




TOWN OF MILFORD, NH  
OFFICE OF COMMUNITY DEVELOPMENT

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**STAFF MEMORANDUM**

**Date:** June 16, 2023  
**To:** Town of Milford Planning Board  
**FROM:** Terrence Dolan, Community Development Director/Town Planner   
**RE:** **Application for Major Site Plan Approval for “The Q at Milford” Rental Apartments (SP #2023-02), Tax Map 43, Lot 69-2 (“0” Ponemah Hill Road) Residential Community Project to consist of 216 multi-family (rental apartment) units, in a complex with six residential buildings and a clubhouse, built on approximately 43.357 acres.**

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**APPLICANT:** TM Bolduc Holdings, LLC  
**OWNER OF RECORD:** Salt Creek Properties, LLC  
**ENGINEERING FIRM:** Keach-Nordstrom Associates, Inc.

**APPLICATION DESCRIPTION:**

This Major Site Plan application is for a proposed 216-unit multi-family development to be located on a new parcel to be labeled as: Tax Map 43, Lot 69-2, if the Subdivision Request is ultimately approved by the Planning Board. This creation of Lot 69-2 is subject to a concurrent Subdivision Approval before the Planning Board (SD #2023-01).

Two zoning districts overlay new Lot 69-2: Limited Commercial-Business (LCB) and Commercial (C). Multi-family residential is an “Acceptable Use” by right in both Districts, at a density of five (5) dwelling units/acre if served by municipal water and sewerage systems. At 5 units per acre, 216 units may be permitted.

**APPLICATION STATUS:**

The applicant and representatives met with the Planning Board for a “Conceptual Design Review” on March 21, 2023. At that time, a detailed set of engineered plans were presented. **The Community Development Department feels this formal application is complete based upon the submitted detailed engineering and studies, and can be accepted to continue to move forward in the review & approval process, and a public hearing (or hearings) may be conducted.**

The Planning Board should make a determination of potential regional impact.

The plan set being presented to the Planning Board at this time is dated last revised April 24, 2023.

## INTERDEPARTMENTAL REVIEWS (IDR's):

The Planning Board received an initial round of comments (February 24 and March 6-9, 2023) from Town staff and commissions at its meeting with the applicant for conceptual discussion on March 21, 2023.

Based on the April 24, 2023 Plan Set submission, notable additional Staff Comments were received June 14, 2023 (from Town Engineer Nicole Crawford), and on June 15, unless otherwise indicated:

- DPW (Original) Comments-March 6th from Director Leo Lessard,
- Water Utilities Director Jim Pouliot
- Fire Department Deputy Chief Riley J. Stanchina
- Ambulance Services Director Eric Schelberg; and
- Heritage Commission Chairman-David Palance, March 9th).

All Comments & Responses are included in the Major Site Plan Application Packets (herein attached).

(**Note:** Most Department Comments are focused on the concurrent Major Site Plan application).

\*\*\*Included in this packet are the responses from Keach-Nordstrom, relative to these comments, dated June 9, 2023.

## COMMUNITY DEVELOPMENT DEPARTMENT COMMENTS:

At the March 21, 2023 Planning Board meeting, project representative Matt Peterson of Keach-Nordstrom Associates presented the proposed subdivision and major site plan for "The Q". A comprehensive discussion followed (see March 21, 2023 Planning Board minutes, attached) and several issues were initially discussed, and then left open for future discussion and consideration.

Prior to the March 21<sup>st</sup> conceptual discussion, the project had obtained two Special Exceptions ("SE") from the Zoning Board of Adjustment (1. SE for Height on August 18, 2022 and 2. SE for wetland and wetland buffer disturbance on December 15, 2022).

As can be seen in the plan set, this proposed development provides a significant increase in residential units, thus helping to alleviate New Hampshire's shortage of available housing. A residential project of this significant size and location raises several issues, as noted in March by both the Planning Board and by Staff.

### Development Access:

1. The proposed development is *currently* designed with a single point of primary access off of Nathaniel Drive, which feeds directly onto South Street (Route 13).

2. A proposed second access roadway serving the development, **only** proposed for *emergency access* at this time, is located (directly) to add community traffic onto Ponemah Hill Road to the eastern side of the proposed community, situated immediately north of the NH 101 Overpass. The developer has noted that this access shall require additional transportation studies. These studies will need to be performed prior to its construction and opening for any other usage, over and beyond that as an “Emergency Access”.

**Board Discussion should continue regarding Vehicular Access for the site:**

- A. Should there be a full access on Ponemah Hill Road, to accommodate shorter travel to the Nashua Street Corridor’s east-end Commercial District and NH 101A, thus alleviating a portion of community traffic that would be otherwise forced to only use the sole Nathaniel Drive/South Street access option?
  - A recommendation would warrant additional traffic studies be done to determine the timing and viability of a second Full Access option for its residents, inclusive of looking at the impacts on Ponemah Hill Road Corridor, and the intersection of Ponemah Hill Road and Nashua Street.
- B. Also, should the proposed internal roadway from Stoneyard Drive to Ponemah Hill Road become a Town ROW (right-of-way) at some point in the future. If so, is it designed accordingly, pursuant to the Town’s Development Regulations?
  - Should the Applicant be required to account for and provide a fair share contribution towards the construction of any required turn-lanes at both Ponemah Hill Road, as well as for the intersection of South Street and Nathaniel Drive, as allowed in the Town’s Development Regulations?

**Discussion should continue on pedestrian connectivity for the site:**

The Planning Board undertook a significant look at pedestrian connectivity in town several years ago, which resulted in the 2014 Pedestrian, Bicycle, Trail & Recreation Plan.

The plan indicates as *priorities* a trail connection through this site, and sidewalks on both Ponemah Hill Road and South Street.

The current site plan does include sidewalks within portions of the development, but does not include connections to either Ponemah Hill Road and/or South Street.

- Recommendations include working with the developer on providing trail connections, and/or determining fair-share contributions toward construction of linkages, as allowed in the Town’s Development Regulations.

Additionally, this location has several trails that traverse the property. Opportunities may exist that preserve and incorporate these trails to provide on-site pedestrian connections.

The **historic nature** of the site relative to Milford being known as “**Granite Town**”. The Planning Board and Heritage Commission have both noted the value of incorporating the theme of the once quarried granite resources into the site’s proposed architecture, features

and amenities. The developer has indicated willingness to do this.

**COMMUNITY DEVELOPMENT DEPARTMENT RECOMMENDATIONS:**

1. Based on the continued Staff level discussions with the Applicant, and the evolving technical details provided in the Interdepartmental Reviews, Staff recommends the Planning Board should continue the Site Plan application review to a date certain to allow further exploration with the applicant.

Additional time to work with the Applicant will yield a more comprehensive overview of all outstanding issues; including, but not limited to, a sound Utility Program for this large multi-family community, a fuller discussion and resolution for the timing of outstanding transportation issues and any subsequent improvements needed for both access and turn lane needs. More discussions are warranted for the site's historical resources and any potential future programs, as well as a more detailed discussion on pedestrian connectivity.

Resolution of these issues will further improve upon the determined need for any necessitated master plan revisions and requisite agreements between the Applicant and the Town.

2. The Planning Board should continue to discuss the comments noted above with the applicant, more specifically to: vehicular access, fair-share contributions, and pedestrian connectivity, as well as any other concerns. Agreements may then be drafted, reviewed by all parties, and included in the final Conditions of Approval.
3. Accordingly, Staff would recommend that the Planning Board continue consideration of this Major Subdivision Application at this time (to a date certain).

257 barrier to screen cars idling, such as bushes, that might be helpful. P. Amato said a 6-foot chain link  
258 fence with the green privacy slats is there now. If abutters would like for shrubs to be planted on that  
259 side of the fence, that can be talked about.

260 In closing it was agreed the plans need to be cleaned up, there are trees requiring removal, and  
261 discussions about adding shrubs. P. Basiliere said there is enough uncertainty that this needs to be  
262 continued to the next meeting. The legal language and the plan both need to be amended. T. Finan, J.  
263 Langdell, S. Robinson, P. Basiliere, S. Smith all agreed. J. Langdell moved to continue this application  
264 to the April 18, 2023 Planning Board meeting. P. Basiliere seconded. All were in favor.

265 **c. Conceptual Design Review for Major Sub-Division (SD2023-01) & Major Site Plan (SP2023-02),**  
266 **Map 42, Lot 69, ("0" Ponemah Hill Road), known as "The Q @ Milford".** The residential project is  
267 proposed to consist of 216 multi-family (rental apartment) units, in a complex with six residential  
268 buildings and a clubhouse, built on approximately 56.29 acres.

269 Matt Petersen, representing the applicant, explained they are looking for input in order to go back to  
270 the drawing board; we have done quite a bit of sidewalks on the site already, and now are looking for  
271 Planning Board input. M. Petersen provided an overview of the plan; noting that trails go through the  
272 property and they will work with the Conservation Commission on the impact to the woods and to  
273 minimize the wetland impact for just over 6000 square feet of disturbance with the amount of wetlands  
274 on the property. The buildings are located where they make sense. The location of the buildings were  
275 to make sure the residential buildings and clubhouse could be accessed and buildings B and D will have  
276 parking underneath and buildings E, F and G will not have parking underneath.

277 Buildings G and F have lower heights. The landscape architect was hired for this and has a nice package  
278 at the end of the Site plan. The lighting is cast down to maintain the dark skies and there is a lot of  
279 residual light for all residents to see safely. The final detail is not on the plan yet, including water and  
280 sewer. The AoT application was submitted to the State, they are very behind on there reviews. This  
281 plan has been around for review and M. Petersen indicated the engineers can take comments and  
282 questions from the Board.

283 D. Knott asked why is the traffic not going out to Ponemah Hill Road? M. Petersen responded this  
284 town likes to get the residents to the main interchanges. We are seeing this as a minor traffic increase  
285 and the emergency secondary access is identified on the Plan on Ponemah Hill Road. D. Knott would  
286 like to see Ponemah Hill Road as an access to this development. P. Basiliere said the traffic study  
287 shows 85 vehicles coming and going (in the morning and in the afternoon). M. Petersen said the traffic  
288 numbers are very low, and traffic is only a minor issue, but he will take a look at that access. P.  
289 Basiliere's concern is the natural condition of Ponemah Hill Road; P. Amato said that has always been  
290 there, we have lots of rules on those roads, and there should be a second way to get out. It will not take  
291 all the trips that go onto Ponemah Hill Road. P. Basiliere thinks that second egress is good planning,  
292 but who would be responsible for improving Ponemah Hill Road to handle the construction vehicles and  
293 drainage on it?

294 J. Langdell said the construction vehicles can use an alternative route for the construction. People will  
295 be walking on Ponemah Hill Road and maybe with cars more residents will be in favor of sidewalks on  
296 Ponemah Hill Road for people to walk on. M. Petersen said that GPI has prepared the traffic report for  
297 this application and there are two buildings close to the road; the other four buildings are closer to South  
298 Street. S. Smith noted that Ponemah Hill Road is difficult during rush hour; if the traffic study is done,  
299 they should look at key hours. M. Petersen indicated there was another letter that came out since this  
300 report; he has no problem with naming the inner roads appropriately to reflect the Quarry included in  
301 this history of the site, as pointed out by the Heritage Commission.

302 T. Finan asked about the internal roads. M. Petersen said the inner roads are 24' wide and do not  
303 connect to Ponemah Hill Road or South Street. J. Langdell would love to see sidewalks on Nathaniel  
304 Road down to South Street. P. Basiliere thinks this might be helpful to have trails down to South Street,  
305 since there might be a gas station/convenience store down there eventually. J. Langdell said with 216

306 units, that is a lot of people. The Zoning applications for Special Exception have already been heard  
307 and approved for the Wetland Buffer, Crossing of Wetland and Building Height. J. Langdell asked  
308 about mail boxes and where will those be located. M. Petersen answered they will be inside the  
309 buildings and will include boxes for packages. There is a balance between the wetland and trails  
310 system; we will come back to the Planning Board with somethings, he is just not sure what it will be  
311 yet. P. Amato asked if this will be a town road? M. Petersen said Stoneyard will eventually be a Town  
312 road, then there are internal private roads withing the development. As far as the bedroom count, M.  
313 Petersen said there will be some units with 2 bedrooms and some with 3 bedrooms.

314 Jim Pouliot, Water/Sewer Director, indicated there will be a pump station on this site, which will require  
315 a 12" line to Ponemah Hill Road down to Nashua Street. Also noted, was that the buildings will all  
316 have sprinklers; M. Petersen will look into the possibility of whether a gas line out to these apartments.  
317 This development will have a private sewer with pump station that goes to a manhole into the town  
318 system. This development will use town water. J. Pouliot said there needs to be an engineering study  
319 for the Emerson Road water line and sewer pump. There also needs to be study on the water and if  
320 there may need to be booster for water pressure. The Clubhouse will include a gym, mail room,  
321 community area, outdoor BBQ area, with benches and possibly school bus stop. There may be school  
322 aged kids living here, for which an analysis will be brought at the next meeting.

323 M. Petersen said he will get information from the State of NH on that. P. Basiliere said for Building  
324 G, which is close to existing homes, what will be the minimum impact to those homes, specifically the  
325 lighting of Building G and its impact to Ponemah Hill Road residents. M. Petersen said they have used  
326 landscaping and downcast lights for lighting. The trees were also added to the back of the buildings  
327 and the lights were lowered. T. Finan asked about the parking, and how many spaces for each unit?  
328 M. Petersen answered two spaces per unit including handicapped. D. Knott said snow storage should  
329 be shown on the plan. P. Basiliere asked if waivers are anticipated? M. Petersen does not see any need  
330 for waivers. J. Langdell suggested using some of the granite from the quarry for some benches. S.  
331 Desmarais said he could make sure that happens. P. Basiliere asked if there is any plan to protect the  
332 residents from getting hurt in the old quarry? M. Petersen said the old quarry is part of this property,  
333 next to the clubhouse. They will talk with the insurance company to get information on that. P. Basiliere  
334 said the biggest concern is when is that second egress going to be decided.

335 Action items: second access/egress; lot merger; two properties on Hammond Road (lot merger); P.  
336 Amato moved to allow T. Dolan to act on the lot merger for the two lots on Hammond Road.

337 **3. Other Business:** J. Langdell mentioned there are two Steering Committee meetings coming up  
338 April 11, April 15.

339 **4. Upcoming Meetings:**  
340 4/4/23 – Planning Board Work Session  
341 4/18/23- Planning Board Meeting  
342

343 **5. Adjournment.** The meeting was adjourned at 10:08 p.m. on a motion made by P. Amato and seconded  
344 by S. Robinson. All were in favor. The motion passed unanimously.  
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350 Date: \_\_\_\_\_

351 \_\_\_\_\_  
352 Signature of the Chairperson/Vice-Chairperson:  
353

The Planning Board minutes of 03-21-23 were approved 4-18-23 as amended

The Q's

IDR Comments

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Applicant Response  
Letter

(6-9-23)

June 9, 2023

Terrence Dolan  
Director of Community Development/Town Planner  
Town of Milford  
1 Union Square  
Milford, NH 03055

**Subject: The Q at Milford - Map 43 Lot 69**  
KNA Project No. 21-1216-1

Dear Mr. Dolan:

Our office is in receipt of the Inter Deptmental Review comments, dated February 24 and March 6 through 9, 2023. Based on these comments, we have made note of the required modifications and will provide updated support documents and revise the plans accordingly throughout the permitting process. A response to each comment has been provided below.

**1. Water Utilities**

- a. An engineering study needs to be performed on the flow capacity of the sewer lines from the project location (Map 43, Block 69) to the Emerson Road pump station, then this study needs to be peer reviewed by an engineer of the town's choice. (All costs will be incurred by the property owner)

*An engineering study of the flow capacity of the sewer lines from the site to the Emerson Road pump station will be performed, if necessary, prior to final approval. KNA is currently reviewing other sewer configurations which would eliminate the need to tie into that pump station.*

- b. An engineering study needs to be performed on the capacity of the Emerson Road lift Station, then this study needs to be peer reviewed by an engineer of the town's choice. (All costs will be incurred by the property owner). Both the sewer lines and pump station must also include the additional flow from the commercial project that is proposed on the adjacent property.

*An engineering study of the Emerson Road lift station will be performed, if necessary, prior to final approval.*

- c. If the sewer lines or pump station needs to be improved to handle the additional flow, the costs to improve such items will be the sole responsibility of the property owner.

*The applicant has noted this information and understands the cost of any necessary upgrades to the municipal system may be their responsibility.*



- d. The water line that runs through the property must be a minimum of 12 inches and connect from Ponemah Hill Road to Nathaniel Drive.

*The proposed water line will be updated to a minimum of 12 inches. This change will be reflected in the next plan revision.*

- e. The highest elevation the Town of Milford can provide adequate water pressure is 390 Feet above sea level, the developer needs to be aware of this, since the elevations are close to exceeding this. There might be a need to have a booster pump station in each building to provide adequate water pressure. (The town will not take over any Booster pump station if it is required for the site, this will be the sole responsibility of the property owner.

*If booster pumps are required, they will be furnished, installed, and maintained by the property owner.*

- f. There needs to be separate lines to enter each building coming directly from the water main in the street, one for domestic use, and one for fire suppression. Sizes need to be determined by an engineer.

*Separate water lines for domestic and fire suppression will be added to the plans and reflected in the next plan revision.*

- g. Please coordinate with the fire department on the best placement of hydrants and follow the construction regulations for the distance between hydrants.

*Hydrants will be added to the plan in accordance with the fire department comments listed in this letter.*

- h. Needs to be documentation provided on a yearly account, on the maintenance performed on the sewer system within the development, this is a requirement by NHDES and is called CMOM.

*An NHDES Sewer Connection Permit will be submitted to both the town and state for review prior to final approval. This will contain all required information related to the construction, operation, and maintenance of the proposed sewer system.*

- i. This project will add a huge demand on the current system and could cause issues with current users on the system, to prevent issues with current users, offsite improvements will be required (such as water main replacements).

*The applicant will continue to work with the town to ensure issues do not arise.*

## 2. Ambulance Department

- a. Will road be constructed at beginning for through fare and two points of access?  
*The roadway will be constructed first as part of Phase 1 for ease of access for construction and emergency vehicles. Furthermore, a phasing plan has been added to the plan set, per NHDES Alteration of Terrain Bureau request, and will be included in the next town submittal for review.*

- i. Construction road needs to be maintained for emergency vehicle access — hard packed, ruts/pot holes filled in a timely manner

*The applicant has noted this information.*

- b. Building construction sequence?

*A detailed phasing plan is forthcoming; however the plan is to construct Building A in Phase 1 and Buildings B through G in Phase 2.*

- c. Buildings B & D are only buildings with under-building garage? Building sites marked with large signage during construction

*This is correct. The building sites will be marked appropriately during construction.*

- d. Buildings should be individually numbered with unobstructed signage placed at a height not to exceed 10-feet that displays building identification and apartment numbers with a sufficiently large enough font and illuminated for easy recognition.

*The applicant has noted this information and will continue to work with the ambulance department during project permitting and construction to address all concerns.*

- e. Install signs at building entrances with building numbers identifying the buildings in said sections.

*The applicant has noted this information and will continue to work with the ambulance department during project permitting and construction to address all concerns.*

- f. Turn around space for 24-foot ambulance length

*The internal roadways have been designed for ambulance turning movements throughout the site.*

- g. Travel lane width in parking lot minimum width of 168-inches (14-feet)

*The proposed travel lanes within the parking lots are 24 feet wide.*

- h. Elevator car width minimum of 80-inches to accommodate a stretcher in horizontal position

*The applicant has noted this information and will continue to work with the ambulance department during project permitting and construction to address all concerns.*

- i. Building and apartment entrance door width a minimum of 36-inches to accommodate stretcher passage through door.

*The applicant has noted this information and will continue to work with the ambulance department during project permitting and construction to address all concerns.*

- j. Stairwell platform minimum of 60— inches to allow stair-chair movement.

*The applicant has noted this information and will continue to work with the ambulance department during project permitting and construction to address all concerns.*

- k. Connecting roads? Ponemah Hill Rd. and Stone Yard Rd.?

*The proposed roadway will connect to Stoneyard Drive and Ponemah Hill Road, however the access point at Ponemah Hill Road will be gated for emergency access only.*

- l. What are the road grades? Concern for emergency vehicle access during periods of inclement weather.

*The maximum roadway grade is 4.30% as shown on Sheet 23 in the plan set.*

### **3. Police Department**

- a. If project should add sidewalks on Stoneyard towards Nathaniel and then once the gas/service station is planned have them connect to Rt 13/South ST.

*The plan does not propose any sidewalks on Stoneyard Drive. However, the gravel stormwater maintenance road around the quarry pond has been extended to connect the development to Stoneyard Drive and provide better access for children walking to the bus stop and other residents better access to the network of existing walking trails throughout the property.*

- b. If the roadway to Ponemah Hill is “gated” (by a metal gate) off then it isn’t a problem but if it isn’t gated off there needs to be Ponemah Hill roadway improvement to include a traffic light at Ponemah Hill and Nashua St.

*The Ponemah Hill Road access point will be gated.*

**4. Department of Public Works**

- a. As I stated at the meeting we had with the contractor and the engineering firm, the DPW wants sidewalk at least on the east side of South Street for the pedestrian safety. With all the residents and kids moving into the complex. The want of these residents and family's to walk to the oval to shop and enjoy the oval they will need some kind of protection. Sidewalk will add to the safety for the residents.

*The applicant is not proposing to install a sidewalk on South Street at this time.*

**5. Department of Public Works**

- a. The occupancy classification of building "A" is mixed Assembly and Business.

*The applicant has noted this information.*

- b. The occupancy classification for buildings "B" through "G" is Apartment.

*The applicant has noted this information.*

- c. The site features a primary access road from Stoneyard Dr. and a gated fire department only access road from Ponemah Hill Rd. Both access roads appear to comply with fire code requirements for width.

*No comment.*

- d. An engineering review with turning template for the fire department ladder truck will be required to ensure the roadways are designed to support the length, weight, approach and departure angles of the apparatus. The specifications for the ladder truck are available upon request from the fire department or community development office.

*A truck turning plan will be submitted to the fire department for review prior to final approval.*

- e. The design of the gate for the fire department only access portion of the road, and the means for securing the gate must be submitted to the fire department for review and approval.

*The applicant has noted this information and will continue to work with the fire department during project permitting and construction to address all concerns.*

- f. Signage shall be provided at the connection of the fire department only access road to Ponemah Hill Rd. to discourage blocking of the access road and gate.

***The appropriate signage will be added to the plan as requested. This change will be reflected in the next plan revision.***

- g. Access to all buildings appears to comply with the required distance to buildings from fire apparatus access roads but will require further review with more detailed information.
  - i. For building "A", access roads are required so that any portion of the building or any portion of the exterior wall can be reached within 150ft of a fire department access road. This distance can be increased to 450ft if the building is equipped throughout with an approved automatic sprinkler system.

***Building A will feature an automatic sprinkler system.***

- ii. For buildings "B" through "G", the access roads are required to meet the 450ft distance, as these buildings must be equipped with an automatic sprinkler system.

***Buildings B through G all meet and exceed the required 450 ft distance.***

- h. Access key boxes shall be required on each building that provides access to the buildings and all secured common spaces, storage spaces, mechanical spaces, electrical rooms, equipment rooms, and any areas other than dwelling units. Master or override keys for dwelling units may be provided at the discretion of the building owner. The building owner or construction manager shall contact the Milford Fire Department during the construction process to determine the specifications and installation locations of the key boxes.

***The applicant has noted this information and will continue to work with the fire department during project permitting and construction to address all concerns.***

- i. Building A requires 2,000gpm (gallons per minute) of water supply for a duration of 2 hours.
  - i. This will require a minimum of 2 fire hydrants capable of flowing not less than 1,000gpm each, located not more than 500ft from the building, with one hydrant located not more than 400ft from the building.

***See response to the next comment below.***

- ii. If the building is protected throughout with an approved automatic sprinkler system utilizing quick response sprinklers, the fire flow may be reduced to a minimum of 600gpm. This would require a single hydrant, located within 100ft of the fire department connection (FDC) as per MFD Fire Protection System Requirements.

***Building A will be sprinkler protected and the proposed hydrant is situated appropriately.***

- j. Buildings "B", "C", "D", "F", and "G" require 875gpm for a duration of 3 hours.
  - i. The full required fire flow of 3,500gpm was reduced by 75% because these buildings will be required to be protected throughout by an approved automatic sprinkler system utilizing quick response sprinklers.

***No comment.***

- ii. This will require a single hydrant located within 100ft of the fire department connection.

***Hydrant locations will be updated to satisfy this requirement. These changes will be reflected in the next plan revision.***

- k. Building "E" requires 625gpm for a duration of 2 hours.
  - i. The full required fire flow of 2,500gpm was reduced by 75% because the building will be required to be protected throughout by an approved automatic sprinkler system utilizing quick response sprinklers.

***No comment.***

- ii. This will require a single hydrant located within 100ft of the fire department connection.

***The proposed hydrant location will be updated to satisfy this requirement. This change will be reflected in the next plan revision.***

- l. Buildings "B", "C" and "D" will require installation of a Class 1 standpipe system.

***A note will be added to the utility plan reflecting this requirement.***

- m. Buildings "B" through "G" will require an approved, supervised automatic sprinkler system installed in accordance with requirements of NFPA 13 or 13R, NFPA 1 and 101.

***A note will be added to the utility plan reflecting this requirement.***

- n. Buildings "B" through "G" will require an approved automatic fire alarm system.
  - i. Reporting of alarms to the Milford Fire Department should be achieved through telegraph master boxes connected to the fire department auxiliary alarm system. The telegraph circuit should be extended from South Street up Nathaniel Dr. and Stoneyard Dr. to the buildings.

*A note will be added to the utility plan reflecting this requirement.*

## 6. Heritage Commission

The Heritage Commission met but we didn't have enough time to discuss this set of plans around the table. I did get some comments and some research though. I expect that you will be impressed with the information included here. Chris Thompson did most of the work and he should be credited for the work. There is a great deal of lore of the Italian and Finnish stoneworkers, the dangerous conditions using explosives and raw material that often crushed the workers for the many tons. Later when the quarries were abandoned a new generation of people, mostly kids, would sneak into these flooded pits and go swimming. I've heard stories of death defying dives, skinny dipping and memorable first dates. The immigrant stone workers are long gone but their descendants are still here. Those "kids" are now our age and younger, they all have experiences of the quarries like this one.

This is an important site for Milford's heritage, The town was called the "Granite Town" and the state of NH adopted the same title, but Milford was first to contribute to the "Granite State" popularity. The Commission does not intend to halt or slow any development, but we would like to share the history and importance of the site. We would suggest that the builder/developer use some of this history when naming streets, paths and buildings etc. This is a benign way of remembering the importance of the area and perhaps enhancing the appeal of the buildings. We see this as a win-win situation and have had success around town on similar projects.

*The applicant has noted this information and intends on naming some of the roadways, pathways, and/or buildings after historical aspects of the site. For example, the project is named "The Q" short for "The Quarry".*

## 7. KV Partners

*The applicant has received and reviewed comments from the town's consulting engineer KV Partners. All comments are minor and should be easy to address and a formal response letter is forthcoming.*

If you have any questions or comments, please reach out by phone at (603) 627-2881 or by email at [pmadsen@keachnordstrom.com](mailto:pmadsen@keachnordstrom.com).

Respectfully,



**Peter Madsen, EIT**  
Vice President - Engineering  
Keach Nordstrom Associates, Inc.  
10 Commerce Park North, Suite 3  
Bedford, NH 03110

*Civil Engineering*

*Land Surveying*

*Landscape Architecture*

**Terrence Dolan**

Site Engineering

**From:** Nicole Crawford  
**Sent:** Wednesday, June 14, 2023 3:46 PM  
**To:** william parker  
**Cc:** Terrence Dolan; Leo Lessard  
**Subject:** IDR Form for The Q  
**Attachments:** 05.30.23 IDR-The Q-SitePlanRevSubDiv\_DPW.docx; Q Site Design Drainage Review 3-20-23.pdf

Bill,

Please find attached the IDR form for DPW for my review on The Q. I have also attached Mike Vignale's original comments from the conceptual design plans in case you do not have them. Some of Mike's comments look like they've been addressed and some have not. I figured it was best to leave them as is and ask the applicant to respond to them. I know the applicant recently received his comments but do not know if they got them originally back in March.

I also have a couple questions for you if you happen to know the answers:

1. The development of the gas station at the corner of Nathaniel Drive might impact the Traffic Impact and Access Study. Currently the development does not show a need for any dedicated left-turn lane for traffic turning onto Nathaniel Drive. This could change with additional traffic on South Street coming from Route 101 to access the gas station. I do not know if it would be the responsibility of the gas station or The Q to provide this information.
2. With the permanent pool detention ponds does the town require any safety fencing?
3. Sidewalks with integral concrete curbing are proposed within the parking areas for the sidewalks next to the buildings – is this ok or does it need to be granite curbing?

Thank you very much,

Nicole Crawford  
Town Engineer  
Town of Milford, NH  
[townengineer@milford.nh.gov](mailto:townengineer@milford.nh.gov)  
Tel: (603) 249-0620  
Cell: (603) 400-8908





DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

INTERDEPARTMENTAL PLAN REVIEW

Date: May 30, 2023

Map/Lot #: Map 43 Block 69 Lots 1 & 2

Address: "0" Ponemah Hill Road

TO:

- Ambulance Department
- Assessing Department
- Code Enforcement Department
- Conservation
- Fire Department
- Department of Public Works (DPW)
- Police Department
- Heritage Commission
- Tax Collector
- Water Utilites
- Zoning
- \_\_\_\_\_

FROM: DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

PROJECT NAME: The "Q" Rental Apartment Community (proposing 216 Rental Apts. and Community Clubhouse) was reviewed by our Planning Board at their March 21, 2023 Mtg solely for "Conceptual Design Review".

- The Applicant has now applied for both its:
1. Sub-Division Approval (into Two Lots) and
  2. The Major Site Plan Review

The ZBA approved (via "Special Exception") the project for both the needed minor wetland impacts & minor wetland buffer impacts, for the purpose of the proposed roadways into the project site.

TYPE OF APPLICATION:

- Discussion  Design
- Minor Subdivision / Lot Line
- Major  Minor Site Plan  Major Site Plan  Other \_\_\_\_\_

TRANSMITTAL INCLUDES: The proposed "Site Plan Improvement Sheets" (i. e. Master Site Plan, Existing Conditions Plan, Drainage, Lighting, Landscaping, Erosion Control Sheets, Wetland Plans, Bldg. Floor Plans, Architectural Renderings & other Detail Sheets) are contained within 11" x 17" Plan Sets, and may be picked up at the Community Development Office (46 pages).

It should be noted the State of New Hampshire's DES (Dept. of Environmental Services) approved the project's AoT ("Alteration of Terrain") Permit on May 3, 2023.

PLANNING BOARD HEARING DATE: June 20, 2023

YOUR COMMENTS NEEDED BY: No later than Wednesday, June 7, 2023

P/CD COMMENTS: Please provide any comments directly to me at [tdolan@milford.nh.gov](mailto:tdolan@milford.nh.gov).

Please reach out to me if any other documentation is needed for your review.

Thanks,

Terrey

REVIEW COMMENTS (Note below or attach comments on separate sheet):

Please assign: Parcel use code \_\_\_\_\_ Building classification code \_\_\_\_\_ Building use code \_\_\_\_\_

Signature/Initials of Department Head or Reviewer: Nicole Crawford Date: 6/14/2023

Comments Returned to P/CD: \_\_\_\_\_

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1. The NHDOT has not yet provided their comments on the Traffic Impact and Access Study (TIAS) that they received from the Applicant. As per the peer review comments by Hoyle, Tanner, it is recommended that the Town and Applicant coordinate with NHDOT to determine if mitigation will be required based on the impacts to the NH 101 WB ramp.
2. Average Weekday Daily Trips and Average Saturday Daily Trips are projected to be close to 1,000 vehicle trips per day, which would fall under the "Private/Local" street type as shown in the Roadway Standards Charts, Table 1: Roadway Standards. This street type requires a through connection between local or connector roads. The use of the access drive to Ponemah Hill Road should be discussed, and if determined to be required for use as a through connection, an additional Traffic Impact and Access Study should be conducted.
3. The Residential Site Plan, Sheet 9 shows signs on the driveway leading to Ponemah Hill Road indicating that is "Not a Thru Way" and it is for "Fire Department Access Only", but there is also a proposed 18" Stop Bar and Stop Sign, which seems conflicting.
4. There is a construction exit shown at the access point on Ponemah Hill Road, what are the intentions for the use of this access point during construction? How long will it be used during construction?
  - a. It is anticipated that a plan for traffic control will be provided for review for all access points prior to the start of construction.
5. Sidewalks are only shown within the parking areas of the development and not along the main driveways. It should be discussed if the Town would like to see sidewalks added to the main driveways as well as on Nathaniel Drive due to the potential increase in pedestrian activity as a result of the development.
6. The centerline radii of the curves along the main driveway are smaller than the minimum centerline radii shown in the Roadway Standards Charts, Geometric & Structural Guides for Roads based on the Average Daily Traffic Count.
7. Please provide a Traffic Marking and Sign Plan for the intersection of Nathaniel Drive at South Street.
8. Per the DPW Infrastructure Design, Construction & Administration Standards, Typical Closed Drainage Roadway Cross-Section, the granite curb should be 5" x 18" with a 7" reveal.
9. Please provide a detail for dewatering including instructions for proper disposal of any sediment, noting that dewatering is not allowed to outlet directly into a wetland, and referring to proper inspection of dewatering activities per the Construction General Permit (CGP).
10. Please provide a detail for proper installation of the turbidity curtain.
11. Please include or discuss the filter bag in the detail for the Temporary Sediment Trap Detail.
12. On the Wetland Impact Plan, Sheet 36, please provide a note for the temporary rip rap outlet calling out rip rap size and what to do with any accumulated sediment or debris upon removal of the rip rap.

March 21, 2023

Terrey Dolan, Community Development Director  
Town of Milford  
1 Union Square  
Milford, NH 03055

**Re: The Q at Milford - Site Plan Drainage Review  
0 Ponemah Hill Road (Map 43, Lot 69)**

Dear Mr. Dolan:

We reviewed the forty-five-sheet plan set and the Stormwater Management Report both dated February 9, 2023 and prepared by Keach-Nordstrom Associate, Inc. in accordance with our agreement with the Town. The review was limited to stormwater elements of the project as directed. Based on that review, we offer the following comments:

1. The open bottom box culvert must depict the relationship to the stream bed and required depth of the footings for frost protection. Also, add a note that requires submission of the culvert design (prepared by a NH licensed Professional Engineer) to the Town for approval.
2. Call out rip-rap size and depth for the box culvert installation, if proposed.
3. Provide a detail for the gravel access roads to the stormwater basins.
4. Printouts of the surface areas used in the drainage calculations were not provided. These are required to compare pre vs. post runoff calculations.
5. Test Pit #13 shows a ESHWT at Elev. 307 and Test Pit #12 shows a water table at Elev. 301. How was the permanent pool of 304 determined for Wet Pond #1?
6. The wet pond detail includes an impervious membrane at locations to be determined by the design engineer during construction under certain circumstances. A critical detail of whether to line a pond or not should be made during the design phase of the project and adjusted during construction only as necessary.
7. All wet ponds include an aquatic bench. The detail directs you to the plans for the widths but there is no width call out on the plans. Please clarify.
8. The pond details and call outs on the plans for Wet Pond #1 are not consistent for Elev.

D – Permanent Pool Elevation. Please clarify

9. It is not clear when reviewing the plans, details, and calculation if emergency overflows are provided for Stormwater Basins #1 and #3. Please clarify on the plans what is proposed.
10. The Infiltration Basin bottom elevation and top of the berm are not consistent between the plans and detail. Please clarify.
11. Stormwater basin outlet structures includes trash racks that are general in nature and specify opening size by the orifice size proposed on the outlet structure. Considering that the orifice size ranges from 1” to 12” on the same structure, additional clarification on the outlet structure trash rack fabrication is required to ensure high flows will pass through unobstructed by small, clogged openings.
12. Clarify where the “Snout” catch basin hoods are proposed.
13. The Town’s Stormwater Regulation require that stormwater treatment areas be planted with native plantings. Please clarify how this is being accomplished or document why it is not.
14. Documentation is required that demonstrates how the proposed stormwater mitigation systems will satisfy the percent pollutant removal rates specified in the Town’s Stormwater Regulations for suspended solids and nitrogen/phosphorus.
15. Add a note to the plans that as-built drawings are required as per the Town’s Stormwater Regulations.
16. Clarify how legally binding documents will be provided for the stormwater maintenance as required by the Town’s Stormwater Regulations.
17. Clarify on the plans that the annual report (included in the Operation and Maintenance Manual) is required to be submitted to the Town by September 1<sup>st</sup> each year.

If you have any questions or need any additional information, please feel free to contact me at 603-413-6650 or on my cell phone at 603-731-1562 or by email at [MVignale@kvpllc.com](mailto:MVignale@kvpllc.com).

Sincerely,

**KV Partners LLC**



Michael S. Vignale, P.E.  
Principal Engineer

**KV Partners LLC**

Orig. DPW  
I DR Comments  
3/2023

REVIEW COMMENTS (Note below or attach comments on separate sheet):

Please assign: Parcel use code \_\_\_\_\_ Building classification code \_\_\_\_\_ Building use code \_\_\_\_\_

As I stated at the meeting we had with the contractor and the engineering firm, **the DPW wants sidewalk at least on the east side of South Street for the pedestrian safety.** With all the residents and kids moving into the complex. The want of these residents and family's to walk to oval to shop and enjoy the oval they will need some kind of protection. Sidewalk will add to the safety for the residents.

Signature/Initials of Department Head or Reviewer: \_\_\_\_\_  
Comments Returned to P/CD: \_\_\_\_\_



Date: 3/6/23

# TOWN OF MILFORD

## WATER UTILITIES DEPARTMENT



June 15, 2023

From: Town of Milford Water Utilities

Subject: The Q at Milford (Map 43; Block 69) IDR

The following are comments from the Town of Milford Water Utilities,

- An engineering study needs to be performed on the flow capacity of the sewer lines from the project location (Map 43, Block 69) to the Emerson Road pump station, then this study needs to be peer reviewed by an engineer of the town's choice. (All costs will be incurred by the property owner)
- An engineering study needs to be performed on the capacity of the Emerson Road lift Station, then this study needs to be peer reviewed by an engineer of the town's choice. (All costs will be incurred by the property owner). Both the sewer lines and pump station must also include the additional flow from the commercial project that is proposed on the adjacent property.
- If the sewer lines or pump station needs to be improved to handle the additional flow, the costs to improve such items, will be the sole responsibility of the property owner.
- The water line that runs through the property must be a minimum of 12 inches, and connect from Ponemah Hill Road to Nathaniel Drive.
- The highest elevation the Town of Milford can provide adequate water pressure is 390 Feet above sea level, the developer needs to be aware of this, since the elevations are close to exceeding this. There might be a need to have a booster pump station in each building to provide adequate water pressure. (The town will not take over any Booster pump station if it is required for the site, this will be the sole responsibility of the property owner.
- There needs to be separate lines to enter each building coming directly from the water main in the street, one for domestic use, and one for fire suppression. Sizes need to be determined by an engineer.
- Please coordinate with the fire department on best placement of hydrants, and follow the construction regulations for the distance between hydrants.
- Needs to be documentation provided on a yearly account, on the maintenance performed on the sewer system within the development, this is a requirement by NHDES and is called CMOM.
- This project will add a huge demand on the current system and could cause issues with current users on the system, to prevent issues with current users, offsite improvements will be required (such as water main replacements).

Thank You

Jim Pouliot  
Director of the Milford Water Utilities

## Terrence Dolan

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**From:** Riley Stanchina  
**Sent:** Thursday, June 15, 2023 8:58 AM  
**To:** Terrence Dolan; Conservation Commission; Craig Frye; Dave Palance; Eric Schelberg; Jamie Ramsay; Jim Pouliot; Kathy Doherty; Ken Flaherty; Leo Lessard; Lincoln Daley; Marti Noel; Mike Viola  
**Cc:** Darlene Bouffard; Dave Palance  
**Subject:** RE: The "Q" Rental Apartment Community- Applicant Response Letter

Fire department reviewed the letter, aside from the section heading being incorrect, all of our previous concerns were addressed. We have no additional comments at this stage.

**Riley J. Stanchina, CFEI**  
Deputy Chief  
Milford Fire Department

39 School St.  
Milford, NH 03055  
603-249-0680 Station  
rstanchina@milford.nh.gov



# TOWN OF MILFORD

## FIRE DEPARTMENT

39 SCHOOL STREET  
MILFORD, NEW HAMPSHIRE 03055



**Bureau of Fire Prevention & Investigation**  
Deputy Chief Riley J. Stanchina  
(603) 249-0680

### FIRE PREVENTION PLAN REVIEW RESPONSE

**Date:** March 6, 2023

**Tax Map & Lot #:** Map 43, Lot 69

**Street Address:** 0 Ponemah Hill Rd.

**Project Name:** The "Q" at Milford

**Review Type:** Preliminary Conceptual Review

**Status:** Reviewed, comments provided

#### **Comments:**

The Milford Fire Department has reviewed the provided documents for the planning board major site plan review. The comments provided are based solely upon the available information at the time of review. Where necessary, assumptions may be made that would require clarification or additional information upon building permit plan review. The following comments DO NOT constitute plans review for the issuance of a building permit and the limited information provided is not sufficient for a full fire and life safety code review of the proposed project. Upon application for a building permit, a full set of detailed, stamped plans must be submitted to the Fire Department for plans review. The codes utilized for this review are NFPA 1, Fire Code (2018), NFPA 101, Life Safety Code (2018) and any associated referenced codes or standards as necessary.

#### **Occupancy Classification:**

1. The occupancy classification of building "A" is mixed Assembly and Business.
2. The occupancy classification for buildings "B" through "G" is Apartment.

#### **Fire Department Access:**

3. The site features a primary access road from Stoneyard Dr. and a gated fire department only access road from Ponemah Hill Rd. Both access roads appear to comply with fire code requirements for width.
4. An engineering review with turning template for the fire department ladder truck will be required to ensure the roadways are designed to support the length, weight, approach and departure angles of the apparatus. The specifications for the ladder truck are available upon request from the fire department or community development office.



5. The design of the gate for the fire department only access portion of the road, and the means for securing the gate must be submitted to the fire department for review and approval.
6. Signage shall be provided at the connection of the fire department only access road to Ponemah Hill Rd. to discourage blocking of the access road and gate.
7. Access to all buildings appears to comply with the required distance to buildings from fire apparatus access roads, but will require further review with more detailed information.
  - a. For building "A", access roads are required so that any portion of the building or any portion of the exterior wall can be reached within 150ft of a fire department access road. This distance can be increased to 450ft if the building is equipped throughout with an approved automatic sprinkler system.
  - b. For buildings "B" through "G", the access roads are required to meet the 450ft distance, as these buildings must be equipped with an automatic sprinkler system.
8. Access key boxes shall be required on each building that provides access to the buildings and all secured common spaces, storage spaces, mechanical spaces, electrical rooms, equipment rooms, and any areas other than dwelling units. Master or override keys for dwelling units may be provided at the discretion of the building owner. The building owner or construction manager shall contact the Milford Fire Department during the construction process to determine the specifications and installation locations of the key boxes.

#### Water Supply:

\* NOTE: The construction type is assumed to be Type V (000) (NFPA) which represents the worst-case scenario for water supply requirements. These requirements are subject to change upon building permit plan review if the construction type is determined to differ.

9. Building A requires 2,000gpm (gallons per minute) of water supply for a duration of 2 hours.
  - a. This will require a minimum of 2 fire hydrants capable of flowing not less than 1,000gpm each, located not more than 500ft from the building, with one hydrant located not more than 400ft from the building.
  - b. If the building is protected throughout with an approved automatic sprinkler system utilizing quick response sprinklers, the fire flow may be reduced to a minimum of 600gpm. This would require a single hydrant, located within 100ft of the fire department connection (FDC) as per MFD Fire Protection System Requirements.
10. Buildings "B", "C", "D", "F", and "G" require 875gpm for a duration of 3 hours.
  - a. The full required fire flow of 3,500gpm was reduced by 75% because these buildings will be required to be protected throughout by an approved automatic sprinkler system utilizing quick response sprinklers.

- b. This will require a single hydrant located within 100ft of the fire department connection.
11. Building "E" requires 625gpm for a duration of 2 hours.
- a. The full required fire flow of 2,500gpm was reduced by 75% because the building will be required to be protected throughout by an approved automatic sprinkler system utilizing quick response sprinklers.
  - b. This will require a single hydrant located within 100ft of the fire department connection.

Fire Protection Systems:

- 12. Buildings "B", "C" and "D" will require installation of a Class 1 standpipe system.
- 13. Buildings "B" through "G" will require an approved, supervised automatic sprinkler system installed in accordance with requirements of NFPA 13 or 13R, NFPA 1 and 101.
- 14. Buildings "B" through "G" will require an approved automatic fire alarm system.
  - a. Reporting of alarms to the Milford Fire Department should be achieved through telegraph master boxes connected to the fire department auxiliary alarm system. The telegraph circuit should be extended from South Street up Nathaniel Dr. and Stoneyard Dr. to the buildings.

Other Code Provisions:

All other fire and life safety code requirements will be reviewed as part of the building permit plans review when detailed plans for the buildings are submitted.

This concludes the review comments, please do not hesitate to contact the fire prevention office with any questions.

Sincerely,



Riley J. Stanchina, CFEI  
Deputy Chief  
Milford Fire Department  
rstanchina@milford.nh.gov

**Terrence Dolan**

*Ambulance Services*

**From:** Eric Schelberg  
**Sent:** Thursday, June 15, 2023 9:56 AM  
**To:** Terrence Dolan  
**Subject:** RE: The "Q" Rental Apartment Community- Applicant Response Letter

Just in case you did not receive the first reply...

---

**From:** Eric Schelberg  
**Sent:** Monday, June 12, 2023 2:08 PM  
**To:** Terrence Dolan <tdolan@milford.nh.gov>  
**Subject:** RE: The "Q" Rental Apartment Community- Applicant Response Letter

Terrey,

I am satisfied with the response at this time. I do look forward to the building plans.

Eric

## Terrence Dolan

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**From:** davidpalance@comcast.net  
**Sent:** Thursday, March 9, 2023 9:51 PM  
**To:** Terrence Dolan  
**Cc:** Chris Thompson  
**Subject:** RE: FYI.....Comments due back by Wednesday, March 8th, please  
**Attachments:** Historical Society195 (002).jpg

Hey Terrey,

The Heritage Commission met but we didn't have enough time to discuss this set of plans around the table. I did get some comments and some research though. I expect that you will be impressed with the information included here. Chris Thompson did most of the work and he should be credited for the work. There is a great deal of lore of the Italian and Finnish stoneworkers, the dangerous conditions using explosives and raw material that often crushed the workers for the many tons. Later when the quarries were abandoned a new generation of people, mostly kids, would sneak into these flooded pits and go swimming. I've heard stories of death defining dives, skinny dipping and memorable first dates. The immigrant stone workers are long gone but their descendants are still here. Those "kids" are now our age and younger, they all have experiences of the quarries like this one.

This is an important site for Milford's heritage, The town was called the "Granite Town" and the state of NH adopted the same title, but Milford was first to contribute to the "Granite State" popularity. The Commission does not intend to halt or slow any development but we would like to share the history and importance of the site. We would suggest that the builder/developer use some of this history when naming streets, paths and buildings etc.. This is a benign way of remembering the importance of the area and perhaps enhancing the appeal of the buildings. We see this as a win-win situation and have had success around town on similar projects.

Thanks for giving this your consideration,

Dave

David Palance  
Chairman, Town of Milford Heritage Commission  
Home:  
19 Maple St.  
The Harriet Wilson House  
Milford, NH 03055

Cell 603-321-6068  
cemeterymapping@comcast.net

### Young's Quarry

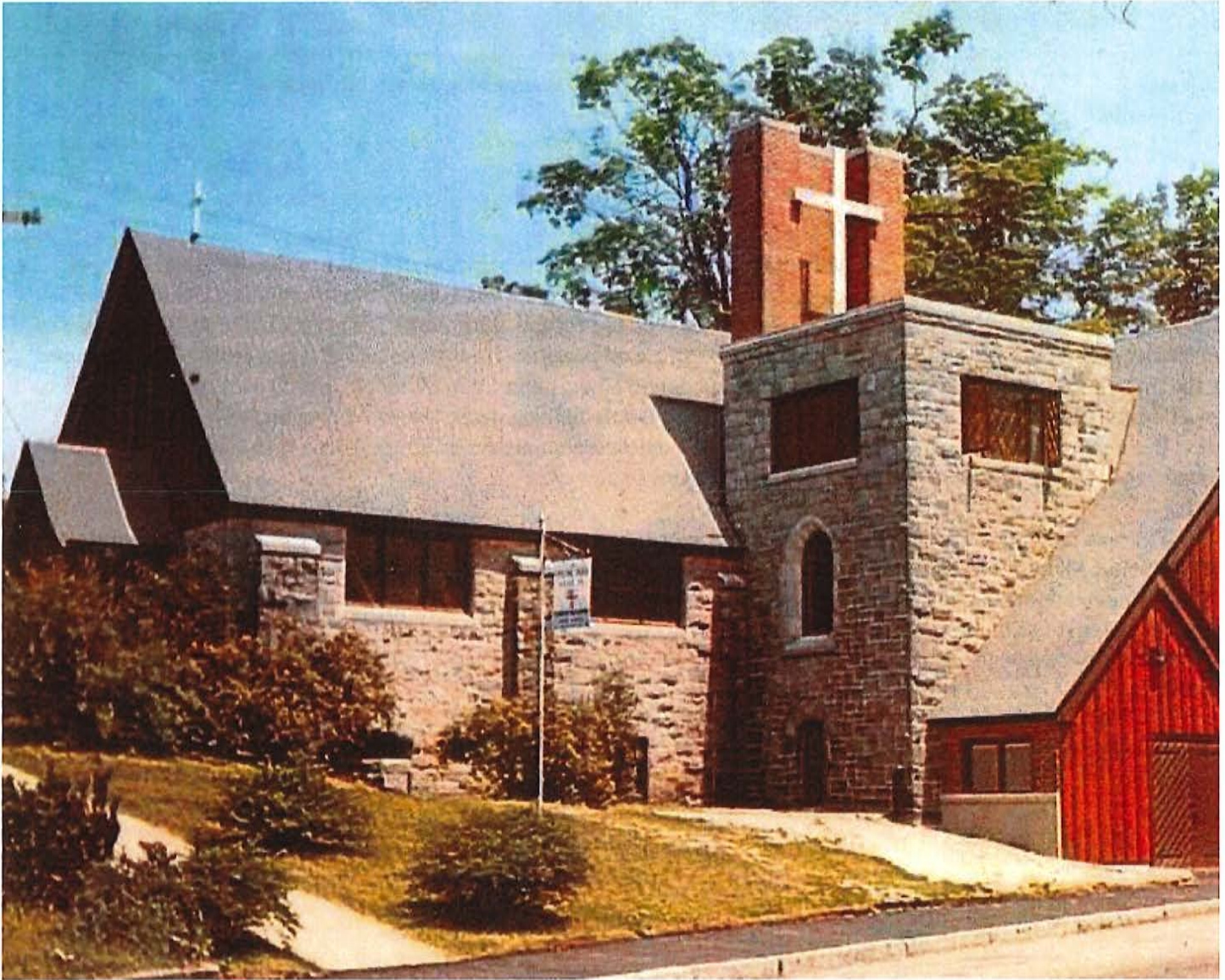
Location – Between Ponemah Hill Rd and Route 13 South, just north of the route 101 bypass.

Property Owner 2019- Salt Creek Properties, LLC. - <http://gis.vgsi.com/MilfordNH/Parcel.aspx?pid=2606>

Other names/owners – Perley Chappell, Frederick Lorden.

History – According to Wright town history, originally owned by Miller and Luce. 8 acres of property along with the quarry purchased by William H. Young in 1885. Young already had an established business in Troy, NY and had his son, James Thorne Young run this operation. The quarry was 66' deep by 1900. Some of the blocks of granite taken from this

quarry weighed 100 tons and had pure white quartz scattered throughout it. Many cemetery monuments around the country came from this quarry. The Church of Our Savior on Amherst street in Milford was built from the granite from this quarry (see picture). By 1937, the quarry had been sold to Perley Chappell. James Thorne Young died in 1938.



-----Original Message-----

From: Terrence Dolan <tdolan@milford.nh.gov>

Sent: Monday, March 6, 2023 9:14 AM

To: Dave Palance <DavidPalance@comcast.net>

Subject: RE: FYI.....Comments due back by Wednesday, March 8th, please

Dave,

I have scanned in all of the pertinent Engineering Plan Sheets..(Cover, Existing Topo, Existing Conditions (Wetlands, et al,) and the proposed Site Plan for "The Q @ Milford", for your review.

The overall site is approximately 56 acres of land located at the end of Stoneyard Drive, off of Nathaniel Drive. That is the sole primary access. An emergency access (gated) shall be constructed out to Ponemah Hill Rd.

## Young's Quarry

**Location** – Between Ponemah Hill Rd and Route 13 South, just north of the route 101 bypass.

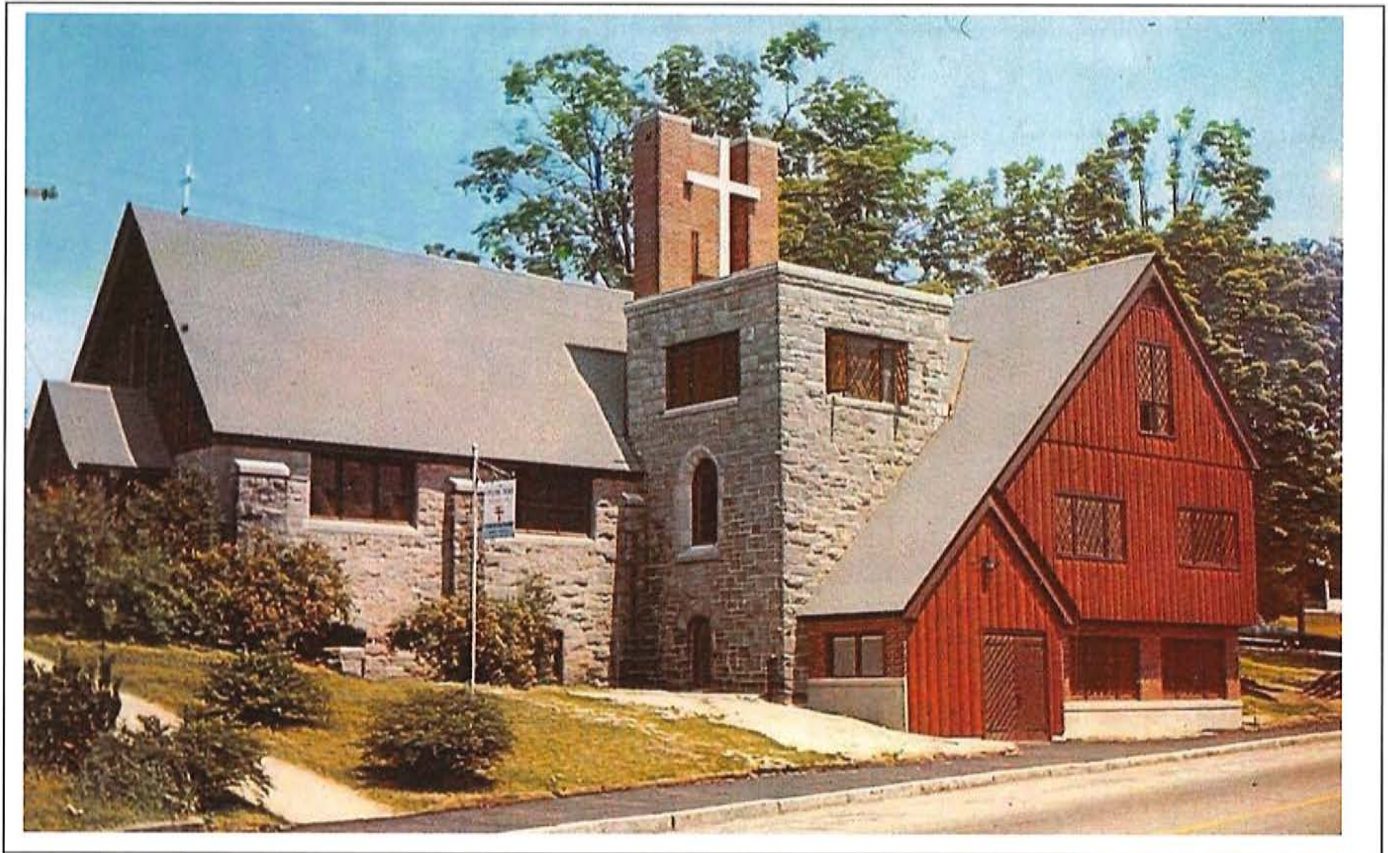
**Property Owner 2019-** Salt Creek Properties, LLC. -  
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*Figure 1 - Youngs Quarry Aerial photo*



"Church of Our Savior"  
Amherst Street