

— REVISED SITE PLAN: INITIAL QUESTIONS —

August 18, 2021

Planning Board
8 Newmarket Road
Durham, NH 03824

Mill Plaza Redevelopment. 7 Mill Road. Continued review of application for site plan and conditional use for mixed-use redevelopment project, drive-through facility for bank, and activity within the wetland and shoreland overlay districts. Colonial Durham Associates, property owner....Central Business District. Map 5, Lot 1-1.

Dear Members of the Board,

Please consider the following top-of-my-head concerns as you review the general revisions shown on site plan Sheet C-102 dated August 18, 2021.

It would be helpful for the applicant to provide:

- 1) improved delineations of the shoreland and wetland setbacks via heavier and/or colored lines; those lightweight dashed lines are pathetic.
(Requested earlier; what is the reluctance to ask for these—wouldn't it be helpful to the Board and easy for the applicant to provide?)
- 2) area calculations for impervious and effective impervious surface square footage
(I believe that pervious surface calculation may not include stormwater management areas, so please confirm calculation components with the applicant.)
- 3) clarification of what would be located within the WCO, e.g, any new utility locations
- 4) a revised landscaping plan; it appears likely that some trees—including vegetated screening—will be omitted

CDA should also be prepared to defend:

- 1) its request for more (commercial) parking than is required, specifically, when no change to Hannaford's or Rite Aid's operations (or additional commercial use within the building) is proposed
(Residents have provided evidence that the existing amount of parking, similar to that proposed, is excessive, with the excess given over to unapproved commercial leasing. Site plan regulations guide the Board to avoid an "excessive amount of parking;" see section 10.2.)
- 2) the retention of the access road within the WCO
- 3) the absence of safe bicyclist passage across the southern portion of the site—or anywhere through it, for that matter; the area south of Building B will be problematic
- 4) increasing parking between Building B and the hillside towards Orion yet not improving the pedestrian/bicyclist connection with Main Street
- 5) the new location of the compactor between Building C and residential abutters who would be subject to the related noise of both the compactor and trash removal trucks

Regards,

Robin