

**Technical Review Group (TRG)**  
**Tuesday, November 1, 2016**  
**Town Council Chambers**  
**YOUNG DRIVE DESIGN REVIEW**  
**NOTES OF MEETING**

**TRG members present:**

Michael Behrendt, Town Planner  
Audrey Cline, Building Official  
Mary Ellen Humphrey, Economic Development Director  
Dave Kurz, Police Chief  
Mike Lynch, Public Works Director  
Paul Rasmussen, Planning Board

**Applicants present:**

Francis Chase, agent  
Eric Metz, partner  
Dennis Quintal, engineer  
Ned Adams, architect

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The proposed project is for 160 units. The buildings will be 4 stories. All units will be 2 bedrooms with maybe a few 1 bedrooms and 3 bedrooms. These are senior units, all 55+. The Town will clarify whether all residents must be 55+ or if the state law requiring 80% of units have at least one person 55+ is the guide. The Town's ordinance implies 100% of occupants must be 55+. I believe the Town can have a stricter provision but will clarify. The units will be condos for sale.

The applicant has looked at Sterling Hill in Exeter as a guide. It is much bigger though with 260 units in 8 buildings. It was suggested that staff and the Planning Board visit there.

There will be parking under all four of the buildings with parking in front also. There would be about 40-44 spaces under the larger buildings.

There is no community building but there will be some facilities inside one of the buildings.

Chief Kurz said he supports this project. Managing Young Drive has been very challenging.

The applicant would like to relocate and rebuild the road and keep it private. Mike Lynch said it would be better for it to remain a Town road. He said when residents are on a private road there are frequent complaints about why they don't receive Town services. He said this is still an issue even if there is a note included in deeds to buyers. The Town already maintains the road so it not add to the Town's burden. The applicant said they prefer a private road because there would probably be more flexible standards in building it and they

believe they could provide better service in maintaining the road. This issue will need to be addressed.

A potential road/sidewalk connection to Bayview Road was discussed. There would be advantages to connecting the road, including for fire access, though there could be arrangements made for the road to be closed with some emergency access such as a gate. One approach was for the applicant to build the road connecting to Bayview but to provide for bollards blocking it so that the road could be opened or closed depending on how things worked out with traffic. Corey said there would need to be a connection or an acceptable turnaround. The department does not like hammerhead turnarounds. Any turnaround would need to be maintained in winter. Corey said a 22 foot wide road is acceptable. All buildings will be sprinkled.

Corey suggested that the buildings include large elevators to accommodate stretchers. He said this was not a requirement but was encouraged.

Corey suggested retaining “Young Drive” as the name since it is established and his department is familiar with it. Michael Behrendt suggested that the name actually be changed so that it is suitable for the new development (though some noted “Young Drive” could be an uplifting name for a senior development).

Audrey suggested considering one taller building to reduce the mass of the three buildings on site. The applicant was concerned about the costs of such construction and fire requirements and greater visibility from the surrounding area.

Audrey emphasized that the amount of parking in front of the buildings, especially the first one by the entrance would detract from the appearance of the project.

Audrey asked about the large buildings and said it is difficult to break up the mass with architectural details when they are so large and long.

Respectfully submitted,  
Michael Behrendt, Durham Town Planner/TRG Chair