

TABLE 1
RESOLUTION SUMMARY of AUGUST 5, 2019 CATE STREET WEY PORTSMOUTH STAFF REVIEW

Color Code:		Addressed/ Corrected
		Change in progress or confirmation needed

Comment #	Comment	Status	Response
1	Are access easements to lot 165/1 (the abutting townhouse project) being provided? Please explain.	Addressed	The Easement plan has been revised to reflect this See note 13 on sheet 4 of 10 in the subdivision plans.
2	All stormwater structures that need to be cleaned should be adjacent to the roadway or some other accommodation made to provide truck access	Addressed	this has been addressed. The water quality units have been moved to locaitons adjacent to paved surfaces.
3	Last month we asked for an exhibit showing the locations of any known hazardous soils overlain atop the sewer and drainage layouts. Was that provided? We could not find it.	Addressed	There are no Hazardous materials on site Ledge probes have been added
4	The drainage study will need to be reviewed and approved by the third party reviewer. Please confirm that no additional flow is being directed toward the Bartlett St drainage system.	Addressed	No additional stormwater is being directed to Bartlett Street.
5	Is SMH 1066 on the edge of the bypass being shown to be replaced somewhere?	Addressed	This manhole is being replaced in the same location
6	The roadway plans are pending final review by the third party reviewer.	Addressed	A call was held on Wednesday August 14, 2019 with TEC to review
7	The diagonal pavement markings in the center island in front of the U-Haul driveway should be angled the other direction.	Addressed	the diagonal striping has been removed per PM-6 (NHDOT)

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8	The parking spaces at the easternmost driveway on Cate Street are too close to the driveway intersection with Cate Street. At least one or two should be located elsewhere, so as not to cause conflicts with traffic turning in and out of the driveway.	Addressed	The spaces have been shifted south and suggested
9	On CT-201, the truck backing in behind the retail building will be backing and turning in the pedestrian shared space area. Trucks should be restricted to hours when pedestrians are not present.	Addressed	The Client will set times fo rdelivery access and these will be added to CS-002 the client has agreed to this
10	Please provide a detail for the bike racks. They should be the inverted U style.	Addressed	A U style bike rack detail has been added.
11	A written plan shall be submitted to and approved by the Portsmouth Fire Department prior to the demolition, alteration, and/or construction identifying a qualified person as the project's Fire Prevention Program Manager and detailing the project's fire prevention program in accordance with NFPA 241-2013 edition.	Will be provded as required	

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12	In order to count as community space, the "wide pedestrian sidewalk" portion located on the applicant's property needs to be a minimum of 10' wide and must be located between the building façade and the public right-of-way. Not all of the locations identified on the plans appear to meet this definition. Any sidewalk located on City property cannot be counted toward the community space requirement. This proposed wide sidewalk along the future public road is only shown on the CS-002 sheet, not on any of the other plan sheets and appears to be in conflict with the front yards of the proposed townhouses. no details have been provided on the surface material, landscaping or other details.	Addressed	Per TAC and the markup provided by staff the wide sidewalk has been modified on the plans and the community spaces have been revised. CS-002 and color Exhibit.
13	Please provide more detailed plans and descriptions of the design, layout and amenities proposed for all of the community spaces. These spaces will need to be designed to meet the requirements for the different community space types as described in the Ordinance in order to be approved by the Planning Board as community space.	Addressed	More detail has been added to the areas delineated see CS-002

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14	The reserve parking areas as delineated do not meet the intention of the zoning ordinance, which was to provide for a separate area for future parking that is covered with grass, ground covers, or other plant materials and could easily be converted to a parking area. The proposed parking spaces are spread out throughout the project site and would require reconstruction of the islands and curbing in order to create the additional spaces. The applicant should either provide the required parking or request a parking conditional use permit from the Planning Board to reduce the number of spaces provided.	Addressed	No longer needed
15	More detail is needed for the configuration of the front yards of the townhomes along the roadway, portions of the yards appear to end abruptly at the pavement edge. What are your proposed treatments in these locations to delineate yard from sidewalk? Why was no landscaping plan provided for this portion of the project development?	Addressed	Landscap plan has been provided

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16	Wherever a concrete sidewalk is proposed within a landscaped island the curbing should be vertical concrete or granite and not sloped granite due to high failure rate of the concrete where it meets sloped granite.	Addressed	Revised as suggested
17	For the mountable curve proposed for the separate at the townhouses, a 3 inch 1:1 slope granite curb may require some sort of warning in the form of signage or pavement markings.	Addressed	Bump Signage has been provided
18	The proposed additional spaces would significantly reduce the landscaping proposed for the traffic islands.	Addressed	No longer needed
19	The drop-off lane should use textured pavers versus paint to indicate this is a drop-off area.	Addressed	The change has been made