

Town of Milford
ZONING BOARD OF ADJUSTMENT



NOTICE OF HEARING

Town Hall
1 Union Square
Milford, NH 03055-4240
(603) 249-0620
Fax (603) 673-2273
www.milford.nh.gov
TDD Access:
Relay NH 1-800-735-2964

Notice is hereby given for a Public Hearing to be held on April 19, 2012 at 7:00 PM in the Board of Selectmen's Meeting Room.

The applicant, Dakota Partners, Inc, along with the owners, 37 Wilton Road Milford, LLC and 282 Route 101, LLC of Map 6, Lot 13, located at 37 Wilton Rd, in the ICI district, are requesting a variance from Article V, Section 5.08, to permit up to 50 residential units in the ICI District. This is a re-hearing of Case #2012-06 that was denied by the Zoning Board of Adjustment on April 19, 2012.

Case # 2012-15

Dated: May 31, 2012

Kevin Johnson
Kevin Johnson, Chairman

Owner/authorized representative must attend hearing; abutters requested to attend.



Variance	
Date Received:	<u>04-05-2012</u>
Case #:	<u>2012-06</u>
Rehearing #:	<u>2012-15</u>
<i>APPLICATION 20120729</i>	
<i>CK # 11648 5-23-12</i>	
<i>\$ 61.35</i>	

**Town of Milford
Zoning Board of Adjustment
Application for Variance**

Name of Applicant: Dakota Partners, Inc. Phone #: (617) 594-6032

#9177 Email: MDaigle@DakotaPartners.net

Address: 1264 Main Street, Waltham, MA 02451

Owner: 37 Wilton Road Milford, LLC and 282 Route 101, LLC
(If same as applicant, write "Same")

#915240 Owner's Address: 100 Elm Street, Nashua, New Hampshire 03060
(If same as applicant, write "Same")

Property Location: 37 Wilton Road, Wilton Road - vacant Map 6 Lot 13
(Number and Street) Land

Description of property: Map 6, Lot 13: Pine Valley Mill, 5.5 +/- Acres

(Lot dimension, total area, present use)

This application is not considered acceptable unless all required statements have been made and all sections completed. Additional information may be supplied on separate sheets if necessary.

Fees: \$75.00 per case plus abutter fees, including owner and representative (if applicable).

Town of Milford New Hampshire
One Union Square · Milford, NH 03055 · Phone (603) 249-0620 · Fax (603) 673-2273
www.milford.nh.gov

Section 1 – APPLICATION FOR VARIANCE

A variance is requested from Article V, Section 5.08 of the Zoning Ordinance to permit up to 50 residential units in the ICI District.

Facts supporting this request:

1. Granting the variance would not be contrary to the public interest because:

Provides new, affordable apartments; redevelopment of historic mill for mixed use development.

2. The use is not contrary to the spirit of the ordinance because:

Proposed use provides mixed use of properties – commercial and retail on a portion of the first floor of Pine Valley Mill; residential units on a portion of the first floor, and second and third floors; in character with neighborhood; senior housing allowed use by special exception.

3. Granting the variance would do substantial justice because:

Renovation of historic mill to mixed use of residential – retail – commercial; allows use of vacant spaces; provides Town with new, affordable housing stock.

4. The proposed use would not diminish surrounding property values:

Significant and quality investment in historic mill; improvements to Wilton Road, access, street scape.

5. Denial of the variance would result in unnecessary hardship.

(A). “Unnecessary hardship” means that, owing to special conditions of the property that distinguish it from other properties in the area:

- i. No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property because (explain):

The proposal is to maintain commercial and retail uses as the mill and provide housing. This area of Wilton Road is not an industrial neighborhood. Residential supports most ICI uses and there is no fair and substantial reason to prohibit.

Section 1 – APPLICATION FOR VARIANCE

Page 2

ii. and; The proposed use is a reasonable one because (explain):

Allows for compatible uses – residential abutting residential, while creating mixed use of residential – retail – commercial to preserve the mill.

(B). If the criteria in Section (A) are not established, an unnecessary hardship will be deemed to exist if, and only if, owing to special conditions of the property that distinguish it from other properties in the area, the property cannot be reasonably used in strict conformance with the ordinance. A variance is therefore necessary to enable a reasonable use of the property because:

The special conditions of this property, on the western border of the Town justify a variance:

- **although zoned ICI, the immediate abutters and neighbors to the west and north are all residential. A new residential neighborhood (Falcon Ridge) is across the street and will be built out over the next few years.**
- **the existing mill is a unique property surrounded by residential uses; long term viability of mill requires mix of business and residents to support the other.**
- **proposal would allow transitional area between neighboring houses and Souhegan River/Route 101.**

Section 3 – ABUTTERS

See attached sheet.

Section 4 – ATTACHMENTS

- A. Plan of property and all building, drawn to scale, is required.
- B. Building permit application as needed (to be determined by building official).
- C. Additional explanations, justification, abutter's statements, letters, etc.

Section 5 – REPRESENTATION

Owner(s) authorization for applicant or other agent to represent the owner at the proceedings

Andrew A. Prolman, Esq., Prunier & Prolman, P.A.

Print name of person or party representing the owner(s)

The applicant or agent, as stated hereon, has authorization from the property owner to submit this Zoning Board of Adjustment application and to represent the property owner on matters relative to said process.

SEE NEXT PAGE
Owner's Signature

4-5-12
Date

Section 2 - ABUTTERS

See attached sheet.

Section 3 - ATTACHMENTS

- A. A plan of the property and all buildings, drawn to scale, is required.
- B. A Building Permit Application as needed (to be determined by the building official.)
- C. Additional explanations, justification, abutters' statements, letters, etc.

Section 4 - REPRESENTATION

Owner(s) authorization for the applicant or other agent to represent the owner at the proceedings:

Andrew A. Proffman AP 5/23/12
 Print the name of the person or party representing the owner(s)

The applicant or agent, as stated hereon, has authorization from the property owner to submit this Zoning Board of Adjustment application and to represent the property owner on matters relative to said process.

[Signature] 4-5-12
 Owner's Signature Date

Section 5 - SIGNATURES

Signature of Applicant [Signature] Date 5-23-12
 Signature of Owner [Signature] Date 4-5-12
 Signature of Zoning Official [Signature] Date 04/06/12
Bill Parker
 Community Development
 Director/Zoning Administrator

For office use only

Code Enforcement Officer's decision and comments:

Variance request is for "use" in the ICI zone - seeking approval for residential apartments in the Pine Valley Mill as part of a plan for redevelopment of the property.

A variance for residential use was granted by the Zoning Board on Map 6/Lot 14 (10 SF lots) on October 21, 2010.

ABUTTER LIST

Map	Lot	Milford Address	Property Owner	Property Owner Address	Town	State	Zip Code
6	12	843 North River Road	Federal Home Loan Mortgage Corp	8200 Jones Branch Drive	McLean	VA	22102
6	11	3 Maple Street	Shearx Investment Properties, LLC	466 Sand Hill Road	Peterborough	NH	03458
6	48-2	10 Maple Street	Stephan C. Murrh	10 Maple Street	Milford	NH	03055-5003
6	14	Wilton Road	37 Wilton Road Milford, LLC 282 Route 101, LLC	100 Elm Street	Nashua	NH	03060
6	16	905 Elm Street	Milford Coop Bank c/o TD Bank	380 Wellington Street, 12 th Floor	London	ON	N6A 4S4
6	17	0 North River Road	Dawn J. Arnstein, Trustee River Bed Trust	P.O. Box 95	Wilton	NH	03086-0095
3	6	0 North River Road	William W. Cleaver, Trustee c/o Ann Lorden	633 Center Road	Lyndeborough	NH	03082-6315
11	9-1	0 Wilton Road	P&P Realty Trust	P.O. Box 95	Wilton	NH	03086-0095
6	13	Owner	37 Wilton Road Milford, LLC 282 Route 101, LLC	100 Elm Street	Nashua	NH	03060
6	13	Applicant	Dakota Partners, Inc.	1264 Main Street	Waltham	MA	02451

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1495
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Milford Zoning Board of Adjustment

**Dakota Partners, Inc.
37 Wilton Road Milford, LLC
282 Route 101, LLC**

CASE NO. 2012-06

SUPPLEMENTAL INFORMATION

Table of Contents:

- I. Proposed Development Plan**
- II. Variance Criteria**
- III. Additional Information for Consideration**
- IV. Milford Zoning Map**
- V. Comparative Project Density**
- VI. ICI Zoning (2012)**
- VII. West Elm Street Gateway District (2012)**
- VIII. Letters of Support**

I. Proposed Development Plan

The Pine Valley Mill in its current configuration was built around 1870. It is a complex of approximately 70,000 square feet in gross area. It is composed of three sections: the main building, the boiler area, and an annex building. The main building has a two-story section and a three-story section. The boiler area is a single-story structure, but of varying heights. The annex building is a detached single-story structure of same height.

The mill is currently occupied by various commercial tenants, but a large portion of the mill is vacant. The mill also has an operating hydroelectric generator.

The redevelopment plan of the mill proposes to create 50 residential units, occupying approximately 45,000 square feet of the mill and keep 25,000 square feet of commercial space.

The residential portion will be located in the 3-story section of the main building and the second floor of the 2-story section. Of the 50 residential units, 33 will be one-bedroom and 17 two-bedroom units. Their sizes will average 600 square feet and 900 square feet respectively.

The balance of the mill (i.e. the first floor of the two-story section of the main building, the boiler area, and the annex building), will remain commercial. Except for a small section, all of the commercial areas are currently occupied. These tenants will not be displaced during the proposed re-development of the mill. However, the commercial spaces will receive window, electrical, and mechanical upgrades.

The re-development plan also proposes to substantially improve the mill's site and site access. The residential and commercial entrances will be completely separated. The commercial entrance will be from Wilton Road, while the residential entrance will be in the rear of the building, with access from North River Road. Parking for each use will also be independent, with the commercial parking in the parking lot along Wilton Road and the residential parking in the building rear, near the residential entrance.

The current parking area along Wilton Road has a continuous open curb cut, which makes it dangerous. The re-development plan proposes to create two normal curb cuts (for in and out traffic) and to reorganize this parking (which will be exclusively reserved for commercial tenants), using green islands throughout. It will also create a proper sidewalk along Wilton Road. The parking area in the rear, which is accessible from North River Road will be re-developed for parking for the exclusive use of the residential tenants and will be beautified with green islands.

The hydroelectric generator will continue to be operated as-is.

II. Variance Criteria

We ask that the Board consider whether *this* application, with *this* proposed use, meets the five points of law for a variance, as follows:

1. Public Interest

"[M]y advice to ZBA members is not to be procedural sticklers when it comes to the "public interest" criterion." OEP Handbook, p II-8. The neighborhood today is a mix of homes, small commercial buildings, vacant land, and the mill. This project will not change these characteristics of this neighborhood. The only significant change to the neighborhood will be better traffic management and safety with the Wilton Road and North River Road improvements. There are no threats to public safety, health, or welfare which would be contrary to the public interest. Therefore, the variance will not be contrary to the public interest.

2. Spirit and Intent

As Bill Parker said, the **spirit and intent** of the ICI district was to provide for a flexibility of uses from the older industrial zoning that was historically tied to the original uses of the Pine Valley Mill.

NH case law states:

[T]o be contrary to the public interest...the variance must unduly, and in a marked degree conflict with the ordinance such that it violates the ordinance's basic zoning objectives.

One way to ascertain whether granting the variance would violate basic zoning objectives is to examine whether it would alter the essential character of the locality...

Another approach to [determine] whether granting the variance would violate basic zoning objectives is to examine whether granting the variance would threaten the public health, safety or welfare." *Malachy Glen Associates, Inc. v. Town of Chichester*, 155 NH 102, 106 (2007). OEP Handbook, p II-10.

The proposed renovation of the mill does not unduly conflict with this area of the ICI district, does not alter the essential character of this locality, and does not threaten Milford's public health, safety or welfare. Therefore, through this variance **the spirit of the ordinance is observed.**

3. Substantial Justice

On **substantial justice**, the OEP handbook suggests a guiding rule that “any loss to the individual that is not outweighed by a gain to the general public is an injustice.” OEP Handbook, p II-10. Essentially, the substantial justice element is a balancing test – do the scales tip in favor of the application or not? In favor, we have a \$12,000,000 renovation of one of the last remaining mills in Town, to provide low cost housing, keeping 25,000 square feet of jobs and employers, improving the Wilton Road safety and beautifying the streetscape, with *no abutters or neighbors voicing any opposition or concern*. Whatever issues can be raised against the project are outweighed by all the positive gains to the general public. Therefore, **substantial justice is done by this variance**.

4. No Diminution in Value

Based on the letter by the appraiser Jon Franks (see **Exhibit A** attached), **the values of surrounding properties will not be diminished** by this variance.

5. Unnecessary Hardship

Today, the standard for **unnecessary hardship** is spelled out in the statute. We no longer apply hardship tests based on the *Simplex Technologies* case, *Boccia v. Portsmouth*, or other case law. And the law does not consider the other allowed uses in the district. Today, RSA 674:33, I (b)(5) requires the following standard:

For purposes of this subparagraph, “unnecessary hardship” means that, owing to special conditions of the property that distinguish it from other properties in the area:

- (i) No fair and substantial relationship exists between the general public purposes of the ordinance provisions and the specific application of that provision to the property; [the Relationship Test].

And

- (ii) The proposed use is a reasonable one [the Reasonable Use Test].

We first question whether the property provides special and unique conditions. The mill itself is unique not only to this ICI district but also to this neighborhood and to the entire Town, especially a mill with mostly residential and small commercial buildings as its neighbors. Further, this little pocket of the ICI district is an anomaly with respect to the other ICI areas. Unlike the ICI districts found on Nashua Street,

Elm Street, or Route 13, this small ICI district does not have direct access on a major road in Town, and is largely invisible from high volume traffic on Route 101, which is necessary for a viable industrial use by today's standards.

Historically, this Industrial zoning was tied to mill operations. Today, the mill, and the zoning present unique and special circumstances, which distinguish the property from all others in the area.

The attached aerial (see **Exhibit B**) illustrates how unique the property is in this ICI district and in the area, which is mostly residential and small commercial in character.

Applying the Reasonable Use Test, we respectfully submit the mixed use proposal easily passes. The neighborhood is mostly residential – especially by the upper, residential parking lot. Appraiser Jon Franks commented that the mixed use approach will provide a good transition from the retail/commercial areas on Route 101. When we consider that senior housing is allowed in the ICI (at a much higher density than this project), it is hard to say our mixed use proposal is not reasonable.

If we have unique and special circumstances of the site, and the proposed use is reasonable, we then turn to the Relationship Test – is there a fair and substantial reason to prohibit the mixed use project at this site? We think the answer is no.

Owing to its special and unique conditions in terms of size (i.e., a property that is many times larger than any other property in this ICI district) and location (i.e., lack of access that are afforded to the other ICI districts in Milford), the property is at a unique disadvantage because it cannot attract occupants of an industrial and commercial nature, which require space, visibility, and easy access to major roadways. Therefore, we submit that **literal enforcement of the provisions of the zoning ordinance would result in an unnecessary hardship.**

Furthermore, Bill Parker previously testified about the intended flexibility of the ICI district. And, the West End Street Gateway District, which "implements the master Plan vision for Milford's gateway corridor," states that the overlay district encourages "mixed use development sensitive to Milford's ...architectural and historic heritage by preserving and enhancing the streetscape" Allowing the residential use at this site will help accomplish these goals. Dakota seeks to make significant investment in Milford which will preserve to historic standards a unique part of the Town and provide low cost housing. This will all be done with respect to and in conformance with the character of the neighborhood.

Exhibit A
Appraiser Letter

F & M APPRAISAL, LLC

106 Temple Road
Sharon, New Hampshire 03458
(603) 924-2520 FAX (866) 542-1664
e-mail: jon@fandmappraisal.com

April 17, 2012

Attorney Andrew Prolman
Prunier & Prolman, P.A.
20 Trafalgar Square
Suite 626
Nashua, NH 03063

RE: Diminution of value analysis to abutters of Pine Valley Mill, 37 Wilton Road, Milford, NH

Dear Attorney Prolman:

I have completed an inspection and analysis of the above-referenced property as well as the subject neighborhood. According to available information at the town of Milford Assessor's Office and from the property owner, the site contains 5.5± acres and is identified as Map 6, Lot 13. The parcel is improved with a multi-story mill building known as the Pine Valley Mill, containing 70,000± square feet.

Abutting uses to the subject parcel include a variety of smaller scale commercial uses including a TD Bank branch and an ice cream stand as well as some single family dwellings and vacant land. Also noted is the immediate proximity to Route 101 with traffic counts of 14,000 vehicles daily as well as an active railroad line. In summary, while the abutting uses are a mix of residential and commercial properties, commercial uses predominate in the immediate neighborhood.

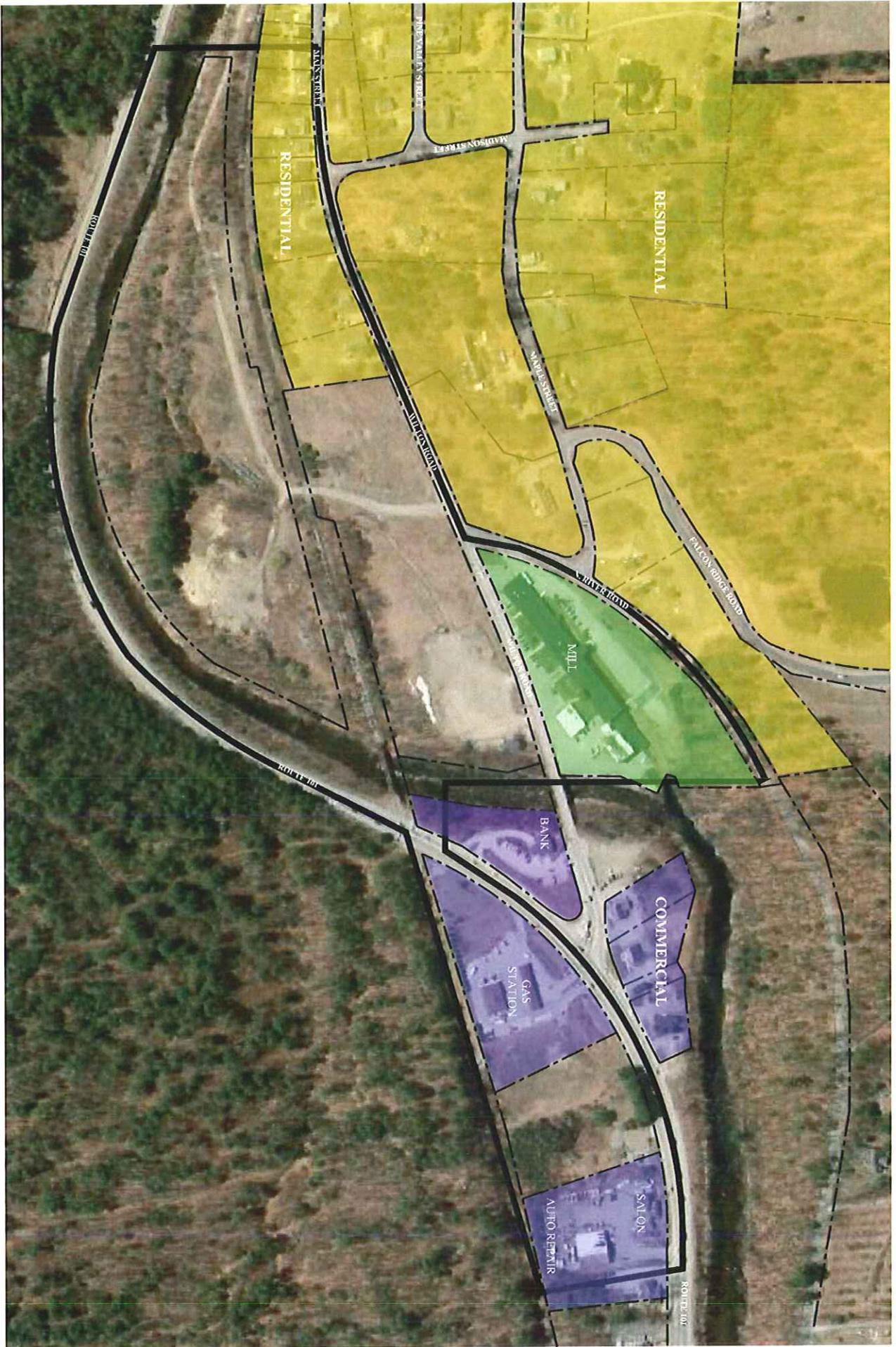
In my opinion, there would be no diminution of value to any abutting properties by the development of the proposed mix of residential and commercial uses at the Pine Valley Mill. In fact, the development of new apartment construction and continued commercial occupancy at this location would serve as an additional stabilizing force for the entire neighborhood and would serve as an additional transitional use from strictly commercial uses along Route 101 to a more residential neighborhood character.

Respectfully submitted,



Jonathan H. Frank, MAI
NHCG - 37
License expires 12/31/13

Exhibit B
Aerial View of District and Neighborhood



III. Additional Information for Consideration

Traffic and Pedestrian Safety

- Wilton Road is posted at 25 mph, but the speed limit sign is hidden by other signs and difficult to see. The sign is right at the corner of North River Road and difficult to see. Westbound sign only. **The Applicant will work with the appropriate town department to replace and move this sign to a prominent location, and add a like sign in the eastbound direction.**
- There is an existing crosswalk. At approximately mid-building, there is a very faded green and white cross walk across Wilton Road. Barely visible, worn out by traffic, plows, etc. Old “yield” signs in both directions are faded, turned and tilted away from the road. The signs are approximately 5’ high and red and black – not the street level, bright yellow and black sign used today (such as used just down the road in Wilton). **The Applicant will work with the appropriate town department to update this crosswalk and install proper, current pedestrian walkway signs.**
- Turning movements in and out of the Mill are random and haphazard. Turning movements on to the property occur anywhere and everywhere along the length of the Mill. Likewise for people exiting the Mill. **The project will vastly improve this entire stretch of Wilton Road with limited curb cuts and controlled traffic flow.**
- See Exhibit A for proposed traffic and pedestrian safety improvement.

Traffic Projections Memorandum by Stephen G. Pernaw & Company, Inc.

- Attached as Exhibit B is a May 9, 2012 Traffic Projection Memorandum prepared by Stephen G. Pernaw & Company, Inc. This memorandum compares trip generations, and shows the project will have less peak hour traffic than allowed industrial and manufacturing uses. In conclusion, the Traffic Projection Memorandum states:

“As a Professional Traffic Operations Engineer (#399), it is my opinion that post-development conditions with the access improvements described above is far superior to the existing conditions case without the 50 apartments.”

Engineering Analysis by Fieldstone Land Consultants, PLLC

- Attached as Exhibit C is a May 8, 2012 Engineering Analysis prepared by Fieldstone Land Consultants, the civil engineers for the project. The report speaks to (1) trip generation data comparing residential versus ICI uses, and (2) how the significant site improvements, including a sidewalk, will address both traffic and pedestrian safety issues.

- In addition, Dakota would consider additional traffic calming and traffic control measures. We expect the Planning Board process will include analysis of road striping, curb bump outs, road width reduction, or other current design standards for traffic control.

Wilton Road and North River Road Intersection

- Attached as **Exhibit D** is the portion of the Falcon Ridge plan applicable to the Wilton Road and North River Road intersection. The Falcon Ridge project was approved by the Milford Planning Board in 2006, and the plan was recorded at the Hillsborough County Registry of Deeds as Plan No. 34931 on August 11, 2006. Part of the approval requires off site improvements such as this intersection. Meridian's Sheet P-07 (Sheet 21) is attached together with an enlargement of the drawing, showing the improvements to the intersection itself. You can see the intersection is to be widened, with a better turning radius, new stop bars and signs, with ample sight distance both east and west bound. **The project will make these improvements.**

Bus Stop Easement Agreement

- Attached as **Exhibit E** is the last draft of the Bust Stop Easement Agreement. This Easement Agreement was part of the Milford Planning Board's June 21, 2011 approval of the 10 lot residential subdivision on the south side of Wilton Road. While approved, this subdivision project may not ever be built because of certain land and financial constraints. Nonetheless, since public transportation remains a good idea, and we have the same property owners, **we propose the Bus Stop Easement Agreement become part of this case,** such that it would be incorporated into the pending application and part of planning board approval.

Parking

- In Dakota's experience the parking as shown on the plan is ample for the mix of apartments and the commercial/retail users. It wouldn't make sense for Dakota to propose an apartment complex that didn't work for its customers. Further, good site planning practices provide sufficient parking while minimizing impervious asphalt to allow more green space, natural pervious areas, groundwater recharge areas, etc. Notwithstanding these concerns, there is an area at the end of the residential parking lot that can be reserved for 10 additional parking spaces and labeled as 'future parking as needed.'

Exhibit A
Proposed Traffic and Pedestrian Safety
Improvements

ZONING BOARD OF ADJUSTMENT PLAN

**THE
PINE VALLEY MILL COMMERCIAL CENTER/
RESIDENCES AT THE MILL**

**WILTON ROAD - LOTS 6-13,14
MILFORD, NEW HAMPSHIRE**

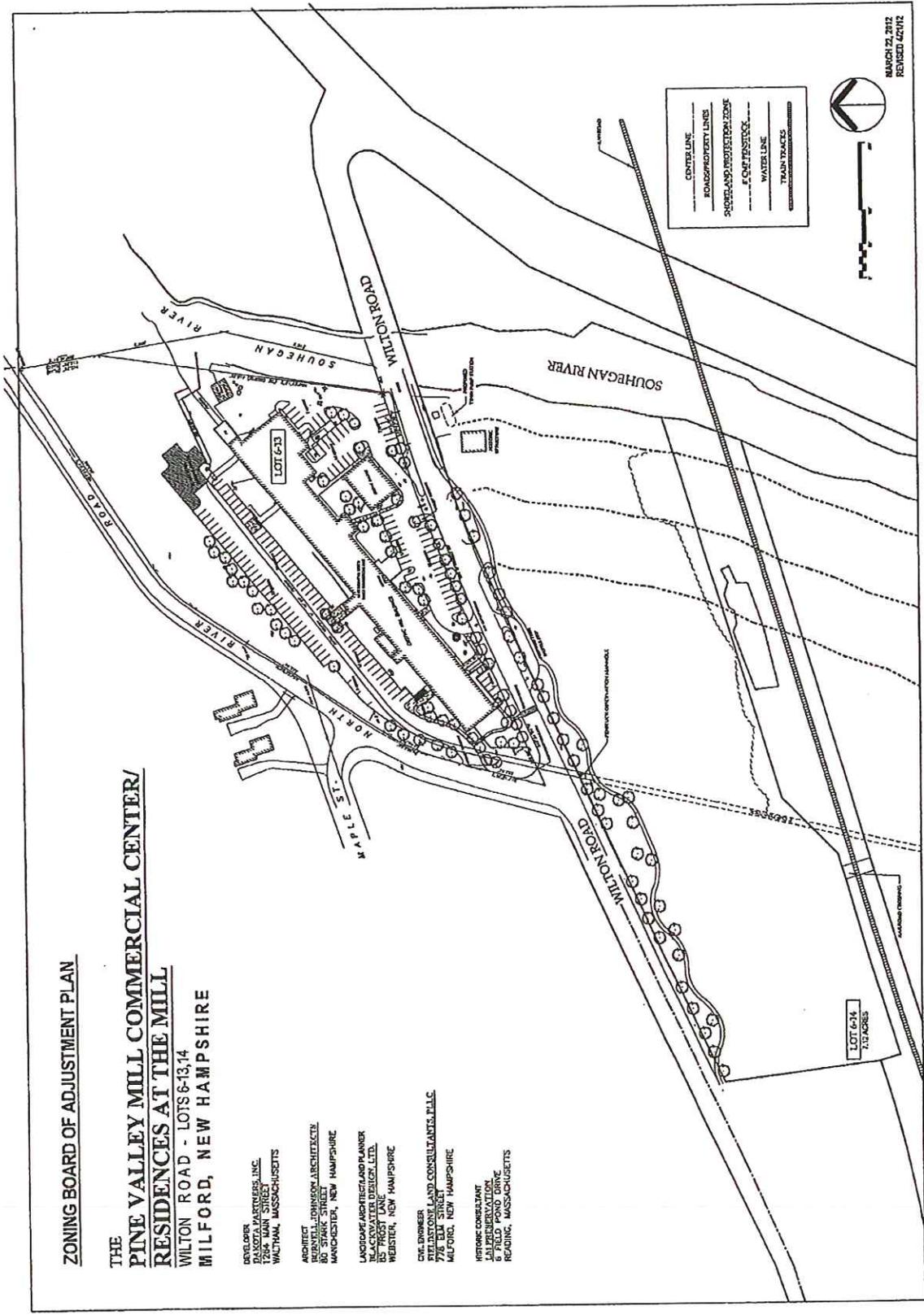
DEVELOPER
PARAGOLD PARTNERS, INC.
1284 MAIN STREET
WACTHAM, MASSACHUSETTS

ARCHITECT
JOHNSON ARCHITECTS
80 STARK STREET
MANCHESTER, NEW HAMPSHIRE

LANDSCAPE ARCHITECT/LAND PLANNER
BLACKWATER DESIGN, LTD.
85 FROST LANE
WEBSTER, NEW HAMPSHIRE

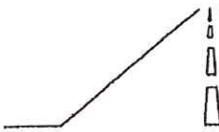
CIVIL ENGINEER
LAND CONSULTANTS, P.L.L.C.
778 ELLA STREET
MILFORD, NEW HAMPSHIRE

HYDROLOGIC CONSULTANT
LAL PERSERVATION
6 FELD POND DRIVE
READING, MASSACHUSETTS



MARCH 22, 2012
REVISED 02/12

Exhibit B
Traffic Projection Memorandum



**Stephen G. Pernaw
& Company, Inc.**

P.O. Box 1721 • Concord, NH 03302
tel: (603) 228-5750 • fax: (866) 929-6094 • sgp@lr.net

Transportation: Engineering • Planning • Design

MEMORANDUM

Ref: 1424A

To: Andrew Prolman, Esquire
Prunier & Prolman, P.A.

From: Stephen G. Pernaw, P.E., PTOE

Subject: Pine Valley Mill – Traffic Projections
Milford, New Hampshire

Date: May 9, 2012

As requested, our office has conducted a trip generation analysis for the proposed residential apartment project in the Pine Valley Mill in Milford, New Hampshire, in support of the Application for Variance being considered by the Milford Zoning Board of Adjustment. We are familiar with the general area as our office previously conducted traffic studies for the nearby bank site and the gas station/convenience store on NH-101A, and we were involved with the signalization of the NH-101A/Wilton Road intersection several years ago.

It is our understanding that the existing mill is currently occupied by several commercial tenants, and much of the vacant space is planned to be renovated into 50 residential apartments. The residential and commercial areas will be separated, along with their respective parking areas. Commercial access will continue to be provided via Wilton Road, whereas residential access will occur via an existing site driveway on North River Road (which intersects with Wilton Road). The re-development plan includes significant improvements to the access situation on Wilton Road. Currently, there is a wide-open pavement area of considerable length along the site frontage. With the proposed project this pavement area will be curbed, and two well-defined two-way commercial driveways will be constructed on Wilton Road.

The results of the trip generation analyses are summarized in Table 1, and are based on standard trip generation rates published by the Institute of Transportation Engineers¹ (ITE). Uses that generate less than 500 trips per day are considered to be low traffic generators from a traffic engineering standpoint. Clearly, 50 residential apartments do not constitute a major traffic generator. Our experience has shown that hourly traffic increases on this order of magnitude will not significantly change the prevailing Level of Service or traffic operations at nearby intersections.

¹ Institute of Transportation Engineers, *Trip Generation*, 8th Edition (Washington, D.C., 2008)

This analysis demonstrates that the proposed apartments will generate significantly fewer trips during the peak hour periods than other permitted uses that could occupy the vacant space in the mill without a variance.

Table 1 **Trip Generation Comparison**

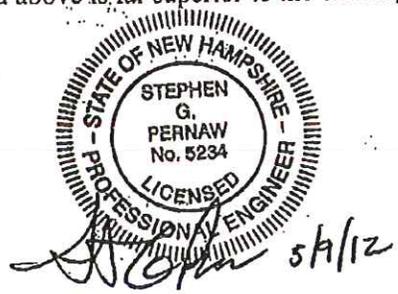
		Residential (50 Apartments)		Commercial Trip Estimates (45,000 sf)	
		ITE Typical Apartment ¹		ITE General Light Industrial ²	ITE Manufacturing ³
		AM Peak Hour	Entering	5 veh	36 trips
	Exiting	<u>21 veh</u>	<u>5 trips</u>	<u>7 trips</u>	
	Total	26 trips	41 trips	33 trips	
PM Peak Hour	Entering	20 veh	5 trips	12 trips	
	Exiting	<u>11 veh</u>	<u>39 trips</u>	<u>21 trips</u>	
	Total	31 trips	44 trips	33 trips	
Weekday Total	Entering	167 veh	157 trips	86 trips	
	Exiting	<u>167 veh</u>	<u>157 trips</u>	<u>86 trips</u>	
	Total	334 trips	314 trips	172 trips	

¹ ITE Land Use Code 220, ² Land Use Code 110, ³ Land Use Code 140

The development proposal calls for eliminating the wide open pavement area along Wilton Road and replacing it with two well defined commercial driveways. A sidewalk is also planned along Wilton Road. From an access management standpoint, this represents a significant improvement to traffic operations, capacity and safety along Wilton Road. From a transportation engineering and traffic operations standpoint, the addition of 50 apartments will increase the number of vehicles traveling to/from the site; however, the net increase is not of sufficient magnitude to alter the prevailing traffic operations at the Wilton Road/North River Road intersection, nor along the Wilton Road corridor.

As a Professional Traffic Operations Engineer (#399), it is my opinion that post-development conditions with the access improvements described above is far superior to the existing conditions case without the 50 apartments.

Attachments



ZONING BOARD OF ADJUSTMENT PLAN

**THE
PINE VALLEY MILL COMMERCIAL CENTER/
RESIDENCES AT THE MILL
WILTON ROAD - LOTS 6-13,14
MILFORD, NEW HAMPSHIRE**

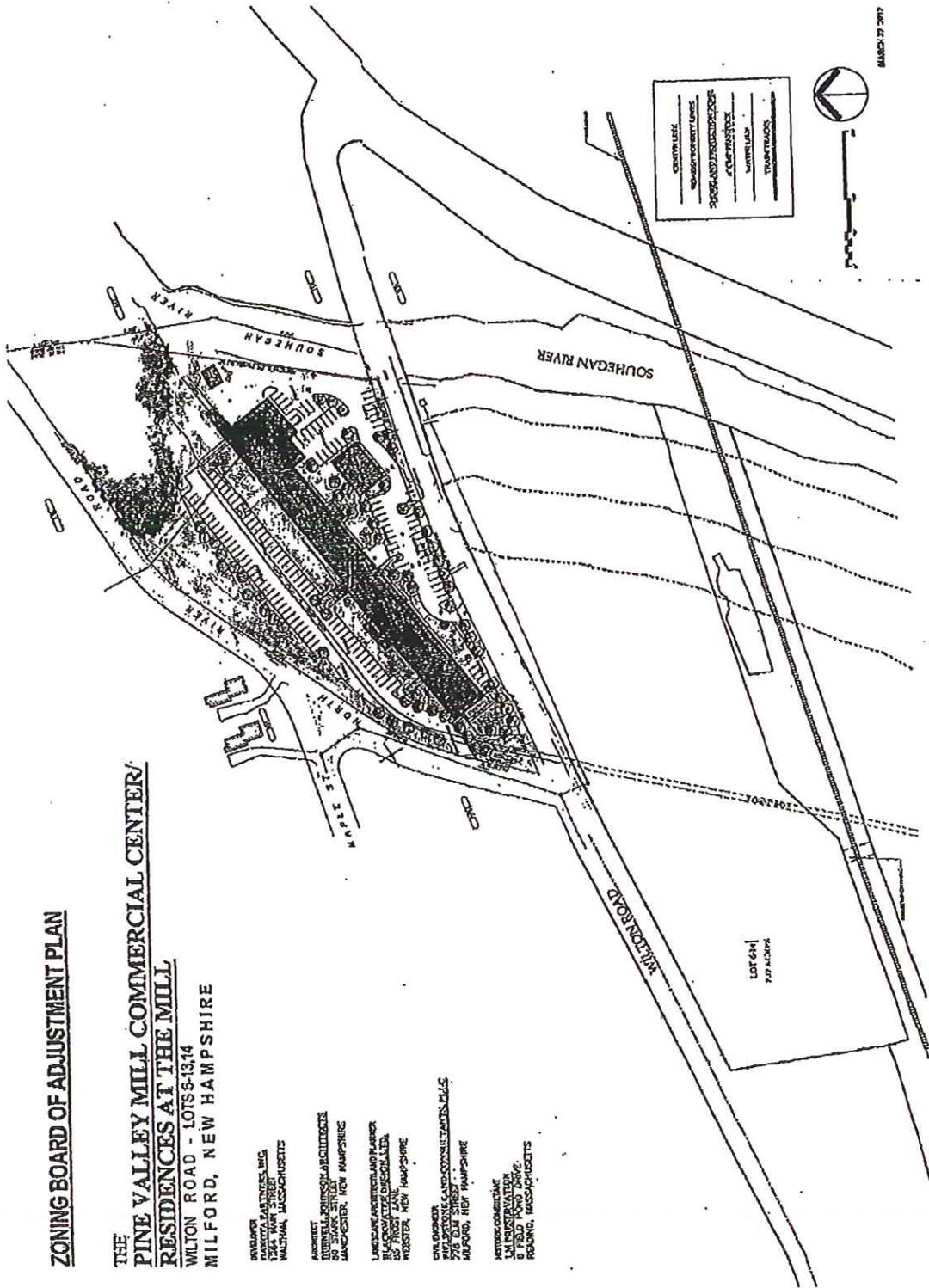
DESIGNER
HARTWELL PARTNERS, INC.
1254 WENT STREET
WALTHAM, MASSACHUSETTS

ARCHITECT
ROBERT JOHNSON ARCHITECTS
20 STATE STREET
MANCHESTER, NEW HAMPSHIRE

LANDSCAPE ARCHITECT AND PLANNER
ELIZABETH WATTS DESIGN, LTD.
57 FIRST LANE
WESTER, NEW HAMPSHIRE

CIVIL ENGINEER
CIVIL ENGINE AND CONSULTANTS, P.L.C.
276 ELLI STREET
MILFORD, NEW HAMPSHIRE

NETWICK CONSULTANT
L.M. INVESTIGATION
8 FIELD HORN DRIVE
ROUNDA, MASSACHUSETTS



1

2



Summary of Trip Generation Calculation
For 50 Dwelling Units of Apartments
May 9, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.65	3.07	1.00	334
7-9 AM Peak Hour Enter	0.10	0.00	1.00	5
7-9 AM Peak Hour Exit	0.41	0.00	1.00	21
7-9 AM Peak Hour Total	0.51	0.73	1.00	26
4-6 PM Peak Hour Enter	0.40	0.00	1.00	20
4-6 PM Peak Hour Exit	0.22	0.00	1.00	11
4-6 PM Peak Hour Total	0.62	0.82	1.00	31
Saturday 2-Way Volume	6.39	2.99	1.00	320
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.52	0.74	1.00	26

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
 For 45 Th.Sq.Ft. GFA of General Light Industrial
 May 9, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.97	4.24	1.00	314
7-9 AM Peak Hour Enter	0.81	0.00	1.00	36
7-9 AM Peak Hour Exit	0.11	0.00	1.00	5
7-9 AM Peak Hour Total	0.92	1.07	1.00	41
4-6 PM Peak Hour Enter	0.12	0.00	1.00	5
4-6 PM Peak Hour Exit	0.85	0.00	1.00	39
4-6 PM Peak Hour Total	0.97	1.16	1.00	44
Saturday 2-Way Volume	1.32	1.48	1.00	60
Saturday Peak Hour Enter	0.07	0.00	1.00	3
Saturday Peak Hour Exit	0.07	0.00	1.00	3
Saturday Peak Hour Total	0.14	0.41	1.00	6

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
 For 45 Th.Sq.Ft. GFA of Manufacturing
 May 9, 2012

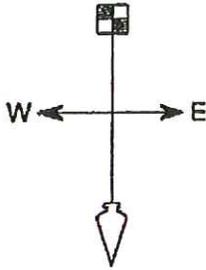
	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	3.82	3.07	1.00	172
7-9 AM Peak Hour Enter	0.57	0.00	1.00	26
7-9 AM Peak Hour Exit	0.16	0.00	1.00	7
7-9 AM Peak Hour Total	0.73	1.04	1.00	33
4-6 PM Peak Hour Enter	0.26	0.00	1.00	12
4-6 PM Peak Hour Exit	0.47	0.00	1.00	21
4-6 PM Peak Hour Total	0.73	1.01	1.00	33
Saturday 2-Way Volume	1.49	0.00	1.00	67
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.28	0.00	1.00	13

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Exhibit C

Engineering Analysis



FIELDSTONE

Surveying ♦ Engineering
Land Planning ♦ Septic Designs

LAND CONSULTANTS, PLLC

778 Elm Street Suite C, Milford, NH 03055 - Phone: 603-672-5456 - Fax: 603-413-5456
www.FieldstoneLandConsultants.com

Engineering Analysis

Pine Valley Mill Proposed Re-development Plan
Tax Map 6, Lot 13
37 Wilton Road

Prepared For:
Dakota Partners, Inc.
37 Wilton Road Milford, LLC
282 Route 101, LLC

May 8, 2012

Introduction:

The following is an abbreviated engineering analysis which will evaluate the Pine Valley Mill property existing conditions versus the redevelopment proposal. This analysis is based on the conceptual layout shown on the Zoning Board of Adjustment Plan dated March 22, 2012.

Existing Conditions:

The Pine Valley Mill was built around 1870 and consists of approximately 70,000 square feet. The building is comprised of three sections, the main building, the boiler area and the annex building. The main building has a two and three-story section. The boiler area is one-story with varying heights and the annex building is a detached structure consisting of one-story. The mill has been the home of many businesses over the years and is currently occupied by various commercial tenants, but a large portion of the mill is vacant.

The property currently has a parking, loading bays, and access on the south side of the mill building off Wilton Road and a parking lot at the north side of the building which takes access off North River Road. The parking and access off Wilton Road consists of a contiguous paved area spanning nearly 480 feet. Currently this 480 foot span is uncontrolled. Normal traffic movements along this span include vehicles taking direct access into parking spaces, vehicles backing out of parking spaces directly onto Wilton Road, business deliveries and pedestrian activities as there is also a crosswalk located in this span. The existing conditions along Wilton Road are unsafe, uncontrolled and do not meet current engineering design standards.

The subject property is in the Integrated Commercial-Industrial (ICI) Zoning District which would permit the 70,000 square foot building to be completely occupied by a number of potential businesses. Based on this the traffic impacts can be estimated by utilizing the Institute of Transportation Engineers (ITE) trip generation data¹. Assuming that the mill building is fully occupied by a mix of businesses, similar to the mix of businesses that currently occupy the building, the site could generate an average of 893 vehicle trip ends (VTE) per day on a weekday.

¹ Institute of Transportation Engineers: Trip Generation, 8th Edition, Land Use 770, Business Park

Likewise, the site could generate approximately 100 vehicle-trips during the A.M. peak hour period and approximately 90 vehicle-trips during the P.M. peak hour period.

Proposed Conditions:

The redevelopment plan of the property consists of creating 50 residential units in the main building as well as reconfiguring the existing parking. The residential units will occupy approximately 45,000 square feet of the mill building and 25,000 square feet of the mill building will be maintained as commercial space. Of the 50 residential units, 33 will be on-bedroom and 17 two bedroom units. Their sizes will average 600 square feet and 900 square feet respectively.

The redevelopment plan proposes to substantially improve the existing conditions of the property by controlling the access and parking along Wilton Road while separating the commercial and residential uses. The commercial entrance and associated parking will be from Wilton Road, while the residential entrance and associated parking will be on the north side of the building with access off North River Road. The redevelopment plan proposes to create two curb cuts along Wilton Road which will control the traffic movements. The two curb cuts will be approximately 25 and 40 feet in width which will significantly reduced the span of pavement along Wilton Road from the 480 feet that currently exists. The parking on the south side of the building will be reconfigured and will included green areas and landscaping which will enhance the property and aid in controlling the traffic, parking and improving pedestrian safety. Pedestrian safety will also be improved through the construction of sidewalks. The parking lot on the north side of the building will also be reconfigured with additional landscaping for the residential tenants.

Under the redeveloped conditions (50 residential units and 25,000 square feet of mixed use businesses) the potential traffic impacts can be estimated by utilizing the Institute of Transportation Engineers (ITE) trip generation data². Assuming that the mill building is fully occupied the site could generate an average of 652 vehicle trip ends (VTE) per day on a weekday (333 from the residential and 319 from the commercial). Likewise, the site could generate approximately 61 vehicle-trips during the A.M. peak hour period and approximately 63 vehicle-trips during the P.M. peak hour period.

Summary:

In summary this redevelopment project will significantly improve the safety of the property over the existing conditions. The traffic patterns along Wilton Road will be controlled which will produce a safer environment for the businesses and residents occupying the property as well as vehicular and pedestrian activity in and adjacent to the property. It appears from reviewing the plans that adequate sight-distances will be provided at all intersections. It is also evident from the plans that this project will reduce the amount of impervious areas on-site and will therefore likely reduce the stormwater impacts off-site.

Based on the ITE trip generation data the redevelopment of the subject site will yield less traffic than a fully occupied mill building with mixed commercial uses. More specifically, based on comparing the ITE trip generation data, a fully occupied mill building under this proposal will yield 241+/- less vehicle trip ends (VTE) per day on a weekday; approximately 39 less vehicle-trips during the A.M. peak hour period and approximately 27 less vehicle-trips during the P.M. peak hour period. This results in reduced impacts to adjacent streets and intersections.

Prepared By: Chad E. Branon, PE

² Institute of Transportation Engineers: Trip Generation, 8th Edition, Land Use 770 (Business Park) and 220(Apartment)

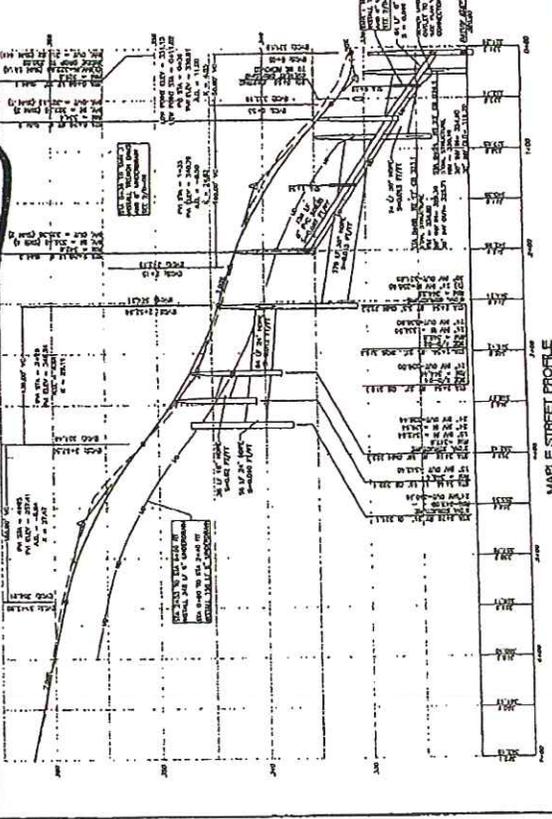
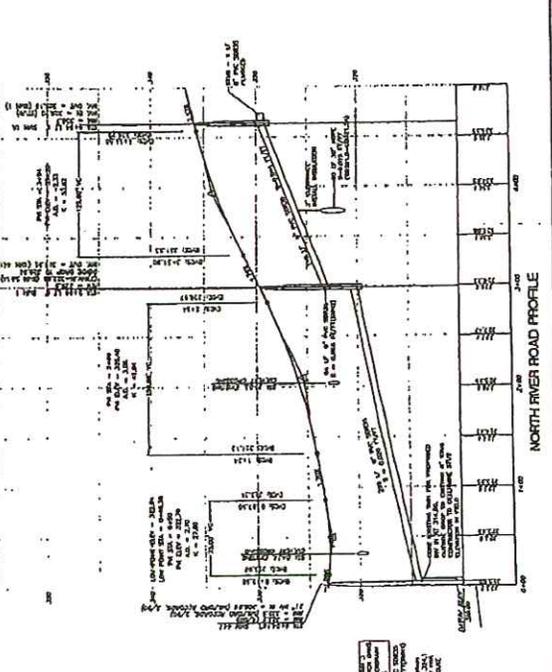
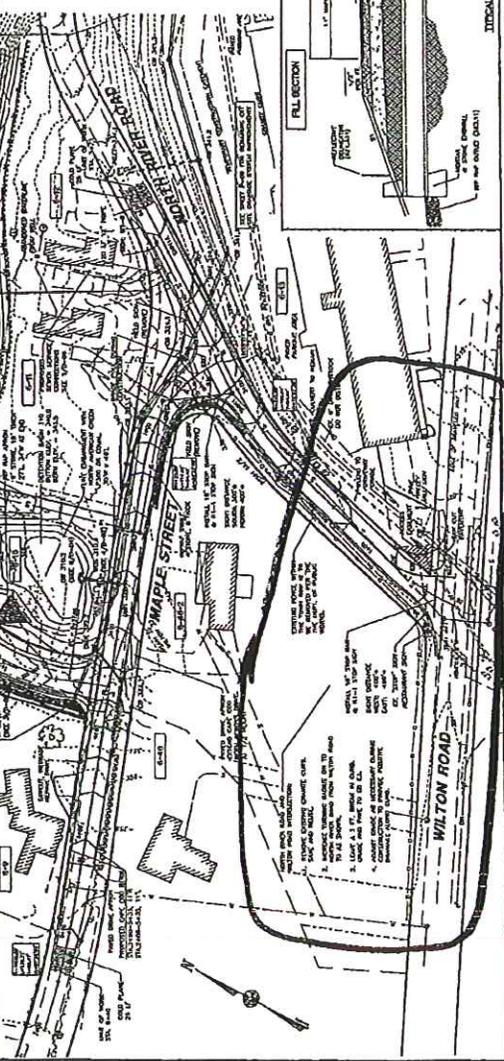
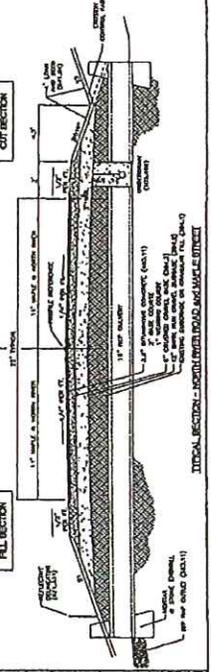
Exhibit D
Wilton Road and North River Road
Intersection

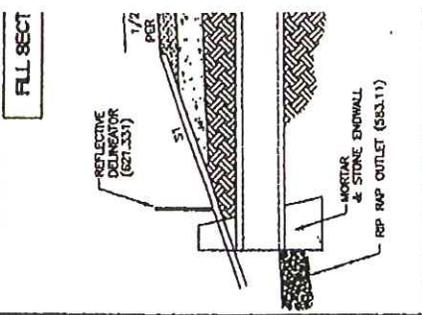
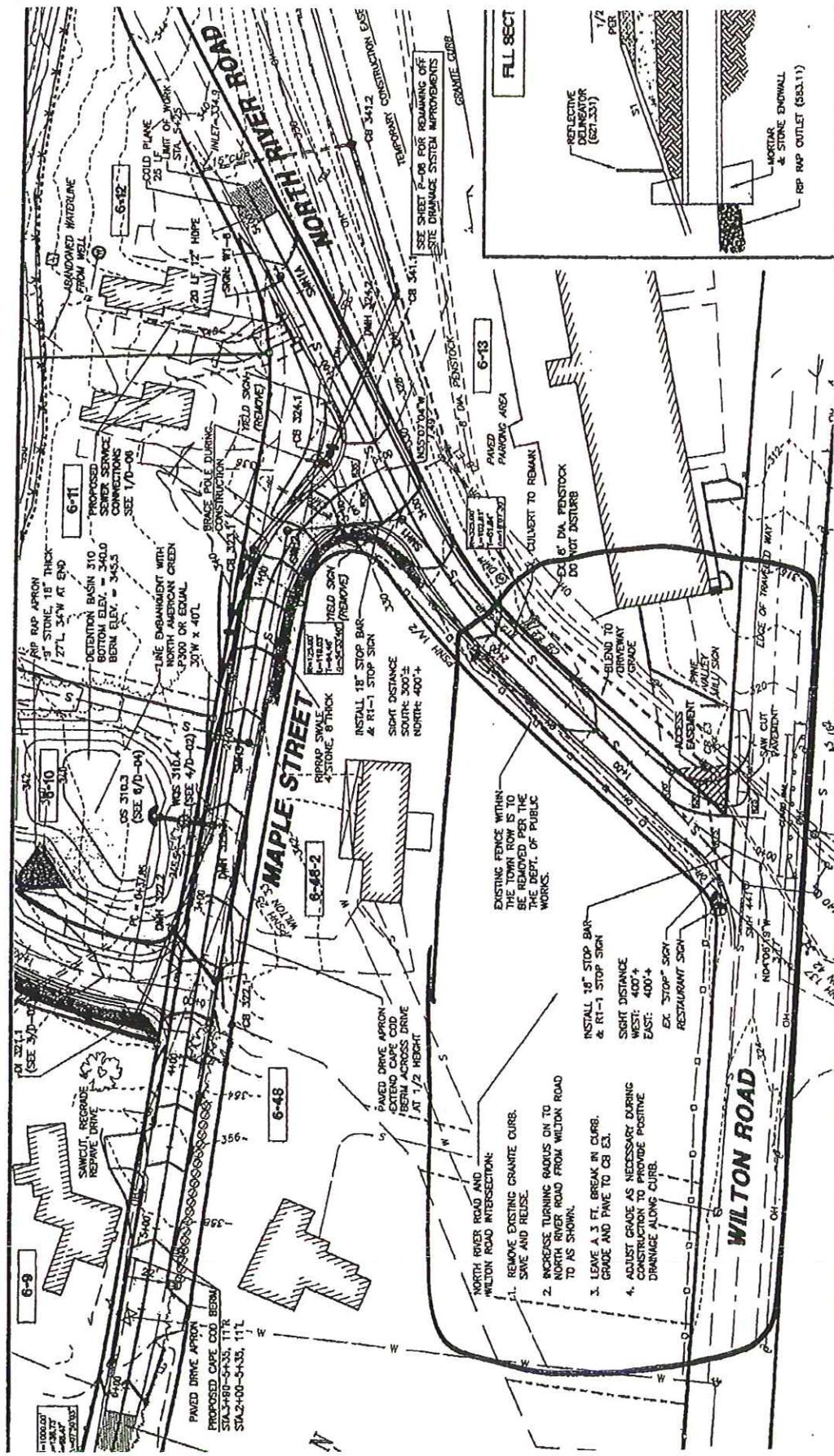
BIG SAFE

GENERAL CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES AND PROVIDING ALL UTILITY SERVICES.
2. THE CONTRACTOR IS RESPONSIBLE FOR CONDUCTING AND RECORDING ALL SURVEYS AND FIELD MEASUREMENTS. ALL DIMENSIONS AND LOCATIONS SHALL BE VERIFIED BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MATERIALS AND LABOR USED IN THE CONSTRUCTION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES AND PROVIDING ALL UTILITY SERVICES.

SEE SHEET P-08 FOR LEGEND





STA 240.00 LT. RT. S.H. 3 PVI = 335.00 PM ELEV = 346.54 K = 29.31	STA 240.00 LT. RT. S.H. 3 PVI = 335.00 PM ELEV = 346.54 K = 29.31	STA 240.00 LT. RT. S.H. 3 PVI = 335.00 PM ELEV = 346.54 K = 29.31	STA 240.00 LT. RT. S.H. 3 PVI = 335.00 PM ELEV = 346.54 K = 29.31
BVC: 248.75 EVC: 251.46 L = 135.00' VC PM STA = 342.00 PM ELEV = 346.54 A.D. = -5.64 K = 27.47	BVC: 248.75 EVC: 251.46 L = 135.00' VC PM STA = 342.00 PM ELEV = 346.54 A.D. = -5.64 K = 27.47	BVC: 248.75 EVC: 251.46 L = 135.00' VC PM STA = 342.00 PM ELEV = 346.54 A.D. = -5.64 K = 27.47	BVC: 248.75 EVC: 251.46 L = 135.00' VC PM STA = 342.00 PM ELEV = 346.54 A.D. = -5.64 K = 27.47

EXISTING FENCE WITHIN THE DRIVEWAY IS TO BE REMOVED PER THE DEPT. OF PUBLIC WORKS.

INSTALL 18" STOP BAR & RT-1 STOP SIGN
SIGHT DISTANCE SOUTH: 200'+
NORTH: 400'+

INSTALL 18" STOP BAR & RT-1 STOP SIGN
SIGHT DISTANCE WEST: 400'+
EAST: 400'+
EX. STOP SIGN RESTAURANT SIGN

PAVED DRIVE APRON CONTAINING CURB PERMANENTLY ACROSS DRIVE AT 1/2" HEIGHT

REMOVE EXISTING GRANITE CURB.
E.L. SAVE AND REUSE.

INCREASE TURNING RADIUS ON TO NORTH RIVER ROAD FROM WILTON ROAD TO AS SHOWN.

LEAVE A 3 FT. BREAK IN CURB. GRADE AND PAVE TO CB E.L.

ADJUST GRADE AS NECESSARY DURING CONSTRUCTION TO MAINTAIN POSITIVE DRAINAGE ALONG CURB.

TEMPORARY CONSTRUCTION EASE

SEE SHEET 2-08 FOR REMAINING OFF SITE DRAINAGE SYSTEM IMPROVEMENTS

GRANITE CURB

PAVED PARKING AREA

CULVERT TO REMAIN

8" DIA. FRP STOCK DO NOT DISTURB

BLEND TO DRIVEWAY GRADE

EDGE OF TRAVEL WAY

SAW CUT PARALLEL PAVEMENT

PAVED DRIVE APRON CONTAINING CURB PERMANENTLY ACROSS DRIVE AT 1/2" HEIGHT

RESTAURANT SIGN

EXISTING FENCE WITHIN THE DRIVEWAY IS TO BE REMOVED PER THE DEPT. OF PUBLIC WORKS.

INSTALL 18" STOP BAR & RT-1 STOP SIGN
SIGHT DISTANCE WEST: 400'+
EAST: 400'+
EX. STOP SIGN RESTAURANT SIGN

WILTON ROAD

MAPLE STREET

NORTH RIVER ROAD

PAVED DRIVE APRON CONTAINING CURB PERMANENTLY ACROSS DRIVE AT 1/2" HEIGHT

RESTAURANT SIGN

EXISTING FENCE WITHIN THE DRIVEWAY IS TO BE REMOVED PER THE DEPT. OF PUBLIC WORKS.

INSTALL 18" STOP BAR & RT-1 STOP SIGN
SIGHT DISTANCE WEST: 400'+
EAST: 400'+
EX. STOP SIGN RESTAURANT SIGN

TEMPORARY CONSTRUCTION EASE

SEE SHEET 2-08 FOR REMAINING OFF SITE DRAINAGE SYSTEM IMPROVEMENTS

GRANITE CURB

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8" DIA. FRP STOCK DO NOT DISTURB

BLEND TO DRIVEWAY GRADE

EDGE OF TRAVEL WAY

SAW CUT PARALLEL PAVEMENT

PAVED DRIVE APRON CONTAINING CURB PERMANENTLY ACROSS DRIVE AT 1/2" HEIGHT

RESTAURANT SIGN

EXISTING FENCE WITHIN THE DRIVEWAY IS TO BE REMOVED PER THE DEPT. OF PUBLIC WORKS.

INSTALL 18" STOP BAR & RT-1 STOP SIGN
SIGHT DISTANCE WEST: 400'+
EAST: 400'+
EX. STOP SIGN RESTAURANT SIGN

Exhibit E
Bus Stop Easement Agreement

Draft: June 21, 2011

BUS STOP EASEMENT AGREEMENT

282 Route 101, LLC and **37 Wilton Road Milford, LLC**, both of 100 Elm Street, Nashua, New Hampshire 03060 ("Developer") and the **Town of Milford**, 1 Union Square, Milford, New Hampshire 03055 (the "Town") made this Bus Stop Easement Agreement this _____ day of _____, 2011.

RECITALS

- A. Developer owns Lot 6-14 on the southerly side of Wilton Road, Milford, New Hampshire.
- B. Developer has applied for subdivision approval for a portion of Lot 6-14 as shown on a plan entitled "Subdivision Plan, Land of 282 Route 101, LLC and 37 Wilton Road Milford, LLC, Tax Map – Lot 6-14, 30 Wilton Road, Milford, New Hampshire," dated February 3, 2011, prepared by Meridian Land Services, Inc. to be recorded at the Hillsborough County Registry of Deeds (the "Plan").
- C. The Town requested and the Developer agreed to grant an easement to accommodate a bus stop on the "Remainder" Lot of Lot 6-14, being the easterly portion of said lot.
- D. The parties recognize it is currently premature to locate with specificity the size and location of the bus stop easement area due to (1) future potential development of the Remainder Lot 6-14, and (2) The Town's plans for a bus system in this area of Milford are in a preliminary planning phase.

NOW THEREFORE, for good and valuable consideration, the parties agree as follows:

- 1. Developer, for itself and its successors and assigns, shall grant to the Town an area along the southerly side of Wilton Road an area sufficient to accommodate a bus stop for a future bus route. Unless otherwise agreed, the bus stop is intended to be a "pull-over" bus stop abutting the right of way for a local bus system, not intending to be a bus terminal or turn around.
- 2. Developer, for itself and its successors and assigns, shall also grant to the Town a Pedestrian Access Easement along the southerly side of Wilton Road, from Lot 6-14-4 as shown on the Plan to the new bus stop easement.
- 3. Developer shall establish the bus stop easement at the earlier of site plan or subdivision approval of the Remainder 6-14 lot, or upon the Town's request,

provided the Town's plans for a bus route are sufficiently developed and funded so as to justify the need for a bus stop.

4. Unless otherwise agreed, the Town or an entity other than the Developer shall be fully responsible for all costs for the development and build out of the bus stop.

282 Route 101, LLC

Town of Milford

Mark Prolman, Member

By: _____

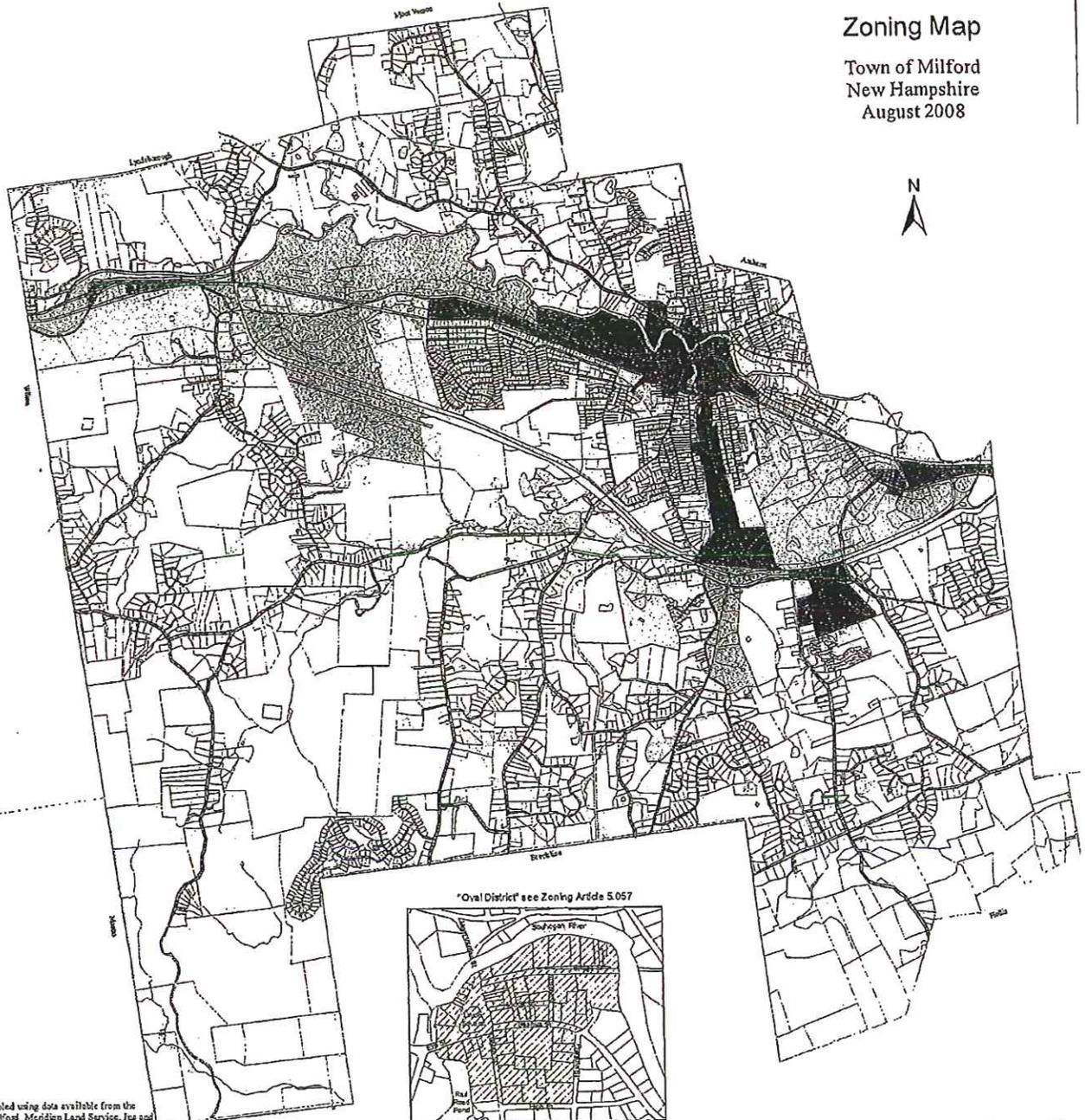
37 Wilton Road Milford, LLC

Eli Levine, Member

IV. Milford Zoning Map

Zoning Map

Town of Milford
New Hampshire
August 2008



Note:

1. Map assembled using data available from the Town of Milford, Meadow Land Service, Inc and the Nashua Regional Planning Commission.
2. The Department of Community Development maintains a continuing program to identify and correct errors. The Department makes no claims as to the validity or reliability or to any implied uses of this representation.

Zoning Districts

Residence A	Commercial
Residence B	Limited Commercial Business
Residence R	Integrated Commercial Industrial
Industrial	Integrated Commercial Industrial 2

Road System

State Route
Local Road
Private Road
Class VI
Under Construction
Scenic Road

Water Resources

Wetland
Lake/Pond
River/Stream



V. Project Density

Comparative Projects

Woodland Heights:	Map 43/Lot 32 – 120 units/5.91 acres = 20 units/acre Map 43/Lot 33 – 120 units/12.5 acres = 9.6 units/acre Combined: 240 units/18.31 acres = 13 units /acre
Nottingham Place:	30, 2+ bedroom units/2.5 acres = 12 units/acre
Laurel Hill (Capron: Road):	96 units/6.23 acres = 12 units/acre
Cahill Place:	49 one bedroom units/1.64 acres = 29.9 units/acre
Pine Valley Mill (Subject):	50 units/(5.5 acres x (45,000/70,000)) = 14.1 units/acre

Senior Housing (MZO ‡ 7.07)

- Allowed in ICI by Special Exception
- Density allowed: up to 30 bedrooms/acre
- Applied to the Pine Valley Mill lot:

Allowed: 5.5 acres x (45,000/70,000) x 30 = 106 bedrooms

Proposed: 67 bedrooms (i.e., 33 one-bedroom units and 17 two-bedrooms units)

VI. ICI Zoning (2012)

5.08.0 INTEGRATED COMMERCIAL-INDUSTRIAL "ICI" DISTRICT (1995)

INTENT: The intent of the Integrated Commercial-Industrial District is to provide an area for sales and service activities, both wholesale and retail, as well as industrial activities. This District is intended to be the area in which vehicular oriented business can occur.

5.08.1 ACCEPTABLE USES

- A. Wholesale businesses
- B. Retail businesses
- C. Restaurants
- D. Offices
- E. Hotels (2011)
- F. Day care facilities (2011)
- G. Utility, public or private (2011)
- H. Manufacturing (from Light manufacturing 2003)
- I. Distribution and mailing facilities
- J. Research and development (2011)
- K. Motor vehicle repair facilities
- L. Harvesting of natural resources
- M. Banks and financial institutions
- N. Processing and warehousing (1997)
- O. Adult Entertainment Businesses (2000)
- P. Telecommunication facilities (2000)
- Q. Motor vehicle sales facilities (2011)
- R. Farm roadside stands (2010)
- S. Farmer's market (2010)
- T. Bed and breakfast (2011)
- U. Churches or Houses of Worship (2011)
- V. Processing of natural resources (2011)
- W. Hospitals (2011)
- X. Health services facilities (2011)
- Y. Newspaper and job printing (2011)
- Z. Veterinary clinics (2011)
- AA. Nursing home or facility (2011)
- BB. Agriculture and farming (2011)
- CC. Dwelling, Mixed-use (2012)
- DD. Filling Station (2012)

5.08.2 ACCEPTABLE USES AND YARD REQUIREMENTS BY: (2009)

- A. Special Exception
 - 1. Schools
 - 2. Recreational facility, not-for-profit (1997)

3. Recreational facility, commercial (1997)
 4. Deleted (2011)
 5. Building and structure height greater than allowed in 5.087.A and 5.087.B (2005)
 6. Senior Housing Developments (2002)
 7. Accessory Dwelling Units for existing single-family dwellings (2008)
 8. Reduced front, side and rear setbacks (2009)
- B. Conditional Use Permit (2009)
1. Small Wind Energy Systems (2009)

5.08.3 USES NOT SPECIFIED (2010)

Any uses of land and/or structures not specifically included in the ICI (Integrated Commercial-Industrial) District as acceptable, acceptable by Special Exception or acceptable by Conditional Use Permit shall be considered as not permitted.

5.08.4 LOT SIZES AND FRONTAGES (2009)

- A. In those areas serviced by both municipal sewerage and water systems, the minimum lot size in the Integrated Commercial-Industrial District shall be twenty thousand (20,000) square feet, together with a minimum of one hundred fifty (150) feet of frontage on a Class V or better road.
- B. In those areas not serviced by municipal sewerage and water systems, a minimum of forty thousand (40,000) square feet shall be required, depending upon soil and slope conditions, together with a minimum of one hundred fifty (150) feet of frontage on a Class V or better road.

5.08.5 YARD REQUIREMENTS

- A. Each structure shall be set back at least thirty (30) feet from the front lot line.
- B. Each structure shall be set back at least fifteen (15) feet from side and rear property lines. In the case of a corner lot, the side distance shall be increased to thirty (30) feet on the side bordering the public way.

5.08.6 OPEN SPACE

Open space shall be provided in an amount equal to not less than thirty (30) percent of the total lot area.

5.08.7 HEIGHT REQUIREMENTS (2005)

- A. The maximum height of a building or structure in the Integrated Commercial-Industrial District shall be forty (40) feet, except as noted in B. below.
- B. The maximum height of school and municipal buildings or structures in the Integrated Commercial-Industrial District shall be forty-five (45) feet.
- C. A Special Exception shall be required for heights greater than allowed in either A or B above.

B. Group Pre-School Center - A facility regularly providing full-day or half-day child care for thirteen (13) or more pre-school children, whether or not the service is known as a day nursery, nursery school, kindergarten, cooperative, child development center, day care center, center for the developmentally disabled, progressive school, Montessori school, or by any other name.

C. After-School Program - A facility in which child care is regularly provided up to five (5) hours per school day, before and/or after regular school holidays, for six (6) or more children who are enrolled in a full day program.

Day Care facility, for the purposes of this Ordinance, does not include "family day care home" as defined in NH RSA 170-E:2.

Density: For the purposes of this Ordinance, density is used to define residential dwelling units per acre, and is based on the allowable units per acre in each residential district. High density refers to allowable densities in the Residence "B" District, medium density refers to allowable densities in the Residence "A" District; and low density refers to allowable densities in the Residence "R" District. (1997)

Distribution and Mailing Facilities: Uses which constitute the temporary storage and/or shipping of goods, including mail order processing, package distribution and mailing. (1995)

Drive Aisle: The traveled passageway by which vehicles enter and depart parking spaces. (2002)

Driveway: A vehicular passageway providing access between a road and a parcel of land. (2002)

Driveway, common commercial/industrial: A single driveway that provides access between a road and two (2) or more conforming commercial and industrial lots. (2002)

Driveway, common residential: A single driveway that provides access between a road and not more than two (2) conforming residential lots. (2002)

Dwelling Unit: One room or rooms connected together, constituting a separate, independent housekeeping establishment physically separated from any other dwelling units in the same structure, and containing independent cooking and sleeping facilities.

Dwelling, Single-family: A detached residential dwelling unit, other than a mobile home, designed for one family only.

Dwelling, Two-family: A structure which contains two (2) separate dwelling units, each provided with complete and independent living facilities for one or more persons, including provisions for living, sleeping, eating, cooking, and sanitation as well as independent access and egress to and from each living unit. (1986)

Dwelling, Multi-family: A structure consisting of three (3) or more dwelling units designed for occupancy by three or more families. (1995)

Dwelling, Mixed-use: One room or rooms connected together and designed for use as a dwelling unit; located in a non-residential building with no more than two (2) dwelling units that are in addition to the primary non-residential use. (2012)

VII. West Elm Street Gateway District (2012)

Attachment #1

6.07.0 WEST ELM STREET GATEWAY DISTRICT

6.07.1 AUTHORITY

- A. Title: This Ordinance shall be known as the West Elm Street Gateway District.
- B. Authority: The Planning Board is hereby authorized to administer this Ordinance under the provisions set forth in NH RSA 674:21, Innovative Land Use Controls.

6.07.2 PURPOSE

The intent of this District is to encourage economic development in the West Elm Street Gateway District by enhancing, preserving and protecting the natural, historic and cultural resources of the Town. The purpose of this Ordinance is to implement the Town of Milford's vision for the future as set forth in the Community Character Chapter of the Master Plan 2007 Update:

Goal No. 2: Foster the traditional character of Milford's neighborhoods by encouraging a human scale of development that is similar in setbacks, size and height, and that is comfortable and safe for pedestrians and non-motorized vehicles while allowing for an efficient and safe roadway network.

The Ordinance implements the Master Plan vision for Milford's gateway corridors and is designed to accomplish the following:

- A. Encourage and promote commercial, industrial and mixed use development sensitive to Milford's agricultural, architectural and historic heritage by preserving and enhancing the streetscape, the unique scenic vistas, views of the Souhegan River, and visual character of the corridor.
- B. Encourage development to reflect the historic pattern of development in Town and enhance Milford's sense of community and place.
- C. Encourage attractive pedestrian scale development.
- D. Improve transportation efficiency, landscaping, stormwater management, traffic management, and parking.
- E. Promote alternative modes of transportation, particularly pedestrian and biking.
- F. Promote development that reflects the intended character of Milford's residential, commercial, and industrial neighborhoods relative to height, lot coverage, and setbacks.

The following standards are tools that create a flexible framework to guide the appearance of future development that is compatible with the historic nature of Milford, while allowing for innovation and architectural creativity in order to enhance a special place.

6.07.3 FINDINGS

- A. Milford's West Elm Gateway District is a unique area with distinctive natural features, scenic vistas and a streetscape that reflects Milford's agricultural and commercial history.

- B. Non-residential development that is indifferent to Milford's history and economic needs constitutes a significant threat to the character and future of the community.
- C. Future development can be guided to encourage building design that is functional, aesthetically pleasing and harmonious with the agricultural and architectural heritage of the community as well as provide positive economic return to the Town and property owners.
- D. The architecture of the community is varied and necessarily will evolve as the community grows. The regulation of architectural design must allow for flexibility, creativity and innovation within the context of an articulated framework.
- E. Access management will increase the efficiency, safety and mobility of the corridor, and inter-site connections are needed to reduce the potential conflict points along the corridors.
- F. Future development should incorporate bicycle, pedestrian, and public transportation amenities as important features that add to Milford's character, sense of place and public health.

6.07.4 APPLICABILITY

The provisions as set forth in this Ordinance shall apply to the following activities within the Corridor Overlay District:

- A. Applications for site plan and subdivision review.
- B. New building construction for non-residential or multi-family purposes greater than 600 SF.
- C. Additions or alterations to buildings for non-residential or multi-family purposes greater than 600 SF.
- D. Additions or alterations to a site plan or buildings used for non-residential or multi-family purposes which significantly alter the visual appearance of the site or a façade visible from a public way.
- E. The West Elm Street Gateway District is an overlay district which imposes additional requirements and restrictions to those of the underlying base district established under the powers granted under NH RSA 674:21. In case of a conflict between the requirements of 6.07.0 and the requirements presented elsewhere in the Milford Zoning Ordinance, the provisions of 6.07.0 shall apply.

6.07.5 DISTRICT BOUNDARIES

The West Elm Street Gateway District consists of a significant portion of Elm St and Route 101, from the Granite Town Plaza to the Wilton Town Line. It is bounded to the north by the Souhegan River until the fork at Wilton Road and Elm Street, where it is then bounded by North River Road and Wilton Road. The study area is bounded to the south by Elm Street and both sides of Old Wilton Road. The southern boundary also includes Meadowbrook Drive, Scarborough Lane and 2 large parcels just south of 101 and west of Savage Road. The area is fully depicted on the map entitled "West Elm Street Gateway District Boundaries".

6.07.6 PERFORMANCE STANDARDS

A. General

The West Elm Street Gateway District is a major economic driver in Town and contributes to the overall character of the community because of its location, landscape and scenic qualities. This District provides a first impression and should reinforce Milford's sense of place. Consideration shall be given towards complementing these resources through the careful siting of new buildings, appropriate landscaping and the application of the Site Design Standards.

1. Pre-Application Review. The Community Development Director, or designee, shall review all proposals to determine applicability as stated in Section 6.07.4 above.
2. Development Review. Upon determination by the Community Development Director, or designee, that an application meets the Section 6.07.4 applicability requirements, the applicant shall submit an application to the Planning Board in accordance with the Development Review Procedure set forth in the Town of Milford Development Regulations.
3. Consistency with Plans. In addition to providing the required development review information, the applicant shall demonstrate how the proposed plan will address the specific site recommendations as well as the general principles set forth in the following studies and documents:
 - a. *The Milford Master Plan and subsequent updates*
 - b. *Town of Milford West Elm Street Gateway District Design Guidelines (2011)*; Prepared by Nashua Regional Planning Commission.

B. General Provisions

1. General.

2. **Viewshed.** Development must take into account the varied and natural beauty of the corridor. Building scale and siting must foster and enhance the unique natural amenities and landscape.
 - a. Wooded and agricultural areas shall be maintained and preserved to the maximum extent possible.
 - b. Development along the Souhegan River shall be situated to provide views from adjacent buildings as well as pedestrian amenities and lookouts near the River's edge. Natural drainage areas shall be preserved to the maximum extent. The development shall include appropriate measures for protecting these resources, including but not limited to, modification of the proposed design of the site, timing of construction, and limiting the extent of excavation.
 - c. Development should be situated in such a way as to not impede views of Dram Cup Hill and Pack Monadnock. Where possible buildings and pedestrian areas should be located to maximize views of these natural features.

3. **Underground Utility Lines.** Utility lines shall be located underground whenever possible in all new developments and during significant upgrades and renovations to existing sites.
 4. **Streetscaping.** Amenities such as public art, lighting, street furniture, special sidewalk treatments and banners should be incorporated into site design proposals.
 5. **Gateways.** Some locations contribute to the landscape character of the community because of their location and scenic qualities. Many such properties and approaches act as gateways, providing first impressions and reinforcing Milford's sense of place. Consideration should be given towards complementing these resources through the careful siting of new buildings, and the application of the Site Design Standards. The locations of proposed gateways are identified on the West Milford Gateway District Design Guidelines, *Corridor Overlay District and Potential Gateways Map*. In these areas, appropriate landscaping or other improvements may be required.
 - a. Near the Wilton Town Line on Route 101
 - b. North River Road just north of the Elm Street / Route 101 intersection
 - c. Near Map 7, Lot 12 on Elm Street
 - d. Just west of the Route 13 / Route 101 intersection
 6. **Screened Loading Docks and Storage Areas**
 - a. All loading docks shall be well screened to conceal delivery trucks and bays from public right-of-way and viewsheds.
 - b. Supplies should be stored inside of buildings.
 - c. Outside storage of supplies shall be heavily screened with attractive landscaping or fencing.
 7. **Natural Features.** Buildings, lots, impervious surfaces and accessory structures shall be sited in those portions of the site that have the most suitable conditions for development.
 - a. Environmentally sensitive areas, including but not limited to, wetlands, steep slopes in excess of 15%, floodplains, significant wildlife habitats and corridors, wooded areas, fisheries, scenic areas, habitat for rare and endangered plants and animals, unique natural communities and natural areas, and sand and gravel aquifers, shall be maintained and preserved to the maximum extent.
 - b. Natural drainage areas shall be preserved to the maximum extent. The development shall include appropriate measures for protecting these resources, including but not limited to, modification of the proposed design of the site, timing of construction, and limiting the extent of excavation.
- C. **Mixed Use Development.** Mixed use development as permitted under the Zoning Ordinance can include a combination of residential, commercial or industrial development in either the same building or on the same site.
1. On mixed use development sites, the design shall complement the multiple uses with care placed on creating visual integration of features such as building setbacks, driveways, building entrances, windows, landscaping and pedestrian amenities.

2. In general, any residential uses should be in upper stories of multi-storied buildings with the commercial or industrial use below.

D. Commercial Development. Commercial development should be scaled appropriately to provide for a mix of building styles and traditional architectural features and materials, that foster Milford's sense of place.

1. Buildings and building entrances shall be human scale and close to the street when practical.
2. Building siting shall be such that the mass is scaled smaller in appearance.
3. Parking should be situated to the side and rear of the building whenever possible.

E. Mixed Use and Commercial – Design

1. **Building Orientation** - New structures shall orient their main entrance or storefront to a public street.

- a. New structures shall maintain an appropriate street edge in relationship to adjacent structures.
- b. Buildings shall be sited so that entrances are clearly identifiable and directly accessible from a sidewalk and shall be accessible for pedestrians, bicyclists and future public transit users.

2. **Building Massing, Form and Height**

The mass, form and height of new structures must relate to the appropriate scale of neighboring buildings as well as the context of the corridor. The following architectural features and treatments should be used to enhance the character of new development and the corridor:

- a. Reduce the apparent scale of the building by introducing small-scaled architectural features, creating an irregular footprint and variations in roof forms and height of roof elements.
- b. Enhance definition of each floor of the building through terracing, material changes, articulated structural elements, changes in materials and horizontal trim bands.

3. **Architectural Features and Materials**

Architectural features and details shall be considered in every building design.

- a. Traditional features and details such as columns, pilasters, porticos, awnings or arches associated with Milford's architectural heritage are strongly encouraged.
- b. Long expanses of repetitive architectural elements and flat unarticulated wall surfaces shall be avoided.
- c. Traditional materials or materials that have the same visual effect shall be used, including but not limited to, wood, brick, tile, or stone.

4. **Pedestrian Scale**

Building design should take into consideration pedestrians at the ground level.

- a. Avoid blank walls at ground-floor levels through the use of windows, trellises, material changes, arcades, or other features to increase visual interest.

- b. Pedestrian scale lighting shall be used wherever possible and be consistent with the existing building and location.
- c. Floodlights and tall light posts are not encouraged.

5. Parking Areas

- a. Parking lots should be located to the rear or side of a building whenever possible.
- b. Side yard parking shall be well buffered from the street.
- c. Shared parking provisions for any combination of uses on site and adjacent sites are encouraged.
- d. Offsite parking shall be protected with a shared parking easement agreement which shall be approved by the Zoning Administrator and recorded with the approved plans.

6. Existing Structures

Existing buildings and structures of historic value should be preserved and if renovated or expanded done so in a manner that is respectful of the character, features and details of the existing structure.

7. Roof Form and Materials

Rooflines shall be characteristically sloped and articulated with architectural features such as dormers, chimneys, gables, cupolas, etc.

- a. Rooflines shall not run in continuous planes, and shall be broken into appropriately scaled masses.
- b. Flat roofs are generally discouraged.
- c. Where appropriate roofs shall provide adequate overhangs for pedestrian activity.
- d. Roof materials shall be composed of high quality, durable and architecturally consistent materials, including but not limited to concrete tile, asphalt shingles and standing seam metal.

8. Windows

Modestly scaled vertically proportioned windows are the most appropriate to the local building vernacular.

- a. Building facades should have an abundance of windows that use clear non-reflective glass.
- b. Windows on higher floors should align vertically with windows below, if possible.
- c. Walls facing streets and pedestrian approaches shall have display windows, recessed windows, detailed entry areas, awnings or prominent sills and a pedestrian scaled lighting element. Storefronts should use windows to reveal indoor amenities, activities and displays.

9. Building Entrances

All building entrances shall be clearly defined and highly visible using a variety of the following details (*Please refer to the West Milford Gateway District Design Guidelines for examples*):

- a. Porticos
- b. Canopies
- c. Overhangs
- d. Arcades
- e. Recesses or projections
- f. Raised cornice parapets over doors
- g. Arches with detail (tile work or moldings) integrated with the building
- h. Outdoor patios
- i. Display windows
- j. Integral planters
- k. Wing walls with planters or seating

10. Signage

Signs shall comply with the Town of Milford Sign Ordinance and should complement the building site and surroundings.

- a. Wall signs shall be appropriately scaled to the building or surface on which it is placed and should not obscure important architectural features.
- b. Signs shall be readable for both pedestrians and drivers approaching a site.
- c. Consideration should be given to form, color, lighting and materials that are compatible with the building and its surroundings.

11. Screening

All rooftop air conditioning, heating and large mechanical equipment, building accessories, and refuse shall have noise reduction screening and be screened from public view and have noise reduction screening.

F. Mixed Use and Commercial – Traffic Standards

1. Access Management

- a. All projects shall construct wherever feasible interconnecting driveways to adjacent properties or provide secure future connections through easements to adjacent property boundaries. This includes bicycle-pedestrian access to adjacent residential developments, where practical.
- b. New access points onto Elm Street shall only be created when it is not feasible to combine or share existing access points.
- c. Interior parking lots shall provide for shared use and interconnected drives.
- d. Interconnecting driveways shall promote vehicular and pedestrian access between adjacent lots without accessing the roadway.

2. Driveway Throat Length

Interior driveways should provide adequate throat length for vehicle stacking (queuing) and unobstructed views for exiting safely.

3. Bicycle Facilities

Separate bicycle facilities may be required by the Planning Board where recommended by the studies listed in section 6.07.6 A.3. or where otherwise appropriate.

- a. Bicycle routes may be provided in the form of a separate off-street path or on-street marked bicycle lanes.
- b. Bicycle racks and other amenities may be required for all developments and shall be located in a convenient and secure location.

4. Pedestrian Facilities

Sidewalks shall be constructed as recommended by the studies listed in section 6.07.6 A.3 or where otherwise appropriate.

- a. Sidewalk corridors shall be easily accessible to all users, and comply with the Americans with Disabilities Act (ADA) standards.
- b. The sidewalk shall provide for a landscaped buffer (esplanade) between the roadway pavement and the sidewalk where adequate right of way exists.
- c. The walking route along a sidewalk corridor shall connect destinations and shall not require pedestrians to travel out of their way unnecessarily.
- d. Buildings should be sited so as to create pedestrian-scale plazas and gathering places.
- e. Sidewalk construction shall be in accordance with Department of Public Works specifications.

5. Transit Facilities

The development of future transit facilities shall be incorporated within all major site plan developments that could generate high volumes of transit use.

- a. Potential transit routes, access points, bus pull-outs, bus stops, signage and shelter locations may be designated along major roadways and within the perimeter of such projects, and easements reserved for such facilities.
- b. Transit facilities shall be provided in a manner to encourage transit as an alternative mode of travel.

G. Industrial Development. All industrial sites should be visually appealing and well integrated with adjacent sites, the natural landscape and viewsheds.

1. Building Orientation and Siting

- a. Buildings should orient their main entrances toward the street when practical.
- b. Buildings with main entrances not oriented toward the street shall be oriented toward internal roadways and sidewalks within the site.
- c. Main entrances shall have human scale features, architectural details, landscaping and adequate signage.

2. Building Massing, Form, and Height.

- a. New industrial buildings should have massing, form and height that is compatible with adjacent properties.
- b. Buildings should be designed so as to minimize the appearance in mass and scale.

- c. Architectural features, windows, entrances and building materials may be utilized to reduce the appearance of building size.

3. Architectural Features and Materials.

- a. Buildings and adjacent walkways shall use a variety of architectural materials, colors and features to create attractive and visually appealing structures.
- b. Corrugated metal buildings and large flat wall surfaces should not be located within view of both internal and external street networks, or shall be screened, or given architectural treatments to break up large surface areas, and situated in less visible areas of the site.

4. Access Management

- a. Industrial sites should be limited to two main entrances.
- b. If the site is large enough a tree lined roadway through the campus will provide access to smaller connector roads and parking areas.
- c. Where feasible interconnecting driveways should be constructed to provide access to adjacent properties or easements should be provided for interconnecting driveways for future development.

5. Parking.

- a. Parking should be located to the rear and side of buildings when practical to avoid large parking lots in front of buildings adjacent to the public right-of-way.
- b. Landscaping and small street trees shall be densely planted on medians.
- c. Special crosswalk and sidewalk treatments shall be used to create safe internal pedestrian access between parking lots and buildings.

6. Bicycle and Pedestrian Design.

- a. Connections to adjacent trails and networks shall be made where applicable.
- b. Separate bicycle facilities may be required by the Planning Board where recommended by the studies listed in section 6.07.6 A.3. or where otherwise appropriate.
 - 1) Bicycle routes may be provided in the form of a separate off-street path or on-street marked bicycle lanes.
 - 2) Bicycle racks and other amenities may be required for all developments and shall be located in a convenient and secure location.

7. Transit.

- a. All sites over 2 acres will be evaluated to determine if the site is a feasible location for future public transit service. An easement to accommodate future bus turnouts and shelters may be required.
- b. Internal sidewalks should be planned to provide access to this easement area.

H. **Campus Style Development.** Campus style development refers to business and industrial parks that are interconnected by internal roadway and sidewalk networks and accommodate multiple buildings, parking areas and uses. All campus developments should be visually appealing and well integrated with other internal buildings, the natural landscape and viewsheds.

1. **Building Orientation and Siting.**

- a. Buildings should be oriented toward internal streets and sidewalks.
- b. Front entrances shall have human scale features, architectural details, landscaping, and adequate signage indicating the main entrance.
- c. All entrances shall have direct access to sidewalks.

2. **Building Massing, Form and Height.**

- a. Campus buildings on the same site should have similar massing, form and height.
- b. Buildings should be designed to minimize the appearance of mass and must conform to the height requirements of the zoning ordinance. Architectural features, windows, entrances, and building materials should be consistent among buildings and should also help to reduce the appearance of building size.

3. **Architectural Features and Materials.**

- a. Buildings and adjacent walkways shall use a variety of architectural standards, colors and features to create attractive and visually appealing structures.
- b. Similar materials should be incorporated on buildings and walkways throughout the campus to create a cohesive look.
- c. Interesting features such as brick, patterns, detailed entrances and varied setbacks should be incorporated.

4. **Lighting.**

- a. Attractive downcast lighting shall be incorporated in a uniform manner throughout the campus.

5. **Green Space**

- a. Campus style developments must set aside a green space that can accommodate bicycle and pedestrian use.
- b. This space should include landscaping, benches, tables, fountains or public artwork.
- c. This space shall connect to the internal sidewalk network.
- d. This space can be counted towards total open space requirements.

6. **Directional Signs.**

- a. Uniform directional signs shall be located at main entrances and throughout the campus. Directional signs should provide clear directional information for deliveries and visitors.

7. Access Management.

- a. Access to campus styles developments should be limited to two main driveways.
- b. In the case of large sites, a main tree-lined access drive through the campus should provide access to smaller connector drives and parking areas.

8. Parking.

- a. Parking should be located to the rear and side of buildings to avoid large parking lots in front of buildings.
- b. Landscaping and small street trees shall be densely planted on medians.
- c. Special crosswalk and sidewalk treatments shall be used to create safe internal pedestrian access between parking lots and buildings.

9. Bicycle and Pedestrian Design.

- a. Connections to adjacent trails and networks shall be made where applicable.
- b. Separate bicycle facilities may be required by the Planning Board where recommended by the studies listed in section 6.07.6 A.3. or where otherwise appropriate.
 - 1) Bicycle routes may be provided in the form of a separate off-street path or on-street marked bicycle lanes.
 - 2) Bicycle racks and other amenities may be required for all developments and shall be located in a convenient and secure location.

10. Transit.

- a. All sites over 2 acres will be evaluated to determine if the site is a feasible location for future public transit service. An easement to accommodate future bus turnouts and shelters may be required.
- b. Internal sidewalks should be planned to provide access to this easement area.

6.07.7 WAIVER PROVISION

There may be unusual or exceptional circumstances that exist where the application of one or more of the Performance Standards of Section 6.07.6 would entail practical difficulty or unreasonable hardship when balanced against the public purposes sought to be achieved by this Ordinance. In such circumstances, the Planning Board may waive the applicability of some or all of the Performance Standards in accordance with the Development Regulations waiver process (Section 5.020).

6.07.8 APPEALS

A decision of the Planning Board made pursuant to the West Elm Street Gateway District shall not be appealed to the Zoning Board of Adjustment, but rather shall be appealed to the Superior Court as provided by NH RSA 677:15 and NH RSA 676:5, III.

6.07.9 SAVING CLAUSE

Where any provision of this Ordinance is found to be invalid, such determination shall not affect the validity of the remainder of this Ordinance.

6.07.10 EFFECTIVE DATE

The West Elm Street Gateway District Ordinance was adopted by the Town of Milford on Tuesday, March xx, 2012 and is effective the same date.

#3060-319

VIII. Letters of Support

- **Salon 2000 & Green Gallery**
- **The Doggie Bag & Day Spaw**
- **Earthworks**
- **Accents with Style**



April 17th, 2012

Milford Zoning Board,

As a long standing (19 years) business of the Pine Valley Mill, I would like to send my note of encouragement to the Zoning Board to approve the change to mixed zoning for the mill. For as long as I've been here there have been a lot of different businesses over the years to come and go. A mixed zoning allows the owners to make the right fit for the building to maximize the success of this venture. It is a win for the owners, the businesses involved and the town to have a full thriving complex.

Thank-you,

Susan Boggis

Owner, Salon2000& Green Gallery

37 Wilton Rd. Pine Valley Mill

Milford, NH 03055

Mark Prolman

From: DJ [djsdoxies@gmail.com]
Sent: Tuesday, April 17, 2012 9:59 AM
To: mark.prolman@prolmanrealty.com; Lisa Morrison
Subject: Milford Zoning Board
To Whom It Make Concern:



I am a tenant and business owner at the Pine Valley Mill complex in Milford. I have been at the mill for 4 years and have recently heard that the owners have been working on a plan to renovate the mill into apartments. It would greatly please me as a business owner (and a hopeful resident) to see this happen to our building for the modifications/updates, the signage, the new road awareness and the landscape itself. The future of my business relies on the future of the mill complex and I will support the owners in their decisions to renovate the mill.

Very truly,

Dara Forleo
owner, The Doggie Bag & Day Spaw

A handwritten signature in cursive script that reads "Dara Forleo".

Accents with style

37 Wilton Road, Milford, NH 03055
Tel: (603) 654-9868

April 19, 2012

Town of Milford
Zoning Board
Town Hall
Milford, New Hampshire 03055

Dear Zoning Board,

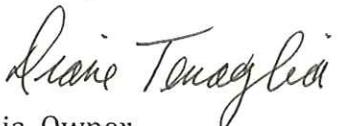
As a business owner of a new gift store located in the Pine Valley Business Center located at 37 Wilton Road in Milford, and a member of New Hampshire Made, I am encouraged and excited at the proposed additions and changes being requested by Mark Prolman of Prolman Realty.

I have been a resident of this area for more than 10 years and have seen an influx of people moving to this side of Milford and Wilton. It is unusual for any apartment to be empty for more than a month. People come to this area to stay.

The additions and improvements to this historic mill area will bring back the charm this area so deserves and show what a gem this mill really is and will bring even more business to this area of town.

I invite you all to come by Accents with Style and you will see what mill space can become.

I encourage you to grant Mr. Prolman's requests.

Sincerely, 

Diane Tenaglia, Owner
Accents with Style



37 Wilton Rd., Milford NH 03055 USA
Phone #: 1-(603)-654-2433 ext 111
Fax #: 1-(603)-654-6107
E-mail: Heidi@EarthworksAudio.com

April 18, 2012

Milford Board of Adjustment
One Union Square
Milford, NH 03055

RE: Proposed Variance 37 Wilton Road, Milford, NH

Earthworks, Inc, as one of the tenants located at the Pine Valley Business Center (formerly known as the Hillsborough Mill), supports the proposed Variance to enable the mixed use development to proceed at the property.

Sincerely,

Heidi B Robichaud, President
Earthworks, Inc.
603-654-2433 ext 111

