

IV. Concept Designs and Summaries

This section of our report comprises the outstanding design work conducted over the course of our study by our partnering AIA150 design teams. The following drawings were presented at three separate workshops heavily attended by the public. The teams' qualitative descriptions, design assumptions and drawings follow below.

Round 1 – September 8, 2007

- ✓ All 3 design teams worked independently resulting in 4 different design concepts
- ✓ All 3 teams were given this basic minimum Program for existing and proposed uses developed with the MPC 8/4/07 but they could add space if they felt the site could accommodate it.
- ✓ Teams could choose to use just Plaza and Varsity Capital properties or add the Kyreages property in the design concepts

EXISTING	PROPOSED		
FUNCTION	GSF	GSF	Parking Code
RETAIL			
Grocery Store	19,000	25,000	1/250 to 5.5/1000 **
Bagelry	2,900	2,000	1/100 sf seat+1/emp
Drug Store	8,640	8,640	1/250 sf
Federal Credit	3,000	3,000	1/250 sf
Healthsouth	1,820	1,820	1/250 sf seat+1/emp
Cleaners	400	400	1/250 sf
Pizza	1,000	1,000	1/100 sf seat+1/emp
China Buffet	3,000	3,000	1/100 sf seat+1/emp
Zylas	4,800	4,800	1/250 sf
Uppercut	1,200	1,200	1/250 sf
Video Store	1,600	1,600	1/250 sf
Sub Shop	1,400	1,400	1/100 sf seat+1/emp
Federal Savings	2,000	2,000	1/250 sf
LIBRARY	2,964	12,500	1/500 gsf
TOWN HALL	na	20,000	1/250gsf
NEW RETAIL	na	TBD	1/250
NEW OFFICES	na	TBD	1/400
NEW HOUSING	na	TBD	2 spaces/unit or
			.75/res or .5/res*

*UNH uses .5 pkg sp/student res.

** Hannafords prefers 5.0 sp/1000gsf

MIDNIGHT OIL TEAM, THE VILLAGE STREET CONCEPT 9/8/07

- ✓ This team used The Mill Plaza lands as well as the Varsity Capital and Kyreages lands

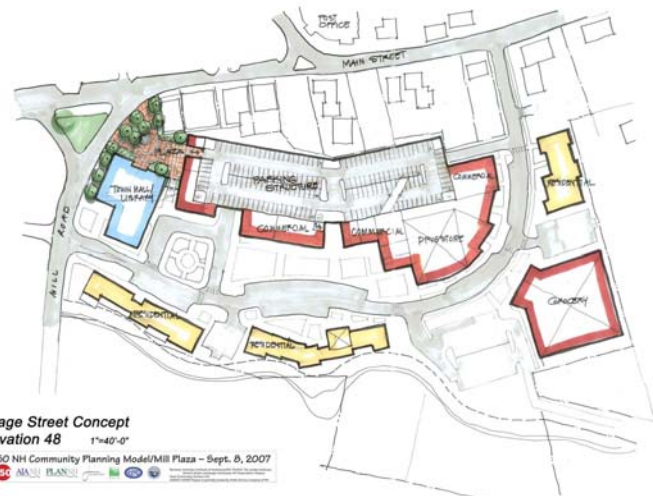
The driving belief behind the Village Street Concept is that Durham needs more “downtown”. Currently much of downtown Durham is one-sided with commercial and retail space generally on the north side of Main Street with a short section of retail/commercial on the south side for about 100 yards. This new

concept introduces a street that enters the site from Mill Road approximately 75’ north of the current plaza entry and loops up to Main Street

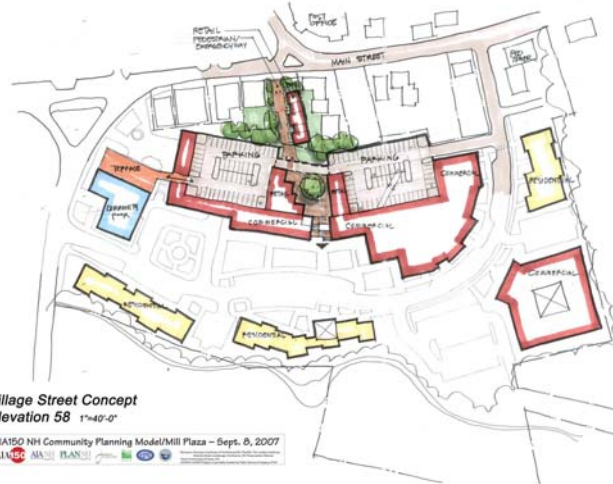
approximately across from St. George’s Episcopal Church. New commercial, retail and housing can be developed along the street increasing the level of activity downtown to a significant degree. New pedestrian links between the new development and Main Street create additional opportunities for lively public spaces and events as well as knitting together the existing

Main Street businesses and the new street, retail and commercial offerings and housing. In addition, Town Hall and the Library have been relocated to a site at the intersection of Mill Road and Main Street adjacent to Bicentennial Park.

The site plans are presented in layers beginning at a point approximately equal to the southern edge of the existing plaza parking lot (elevation 38). This site plan depicts the new street with on-street parking and new first floor retail including an expanded Durham Marketplace and a new Rite Aid. A natural buffer has been shown adjacent to College Brook as well as less intense retail. Key to the development of the site is the construction of a new parking structure. The different site plan levels show the parking structure either buried in the slope to the north of the site or “wrapped” in new retail at this level and new retail, commercial and finally housing at subsequent levels.

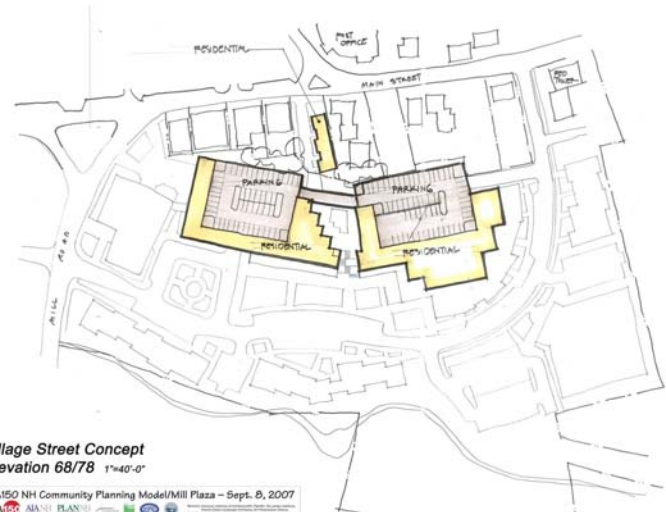


The next level up (elevation 48) aligns with the intersection of Main Street and Mill Road. This plan depicts the new Town Offices and the Library at this intersection as well as an expanded Bicentennial Park that would function as a public space tying together Main Street businesses, Memorial Park and the civic component of the new development. A second level of retail/commercial against the parking structure over the first floor retail and a level of housing over the retail at the brook are also introduced at this level.



The next level (elevation 58) aligns with the Grange at the intersection of Main Street and Madbury Road. At this intersection a major pedestrian link is introduced that would allow for a flow of people between the site and Main Street bringing them by newly developed retail both on the Grange site and at the parking structure.

The final plan (elevation 68 and 78) depicts housing clustered around the top level of the parking structure. The site section – a cross-section cut through the site – has been taken through the new Grange link, parking structure, ground level public space at elevation 38 and the retail/housing adjacent to the buffer at College Brook. This section also shows the relative relationship of the existing buildings at Main Street through the site to the residences on Faculty Road.



Square footages developed in this scheme are:

Commercial/Retail/Office	231,000
Library/town Hall	22,000
Housing	<u>90,000</u>
	343,000 sq.ft
Parking:	
Surface	137
Garage	<u>600</u>

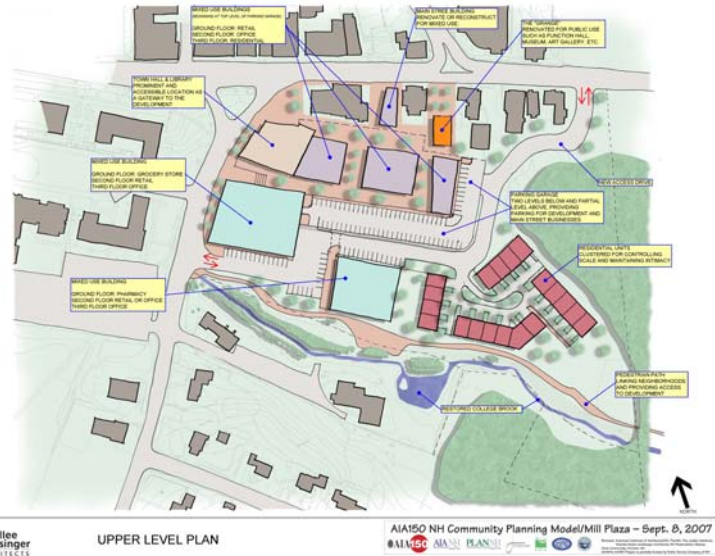
737 parking spaces



LAVALLEE BRENSINGER TEAM (LBPA) 9/8/07

✓ Team chose to include the Varsity Capital land but not the Kyreages property

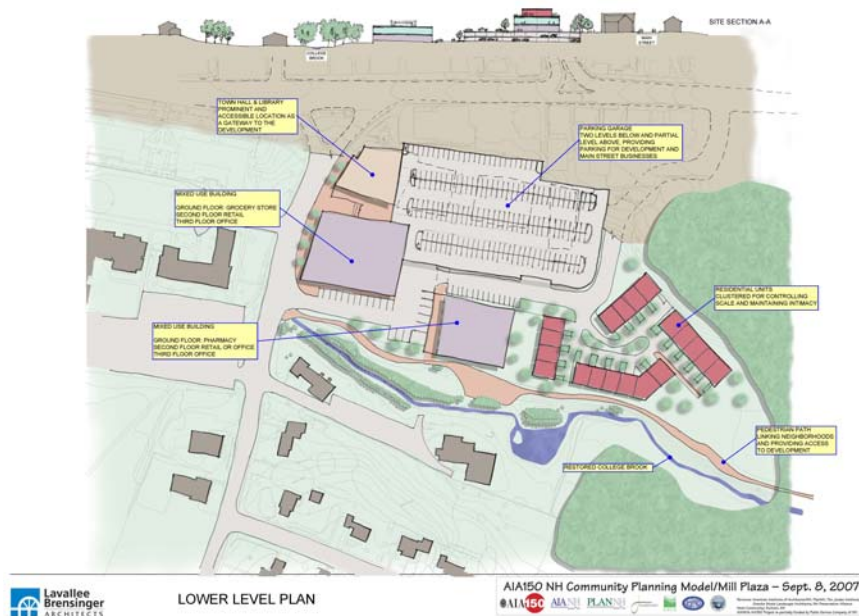
Benefits of this plan include an attempt to “widen” the Main Street corridor by creating a building “pad” over the parking garage, which would allow for individual building sites. It also suggested some less dense housing as a buffer between the existing residential neighborhoods as well as a civic building location at the corner of Mill Road and Main Street. This scheme also has a loop road thru the site but is much less direct than in other schemes and it exits at the border of the Kyreages property.



Square footages developed in this scheme are:

Commercial/Retail	55,000
Office	32,000
Library/town Hall	48,000
Housing	<u>90,000</u> (70-80 units)
	225,000sq.ft

Parking: 450-500 parking spaces



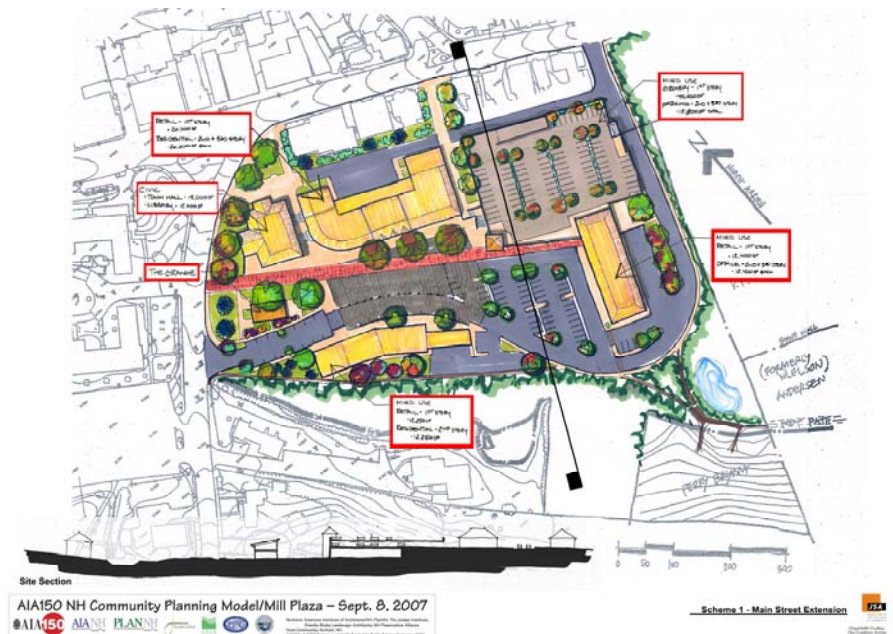
JSA TEAM 9/8/07

- ✓ Team chose to include the Varsity Capital land but not to include the Kyreages property
- ✓ Team provided two very different schemes. One is called the “Main Street Extension and the other the” Urban Plaza”.

The **Main Street Extension** scheme provides multiple access points from the Mill Plaza site to Durham’s Main Street. A new access road connects the historic buildings on Main Street to the Plaza. This road supports the concept of a small New England shopping Village targeting families.

An entrance plaza supports multiple town activities including seasonal events such as entertainment and market festivals. Removable bollards can adapt a pedestrian area for temporary vehicular access to provide for a public stage.

A recreational trail follows College Brook. Several nodes along the path give bicycle and pedestrian access between the retail shops and the plaza beyond. The site supports strong access corridors for pedestrian use in filtering through the site into either the downtown or residential areas.



A covered parking garage connected by a vertical circulation tower links Main Street to the plaza below. The garage is three stories with the Durham Marketplace occupying the bottom level. A visually permeable exterior façade provides daylight to the interior space.

Square footages developed in this scheme are:

Commercial/retail	90,000
Office	24,800
Library/Town Hall	30,000
Housing	65,000 (about 65 units)
	209,800 sq. ft

Parking:	Surface 110
	Garage 190
	300 parking spaces

The Urban Plaza Scheme

The modular design of the residential and retail space easily allows for phased construction and versatile future adaptation and exchange between retail and residential programs.

Smaller clusters of public green space arranged as quadrangles along the mixed-use corridor promote an interactive village concept

Civic buildings, the Town Hall and Library are located at the corner of Main Street and Mill Road. The Town Hall is located on an open plaza and the library has been pulled away from the residential and retail to provide visual prominence from Main Street and the Mill Plaza Site.

Access to the downtown and newly developed plaza has been increased. A pedestrian pathway along College Brook and walkways filtering through the site serve as access paths to connect the residential neighborhood, the plaza and the existing downtown. The site entry has been moved away from the College Brook to align with existing UNH entry point.

A raised parking structure immediately above the primary retail space creates ample parking for the plaza as well as the Main Street shops and restaurants. Surface parking is also available for the market and the surrounding shops and services at the plaza level. Below grade parking is also provided in the modules for the residential and mixed-use buildings.



Square footages developed in this scheme are:

Commercial/retail	52,000
Office	10,000
Library/Town Hall	32,000
Housing	<u>81,000</u> (about 65-80 units)
	175,000 sq.ft.

Parking:	Surface	150
	Garage	150
	In mixed use units	<u>80</u>
		380 parking spaces

Round 2 – November 4, 2007

- ✓ All 3 Design teams worked independently resulting in 3 different design concepts
- ✓ The Space program for this round of designs did not substantially change but the teams were encouraged to retain the Durham Marketplace and possibly the drug store in their present locations and to add square footage to their existing footprints.
- ✓ They were also encouraged to increase the amount of surface parking adjacent to these stores
- ✓ They also responded to the recommendations of the real estate economic advisors to keep the corner of Mill Road and Mains Street as a site for retail rather than civic buildings
- ✓ The Teams were restricted to use only the Mill plaza and the Varsity Capital lands

MIDNIGHT OIL TEAM, THE VILLAGE STREET CONCEPT 11/4/07

This team retained much of the quality and feel of their Round 1 Scheme but reduce the scope to meet the reduced land area. The plan retained the grocery store in its present location but moved the drug store to a location at the other end of an attached parking structure. They wrapped retail/commercial uses around the Mill Road frontage to expand downtown beyond just a “strip” of commercial uses. They also increased the amount of surface parking near the grocery and drug stores.

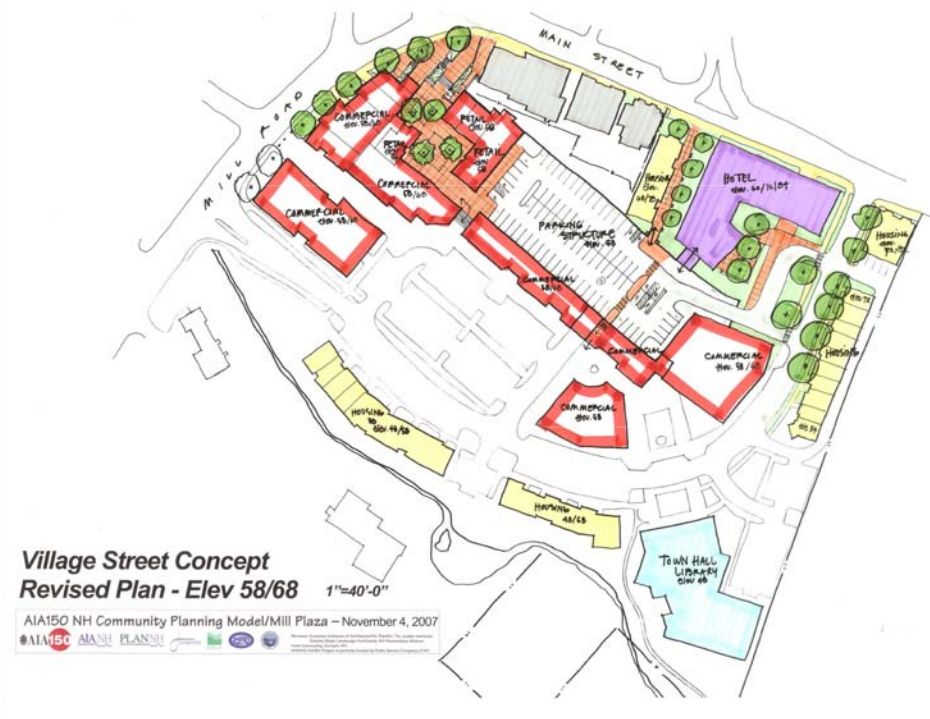


They maintained housing and retail on both sides of their Village Street to enhance that concept and gave the Library/Town Hall a prominent site as the focal point of both the Main Street and Mill Road entrances.

Square footages developed in this scheme are:

Commercial/retail	113,000	
Office	60,000	
Library/Town Hall	34,000	
Hotel	60,000	
Housing	<u>57,000</u>	(about 50+units)
	324,000 sq.ft	

Parking:	Surface	240
	<u>Garage</u>	<u>260</u>
		500 parking spaces



LAVALLEE BRENSINGER TEAM (LBPA) 11/4/07

This team also left the grocery/drug stores essentially in place, wrapped them with additional store fronts and added more retail on Mill Road to continue its retail/commercial façade. The Town Hall/Library was placed in the southeast corner of the site again acting as a focal point for both the Mill Road and Main Street entries.

The site development here could be phased, with the grocery and drug store staying in place and expanding allowing for tenants from the other existing buildings on the site to relocate to new quarters in the additional store fronts on Mill Road. That second building could then be demolished and denser development could take place on the eastern portion of the site. The loop road connecting Main Street and Mill Roads could also be phased. Its eventual egress point on Main Street would be at Madbury Road where a roundabout might be located in lieu of a traffic light.

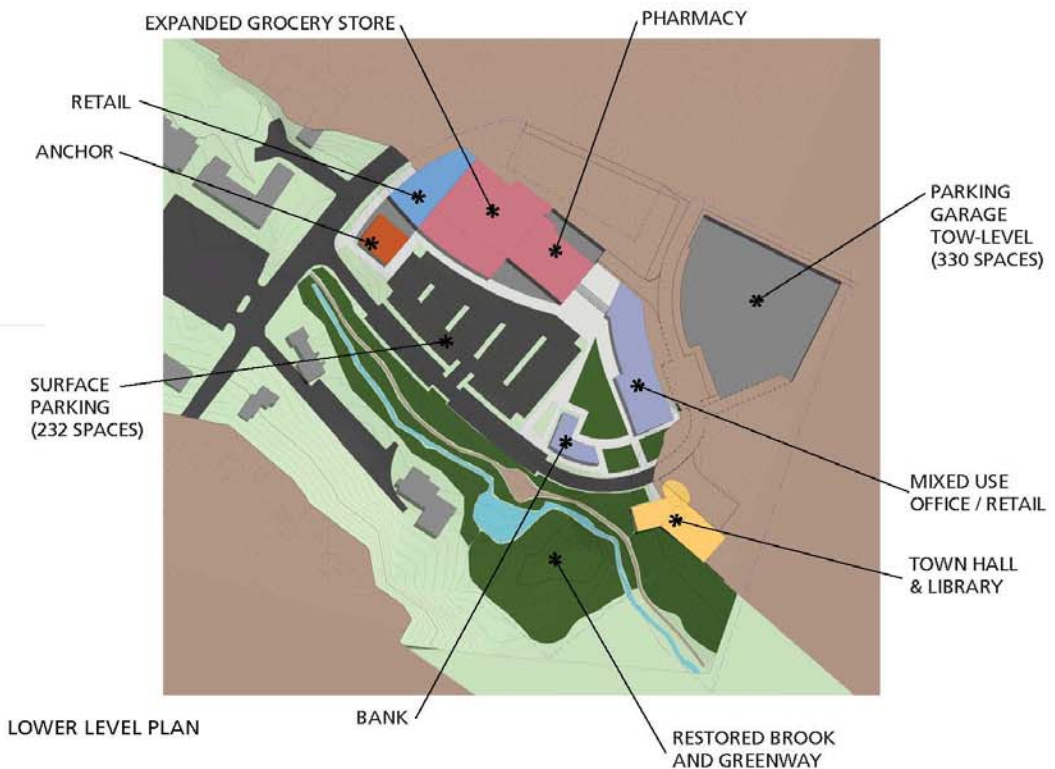
Square footages developed in this scheme are:

Commercial/retail	81,000
Office/Flex space	103,000
Library/Town Hall	32,000
Hotel	58,000
Housing	<u>00,000</u>
	274,000 sq.ft

Parking:	Surface 232
	<u>Garage 330</u>
	562 Parking spaces

Related concept drawings follow on next two pages

SITE PLANS

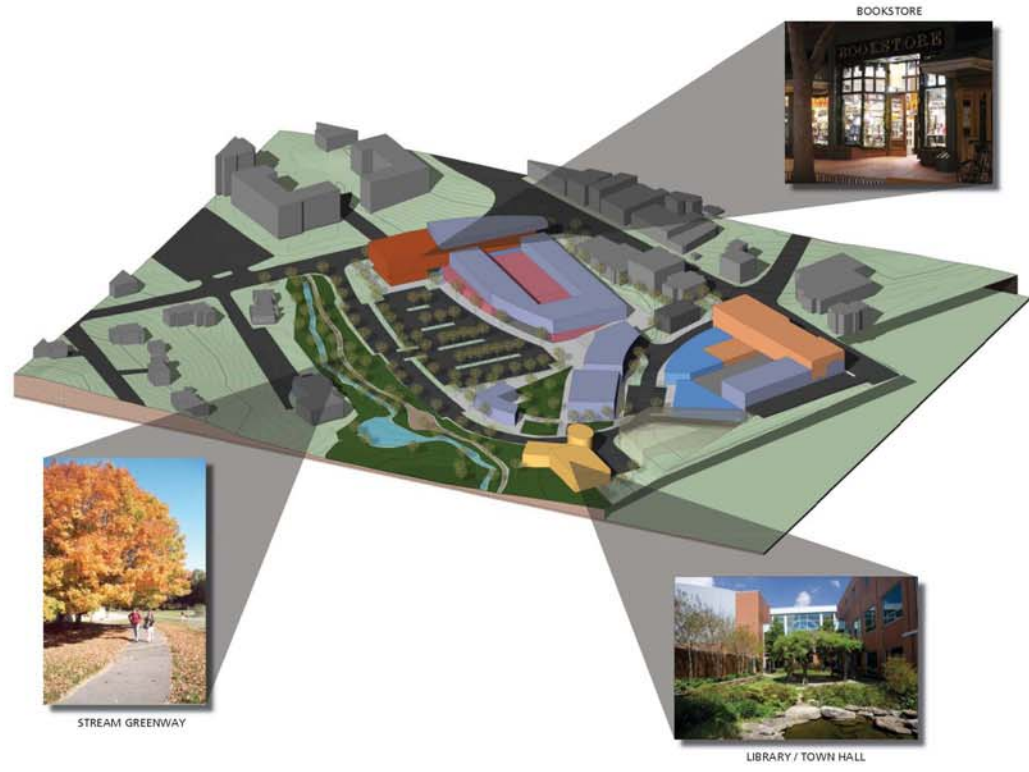


COMMUNITY PLANNING MODEL / MILL PLAZA - NOVEMBER 4, 2007



Partners: American Institute of Architects/NH, PlanNH, The Jordan Institute, Granite State Landscape Architects, NH Preservation Alliance
 Host Community: Durham, NH
 AIA/NH's AIA150 Project is partially funded by Public Service Company of NH

AERIAL VIEWS AND CHARACTER IMAGES



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JSA TEAM 11/4/07

This scheme clearly divides the site into two or possibly three Phases. The first Phase keeps the existing Grocery/drugstore in place with façade modifications and some expansion. It also maintains the high density of surface parking in front of these retail establishments. This would present little difference from the existing plaza except for some “dressing up” of the existing facilities.



AIA150 NH Community Planning Model/Mill Plaza – Nov. 4, 2007



The second Phase has a loop road, which passed through the Garage at the eastern edge of the site and has a higher density of buildings and uses. This scheme really suggests a third Phase, where Phase one is rebuilt in the future with higher densities and structured parking.

Square footages developed in this scheme are:

Commercial/retail	64,000
Office/Flex space	37,000
Library/Town Hall	35,000
Hotel	64,000
Housing	<u>00,000</u>
	200,000 sq.ft

Parking:	Surface	210
	<u>Garage</u>	<u>324</u>
		534 Parking spaces



PHASE 2 - FUTURE DEVELOPMENT

AIA150 NH Community Planning Model/Mill Plaza – Nov. 4, 2007



ROUND THREE – 2/20/08

- ✓ The 3 design teams worked together on this round producing 1 “hybrid” design scheme
- ✓ The space program for this round of designs deleted The Town Hall from the requirements
- ✓ The teams were encouraged to use their own judgment as to the retention of the Durham Marketplace in its present location
- ✓ They were also encouraged to increase the amount of surface parking adjacent to the retail stores
- ✓ The teams were restricted to use only the Mill Plaza and the Varsity Capital lands

MIDNIGHT OIL – LBPA – JSA “HYBRID” SCHEME

This design scheme tried to incorporate all of the ideas that the previous design rounds had found to be most workable and desirable based on input from the community and College Brook Study, economic studies, traffic concerns, and the best information we could glean from the owner and his tenants.



This scheme includes a loop road, which could be either public or private, that connect the Plaza with Main Street enhancing the downtown connection. This road exits at the Madbury Road intersection which may be controlled through a roundabout which is preferable to a traffic light. The road also follows along the set back from the College Brook, creating a parklike buffer between the development and the residential

neighborhood and also offering some retention/detention areas to maintain “best practices” for storm water drainage.

It relocates the grocery store which allows for the maximum flexibility in site design. It tucks a parking garage into the hill between Main Street and the Plaza, offering the best disguise for such a structure. It wraps commercial development around from Main Street to Mill Road maintaining a 3-story profile similar to Main Street and complimentary to the UNH buildings. It locates a Library at the southeast corner of the site, which effectively shuts off access to Chesley Drive but also allows the Library to visually access the Pinto and Perry lands, which will stay unbuilt, as they are wetlands, and subject to flooding.

The Scheme also offers a variety of pedestrian and bicycle access points drawing people in from Main Street, Mill Road and the residential neighborhoods. Bus access can also be accommodated utilizing the free UNH bus system.

As this Scheme went through its public presentation, it was critiqued by the public and some of the Plaza tenants. Those valuable comments would modify this scheme by:

- ✓ Moving or reconfiguring the grocery store in a way that eliminates a possible “alley” between the store and the garage, also allowing for more surface parking in front the grocery store.
- ✓ Creating a covered loading area parallel with the road, which would allow trucks to pull in, unload and leave without any major turning motions. This would also keep the noise and lights from this activity sheltered from the neighborhood. This area might also be used for dumpsters, again presuming adequate screening from public view.
- ✓ Deleting the Inn, as it is not on the owner’s land, and possibly adding more housing to the mix of uses on the Plaza site.

Square footages developed in this scheme are:

Grocery Store	26,500
Drug Store	12,000
Other Commercial/retail	84,000
Office/Housing	36,000
Library	13,000
Hotel	<u>60,000</u>
	231,500 sq.ft

Parking:	Surface	116
	Garage	296
	Under Inn	<u>100</u>
		512 parking spaces