



TOWN OF DURHAM
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Town Planner's Recommendation
Wednesday, May 13, 2015

XIII. **Madbury Commons – Bridge Design**. 17 and 21 Madbury Road. Review of proposed bridge design and request to eliminate second bridge for multi-use development for 525 residents, office/retail, and several public spaces. Golden Goose Properties, c/o Ken Rubin, Eamonn Healey, Barrett Bilotta, applicant. Tax Map 2, Lot 12-3. Central Business District.

- I recommend approval as stated below. This approval would be for the design of the bridge and elimination of the second bridge.

Please note the following:

- 1) **Endorsement**. The Madbury Commons Design Committee met numerous times to discuss the bridge design. At its final meeting on April 28, the committee “enthusiastically” endorsed the design now being presented to the Planning Board.
- 2) **Second bridge**. While not an aesthetic issue, the Design Committee also discussed the second bridge and recommends approval of the request to not build it. The committee looked at the site and thought it unnecessary, particularly given the size, location, and quality of the main bridge. Mr. Rubin also raised the real concern about security in having people walking behind the building where they would not be as visible, and possibly making it more inviting for residents to use a rear security door.
- 3) **Committee**. The main members of the committee were Barbara Dill, Beth Olshansky, and Nancy Webb (Walter Rous, Andrew Corrow, and David Williams also attended earlier meetings). Ken Rubin, the developer, met with the committee. Shannon Alther, the architect,; Mike Sievert, project engineer; and Robbin Woodburn, the designer of the original bridge, also met with the committee on occasion.
- 4) **Documents**. Numerous documents have been submitted and there have been a number of iterations. I include the various terms below but include a requirement that one consolidated plan set be submitted.
- 5) **Original design**. The Planning Board’s condition above stated the bridge must be based on the drawings shown to the Planning Board on January 29, 2014. These drawings are included in the packet. The final design is somewhat different. The Design Committee and Ken Rubin worked closely together over a number of months to develop a final design that was as close in spirit to the January 29 designs as practicable given realistic engineering, design, construction, and cost constraints.
- 6) **Materials**. Ken Rubin will bring samples of the stone facing and the metal railing to the Planning Board meeting.

- 7) Conditions of approval. Here are the pertinent conditions from the Notice of Decision for Madbury Commons. The last one is not pertinent to the design issues but included just for the board's interest. The maintenance arrangements will be worked out soon.
- a) Architecture colors, materials, street furniture, pavers, glass front and IOL lettering. Final colors and materials, street furniture, pavers [See condition 5, below] the exact design of the glass front above the IOL entrance, and the IOL lettering shall be approved by the Town Planner (An ad hoc committee, including two Planning Board members, shall be formed to work with the applicant, architect, and Town Planner on this). The siding is to be cementitious fiber or equivalent and the trim is to be cellular PVC or equivalent, or as approved by the Town Planner. *[The Committee may also make a recommendation on the aesthetic of the bridge design, below.]* [emphasis added]
 - b) Bridge Designs. Final engineered plans for the two bridges, with elevations, plans, and cross section(s) and samples of materials shall be presented to the Planning Board for approval. The final designs will be based upon the drawings shown to the Planning Board on January 29, 2014. (Note that the design of the spanning arch should appear to be support the arch, through use of voussoirs or other appropriate methods.) It should be verified that all components are outside the 100 year flood plain. *[The Color Committee, above, may make a recommendation on the aesthetic design of the bridge.]* [emphasis added]
 - c) Bridge Maintenance. Finalize ownership/maintenance/contractual arrangements for the two bridges, as appropriate, with the Town Administrator to implement maintenance responsibilities. The Planning Board recommends the following: a) The Town of Durham shall maintain the entire large bridge and appurtenant structures (including the steps and handicap ramp) including snow removal on the bridge itself; however the applicant shall be responsible for removal of snow on the steps and handicap ramp; and b) The applicant maintain the small bridge and appurtenant structures.

DRAFT

NOTICE OF APPROVAL

Project Name: Madbury Commons
Project description: Bridge Design and elimination of second bridge
Address: 17-21 Madbury Road
Applicant: Golden Goose Properties, c/o Barrett Bilotta, Ken Rubin, and Eamonn Healy
Engineer/Designer: Michael Sievert, MJS Engineering
Landscape Architect: Robbi Woodburn
Architect: Shannon Alther, TMS Architects
Map and Lot: Tax Map 2, Lots 12-3 & 12-4
Zoning: Central Business District
Date of approval: May 13, 2015 by Planning Board

- 1) Second bridge. This approval includes a modification to eliminate the second bridge, shown on the site plan, situated to the northwest of the main bridge at the end of the “boulevard.”
- 2) Terms. The design for the bridge across Pettee Brook is approved as submitted in the various documents provided by the applicant subject to the following terms, clarifications, and changes to those documents.
- 3) Drawings. This approval is based upon the following drawings:
 - a) Site Plans approved by the Planning Board
 - b) The primary bridge design is shown on an elevation drawing by MJS Engineering dated July 1, 2014.
 - c) Madbury Commons 28’ x 5’ Arc Con by Concept Drawing by Michie Corporation dated
 - d) Proposed Ramp Plan by MJS Engineering dated June 25, 2014
 - e) Town of Durham Pettee Brook Parking Lot Pedestrian Walkway - Sketch, drawn February 2, 2015 (the plan not the bridge elevation)
 - f) Town of Durham Pettee Brook Parking Lot Pedestrian Walkway Plan, drawn February 2, 2015.
- 4) Final drawings. Prior to start of construction, the applicant shall submit a consolidated set of drawings to the Town Planner that conform with this approval. Also, prior to the start of construction, the applicant shall submit the appropriate drawings to the Durham Department of Public Works and Building Inspector for final approval and for issuance of any necessary Town permits.
- 5) Facing stones. The facing stones on the bridge are a veneer that will be applied onto the bridge. The stones are Boston Blend Mosaic Thin Stone Veneer produced/sold by Stoneyard.
- 6) Concrete surface. The steps, the surface of the handicap ramp, and the surface of the bridge will be concrete.
- 7) Railings. The railings are black mild steel (per submitted documents) with Duragalv coating, and welded together. The railing is tube steel with square balusters. The railing is 42” high. The intermediate posts of the railing will be wider/thicker so that they stand out to some extent from the regular rails (in order to break up the railing visually). The handicap railing is the same design as the railing across the bridge.
- 8) Bridge piers. The six bridge piers are 2 feet x 2 feet wide and are 45” tall plus the bluestone cap on top. The piers project outward from the face of the bridge but are flush along the inside of the bridge where pedestrian walks.

- 9) Voussoirs. The voussoirs (stones lining the arch underneath the face of the bridge) shall be made of the same stone as the facing on the bridge. They will be flush with the other stone facing. If possible, they will be slightly wedge shaped as are traditional voussoirs in an arch.
- 10) Flood zone. The applicant shall provide confirmation that the bridge design lies outside of the flood zone as stipulated by NHES.
- 11) NHDES. The applicant shall obtain all necessary approvals from NHDES.
- 12) Parking Lot. The applicant shall coordinate with the Department of Public Works on the construction of the bridge and its juncture with the Town's Pettee Brook parking lot, including the Town's proposed sidewalk improvements to the parking lot.
- 13) Adjustments to plans. Minor adjustments to the approved bridge design that are clearly consistent with this approval may be approved by the Town Planner after receiving input from the Design Committee. Significant changes will need to be approved by the Planning Board.
- 14) Findings of Fact. The Planning Board approved the Madbury Commons site plan with a condition that the final design for the bridge be brought back to the Planning Board for approval. A preliminary bridge design was presented to the board as part of the site plan review. The Planning Board appointed an ad hoc Design Committee to work with the applicant on various design details, including a provision for the committee to make comments on the bridge if it wished. The committee met with the applicant numerous times through various iterations and changes/clarifications to details. The committee endorsed the final design and the removal of the second bridge.