

From: Michael Behrendt
Sent: Tuesday, July 01, 2014 12:39 PM
Subject: Rite Aid - "Concept Plan 'A'" for proposed "pharmacy", etc.

To the HDC (and Todd),
FYI.

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-----Original Message-----

From: Julian Smith [redacted]
Sent: Tuesday, July 01, 2014 6:31 AM
To: Michael Behrendt
Subject: "Concept Plan 'A'" for proposed "pharmacy", etc.

Dear Michael:

I've slept on "Concept Plan 'A'", which proposes that the "pharmacy" on the old Town Hall site be flanked on its two public sides along Newmarket Road and Schoolhouse Lane with the access lane for the drive-up window. The plan shows the entrance to that access lane starting just south of the Newmarket Road entrance to the Irving Station and wrapping around to the Schoolhouse Lane side where the drive-up window is located in the middle of the south facade of the building. In other words, there would be vehicular traffic moving between the proposed building and the two flanking streets.

Worse, this vehicular traffic would be elevated well above the public sidewalk because the developer is proposing a retaining wall that is either plus or minus six or eight feet high (I can't tell whether that's a six or an eight on the plan).

This plan also seems to indicate that the "main entrance" to the building will be at the northwest corner and most visible to drivers in the southbound lane on Newmarket Road, but that for most customers, the real entrance would be the proposed "rear entrance" along the sidewalk that runs along the north facade of the building. To get there, customers

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who park in the main lot to the east of the building would have to walk past the loading zone on the east side of the building.

Might I be justified in suspecting that this first "Concept Plan" is intended as a bargaining chip? That is, that the developer will abandon it if he can get what he really wants, whatever that is?

On another matter: the developer proposes to remove the Village Garage and replace it with a proposed retail building flanked by a parking lot on its east side with about two dozen parking spaces. This proposed building is smaller than the Irving Station building which has far less parking. Do you have any idea what kind of enterprise the applicant may be planning for this building?

Finally, given the likelihood that there will be many conflicts between drivers cutting across the forecourt of the Irving Station to get to the drive-up window or to the big parking lot east of the "pharmacy", I hope you will encourage Chief Kurz to weigh in on the proposed circulation plan.

Julian