



TOWN OF DURHAM
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Town Planner's Recommendation
Wednesday, June 24, 2015
modified June 22, 2015

*Please note I have modified my recommended conditions below, per items raised this past Friday.

XV. **Madbury Commons – Design of Second Bridge.** 17 and 21 Madbury Road. Review of proposed design for second/smaller bridge for multi-use development for 525 residents, with office/retail and several public spaces. Golden Goose Properties, c/o Ken Rubin, Eamonn Healey, and Barrett Bilotta, applicant; Mike Sievert, MJS Engineering, Design Engineer. Tax Map 2, Lot 12-3. Central Business District

➤ I recommend approval as stated below.

****DRAFT****
NOTICE OF APPROVAL

Project Name: Madbury Commons
Project description: Design of Bridge #2
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
Map and Lot: Tax Map 2, Lots 12-3 & 12-4
Zoning: Central Business District
Date of approval: **June 24, 2015 by Planning Board**

Bridge #2 is approved, as submitted, with the following terms, conditions, and clarifications:

- 1) **Drawings.** This approval is based upon the following drawings:
 - a) “Madbury Commons Small Bridge sk-Elevation” submitted by Woodburn and Company, dated January 29, 2014. (**The second sheet showing details has been superseded by b), below.**)
 - b) “Proposed Bridge #2 Plan” prepared by MJS Engineering, June 10, 2015 revision.

- c) "Proposed Site Plan for Madbury Commons" prepared by MJS Engineering, June 10, 2015 revision
 - d) "Utilities, Grading, Drainage, and Erosion Control Plan for Madbury Commons" prepared by MJS Engineering, June 10, 2015 revision
 - e) Photograph of wire mesh illustrating the mesh only, provided by Ken Rubin.
- 2) Plan Clarifications. The following clarifications apply to the design:
- a) The mesh is made of black wire.
 - b) The wood, mesh, and other materials will not be painted.
 - c) The railing posts protrude slightly below the bottom of the steel carrying beam, as depicted in the detail drawing (This is slightly different from the detail as shown in the color rendering).
 - d) If there are any minor discrepancies between the Woodburn elevation and the MJS details, the MJS details shall generally be determining provided the clear intent of the Woodburn elevation is realized.
 - e) All wood is pressure-treated standard Southern Yellow Pine.
 - f) The applicant will coordinate with the Building Official whether or not to include any space between the boards constituting the deck.

[Mike Sievert said: "The only change that I may make is creating a ½" space between the 2" x 6" as you would normally see in any deck."

Tom Johnson noted: "I would not make that recommendation. Treated Southern Yellow Pine is shipped with a high moisture content. It should be installed fairly tight with 1/8" joints for drainage when new, since the joints will open up as it dries and ages. If you start with 1/2", it will open further causing a hazard for walkers with heels, children with fingers, not to mention wood edge damage from snow shovels, snow lowers, etc!"]

- g) The railing on the stairs (only) above the bridge will be an iron railing rather than wire mesh. It will be the same as that shown on the approved main bridge.

[This needs to be clarified. A member of the Madbury Commons Design Committee thought it made sense to use the wire mesh on the steps to match the rest of the bridge.]

- h) The utility pole shown next to the bridge will be removed.

[This is part of the approved site plan anyway.]

- i) The posts on the bridge will be spaced 4 feet on center.

[Mike Sievert has clarified this point. The spacing will be a little tighter than shown on the Woodburn rendering.]

j) The bridge will link with the existing path on the southwesterly side of Pettee Brook (behind 10 Pettee Brook) in the same manner as the existing/previous bridge.

[According to Mike Sievert]

- 3) Final drawings. Prior to the start of construction, the applicant shall submit the appropriate drawings to the Durham Building Inspector for issuance of a building permit. The applicant will need to submit structural drawings for the bridge. A soils/structural engineer will have to certify the structural capacity of the footing/foundation/soils bearing capacity prior to permit issuance. If the Building Official so determines, add appropriate signage to direct handicap persons to the main, accessible bridge.

4) NHDES. The applicant shall obtain all necessary approvals from NHDES.

[According to Mike Sievert, all construction will be outside of the brook/wetlands, so this will not be needed.]

- 5) 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 would need to be approved by the Planning Board.