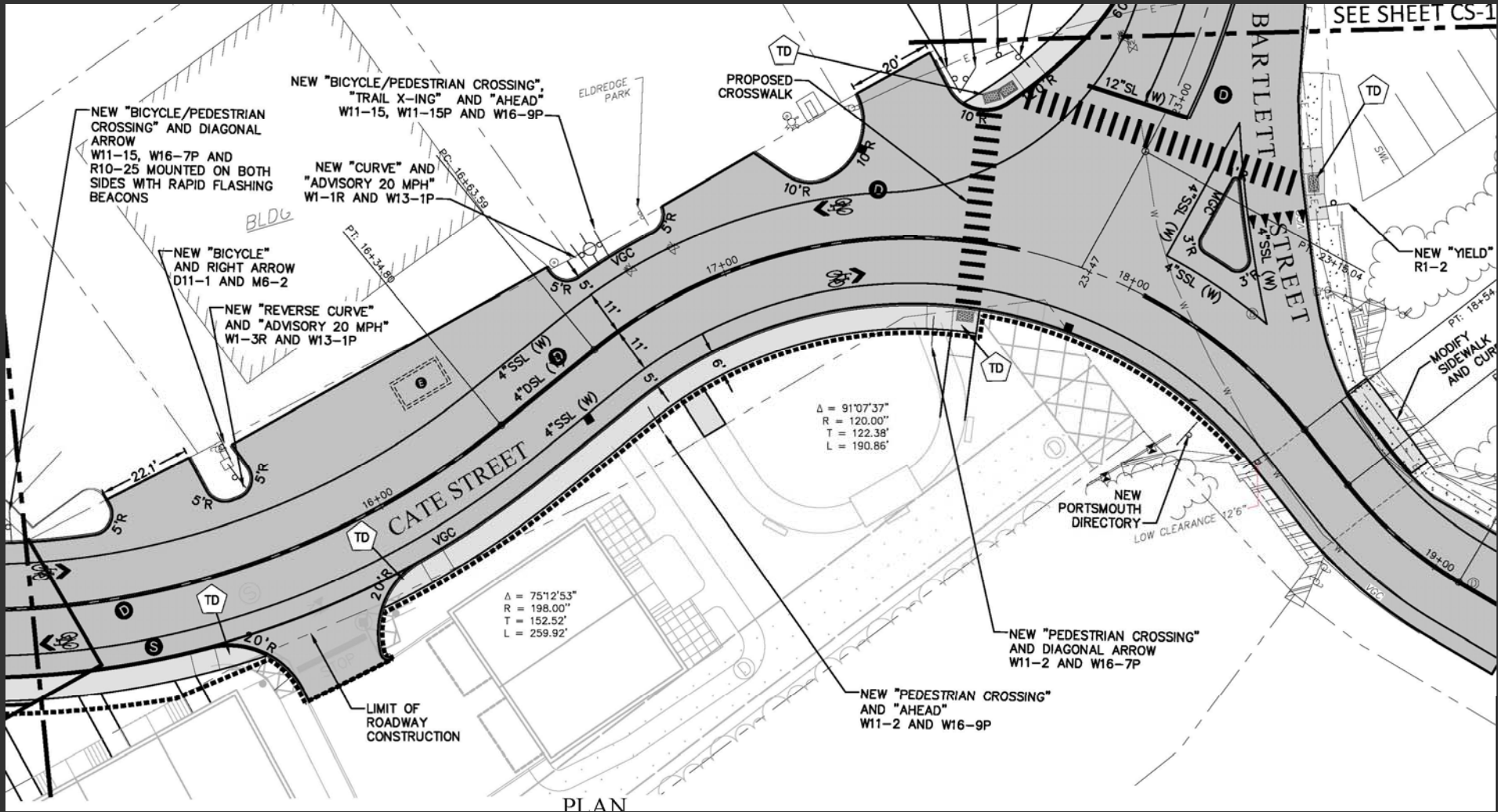
CC PROPOSED CONCRETE CURB  
 MGC MOUNTABLE GRANITE CURB  
 SSL SINGLE SOLID LINE (WHITE)  
 DSL DOUBLE SOLID LINE (YELLOW)  
 --- ROADWAY LIMIT

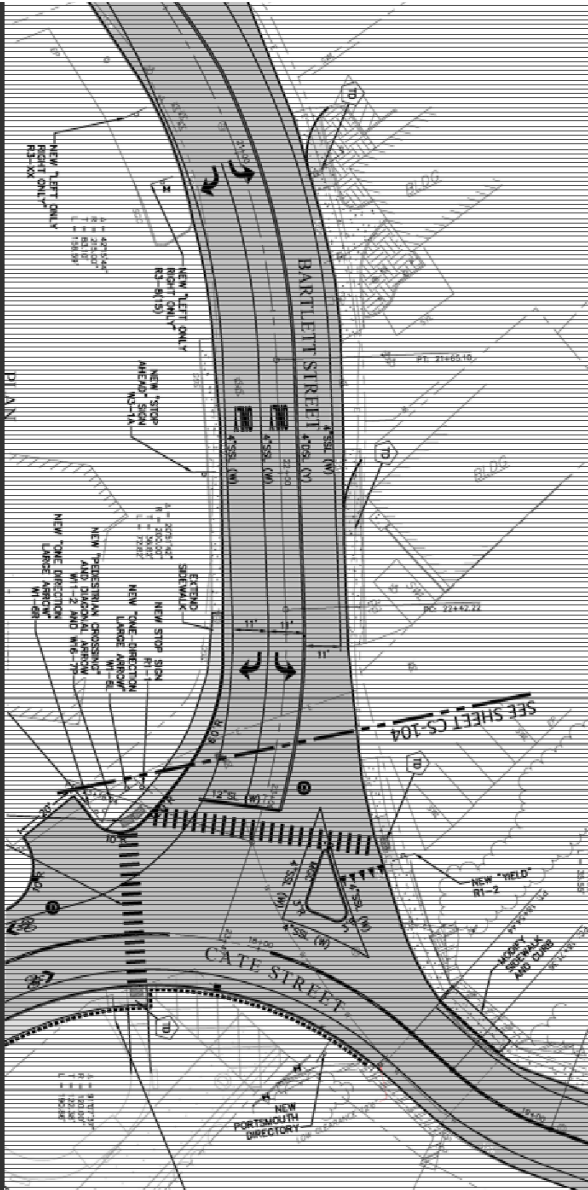






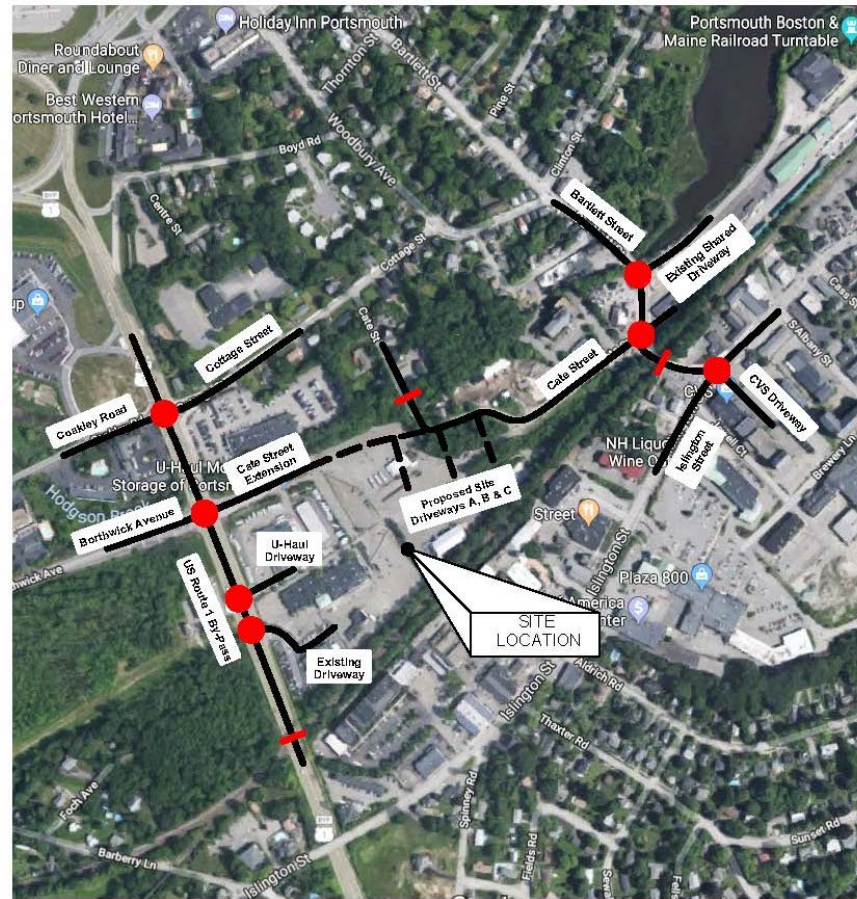








# EXISTING CONDITIONS

- Bartlett Street
  - minor arterial and truck route between Islington St and Woodbury Ave / Route 1 Bypass
  - travels through dense residential neighborhoods
  - peak traffic levels in weekday PM (commuter period)
  - significant queuing of vehicles at Islington St signal during peak travel time
  - railroad bridge creates constrained condition before Islington St intersection
- Cate Street
  - local road, indirect connection to Route 1 Bypass via Cottage St
  - sub-standard bridge over Hodgson Brook will need replacement in near future
  - intersection with Bartlett Street periodically blocked by queuing from Islington St signal
- Islington St
  - minor arterial and primary connector between downtown and Rte 33/Greenland Rd
- Truck traffic accounts for 2-3% of traffic on Bartlett St



-  = AUTOMATIC TRAFFIC RECORDER LOCATION (NHDOT)
-  = INTERSECTION TURNING MOVEMENT COUNT LOCATION



1831A

Figure 1

Site Location

# SUMMARY OF TRAFFIC ANALYSES

- Impact of Cate Street Extension with Proposed Mixed Use Development
  - 15-18% decrease (about 200 vehicles per hour) on Bartlett St (north of Ricci driveway) during peak traffic periods (weekday evenings and Saturdays)
  - 1% increase (about 22 vehicles per hour) at Bartlett / Islington St intersection during peak traffic periods
  - 6-7% increase (about 100 vehicles per hour) at Bartlett St / Cate St intersection during peak traffic periods
  - 17-23% increase (about 500 vehicles per hour) at US Route 1 Bypass / Borthwick during peak traffic periods
  - eliminate truck traffic north of Ricci Lumber driveway
  - capacity issues at Bartlett / Cate and Bartlett / Islington will continue to be an issue, design options for mitigating should be considered
  - intersection improvements at US 1 Bypass and Borthwick Ave intersection required
  - potential modifications to Cottage St intersection may be needed in the future

# SUMMARY OF PROS AND CONS FOR CREATION OF NEW ROAD

## Pros

- Modest reduction in cut-through traffic (and elimination of truck traffic) through Bartlett residential neighborhood and on Woodbury between Dennett and Bartlett
- More direct access to Borthwick and Hospital from West End
- Improved bicycle and pedestrian connections
- Relocation of vehicle queue from residential portion of Bartlett to new Cate for traffic approaching Islington signal
- Less blockage of Cate at Cate / Bartlett intersection by reassigning STOP control

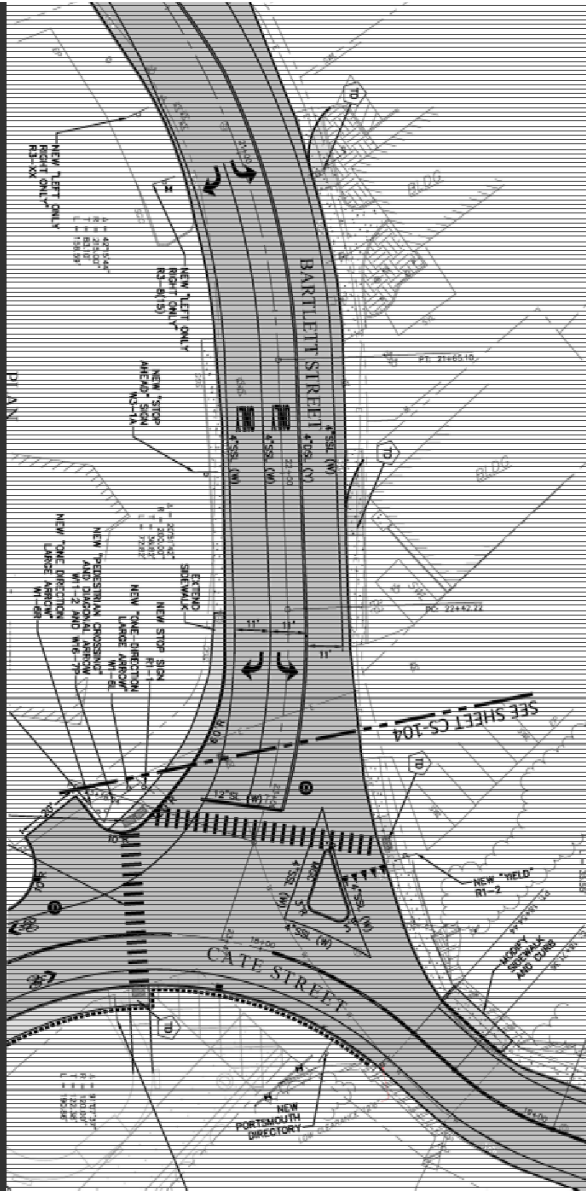


# SUMMARY OF PROS AND CONS FOR CREATION OF NEW ROAD

## Cons

- Longer delay for Bartlett traffic approaching from north of Cate to access Islington, due to STOP on Bartlett and queues on Cate
- Intersection improvements will be required at Route 1 Bypass and may be required at Coakley/Cottage in the future
- Peak demand queuing from Islington St / Bartlett St intersection will likely increase – won't fix existing deficiencies created by railroad bridge





# DEVELOPMENT AGREEMENT

*Costs proposed to be the sole responsibility of the developer:*

- Planning, design, permitting and construction documents prepared related to the public road to date
- Relocation of public sewer and water lines with the exception of a portion of a public sewer line that currently extends from the Route 1 Bypass to the rear of the existing U-Haul property for which the City has no documented easement
- Public realm improvements within land to be transferred to the City
- Design, permitting, engineering, and construction of all utilities and upgrades required to service the new mixed used development
- City's legal fees and costs associated with the land swap

# DEVELOPMENT AGREEMENT

*Costs proposed to be shared equally by the City and the developer (50%/50%):*

- Engineering, permitting, and construction of the proposed public road
- Engineering, permitting, and construction of the improvements to the intersection with Route 1 Bypass

# DEVELOPMENT AGREEMENT

## *Transfer of land for new road:*

- The transfer of land for the public road shall be transferred to the City regardless of whether the City Council approves construction of the new road at this time. This will enable the City to move forward with construction of the road, at its sole cost, at a future date if desired.
- If the Council does not approve construction of the road at this time, the Developer will have the right to construct (at their sole cost) a driveway across the City's property for the purposes of accessing the new development.