AGENDA
March 17, 2015
Town Hall BOS Meeting Room - 6:30 PM

MINUTES:

1. Approval of minutes from the 2/17/15 meeting.

NEW BUSINESS:

2. **Michael R Ciardelli, et. al./Heatherland Properties LLC – Ciardelli Fuel Company, Inc. - Ciardelli Crossing & Nashua St – Map 32, Lots 27 & 28:** Public Hearing for a major site plan to construct a 1,792 SF office addition with associated site improvements.
(New application – Sandford Surveying and Engineering, Inc.)

OLD BUSINESS:

3. **San-Ken Properties, LLC, et al – Mile Slip, Wolfer and Boynton Hill Roads – Map 45, Lots 3, 17, 18 and Map 40, Lot 104-4;** Major subdivision involving multiple lot line adjustments for fifty-two (52) new residential lots, two (2) existing lots and two (2) open space lots.
(Tabled from 2/17/15)

OTHER BUSINESS:

4. **Discussion- Conceptual Site Layout Plan – Alene Candles - Scarborough Ln – Map 42 Lot 7 & Map 42 Lot 8**

Future meetings:
04/07/2015- Worksession
04/21/2015- Regular Meeting

The order and matters of this meeting are subject to change without further notice.

MILFORD PLANNING BOARD PUBLIC HEARING ~ DRAFT ~
February 17, 2015 Board of Selectmen's Meeting Room, 6:30 PM

Members Present:
Christopher Beer, Chairman
Paul Amato
Kathy Bauer
Steve Duncanson
Janet Langdell
Tim Finan, Alternate member
Susan Robinson, Alternate member

Staff:
Jodie Levandowski, Town Planner
Shirley Wilson, Recording Secretary
Scott Schaeffer, Videographer

Excused:
Tom Sloan
Judy Plant

PRESENTATION:

1. Milford Planning Board Distinguished Site Award

MINUTES:

2. Approval of minutes from the 1/20/15 meeting.

NEW BUSINESS:

3. **James E. & Charles P. Saytanides/John K. & Catheryn A. Philbrick – Federal Hill Rd – Map 56, Lots 54 & 56:** Public Hearing for a lot line revision and subdivision creating one (1) new residential lot.
(New application – Meridian Land Services, Inc.)

4. **Casey Living Trust, et.at – Crestwood Ln & Stable Rd – Map 49, Lots 2, 3-7 & 3-18:** Public Hearing for a lot line adjustment involving three (3) existing lots; and a waiver request from Milford Development Regulations, Article V, Section 5.06, *Submittal Requirements*.
(New application – Monadnock Survey Inc.)

OLD BUSINESS:

5. **San-Ken Properties, LLC, et al – Mile Slip, Wolfer and Boynton Hill Roads – Map 45, Lots 3, 17, 18 and Map 40, Lot 104-4;** Major subdivision involving multiple lot line adjustments for fifty-two (52) new residential lots, two (2) existing lots and two (2) open space lots.
(Tabled from 1/20/15)

OTHER BUSINESS:

6. **Red Oak Properties – Capron Rd;** Conceptual discussion for a major site plan to construct a four (4) building apartment complex with associated site improvements

Chairman Beer called the meeting to order at 6:30PM. He introduced the Board and staff and explained the ground rules for the public hearing. Tim Finan and Susan Robinson, alternate members were called to sit.

PRESENTATION:
Milford Planning Board Distinguished Site Award

Chairman Beer stated that this award was designed to give annual recognition to distinguished sites in Milford who's thoughtful design, layout and appearance serves as a model of what makes Milford attractive, diverse and a vibrant place to live work and play. The 2014 recipient of the award has exceeded the Town's site plan regulations since it's construction in 2005 and over the years, the site has become a notable gateway and town landmark. We would like to congratulate Giorgio's Ristorante and Meze Bar as the 2014 Distinguished Site winner and thank them for their positive contributions to the greater community. Honorable Mentions for sites include United Auto Body, Fieldstone Land Consultants, Balance Point Medicine and the new Cumberland Farms. Unfortunately, George, Alexander and Maria Sklavounos were unable to attend so we will deliver the award in person.

J. Langdell added that the process was modified a bit this year, in that we accepted a number nominations from the community through voting boxes located in various town buildings. J. Levandowski also noted that voting boxes were stationed at the Pumpkin Festival and the Souhegan Valley Business Expo.

MINUTES:
C. Beer submitted a correction to add Steve Duncanson's first name to the members present list. J. Langdell made a motion to approve the minutes from the 1/20/15 meeting, as amended. S. Duncanson seconded with K. Bauer abstaining and all else in favor.

NEW BUSINESS:
James E. & Charles P. Saytanides/John K. & Catheryn A. Philbrick – Federal Hill Rd – Map 56, Lots 54 & 56: Public Hearing for a lot line revision and subdivision creating one (1) new residential lot.

No abutters were present.

Chairman Beer recognized:
Jon Lefebvre, Meridian Land Services, Inc.
James Saytanides, owner

Chairman Beer read the notice of hearing. J. Levandowski verified that the application was complete. J. Langdell made a motion to accept the application. S. Duncanson seconded and all in favor. S. Duncanson made a motion that this application did not pose potential regional impact. P. Amato seconded and all in favor. S. Wilson read the abutters list into the record.

J. Lefebvre presented plans dated 1/13/15 and explained the proposal to adjust the lot lines between 56/54 and 56/56 and also create one new 3.647 acre residential lot that meets all zoning requirements. There are no plans for future development on the property and this lot revision will also make back lot 56/56 a conforming lot with frontage, shown as parcel A.

Chairman Beer read correspondence dated 2/11/15 from abutters, Timothy and Noreen O'Connell in full support of the proposed application. He then opened the meeting for public comment; there being none, the public portion of the meeting was closed.

J. Lefebvre reviewed staff comments. Monumentation will be set, located and detailed on the plan and we will submit a letter for the file attesting that monumentation has been set. Existing and proposed lot areas are referenced in note #3 and detailed in the table. We received state subdivision approval yesterday and will add that number to the plan. We will add a note to the plan stating that lot 56-54-1 shall require Stormwater Management Permit approval prior to issuance of a building permit. This parcel will require a scenic road hearing. J. Langdell read comments dated 2/17/15 from Marti Noel, the Town Assessor.

J. Levandowski explained that private property owners are not subject to the scenic road process; it is for public utilities and town projects for work within the ROW. While this Board has held Scenic Road hearings in the past, it was brought to staff's attention about a year ago and the RSA interpretation has changed and is not intended to affect property owners.

P. Amato made a motion to grant conditional approval of the application, subject to staff recommendations 1, 3 and 4. J. Langdell seconded and all in favor.

Casey Living Trust, et.at – Crestwood Ln & Stable Rd – Map 49, Lots 2, 3-7 & 3-18: Public Hearing for a lot line adjustment involving three (3) existing lots; and a waiver request from Milford Development Regulations, Article V, Section 5.06, *Submittal Requirements*.

Chairman Beer read the notice of hearing and stated that the application was complete per staff review. S. Duncanson made a motion to accept the application. J. Langdell seconded and all in favor. P. Amato made a motion that this application did not pose potential regional impact. S. Duncanson seconded and all in favor. S. Wilson read the abutters list into the record. J. Levandowski distributed copies of the waiver request.

No abutters were present:

Chairman Beer recognized:
Dawn Tuomala, Monadnock Survey Inc
Christopher Casey, owner

D. Tuomala presented plans dated 1/19/15 and explained the proposal. Lots 49/3-7 and 3-18 were surveyed as part of the original Crown Hill subdivision. Lot 49/2 was surveyed last year and an overlap of bounds was found. This plan reflects an agreement between all owners to resolve the issue and clean up the titles.

S. Duncanson asked if the original monumentation for 49/3-7 and 49/3-18 were put in place. D. Tuomala responded yes, but one of the areas was disturbed and the location will be re-monumented.

P. Amato asked if the staff recommendation pertaining to stormwater applied to this lot line adjustment. C. Beer stated that it will be needed for a building permit and the note relates to that. J. Levandowski explained that there was no plan associated to the Planning Board action last year, which stemmed from a request for a recommendation to access the property in conjunction with ZBA and BOS approval.

Chairman Beer read the waiver request dated 1/19/15. D. Tuomala added that two of the lots have already been built on as part of a subdivision that has plans showing the wetlands and topography. P. Amato said this is an unreasonable request for a line adjustment; it's not a subdivision and this plan puts the line back to where it was.

Chairman Beer opened discussion to the public pertaining to the waiver request; there being none, the public portion of the meeting was closed.

J. Langdell made a motion to grant a waiver from Milford Development Regulations, Article V, Section 5.06, submittal requirements, as requested. S. Duncanson seconded and all in favor.

Chairman Beer opened discussion to the public pertaining to the lot line adjustment; there being none, the public portion of the meeting was closed.

Chairman Beer read correspondence dated 2/17/15 from Marti Noel, Town Assessor. J. Levandowski suggested that a note be added to the plan referencing the waiver granted tonight.

J. Langdell made a motion to grant conditional approval of the application, subject to staff recommendations and adding a note that references the waiver granted tonight. S. Duncanson seconded and all in favor.

Draft

OLD BUSINESS:

San-Ken Properties, LLC, et al – Mile Slip, Wolfer and Boynton Hill Roads – Map 45, Lots 3, 17, 18 and Map 40, Lot 104-4; Major subdivision involving multiple lot line adjustments for fifty-two (52) new residential lots, two (2) existing lots and two (2) open space lots.

Chairman Beer read correspondence from Chad Brannon on behalf of San Ken Homes dated 2/13/15 and a brief discussion on timeframes and the specific request for an extension followed.

J. Langdell made a motion to grant an additional sixty-five (65) day extension for the application. P. Amato seconded and all in favor. S. Duncanson made a motion to table the application to the March 17, 2015 meeting. P. Amato seconded and all in favor.

OTHER BUSINESS:

Red Oak Properties – Capron Rd; Conceptual discussion for a major site plan to construct a four (4) building apartment complex with associated site improvements.

Chairman Beer recognized:
Peter Julia, Keach-Nordstrom Associates, Inc.
Ron Dupont, Owner, Red Oak Apartment Homes
Joia Hughes, Development Manager, Red Oak Apartment Homes

P. Julia presented conceptual plans dated 1/20/15 for development of parcel 43/57. The 25.7 acre parcel is adjacent to Eastern Trails Apartments at the top of the hill on Capron Rd. There will be four primary structures; three 30-unit buildings and one 36-unit building with an interconnected, internal private road and dedicated parking. Primary access will be aligned with the post office. We are showing 1.5 spaces per unit, so we will be asking the Board to consider a waiver from the required 2 spaces. Building 4 will have 36 carports with a separate entrance. There will be two wetland crossings; the second one will provide connectivity to the existing apartments and act as a traffic calming device to encourage the use of this parcel's own dedicated entrance and discourage the co-mingling of the two developments. We've already met with Planning staff, the DPW director and Conservation. We will go through the development process, meeting with the Conservation Commission first for the wetland crossings, then the ZBA and finally back to the Planning Board. The surveying, wetland mapping and soil testing are complete and we're moving forward with onsite engineering.

P. Amato expressed concern with the parking lots also being the driveways and roads because there will be people walking and driving in the same areas. Could the applicant look at a different layout? Also there will be more traffic entering Nashua St from Capron Rd with 126 new units added to the 96 existing units for Eastern Trails. S. Duncanson added that parking along both sides of the road could present problems for snow removal.

S. Duncanson expressed concern with the wetland crossing going up the hill and inquired about the road grade.

S. Robinson referenced a note on the plan to supply affordable and luxury housing and inquired about the units. R. Dupont gave a history of his business, Red Oak Homes and explained the proposal. We will build 90 affordable or tax credit apartments with the help of New Hampshire Housing and 36 higher end luxury apartments at the top of the hill. It is extremely important to build multi-family housing for a mix of people and that has been proven throughout the country. I have great respect for all 396 residents in Milford and we are at 96.4% occupancy here. I pay more than half a million dollars in taxes to Milford. I purchased Eastern Trails and Milford Trails about three years ago and put $3M into the properties and radically changed the tenant/resident population. It will be a huge asset that these units will be built, owned and managed locally; that is so important. The luxury apartments will rent for about $1400-$1500 per month. S. Robinson noted that if you wish to attract luxury apartment dwellers, the entrance will have to be appealing and logical. R. Dupont referenced the landscaping improvements at the Milford Trails and Eastern Trails properties. If the affordable housing will be on the bottom, it will have to look attractive and the landscaping will be nice. The luxury units will be 1200 SF units with granite countertops, stainless steel appliances, central air, balconies and in-unit washer/dryers. The

configuration hasn't been finalized but there will be a few three-bedrooms, two-bedrooms and a variation of the one-bedroom apartment.

J. Langdell asked if there would be onsite amenities such as areas for community gardens, trails, congregation areas or a health room and referenced a prior proposal for this site. R. Dupont said it is a requirement to have a community room for the affordable units, but the residents' amenities haven't been formalized. Everybody will have access to the pool at Milford Trails and there is the possibility of adding a fitness room. I am thinking of not just these units but the entire 396 units that I also own. It's important to understand that the prior plan was going to be managed by a hired property management company and not everything that was proposed would have been built. The amenity space will become congruent as these units will have access to the playground and tennis courts at Eastern Trails. J. Langdell inquired about the possibility of sharing parking as well. R. Dupont said yes, there would be enough. J. Langdell asked about the price point of the affordable units as well as the income requirements. J. Hughes replied that the affordable units will be available to households earning 50-60% of the median area income level for the Nashua area, which is about $82,000. The affordable housing rents, published by HUD, would go for $723-$878 for a one-bedroom and $868-$1,054 for a two-bedroom unit and that includes heat and hot water. This is not a subsidized program, it is a rent controlled program so that people know they can afford it going in and staying there. R. Dupont said with having tax credit units, market rate units and luxury units, our residents can transition between the different types of apartments when their qualifications change. This type of housing scenario really works. J. Langdell clarified that the median income for the Nashua area is actually $93,800.

K. Bauer expressed concern with the number of cars exiting onto Nashua St. J. Langdell said a traffic study would be needed. K. Bauer then inquired about the breakdown of the unit types. R. Dupont said we will provide that information as we better understand the market conditions that are constantly changing, so there will need to be some flexibility. That is one of the most challenging answers to come up with, to figure out what is rentable and how to build the correct mix. P. Amato said that information would be important for the parking waiver request as well as providing real data of firsthand knowledge from other units owned. R. Dupont said there is plenty of land here to address the parking. P. Amato said this is a unique opportunity with plenty of space and we hope you use that wisely.

C. Beer inquired if the parking canopies were enclosed because sometimes garages become storage spaces. R. Dupont clarified that they will be carports.

J. Langdell asked what the buildings would look like. J. Hughes passed around a conceptual rendering but noted that the final architecture has not been decided yet. J. Langdell said there is an opportunity here to break up the expanse of looking at four huge buildings from Nashua St. She also inquired about the availability of the resident services coordinator. J. Hughes explained the duties of the coordinator and stated that this is a HUD standard. We've already had a meeting with Share and the welfare director to discuss this position. The hours have not been set but we will meet the requirements of the NH Housing Authority. There will be an office for this position and they will be accessible to the residents and provide aid for support services that are needed. This is our first tax credit property. J. Langdell said if building community is part of that role and also what you're trying to do here, is there a reason for the large green space between two parking lots instead of putting the buildings closer with parking on the other side. This can be a nice amenity area and discussion on the possible uses followed. J. Langdell said it behooves us, after coming off a year of discussing what makes good community and what makes good neighborhoods, to consider that what we are talking about tonight creates that. P. Amato said we are lucky to have an owner who values that and will listen to do the right thing for his business and his residents. S. Robinson added that the Town would also benefit. J. Hughes said we really did take that into consideration and we did our homework. We read the Master Plan and we reviewed the Share Needs Assessment that reflects the needs of your community; bigger family housing and more one bedroom units for an aging population or recent graduates. J. Langdell said they are looking for housing that is affordable for them and that's the piece we always miss. Are the rules you have in play going to accommodate those needs? She then referenced a recent development intended for teachers and first year police that when the rules came down from HUD, those people were making too much money to qualify. R. Dupont said it's a well-known fact in the state of New Hampshire that the police officers and teachers never moved in to tax credit housing. J. Langdell said our experience in Milford is that it's not local people who are changing locations in town, but the majority of people are moving in

from elsewhere. We have to look at the realities and consider the impacts, such as traffic. P. Amato said ten years ago we'd be bringing up the impact to schools, but conditions have changed. Discussion on a recent NHFA report ensued. J. Hughes added that data from the SAU office shows that there are twenty-eight (28) school aged children in all 396 units. S. Robinson noted that the three-bedroom units will rent quickly. J. Langdell referenced the younger population who don't want to own their own homes, are looking to live in quality complexes, work from home and have public transportation.

P. Julia said we have already begun the traffic study, but we would like to get the Board's input on what will be required for the environmental regulations, if there might be regional impact and what would be considered viable for phasing. The steepest grade, preliminarily, is 7.5% and most grades are 3-4%. This conceptual design maintains 62 % of this parcel undisturbed. Keeping the amount of parking low reduces the impervious cover and the footprint for drainage. The green space will be modestly graded so that could be open area. It is also part of the integral drainage system for the entire parcel. There are six individual stormwater areas; smaller areas instead of one huge pond. There is approximately 3.5 acres of impervious surface that we will be adding with 2.2 acres of pavement and 1 acre of buildings. If we increase the parking area or add a central road, we add to our challenge of storing, treating, and handling that stormwater. This plan is manageable and maintains the most undisturbed area, but like everything, it has tradeoffs.

Audrey Fraizer, Conservation Commission Chairperson, stated that the commission met with the applicants last week. The only comment we have at this time is for the steep area in back to have some type of conservation easement to create a trail complex. It would be an excellent opportunity to get all the residents out onto the trails. J. Hughes stated that there are a lot of unmaintained trails there already. R. Dupont said Woodland Heights and Laurel Hill were re-named when we purchased them to Milford Trails and Eastern Trails and my wife and I have walked the trails there. A. Fraizer referenced a study that stated having trails available to housing creates healthier people and a lower impact on welfare type needs.

Pipeline

J. Levandowski stated that there has been some confusion regarding the upcoming Kinder-Morgan informational meeting on 2/24/15 from 6-8pm and confirmed that it will be held in the tennis court area of Hampshire Hills, not at the dome.

The meeting was adjourned at 8:05PM.

MINUTES OF THE FEB 17, 2015 PLANNING BOARD PUBLIC HEARING APPROVED _____, 2015

Motion to approve: _____

Motion to second: _____

_____ Date: _____

Signature of the Chairperson/Vice-Chairman:

Draft

TOWN OF MILFORD, NH
OFFICE OF COMMUNITY DEVELOPMENT
PLANNING DEPARTMENT
1 UNION SQUARE, MILFORD, NH 03055 TEL: (603)249-0620 WEB: WWW.MILFORD.NH.GOV

STAFF MEMO

Date: **March 17, 2015**

To: **Town of Milford Planning Board**

From: **Jodie Levandowski, Town Planner**

Subject: **Michael R Ciardelli, et. al./Heatherland Properties LLC – Ciardelli Fuel Company, Inc.** - Ciardelli Crossing & Nashua St – Map 32, Lots 27 & 28: Public Hearing for a major site plan to construct a 1,792 SF office addition with associated site improvements.

ADDRESS:
5 Ciardelli Crossing (32-28) Milford, NH & 11 Ciardelli Crossing (32-27) Milford, NH

LOT AREA:
Existing
Lot 32-27: ±0.506 Acres (22,044 SF)
Lot 32-28: ±0.657 Acres (28,632 SF)

Proposed
Lot 32-28: ±1.163 Acres (50,676 SF)

ZONING DISTRICT:
The subject properties are within the Limited Commercial Business District (LCB): The intent of the Limited Commercial-Business District, as stated in the Milford Zoning Ordinance is to *"provide areas for those business activities which are compatible with surrounding residential neighborhoods. Office Buildings are an acceptable use in this district."*

The proposed addition and site improvements meet the intent of the LCB District and meet all area, frontage and setback requirements as stated in Section 5.07.

OVERLAY DISTRICT:
The subject properties lie within the Nashua and Elm Streets Overlay District. The purpose of this overlay district, as stated in the Milford Zoning Ordinance is to *"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 provisions of the Nashua and Elm Street Overlay District shall apply to the following activities:

A. Applications for site plan and subdivision review.
B. New building construction used for non-residential or multi-family purposes.
C. Additions or alterations to buildings used for non-residential or multi-family purposes which significantly increases or decreases the square footage of a building.
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.

The proposed development does not significantly increase the building square footage or significantly alter the visual appearance of the site or façade of the building. The new 1,792 square foot addition will match the existing look and façade of the front office building, which has been the recipient of the Planning Board's Annual Distinguished Site Award and has be applauded for architectural design.

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EXISTING USE:
The existing use on site is Commercial Office Building for Ciardelli Fuel Company, Inc.

PROPOSAL:
The applicant is before the Board for a proposed major site plan to construct a new 28' x 36' (1,792 SF) commercial building that will be connected to the existing office building for Ciardelli Fuel Company, Inc located off of Nashua Street and Ciardelli Crossing. The project will also include a connecting breezeway, 9 additional parking spaces, stormwater management design, landscaping improvements and various site improvements.

Prior to construction of the new facility, lot 32-27 is to be consolidated with the front parcel (lot 32-28) on which the existing office building sits. Parcel 32-27 contains a residential home that is to be removed and replaced with the new office building. Access to the new building will be from the existing curb cuts along the private access road known as Ciardelli Crossing. The total area of disturbance will be approximately 16,000 square feet.

There is no trash receptacle proposed for the site and all trash will be removed to an off-site dumpster located on lot 32-25. There is no outside storage area proposed on this site. No additional signage is being proposed other than traffic and ADA. The properties are accessed through a right-of way reserved to pass and repass over the private road extending west from the Boston & Maine Railroad and Nashua St intersection. This right-of-way currently serves the Ciardelli Fuel facility.

OPEN SPACE/LANDSCAPING:
As per Section 5.06.6 of the Zoning Ordinance, open space shall be provided for all non-residential uses in an amount equal to not less than thirty (30) percent of the total lot area. The site meets the minimum open space requirement of 30% with a combined total lot area of 50,676 square feet and 25,076 square feet of open space equals an approximate open space area of 49%, 19% more than what is required by the Development Regulations.

Per the Development Regulations, landscaping shall be provided along all building frontages at the minimum of (1) shrub for every five (5') feet of building frontage. The site has existing shrubs and bushes located in front of the existing house on lot 32-27 along with several mature trees along the western property boundary. The plan shows that the mature trees are to remain along the back property line and the shrubs along the building frontage are to be relocated to the new building front. The landscaping shown on Sheet 2 of 4 meet the requirements for site landscaping as stated within the Development Regulations.

DRAINAGE:
The site is relatively flat with a slight slope to the north where the drainage sheet flows across the lot line to a wetland under the power lines, and then feeds a brook flowing along the railroad tracks and then flows to the Souhegan River.

The detention swale is designed to insure that offsite peak flow will not increase and that treatment meets current NHDES standards. The swale is designed to have a two stage functionality. The first stage is low flow conditions, where the bottom of the pond functions as a treatment swale, treating the stormwater runoff from impervious surfaces according to current treatment standards. The second stage is for larger storm events where the function of the pond is to detain stormwater surges from the impervious areas.

PARKING:
Proposed parking on site meets and exceeds the minimum requirements set forth in Section 6.05.4 Table of off Street Parking which requires three (3) spaces per thousand (1,000) square feet of building area: 1,792 SF = 5 additional spaces required. The plan shows nine (9) new spaces being provided on site. The Town Development Regulations require 1 Handicap space for every 25 parking spaces. The plan shows one (1) handicap space which meets the Town's requirements.

Handicap spaces must be identified with appropriate pavement marking and a sign. For van accessible spaces signage shall indicate that they are van accessible. Signs shall be mounted such that they are not obscured by other parked vehicles.

WAIVERS:
No waivers are being requested at this time.

APPLICATION STATUS:
The application is complete and ready to be accepted.

NOTICES:

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Notices were sent to all property abutters on March 6, 2015

INTERDEPARTMENTAL REVIEWS:

***Fire Department*:** No comments at this time.

Zoning Administrator: No zoning related issues. Proposed office addition is allowed in LCB District. Setbacks and Open Space conform to District Regulations.

Environmental Coordinator: I've initially reviewed the stormwater plan and believe it will meet our requirements. My concern is regarding the alteration of drainage onto the abutting property. The project engineer has indicated that the owner has an agreement with the abutter and this can be provided in writing. I've requested that the abutter provide such a letter for the record.

Building: An accessible route w/correct size ramp should be shown on the plans. Number of accessible parking spaces should be based on occupant load. The correct address numbers (see E911 comments) should also be posted before CO is issued.

Code Enforcement/ Health: No comments.

Ambulance Department: No Comments

E911: The plans note the address in the title block as 467 Nashua St. (M32 L24) however they also note M32 L27 (11 Ciardelli Crossing) and M32 L28 (5 Ciardelli Crossing) in the notes. The Ciardelli website lists the address as 467 Nashua St, but I believe it's supposed to be 5 Ciardelli Crossing. I can't find the E911 paperwork on it yet, but it would be in line with how Bill McKinney assigned addresses (location of front door, approx. 100' from intersection). This should be something we should straighten out as soon as possible so the paperwork can reflect the correct address. With the lot merger 11 Ciardelli Crossing would be eliminated.

No response was received as of March 12, 2015 from Water Utilities, Police or Assessing. The Conservation Commission and Heritage Commission's regular meetings were held after staff memos were distributed, if any comments come in, Staff will let the Board know at the meeting.

STAFF RECCOMENDATIONS:

Staff has no significant issues with the plan as presented. As stated in the Environmental Coordinators comments, the altered drainage now flows onto the abutting property (32-26-1). It is requested that the abutter provide a signed letter of agreement for the record. Also, as noted in the E911 comments, there are some issues regarding lot addressing. The plan states 467 Nashua Street; however according to town property cards, the existing Ciardelli Fuel building address is 5 Ciardelli Crossing. 467 Nashua Street is the abutting property to the south which houses Rodney C. Woodman Florist. The applicant will need to revise the plan to reflect the correct address of 5 Ciardelli Crossing or resolve the issue with E911 and assessing. Lastly, the Building Inspector has noted in their interdepartmental comments that the handicap accessible route being shown on the plan does not meet ADA requirements and will need to be extended.

It is the recommendation of staff that the Planning Board grant major site plan approval, subject to the following administrative conditions:

1. Map Key missing from sheets 1, 2 and 3;
2. Signed letter be submitted from the abutting property owner (32-26-1) stating approval of the drainage design;
3. Add language to note #13 stating "All water and Sewer work shall be constructed in accordance with the Town of Milford's Water Utilities Department Standards."
4. A note be added to the plan detailing Flood Hazard information in conformance with the requirements of 6.014 SPECIAL FLOOD HAZARD AREAS.
5. A note be added to the plan stating that the new addition shall be subject to Police Impact Fees which are to be determined at the time of Building Permit Application;
6. Site plan and stormwater plan needs construction entrance/exit detail (project size allows for use of 50' residential detail);
7. A note be added to the plan stating the subject property lies within the Nashua and Elm Streets Overlay District and is subject to the requirements and restrictions set forth in Section 6.05.0 of the Milford Zoning Ordinance;
8. Add language to note #24 stating that "All exterior lighting shall be downcast Per the Milford Development Regulations";
9. The applicant work with the Building Department to assure the handicap ramp is altered to meet ADA requirements;
10. Revise the plans to show correct address numbers.

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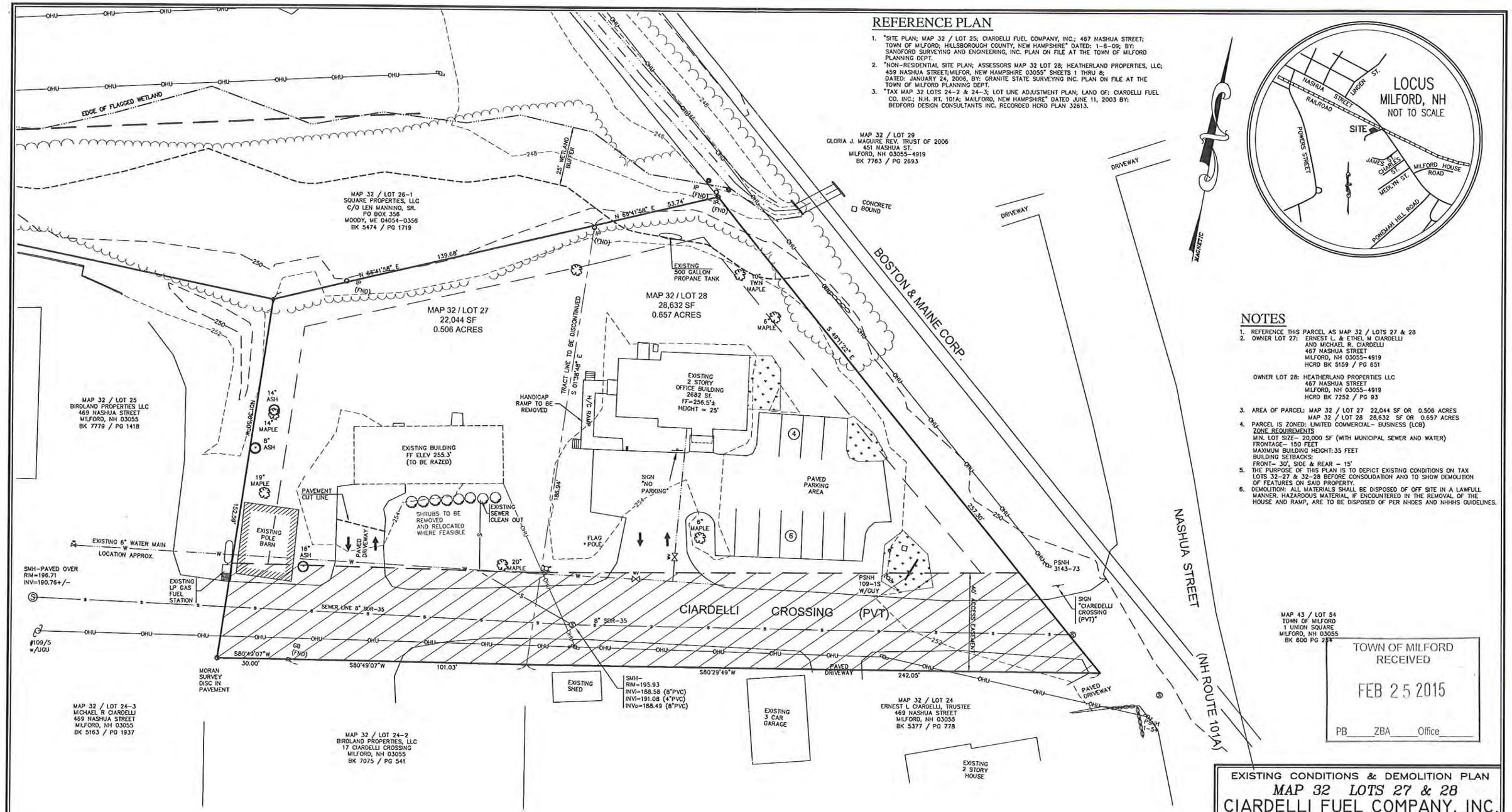


REFERENCE PLAN

1. "SITE PLAN; MAP 32 / LOT 25; CIARDELLI FUEL COMPANY, INC.; 467 NASHUA STREET; TOWN OF MILFORD; HILLSBOROUGH COUNTY, NEW HAMPSHIRE" DATED: 1-6-09; BY: SANDFORD SURVEYING AND ENGINEERING, INC. PLAN ON FILE AT THE TOWN OF MILFORD PLANNING DEPT.
2. "NON-RESIDENTIAL SITE PLAN; ASSESSORS MAP 32 LOT 28; HEATHERLAND PROPERTIES, LLC; 459 NASHUA STREET;MILFOR, NEW HAMPSHIRE 03055" SHEETS 1 THRU 8; DATED: JANUARY 24, 2006, BY: GRANITE STATE SURVEYING INC. PLAN ON FILE AT THE TOWN OF MILFORD PLANNING DEPT.
3. "TAX MAP 32 LOTS 24-2 & 24-3; LOT LINE ADJUSTMENT PLAN; LAND OF: CIARDELLI FUEL CO. INC.; N.H. RT. 101A; MAILFORD, NEW HAMPSHIRE" DATED JUNE 11, 2003 BY: BEDFORD DESIGN CONSULTANTS INC. RECORDED HCRD PLAN 32613.

NOTES

1. REFERENCE THIS PARCEL AS MAP 32 / LOTS 27 & 28
2. OWNER LOT 27: ERNEST L. & ETHEL M CIARDELLI
   AND MICHAEL R. CIARDELLI
   467 NASHUA STREET
   MILFORD, NH 03055-4919
   HCRD BK 5159 / PG 651

   OWNER LOT 28: HEATHERLAND PROPERTIES LLC
   467 NASHUA STREET
   MILFORD, NH 03055-4919
   HCRD BK 7252 / PG 93
3. AREA OF PARCEL: MAP 32 / LOT 27 22,044 SF OR 0.506 ACRES
   MAP 32 / LOT 28 28,632 SF OR 0.657 ACRES
4. PARCEL IS ZONED: LIMITED COMMERCIAL- BUSINESS (LCB)
   ZONE REQUIREMENTS
   MIN. LOT SIZE- 20,000 SF (WITH MUNICIPAL SEWER AND WATER)
   FRONTAGE- 150 FEET
   MAXIMUM BUILDING HEIGHT: 35 FEET
   BUILDING SETBACKS:
   FRONT- 30', SIDE & REAR - 15'
5. THE PURPOSE OF THIS PLAN IS TO DEPICT EXISTING CONDITIONS ON TAX LOTS 32-27 & 32-28 BEFORE CONSOLIDATION AND TO SHOW DEMOLITION OF FEATURES ON SAID PROPERTY.
6. DEMOLITION: ALL MATERIALS SHALL BE DISPOSED OF OFF SITE IN A LAWFULL MANNER. HAZARDOUS MATERIAL, IF ENCOUNTERED IN THE REMOVAL OF THE HOUSE AND RAMP, ARE TO BE DISPOSED OF PER NHDES AND NHHHS GUIDELINES.

TOWN OF MILFORD
RECEIVED
FEB 25 2015
PB____ZBA____Office____

SHEET INDEX

1. EXISTING CONDITIONS & DEMOLITION PLAN
2. SITE AND LANDSCAPE PLAN
3. STORMWATER MANAGEMENT PLAN
4. DETAIL PLAN

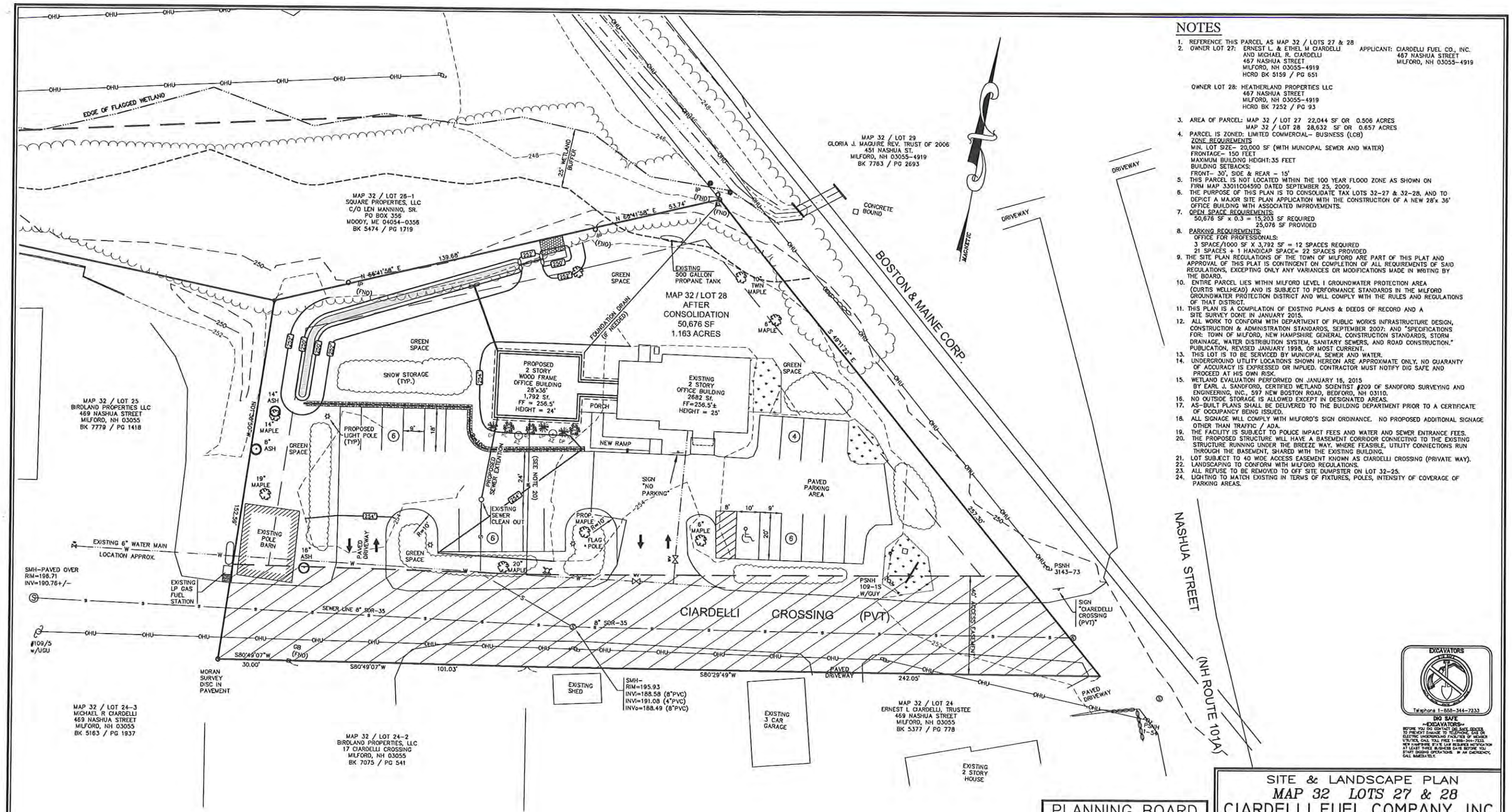
REVISIONS

NO.	DATE	DESCRIPTION	BY

EXISTING CONDITIONS & DEMOLITION PLAN
MAP 32 LOTS 27 & 28
CIARDELLI FUEL COMPANY, INC.
467 NASHUA STREET
TOWN OF MILFORD
HILLSBOROUGH COUNTY, NEW HAMPSHIRE

SANDFORD
SURVEYING AND ENGINEERING
TEL (603) 472-2265 FAX (603) 472-6604
597 NEW BOSTON ROAD, BEDFORD, NH 03110
BOUNDARY SURVEYS ~ SUBDIVISIONS ~ SITE PLANS ~ STRUCTURAL ~ SEPTIC DESIGNS

PROJ. MAN.: EJS	CADD: PMS	PROJ: CIA01M14113
CONTACT: M. CIARDELLI	CHK BY: EJS	DWG#: CIA01M14113
SCALE: 1" = 20'	DATE: 2/24/15	SHEET 1 OF 4



NOTES

1. REFERENCE THIS PARCEL AS MAP 32 / LOTS 27 & 28
2. OWNER LOT 27: ERNEST L. & ETHEL M CIARDELLI AND MICHAEL R. CIARDELLI
   467 NASHUA STREET
   MILFORD, NH 03055-4919
   HCRD BK 5159 / PG 651

   OWNER LOT 28: HEATHERLAND PROPERTIES LLC
   467 NASHUA STREET
   MILFORD, NH 03055-4919
   HCRD BK 7252 / PG 93

   APPLICANT: CIARDELLI FUEL CO., INC.
   467 NASHUA STREET
   MILFORD, NH 03055-4919
3. AREA OF PARCEL: MAP 32 / LOT 27 22,044 SF OR 0.506 ACRES
   MAP 32 / LOT 28 28,632 SF OR 0.657 ACRES
4. PARCEL IS ZONED: LIMITED COMMERCIAL- BUSINESS (LCB)
   ZONE REQUIREMENTS
   MIN. LOT SIZE- 20,000 SF (WITH MUNICIPAL SEWER AND WATER)
   FRONTAGE- 150 FEET
   MAXIMUM BUILDING HEIGHT: 35 FEET
   BUILDING SETBACKS:
   FRONT- 30', SIDE & REAR - 15'
5. THIS PARCEL IS NOT LOCATED WITHIN THE 100 YEAR FLOOD ZONE AS SHOWN ON FIRM MAP 33011C0459D DATED SEPTEMBER 25, 2009.
6. THE PURPOSE OF THIS PLAN IS TO CONSOLIDATE TAX LOTS 32-27 & 32-28, AND TO DEPICT A MAJOR SITE PLAN APPLICATION WITH THE CONSTRUCTION OF A NEW 28'x 36' OFFICE BUILDING WITH ASSOCIATED IMPROVEMENTS.
7. OPEN SPACE REQUIREMENTS:
   50,676 SF x 0.3 = 15,203 SF REQUIRED
   25,076 SF PROVIDED
8. PARKING REQUIREMENTS:
   OFFICE FOR PROFESSIONALS:
   3 SPACE/1000 SF X 3,792 SF = 12 SPACES REQUIRED
   21 SPACES + 1 HANDICAP SPACE= 22 SPACES PROVIDED
9. THE SITE PLAN REGULATIONS OF THE TOWN OF MILFORD ARE PART OF THIS PLAT AND APPROVAL OF THIS PLAT IS CONTINGENT ON COMPLETION OF ALL REQUIREMENTS OF SAID REGULATIONS, EXCEPTING ONLY ANY VARIANCES OR MODIFICATIONS MADE IN WRITING BY THE BOARD.
10. ENTIRE PARCEL LIES WITHIN MILFORD LEVEL I GROUNDWATER PROTECTION AREA (CURTIS WELLHEAD) AND IS SUBJECT TO PERFORMANCE STANDARDS IN THE MILFORD GROUNDWATER PROTECTION DISTRICT AND WILL COMPLY WITH THE RULES AND REGULATIONS OF THAT DISTRICT.
11. THIS PLAN IS A COMPILATION OF EXISTING PLANS & DEEDS OF RECORD AND A SITE SURVEY DONE IN JANUARY 2015.
12. ALL WORK TO CONFORM WITH DEPARTMENT OF PUBLIC WORKS INFRASTRUCTURE DESIGN, CONSTRUCTION & ADMINISTRATION STANDARDS, SEPTEMBER 2007; AND "SPECIFICATIONS FOR: TOWN OF MILFORD, NEW HAMPSHIRE GENERAL CONSTRUCTION STANDARDS, STORM DRAINAGE, WATER DISTRIBUTION SYSTEM, SANITARY SEWERS, AND ROAD CONSTRUCTION." PUBLICATION, REVISED JANUARY 1998, OR MOST CURRENT.
13. THIS LOT IS TO BE SERVICED BY MUNICIPAL SEWER AND WATER.
14. UNDERGROUND UTILITY LOCATIONS SHOWN HEREON ARE APPROXIMATE ONLY, NO GUARANTY OF ACCURACY IS EXPRESSED OR IMPLIED. CONTRACTOR MUST NOTIFY DIG SAFE AND PROCEED AT HIS OWN RISK.
15. WETLAND EVALUATION PERFORMED ON JANUARY 16, 2015 BY EARL J. SANDFORD, CERTIFIED WETLAND SCIENTIST #209 OF SANDFORD SURVEYING AND ENGINEERING, INC., 597 NEW BOSTON ROAD, BEDFORD, NH 03110.
16. NO OUTSIDE STORAGE IS ALLOWED EXCEPT IN DESIGNATED AREAS.
17. AS-BUILT PLANS SHALL BE DELIVERED TO THE BUILDING DEPARTMENT PRIOR TO A CERTIFICATE OF OCCUPANCY BEING ISSUED.
18. ALL SIGNAGE WILL COMPLY WITH MILFORD'S SIGN ORDINANCE. NO PROPOSED ADDITIONAL SIGNAGE OTHER THAN TRAFFIC / ADA.
19. THE FACILITY IS SUBJECT TO POLICE IMPACT FEES AND WATER AND SEWER ENTRANCE FEES.
20. THE PROPOSED STRUCTURE WILL HAVE A BASEMENT CORRIDOR CONNECTING TO THE EXISTING STRUCTURE RUNNING UNDER THE BREEZE WAY. WHERE FEASIBLE, UTILITY CONNECTIONS RUN THROUGH THE BASEMENT, SHARED WITH THE EXISTING BUILDING.
21. LOT SUBJECT TO 40 WIDE ACCESS EASEMENT KNOWN AS CIARDELLI CROSSING (PRIVATE WAY).
22. LANDSCAPING TO CONFORM WITH MILFORD REGULATIONS.
23. ALL REFUSE TO BE REMOVED TO OFF SITE DUMPSTER ON LOT 32-25.
24. LIGHTING TO MATCH EXISTING IN TERMS OF FIXTURES, POLES, INTENSITY OF COVERAGE OF PARKING AREAS.

EXCAVATORS
Telephone 1-888-344-7233
DIG SAFE
~EXCAVATORS~
BEFORE YOU DIG CONTACT DIG SAFE SERVICE TO PREVENT DAMAGE TO TELEPHONE, GAS OR ELECTRIC UNDERGROUND FACILITIES OF MEMBER UTILITIES. CALL TOLL FREE 1-888-344-7233. NH LAW (RSA 374:51) AND REGULATIONS REQUIRES NOTIFICATION TWO (2) WORKING DAYS BEFORE YOU START DIGGING OPERATIONS. IN AN EMERGENCY, CALL IMMEDIATELY.

REVISIONS

NO.	DATE	DESCRIPTION	BY

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

OWNERS APPROVAL

I, THE UNDERSIGNED, HAVE REVIEWED THIS PLAN AND DO HEREBY AGREE THAT THIS PLAN REPRESENTS OUR LAND AS WE KNOW IT, AND THAT ALL PROPOSED IMPROVEMENTS SHOWN HEREON MEET MY APPROVAL.

OWNER _____ DATE _____

PLANNING BOARD
TOWN OF MILFORD, NEW HAMPSHIRE

SUBDIVISION PLAN REVIEW: # _____

APPROVED: DATE: _____

SIGNED _____ CHAIRMAN DATE

SIGNED _____ MEMBER DATE

SIGNED _____ MEMBER DATE

SIGNED _____ MEMBER DATE

SIGNED _____ MEMBER DATE

SIGNED _____ MEMBER DATE

SITE & LANDSCAPE PLAN
MAP 32 LOTS 27 & 28
CIARDELLI FUEL COMPANY, INC.
467 NASHUA STREET
TOWN OF MILFORD
HILLSBOROUGH COUNTY, NEW HAMPSHIRE

SANDFORD
SURVEYING AND ENGINEERING
TEL (603) 472-2265 FAX (603) 472-6604
597 NEW BOSTON ROAD, BEDFORD, NH 03110
BOUNDARY SURVEYS ~ SUBDIVISIONS ~ SITE PLANS ~ STRUCTURAL ~ SEPTIC DESIGNS

PROJ. MAN.: EJS	CADD: PMS	PROJ: CIA01M14113
CONTACT: M. CIARDELLI	CHK BY: EJS	DWG#: CIA01M14113
SCALE: 1" = 20'	DATE: 2/24/15	SHEET 2 OF 4

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EROSION CONTROL NOTES

1. ALL EROSION CONTROL PROCEDURES SHALL CONFORM TO "STORMWATER MANAGEMENT AND EROSION AND SEDIMENT CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE "(BMP) AND "EROSION AND SEDIMENT CONTROL DESIGN HANDBOOK" PREPARED BY THE USDA SOIL CONSERVATION SERVICE.
2. THE SMALLEST PRACTICAL AREA OF LAND SHOULD BE EXPOSED AT ANY ONE TIME DURING ALL PHASES OF DEVELOPMENT. THE EXPOSURE SHOULD BE KEPT TO THE SHORTEST PRACTICAL PERIOD OF TIME AND SHALL BE PERMANENTLY STABILIZED IMMEDIATELY FOLLOWING FINISHED GRADING.
3. AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURED: (A) BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED, (B) A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED, (C) A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIP RAP HAS BEEN INSTALLED, OR (D) EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.
4. LAND SHALL NOT BE LEFT EXPOSED DURING WINTER MONTHS. SEE WINTER CONSTRUCTION NOTES.
5. ALL EROSION AND SILTATION CONTROL FACILITIES SHALL BE CONSTRUCTED PRIOR TO THE INITIATION OF EARTHWORK AND UTILITIES CONSTRUCTION. ALL SWALES, LEVEL SPREADERS, AND DETENTION FACILITIES SHALL BE STABILIZED PRIOR TO RECEIVING ANY STORM WATER.
6. PROVIDE EROSION CONTROL MATTING OR MULCH ON SLOPES STEEPER THAN 3:1. PROVIDE CHOPPED HAY MULCH ON LOAMED AND SEEDED AREAS. SEE EROSION BLANKET SCHEDULE.
7. ALL STRUCTURAL CONTROLS INCLUDING SILT FENCE AND INLET/OUTLET PROTECTIONS SHALL BE INSTALLED WHERE SHOWN PRIOR TO ANY ON-SITE GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL. IT SHOULD BE MAINTAINED DURING AND AFTER DEVELOPMENT TO REMOVE SEDIMENT FROM RUNOFF WATER AND FROM LAND UNDERGOING DEVELOPMENT. WHERE POSSIBLE NATURAL DRAINAGE WAYS SHOULD BE UTILIZED AND LEFT OPEN TO REMOVE EXCESS SURFACE WATER.
8. TOPSOIL REQUIRED FOR THE ESTABLISHMENT OF VEGETATION SHALL BE STOCKPILED IN AMOUNTS NECESSARY TO COMPLETE FINISHED GRADING OF ALL EXPOSED AREAS.
9. AREAS TO BE FILLED SHALL BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL TO REMOVE TREES, VEGETATION, ROOTS, OR OTHER OBJECTIONABLE MATERIAL.
10. ALL FILLS SHALL BE COMPACTED AS REQUIRED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE, OR OTHER RELATED PROBLEMS. FILL INTENDED TO SUPPORT UTILITIES, STRUCTURES, AND PIPING, ETC., SHALL BE COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY AT OPTIMUM MOISTURE ACCORDING TO ASTM 1557 D.
11. ALL FILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT TO EXCEED 8 INCHES IN THICKNESS.
12. FILL MATERIAL SHALL BE FREE OF BRUSH, RUBBISH, ROCKS, LOGS, STUMPS, BUILDING DEBRIS, AND OTHER OBJECTIONABLE MATERIALS THAT WOULD INTERFERE WITH OR PREVENT CONSTRUCTION OF SATISFACTORY FILLS. FROZEN MATERIAL OF SOFT, MUCKY, OR HIGHLY COMPRESSIBLE MATERIALS SHALL NOT BE INCORPORATED INTO FILLS.
13. ALL BENCHES SHALL BE KEPT FREE OF SEDIMENT DURING ALL PHASES OF DEVELOPMENT.
14. SEEPS OR SPRINGS ENCOUNTERED DURING CONSTRUCTION SHALL BE HANDLED IN ACCORDANCE WITH THE STANDARD AND SPECIFICATIONS FOR SUBSURFACE DRAIN OR OTHER APPROVED METHODS.
15. BALED HAY AND MULCH SHALL BE MOWINGS OF ACCEPTABLE HERBACEOUS GROWTH FREE FROM NOXIOUS WEEDS OR WOODY STEMS, AND SHALL BE DRY. NO SALT HAY SHALL BE USED.
16. ANY PORTION OF THE SITE ON WHICH CONSTRUCTION ACTIVITY IS TEMPORARILY OR PERMANENTLY SUSPENDED MUST BE STABILIZED WITHIN 14 DAYS.
17. MAJOR HAUL ROUTES AND AREAS OF SOIL DISTURBANCE SHALL BE WATERED AS NECESSARY TO MINIMIZE DUST NUISANCE. WHERE PRACTICAL, THEY SHOULD BE STABILIZED (COMPACTED, RIPRAP, ETC.) TO REDUCE OFF-SITE TRANSPORT OF SOIL AND OTHER MATERIAL. IF SEDIMENT SHOULD ACCUMULATE ON SURROUNDING PAVEMENT, REGULAR SWEEPING SHALL BE CONDUCTED.
18. CONCRETE TRUCKS SHALL NOT WASH OUT OR DISCHARGE SURPLUS CONCRETE OR DRUM WASH WATER ON-SITE. THESE ACTIVITIES MUST BE PERFORMED AT AN APPROVED LOCATION IN ACCORDANCE WITH LOCAL & STATE REGULATIONS.

SEEDING SPECIFICATIONS

(1) ALL TEMPORARY AND PERMANENT SEEDING SHALL BE DONE IN ACCORDANCE WITH "STORMWATER MANAGEMENT AND EROSION AND SEDIMENT CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE", AUGUST 1992, BY THE USDA SCS. (SECTION 7-243 AND 7-247).
(2) ALL DISTURBED AREAS TO BE SEEDED SHALL BE TREATED AS FOLLOWS:
- WATER TO BE DIVERTED FROM SITE TO PREVENT KILLING PLANTS
- ALL TRASH, AND STONES LARGER THAN 4", TO BE REMOVED.
- WHERE FEASIBLE, TILL SOIL TO 4" DEPTH
- A MINIMUM OF 4" TOPSOIL SHALL BE PLACED ON ALL DISTURBED AREAS
- 10-20-20 FERTILIZER SHALL BE PLACED AT A RATE OF 500 LBS PER ACRE
- THE FOLLOWING SEED MIXTURE SHALL BE SPREAD EVENLY OVER THE TOPSOIL AT THE RATES SHOWN (FOR LONG TERM COVER)

MIXTURE	LBS/ACRE	LBS/1,000 SQ.FT.
TALL FESCUE	20	0.45
CREEPING RED FESCUE	30	0.75
TOTAL	50	1.20

- THE FOLLOWING SEEDING SHALL BE SPREAD EVENLY OVER THE TOPSOIL AT THE RATES SHOWN (FOR TEMPORARY PROTECTION DURING THE SPRING)

MIXTURE	LBS/ACRE	LBS/1,000 SQ.FT.
OATS	80	2

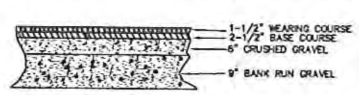
- HAY, STRAW OR OTHER MULCH SHALL BE APPLIED IMMEDIATELY AFTER SEEDING IN ACCORDANCE WITH THE ABOVE REFERENCED MANUAL.
- ALL SEEDING SHALL BE COMPLETED BEFORE JUNE 1ST IN THE SPRING OR BETWEEN AUGUST 15TH AND EARLY OCTOBER IN THE FALL. SEEDING MAY EXTEND INTO JUNE AND JULY IF CONSIDERATIONS ARE MADE FOR WATERING.

WINTER CONSTRUCTION NOTES

(1) ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATED GROWTH BY OCTOBER 15th, OR WHICH ARE DISTURBED AFTER OCTOBER 15th, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS.
(2) ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATED GROWTH BY OCTOBER 15th, OR WHICH ARE DISTURBED AFTER OCTOBER 15th, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS.
(3) AFTER NOVEMBER 15th, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF GRAVEL PER NHDOT ITEM 304.3.

CONSTRUCTION SEQUENCE

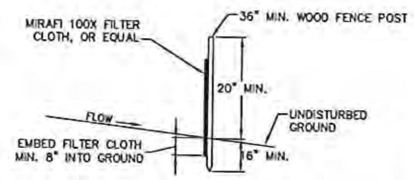
(1) PRIOR TO ANY OTHER SITE WORK. STONE CHECK DAMS AND SILTATION FENCING ARE TO BE CONSTRUCTED AS SHOWN, AND ARE TO BE MAINTAINED THROUGHOUT CONSTRUCTION UNTIL THE AREA IS COMPLETELY STABILIZED.
(2) WITH ADEQUATE SILT FENCING AND EROSION CONTROL, EXCAVATION AND CONSTRUCTION OF THE BUILDING FOUNDATION ONLY MAY PROCEED PRIOR TO ROUGH GRADING OF THE ENTIRE SITE.
(3) THE PERMANENT STORM WATER TREATMENT SYSTEMS INCLUDING LEVEL SPREADERS, TREATMENT SWALES AND DETENTION BASINS ARE TO BE CONSTRUCTED AND STABILIZED PRIOR TO ROUGH GRADING OF THE SITE.
(4) ALL EARTH STOCKPILES ARE TO BE STABILIZED WITH HAY MULCH AND SEEDED WITH RYE GRASS. SILTATION FENCING TO BE PLACED AROUND THE BASE OF ALL STOCKPILES WHEREVER PRACTICAL.
(5) GRADING OPERATIONS FOR AREAS TO BE PAVED OR OTHERWISE DISTURBED WILL THEN BE COMPLETED AND UNDERGROUND UTILITIES INSTALLED. ALL EROSION CONTROL MEASURES ARE TO BE MAINTAINED DURING CONSTRUCTION UNTIL ALL AREAS ARE STABILIZED.
(6) ALL EROSION CONTROL MEASURES SHALL BE INSPECTED WEEKLY OR AFTER EVERY RAINFALL OF 0.5" OR MORE.
(7) DURING CONSTRUCTION, CULVERTS AND HEADWALLS SHALL BE SET TO GRADE WITH SEDIMENTATION BASINS FORMED AT THE INLET, SUCH THAT STORM WATER RUNOFF CONTAINING ACCUMULATED SILT, OR OTHER ERODED MATERIAL FROM THE CONSTRUCTION SITE WILL NOT ENTER THE STRUCTURE AND SHORT CIRCUIT THE TEMPORARY EROSION CONTROL SYSTEMS.
(8) AFTER CONSTRUCTION IS COMPLETED AND VEGETATION IS ESTABLISHED IN THE DISTURBED AREAS, THE AREAS IN AND AROUND THE TEMPORARY EROSION CONTROL SYSTEM SHALL BE CLEANED UP, CARE BEING TAKEN NOT TO ALLOW THE ACCUMULATION SILT TO RUN INTO THE WETLANDS AND/OR PROTECTED AREAS. THEN THE TEMPORARY CONTROL SYSTEMS SHALL BE REMOVED AND THE AREA RETURNED AS NEAR AS POSSIBLE TO ITS NATURAL STATE.

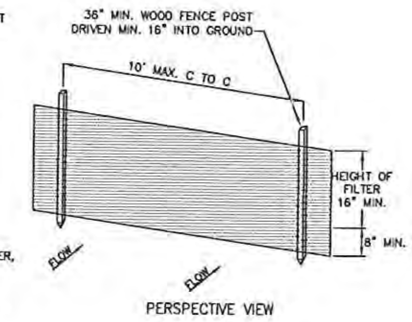


TYPICAL PAVEMENT SECTION
DRIVE & CAR PARKING AREAS

REVISIONS

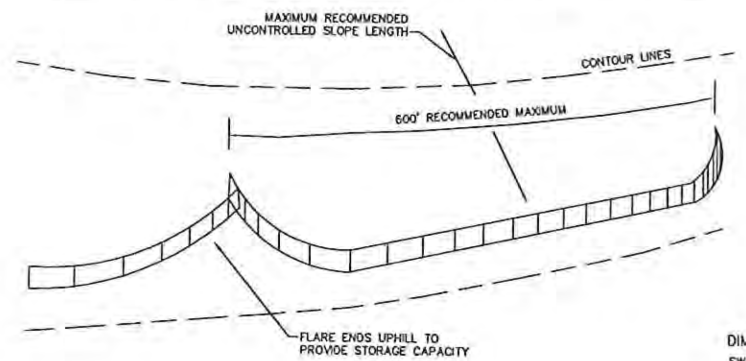
NO.	DATE	DESCRIPTION	BY





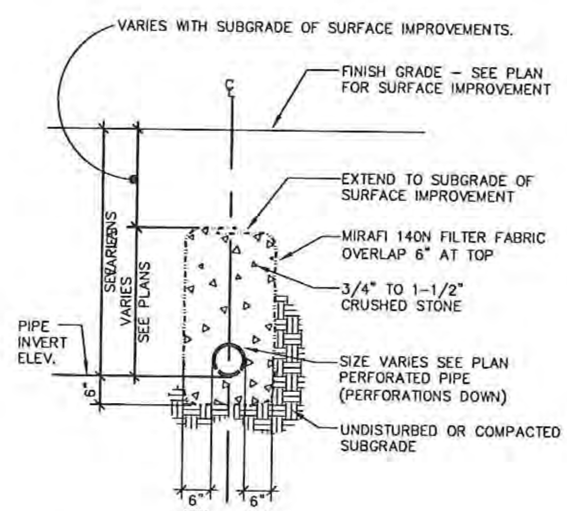
CONSTRUCTION NOTES

1. FILTER FABRIC TO BE SECURELY FASTENED TO WOODED FENCE POSTS WITH WIRE TIES OR STAPLES.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED BY 6 INCHES, FOLDED AND STAPLED.
3. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN BUILT UP TO HALF THE HEIGHT OF THE SILT FENCE.



SILT FENCE DETAIL

NOT TO SCALE



INTERCEPTOR DRAIN

SCALE: 1/2" = 1'-0"

PLANTING SCHEDULE FOR NEW BUILDING

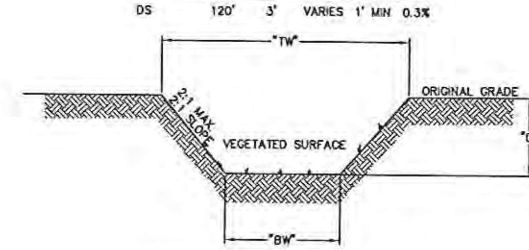
NEW LANDSCAPING SYMBOL	DESCRIPTION	COUNT	SIZE CONDITION
RC	[illegible]	3	2.5' - 3' HEIGHT B+B
DP	[illegible]	3	20" - 24" HEIGHT B+B
AZ	[illegible]	2	36" HEIGHT B+B
FA	[illegible]	1	[illegible] B+B

LANDSCAPING NOTES:

1. PLANTINGS SHALL CONFORM TO THE TOWN OF MILFORD SITE PLAN REGULATIONS.
2. PLANTINGS SHOWN HEREON ARE SUBJECT TO REVISIONS UPON MUTUAL CONSENT BETWEEN THE TOWN OF MILFORD CODE ENFORCEMENT OFFICER AND THE DEVELOPER
3. PLANTINGS ALONG THE BUILDING ARE TO BE INSTALLED IN SUCH A WAY AS TO ACCENT THE BUILDING WITH BOTH DECIDUOUS TREES AND EVERGREENS, AND TO SCREEN AND BEAUTIFY THE PREMISES RELATIVE TO ADJACENT PARCELS. PLANTINGS ARE TO COMPLIMENT EXISTING PLANTINGS ON ABUTTING PARCELS.
4. ALL REGRADED SURFACES SHALL HAVE A MINIMUM OF FOUR (4") INCHES OF LOAM EVENLY DISTRIBUTED TO ALL DISTURBED AREA OF THE DEVELOPMENT AND SHALL BE STABILIZED BY SEEDING OR PLANTING.
5. DECIDUOUS TREES SHALL HAVE AT LEAST A TWO (2") INCH CALIPER AT PLANTING. SIZE OF EVERGREENS AND SHRUBS SHALL BE A MIN. OF 5 GAL. IN SIZE, OR OF COMPARABLE SIZE. ALL TREES, SHRUBS, AND GROUND COVER SHALL BE PLANTED ACCORDING TO ACCEPTED HORTICULTURAL STANDARDS. DEAD AND DYING PLANTS SHALL BE REPLACED BY THE DEVELOPER DURING THE FOLLOWING PLANTING SEASON.
6. THE PLANT SPECIES SELECTED SHOULD BE HARDY FOR THE PARTICULAR AREA IN WHICH IT IS PLANTED.
7. THE OWNER AND THEIR AGENT SHALL BE RESPONSIBLE FOR PROVIDING, PROTECTING, AND MAINTAINING ALL LANDSCAPING IN HEALTHY AND GROWING CONDITION, REPLACING IT WHEN NECESSARY TO INSURE CONTINUOUS CONFORMANCE WITH THESE GUIDELINES. IN ADDITION, THOSE AREAS SHALL BE KEPT FREE OF ALL DEBRIS, RUBBISH, WEEDS, AND TALL GRASS.
8. GREEN AREA PERCENTAGES PROPOSED ARE GREATER THAN 9.5% FOR PARKING AREA.

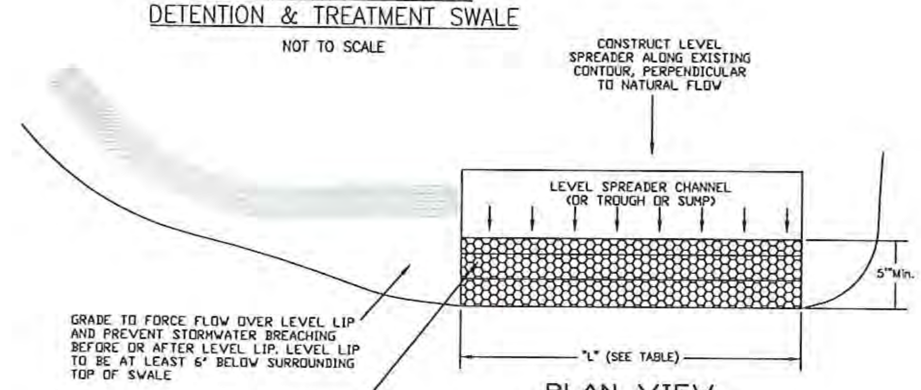
DIMENSIONAL DATA

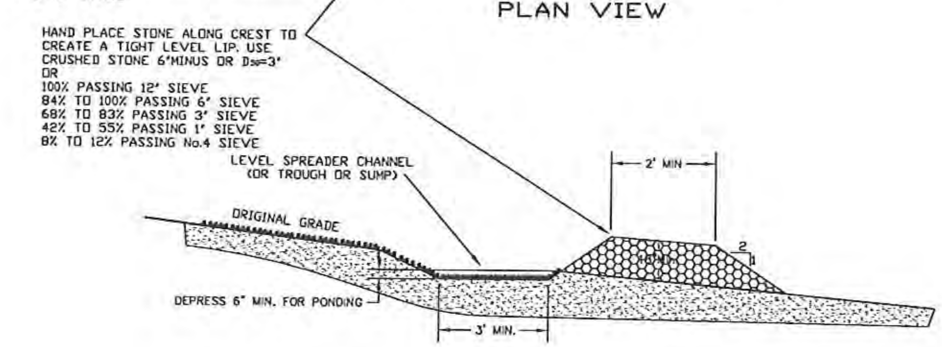
SWALE	LENGTH	BW	TW	D	SLOPE
DS	120'	3'	VARIES	1' MIN	0.3%



TYPICAL CROSS SECTION
DETENTION & TREATMENT SWALE

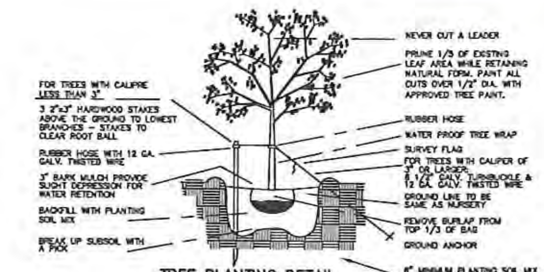
NOT TO SCALE



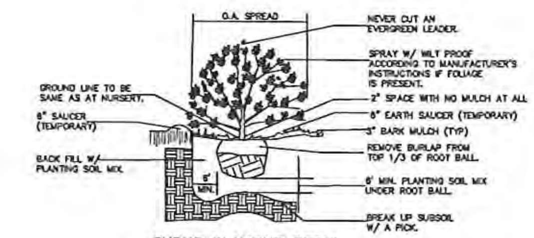


STONE LEVEL SPREADER DETAIL

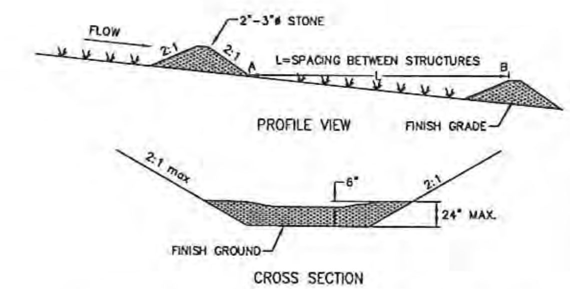
NOT TO SCALE



TREE PLANTING DETAIL



SHRUB PLANTING DETAIL



TEMPORARY OR PERMANENT ROCK OR STONE CHECK DAM DETAIL

NOT TO SCALE

1. THE CONTRIBUTING DRAINAGE AREA TO THE CHANNEL OR SWALE BEING PROTECTED SHOULD NOT EXCEED 1 ACRE.
2. THE MAXIMUM HEIGHT OF THE STRUCTURE SHOULD BE 2 FEET.
3. THE CENTER OF THE STRUCTURE SHOULD BE 6 INCHES LOWER THAN THE OUTER EDGES.
4. THE MAXIMUM SPACING BETWEEN STRUCTURES SHOULD BE SUCH THAT THE TOE OF THE UPSTREAM STRUCTURE IS THE SAME ELEVATION AS THE LOWEST OUTFLOW ELEVATION OF THE DOWNSTREAM STRUCTURE.
5. STONE STRUCTURES SHOULD BE CONSTRUCTED OF 2 TO 3 INCH STONE, PLACED IN ACCORDANCE WITH FIGURE 7-72.
6. SEEDING, FERTILIZING, AND MULCHING SHALL CONFORM TO THE RECOMMENDATIONS IN THE APPROPRIATE VEGETATIVE BMP.
7. STRUCTURES SHALL BE CHECKED AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED STORMS. ANY NECESSARY REPAIRS SHOULD BE MADE IMMEDIATELY. PARTICULAR ATTENTION SHALL BE GIVEN TO END RUN AND EROSION AT THE DOWNSTREAM TOE OF THE STRUCTURE.
8. STRUCTURES SHALL BE REMOVED WHEN THEIR USEFUL LIFE HAS BEEN COMPLETED. WHERE STONE CHECK DAMS ARE PLACED IN GRASS LINED SWALES OR CHANNELS, CARE SHOULD BE TAKEN TO REMOVE ALL THE STONE WHEN THE VEGETATION IS ESTABLISHED AND THE STRUCTURE IS NO LONGER NEEDED.
9. WHEN THE STRUCTURES ARE REMOVED, THE DISTURBED PORTION SHALL BE BROUGHT TO THE EXISTING CHANNEL GRADE AND THE AREAS PREPARED, SEEDED AND MULCHED.

DETAIL SHEET
MAP 32 LOT 27 & 28
CIARDELLI FUEL COMPANY, INC.
467 NASHUA STREET
TOWN OF MILFORD
HILLSBOROUGH COUNTY, NEW HAMPSHIRE

SANDFORD
SURVEYING AND ENGINEERING
TEL (603) 472-2265 FAX (603) 472-6604
597 NEW BOSTON ROAD, BEDFORD, NH 03110
BOUNDARY SURVEYS ~ SUBDIVISIONS ~ SITE PLANS ~ STRUCTURAL ~ SEPTIC DESIGNS

PROJ. MAN.: EJS	CADD: PMS	PROJ: CIA01M14113
CONTACT: M. CIARDELLI	CHK BY: EJS	DWG#: CIA01M14113
SCALE: 1" = 20'	DATE: 2/24/15	SHEET 4 OF 4

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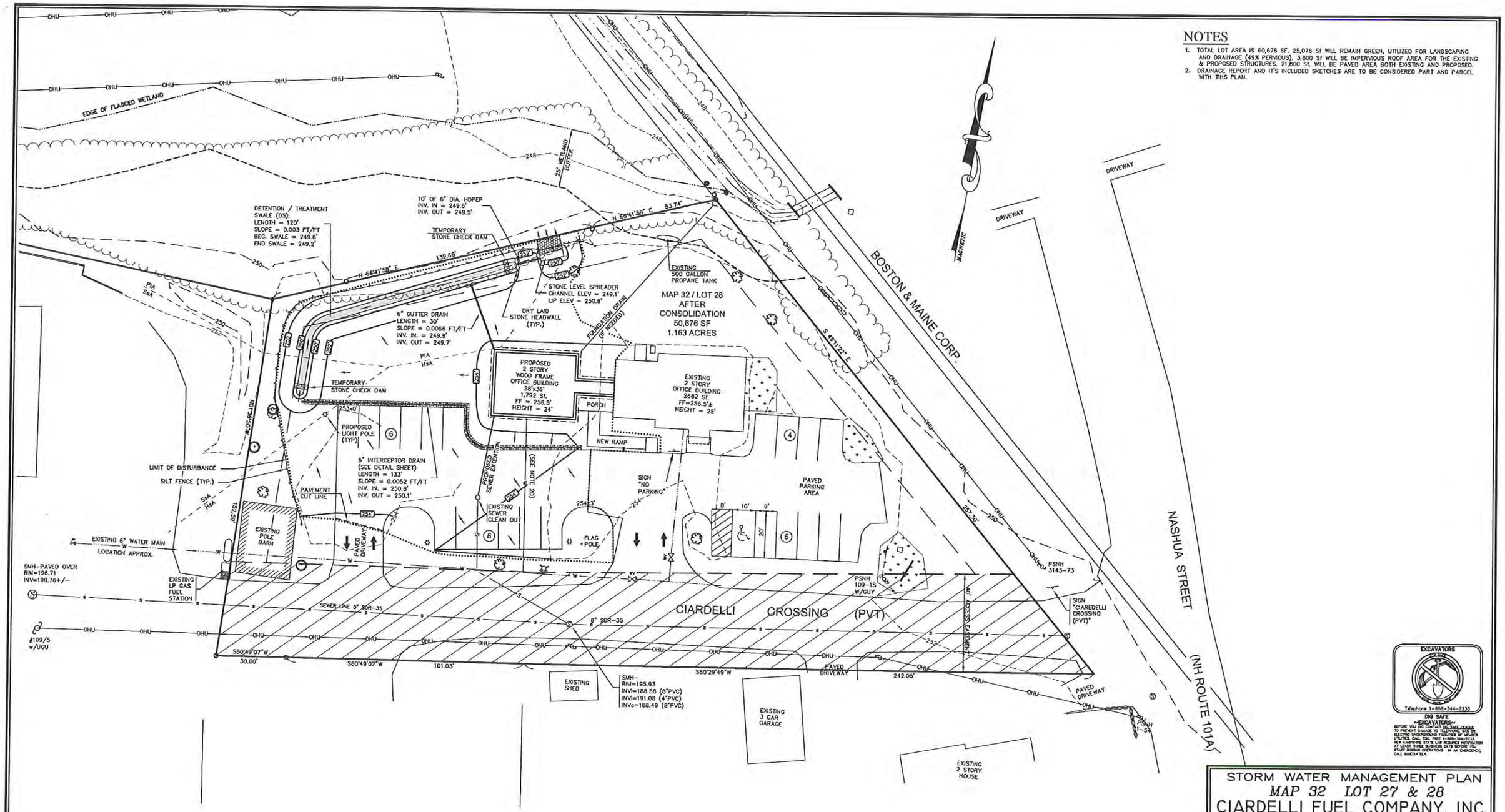
NOTES

1. TOTAL LOT AREA IS 60,676 SF. 25,076 SF WILL REMAIN GREEN, UTILIZED FOR LANDSCAPING AND DRAINAGE (49% PERVIOUS). 3,800 SF WILL BE IMPERVIOUS ROOF AREA FOR THE EXISTING & PROPOSED STRUCTURES. 21,800 SF. WILL BE PAVED AREA BOTH EXISTING AND PROPOSED.
2. DRAINAGE REPORT AND IT'S INCLUDED SKETCHES ARE TO BE CONSIDERED PART AND PARCEL WITH THIS PLAN.



EXCAVATORS
Telephone 1-888-344-7233
DIG SAFE
BEFORE YOU DIG CONTACT DIG SAFE SERVICE TO PREVENT DAMAGE TO TELEPHONE, GAS OR ELECTRIC UNDERGROUND FACILITIES OF MEMBER UTILITIES, CALL TOLL FREE 1-888-344-7233. NEW HAMPSHIRE STATE LAW REQUIRES NOTIFICATION AT LEAST THREE BUSINESS DAYS BEFORE YOU START DIGGING OPERATIONS. IN AN EMERGENCY, CALL 9-911-911.

REVISIONS

NO.	DATE	DESCRIPTION	BY

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

SCS SOILS KEY

SYMBOL	DESCRIPTION	SLOPE	K FACTOR
HsA	HINCKLEY LOAMY SAND	0-3%	0.20 (LOW)
PIA	PIPESTONE LOAMY SAND	0-3%	0.17 (LOW)
SsA	SQTUATE FINE SANDY LOAM	0-3%	0.24 (LOW)

THE SOIL INFORMATION IS TAKEN FROM SHEET No. 18 & 22 OF THE SOIL SURVEY, HILLSBOROUGH COUNTY, EASTERN PART," PUBLISHED BY THE USDA-SCS.

STORM WATER MANAGEMENT PLAN
MAP 32 LOT 27 & 28
CIARDELLI FUEL COMPANY, INC.
467 NASHUA STREET
TOWN OF MILFORD
HILLSBOROUGH COUNTY, NEW HAMPSHIRE

SANDFORD
SURVEYING AND ENGINEERING
TEL (603) 472-2265 FAX (603) 472-6604
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BOUNDARY SURVEYS ~ SUBDIVISIONS ~ SITE PLANS ~ STRUCTURAL ~ SEPTIC DESIGNS

PROJ. MAN.: EJS	CADD: PMS	PROJ: CIA01M14113
CONTACT: M. CIARDELLI	CHK BY: EJS	DWG#: CIA01M14113
SCALE: 1" = 20'	DATE: 2/24/15	SHEET 3 OF 4

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TOWN OF MILFORD
RECEIVED
FEB 17 2015
PB ___ ZBA ___ Office ___

JAD DESIGN GROUP INC.	CIARDELLI FUEL COMPANY INC.	MAIN OFFICE	A 1.1
	NASHUA STREET	MILFORD, NEW HAMPSHIRE	

TOWN OF MILFORD
RECEIVED
FEB 17 2015
PB____ZBA____Office____

JAD DESIGN GROUP INC.

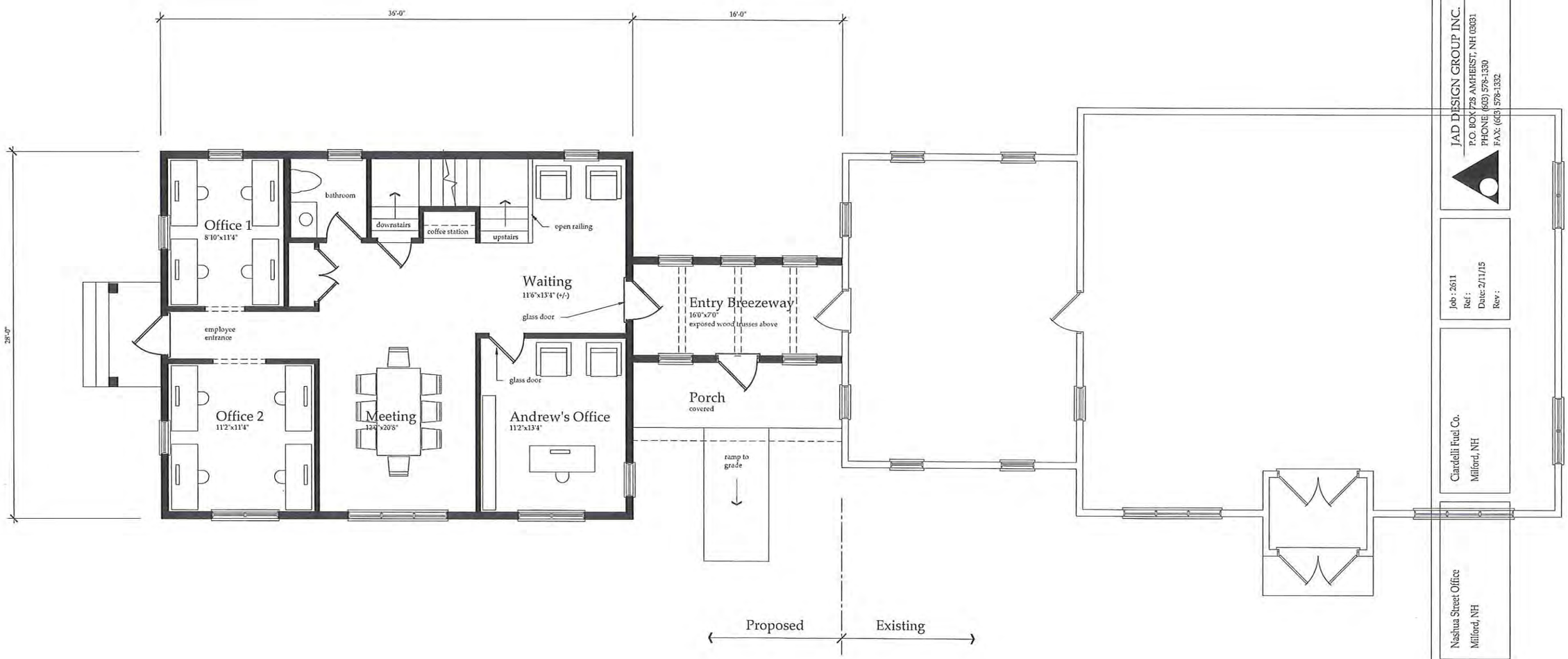
CIARDELLI FUEL COMPANY INC.

NASHUA STREET

MAIN OFFICE

MILFORD, NEW HAMPSHIRE

A 1.1



Main Floor Plan

Concept - A

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CONTRACTOR TO VERIFY ALL DIMENSIONS AND STRUCTURAL MEMBERS PRIOR TO STARTING CONSTRUCTION. BUILDING IS TO MEET OR EXCEED ALL STATE AND LOCAL BUILDING CODES.

JAD DESIGN GROUP INC.
P.O. BOX 728 AMHERST, NH 03031
PHONE (603) 578-1330
FAX: (603) 578-1332

Job : 2611
Ref :
Date: 2/11/15
Rev :

Ciardelli Fuel Co.
Milford, NH

Nashua Street Office
Milford, NH

Main Floor Plan
Scale : 1/8" = 1'-0"
1136 square feet

SHEET
A-3.1

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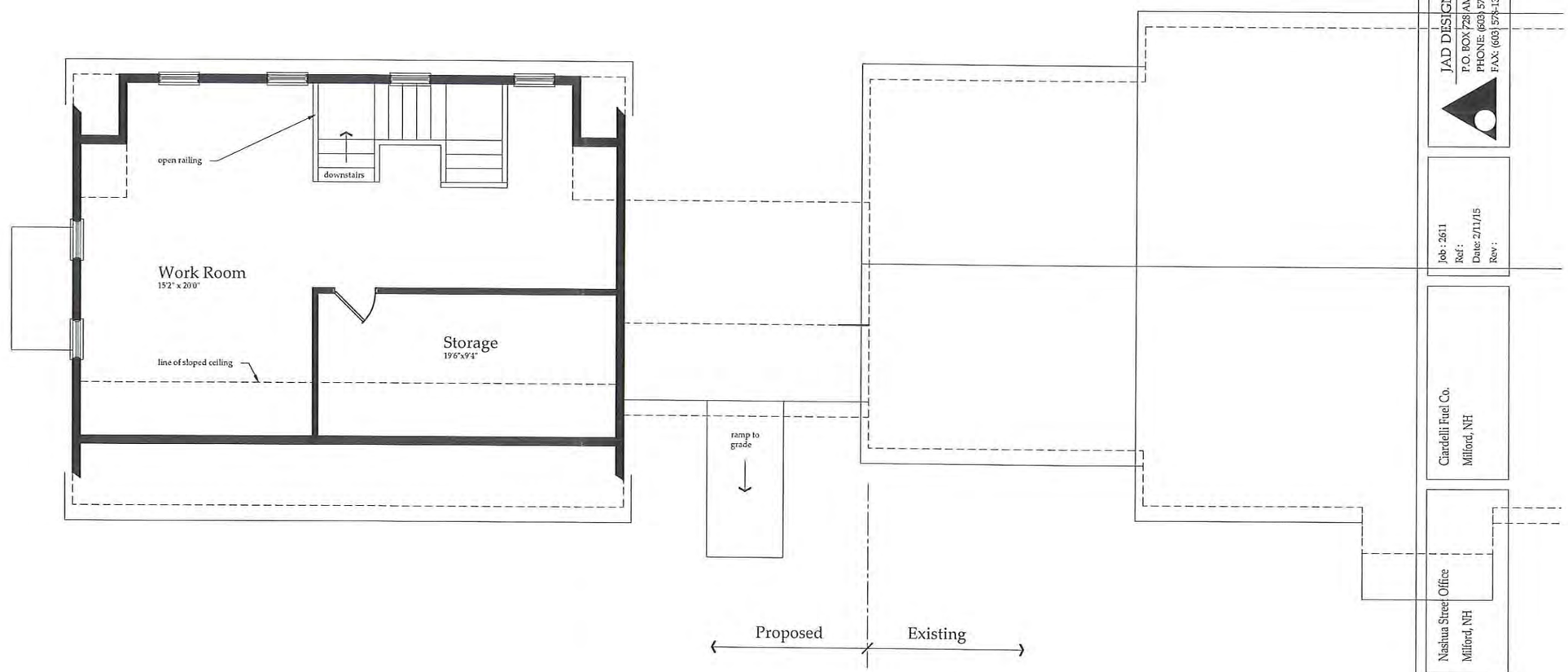

Upper Floor Plan
Concept - A

TOWN OF WILTON
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JAD DESIGN GROUP INC.
P.O. BOX 728 AMHERST, NH 03031
PHONE: (603) 578-1330
FAX: (603) 578-1332

Job: 2611
Ref :
Date: 2/11/15
Rev :

Ciardelli Fuel Co.
Milford, NH

Nashua Street Office
Milford, NH

Upper Floor Plan
Scale: 1/8" = 1'-0"
840 square feet

SHEET
A-4.1

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TOWN OF MILFORD, NH
OFFICE OF COMMUNITY DEVELOPMENT
PLANNING DEPARTMENT
1 UNION SQUARE, MILFORD, NH 03055 TEL: (603)249-0620 WEB: WWW.MILFORD.NH.GOV

STAFF MEMO

Date: **March 17, 2015**

To: **Town of Milford Planning Board**

From: **Jodie Levandowski, Town Planner**

Subject: **San-Ken Properties, LLC, et al – Mile Slip, Wolfer and Boynton Hill Roads** – Map 45, Lots 3, 17, 18 and Map 40, Lot 104-4; Major subdivision involving multiple lot line adjustments for fifty-two (52) new residential lots, two (2) existing lots and two (2) open space lots.

BACKGROUND:
The applicant was last before the Board in January 2015. At that meeting, there was much discussion on potential impacts to the site relative to drainage, steep slopes, traffic, wetlands, etc. Numerous abutters were present at the meeting who spoke to these issues. After a lengthy discussion, the Board tabled the application to allow for outside engineering review to be completed relating to drainage, roadway design and review of the traffic report by the Board's consulting engineer, Comprehensive Environmental, Inc. (CEI).

On January 26th CEI received copies of all pertinent documents and began their review of the project. On Thursday February 12th, staff received review comments from CEI Principle Engineer, Matt Lundsted. Comments were distributed to the project engineer and all department heads for review.

At the February 17th Planning Board Meeting, at the request of the applicant, the Board tabled the application until the March meeting and granted a 65 day extension to allow the applicant time to meet with the Conservation Commission and Zoning Board regarding the wetland crossings and associated wetland and wetland buffer impacts. This also allowed time for the applicant to review comments prepared by CEI.

The Applicant met with the Conservation Commission on February 19, 2015 to review the plans and comment on the proposed wetland crossings prior to the Zoning Board Hearing on March 5th. The Conservation Commission prepared a memo to the Zoning Board based on the 7 criteria used for granting of a special exception for wetland and wetland buffer impacts.

On March 5, 2015 the applicant went before the Zoning Board of Adjustments and following a lengthy discussion, received a special exception from Article VI, Sections 6.02.6:A to allow a total of 6,400 square feet of wetlands impact and 25,700 square feet of wetland buffer impact associated with road construction, as it met all the criteria for a special exception.

STAFF RECOMMENDATIONS:
As of March 12th Staff has not received copies of the revised plans based on CEI 02/11/2015 peer review comments. The applicant should bring revised plans to the meeting which the Board can review and discuss. However, no actions can be made as staff and interdepartmental reviews have not been completed. The Board should hear a presentation from the applicant based on any recent changes that have been made and present any questions or concerns at the meeting. The Board should also reference the January 20, 2015 Staff Memo to ensure all items have been reviewed.

Staff recommends the Board table the application to April to allow time for Staff and Department Heads to review a complete plan set and comment. At this time, Staff does not have clear information on the extent of revisions made since the January 20th submission.

INTERDEPARTMENTAL REVIEW COMMENTS BASED ON CEI REVIEW:
Environmental Coordinator: The review comments regarding stormwater/drainage provided by CEI are well presented. I look forward to the response by the applicant which should also be reviewed by CEI. I would also request that the applicant assure the Town that the responsibilities for monitoring and maintaining the stormwater practices shall remain with the owner until such time as the town accepts the road.

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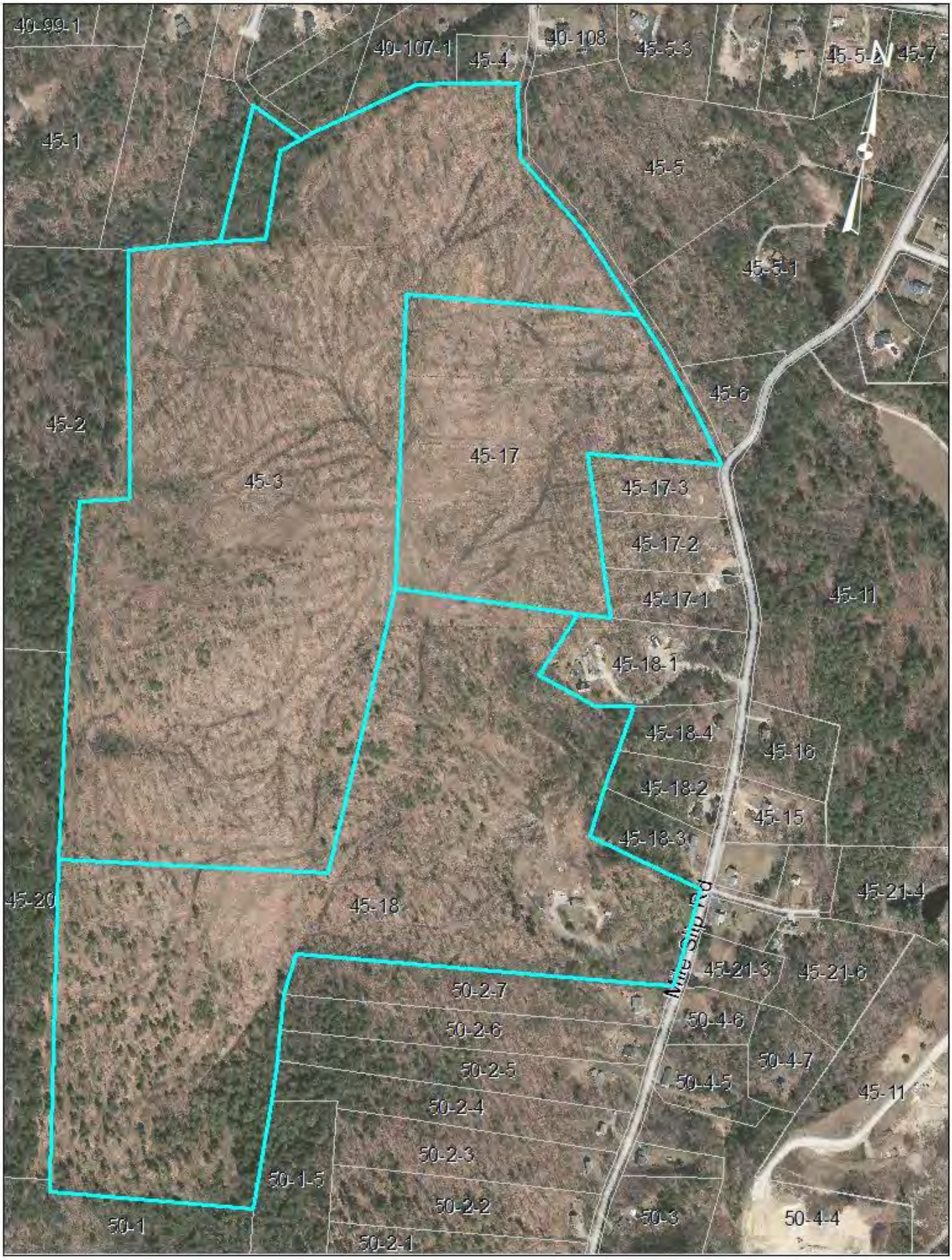

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TOWN OF MILFORD, NH

COMMUNITY DEVELOPMENT DEPARTMENT **TEL: (603)249-0620**
1 UNION SQUARE, MILFORD, NH 03055 **www.milford.nh.gov**

STAFF MEMO

Date: January 20, 2015

To: Town of Milford Planning Board

From: Jodie Levandowski, Town Planner

Subject: **San-Ken Properties, LLC, et al – Mile Slip, Wolfer and Boynton Hill Roads – Map 45, Lots 3, 17, 18 and Map 40, Lot 104-4;**
Public Hearing for a major subdivision involving multiple lot line adjustments for fifty-two (52) new residential lots, two (2) existing lots and two (2) open space lots.

SITE INFORMATION:
Zoning for the entire site is Residential 'R' (Rural) with minimum lot frontage requirements of 200 feet and lot area of 2.00 acres (87,120 SF) with building setbacks of 30 feet front and 15 feet rear and sides. The site is also located within the Level 1 Groundwater Protection Overlay District and lies outside of the 100 year flood hazard area as shown on FIRM Panel 33011C0470D.

PROPOSAL:
The plan shows a residential subdivision over Tax Map Parcels 45-3, 45-17, 45-18 and 40-104-4. The parcels total approximately 174.164 acres. To complete the plan as proposed would involve multiple lot line adjustments (NOT a voluntary lot merger/consolidation as stated on the plan) and a subdivision involving fifty-two (52) new residential lots and two (2) existing residential lots, two (2) open space non-building lots totaling approximately 50 acres and one (1) open space easement of approximately 25 acres. The proposed lots will meet all open space conservation district lot requirements and shall be serviced by on-site wells and septic systems and underground power and communication services.

The lots as proposed average around 1.1-1.2 acres in size with frontage of no less than 50 feet off of an extension of Boynton Hill Road. For the preferred 54 lot open space plan the applicant is proposing a 4,900 linear foot expansion of Boynton Hill Road with 24 feet of pavement and a 50 foot ROW along with a 1,000 foot dead-end hammerhead roadway with 24 feet of pavement and a 50 foot ROW. The proposed road will cross the wetlands in three (3) places.

ZBA APPROVALS:
The applicant is requesting a special exception from Article VI, Sections 6.02.6:A to allow a total of 6,400 square feet of wetlands impact and 25,700 square feet of wetlands buffer impact associated with road construction for the project. The request was tabled to the January 15, 2015 meeting (Note: Staff memos were prepared and sent prior to the January 15th ZBA meeting. Staff will circulate ZBA decision prior to the Planning Board meeting on 01/20/2015.)

WAIVERS:
No Waivers are being requested at this time. However, the Board should discuss the proposed plan with the applicant and any possible waivers that may be necessary for future subdivision and development of this property (ie. road length).

WETLAND IMPACT:
The Applicant will need to submit a dredge and fill application to the state. As stated on previous plans, there will be wetland and buffer impact for construction of the roadway. The wetland impacts are as follows (impacts stated on 09/26/2014 plan set):

Location	Impacted Area
A	400± S.F.
B	400± S.F.
C	800± S.F.
D	1,200± S.F.
E	700± S.F.
F	800± S.F.
TOTAL:	4,300± S.F.

EASEMENTS:
The project has substantial slope, drainage, and conservation/open space easements to accommodate the slopes, water flows and common open space in the area. Nearly every lot within this development will be affected by some type of easement. Staff recommends easement documents be submitted to the Office of Community Development for review by all appropriate department heads and possibly even Town Attorney, William Drescher prior to final approval.

OPEN SPACE:
Pursuant to town regulations, a minimum of 40% of permanently protected open space is required. The combined area of the subject parcels is 174.164 acres or 7,586,609 SF. Therefore, a minimum of 69.666 acres or 3,034,643 SF is required for permanently protected open space. The applicant is providing approximately 50 acres of open space via dedicated separate lots (43-5 & 45-17) and approximately 25 acres of an open space easement over lot 45-3-48 for a total open space area of approximately 75 acres.

All open space shall be permanently protected by a conservation easement or by covenants and restrictions in perpetuity, approved by the Planning Board after review by the Conservation Commission. The Planning Board may require further legal review of any documents submitted, the cost of which shall be borne by the applicant. Ownership of the open space may be held by:

a. A homeowners association or other legal entity under New Hampshire State Statutes, or
b. Private ownership, protected by a conservation easement and limited to not-for-profit parks, and not-for-profit recreation areas or commercial agriculture and forestry; or
c. A non-profit organization, the principal purpose of which is the conservation of open space;
d. The Town of Milford, through the deeding process, subject to approval of the Planning Board and Board of Selectmen, with a trust clause insuring that it be maintained as open space in perpetuity.

TRAFFIC IMPACT ASSESSMENT:
Pernaw & Company, Inc. has conducted a Traffic Impact Assessment for the proposed development. The assessment included a site inspection, research of available traffic count data, conducting peak period traffic counts at the study area intersections, a trip generation analysis, preparing future traffic projections for 2016 and 2026 with and without the proposed subdivision, evaluation of intersection operations, and evaluation of sight distance.

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The impact summary stated that the proposed development will have the greatest levels of impact to roadway volumes during the worst-case weekday PM peak hour period on Mason Road east of Mile Slip Road. At this location, traffic volumes are projected to increase by approximately ±51 vehicles over the one-hour period. This is equivalent to approximately one (1) additional vehicle per minute during the worst-case PM peak hour period.

Conclusions:

1. The proposed subdivision is excepted to generate approximately 54 vehicle-trips (34 arrivals, 20 departures) during the worst-case PM peak hour period, when fully occupied.
2. All turning movements at the three study area intersections will operate well below capacity during all hours of the day through 2026 and beyond.
3. Adequate sight distances looking left and right from the proposed subdivision road intersection on Mile Slip Road are obtainable with re-grading of the side slopes on both sides of the proposed roadway. Continued trimming of roadside vegetation and snow bank removal is recommended to maximize sight distances.
4. The vehicular access/egress to the proposed subdivision is capable of operating safely and efficiently from a traffic standpoint for the size of development that is proposed.

Further development on Mile Slip Rd brings up concerns regarding the Mile Slip Rd and Mason Rd intersection. In 2005, a traffic study was completed for this area which highlights the importance of upgrading this intersection regardless of future buildings on the roadway. It appears there is currently sufficient ROW to realign the intersection, greatly improving sight distance and safety of the intersection.

DRAINAGE/STORMWATER:

The subject property is comprised of four existing parcels totaling 174.164 acres. One of the parcels (45-18) is currently developed with a single family home with a ±800 linear foot paved driveway and several out buildings. The two larger parcels (45-3 & 45-17) were clear cut in 2013. The parcel is moderately sloped with well drained soils.

The northern portion of the property drains to an existing stream which flows to a culvert in Mason Road. The central portion of the property drains to low points in Wolfer Road (Class VI Road). The southern portion of the property drains to several cross culverts in Mile Slip Road on the east side of the property. All runoff from the property drains easterly to two streams that converge into Great Brook east of the property.

Pre-Development Drainage Conditions:

The site sheds runoff to the northeast and southeast. The runoff is collected in two streams; one that flows in a northerly direction and one in a southerly direction (from mason road). These two streams converge east of the site into Great Brook which flows northerly to Osgood Pond. Prior to 2013 the site was almost entirely wooded. Much of the property was clear cut in 2013 but was not stumped and is now brush.

Post-Development Drainage Conditions:

The Plan proposes a through road with an open drainage system. The proposed lots on the uphill side will drain to the road and the open drainage system. Conveyance swales are prospered below some of the downhill lots to direct the runoff to the prospered stormwater management facilities. There are eight stormwater basins proposed to mitigate the increase in stormwater runoff resulting from the proposed development. Specifically, there are five (5) infiltration basins of varying sizes, two traditional detention basins that detain threated stormwater and a pocket pond.

The intent of the stormwater management system being proposed for this project is to address the qualitative and quantitative aspects of the stormwater runoff so that there are no downstream adverse impacts created by the project. To mitigate the resulting increases in stormwater runoff rates due to the development of the subject parcels the project proposed a variety of infiltration and detention basins.

PHASING:

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The Planning Board requires developments which qualify as Major Subdivisions to take place over a period of years, in stages, in order to promote orderly development with minimal impact on the provisions of Town services. The allocation of building permits shall be by the following method:

# of New Building Permits	Phasing (years)
1-10	None
11-20	2
21-30	3
35 31-40	4
40+	Minimum of 5

It is the intention of the phasing schedule to evenly distribute the number of building permits over the required number of years. However, if the Planning Board determines it is in the public's best interest to allow an applicant to have a greater number of permits in the beginning or end of the allotted phasing period, the Planning Board may grant an allowance for more permits in a single year, as long as the project remains phased over the entire phasing period. The approved phasing schedule shall be identified in a note on the plan or laid out as a phasing plan included in the final plan set.

The Board should discuss any possible phasing plan proposed for this project. All infrastructure including roadways (base coat), drainage and utilities if applicable should be installed prior to commencement of any phasing plan and a note stating this should be included on the final plan.

NOTICES SENT:
Notices were sent to all property abutters on January 9, 2015

APPLICATION STATUS:
The application is complete and ready to be accepted at this time (plans are missing owner's signature). At the August 19, 2014 Planning Board meeting, the Board made a motion that the application did not pose potential regional impact.

INTERDEPARTMENTAL REVIEWS FROM AUGUST 19, 2014 REVIEW:
Ambulance: San-Ken residential subdivision located off Mile Slip Road and Boynton Hill Road – No issues with the three submitted plans, however preference would be for the third plan presented as it has the least amount of roadways within the development.

Department of Public works: No comment at this time, will review construction drawings when submitted

Fire: We have met with the engineer for the development and have discussed fire protection and access. The third concept plan in our opinion works best for all parties.

Environmental Coordinator: I would recommend an early phase meeting to let the applicant know of the stormwater plan and permit requirements.

Zoning Administrator:
1. No zoning issues.
2. The proposed Open Space development meets the objectives of the OSCD. Also does not maximize the allowable density as confirmed by the 61 lot conventional plan.
3. Both conventional plans utilize Wolfer Road to provide frontage for four lots that would meet zoning requirements. If a conventional subdivision was developed with Wolfer Road providing access, the

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upgrade of Wolfer Road from Class VI to Class V would be a requirement of subdivision approval and would not require waivers, special exceptions or variances. This would be a normal subdivision approval condition.

Building Department: No issues with the proposal at this time.

INTERDEPARTMENTAL REVIEWS FROM OCTOBER 21, 2014 REVIEW:
Environmental Coordinator:
Of course it is too early in the process to have specific comments regarding stormwater issues. However, the stormwater plan for the site is going to be complex and lot development will be a challenge. The 10 foot contours are not sufficient to assess drainage and I'm sure that 2 foot contours will be developed as part of the design process. It appears that the access to some of the lots will be difficult and I would recommend that driveways be shown and graded-in to provide a better understanding of the extent of lot disturbances and, thus, the drainage and permitting requirements of each lot. The proposed steep slopes to be constructed adjacent to the road will require detailed stabilization plans. I believe erosion control blankets or equivalent will be required and should be individually engineered for each location. I would also suggest that the developer retain professionals to perform the inspections that will be required as part of the stormwater permit.

Department of Public Works:
The plan does indicate cuts/fill areas and wetland crossings, however no technical data (i.e. contours, grades labeled, profiles, drainage) associated with the road so at this time I have no comment.

The end of the Tomahawk, looks to me that there is potential for several driveways off the end (no drives at end of Tomahawk) and no place to plow snow without cleaning out the whole end of the Tomahawk and placing it in the open space/ wetlands which I assume maybe conservation, easement area.

Also, once final plans are submitted, I would request that plans are sent to CEI for outside engineering review.

Assessing: I have no comments regarding this subdivision

Fire: Our office cannot offer comments at this time as there is no new information.

Water Utilities: The Water Utilities Department has no comment. There is no public water or sewer currently available in this area.

Zoning Administrator: See comments from prior review.

Building: No issues at this time.

INTERDEPARTMENTAL REVIEWS FROM JANUARY 20, 2015 REVIEW:
Environmental Coordinator:
1. All discharges should be directly connected to the ultimate conveyance system of the stormwater. This may mean that the discharge should be directly to the town's drainage or directly to existing water conveyances such as wetlands and streams. Direct discharge within buffer areas and permanent green space avoiding discharge onto potentially developable or developed portions of existing and proposed private properties may be a better approach.
2. To adequately assess the impact of rainfall onto disturbed areas, site specific soils mapping is recommended. The scale of the NRCS mapping is not sufficient to make decisions regarding specific discharges.

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3. The sediment and erosion control plan should include specific measures for each area of disturbance. This is a case where silt fence is often of little use. The specific measures should be detailed. For example, erosion control blankets are indicated as a means of assisting in the stabilization of steep disturbed slopes. The location, type, and specific requirements should be presented for each steep slope area.
4. The project should be monitored by a certified erosion control specialist (CPESC or equal) on at least biweekly basis. Reports should include assessment of each disturbed area and related bmp's focusing on their effectiveness and condition. Each bmp should be individually identified and uniquely numbered. Such reports should include photographic evidence and professional analysis together with detailed requirements for compliance together with schedules for compliance or upgrades as needed. The reports should be made available to the town.
5. The plans should depict limits of construction and the developer should define the limits in the field using such methods as construction fence, berms, etc. No site disturbance should begin until the construction fence or equal is in place, as well as all BMP's. It should be determined that the least area of disturbance possible to achieve the desired development is specifically defined on a plan of appropriate scale to allow the identification and regulation of the disturbance limits.
6. The above information is required prior to the issuance of the Stormwater Permit and should be part of the basis for filing the NOI to be covered by the EPA General Construction Permit.
7. Access to each permanent bmp that may become the long-term responsibility of the town to maintain should include access construction as recommended by DPW. Such access should be permanent in nature, protected from future alterations, and should be located with consideration of slopes and lengths allowing any and all equipment that may be needed for maintenance and repair to readily access the bmp without the need for alteration of the access.

Department of Public Works:
We need a good review of this project; there are a lot of items that will impact town services for a long time after construction.

1. Provide signage for road (stop, curves, hill (grade), road names)
2. Delineator posts or bollards for all crossings
3. Bollards and chains for access easement to drainage basins? Signage for
4. Video of storm water system. I would like to have all subdivisions, site plans or projects that have drainage in them have the system video. With this information, which is what we are doing for the whole town, we can input it into our system for the future as an asset management tool.
5. Update trench detail on detail sheet
6. Cross pipe on Mile Slip – show 12" CMP Is it large enough??? Condition - Should it be upgraded
7. Access to Outlet Structures for cleaning
8. Pipe sizes on 45-3-52, 45-3-51
9. Maintenance of DB-1, access??
10. Partial access to OS-3,OS-5,OS-6, OS-7
11. Access to treatment swales??
12. Access to LS-2, LS-3, details for
13. Access to PP-1 and Forebay

Assessing: Will need to provide a plan with the existing lot lines overlaid on the subdivision plans so that it is clear to see which new lots are being created from the original parcels. The proposed lot numbering is not conducive to identifying the "parent" lot, and it is critical to know this information as development continues and areas now in Current Use are affected. I do not see any phasing information, is this all a single phase development?

Fire: After review of the attached plans we have no comments or concerns at this time.

Zoning Administrator: No new comments at this time.

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Building: Agree with recommendation for outside engineering review, "Spur Rd." is not similar to other road names so should be ok.

No comments were received as of January 15, 2015 from Police. The Conservation Commission and Heritage Commission's regular meetings were held after staff memos were distributed, if any comments come in, Staff will let the Board know at the meeting.

STAFF RECCOMENDATIONS:

The proposed subdivision will have substantial slope and drainage easements to accommodate the slopes and water flows in the area. Staff recommends the plans be sent out for review to CEI our consulting engineers on drainage, stormwater, roadway design and review of traffic study. Staff does not recommend this plan for conditional approval at this time.

This is a major subdivision with many technical aspects to it and several items that will have a lasting impact on town services after construction. The Board should take this time to address and discuss the following items:

1. Although allowed by regulation, there is a portion of 2100 linear feet of a constant 8% grade with multiple curves. The safety and design of this should be discussed;
2. Road Construction. The project proposes to connect the current dead-end of Boynton Hill to Mile Slip Road by a 4,900 linear foot extension. No waivers are being requested at this time for road length. Therefore, it is the understanding of Staff that the applicant intends to meet the regulations as stated and pave the complete 4,900 LF extension of road.
3. There are 7 Detention basins being proposed for this project with no details or maintenance specifications;
4. There are also 8 Treatment swales proposed, also with no details or maintenance specifications proposed;
5. Phasing needs to be addressed. Pursuant to Milford Development Regulations a phasing plan is required and must be addressed on the plan; and
6. Is there enough guard rail being proposed? 8% grades should have a guard rail for safety;

The following items are a non-comprehensive list of the information that will need to be supplied prior to approval:

1. Add Planning Board Approval Block to front cover of plan;
2. Owner signature must be on the plans;
3. Missing note that states the lot area, frontage and minimum zoning requirements for lot size and road frontage for each individual parcel;
4. Missing note describing a brief history of the property, including other disturbances that have happened on the property;
5. Missing note with a general description of the existing characteristics such as: developed, productive farmland, meadow, forest, viewshed, archeological site, areas contiguous with other open space, wildlife corridors;
6. Missing note detailing location inside/outside of the Groundwater Protection District per 6.01.0 of the Zoning Ordinance;
7. Missing details and maintenance specifications for detention basins and treatment swales. These will need to be added to the plan;
8. Remove note 21. Abutting land owners are exempt from the statue's limitations of RSA 231:158,III;
9. Rename title block to read "Lot Line Adjustment Plan & Open Space Subdivision Plan";
10. Provide existing conditions plan and overall site plan of full subdivision proposal;
11. A note be added to the plan stating that: "All lots in this phase are considered unbuildable until State Subdivision approval is issued."

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12. Wetland impacts be added to the plan;
13. Construction estimate to be prepared by engineer for approval by DPW Director;

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February 11, 2015

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Ms. Jodie Levandowski, Town Planner
Office of Community Development
Town of Milford
1 Union Square
Milford, NH 03055-4240

RE: REVIEW OF TRAFFIC STUDY, ROADWAY & DRAINAGE DESIGN
BOYNTON HILL ESTATES
SAN-KEN HOMES, INC.

Dear Ms. Levandowski:

The Milford Planning Department has requested Comprehensive Environmental Inc (CEI) to review the traffic study, roadway design, drainage design and supporting drainage calculations as depicted in the design plans and associated documentation for the proposed consolidation and open space subdivision of tax map 45 lots 3, -17 & -18 and map 40 lot 104-4 in Milford, NH. This letter summarizes CEI's comments on traffic, roadway and subdivision design in accordance with the Milford Development Regulations, and DPW Infrastructure Design, Construction and Administration Standards and the management of stormwater in compliance with the Milford Stormwater Management and Erosion Control Regulations.

CEI has based its review on a visit to the site and the following information furnished to the Planning Department:

A. Drawings entitled "Boynton Hill Estates, Mile Slip & Boynton Hill Roads, Milford, New Hampshire" dated December 22, 2014, prepared by Fieldstone Land Consultants, PLLC. The plan set include 28 sheets of drawings.

B. Traffic study calculations and related documentation for the project included in a report entitled "Traffic Impact Assessment, Proposed Residential Subdivision, Milford, New Hampshire" dated December 2014, prepared for San-Ken Homes, Inc., prepared by Stephen G. Pernaw & Company, Inc.

C. Drainage calculations and related documentation for the project included in a report entitled "Storm Water Management Report, Boynton Hill Estates (Open Space Subdivision), Tax Map 45, Lot 3, 17, 18 & Tax Map 40-108-4, Boynton Hill & Mile Slip Roads, Milford, NH" dated December 22, 2014, prepared for San-Ken Homes, Inc., prepared by Fieldstone Land Consultants, PLLC.

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CEI offers the following comments regarding the documentation of the proposed site plan.

General

1. Test pit log forms should be provided. Specifically test pits in the vicinity of stormwater BMPs. Specific soils encountered should be logged.

2. Headwalls outside of the roadway profile do not have cross-section views to provide invert elevations, lengths, slopes, or pipe size information.

3. The headwall detail chart should include dimensions for 6-inch pipe for the proposed underdrain headwalls.

4. The riprap pad sizes shown on the plans do not depict the sizes calculated in Section 3.1 of the Stormwater Management Report.

5. The riprap sizing calculations in Section 3.1 of the Stormwater Management Report do not match the dimensions and stone size shown in the rip-rap outlet protection detail.

6. Stockpile areas, stump composting areas, and snow management areas have not been depicted on the plans.

7. Minimum lot size and road frontage zoning requirements have not been met for the Residence "R" District. Any zoning exemptions requested must be listed.

   a. Minimum 2.0 acre lot size required.

   b. Minimum 200-foot road frontage required.

8. The construction sequence should consider the installation of the wetland culverts prior to the construction of the roadway.

9. Treatment swale TS-2 is labeled as TS-1 on the Plan & Profile.

10. Reach 119-R is mislabeled on the Post-Development Drainage Area Plan.

11. The invert into DMH-5 from the 15-inch CPP is mislabeled.

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12. The linear footage of CPP between headwalls HW-12 & -13 is not labeled correctly on the profile.

13. Information regarding HW-5 is mislabeled as HW-4 on the profile.

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Traffic Study

1. The Traffic Study concludes that the required stopping sight distances at the intersection of Mile Slip Road and the proposed extension of Boynton Hill Road are obtainable with "re-grading of the side slopes on both sides of the proposed roadway." Have the noted re-grading requirements been met on the proposed site plan?

2. The Appendix B: Automatic Traffic Recorder Counts specifies an average daily volume of 871 vehicles per day. The Appendix F: Seasonal Adjustment Factors/ Historical Growth Rates uses an annual average daily traffic of 800 vehicles per day when calculating growth rates.

3. It appears the Town has concerns with the existing intersection of Mile Slip Road and Mason Road. The traffic analysis has projected the increase of approximately one vehicle per minute during the worst-case PM peak hour period. It would be beneficial to the Town to provide recommendations for a redesign at this intersection to improve sight distances and the safety of the intersection.

Roadway Design

1. The roadway width for a local road shall be 22-feet wide with 4-foot shoulders. The roadway width shown on the Plan & Profile sheets scales to 22-feet wide, however the subdivision street detail shows the roadway 20-feet wide.

2. The design engineer should ensure that all roadside ditches and swales shown on the Plan & Profile sheets that are 5% or greater are lined with riprap.

   a. The drainage ditch at the intersection of Mile Slip Road and the proposed Boynton Hill Road extension will require riprap.

   b. A detail of the riprap lined ditch should be added to the plan.

3. A detail of the proposed guiderail is required.

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4. How will driveway access to the existing house on parcel 45-18 be provided?

5. A detail of the piping beneath the proposed driveways which cross the roadside ditches should be provided. Calculations demonstrating the piping is adequately sized should be included.

   a. The typical driveway detail calls for 15-inch diameter piping, note #2 calls for a minimum pipe diameter of 12-inches. A consistent size should be determined based on required pipe capacity calculations.

Stormwater Management Calculations and Analysis

1. Pending satisfactory resolution to the following comments, the calculations presented indicate that the stormwater management system controls post-development peak rates of runoff to less than or equal to pre-development levels for the 2, 10, 25, and 50-year storms.

2. An overview Post-Development Drainage Area Plan at the same extents as the Pre-Development should be provided in order to verify all subcatchments.

3. The design engineer should specify the assumption made for calculating new impervious area associated with individual lots, home and driveway construction. These typical impervious areas should be accounted for in the modeling calculations to best represent ultimate conditions.

4. Post-development stormwater BMP land cover type should be modeled as grassed areas.

5. The infiltration basin calculations credit an exfiltration rate of 1-inch per hour for each basin. The field testing results or calculations for this exfiltration rate should be documented.

6. The majority of test pits in the vicinity of the infiltration basins show seasonal high water approximately 2-3 feet below the ground surface. Several of the proposed infiltration basins will be excavated below the existing ground surface, cuts within the existing slope will be greater than 2-3 feet in depth. It should be verified that the proposed basins will not be exposed to standing groundwater or seepage from the proposed basin side slopes. Infiltration basins will need to demonstrate the required separation to groundwater.

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7. The callouts on the Plan & Profile sheets for stone check dams should specify "temporary" status. Otherwise, calculations should be performed to ensure the size of the crushed stone used for the check dams is sufficient to withstand design storm runoff velocities.

8. Basin bottom areas labeled on the Plan & Profile sheets do not match the model stage-storage areas for all basins. This will affect storage volume and exfiltration volume results.

9. DB-1 has been modeled to a maximum elevation of 568.0', the plans show the top of berm elevation to 566.0'.

10. The length and dimensions of TS-4 are not consistent between the BMP worksheet, model, and plans.

11. The proposed culvert pipes between headwalls HW-6 & -7 and HW-8 & 9 require sizing calculations to ensure runoff will flow unimpeded as currently modeled. These crossings appear on the USGS maps as jurisdictional streams. These crossings will need to be designed to meet the requirements of the New Hampshire Stream Crossing Guidelines in association with the State of New Hampshire Programmatic General Permit, issued by the Army Corps of Engineers.

12. The outlet from Pond E3P is modeled as a 4-foot long by 1-foot breadth weir, this appears to be the same location as the culvert located at headwalls HW-8 & 9.

13. It appears proposed subcatchment 306 should be routed through HW-6 & 7. The time of concentration line for subcatchment 306 should be shown.

14. It appears the proposed overland flow from reach 113-R should be routed through TS-8 (116-R) to fully model the capacity of the swale.

15. Will the flow path from the outlet of detention basin DB-2 (reach 4-R) affect the existing home on parcel 40-107-1? The design engineer should consider extending the proposed riprap outlet pad and level spreader further west to ensure the proposed flow path mimics the existing condition path exactly.

16. Catch basin CB-1 is modeled with an outlet of 24-inch wide by 8-inch high vertical orifice/grate, should this be modeled as horizontal? Catch basins CB-2, 3 & 4 are not modeled with any outlet controls.

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Stormwater Management System Design

1. Typical details and cross-section views of the stormwater BMP: infiltration basins, detention basins, and pocket pool are required to illustrate basin side slope and floor treatments.

2. Detention basin DB-1 is located within the 25-foot buffer of an existing stream and wetland area. Based on the close proximity and the proposed grade change there is high potential for continuous drainage of the nearby wetland through the proposed basin side slopes. Additionally, the proposed crossing from HW-2 to HW-3 may pond water upstream causing a redirection of the stream through the lower elevation DB-1. The location of this detention basin should be reconsidered.

3. Flow must enter at the inlet of a swale in order to receive full credit for treatment of runoff. Only portions of subcatchments flow through the full length (minimum 100-feet) of the treatment swales.

   a. Treatment swales shall be 4- to 8-feet wide at the bottom in order to receive treatment credit.

   b. 1-foot of free board is required within the treatment swale.

4. All wetland crossings should be designed to meet the New Hampshire Stream Crossing Guidelines in association with the State of New Hampshire Programmatic General Permit, issued by the Army Corps of Engineers.

   a. In some cases the current design proposes 18-inch diameter pipes at crossings which are modeled as 10-foot wide streams.

   b. Stream crossing sizing should not only meet flow capacity but stream continuity, resource area benefits, wildlife and aquatic organism passage, etc. as outlined in the New Hampshire Stream Crossing Guidelines.

   c. The width of the proposed structure is typically 1.2 times the bankfull width of the stream plus 2-feet.

   d. Ambient streambed material is typically used to embed a closed bottom structure, 2-foot minimum. The substrate within the structure should match that of the natural stream channel. Cobbles and boulders similar to upstream and downstream conditions should be used.

   e. Angular riprap materials should not be used at the inlets or outlets of the proposed stream/wetland crossings.

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f. The design should ensure the inlet and outlet locations of the proposed culverts are aligned with the existing stream thalweg.

5. Wetland crossings and existing streams should not be routed through closed drainage systems, as currently designed at DMH-5. The New Hampshire Stream Crossing Guidelines should be used when designing crossings. The openness ratio should be met to the maximum extent practicable to aid in wildlife passage.

6. As currently designed, flow from outlet structure headwalls generally discharges to steep wooded slopes, these areas have high potential for channelization and erosion. The use of level spreaders in these cases should be examined.

   a. Discharge from outlet structure headwalls should be directly connected to the ultimate conveyance system of the stormwater, such as the town's existing drainage system or existing wetlands or streams.

   b. Discharge should not be directed onto developed or potentially developable portions of existing or proposed private properties.

7. How will long-term maintenance access be provided to all stormwater management devices? Specifically: Pocket Pond PP1 and Forebay FB-1, Treatment Swales TS-3 and TS-7, the grass swale upstream of TS-4, and all headwalls.

8. DB-1 outlet structure should be designed to provide at least 1-foot of freeboard from the basin top of berm elevation.

9. At a minimum, spot grades should be provided at the two ends of proposed berms to clearly indicate elevations. Specifically treatment swales TS-2 and TS-3 to ensure flows do not bypass the treatment swales.

10. Proposed berms illustrated on the Plan sheets scale to a variety of widths. The diversion berm detail should label the top of berm width as a "minimum" of 2-feet.

11. Approximately 1-foot of cover is provided over the proposed 15-inch CPP drain line from FES-1 to DMH-2. The design engineer should ensure the pipe meets the manufacturer's minimum cover requirements and is design for H-25 loading.

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12. Wetland restoration techniques and specific wetland seed mixtures and plantings should be used to restore the affected areas.

13. Is there a known history of roadway overtopping at pond 10-P, the Mason Road culvert?

Erosion/Sediment Controls and Maintenance

1. A phasing plan is required and must be addressed on the plans.

2. The design engineer should consider adding notes/call-outs on the Plan & Profile sheets in specific areas where slope erosion blanket will be required.

3. A post-construction Operation and Maintenance Plan should be provided for all stormwater management devices. Including but not limited to: responsible parties, tasks to be completed, frequency of inspection and maintenance, inspection log form.

If you have any questions or comments regarding this report please contact me at (800) 725-2550 ext. 380.

Sincerely,

COMPREHENSIVE ENVIRONMENTAL INC

Scott Salvi

Scott C. Salvucci, P.E.
Project Engineer

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OFFICE OF COMMUNITY DEVELOPMENT
PLANNING DEPARTMENT
1 UNION SQUARE, MILFORD, NH 03055 TEL: (603)249-0620 WEB: WWW.MILFORD.NH.GOV

STAFF MEMO

Date: **March 17, 2015**

To: **Town of Milford Planning Board**

From: **Jodie Levandowski, Town Planner**

Subject: **Discussion- Preliminary Alene Candles Expansion Plan**- Scarborough Ln – Map 42 Lot 7 & Map 42 Lot 8

BACKGROUND:
The applicant is presenting preliminary information to the Planning Board detailing the proposed development of 51 Scarborough Lane (Lot 6-42-7). The lot is approximately 8.5 acres in area and is located within the Industrial Zoning District. The lot is home to a manufacturing company known as Alene Candles, a 51,875 square foot candle making facility which includes warehouse and office space.

The project as currently proposed includes the extension of Scarborough Lane onto lot 6-46, a 61,940 square foot expansion of the existing Alene Candles building and parking improvements to include 160 new parking spaces. In order to complete the project as presented, the applicant will need to acquire additional land area from surrounding property owners. The extension of Scarborough Lane north onto lot 6-46 will connect the Scarborough Lane water main to the nearby water tower, alleviating water issues within the industrial uses along Scarborough Lane. The road extension will also provide Milford Water Utilities easier access to the Dram Cup Water Tower.

The conceptual plan has not been distributed for full interdepartmental review as it is not yet a formal application. Additional review will be necessary upon formal application.

The Planning Board in its discussion with the applicant will want to seek additional information on, site layout, utilities, time frame, etc. No decisions on the proposed site plan can be made during this discussion; however, the applicant would like the Planning Board to voice their position on the proposed development and provide any preliminary comments at this time.

Attached is the concept plan and project narrative for the proposed industrial site improvements.

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Project Narrative

March 9, 2015

Alene Candles Expansion
51 Scarborough Lane
Milford, New Hampshire 03055

The applicants own property situated at 51 Scarborough Lane, which is referenced on the Milford Assessor's Map 6 as Lot 42-7. The existing Lot 42-7 is approximately 8.5 acres in area, and is located within Milford's Industrial Zoning District. Scarborough Lane is a dead end cul--de-sac street providing access to similar uses. Lot 42-7 is the current home of Alene Candles. The site accommodates a 51,875 square foot facility consisting of manufacturing and office space. A total of 81 parking spaces exist along the front and side of the existing building.

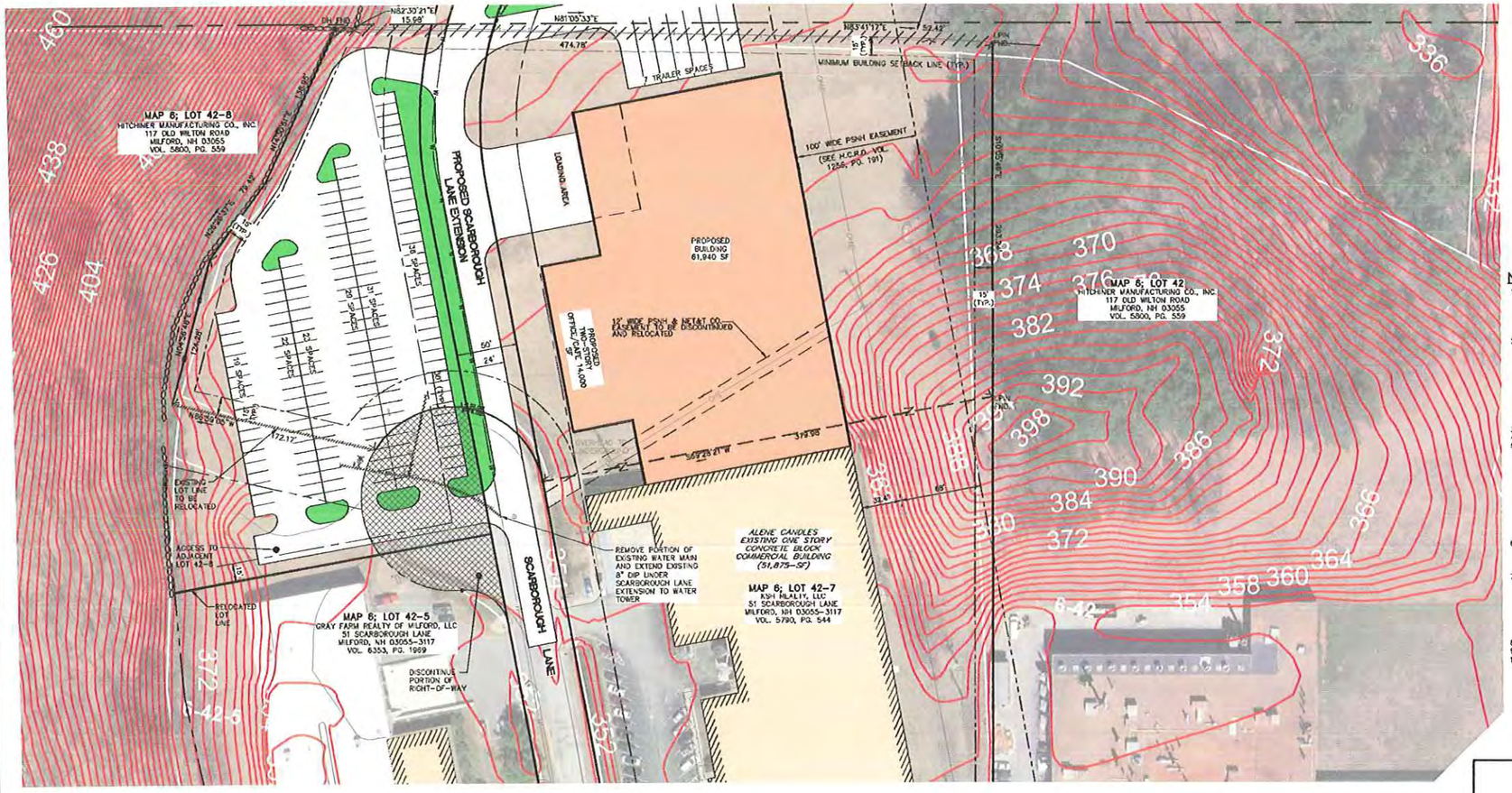
Due to sustained growth in recent years, Alene Candles has outgrown their existing facility, and is therefore proposing a large expansion project. Working with abutting property owners, the proposed expansion can be broken down into various parts as follows:

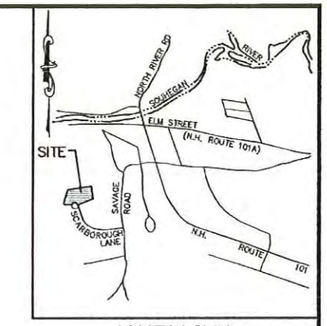
- A Lot Line Adjustment between existing Lots 42-7, 42-8, and 42-5 in order to relocate the frontage of existing Lot 42-8 along Scarborough Lane;
- An extension of the existing Scarborough Lane approximately 600 linear feet through existing Lot 42-7 and further into existing Lot 46 to the north. This extension will subdivide the existing Lot 42-7 into two lots on either side of the new Scarborough Lane;
- Construction of a 61,940 square foot (footprint) building expansion on Lot 42-7, consisting of primarily manufacturing space but including 14,000 square feet of office space (two-story); and
- Construction of a 160+/- space parking lot on the new lot west of the Scarborough Lane Extension. This new lot will serve uses on the adjacent Lots 42-5 and 42-7 through cross access agreements.

The proposed site development will be designed to meet local and State requirements for stormwater treatment and mitigation. The development will require Major Site Plan and Subdivision Approval from the Milford Planning Board, as well as an Alteration of Terrain permit through the New Hampshire Department of Environmental Services. The applicants are currently working with abutting property owners in order to find mutually agreeable terms for the proposed improvements. The applicants are also working with Eversource (previously PSNH) who enjoys easement rights over portions of Lot 46 and 42-7.

The purpose of this plan is to propose an expansion at the existing Alene Candles large enough to accommodate the companies growing needs for years to come. In order to accommodate those needs, the applicants are considering acquiring additional land area from surrounding property owners. The additional land area will afford the opportunity to add significant parking along Scarborough Lane, as well as a large trailer storage area to support Alene Candles. The extension of Scarborough Lane into Lot 46 to the north will connect the Scarborough Lane water main to the nearby water tower. This will alleviate pressure and flow issues within the industrial uses along Scarborough Lane that have long plagued this area. As well, the Scarborough Lane Extension will provide the Milford Water Utilities Department new access to the existing water tower on Lot 46.

MATCH TO SHEET 2





LOCATION PLAN
SCALE: 1" = 2500'±

NOTES:

1. THE PURPOSE OF THIS PLAN IS TO:
   1. ADJUST EXISTING LOT LINES BETWEEN 42-5, 42-7, AND 42-8 TO RELOCATE 42-8 FRONTAGE.
   2. EXTEND SCARBOROUGH LANE NORTHERLY INTO LOT 46.
   3. CREATE 54,940 SF OF ENCLOSED WAREHOUSE SPACE, 14,000 SF OF OFFICE/CAFE SPACE AND ASSOCIATED PARKING.
2. OWNER OF RECORD:

   MAP 6; LOT 42-7
   K.S.H. REALTY, LLC.
   51 SCARBOROUGH LANE
   MILFORD, NH 03055

   MAP 6; LOT 42-8
   HITCHINER MANUFACTURING CO. INC.
   117 OLD WILTON ROAD
   MILFORD, NH 03055

   MAP 6; LOT 46
   SECOND CAMPANA TRUST
   LISA B. MILLER, TRUSTEE
   1320 CENTER STREET, SUITE 203
   NEWTON CENTER, MA 02459-2400
3. REFERENCE THIS PARCEL AS THE TOWN OF MILFORD TAX MAP 6; LOT 42-7.
4. TOTAL LOT AREA IS 8.5 ACRES.
5. THE SUBJECT PARCEL LIES ENTIRELY WITHIN THE INDUSTRIAL ZONING DISTRICT AND IS SUBJECT TO THE FOLLOWING ZONING REQUIREMENTS:

	REQUIRED	PROVIDED
MINIMUM LOT AREA	NONE	8.5 AC
MINIMUM FRONTAGE	NONE	182.06'
FRONT YARD BUILDING SETBACK	30'	53.6'
SIDE YARD BUILDING SETBACK	15'	0'
REAR YARD BUILDING SETBACK	15'	30.5'
OPEN SPACE	30% MIN.	<30%

6. AFTER REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR HILLSBOROUGH COUNTY, MAP NUMBER 33011C0454G, PANEL NUMBER 454G, EFFECTIVE DATE SEPTEMBER 25, 2009, THE SUBJECT PARCEL DOES NOT LIE WITHIN A FLOOD HAZARD AREA.
7. PARKING CALCULATIONS:
   PROPOSED WAREHOUSE:
   REQUIRED = 54,940 SF OF WAREHOUSE @ 1-SPACE/1,000 SF = 55 SPACES
   PROPOSED OFFICE:
   REQUIRED = 14,000 SF OF OFFICE @ 3-SPACES/1,000 SF = 42 SPACES
   TOTAL NUMBER OF SPACES REQUIRED = 97 SPACES
   TOTAL NUMBER OF SPACES PROVIDED = 160 SPACES
   + 7 TRAILER SPACES
8. ALL CATCH BASINS & TREATMENT SWALES SHALL BE CLEANED OF DEBRIS ANNUALLY.
9. THIS PROPERTY IS SERVICED BY MUNICIPAL WATER AND MUNICIPAL SEWER.
10. WATER, SEWER, ROAD (INCLUDING PARKING LOT) AND DRAINAGE WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE TOWN OF MILFORD'S WATER UTILITIES DEPARTMENT AND PUBLIC WORKS DEPARTMENT STANDARDS.

CONCEPTUAL SITE LAYOUT PLAN
ALENE CANDLES
MAP 6; LOT 42-7
51 SCARBOROUGH LANE
MILFORD, NEW HAMPSHIRE
HILLSBOROUGH COUNTY

OWNER OF LOT 42-7:	APPLICANT:
KSH REALTY LLC 51 SCARBOROUGH LANE MILFORD, NH 03055-3117 H.C.R.D. BK. 5790; PG. 544	PAUL K. AMATO 462 MASON ROAD MILFORD, NH 03055
OWNER OF LOT 42-8:	**OWNER OF LOT 46:**
HITCHINER MANUFACTURING CO., INC. 117 OLD WILTON ROAD, MILFORD, NH 03055 H.C.R.D. BK. 5800; PG. 559	SECOND CAMPANA TRUST LISA B. MILLER, TRUSTEE 1320 CENTER STREET, SUITE 203 NEWTON CENTER, MA 02459 H.C.R.D. BK. 5800; PG. 559

KNA KEACH-NORDSTROM ASSOCIATES, INC.
Civil Engineering Land Surveying Landscape Architecture
10 Commerce Park North, Suite 3B, Bedford, NH 03110 Phone (603) 627-2881

PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS

No.	DATE	DESCRIPTION	BY

DATE: FEBRUARY 26, 2015 | SCALE: 1" = 50'
PROJECT NO: 04-1014-2 | SHEET: 1 OF 2

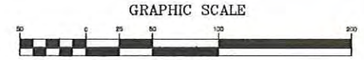
PLAN REFERENCES:

1. "SCARBOROUGH WAREHOUSE PARTNERSHIP, MILFORD, NEW HAMPSHIRE, SCARBOROUGH HILLS CORRECTIVE PLAN OF LAND IN MILFORD, NEW HAMPSHIRE, ASSESSORS MAP 6 LOT 42" SCALE: 1"=100', DATED JULY 26, 1989 BY RIESLAND ASSOCIATES, INC. AND RECORDED AS H.C.R.D. PLAN #23655.
2. "SCARBOROUGH WAREHOUSE PARTNERSHIP, MILFORD, NEW HAMPSHIRE, SCARBOROUGH HILLS SUBDIVISION PLAN OF LAND IN MILFORD, NEW HAMPSHIRE, ASSESSORS MAP 6 LOT 42" SCALE: 1"=100', DATED APRIL, 1988 BY RIESLAND ASSOCIATES, INC. AND RECORDED AS H.C.R.D. PLAN #22181.
3. "SITE PLAN MAP 6 LOT 42-7, ALENE CANDLES, MILFORD, NEW HAMPSHIRE" SCALE: 1"=40', DATED NOVEMBER 22, 1995 BY MERIDIAN LAND SERVICES, INC.
4. "SCARBOROUGH WAREHOUSE PARTNERSHIP, MILFORD, NEW HAMPSHIRE, AS-BUILT PLAN OF SCARBOROUGH HILLS DEVELOPMENT IN MILFORD, NEW HAMPSHIRE" SCALE: 1"=40', DATED DECEMBER 21, 1988 BY RIESLAND ASSOCIATES, INC.

NPDES NOTE

THIS PROJECT DISTURBS IN EXCESS OF 1-ACRE OF LAND. THEREFORE IT WILL BE REQUIRED TO OBTAIN NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT COVERAGE AS ISSUED BY THE ENVIRONMENTAL PROTECTION AGENCY (EPA). THE OWNER/DEVELOPER AND "OPERATOR" (GENERAL CONTRACTOR) SHALL EACH BE REQUIRED TO PREPARE AND SUBMIT A NOTICE OF INTENT (NOI) TO THE EPA PRIOR TO THE START OF CONSTRUCTION AND SHALL BE RESPONSIBLE FOR THE PREPARATION AND IMPLEMENTATION OF A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MEETING THE REQUIREMENTS OF THE CURRENT CONSTRUCTION GENERAL PERMIT.

GRAPHIC SCALE



(IN FEET)
1 inch = 50 ft.

OWNER OF LOT 42-8
SIGNATURE: _____ FOR HITCHINER MANUFACTURING CO. INC.
DATE: _____

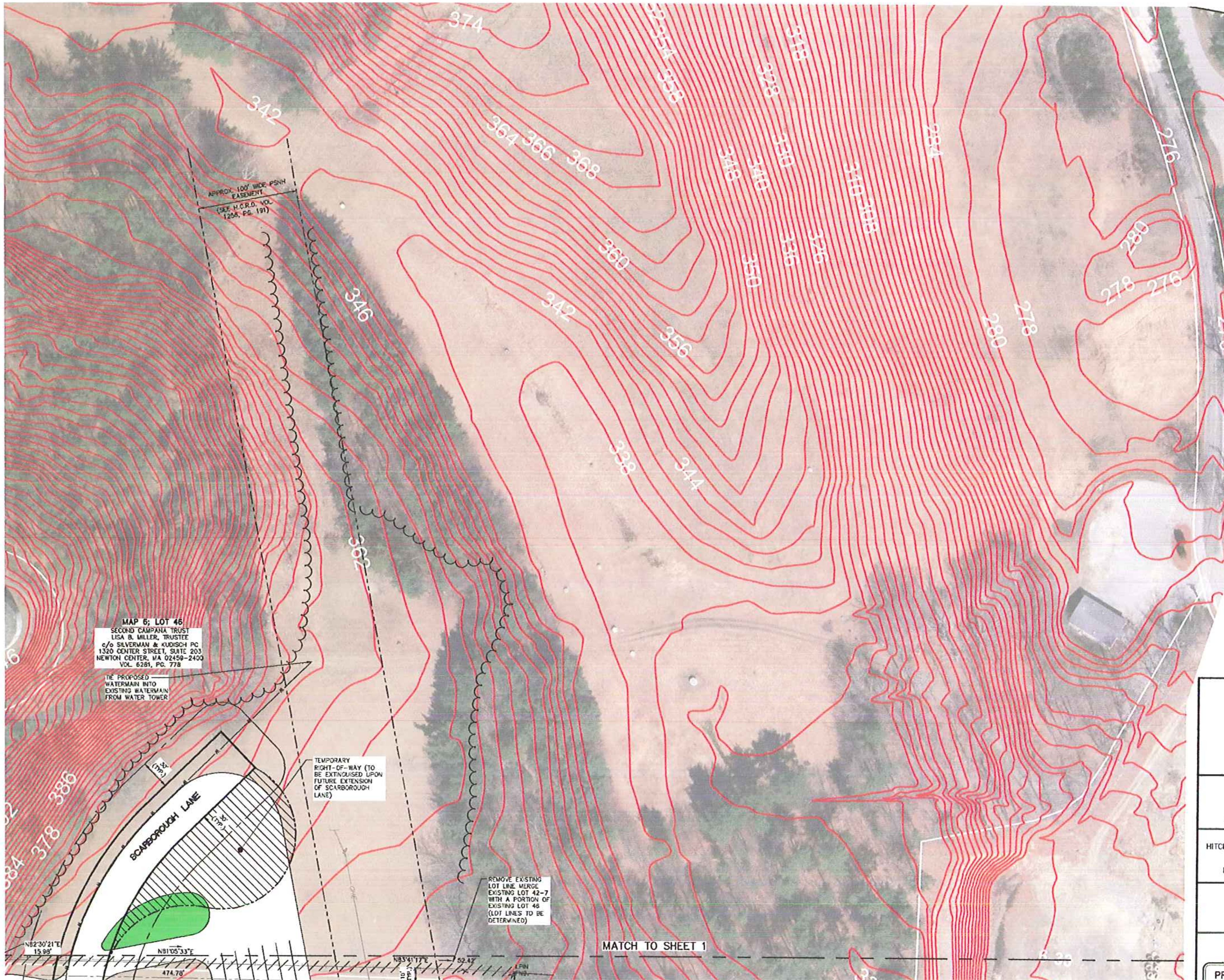
OWNER OF LOT 46
SIGNATURE: _____ FOR SECOND CAMPANA TRUST
DATE: _____

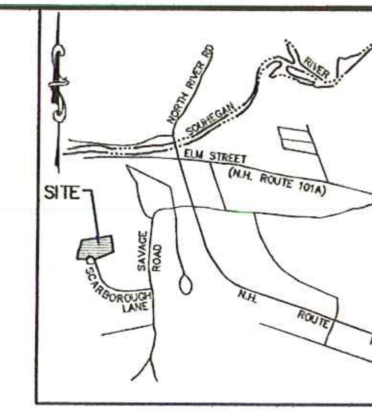
OWNER OF LOT 42-7
SIGNATURE: _____ FOR KSH REALTY LLC
DATE: _____

APPLICANT
SIGNATURE: _____
DATE: _____

TOWN OF MILFORD
RECEIVED
MAR 10 2015
PB____ ZBA____ Office____

G:_project\041014\041042\dwg\CONCEPT- SHORT CULDESAC 30.dwg, 3/9/2015 4:27:16 PM, 1:1





LOCATION PLAN

SCALE: 1" = 2500'±

LEGEND

- STONE BOUND FOUND
- IRON PIN FOUND
- DRILL HOLE
- UTILITY POLE
- SIGN
- WATER VALVE
- HYDRANT
- WATER SHUT OFF
- CATCH BASIN
- ABUTTER LINE
- PROPERTY LINE
- CHAIN LINK FENCE
- OVERHEAD UTILITIES
- TREELINE
- EDGE OF PAVEMENT
- STONEWALL
- BUILDING SETBACK
- EASEMENT
- PROPOSED EDGE OF PAVEMENT

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

CONCEPTUAL SITE LAYOUT PLAN

ALENE CANDLES

MAP 6; LOT 42-7
51 SCARBOROUGH LANE
MILFORD, NEW HAMPSHIRE
HILLSBOROUGH COUNTY

OWNER OF LOT 42-7:
KSH REALTY LLC
51 SCARBOROUGH LANE
MILFORD, NH 03055-3117
H.C.R.D. BK. 5790; PG. 544

APPLICANT:
PAUL K. AMATO
462 MASON ROAD
MILFORD, NH 03055

OWNER OF LOT 42-8:
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MILFORD, NH 03055
H.C.R.D. BK. 5800; PG. 559

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LISA B. MILLER, TRUSTEE
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NEWTON CENTER, MA 02459
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No.	DATE	DESCRIPTION	BY

DATE: FEBRUARY 26, 2015	SCALE: 1" = 50'
PROJECT NO: 04-1014-2	SHEET 2 OF 2