STAFF MEMO

Planning Board Meeting

May 17, 2011

Agenda Item #2: Pine Valley Subdivision/37 Wilton Rd LLC & Pine Valley Business Center – Wilton Rd – Map 6, Lot 14

Public Hearing for Design Review of a Major Open Space Subdivision

Background:

The applicant is proposing a two part subdivision of lot 6/14 on Wilton Rd. The lot is situated across the street from the Pine Valley Mill Business Center on the west side of Milford. The subdivision land is currently and has historically been tied to the Mill. The applicant is proposing to first subdivide the 7.7 acre lot into two pieces. The eastern 3.3 acres of the property will remain as a parking lot for the adjacent Pine Valley Business Center and the western 3.4 acres will be subdivided into 10 residential dwelling units on a new loop roadway.

The applicant's parcel abuts Wilton Rd to the north and the railroad to the south. Several of the proposed new house lots will abut the railroad, similar to the houses further west on Wilton Rd. The roadway layout provides a ROW connecting the proposed neighborhood to the land on the south side of the rail road tracks, which is under the same ownership. The back lot 6/15 is surrounded by the Souhegan River and contains the buildings which provide power and access to the dam. The back lot also historically supported several houses for the Mill workers. The Planning Board should keep in mind the possibility the eventual development of the back lot into a residential neighborhood. Any development on lot 6/15 is contingent upon an agreement by the land owner and the railway company, to allow the construction of a road over the railroad bed, which is a significant hurdle to cross.

Subdivision Design

The subdivision is designed for 10 single family dwelling units with one remainder parcel containing the ROW to the railroad lines and other utilities. The dwelling unit lots vary in size from 0.23 to 0.35 acres or approximately 10 to 15,000 SF. Each lot will be served by Milford sewer and Wilton water. The applicant has been in contact with both Milford and Wilton's Water Utilities departments to discuss how this can best be accomplished prior to submitting applications to the Board. As this development is

proposed to be served by Wilton's public water supply, the Planning Board should consider if this development could potentially pose Regional Impact to the Town of Wilton in accordance with RSA 36:54-58 (attached).

The subdivision plan details a new loop road off of Wilton Rd. The new road entrance, closest to the Pine Valley Business Center is a 24' wide roadway which connects to a gravel access towards the rear of the property and the railroad tracks. After intersecting with the gravel access way, the road width tapers down to 20' through to its intersection with Wilton Rd. The larger 24' wide entrance is designed to accommodate future development on lot 6/15 and access to the railroad tracks, dam structures and property beyond.

A unique feature of this site is the 8' penstock that runs just below the ground from the Pine Valley Business Center through lot 6/14, under the railroad tracks and out to the dam on the Souhegan River. This feature was historically an open canal used to bring water to the Mill building which was later converted to an 8' pipe which runs through the proposed development. To accommodate the penstock, the four lots on the eastern edge of the property will be accessed by elevated driveways from the proposed roadway. These four lots will also have separate water and sewer service from the rest of the development.

Currently in existence on the property are overhead electric lines which follow the penstock across the property, over the railroad lines and out to the buildings for the dam facilities. The applicant is undergrounding all utilities servicing lots along the new roadway but will leaving the overhead lines in place. The overhead lines will service the four lots to the east of the penstock as well.

The stormwater design for the site proposes to treat and infiltrate all stormwater onsite through a series of public and private underground infiltration chambers. Runoff from the roadway is conveyed through swales to one of four deep sump catch basins, and outleting to four underground infiltration chambers within the future Town ROW. As this road will become part of the Town's roadway system, the infiltration systems will also become the Town's responsibility to maintain. Each dwelling unit lot is proposed to be graded to direct stormwater to lawn basins which then feed into private underground infiltration chambers. The idea of treating stormwater both in the ROW and on private land with underground infiltration systems is new to the Town and long-term maintenance requirements will have to be carefully considered.

Zoning

Lot 6/14 is zoned "ICI" which does not allow residential uses. The applicant applied for and received a variance in October 2010 to permit ten residential units on the 3.4 acre western portion of the property. For context, ten dwelling units on 3.4 acres averages

out to about the density allowed in Residence A, and is significantly less density than allowed in Residence B. The proposed lots are complimentary in size to the ten residential lots to the west of this property, towards the Wilton Town line. Attached are the ZBA minutes describing the unanimous vote by the ZBA to grant the variance.

Open Space

As this lot is zoned ICI it is generally exempt from the open space regulation, however the applicant was granted a density in line with Residence A zoning the applicant has elected to utilize the new Open Space and Conservation District, with the benefit of reduced setbacks and frontage requirements. The OSCD requires a maximum of 15% of the land be placed into protected open space to serve the public's interest. In this instance, the Planning Board may want to discuss reserving some land along Wilton Rd to provide for a future public transit stop to accommodate the Pine Valley Business Center and the surrounding residential neighborhoods. The parking lot portion of parcel 6/14 could be an ideal location for the placement of a future public transit stop. Other options would be provision for sidewalks along Wilton Rd and/or trail access along the Souhegan River.

As a refresher the Residence A and B minimum required open space (Section 6.04.5.B.1) reads as follows: *Subdivisions in Residence A and B shall have a maximum of fifteen (15%) percent of the gross tract area placed into permanently protected open space. The amount to be included in open space shall include land deemed to serve the public's interest by the Planning Board. Features deemed in the public interest include but are not limited to: land for bike lanes, public walkways, trail connections, public transit stops, pocket parks, stormwater management, and high value natural resources such as the Souhegan River, its tributaries, wetlands and buffers.*

Staff review of the application has found it to be complete. Please find the attached plan set, copy of RSA 36:54-58, minutes from the ZBA meeting, and letters from Zoning Administrator and Fire Department.

Interdepartmental Reviews:

Fire, Code Enforcement, DPW and Stormwater Coordinator have the following comments from a meeting 4/27 regarding this application:

- The Police Department is concerned with the intersection between North River Road, Wilton Rd and this new road, specifically in relation to the "hump" from the penstock. There was discussion about the plans to realign NRR as part of the Falcon Ridge Subdivision off-site improvements. The re-aligned version of NRR should be delineated somehow so all can see what the intersection will look like in the future with this new road and the re-alignment.

- Town needs details on the "bridges" for the driveways over the penstock. They will need to have a rating of E-2 for fire trucks

- The Drainage for the subdivision lot and parking lot should be master planned together. This would potentially allow for draining water to the east over the parking lot for both the roadway and overflow

from the house lots. The house lots would be better served with bioretention systems that double as landscaping to avoid the maintenance/enforcement headache on the individual infiltration systems. Overflow could then be funneled along with roadway drainage to a drainage system on the south of the parking lot, towards the Souhegan.

- Need to clarify future maintenance of the fence on the western edge.

- Check the gravel and asphalt depths on the plan against the DPW Infrastructure, Design, Construction and Administration Standards updated in January.

- Fire protection is under discussion to investigate dropping in a drafting basin or a non-pressurized dry hydrant into the penstock due to the lack of capacity in the 6" main. Fire and Water utilities will get together next week to try and get a pressure test of the line and officially determine if it is a 6" or 8" main in Wilton Rd.

Community Development Director/Zoning Administrator – see attached letter.

Fire Department – Please see attached letter.

Water Utilities – No comments as of 5/11/10 but some may be provided prior to the PB meeting.

DPW –

- Details are needed on the driveway bridges over the penstock
- Who will own the fence on the east side of the property and maintain it?
- Details are needed on the underground infiltration systems
- Is a sign and/or a gate needed for the gravel access way?
- Construction exits should be detailed for both of the new roadway curb cuts
- The typical roadway cross-section should be updated to align with the DPW Standards
- The typical utility trench detail should reflect magnetic tape instead of caution tape

Ambulance - No issues anticipated for ambulance operations.

Police Department - I have a concern with the easterly exit/entrance. This area is located just west of the canal which has a steep elevation to it. Over the years there have been accidents in this immediate area because of poor sight visibility when vehicles are headed westbound approaching the rise in this roadway. Can anything be done in order to decrease the serious potential with this?

Staff Recommendation:
As this is the first public hearing on this project, the Board should review the application and make a determination of regional impact. As this project is within close proximity to Wilton and utilizes their water supply the Board should discuss whether or not the development has potential Regional Impact and make a determination.

The applicant is not asking for any waivers at this time.

The Planning Board should review the application and discuss any questions they have with the applicant. As this project received a variance determining the density the usually considerations of creating a conventional subdivision to determine density is unnecessary. The following items should be resolved prior to the applicant moving on to a final application:

- The Planning Board will need to make a determination on the maximum, if any, open space the applicant will need to provide as part of this application and what form that should take.

- Town Staff have some significant concerns with the long-term maintenance of the stormwater system as currently proposed for both the Town's ROW and the private lots. Staff suggested an alternative stormwater design that should be discussed. Details of the system selected will need to be included in the plan set.

- The alignment of North River Road, Wilton Rd and the proposed roadway needs to be determined. There are plans to modify the alignment of North River Rd and Wilton Rd approved as part of the Falcon Ridge subdivision, however DPW has asked the developer to hold off on implementing the intersection realignment until the project is closer to build-out. As build-out is still several years away, and this development has a potential second phase, the intersection should be evaluated to find the best possible layout for future traffic volumes. The proposed new road's curb cut should be evaluated within this larger context.

- A solution for how to best provide for fire protection needs to be included in the plan set.

- All details and information requested from the Interdepartmental Reviews should be provided.

*Please note the Town received a certified letter from a project abutter that should become part of the meeting minutes. It is attached for the Board's review.

Image taken April, 2010

Review of Developments of Regional Impact

Section 36:54

36:54 Purpose. – The purpose of this subdivision is to:

I. Provide timely notice to potentially affected municipalities concerning proposed developments which are likely to have impacts beyond the boundaries of a single municipality.

II. Provide opportunities for the regional planning commission and the potentially affected municipalities to furnish timely input to the municipality having jurisdiction.

III. Encourage the municipality having jurisdiction to consider the interests of other potentially affected municipalities.

Source. 1991, 300:1, eff. Jan. 1, 1992.

Section 36:55

36:55 Definition. – In this subdivision "development of regional impact" means any proposal before a local land use board which in the determination of such local land use board could reasonably be expected to impact on a neighboring municipality, because of factors such as, but not limited to, the following:

I. Relative size or number of dwelling units as compared with existing stock.

II. Proximity to the borders of a neighboring community.

III. Transportation networks.

IV. Anticipated emissions such as light, noise, smoke, odors, or particles.

V. Proximity to aquifers or surface waters which transcend municipal boundaries.

VI. Shared facilities such as schools and solid waste disposal facilities.

Source. 1991, 300:1, eff. Jan. 1, 1992.

Section 36:56

36:56 Review Required. –

I. A local land use board, as defined in RSA 672:7, upon receipt of an application for development, shall review it promptly and determine whether or not the development, if approved, reasonably could be construed as having the potential for regional impact. Doubt concerning regional impact shall be resolved in a determination that the development has a potential regional impact.

II. Each regional planning commission may, with public participation following the public posting of notice of the intent to develop guidelines, including notice published in a newspaper of general circulation in the planning region, develop guidelines to assist the local land use boards in its planning region in their determinations whether or not a development has a potential regional impact. The regional planning commission may update the guidelines as needed and provide them, as voted by the regional planning commissioners, to all municipalities in the planning region.

Source. 1991, 300:1, eff. Jan. 1, 1992. 2009, 194:1, eff. Sept. 11, 2009.

Section 36:57

36:57 Procedure. –

I. Upon determination that a proposed development has a potential regional impact, the local land use board having jurisdiction shall afford the regional planning commission and the affected municipalities the status of abutters as defined in RSA 672:3 for the limited purpose of providing notice and giving testimony.

II. Not more than 5 business days after reaching a decision regarding a development of regional impact, the local land use board having jurisdiction shall, by certified mail, furnish the regional planning commission and the affected municipalities with copies of the minutes of the meeting at which the decision was made. The local land use board shall, at the same time, submit an initial set of plans to the regional planning commission, the cost of which shall be borne by the applicant.

III. At least 14 days prior to public hearing, the local land use board shall notify, by certified mail, all affected municipalities and the regional planning commission of the date, time, and place of the hearing and their right to testify concerning the development.

IV. Notwithstanding the foregoing, when the building inspector determines that a use or structure proposed in a building permit application will have the potential for regional impact and no such determination has previously been made by another local land use board, he or she shall notify the local governing body. The building inspector shall also notify by certified mail the regional planning commission and the affected municipalities, who shall be provided 30 days to submit comment to the local governing body and the building inspector prior to the issuance of the building permit.

Source. 1991, 300:1, eff. Jan. 1, 1992. 2003, 220:1, eff. Aug. 30, 2003. 2005, 39:1, eff. July 16, 2005. 2008, 357:5, eff. July 11, 2008. 2009, 49:1, eff. Jan. 1, 2010.

Section 36:58

36:58 Applicability. – The provisions of this subdivision shall supersede any contrary or inconsistent provisions of local land use regulations enacted under RSA 155-E and RSA 674.

Source. 1991, 300:1, eff. Jan. 1, 1992.

6/14

TOWN OF
RECEIVED
MAR 04 2011
PB____ ZBA____ Office____

72 Wilton Road
Milford, NH. 03055

February 23, 2011

RE: Case #30-10 Variance

Bill Parker ~ Community Development Director/Zoning Administrator
Town Hall - 1 Union Square
Milford, NH, 03055

Subject: Resident request of 72 Wilton Road
Dear Mr. Parker.

My name is Amy Aspinwall and I live at 72 Wilton Road – the home right next to the approved site for construction of 10 single family homes. My husband, Todd Goodnow, attended the Public meeting held October 21, 2010 at the Board of Selectmen's Meeting Room.

Now that the surveyors have come and we can see the markers, we are writing to formally request that the applicant build at least an 8ft. high fence along the property line.

A little background for the board. We are a young family and moved to our current location about 3 years ago. We have 3 children and were hopeful of fixing up our property which we are doing, and providing a nice place to raise our family. Anyone familiar with our area has seen that we had the mis-fortune of getting undesirable neighnbors..but having the field on the other side of us was a "sanity-saver" of sorts. Lucky the field is the side of our home that we enter and exit from and also park our vehicles on. In the warmer weather – we grill on that side and play in the grass. We were planning on planting a vegetable garden there this Spring...

We are pro-Progress and are not completely opposed to the development. However it does take our sanity view away. In an effort to not to feel as boxed in as we anticipate, and to keep some level of our privacy, we are requesting a fence be built, whether on our property line or the developments' since these houses will be very near our home.

Thank you for your time and consideration.

Respectfully yours,

Amy Aspinwall Todd R. Goodnow

Amy M. Aspinwall and Todd R. Goodnow

cc: Mark Prolman
Janet Langdell

Fire Department
M E M O R A N D U M

TO: Sarah Marchant

FROM: Capt. Jason A Smedick

DATE: 2 May 2011

SUBJECT: Pine Valley Subdivision 31 Wilton Rd.

Our office has reviewed the proposed site plan for the aforementioned project and has the following comments:

1. **The fire protection water supply in this area is limited. We would like to see the addition of two (2) dry hydrants installed into the penstock inspection manhole and piped out to Wilton Rd. If this is not possible then the installation of a drafting manhole into the penstock with a vehicle pad capable of parking two (2) engines.**

2. **The bridges going over the penstock for driveway access to the homes must be capable of supporting 66,000 lbs. which if the weight of our ladder truck.**

3. **If the gravel access road leading to the dam is gated a Knox Box shall be installed on the gate for Fire Department access.**

Should you have any questions please do not hesitate to contact me.

May 11, 2011

MEMO

TO: Sarah Marchant, Town Planner/GIS Coordinator
FROM: B. Parker, CD Director/Zoning Administrator

RE: Pine Valley Subdivision Design Review – Initial Comments

The following is my initial input on the design review plan set for the Pine Valley Subdivision received in our office on 04/18/11, latest revision 04/18/11.

1. Conformance with Zoning (Use): Variance granted by the Zoning Board for a 10-lot single-family subdivision on 10/10/2010 in the ICI District. Area for the subdivision represented to the Planning Board was 3.4 acres, and plan set reflects the approved variance. Overall density calculates to 2.94 units/acre. As a point of reference, Residence 'A' density, with minimum 15,000 SF lots, calculates 2.9 units/acre.

2. Because there was no determination made by the Zoning Board as to whether the subdivision was either 'open space' or 'conventional' a review of the proposal indicates that the subdivision should be treated as an 'open space' subdivision due to the lots having reduced frontages and setbacks. The nature of the project is to build affordable housing and Open Space Conservation District criteria allow the flexibility necessary for this an affordable housing development.

   It is recommended the Planning Board further discuss this with the applicant.

3. As part of the final approvals for the subdivision approved setbacks should be clearly noted in the plan set, as well as any other deviations from the customary 'conventional' subdivision requirements so that there is recorded documentation as to the development criteria governing these lots.

4. The easterly intersection of the proposed road with Wilton Road is offset approximately 70' from the existing intersection of Wilton Road/North River Road. Although the Town's road design specifications do not specify minimum distance requirements between intersections, the American Society of Civil Engineers recommends at least 125' for local roads. A site visit conducted by Town Planner Sarah Marchant and myself at 11:30 AM, Wednesday, May 11, 2011 observed little traffic on Wilton Road and very little from North River Road.

   I'd recommend looking at ways to increase the distance between the two intersections, if only by several feet or whatever is possible, given the physical site constraints and the design constraints of the subdivision.

5. In staff level discussions with the applicant and the engineer the need for sidewalks in this area has been mentioned. Sidewalks, or what appear to be sidewalks, begin just east of the Wilton town line. Given the proximity of this project to downtown Wilton and the fact that it is in walking distance, I'd recommend provisions for pedestrians be included either within the Wilton Road right-of-way or within pedestrian sidewalk easements on the lots themselves.

Town of Milford
ZONING BOARD OF ADJUSTMENT

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

NOTICE OF DECISION

You are hereby notified that the request of 37 Wilton Road Milford~~, LLC and~~ 282 Route 101, LLC, owner of 30 Wilton Road, Map 6, Lot 14 in the Integrated Commercial-Industrial "ICI" district, for a Variance from Article V, Section 5.08.3 to permit ten (10) single family homes, a use not permitted in the district, was approved by a unanimous vote on October 21, 2010 as it met all the criteria for a variance.

In addition, in accordance with NH RSA 677:2, application for a rehearing in this matter must be received by the Board of Adjustment prior to close of business (4:30 p.m.) on November 19, 2010.

In accordance with Article X, Section 10.060, this variance is subject to expiration, if within one (1) year after the granting of a variance or special exception by the Board of Adjustment, none of the required building permit for work covered by the variance or special exception has been executed, then such variance or special exception shall become null and void except in any case where legal proceedings relative to the variance or special exception shall have caused an undue delay in the execution of the required building permit. Only one, six-month extension may be granted for any variance or special exception. The applicant may apply for the extension at a regularly scheduled Zoning Board meeting.

Case # 30-10
Dated: October 21, 2010

Steven Bonczar
Steven Bonczar, Chairman

CC: Dana MacAllister, Residential Building Inspector
Planning

Town of Milford
Zoning Board of Adjustment Minutes
October 21, 2010
37 Wilton Road, LLC
Case #30-10
Variance

Present: Steven Bonczar
Kevin Johnson
Fletcher Seagroves
Laura Horning
Steve Winder

Michael Unsworth - Alternate

Absent: Katherine Bauer – Board of Selectmen's representative
Zach Tripp - Alternate

Secretary: Kathryn Parenti

The applicant, 37 Wilton Road Milford, LLC and 282 Route 101, LLC, owner of 30 Wilton Road, Map 6, Lot 14 in the Integrated Commercial-Industrial "ICI" district, is requesting a Variance from Article V, Section 5.08.3 to permit ten (10) single family homes, a use not permitted in the district.

Motion to Approve: Keri L. [illegible]

Seconded: Fletcher W. Seagroves Jr.

Signed: [illegible]

Date: 11/4/2010

Steve Bonczar, Chairman, opened the meeting by stating that the hearings are held in accordance with the Town of Milford Zoning Ordinances and the applicable New Hampshire statutes. He continued by informing all of the procedures of the Board; he then introduced the Board. He read the notice of hearing into the record as well as the list of abutters; Mark Prolman, applicant, Andy Prolman, an attorney with Prunier and Prolman, were present. He then invited the applicant forward to present his case.

A. Prolman stated he would be representing the applicant in this case. He stated M. Prolman and Eli Levine (who was also present) whose companies are 37 Wilton Road Milford, LLC and 282 Route 101, LLC., purchased the mill complex and the land across the street from Heidi Robichaud last year. He stated M. Prolman's work in town is familiar with everyone. He owns 168 Elm Street, a former McDonald's site which has been developed into a new restaurant. He also owns a unit in the Granite Town Plaza that has been developed as well; he had worked with the Hardmans, owners of the Plaza, in redeveloping the site. He then handed out several exhibits to the board members. He stated the property is on the western end of town, on Wilton Road. The sit is approximately ten (10) homes from the Wilton town line. The parcel is located across from the mill, which is composed of mixed retail uses. To the south of the property is the railroad, which operates one or two times a day. North of the site are residential homes, which go up the hill toward Maple Street and include a new development, Falcon Ridge and across the river are commercial businesses. A portion of the parcel is across the tracks. They are proposing to subdivide 7.6 of the total 17 acres across from the mill and subdivide it into two (2) parcels. The 3.4 acre parcel will be where the proposed ten (10) lots would go; the remainder of the lot would be for parking and overflow parking for the mill. The site has historically been used for parking and provides a buffer from the commercial area. The site is derived from Hillsborough Mills and the property is naturally divided by the railroad. Plan number 12421 from 1979 was approved for the whole area. and it shows the 7.6 acres which includes the house shown on the plan to the Souhegan River to the railroad and the road. There used to be a canal there but it was turned into an underground canal some time ago; it runs under Elm Street. In 1979 the area was zoned "Industrial" and Residential "R" on the north side of the railroad. Bill Parker, Director of Community Development, told him the zoning goes back to 1970 and the intent, at that time, was to keep the land industrial to tie it into the mill. Historically, the zoning has been tied to the mill. The 1979 plan shows some residential homes on the property but they are no longer there. They are seeking ten (10) individual lots for homes, not condos, that will be sold individually. The goal is to make it a town road with the ten (10) lots, which is a little more dense than allowed in Residential "A" but not as dense as Residential "B". There is 14,000 square feet plus or minus per lot for the whole tract and the goal is to make these units affordable homes, valued at around $200,000. They would be smaller, more modest homes but the price is not necessarily "workforce housing" per say. Ten (10) units on 3.4 acres are to deliver affordability.

The first exhibit shown was the plan and the second exhibit is sample homes and floor plans. Kevin Slattery, of Etchstone Properties (who was present), is the builder and he has done several projects like this. The intent is to deliver moderately priced homes. The zoning of the property is "Integrated-Commercial Industrial", ICI, and it has been historically tied to the Hillsborough Mill. Today the mill is a mix of uses, including retail stores, a church, and a woodworking shop. It is no longer an actual mill. The zoning is out of character with the neighborhood; as shown on the exhibit of the tax map and zoning map, as well as the GIS map. From the mill, going east, is a commercial area; heading west on Wilton Road turns into a residential district and all the homes past the mill have been in existence prior to zoning. He was hoping they had all gotten variances but they were there before the zoning ordinance was adopted. He referred to the zoning map; the other ICI areas in town have access to and visibility from main roads; this is the only one that does

not. This area cannot be seen from Route 101 but it is visible from Wilton Road, which is not the same nor does it have the same traffic volume as Nashua or Elm Streets. This site is unique because it is not similar to any other "ICI" areas in town.
The final exhibit is a letter from Jonathan Frank, of F & M Appraisal, LLC states that this proposed use would not diminish surrounding property values since they would be adding homes in an area consisting of single family homes. In addition, they are intentionally leaving the eastern half of the lot for parking for the mill and to act as a buffer from the commercial district.
S. Bonczar opened the meeting to public comment; there was none so he closed that portion of the meeting and asked the applicant to go through the criteria for a variance.

1. Granting the variance would not be contrary to the public interest because:
A. Prolman noted the proposed use will provide quality housing at an affordable price. The applicant's goal is to develop low cost housing stock targeted for middle income families (e.g.: teachers, firefighters, police, etc). He stated he was told the town is looking for new housing stock and as stated in the Master Plan, it would encourage a healthy mix of housing stock.

2. The use is not contrary to the spirit of the ordinance because:
A. Prolman noted the proposed use provides transitional mixed use of the properties – existing residential with ten (10) new homes while leaving commercial area across from Pine Valley Mill to Route 101.

3. Granting the variance would do substantial justice because:
A. Prolman stated the use allows the owner the use of otherwise dormant land and provides the town with new affordable housing stock. They are looking to put the land to good use and are forfeiting industrial land for the future, which is not a concern; the Brox industrial property is more than the town is able to do anything with.

4. The proposed use would not diminish surrounding property values:
A. Prolman noted the existing site is a vacant, overgrown parking/sand lot. The new neighborhood will improve the existing area and site. In addition, J. Frank's letter echoes this.

5. Denial of the variance would result in unnecessary hardship.
A). "Unnecessary hardship means that, owing to special conditions of the property that distinguish it from other properties in the area:
i). No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property because:
A. Prolman stated historically, the property was tied to the Pine Valley Mill – both ownership and use – and we believe the zoning may have followed the historic use. Today, this portion of the property does not lend itself to ICI development.
ii) and; The proposed use is a reasonable one because:
A. Prolman noted the proposed use allows for compatible uses – residential abutting residential, while leaving a buffer from the commercial area.
B) If the criteria in Section (A) are not established, an unnecessary hardship will be deemed to exist if, and only if, owing to special conditions of the property that distinguish it from other properties in the area, the property cannot be reasonably used in strict conformance with the ordinance. A variance is therefore necessary to enable a reasonable use of the property because:
A. Prolman stated the special conditions of the property, on the western border of the town, justify a variance because, although it is zoned ICI, the immediate abutters and neighbors to the west and north are all residential. A new residential neighborhood (Falcon Ridge) is

across the street and will be built out over the next few years. The property's physical features discourage ICI use – a shallow depth due to the railroad, conflicting abutting residential use, the river and Route 101 to the south provide a natural buffer to the site. Finally, the proposal would allow a transitional area between houses and the neighboring lot, the Souhegan River and Route 101.

A. Prolman also noted the "ICI" zone allows for some residential use – senior housing.

S. Bonczar asked if they had gone before the planning board.

A. Prolman replied they had not.

S. Bonczar asked if this would be developed by a single builder or would they sell off the individual lots. He was curious about the uniformity of the development.

A. Prolman replied a single builder, Etchstone Properties, would develop the site. Their goal is for affordable and uniform homes.

S. Bonczar clarified the land and homes can be purchased, unlike the situation in condominiums. He asked how many acres would be developed and how much land is left.

A. Prolman stated the entire tract is a long rectangle and is 7.6 acres. The proposal is to develop 3.4 acres and the balance of 4.2 acres would be left as parking and a buffer.

S. Bonczar assumed all the setback requirements would be met.

A. Prolman stated this is subject to planning board approval. He suspected it would be an open space development with fewer than ten (10) lots.

S. Bonczar stated the plan is for ten (10) homes; that is what the ZBA can approve. Looking at the size of the parcel, ten (10) lots on 3.4 acres is fairly tight. He asked if the development will be on water and sewer.

A. Prolman replied it was; if the development was not, they wouldn't be able to do this. He noted the layout is approximate of what they hope to do but they may have to tweak lots.

S. Bonczar noted it they don't meet the criteria for the lots, they will have to come back to the ZBA.

F. Seagroves asked if they had any plans for the larger piece of the parcel.

A. Prolman replied yes; it would be some form of residential use but it is tempered by being able to cross the railroad tracks.

K. Johnson stated basically, the property has not been used for the past thirty (30) years.

A. Prolman stated there were some token uses, like the portable barbeque stand on site now, and for overflow parking for the mill.

K. Johnson asked if the lot numbered 4 was the edge of the parcel.

A. Prolman replied it was.

L. Horning asked if they had planned for any safety device between the railroad tracks and the homes.

A. Prolman replied this would be subject to planning board approval; it could be fencing or a good vegetative screen.

L. Horning noted the ZBA is concerned with the health and safety of the town. She asked about plans for the stormwater runoff, if the retention pond was for a 50 year flood and if the safety of the residents was taken into account.

A. Prolman noted Hayner Swanson did the initial plan; sometimes the retention areas are flat, sometimes they are deep holes with a fence surrounding it. Whatever is required will be put in place.

L. Horning asked about emergency vehicle access.

A. Prolman replied if this was a standard cul de sac, it wouldn't work but in this case they have a gated access.

S. Winder stated he mentioned senior housing as being an allowed use and asked if this would be for seniors.

A. Prolman replied it was and allowed use, by special exception but this would not be for seniors; it is affordable homes.

S. Bonczar read from the Town of Milford Zoning Ordinance, Article V, Section 5.08.0, Integrated Commercial-Industrial District (ICI) (1995): *"The intent of the Integrated Commercial-Industrial District is to provide an area for sales and service activities, both wholesale and retail, as well as industrial activities. This District is intended to be the area in which vehicular oriented business can occur."* He then read from Section 5.08.1, Acceptable Uses: *"A. Wholesale businesses, B. Retail businesses, C. Restaurants, D. Offices, E. Hotels/motels, F. Day care facilities as an accessory to the principal use, G. Public utility uses necessary for public welfare, H. Manufacturing (from Light Manufacturing 2003), I. Distribution and mailing facilities, J. Research and development laboratories, K. Motor vehicle repair facilities, L. Harvesting of natural resources, M. Banks and financial institutions, N. Processing and warehousing (1997), O. Adult Entertainment Businesses (2000), P. Telecommunication facilities (2000), Q. Motorized vehicles sales facilities (2007), R. Farm roadside stands (2010), S. Farmer's market (2010)."* He also read from 5.08.2, Acceptable uses and yard requirements by: (2009): *A. Special Exception, 1. Schools, 2. Recreation facility, not-for-profit (1997), 3. Recreational facility, commercial (1997), 4. Processing of natural resources (1997), 5. Building and structure height greater than allowed in 5.08.7:A and B (2005), 6. Senior housing Developments (2002), 7. Accessory Dwelling Units for existing single-family dwellings (2008), 8. Reduced front, side and rear setbacks (2009). B. Conditional Use Permit (2009), 1. Small Wind Energy Systems (2009)."* He noted the reason the applicant is here is for a use that is not specified by the ordinance. He asked if there were any questions or comments by the board.

F. Seagroves noted the approval would be for ten (10) units but the planning board can change that.

S. Bonczar stated if the board approved this application, it is for ten (10) units but it can be less than ten (10), not more. They are approving a change for a residential use of up to ten (10) units on that lot.

L. Horning asked if they can change the ordinance by adding this use to the district.

S. Bonczar replied they are not changing the ordinance but asking for a variance for a use not specified. He noted the applicant is asking for a residential use in the ICI district but the district has an allowed residential use of senior housing developments by special exception. The reason they applicant is here for a variance is to ask the board to grant relief for something that is not specified in the ordinance.

K. Johnson noted every variance sets aside the ordinance in some way and it is up to the board to decide if the request goes too far. Does the "ICI" district totally forbid a residential use, but the ordinance does not say there cannot be residences in it.

S. Bonczar asked the board if they had any additional questions or comments; they did not so they proceeded to discuss the criteria for a variance.

1. Would granting the variance not be contrary to the public interest?

K. Johnson noted granting the variance would not be contrary to the public interest. If you look at the tax map and the existing property, there are residential uses; on this side of the road, there are small lots averaging 2/10 acre and the proposal is for lots of 3/10 acre. It would benefit the public interest.

L. Horning, F. Seagroves and S. Winder agreed.

S. Bonczar agreed; it would be a benefit to the public as opposed to an industrial use. The mill is not an industrial use and this would be less traffic than another commercial or industrial use.

2. Could the variance be granted without violating the spirit of the ordinance?

L. Horning stated the spirit of the ordinance is to promote the health, safety and welfare of the public and to encourage business growth and affordable housing.

F. Seagroves read from page 14 of the The Board of Adjustment in New Hampshire – A Handbook for Local Officials: *"...does the variance alter the essential character of the neighborhood or threaten the health, safety or general welfare of the public?"* He didn't think it would violate the spirit of the ordinance; the addition of perhaps two (2) vehicles per house would not be a lot.

S. Winder stated if this was reversed, a request for and industrial use in a residential district, they could not grant it. The area is blocked off from the main highways and is not visible but there still is room for industrial use, if needed.

K. Johnson agreed; this particular property is not suited for the "ICI" district; the use and the addition of twenty (20) cars does stay within the spirit of the ordinance.

S. Bonczar agreed; in the spirit of the ordinance, there are accessory uses allowed by special exception, among those is senior housing and accessory dwelling units, which are found in single family homes. Based on the surrounding property, the impact of this proposal is less than an industrial use would have.

3. Would granting the variance do substantial justice?

F. Seagroves agreed; he didn't see any substantial justice being done if this request was denied. He read from The Handbook: *"Perhaps the only guiding rule is that any loss to the individual that is not outweighed by a gain to the general public is an injustice."* He didn't see where the public would gain if this was denied.

L. Horning agreed; there are shops in the mill and surrounding residential properties. She felt the proposed use would be a boost to property values as well.

S. Winder and K. Johnson agreed as well; affordable housing would be a clear benefit to the community.

S. Bonczar agreed; denial of the request would be an injustice.

4. Could the variance be granted without diminishing the value of abutting property?

F. Seagroves stated the variance could be granted without diminishing the value of abutting property.

L. Horning stated the variance could be granted without diminishing the value of abutting property values as stated by the appraiser.

K. Johnson stated yes, from the comments made by the appraiser and because of the character of the rest of the surrounding properties.

S. Winder stated this use would similar in nature to many of the abutting properties.

S. Bonczar stated, apart from the mill with its mixed uses, the surrounding area is residential. By adding this use the value of abutting property would increase versus with the addition of an industrial use. If the request was flipped around, there would be abutters present as it would decrease property values.

5. Would denial of the variance result in unnecessary hardship taking the following into consideration:

A) i. No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property;

B) If the criteria in subparagraph (A) are not established, an unnecessary hardship will be deemed to exist if, and only if, owing to special conditions of the property that

distinguish it from other properties in the area, the property cannot be reasonably used in strict conformance with the ordinance, and a variance is therefore necessary to enable a reasonable use of it.

ii. The proposed use is a reasonable one.

S. Winder stated the proposed use is a reasonable one and would result in unnecessary hardship if the request was denied. The land has been dormant for some time and he didn't see any conflicts with this request.

K. Johnson agreed; denial of this request would be a hardship. The property lacks access to any main road. Due to the required setback for the river, an industrial use would be difficult and not a good use of the land.

L. Horning agreed; there is no fair and substantial relationship between the ordinance and the property in relation to the topography of the lot. There is no direct access to the main roads for industrial use. The proposed use is a reasonable one.

F. Seagroves agreed; this would be a good use for that particular piece of property; it's been a grassy lot for over fifty (50) years.

S. Bonczar agreed. The proposed use is a reasonable one based on the surrounding properties to the west and north. The intent of the "ICI" district is to put retail sales, etc. in the area and this property is not conducive to that. There is no reason why this needs to be kept "ICI". Except for the parking area, it will keep it a continuous residential area from the Wilton town line to in front of the mill. It is a reasonable request.

S. Bonczar asked if there were any additional comments; there were none so he stated after reviewing the petition and after hearing all of the evidence and by taking into consideration the personal knowledge of the property in question, he called for a vote.

1. Would granting the variance not be contrary to the public interest?

F. Seagroves – yes L. Horning – yes S. Winder – yes K. Johnson – yes
S. Bonczar – yes

2. Could the variance be granted without violating the spirit of the ordinance?

L. Horning – yes S. Winder – yes K. Johnson – yes F. Seagroves – yes
S. Bonczar – yes

3. Would granting the variance do substantial justice?

S. Winder – yes F. Seagroves – yes L. Horning – yes K. Johnson – yes
S. Bonczar – yes

4. Could the variance be granted without violating the spirit of the ordinance?

F. Seagroves – yes L. Horning – yes S. Winder – yes K. Johnson – yes
S. Bonczar – yes

5. Would denial of the variance result in unnecessary hardship taking the following into consideration:

A) i. No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property;

ii. The proposed use is a reasonable one.

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

K. Johnson – yes S. Winder – yes F. Seagroves – yes L. Horning – yes
S. Bonczar – yes

S. Bonczar asked if there was a motion to approve case # 30-10, a request for a variance.

L. Horning made the motion to approve Case #30-10, with the above mentioned condition.
S. Winder seconded the motion.

Final Vote

L. Horning – yes K. Johnson – yes S. Winder – yes F. Seagroves – yes
S. Bonczar – yes

S. Bonczar reminded the applicant of the thirty (30) day appeal period.

PINE VALLEY BUSINESS CENTER

PINE VALLEY SUBDIVISION

31 WILTON ROAD
TAX MAP 6-14
MILFORD, NEW HAMPSHIRE

APRIL 18, 2011

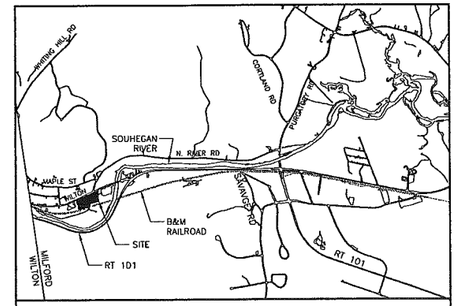
LAST REVISED: APRIL 18, 2011

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAN IS TO SUBDIVIDE A PORTION OF MILFORD TAX MAP PARCEL 6-14 INTO TEN SINGLE FAMILY LOTS ON THE WESTERLY 3.4 ACRES. THE REMAINING LAND TO BE OVERFLOW PARKING FOR LOT 6-13 AND/OR FUTURE DEVELOPMENT. LOT 6-14-11 IS NOT A BUILDING LOT, RESERVED FOR ACCESS TO LOT 6-15.
2. OWNER OF RECORD FOR LOT 6-14 IS 37 WILTON ROAD MILFORD, LLC, 100 ELM STREET NASHUA, NH 03060. REFERENCE H.C.R.D. BOOK 8076 PAGE 2233 (4/15/09).
3. THE TOTAL AREA OF EXISTING LOT 6-14 IS 329,823 S.F. (7.6 ACRES) MORE OR LESS.
4. THE PARCEL IS ZONED "ICI": INTEGRATED COMMERCIAL-INDUSTRIAL.
5. A VARIANCE GRANTED BY THE MILFORD ZBA, CASE #30-10, DATED OCTOBER 10, 2010, PROVIDES FOR TEN SINGLE FAMILY HOMES ON LOT 6-14.
6. REFERENCING THE TOWN OF MILFORD GROUNDWATER PROTECTION AREA MAP, PREPARED 10/24/02, LOCUS LIES WHOLLY WITHIN THE LEVEL II PROTECTION DISTRICT AREA.
7. REFERENCING FEMA DFIRM PANEL 33011C0453D, DATED 9/25/2009, THE EASTERLY MOST PORTION OF LOCUS LIES IN FLOOD ZONE AE 100 YEAR WITH THE REMAINING LANDS SITUATED IN ZONE X AS SHOWN HEREON.
8. THE PARCEL IS SERVED BY WILTON WATER DISTRICT MUNICIPAL WATER AND MILFORD SEWER.
9. BEARINGS DEPICTED ARE ON A +0°02'31" ROTATION FROM PLAN REF. #1.
10. THE PROPOSED SUBDIVISION IS SUBJECT TO POLICE AND LIBRARY IMPACT FEES.
11. "THE ISSUANCE OF BUILDING PERMITS FOR LOTS 6-14-1 THROUGH 6-14-10 ARE SUBJECT TO ARTICLE XII OF THE ZONING ORDINANCE, GROWTH MANAGEMENT & INNOVATIVE LAND USE CONTROL."
12. "ALL 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."
13. A SIGN IS REQUIRED AT EACH END OF THE PROPOSED ROAD THAT STATES "THIS ROAD HAS NOT BEEN ACCEPTED BY THE TOWN OF MILFORD. UNTIL THE ROAD HAS BEEN ACCEPTED THE TOWN ASSUMES NO RESPONSIBILITY FOR MAINTENANCE INCLUDING SNOW REMOVAL, NOR ANY LIABILITY FOR DAMAGES RESULTING FROM USE O THE ROAD. RSA 674:41."

REFERENCE PLANS:

1. "PLAN OF TAX PARCELS 7-27, 7-33 & 7-34, HILLSBOROUGH MILLS, MILFORD N.H." DATED JULY 17, 1979, REVISED JANUARY 29, 1980, SCALE 1"=80' PREPARED BY THOMAS F. MORAN, INC. THE PLAN IS UNRECORDED.
2. "PLAN OF TAX PARCELS 7-27, 7-33 & 7-34, HILLSBOROUGH MILLS, MILFORD N.H." DATED JULY 17, 1979, SCALE 1"=80' PREPARED BY THOMAS F. MORAN, INC. AND RECORDED WITH H.C.R.D. AS PLAN #12421.
3. "LAND IN MILFORD, N.H., WILTON RAILROAD COMPANY-TO-HILLSBOROUGH MILLS.," NUMBERED R17-15-1, DATED JAN 1936, SCALE 1"=50', PREPARED BY W.F. CUMMINGS AND RECORDED WITH H.C.R.D. AS PLAN #634.
4. "EXHIBIT F-5, PENSTOCK PLAN AND PROFILE STA. 17+00 TO 30+00, POWER PLANT, PINE VALLEY MILL, WILTON AND MILFORD, NEW HAMPSHIRE" DATED JULY 12, 1983, REVISED APRIL 23, 1985, SCALE 1"=40', PREPARED BY THOMAS F. MORAN, INC. THE PLAN IS UNRECORDED.



LOCUS PLAN SCALE 1" = 2000'

PLAN INDEX

SHEET 1	COVER SHEET	
SHEET 2	SUBDIVISION PLAN	
SHEET 3	EXISTING CONDITIONS	
SHEET 4	P-1	PLAN AND PROFILE
SHEET 5	SP-1	SITE PLAN
SHEET 6	SP-2	GRADING PLAN LOTS 1,2,8-10
SHEET 7	SP-3	GRADING PLAN LOTS 3-7
SHEET 8	SW-1	STORMWATER & EROSION CONTROL PLAN
SHEET 9	D-1	DETAIL SHEET - GENERAL CONSTRUCTION
SHEET 10	D-2	DETAIL SHEET - STORM WATER
SHEET 11	D-3	DETAIL SHEET - SEWER LINE
SHEET 12	D-4	DETAIL SHEET - WATER LINE
SHEET 13	D-5	DETAIL SHEET - GENERAL NOTES

TOWN OF MILFORD
RECEIVED
APR 18 2011
PB____ ZBA____

APPROVED
MILFORD, NH PLANNING BOARD
SUB DIVISION #:_____
DATE APPROVED:_____
SIGNED:_____

DIG SAFE
UTILITIES UNDERGROUND PLANT DAMAGE PREVENTION SYSTEM
1-888-344-7233 CALL TOLL FREE

GRAPHIC SCALE
200 100 0 200 400 600

REV.	DATE	DESCRIPTION	C/O	DR	CK
D	--	--	--	--	--
C	--	--	--	--	--
B	--	--	--	--	--
A	4/18/11	SUBMISSION TO PLANNING BOARD	--	KMA	JAH

CERTIFICATION:

"I HEREBY CERTIFY THAT THE EXISTING IMPROVEMENTS SHOWN ARE THE RESULT OF A FIELD SURVEY PERFORMED BY THIS OFFICE ON FEBRUARY 15, 2011 THROUGH APRIL 05, 2011.

P.E. CERTIFICATION

"I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THESE PLANS ADHERE TO ALL APPLICABLE REGULATIONS OF THE MILFORD SITE PLAN REGULATIONS, AND TO ALL APPLICABLE REGULATIONS EXISTING IN THE TOWN OF MILFORD AND THE STATE OF NEW HAMPSHIRE."

MERIDIAN DESIGN PROFESSIONALS:

LLS	PE	LWS	BDS

ENGINEERS
LAND SURVEYORS
SCIENTISTS
LAND PLANNERS

MERIDIAN Land Services, Inc

OFFICE: 31 OLD NASHUA ROAD
AMHERST, NEW HAMPSHIRE 03110
MAILING ADDRESS: P.O. BOX 118
MILFORD, NEW HAMPSHIRE 03055
TEL. 603-673-1441
FAX 603-673-1584
MERIDIAN@MERIDIANLANDSERVICES.COM

FILE:280P05A2.dwg	PROJECT NO. 280.05	SHEET NO. 1 OF 13

Plotted: 4/18/2011 11:39 AM By: KMA
H:\mls\00280\280.05\DRAWINGS\280P05A2.dwg

REFERENCE PLANS:

1. "PLAN OF TAX PARCELS 7–27, 7–33 & 7–34, HILLSBOROUGH MILLS, MILFORD N.H." DATED JULY 17, 1979, REVISED JANUARY 29, 1980, SCALE 1"=80' PREPARED BY THOMAS F. MORAN, INC. THE PLAN IS UNRECORDED.
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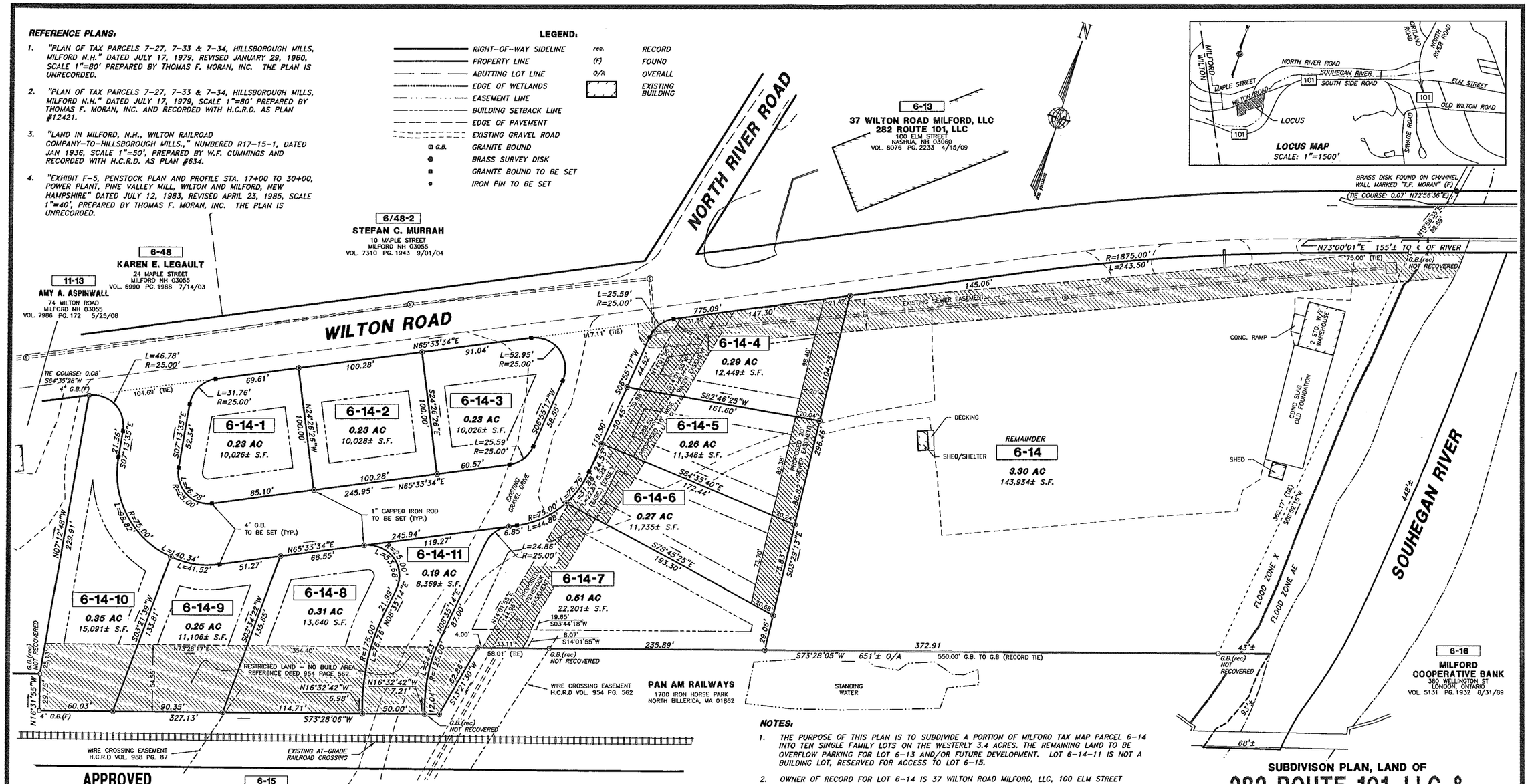
4. "EXHIBIT F–5, PENSTOCK PLAN AND PROFILE STA. 17+00 TO 30+00, POWER PLANT, PINE VALLEY MILL, WILTON AND MILFORD, NEW HAMPSHIRE" DATED JULY 12, 1983, REVISED APRIL 23, 1985, SCALE 1"=40', PREPARED BY THOMAS F. MORAN, INC. THE PLAN IS UNRECORDED.

LEGEND:

RIGHT–OF–WAY SIDELINE		rec.	RECORD
PROPERTY LINE		(F)	FOUND
ABUTTING LOT LINE		O/A	OVERALL
EDGE OF WETLANDS			EXISTING BUILDING
EASEMENT LINE			
BUILDING SETBACK LINE			
EDGE OF PAVEMENT			
EXISTING GRAVEL ROAD			
G.B.	GRANITE BOUND		
	BRASS SURVEY DISK		
	GRANITE BOUND TO BE SET		
	IRON PIN TO BE SET		



APPROVED
MILFORD, NH PLANNING BOARD
SUB DIVISION #:_____
DATE APPROVED:_____
SIGNED:_____

GRAPHIC SCALE
40 20 0 40 80 120

REV.	DATE	DESCRIPTION	C/O	DR	CK

CERTIFICATION:

"I HEREBY CERTIFY THAT THE BOUNDARY INFORMATION SHOWN WAS DEVELOPED FROM THE REFERENCE PLAN CITED HEREON AND HAS A MAXIMUM ERROR OF CLOSURE OF ONE PART IN TEN THOUSAND (1:10,000) ON ALL PROPERTY LINES WITHIN AND BORDERING THE SUBJECT PROPERTY"

OWNER'S SIGNATURE:

37 WILTON ROAD MILFORD, LLC _____ DATE _____

37 WILTON ROAD MILFORD, LLC _____ DATE _____

NOTES:

1. THE PURPOSE OF THIS PLAN IS TO SUBDIVIDE A PORTION OF MILFORD TAX MAP PARCEL 6–14 INTO TEN SINGLE FAMILY LOTS ON THE WESTERLY 3.4 ACRES. THE REMAINING LAND TO BE OVERFLOW PARKING FOR LOT 6–13 AND/OR FUTURE DEVELOPMENT. LOT 6–14–11 IS NOT A BUILDING LOT, RESERVED FOR ACCESS TO LOT 6–15.
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9. BEARINGS DEPICTED ARE ON A +0°02'31" ROTATION FROM PLAN REF. #1.
10. THE PROPOSED SUBDIVISION IS SUBJECT TO POLICE AND LIBRARY IMPACT FEES.
11. SEE SUBDIVSION PLAN SET DOR ADDITIONAL NOTES AND INFORMATION.

SUBDIVISON PLAN, LAND OF

282 ROUTE 101, LLC & 37 WILTON ROAD MILFORD, LLC

TAX MAP-LOT 6-14 30 WILTON ROAD

MILFORD, NEW HAMPSHIRE

SCALE: 1" = 40' FEBRUARY 3, 2011

MERIDIAN Land Services, Inc.
OFFICE: 31 OLD NASHUA ROAD, AMHERST, NEW HAMPSHIRE 03031
MAILING ADDRESS: PO BOX 118, MILFORD, NEW HAMPSHIRE 03055-0118
TEL 603-673-1441 FAX 603-673-1584 MERIDIAN@MERIDIANLANDSERVICES.COM
ENGINEERS - LAND SURVEYORS - SCIENTISTS - LAND PLANNERS

FILE:280D05.dwg	PROJECT NO. 280.05	SHEET NO. 2 OF 13

Apr 18, 2011 – 2:01pm KMA Land Desktop 2005 – LD75
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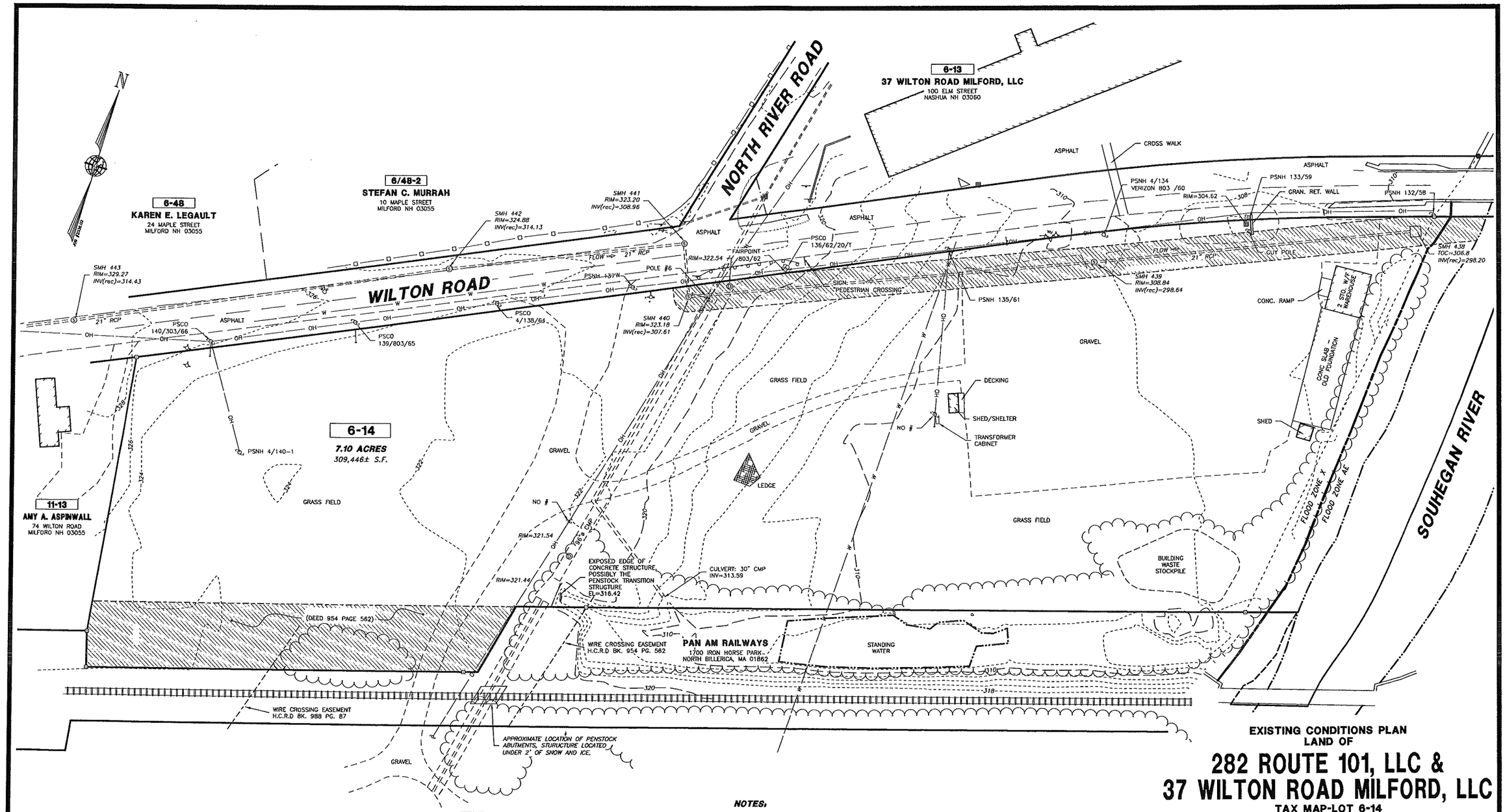


NOTES:

1. PROJECT DATUM: NGVD 1929.
2. SEWER INVERTS ARE DEPICTED PER THE TOWN OF MILFORD RECORD SEWER DOCUMENTS.
3. DRAIN INVERTS ARE THE RESULT OF A FIELD SURVEY MADE BY THIS OFFICE.
4. SUBSURFACE UTILITIES DEPICTED HEREON ARE THE RESULT OF RECORD PLANS COMPILED WITH FIELD SURVEY DATA AND THE LOCATIONS ARE APPROXIMATE. PRIOR TO THE COMMENCEMENT OF ANY EXCAVATIONS, DIGGGING, DRILLING, TRENCING OR ANY OTHE SITE WORK CALL DIGSAFE: 1-888-344-7233.

GRAPHIC SCALE

80 40 0 80 160 240

REV.	DATE	DESCRIPTION	C/O	DR	CK
A	MM/DD/YY	XXXXX	ABC	DEF	GHI

EXISTING CONDITIONS PLAN
LAND OF

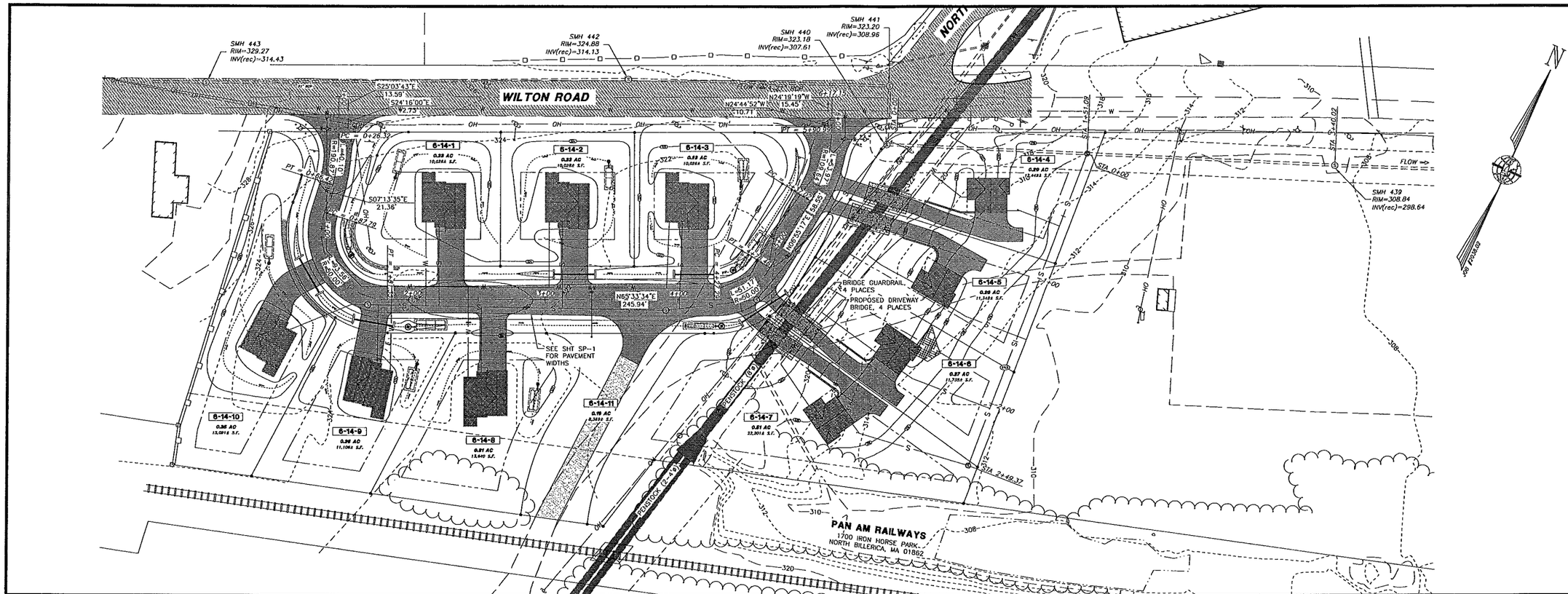
282 ROUTE 101, LLC & 37 WILTON ROAD MILFORD, LLC

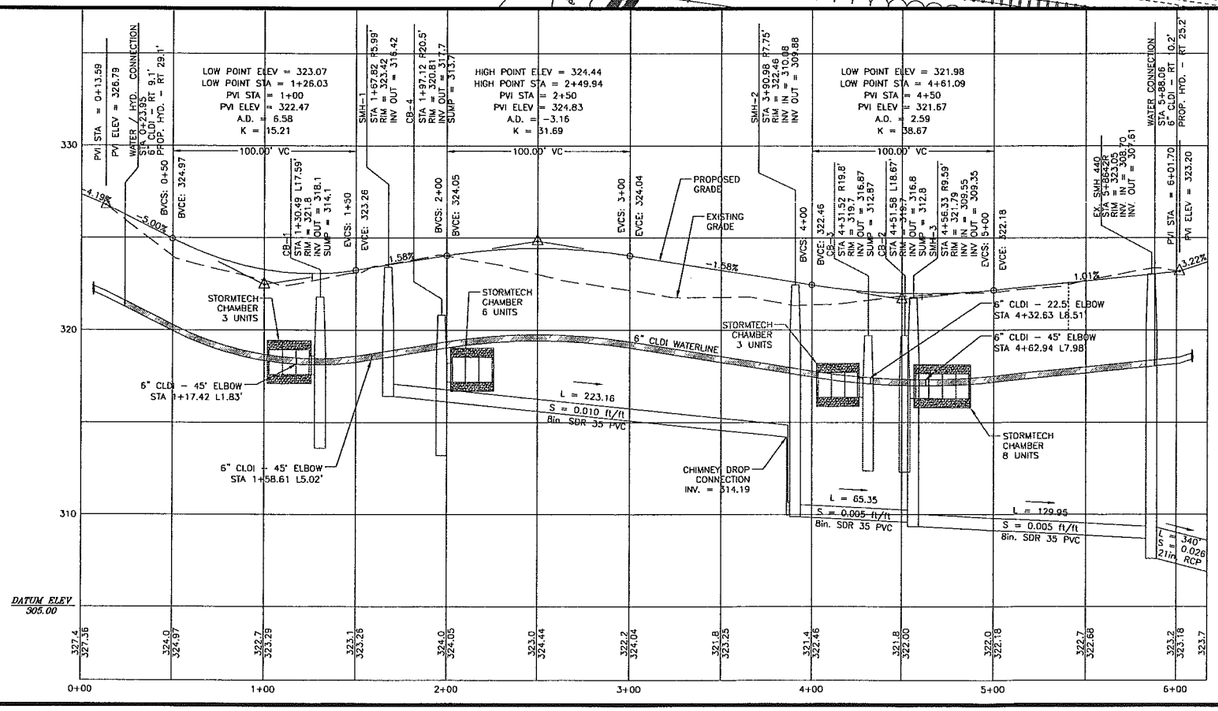
TAX MAP-LOT 6-14
30 WILTON ROAD
MILFORD, NEW HAMPSHIRE

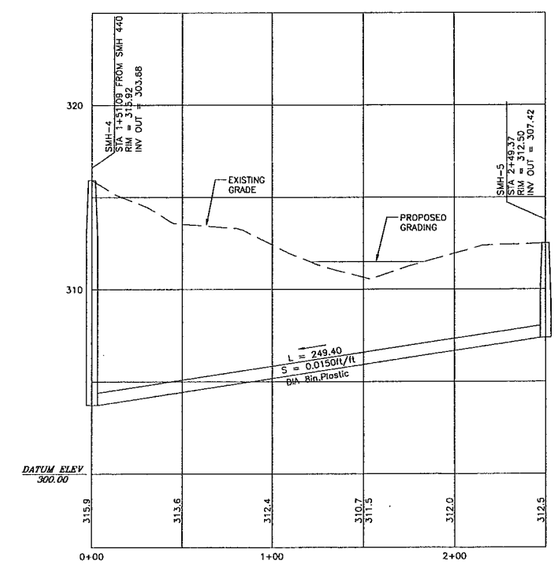
SCALE: 1" = 40' FEBRUARY 6, 2011

MERIDIAN Land Services, Inc.
OFFICE: 31 OLD NASHUA ROAD, AMHERST, NEW HAMPSHIRE 03031
MAILING ADDRESS: PO BOX 118, MILFORD, NEW HAMPSHIRE 03055-0118
TEL 603-673-1441 FAX 603-673-1584 MERIDIAN@MERIDIANLANDSERVICES.COM
ENGINEERS - LAND SURVEYORS - SCIENTISTS - LAND PLANNERS

FILE: 280T05.DWG	PROJECT NO. 280.05	SHEET NO. 3 OF 13







SEWER PROFILE FOR LOTS 6-14-4 THRU 6-14-7

GRAPHIC SCALE

40 20 0 40 80 120

IMPERIAL: 1:40 (IN:FT)

ENGINEERS
LAND SURVEYORS
LAND DESIGNERS
LAND PLANNERS

MERIDIAN
Licensed Survey Services

OFFICE: 31 OLD NASHUA ROAD
AMHERST, NEW HAMPSHIRE 03110 TEL 603-673-1441
FAX 603-673-1584

MAILING ADDRESS: P.O. BOX 118
WILFORD, NEW HAMPSHIRE 03095 MERIDIAN@MERIDIANLANDSERVICES.COM

REV.	DATE	DESCRIPTION	DR	CK
A	3/21/11	DRAFT PLAN FOR REVIEW WITH DPW	KMA	JAH
B	4/18/11	SUBMISSION TO PLANNING BOARD	KMA	JAH
C	---	---	---	---
D	---	---	---	---
E	---	---	---	---
F	---	---	---	---
G	---	---	---	---
H	---	---	---	---
I	---	---	---	---

PINE VALLEY - SUBDIVISION
MILFORD, NEW HAMPSHIRE

PROPOSED ROAD
STA 0+00 - 6+17.16

37 WILTON ROAD MILFORD, LLC

MARCH 07, 2011

SCALE: 1" = 40'

P1
SHEET

FILE: 280P05A2.dwg
PROJECT 280.05
SHEET NO. 4 OF 13

Plotted: 4/18/2011 11:40 AM By: KMA
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LEGEND:

EXISTING CONDITIONS

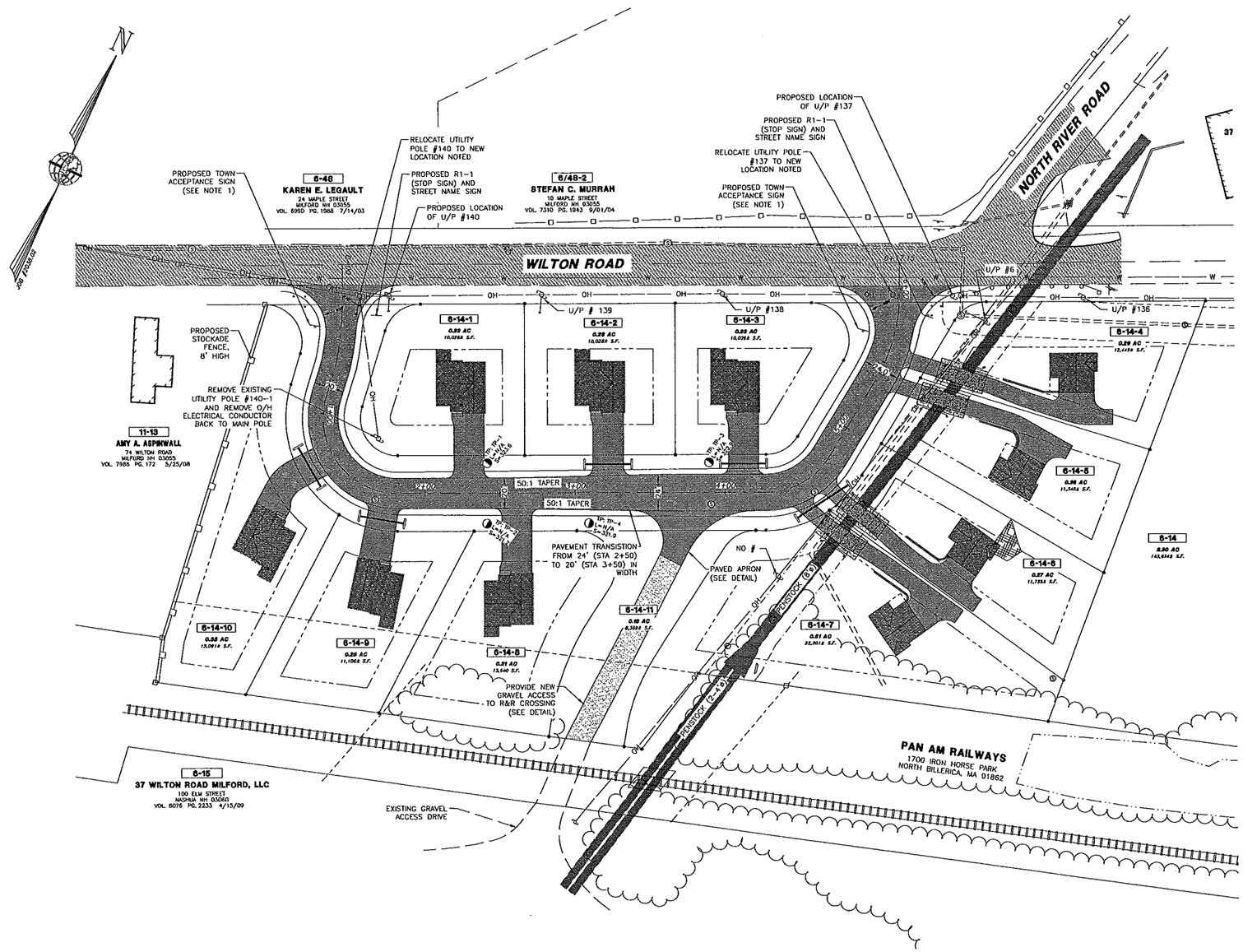
- RIGHT-OF-WAY LINE
- BOUNDARY LINE
- ABUTTING LOT LINE
- BUILDING SETBACK LINE
- EDGE OF PAVED ROAD
- EDGE OF GRAVEL ROAD
- 10' CONTOUR INTERVAL
- 2' CONTOUR INTERVAL
- CULVERT
- OH — OVERHEAD UTILITIES
- UG — TELEPHONE LINE
- W — WATER LINE
- S — SEWER LINE
- STRUCTURE
- EDGE OF FOLIAGE
- RAILROAD TRACKS
- BUILDING
- 26-161 — TAX MAP AND LOT NUMBER
- WATER HYDRANT
- WATER VALVE
- SHUT-OFF
- SEWER MANHOLE
- DRAIN MANHOLE
- TELEPHONE MANHOLE
- ELECTRICAL MANHOLE
- MANHOLE
- CATCH BASIN
- SIGN
- I.PIPE(F) — IRON PIPE FOUND
- I.PIN(F) — IRON PIN FOUND
- O.H.(F) — DRILL HOLE FOUND
- G.B.(F) — GRANITE BOUND FOUND
- D.H.(S) — DRILL HOLE SET
- UTILITY POLE AND GUY WIRE

PROPOSED CONDITIONS

- 320 — 10 FT. CONTOUR
- 318 — 2 FT. CONTOUR
- 121.0 — SPOT ELEVATION
- INTERMITTENT CONTOUR
- EDGE OF PAVEMENT
- EDGE OF GRAVEL
- BUILDING SETBACK
- WATER LINE
- SEWER LINE
- SWALE
- OH — OVERHEAD ELECTRICAL
- STOCKADE FENCE
- DRAINAGE PIPE
- CULVERT AND HEADWALLS
- INFILTRATION CHAMBER
- CATCH BASIN
- LAWN BASIN
- DRAINAGE FLOW DIRECTION
- TREE
- UTILITY POLE AND GUY WIRE
- SEWER MANHOLE
- FIRE HYDRANT
- BOLLARD
- SIGN
- PIN AND CAP (SET)

SITE PLAN NOTES

1. IN ACCORDANCE WITH THE TOWN OF MILFORDS DEVELOPMENT REGULATIONS A SIGN AT BOTH ENTRANCES SHALL BE INSTALLED THAT READS, "THIS ROAD HAS NOT BEEN ACCEPTED BY THE TOWN OF MILFORD, UNTIL THE STREET HAS BEEN ACCEPTED, THE TOWN ASSUMES NO RESPONSIBILITY FOR MAINTENANCE INCLUDING SNOW REMOVAL, NOR ANY LIABILITY FOR DAMAGES RESULTING FROM USE OF STREET. RSA 674:41."



GRAPHIC SCALE

40 20 0 40 80 120

IMPERIAL: 1:40 (IN:FT)

MERIDIAN
LAND DESIGN, INC.
ENGINEERS
LAND SURVEYORS
SCIENTISTS
LAND PLANNERS
OFFICE: 31 OLD NASHUA ROAD AMHERST, NEW HAMPSHIRE 03310 TEL 603-673-1441 FAX 603-673-1584
MAILING ADDRESS: P.O. BOX 1146 MILFORD, NEW HAMPSHIRE 03055 MERIDIAN@MERIDIANLANDSERVICES.COM

REV.	DATE	DESCRIPTION		
A	3/23/11	DRAFT PLAN FOR REVIEW WITH DPW	KMA	JAH
B	4/18/11	SUBMISSION TO PLANNING BOARD	KMA	JAH
C	--	--	--	--
D	--	--	--	--
E	--	--	--	--
F	--	--	--	--
G	--	--	--	--
H	--	--	--	--
I	--	--	--	--

PINE VALLEY - SUBDIVISION
MILFORD, NEW HAMPSHIRE

SITE PLAN

37 WILTON ROAD MILFORD, LLC

MARCH 07, 2011

SCALE: 1" = 40'

SP-1
SHEET

FILE: 280P05A2.dwg
PROJECT 280.05
SHEET NO. 5 OF 13

Plotted: 4/18/2011 11:41 AM By: KMA
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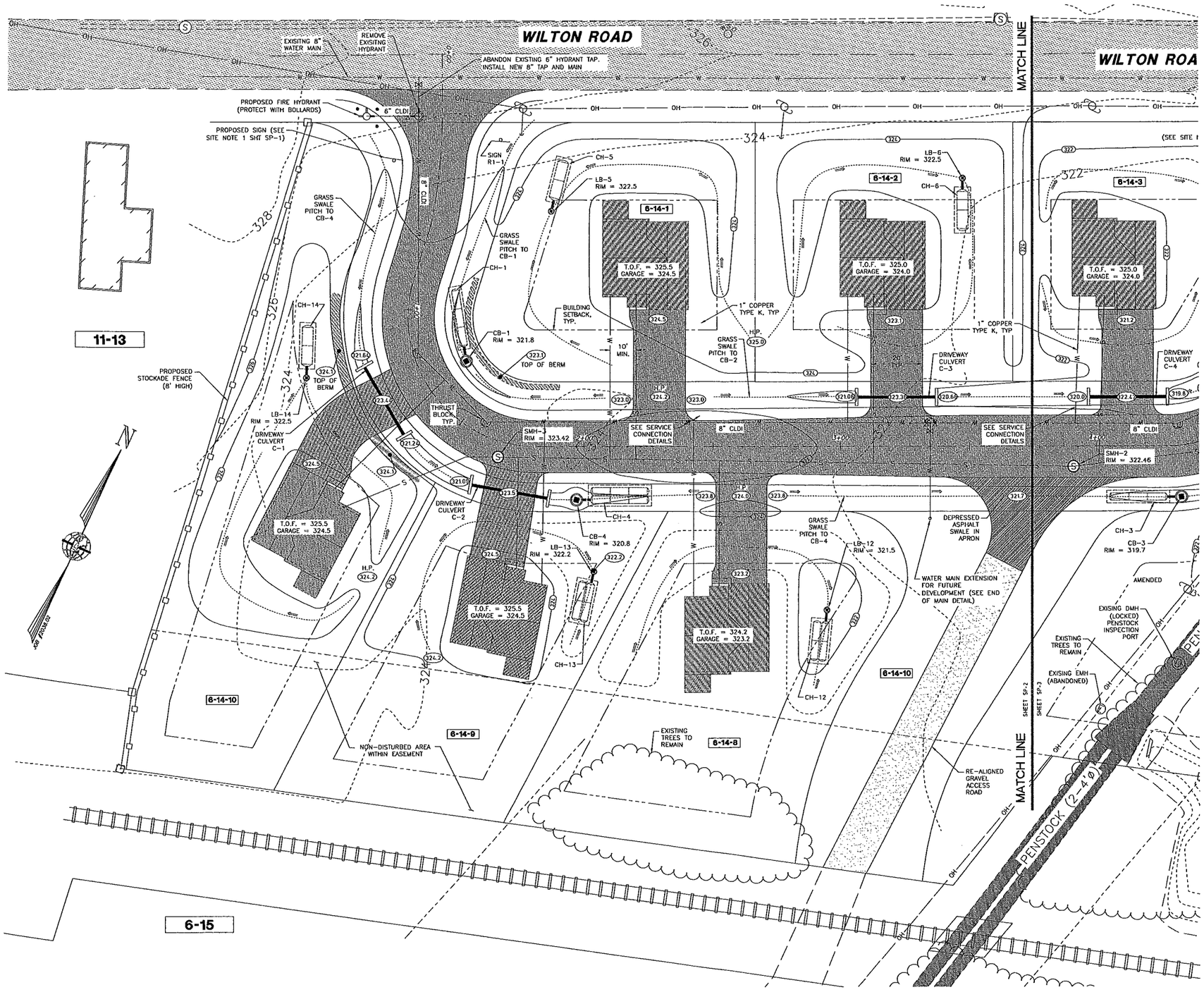

ENGINEERS
LAND SURVEYORS
SCIENTISTS
LAND PLANNERS

MERIDIAN
Land Services, Inc.

OFFICE: 31 OLD NASHUA ROAD
AMHERST, NEW HAMPSHIRE 03110 TEL. 603-673-1441
FAX 603-673-1584
MAILING: P.O. BOX 118
ADDRESS: MILFORD, NEW HAMPSHIRE 03055 MERIDIAN@MERIDIANLANDSERVICES.COM

REV.	DATE	DESCRIPTION	DR	CK
B	4/18/11	SUBMISSION TO PLANNING BOARD	KMA	JAH
A	3/21/11	DRAFT PLAN FOR REVIEW WITH DPW	KMA	JAH
C	--	--	--	--
D	--	--	--	--
E	--	--	--	--
F	--	--	--	--
G	--	--	--	--
H	--	--	--	--
I	--	--	--	--

PINE VALLEY - SUBDIVISION
MILFORD, NEW HAMPSHIRE

GRADING PLAN

37 WILTON ROAD MILFORD, LLC

MARCH 07, 2011

SCALE: 1" = 20'

SP-2
SHEET

FILE: 280P05A2.dwg
PROJECT 280.05
SHEET NO. 6 OF 13

Plotted: 4/18/2011 11:42 AM By: KMA
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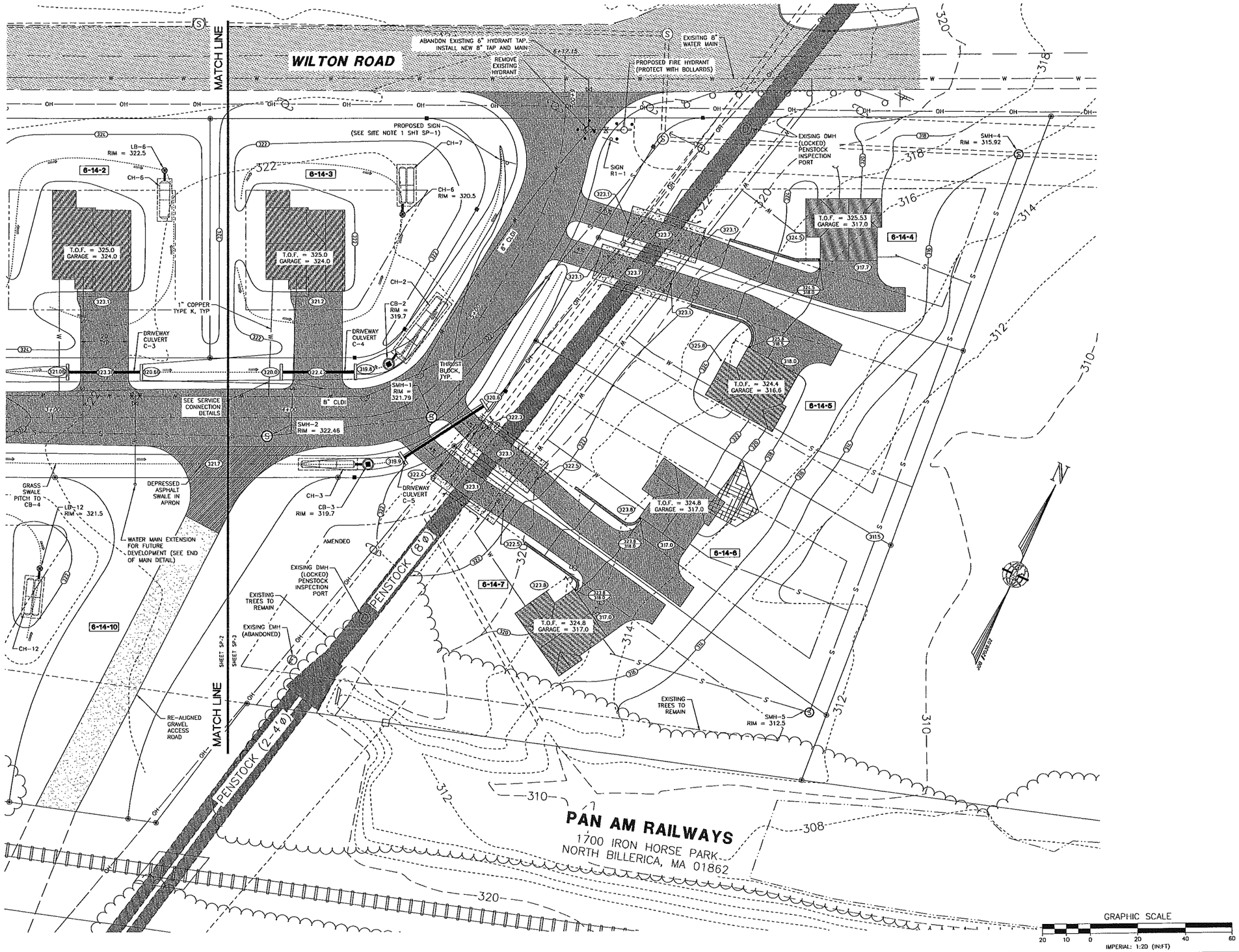

MERIDIAN
Land Services, Inc.
ENGINEERS
LAND SURVEYORS
SCIENTISTS
LAND PLANNERS

OFFICE: 31 OLD NASHUA ROAD AMHERST, NEW HAMPSHIRE 03110 TEL. 603-673-1441 FAX 603-673-1584
MAILING ADDRESS: P.O. BOX 118 MILFORD, NEW HAMPSHIRE 03055 MERIDIAN@MERIDIANLANDSERVICES.COM

REV.	DATE	DESCRIPTION	DR	CK
I	--	--	--	--
H	--	--	--	--
G	--	--	--	--
F	--	--	--	--
E	--	--	--	--
D	--	--	--	--
C	--	--	--	--
B	4/18/11	SUBMISSION TO PLANNING BOARD	KMA	JAH
A	3/21/11	DRAFT PLAN FOR REVIEW WITH DPW	KMA	JAH

PINE VALLEY - SUBDIVISION
MILFORD, NEW HAMPSHIRE

GRADING PLAN

37 WILTON ROAD MILFORD, LLC

SCALE: 1" = 20'

MARCH 07, 2011

SP-3
SHEET

FILE: 280P05A2.dwg
PROJECT 280.05
SHEET NO. 7 OF 13

Plotted: 4/18/2011 11:43 AM By: KMA
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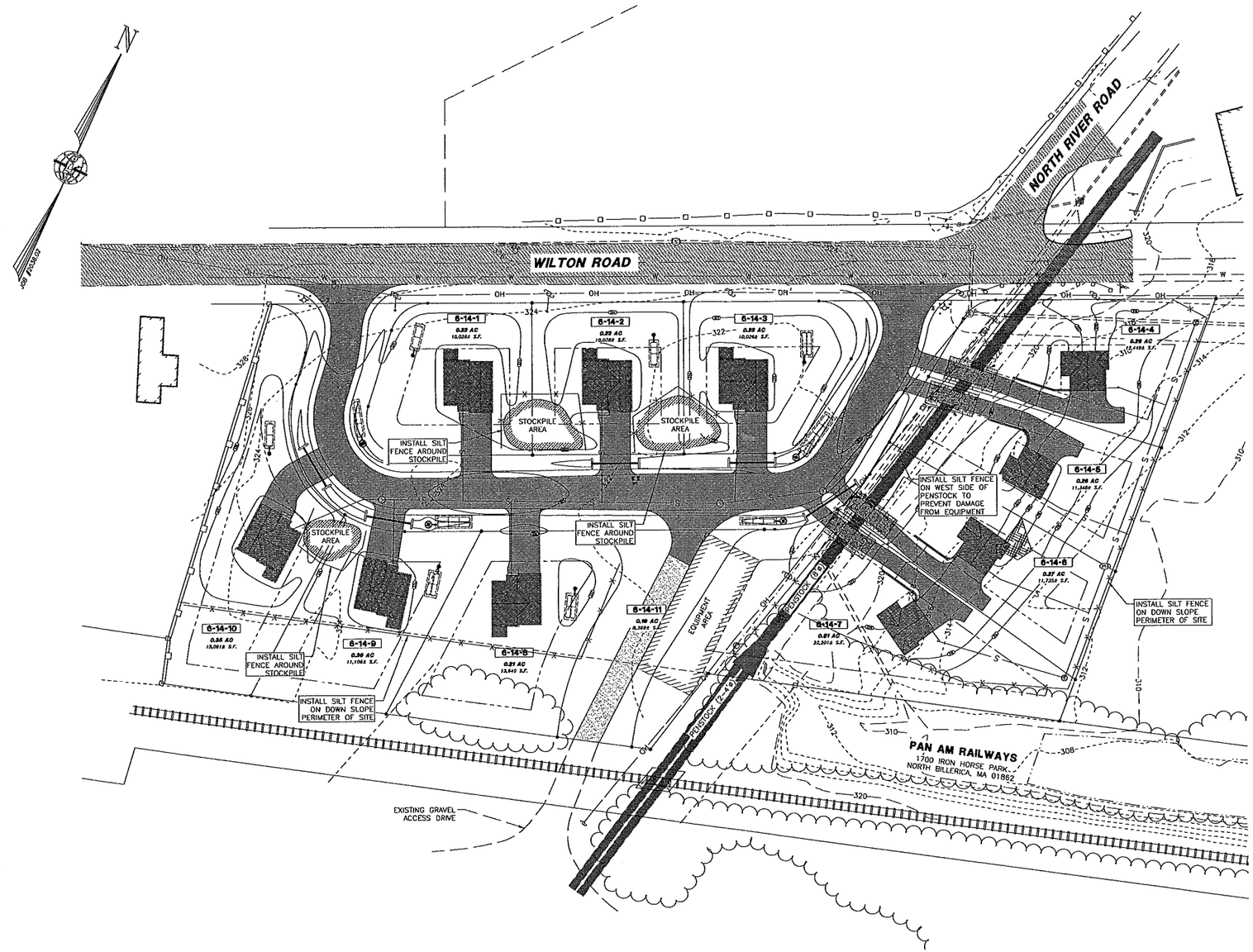

STORM WATER PLAN NOTE

THIS SITE CONTAINS NO WETLANDS OR CRITICAL AREAS AS DEFINED WITHIN THE MILFORD DEVELEOPMENT REGULATIONS.

GRAPHIC SCALE

40 20 0 40 80 120

IMPERIAL: 1:40 (IN:FT)

ENGINEERS
LAND SURVEYORS
SCIENTISTS
LAND PLANNERS

MERIDIAN Land Services, Inc.

OFFICE: 31 OLD NASHUA ROAD
AMHERST, NEW HAMPSHIRE 03110 TEL 603-673-1441
FAX 603-673-1584

MAILING ADDRESS: P.O. BOX 118
MILFORD, NEW HAMPSHIRE 03055 MERIDIAN@MERIDIANLANDSERVICES.COM

REV.	DATE	DESCRIPTION	DR	CK
I	--	--	--	--
H	--	--	--	--
G	--	--	--	--
F	--	--	--	--
E	--	--	--	--
D	--	--	--	--
C	--	--	--	--
B	4/18/11	SUBMISSION TO PLANNING BOARD	KMA	JAH
A	3/21/11	DRAFT PLAN FOR REVIEW WITH DPW	KMA	JAH

PINE VALLEY - SUBDIVISION STORM WATER MANAGEMENT
MILFORD, NEW HAMPSHIRE AND EROSION CONTROL PLAN

37 WILTON ROAD MILFORD, LLC

MARCH 07, 2011

SCALE: 1" = 40'

SW-1
SHEET

FILE: 280P05A2.dwg
PROJECT 280.05
SHEET NO. 8 OF 13

Plotted: 4/18/2011 11:41 AM By: KMA
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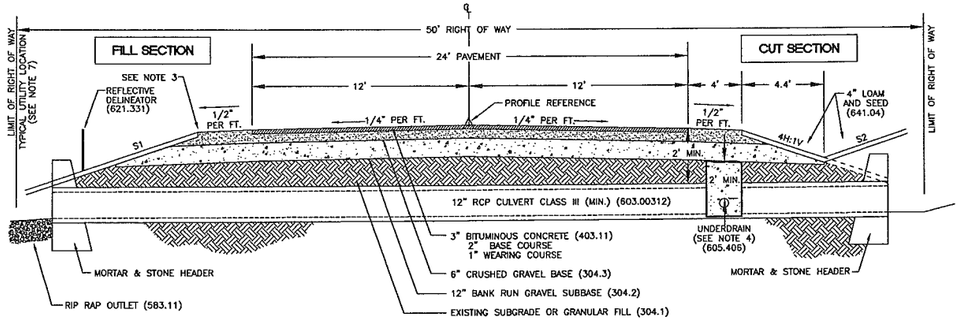


ROAD DESIGN REQUIREMENTS

ROAD GRADE (MIN.)	1%
ROAD GRADE (MAX.)	6%
ANGLE AT INTERSECTION	90°
CENTERLINE RADIUS – CURVES (MIN.)	200'
TANGENT LENGTHS (MIN.)	100'
EDGE OF PAVEMENT RADII (MIN.)	20'
DESIGN SPEED (LOCAL ROAD)	35 MPH
"K" VALUE (MIN.)	40 CREST/45 SAG
BINDER COURSE	2" (MIN.)
WEARING COURSE	1" (MIN.)

MAXIMUM SIDE SLOPES:

DISTANCE TO ORIGINAL GROUND	S1 (FILL)	S2 (CUT)
LESS THAN 10'	4:1	3:1
10' TO 20'	3:1	2:1
GREATER THAN 20'	2:1	2:1
LEDGE	–	1:2

NOTES:

1. THE ROAD DESIGNS ARE IN ACCORD WITH THE FOLLOWING DESIGN STANDARDS:
   NHDOT – "HIGHWAY DESIGN MANUAL" MAY 1981
   AASHTO – "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", 1990
2. DESIGN SPEED MAY BE MODIFIED UPON APPROVAL OF THE MILFORD CHIEF OF POLICE AND IN ACCORDANCE WITH STATE LAW.

GENERAL ROAD CONSTRUCTION NOTES

1. REMOVE ALL LOAM, CLAY, MUCK, STUMPS, AND OTHER IMPROPER ROAD FOUNDATION MATERIAL WITHIN 3' OF SUBGRADE. REPLACE WITH COMPACTED GRANULAR FILL MATERIAL ACCEPTABLE TO THE DIRECTOR OF PUBLIC WORKS. COMPACTION TO BE AT LEAST 95% OF THE DRY WEIGHT AS DETERMINED BY MODIFIED PROCTOR TESTING (ASTM 1557).
2. ALL MATERIALS AND CONSTRUCTION SHALL MEET AND BE COMPLETED IN STRICT ACCORDANCE WITH THE TOWN OF MILFORD'S CURRENT ROAD AND DRAINAGE SPECIFICATIONS, DATED DECEMBER 1995.
3. A 2.5' SHOULDER EXTENSION IS REQUIRED WHEREVER GUARDRAILS ARE TO BE LOCATED (SEE BELOW) TO PROVIDE FOR GUARDRAIL CONSTRUCTION AND SUPPORT.
4. SHOULD UNDERDRAIN PIPE BE REQUIRED IN CUT SECTIONS, THE PIPE SHALL DISCHARGE THROUGH A MORTARED RUBBLE AND MASONRY ENDWALL OR INTO A CATCH BASIN.
5. AN EASEMENT SHALL BE PROVIDED BEYOND THE LIMITS OF THE RIGHT OF WAY TO THE BOUNDARY OF THE EXISTING WETLAND TO PROVIDE FOR MAINTAINANCE OF THE DRAINAGE STRUCTURES.
6. WHERE ROAD GRADE IS 3% OR GREATER, ROAD SWALE SHALL BE LINED WITH RIPRAP (2 LAYERS, 6" TO 8" STONE, 6' WIDE WITH 6" GRAVEL BASE OR EROSION CONTROL FABRIC). WHERE ROAD GRADE IS LESS THAN 3%, EROSION CONTROL FABRIC SHALL BE INSTALLED EXTENDING 3' EACH SIDE FROM SWALE CENTERLINE.
7. ALL UTILITY POLES AND TRANSFORMER SLABS SHALL BE LOCATED AT THE RIGHT OF WAY LINE.

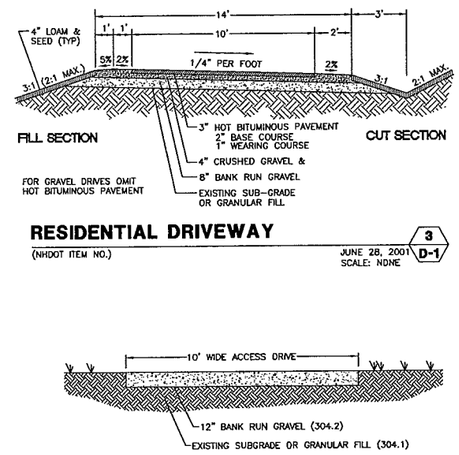
GUARDRAIL LOCATIONS

IF THE FILL SLOPE IS STEEPER THAN 4:1 WITH MORE THAN 10' OF FILL, A GUARDRAIL SHALL BE PROVIDED.

TYPICAL RURAL ROAD CROSS-SECTION

(NHDOT ITEM NO.)

OCT. 17, 1996 — SCALE: NONE — 1 / D-1



RESIDENTIAL DRIVEWAY

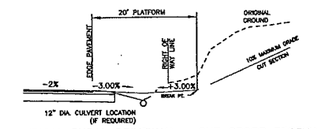
(NHDOT ITEM NO.)

JUNE 28, 2001 — SCALE: NONE — 3 / D-1

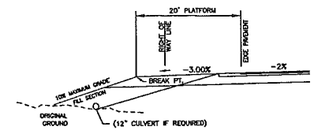
ACCESS ROAD (MINIMAL TRAFFIC)

(NHDOT ITEM NO.)

FEB. 03, 2011 — SCALE: NONE — 4 / D-1



TYPICAL RURAL DRIVEWAY – CUT CROSS SECTION
NOT TO SCALE



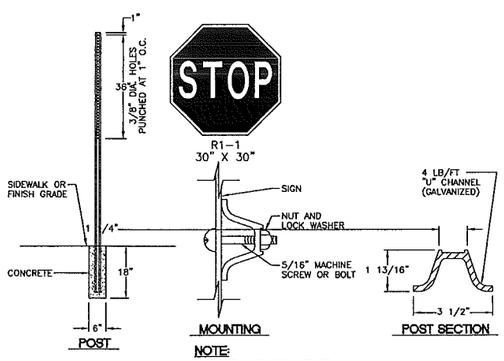
TYPICAL RURAL DRIVEWAY – FILL CROSS SECTION
NOT TO SCALE

DESIGN STANDARDS

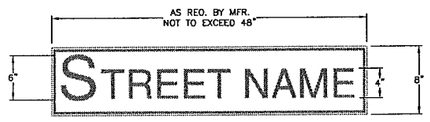
1. THE MAXIMUM DRIVEWAY GRADE BEYOND THE PLATFORM AREA SHALL NOT EXCEED A 10% SLOPE.
2. THE ALGEBRAIC DIFFERENCE BETWEEN TWO ADJACENT GRADES SHALL NOT EXCEED 12%. EXAMPLE: THE ALGEBRAIC DIFFERENCE FOR A –3.0% GRADE INTERSECTING WITH A –10.0% GRADE IS 7. [–3.0 –(–10) = 7]
3. DITCHES ARE REQUIRED FOR DRIVEWAYS IN CUT SLOPES.
4. DRIVEWAY CULVERTS SHALL BE REQUIRED TO CONVEY THE FULL FLOW OF WATER OF EXISTING DRAINAGE SWALES AND ANY ADDITIONAL WATER TRANSMITTED BY THE DRIVEWAY.
5. DRIVEWAY CULVERTS, WHERE REQUIRED, SHALL BE A MINIMUM OF 12" IN DIAMETER AND SHALL HAVE A MINIMUM OF 1'–0" COVER OVER THE CROWN OF THE PIPE.
6. DRIVEWAY ENTRANCES SHALL BE CONSTRUCTED DURING THE APPLICATION OF ROADWAY BASE COURSE OF PAVEMENT TO A DISTANCE OF 25' FROM ROADWAY CENTERLINE.
7. ALL DRIVES SHALL BE CONSTRUCTED AND MAINTAINED IN SUCH MANNER THAT WATER RUNOFF WILL BE DIRECTED TO THE DITCHLINE AND NOT INTO THE TOWN'S ROADWAY.
8. DRIVEWAY PAVEMENT WITHIN 25' OF ROADWAY CENTERLINE SHALL BE PAVED 2 INCHES THICK.
9. THE SECTION OF DRIVEWAY WITHIN THE R.O.W. WILL BE CONSTRUCTED WITH 6" OF CRUSHED GRAVEL AND 12" OF BANKRUN GRAVEL.

TYPICAL RURAL DRIVEWAY DETAILS

MAY 20, 2000 — SCALE: NONE — 6 / D-1



NOTE:
1. STREET NAME SIGNS TO BE INSTALLED PER TOWN STANDARDS.



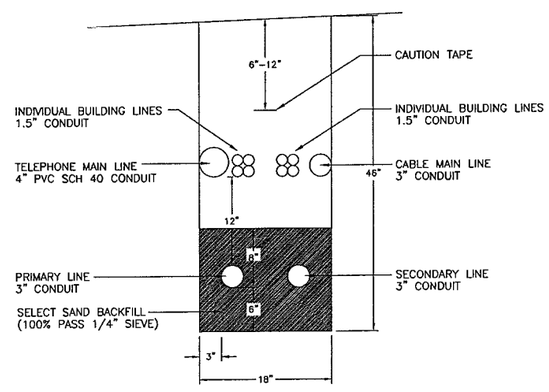
STREET SIGN

STREET SIGN NOTES:

1. STREET SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD SIGN TYPE D3--1, GREEN IN COLOR UNLESS OTHERWISE SPECIFIED BY THE TOWN.
2. STREET SIGN SHALL COMFORM TO THE LATEST EDITION OF THE MUTCD IN SIGN LOCATION, MOUNTING HEIGHT, SIGN HEIGHT AND WIDTH AND TEXT HEIGHT AND STYLE.
3. LETTERING ON POST-MOUNTED STREET NAMES SIGNS SHOULD BE COMPOSED OF INITIAL UPPER-CSE LETTERS AT LEAST 6 INCHES IN HEIGHT AND LOWER CASE LETTERS AT LEAST 4.5 INCHES IN HEIGHT.
4. STREET NAME SIGN SHALL BE RETROREFLECTIVE TO SHOW THE SAME SHAPE AND COLOR BOTH DAY AND NIGHT. NAME AND BORDER SHALL CONTRAST WITH THE BACKGROUND COLOR.
5. SIGN HEIGHT SHALL BE 8" IN HEIGHT WITH A WIDTH NOT TO EXCEED 48"
6. CAPITAL LETTERS SHALL BE 6" IN HEIGHT. LOWER CASE LETTERS SHALL BE 4.5" IN HEIGHT.

SIGNS & POST

JUNE 14, 1995 — SCALE: NONE — 2 / D-1



TYPICAL UTILITY TRENCH

JULY 20, 1998 — SCALE: NONE — 5 / D-1

MERIDIAN
ENGINEERS
LAND SURVEYORS
SCIENTISTS
LAND PLANNERS

H		
G		
F		
E		

GENERAL CONSTRUCTION DETAILS

PINE VALLEY - SUBDIVISION
MILFORD, NEW HAMPSHIRE

D

SH

FILE:
PROJECT
SHEET NO.

Plotted: 4/18/2011 11:43 AM By: KMA
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1. ALL POST-DEVELOPMENT 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 PLACEMENT OF EROSION CONTROL 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 WITH STONE RIPRAP OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITION.
3. AFTER NOVEMBER 15TH, INCOMPLETE ROAD OR PARKING SURFACES SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3, OR IF CONSTRUCTION IS TO CONTINUE THROUGH THE WINTER SEASON BE CLEARED OF ANY ACCUMULATED SNOW AFTER EACH STORM EVENT.

WINTER CONSTRUCTION

1 / D-5
OCT. 12, 2009
SCALE: NONE

DURING CONSTRUCTION AND THEREAFTER, EROSION CONTROL MEASURES ARE TO BE IMPLEMENTED AS NOTED:

1. INSTALLATION OF SILT SOCKS AND SILTATION FENCE WHERE INDICATED SHALL BE COMPLETED PRIOR TO THE START OF SITE WORK IN ANY GIVEN AREA.
2. SILT SOCKS AND SILTATION FENCES SHALL BE KEPT CLEAN DURING CONSTRUCTION AND REMOVED WHEN ALL DISTURBED AREAS HAVE A HEALTHY STAND OF VEGETATIVE COVER. EROSION CONTROL MEASURES SHALL BE INSPECTED AT LEAST ONCE A WEEK AND AFTER EVERY 0.5" OR GREATER RAINFALL.
3. EXISTING VEGETATION IS TO REMAIN UNDISTURBED WHEREVER POSSIBLE.
4. PER THE NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES, THE SMALLEST PRACTICAL AREA SHALL BE DISTURBED DURING CONSTRUCTION. THE TOTAL AREA OF ACTIVE DISTURBANCE, INCLUDING LOT DISTURBANCES, SHALL NOT EXCEED 5 ACRES.
5. THE DURATION OF TIME THAT AN AREA IS DISTURBED SHALL BE MINIMIZED. ALL NON-ACTIVE DISTURBED AREAS (ie: CLEAREO FOR CONSTRUCTION BUT NOT PRESENTLY UNDERGOING CONSTRUCTION) SHALL BE STABILIZED WITHIN 28 DAYS OF OISTURBANCE. ALL DISTURBED AREAS SHALL BE STABILIZED WITHIN 72 HOURS AFTER FINAL GRADING.
6. ALL DITCHES, SWALES AND DETENTION BASINS SHALL BE CONSTRUCTED DURING THE INTIAL PHASE OF CONSTRUCTION AND SHALL BE STABILIZED PRIOR TO DIRECTING STORM WATER FLOW TO THEM.
7. AN AREA MAY BE CONSIDERED STABILIZED WHEN 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 RIPRAP HAS BEEN INSTALLED; OR
   D. EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.
8. ALL DISTURBED AREAS SHALL BE COVERED WITH A MINIMUM OF 4" OF LOAM. LOAM SHALL BE COVERED WITH THE APPROPRIATE SEED MIXTURE AS INDICATED BELOW.

   THE SEED MIXTURE SHALL BE APPLIED AT A RATE OF 2.5 POUNDS PER 1,000 SO. FT. AND SHALL BE MIXED AS FOLLOWS:

TYPICAL LAWN SEED		SLOPE SEED	
CREEPING RED FESCUE	0.87 LBS.	CREEPING RED FESCUE	1.01 LBS.
KENTUCKY BLUEGRASS	0.71 LBS.	RYE GRASS	D.75 LBS.
RYE GRASS	0.58 LBS.	RED TOP	0.18 LBS.
RED TOP	D.14 LBS.	ALSIKE CLOVER	0.18 LBS.
		BIRDSFOOT TREFOIL	0.18 LBS.

9. APPLY LIMESTONE AND FERTILIZER ACCORDING TO SOIL TEST RECOMMENDATIONS. IF SOIL TESTING IS NOT FEASIBLE ON SMALL OR VARIABLE SITES, OR WHERE TIMING IS CRITICAL, FERTILIZER MAY BE APPLIED AT THE RATE OF 600 POUNDS PER ACRE OR 13.8 POUNDS PER 1,000 SQUARE FEET OF LOW PHOSPHATE FERTILIZER (N-P205-K20) OR EQUIVALENT (LOW PHOSPHORUS FERTILIZER IS DEFINED BY THE CDMPREHENSIVE SHORELAND PROTECTION ACT AS LESS THAN 2% PHOSPHORUS). APPLY LIMESTONE (EQUIVALENT TO 50 PERCENT CALCIUM PLUS MAGNESIUM OXIDE) AT A RATE OF 3 TONS PER ACRE (138 LB. PER 1,000 SQUARE FEET).

   FERTILIZER SHOULD BE RESTRICTED TO A LOW PHOSPHATE, SLOW RELEASE NITROGEN FERTILIZER WHEN APPLIED TO AREAS BETWEEN 25 FEET AND 250 FEET FROM A SURFACE WATER BODY AS SPECIFIED BY THE COMPREHENSIVE SHORELAND PROTECTION ACT (SLOW RELEASE FERTILIZERS MUST BE AT LEAST 50% SLOW RELEASE NITROGEN COMPONENT). NO FERTILIZER EXCEPT LIMESTONE SHOULD BE APPLIED WITHIN 25 FEET OF THE SURFACE WATER. THESE LIMITATIONS ARE REQUIREMENTS.
10. PERMANENT OR TEMPORARY COVER MUST BE IN PLACE BEFORE THE GROWING SEASON ENDS. WHEN SEEDED AREAS ARE MULCHED, PLANTINGS MAY BE MADE FROM EARLY SPRING TO EARLY OCTOBER. WHEN SEEDED AREAS ARE NOT MULCHED, PLANTINGS SHOULD BE MADE FROM EARLY SPRING TO MAY 20 OR FROM AUGUST 10 TO SEPTEMBER 15. NO OISTURBED AREA SHALL BE LEFT EXPOSED DURING THE WINTER MONTHS.
11. THE SITE CONTRACTOR SHALL MAINTAIN A VIGOROUS DUST CONTROL PROGRAM THROUGHOUT THE CONSTRUCTION PROCESS. EXPOSED EARTH SHALL BE KEPT MOIST OR MULCHED AT ALL TIMES TO PREVENT DUST FORMATION. SPECIAL ATTENTION SHALL BE PAID TO HIGH TRAFFIC AREAS.

EROSION CONTROL

2 / D-5
OCT. 12, 2009
SCALE: NONE

1. CUT AND CLEAR TREES; DISPOSE OF DEBRIS.
2. INSTALL SILT SOCKS AND SILTATION CONTROL FENCE IN LOCATIONS SHOWN ON PLANS. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY EARTH MOVING OPERATION.
3. PULL STUMPS AND REMOVE FROM SITE OR MULCH TO USE ON-SITE FOR EROSION CONTROL. REMOVE TOPSOIL AND STOCKPILE AWAY FROM ANY WETLAND. STABILIZE STOCKPILE IMMEDIATELY BY SEEDING. PLACE SILT FENCE AROUNO THE DOWN SLOPE SIDE OF EARTH STOCKPILES.
4. CONSTRUCT SWALES DURING INITIAL PORTION OF CONSTRUCTION, PRIOR TO ROUGH GRADING THE SITE. STABILIZE IMMEDIATELY WITH LOAM AND SEED PER THE EROSION CONTROL NOTES. DO NOT DIRECT STORM WATER RUNOFF TO SWALES UNTIL A HEALTHY VEGETATIVE COVER IS ESTABLISHED.
5. ROUGH GRADE THE ROAD. ALL CUT AND FILL SLOPES SHALL BE STABILIZED UPON COMPLETION OF ROUGH GRADING PER THE THE EROSION CONTROL NOTES.
6. INSTALL DRAINAGE PIPES AND STRUCTURES; PLACE SEDIMENT FILTERS IN CATCH BASINS UNTIL ALL NON-PAVED DISTURBED AREAS HAVE A HEALTHY VEGETATIVE COVER.
7. INSTALL UNDERGROUND UTILITIES: WATER, SEWER, TELEPHONE, ELECTRICAL.
8. INSPECT AND MAINTAIN EROSION CONTROL MEASURES ON A WEEKLY BASIS ANO AFTER ANY RAINFALL OF HALF AN INCH OR MORE.
9. DAILY, OR AS REOUIREO, CONSTRUCT TEMPORARY BERMS, CULVERTS, DITCHES, SILTATION FENCES, SEDIMENT TRAPS, ETC. MULCH AND SEED AS REQUIRED.
10. FINISH GRADING THE ROAD. ALL CUT AND FILL SLOPES SHALL BE LOAMED AND SEEDED WITHING 72 HOURS OF ACHIEVING FINISHED GRADE. ALL ROADWAYS AND PARKING LOTS SHALL BE STABILIZED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.
11. PAVE THE ROAD.
12. PERMANENT SEED ALL DISTURBED AREAS ADJACENT TO THE ROAD NOT ASSOCIATED WITH LOT CONSTRUCTION.
13. FINISH GRADE LOT(S) AND APPLY TOP SOIL TO LOT(S).
14. APPLY LOAM. COMPLETE PERMANENT SEEDING AND LANDSCAPING TO ALL DISTURBED AREAS IN LOT(S).
15. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WHEN ALL DISTURBED AREAS HAVE BEEN STABILIZED.

CONSTRUCTION SEQUENCE

3 / D-5
OCT. 12, 2009
SCALE: NONE

1. TEMPORARY PROTECTION OF DISTURBED AREAS SHALL BE IMPLEMENTED WHERE A TEMPRORARY STAND OF GRASS OR SMALL GRAINS WILL NORMALLY PRODUCE SUFFICIENT COVER TO RETARD EROSION AND REDUCE SEDIMENT.
2. USE OF TEMPORARY SEEDING SHALL BE IMPLEMENTED WHEN A OISTURBED AREA OR MATERIAL STOCKPILE WILL BE INACTIVE FOR A PROLONGED PERIDD OF TIME.
3. ALL ESSENTIAL GRADING SUCH AS DIVERSIONS. DAMS, DITCHES, AND DRAINS NEEDED TO PREVENT GULLYING AND REDUCE SILTATION SHALL BE COMPLETED PRIOR TO SEEDING.
4. PREPARE SEEDBED BY REMOVEING ALL STONES, TRASH AND STUMPING DEBRIS THAT WILL INTERFERE WITH SEEDING AREA. WHERE FEASIBLE, TILL THE SOIL TO A DEPTH OF ABOUT 3 INCHES TO PREPARE SEEDBED AND MIX FERTILIZER INTO THE SOIL. THE SEEDBED SHOULD BE LEFT IN A FIRM AND SMOOTH CONDITION. THE LAST TILLAGE OPERATIONS SHOULD BE PERFORMED ACROSS THE SLOPE.
5. A MINIMUM OF 300 POUNDS PER ACRE (7 LBS. PER 1,000 SQ.FT.) OF 1D-10-10 FERTILIZER, OR ITS EQUIVALENT, SHALL BE UNIFORMLY SPREAD OVER THE AREA PRIOR TO BEING INCORPORATED INTO THE SOIL.
6. THE SEED SHALL BE SPREAD UNIFORMLY OVER THE AREA. AFTER SEEDING, THE SOIL SHOULD BE FIRMED BY ROLLING OR PACKING. WHERE ROLLING OR PACKING IS NOT FEASIBLE, THE SEED SHALL BE COVERED LIGHTLY BY RAKING, DISKING, OR DRAGGING.
7. HAY OR STRAW MULCH MAY BE NECCESSARY TO PROMOTE SEED GERMINATION IN DRY AND/OR INFERTILE CONDITIONS.
8. PLANT SELECTION AND APPLICATION RATES:

SPECIES	RATE 1 (LBS/AC.)	RATE 2 (LBS/1,000 S.F.)	REMARKS
WINTER RYE	112	2.5	FALL, 8/15 TO 9/15 PLANT 1.0 INCH DEEP
OATS	80	2.0	SPRING PRIOR TO 5/15 PLANT 1.D INCH DEEP
ANNUAL RYEGRASS	40	1.0	QUICK, SHORT DURATION GOOD APPEARANCE EARLY SPRING & FALL PLANT D.25 INCH DEEP
PERENNIAL RYEGRASS	30	0.7	LASTS LONGER THAN ANNUAL LATE SPRING & FALL MULCHING WILL ALLOW USE ALL SEASON PLANT 0.5 INCH DEEP

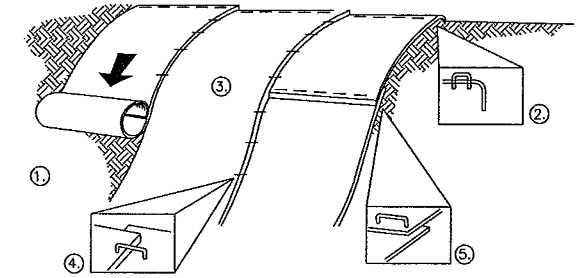
SEEDING FOR TEMPORARY PROTECTION OF DISTURBED AREAS

4 / D-5
AUGUST 30, 2DD6
SCALE: NONE

1. ALL CONSTRUCTION SHALL CONFORM TO THE APPLICABLE REQUIREMENTS AND SPECIFICATIONS OF THE CITY OF MILFORD, AS SET FORTH IN THE CURRENT EDITION OF THE "TOWN OF MILFORD DEVELOPMENT REGULATIONS". OTHERWISE, ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION – STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, SIZE, AND ELEVATION OF ALL EXISTING UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS AND SHALL VERIFY THAT ALL THE INFORMATION SHOWN HEREON IS CONSISTENT, COMPLETE, ACCURATE, AND CAN BE CONSTRUCTED PRIOR TO AND/OR DURING CONSTRUCTION. MERIDIAN LAND SERVICES, INC., AS DESIGN ENGINEER, SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES, ERRORS, OMISSIONS, OR EXISTING UTILITIES FOUND INTERFERING WITH THE PROPOSED CONSTRUCTION SO THAT REMEDIAL ACTION MAY BE TAKEN BEFORE PROCEEDING WITH THE WORK.
3. THE OWNER AND/OR CONTRACTOR SHALL VERIFY ALL ZONING REQUIREMENTS FOR CONFORMANCE PRIOR TO CONSTRUCTION.
4. THE CONTRACTOR SHALL CONTACT "DIGSAFE" 72 HOURS PRIOR TO THE START OF CONSTRUCTION (1-800-255-4977 IN NH, 1-888-344-7233 IN MA).
5. COMPLIANCE WITH ALL APPLICABLE REGULATIONS AND SPECIAL CONDITIONS OF TOWN/CITY AGENCIES, SUCH AS THE PLANNING BOARD, CONSERVATION COMMISSION, AND OTHERS, IS MANDATORY AND IS THE RESPONSIBILITY OF THE OWNER.
6. ANY ALTERATION OF THIS DESIGN OR CHANGE DURING CONSTRUCTION MAY REOUIRE APPROVAL OF VARIDUS TOWN BOARDS OR AGENCIES AND SHALL BE DISCUSSED WITH THE OWNER AND MERIDIAN LAND SERVICES, INC. PRIOR TO CONSTRUCTION.
7. ALL DRAINAGE STRUCTURES SHALL CONFORM TO NHDOT STANDARDS.
8. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE APPROPRIATE TOWN DEPARTMENT PRIOR TO CONSTRUCTION TO ARRANGE FOR INSPECTIONS OF THE CONSTRUCTION.
9. THE CONTRACTOR IS RESPONSIBLE FDR MAINTAINING ACCURATE AS-BUILT INFORMATION OF ALL WORK, ESPECIALLY UNDERGROUND CONSTRUCTION OF UTILITY LINES, SERVICES, CONNECTIONS, ETC. AND APPROPRIATE TIES TO ABOVE GROUND PERMANENT STRUCTURES, FIELD SURVEY COORDINATES, OR SOME OTHER METHOD OF ESTABLISHING THE AS-BUILT CONDITION OF ALL CONSTRUCTION.

CONSTRUCTION NOTES

5 / D-5
NOV. 13, 2009
SCALE: NONE



STRAW/COCONUT FIBER EROSION CONTROL TURF REINFORCEMENT MAT SUCH AS NORTH AMERICAN GREEN SC150 OR EQUAL.

THE EROSION CONTROL MATERIAL(S) SHALL BE ANCHORED WITH "U" SHAPED 11 GAUGE WIRE STAPLES OR WOODEN STAKES WITH A MINIMUM TOP WIDTH OF 1 IN AND LENGTH OF 6 IN.

CONSTRUCTION REOUIREMENTS, SLOPE APPLICATIONS:

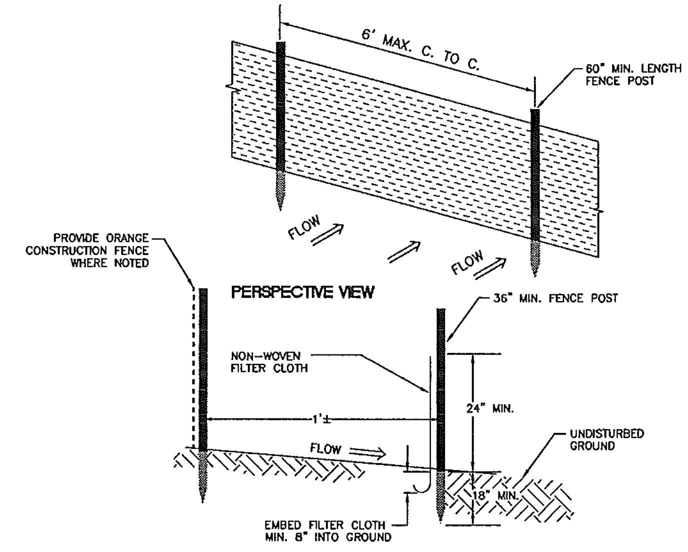
1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" DEEP BY 6" WIOE TRENCH WITH APPROXIMATELY 12" OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES OR STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACEO APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS DOWN THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES OR STAKES IN APPROPRIATE LOCATIONS. REFER TO MANUFACTURERS STAPLE GUIDE FOR CORRECT STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"-5" OVERLAP DEPENDING ON BLANKET TYPE.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE BLANKET WIDTH.

NOTE: IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

THE CONTRACTOR SHALL MAINTAIN THE BLANKET UNTIL ALL WORK ON THE CONTRACT HAS BEEN COMPLETED ANO ACCEPTED. MAINTENANCE SHALL CONSIST OF THE REPAIR OF AREAS WHERE DAMAGEO BY ANY CAUSE. ALL DAMAGED AREAS SHALL BE REPAIRED TO REESTABLISH THE CONDITIONS AND GRADE OF THE SOIL PRIOR TO APPLICATION OF THE COVERING AND SHALL BE REFERTILIZED, RESEEDED, AND REMULCHED AS DIRECTED.

SLOPE STABILIZATION TURF REINFORCEMENT MAT

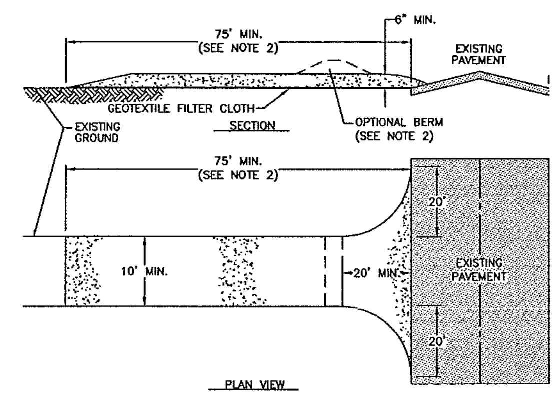
6 / D-5
AUG.. 2, 2002
SCALE: NONE



SECTION

SILT FENCE BARRIER

7 / D-5
DEC. 27, 1995
SCALE: NONE



1. STONE FOR STABILIZED CONSTRUCTION EXIT SHALL BE 3 INCH CRUSHED STONE, RECLAIMED STONE, OR RECYCLED CONCRETE EQUIVALENT.
2. THE MINIMUM LENGTH OF THE PAD SHOULD BE 75 FEET, EXCEPT THAT THE MINIMUM LENGTH MAY BE REDUCED TO 50 FEET IF A 3-INCH TO 6-INCH HIGH BERM IS INSTALLED AT THE EXIT OF THE PROJECT SITE.
3. THE THICKNESS OF THE STONE SHALL NOT BE LESS THAN 6 INCHES.
4. THE WIDTH OF THE EXIT SHALL NOT BE LESS THAN THE FULL WIDTH OF THE EXISTING POINT OF INGRESS/EGRESS OR 10 FEET, WHICH EVER IS GREATER.
5. GEOTEXTILE FILTER CLOTH SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING THE STONE.
6. ALL SURFACE WATER THAT IS FLOWING TO OR DIVERTED TOWARDS THE CONSTRUCTION EXIT SHALL BE PIPED BENEATH THE EXIT. IF PIPING IS IMPRACTICAL, A BERM WITH 5:1 SLOPES THAT CAN BE CROSSED BY VEHICLES MAY BE SUBSTITUTED FOR THE PIPE.
7. THE EXIT SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEOIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP ORESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEOIMENT SPILLED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED PROMPTLY.
8. WHEELS SHALL BE CLEANED TO REMOVE MUD PRIOR TO EXIT ONTO PUBLIC RIGHT-OF-WAYS. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE WHICH DRAINS INTO AN APPROVEO SEDIMENT TRAPPING OEVICE.

STABILIZED CONSTRUCTION EXIT

8 / D-5
OCT. 12, 2009
SCALE: NONE

MERIDIAN Land Services, Inc.
ENGINEERS
LAND SURVEYORS
SCIENTISTS
LAND PLANNERS
OFFICE: 31 OLD NASHUA ROAD AMHERST, NEW HAMPSHIRE 03110 TEL. 603-673-1441 FAX 603-673-1584
MAILING ADDRESS: P.O. BOX 118 MILFORD, NEW HAMPSHIRE 03055 MERIDIAN@MERIDIANLANDSERVICES.COM

REV.	DATE	DESCRIPTION	DR	CK
I	--	--	--	--
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F	--	--	--	--
E	--	--	--	--
D	--	--	--	--
C	--	--	--	--
B	4/18/11	SUBMISSION TO PLANNING BOARD	KMA	JAH
A	3/21/11	DRAFT PLAN FOR REVIEW WITH DPW	KMA	JAH

GENERAL NOTES
DETAILS

PINE VALLEY - SUBDIVISION
MILFORD, NEW HAMPSHIRE

37 WILTON ROAD MILFORD, LLC

MARCH 07, 2011
SCALE: 1" = 40'

D-5
SHEET

FILE: 280V05A.dwg
PROJECT 280.05
SHEET NO. 13 OF 13

Plotted: 4/18/2011 11:45 AM By: KMA ----
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