

**Town of Durham
Technical Review Group
April 17, 2018 – 10:00 AM
Town Council Chambers**

Agenda

Colonial Durham Associates, L.P.
Durham Mill Plaza Redevelopment – Conceptual Site Plan

TRG Members in Attendance

Rick Taintor, Contract Planner, chair
Michael Bradley, Historic District Commission
Audrey Cline, Code Enforcement Officer
Barbara Dill, Planning Board
Mary Ellen Humphrey, Economic Development Director
Rene Kelley, Deputy Police Chief
Michael Lynch, Director of Public Works
April Talon, Town Engineer
Randall Trull, Deputy Fire Chief

Applicant's Representatives

Emily Innes, Harriman
Joseph Persechino, Tighe & Bond
Ari Pollack, Gallagher, Callahan & Gartrell
Sean McCauley, McCauley Realty Advisors, LLC

Introductions

Rick Taintor introduced himself as the contract planner who will be responsible for assisting with the Planning Board's review and permitting of this project (conditional use permit and site plan review). Members of the Technical Review Group introduced themselves, as did Emily Innes and Joe Persechino, representing the applicant.

Presentation

Emily Innes gave a brief overview of the conceptual site plan. The plan differs from the November concept plan, which had buildings diagonally across the site. The new plan is closer to the earlier (June 2017) plan, and also moves the 4-story building toward the adjacent Orion development, with only 3-story buildings on the side of the site closest to the brook. The plan complies with the zoning for the site. The site has a continuous pedestrian walkway from Mill Street past the existing grocery and pharmacy buildings to the new commercial and residential buildings. She displayed a series of plans illustrating the uses of the new buildings by story, and touched on landscaping goals.

Joe Persechino described the general approach to stormwater management and protection of College Brook. Most of the stormwater from the area of the new buildings will be directed to a bioretention area in the south corner of the site. There is an area for snow storage and management adjacent to the bioretention area. They are also looking for other areas within the site to place small rain gardens for stormwater detention and treatment.

Vehicular access to the site will be at the current location, which will be modified to improve stacking and safety. They are looking for feedback from the Town regarding emergency access.

TRG Comments and Questions

Audrey Cline

- Question re: loading area for Hannaford's
- Question re: access to existing off-site pathway to Main Street – looks like pedestrians would either have to go through truck loading area or atrium?
 - Response: the intention is to delineate a walkway and crosswalks.
- Question re: snow storage – area looks miniscule. Can the bioretention area also handle snow?
 - Response: Yes, depending on plantings.
- Would like the Town, in partnership with Colonial Durham, to consider a more ecological pathway along College Brook (rather than right along the parking lot).
- Public bathrooms can't be required, but would be nice for the Town. Note that publicly accessible businesses in the development will require publicly accessible bathrooms.

Randall Trull

- Fire Department access – need access to back of buildings. Two issues in particular:
 - Building C2 – distance from parking lot to far corner seems long.
 - Loading area for Hannaford's – doesn't look accessible by fire trucks.
- Need building measurements, driveway widths.
- Need clear widths of 25 feet.
- Need to define hydrant locations.

Barbara Dill

- Question: Where is the sidewalk relative to the current edge of pavement?
 - Response: At the driveway, the sidewalk is at current edge of pavement. Closer to Chesley Drive there is room to move it somewhat away from the existing edge (i.e., further from the brook). The proposed location relative to existing conditions will be shown on a future plan.
- Question: Who is the covered parking for?
 - Response: Businesses (not residents).
- Question: So there will be no overnight parking on the site?
 - Response: No overnight parking is planned, and no renting of spaces to people who would keep their cars there overnight.

Mike Lynch

- Stormwater will be a primary focus because of the tightness of the site.
- Question: Will the islands in the parking lot be used for stormwater collection/treatment?
 - Response: Perhaps – hasn't been fully designed yet.
- Important to capture and treat stormwater before it gets to the brook: maximize use of rain gardens wherever possible

April Talon

- It may not be possible to get infiltration in some places – are you considering underground storage?
 - Response: Alteration of Terrain permit is required. Site is mostly impervious – trying not to increase impervious area. Where impervious cover is being added (C1, C2), will probably try a gravel wetland.

Mike Lynch

- Question re: snow removal – how will you get snow from the front of the site to the small snow storage area and stormwater management area in the back corner?
 - Response: Loaders will be kept on site to move snow to specific locations.
- Question: Have you considered investing in a snow melting system (portable, propane-fired) which could be moved around the site? Looks like you will need this because the site is so tight.
 - Will discuss with client.

April Talon

- College Brook is impaired for chloride.
- Under the MS4 stormwater program, the Town will do pre-construction and post-construction water quality testing downstream of this site. Will be looking for significant improvements.
- UNH has done a restoration project on upstream portions of College Brook. Consider contributing to a downstream extension of this project?
- The sewer shown on the plan is not the existing interceptor – should be corrected on the final plan.
- Stormwater in the parking lot needs a careful look.
- Question: How are you dealing with outfalls into the brook?
 - Response: We will try to use existing outfalls where possible.

Mary Ellen Humphrey

- Question: How does the drive-through work for exiting vehicles?

Michael Bradley

- Consider moving the electric service further behind Market Basket or place it underground, to minimize its impact on Bicentennial Park
 - Response: The location of this service is controlled by the utility company. We will discuss whether these ideas can be implemented.

Rick Taintor

- Confirm that the formal applications for conditional use permit and site plan approval will be submitted by May 23.
- Confirm that the site plan application will include the full stormwater/drainage analysis.
- Remind that the conditional use permit application must address the criteria for CUPs set forth in the zoning ordinance.

- Remind that the site plan application must include complete building renderings.
- Remind that the applicant must submit the energy checklist.
- Request that the site plans cover a wider context area than on current plan.
 - Response: The application will include site sections extending from Main Street to Faculty Road.
- Request that the site plans clearly distinguish between planned landscaping and existing vegetated areas that will not be significantly altered.
- Question re: bicycle parking – required by site plan regulations but not shown.
 - Response: An interior bike storage room for residents will be provided, along with additional bike parking throughout the development.
- Question re: bicycle circulation from the new buildings to the front of the site. Could the sidewalk along the edge of the parking area be widened to be a shared-use path?
 - Response: Will look at this idea.
- Question re: “feature pavement in sidewalk areas” – Why does this not continue along the commercial storefronts on two sides of building B and the front of building C?
 - Response: This special paving was originally conceived as defining an activity area, but should probably be extended to these other areas in front of businesses.
- The design of the drive-through raises concerns about traffic conflicts.
 - Exiting vehicles should not turn right (cannot make the turn without crossing opposing traffic).
 - Sidewalk appears to continue around the lower right corner of building B into the drive-through lane – don’t want pedestrians crossing the drive-through exit.
 - Can driveway beside the drive-through line be straightened and the island next to the drive-through lane be widened? This would change the angled intersection between the two to more of a right angle, providing more separation and perhaps allowing for a right turn from the drive-through exit.
- Question re: grading at the back wall of building C2 – does this permit emergency vehicle access from the parking area to the rear of C2?
 - Response: Not as currently designed, but if the Fire Department requires some additional access it would be possible to cut further into the slope to provide access.
- The plan shows two crosswalks from parking lot islands to Hannaford’s and Rite-Aid. However, these crosswalks won’t work if the islands are used for stormwater management (e.g., rain gardens) as suggested today. Consider other ways to safely move pedestrians across the travel lanes.

Barbara Dill

- Urged the applicant to be conscious of the neighborhood next door, and to minimize off-site impacts such as noise and light to the extent possible.

Adjourned at 11:05 AM

Notes prepared by Rick Taintor, Contract Planner