

TOWN OF MILFORD, NH
OFFICE OF COMMUNITY DEVELOPMENT

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STAFF MEMORANDUM

Date: August 11, 2023
To: Town of Milford Planning Board
FROM: Terrence Dolan, Community Development Director/Town Planner *TSD*
RE: **Continued Staff Comments: Major Site Plan Approval for “The Q at Milford” Rental Apartments (SP #2023-02), to be known as Tax Map 43, Lot 69-2 (to be subdivided off of Tax Map 43, Lot 69, located at “0” Ponemah Hill Road)**

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

The “Q” Multi-Family Rental Apartment Complex

Summary of Inter-Dept. Mtg. Notes-Aug 11, 2023

An Inter-Departmental Mtg was held on July 27th to comprehensively discuss The Q's Major Site Plan issues and project elements. Revised June 27th Engineering Plan Sets were provided by the applicant, resulting in some revisions from comments by the Planning Board at the previous June 20th Hearing.

**Also attached to this Summary, (for your review) are two resulting correspondences from engineer, dated June 26th (to Mike Vignale, consulting engineer for the town) and June 27th to me. These were provided by Mr. Matt Peterson of Keach-Nordstrom, addressing the various departmental comments and remaining issues.

The following summary of site planning topics for The “Q” are for the benefit of the Planning Board to review and evaluate in order to discuss the project's plan refinement. Further Site Plan formal revisions (i.e. fine tuning), based on the Board's guidance, will be needed for project approval of the Major Site Plan.

- **Transportation:**
- All Departments have collectively arrived at the opinion that the lack of adequate, existing Right of Way (+/-32'-35' ROW) along Ponemah Hill Road will preclude a viable and safe secondary **full** access to and from the project complex. Staff has concluded the proposed (eastern) vehicle access should solely be utilized as an Emergency Access only (with key-coded security gates, for emergency personnel use only).
By providing this roadway access point for only Emergency Usage will prohibit any general public usage of the apartment complex as a *pass-through roadway*. This, in turn, will

preclude the use of the site plan's proposed parking lot aisle areas as a vehicle traffic flow-through from Nathaniel Drive to Ponemah Hill Road.

- Although the Ponemah Hill Road ingress/egress may only become an *Emergency Access*, Staff recommends a Project Approval Condition, (via an executed Development Agreement between the Town and the Applicant) wherein, the applicant would be obligated to amend and expand their present Traffic Study for providing this secondary project access as a full access.
- Staff would like to note that at the time of the traffic study for the project, no application of any form had been provided to the town for the NE corner parcel located at South Street and Nathaniel Drive intersection. A gas station/market is presently being heard by the ZBA, where a **Variance** proceeding is being continued. The next date of hearing is September 7th. Staff recommends that, if the Variance is approved, the transportation study for The Q be amended, taking into consideration a (potentially-required) traffic study for the gas mart.

This study would need to include the pending *South Street Gas Station* projected traffic calculations (i.e. estimated turning movement calcs at South Street (Rt. 13)/Nathaniel Drive intersection, projected daily trips, AM & PM peak hour traffic generation), and import those related, expected trips from The "Q" to the total for the proposed gas station.

***This requirement for The Q Major Site Plan Approval would only be appropriate should the pending (*Continued*) Sept. 7th ZBA Mtg Variance Request be formally approved by the ZBA.

(Subsequently, a **Major Site Plan Approval** for the South Street Gas Station would be the next approval step required of that Applicant, should the Applicant's requested Variance obtain approval from the ZBA. To date, no Planning Board application has been submitted to the Town.)

- Potential Major Site Plan Approval **Off-Site Mitigative Actions**, where a Fair Share payment for *The "Q" Major Site Plan Approval* may include, but are not limited to:
 - a. Construction of external sidewalks along both the northerly side of Nathaniel Drive down to South Street, and (potentially) for a fair share payment for a side walk segment along Ponemah Hill Road.
 - b. Staff also recommends a fair share payment to be made for construction of Turn Lanes, both on both Nathaniel Drive & along South Street (Route 13), (dependent on amended traffic analysis, incorporating traffic study results required of the gas mart-should an analysis is required by a future Planning Board action for the gas mart's site plan approval)
 - c. A Major Site Plan Approval Condition is recommended to be structured to be included where, if a full roadway access is still desired by the Applicant onto Ponemah Hill Road, or a future, undetermined date comes with "*complex resident demand*" to petition the Town for such full access, this potential request would trigger additional traffic studies be performed by the *The "Q"*. This request would require a full financial contribution (tbd) be made by The "Q" for the additional land acquisition necessitated for determined turn lanes along Ponemah Hill Road, and the full construction costs of said turn lanes at the intersection of the project access, as well as for a Fair Share financial contribution towards a (tbd needed) for a traffic signal/full light at the Nashua Street/Ponemah Hill Road intersection, if warranted.

- **Utilities Dept:**
 - Plans are now fairly well settled where the applicant shall run a proposed force main for sewer, northerly up Ponemah Hill Road to the existing first Gravity Sewer Manhole, where our Utility Director is in agreement.
 - The Applicant shall also revise the proposed pipe size to a 12-inch potable water main from Ponemah to Nathaniel Dr. Pipe design (and material) approval shall be subject to the Utility Dept's discretion.
 - **The above actions are now pending where the engineer is going to run these design revisions by the owner to determine what his thoughts are. No official agreement has yet been reached between our Utility Director and the Applicant. (The Dept. shall wait to see what the response from the owner shall be).

- **Addressing and Fire Dept. Review:**
 - Lot/Building Addressing ("E-911") issues remain to be resolved with likely Site Plan revisions (minor). These issues were also noted by our Town Assessor. Adequate and prominent building signage and labeling, have (at times) become a significant issue of confusion for our Fire Department & Rescue Services for some of the multi-family complexes in town.
 - Fire Department review is now satisfactory, pending the building permit submissions of the various complex buildings. Future fire hydrant pressure will continue to be examined at the point of the (to be phased) building permit submission. However, with all complex buildings being required to incorporate sprinklers, the site's overall water pressure is not presently seen as an obstacle by the Utility Department.

- **Stormwater Management**
 - The applicant has already received their **AoT (Alteration of Terrain) Permit** from the NH Dept. of Environmental Services (DES) for *The "Q"*.
 - **Note:** No submission of *The Q's* required Wetland Impact Permit has (as yet) been made to NHDES. These wetland impacts were previously approved by the ZBA (Special Exception), along with proposed associated wetland buffer impacts. (Please see attached)
 - As a condition of Approval for the Major Site Plan, staff recommends that a comprehensive drainage routing visual inspection/study needs to be conducted by the applicant for the entire outfall routing, (starting from the point of off-site discharge to the final receiving body of the Souhegan River).
 - This downstream routing study should note any existing vegetative blockages (i.e. tree and branch snags) within the designated outfall receiving body, (the northward-flowing Medlyn Brook), as well as conduct a review of all culvert conveyances along the designated outfall route. Special inspection emphasis shall be conducted for the existing 48" culvert under Nashua Street, then northward along this historic drainage route to the Souhegan River.

Additional Plan Updates needed based on the July 25th and 26th Site Walks with neighboring (Ponemah Hill Road) property owners:

- **Lighting:** The applicant should provide updated plans to address any (agreed-upon) revisions for the complex's overall lighting plan. Complex lighting was a noted and

expressed concern of the abutting property owners. The applicant needs to revise the plan sheets for approval to address any exterior light siting and design changes.

- Any resulting site layout design revisions, (based on these site walk discussions and agreement) should be addressed in revised plans to be submitted to the Town.
- Vegetative buffering was required as part of a Special Exception issued by the ZBA for along specified properties on Ponemah Hill Road. (See attached). Plans should be revised to incorporate the requirements of the issued Special Exception with notations demonstrating those locations, and spec sheet revisions to demonstrate the plan details.
- **Internal Pedestrian Trail Network:** The applicant should further address and provide updated designs of internal property trails and community center plans for the complex. These trails will predominately be located along the eastern portion of the overall complex property. The proposed complex trail network has yet to be address to any extensive degree.

June 26, 2023

Michael S. Vignale, P.E.
Principal Engineer
KV Partners LLC
P.O. Box 432
New Boston, NH 03070



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

Dear Mr. Vignale:

Our office is in receipt of your comments, dated March 21, 2023. Based on the comments, we have made the required modifications and attached revisions for final review. A response to each comment has been provided below.

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.

An open bottom box culvert is no longer proposed at the crossing. Instead, a 36" RCP is proposed. It is important to note that the crossing will require a wetland permit and any changes to the plan stemming from coordination with the NHDES Wetlands Bureau will be incorporated into the final plan set.

2. Call out rip-rap size and depth for the box culvert installation, if proposed.

The NHDES Wetland Bureau requires 12" minus river stone at 24" thickness to be placed at inlets and outlets of stream crossings. This is called out on Sheet 36.

3. Provide a detail for the gravel access roads to the stormwater basins.

The detail for the gravel maintenance roads is in the top right corner of Sheet 37.

4. Printouts of the surface areas used in the drainage calculations were not provided. These are required to compare pre vs. post runoff calculations.

The HydroCAD area listing is included under this cover for review (see attached).

5. Test Pit #13 shows an 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?

Only Test Pit #13 was used for determining the permanent pool elevation for Wet Pond #1 due to its vicinity to the proposed pond and the elevation of the existing grade where the pit was performed. The existing grade for said test pit is 298.00 and the ESHWT was encountered at 34" below existing grade. Therefore, the ESHWT is located at elevation 295.17. This is represented correctly on the BMP worksheet, which calls for a maximum floor elevation of 290.17 and a minimum floor elevation of 286.00. Wet Pond #1 is designed appropriately, as the elevation of the pond floor is 290.00 and the permanent pool is four feet deep where only three is required.

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.

This note was required by the Alteration of Terrain Bureau on a previous project with similar design constraints relating to depth to ESHWT and excessive ledge. As such, it was included in this project as well. With wet ponds, the critical piece of design is to ensure that the permanent pool volume always remains intact to provide treatment. The note essentially says that a liner is required unless the pond, at subgrade, is either more than five feet below ESHWT or in complete ledge. If either one of these applies, it is assumed that the permanent pool will remain intact without a liner.

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.

The detail has been revised to call out the width of the aquatic bench in the table instead of referencing the plan view.

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.

The detail has been revised to reflect the correct permanent pool elevation of 294.00.

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.

Dedicated emergency spillways, like the ones proposed for Wet Ponds #2 and #4, are not proposed for Wet Ponds #1 and #3. Instead, the outlet structures are fitted with a 48" by 48" grate, which acts as the emergency overflow for the larger storm events. Neither pond overtops in the 100-yr storm event, which more than surpasses the AOT requirement of not overtopping in the 50-yr storm event.

10. The Infiltration Basin bottom elevation and top of the berm are not consistent between the plans and detail. Please clarify.

The discrepancies between the plans and detail sheet have been rectified to reflect the correct bottom elevation of 321.25 and top elevation of 323.00.

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.

The Trash Rack and Outlet Structure Details on Sheet 40 have been revised to show separate trash racks for each orifice.

12. Clarify where the "Snout" catch basin hoods are proposed.

The Grading & Drainage Plans call out which catch basins are to be fitted with oil and debris snouts. The only catch basins that require said snouts are adjacent to the dumpster pads. Note #2 on the "Snout Oil And Debris Stop Detail" on Sheet 39 has been added for reference.

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.

The Landscape Plans (Sheets 28 – 31) call out the typical planting requirements for the stormwater management areas.

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.

The regulations call for runoff from impervious surfaces to be treated to achieve at least 80% removal of total suspended solids (TSS) and at least 50% removal of both nitrogen and phosphorus. According to Appendix B in the NH Stormwater Manual Volume 2, wet extended detention ponds provide 80% removal efficiency of TSS, 55% removal efficiency of nitrogen, and 68% removal efficiency of phosphorus (see attached).

15. Add a note to the plans that as-built drawings are required as per the Town's Stormwater Regulations.

Note #19 on Sheet 1 has been added as requested.

16. Clarify how legally binding documents will be provided for the stormwater maintenance as required by the Town's Stormwater Regulations.

The applicant will continue to work with the town through the permitting process to determine the best way to provide said documents.

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 1st each year.

To address this comment, Note #20 on Sheet 1 has been added. Additionally, the documentation section of the Operation & Maintenance Plan has been revised to include this requirement (see attached).

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

Respectfully,



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

2112161-PRE-DEVELOPMENT

Prepared by Keach-Nordstrom Associates, Inc
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Page 1

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
2.03	61	>75% Grass cover, Good, HSG B (1S, 2S, 3S, 5S)
0.29	74	>75% Grass cover, Good, HSG C (2S, 5S)
0.65	80	>75% Grass cover, Good, HSG D (1S, 2S, 3S, 4S, 5S)
0.86	96	Gravel surface, HSG C (1S, 2S, 4S, 5S)
0.05	96	Gravel surface, HSG D (3S)
0.22	98	Ledge (3S)
0.08	98	Paved parking (2S, 4S)
0.17	98	Paved parking, HSG B (5S)
0.07	98	Roofs (5S)
7.77	55	Woods, Good, HSG B (1S, 2S, 3S, 4S, 5S)
11.53	70	Woods, Good, HSG C (1S, 2S, 4S, 5S)
6.27	77	Woods, Good, HSG D (1S, 2S, 3S, 5S)

2112161-POST-DEVELOPMENT_REV1Prepared by Keach-Nordstrom Associates, Inc
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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
2.70	61	>75% Grass cover, Good, HSG B (1S, 2S, 3S, 5S, 8S, 10S, 11S, 20S, 22S, 23S, 28S, 29S, 40S, 42S, 44S, 51S, 59S, 63S, 64S, 65S)
3.08	74	>75% Grass cover, Good, HSG C (1S, 2S, 4S, 5S, 6S, 7S, 9S, 20S, 22S, 23S, 24S, 27S, 28S, 29S, 30S, 33S, 34S, 35S, 36S, 37S, 38S, 40S, 42S, 45S, 50S, 51S, 52S, 53S, 55S, 56S, 59S, 60S, 63S, 67S, 68S)
1.03	80	>75% Grass cover, Good, HSG D (1S, 2S, 3S, 5S, 10S, 11S, 15S, 17S, 18S, 24S, 28S, 29S, 38S, 40S, 42S, 44S, 45S, 52S, 59S, 64S, 65S, 66S)
0.82	96	Gravel surface (1S, 2S, 3S, 5S, 6S, 7S, 10S, 42S, 45S, 52S, 53S, 59S, 66S)
0.19	98	Ledge (3S)
4.55	98	Paved parking (1S, 2S, 4S, 5S, 7S, 8S, 12S, 13S, 14S, 15S, 16S, 17S, 18S, 19S, 20S, 21S, 22S, 23S, 24S, 27S, 28S, 29S, 30S, 32S, 33S, 34S, 35S, 36S, 37S, 38S, 39S, 40S, 41S, 42S, 43S, 44S, 45S, 50S, 51S, 52S, 53S, 55S, 56S, 59S, 60S, 63S, 64S, 65S, 66S, 67S, 68S)
2.23	98	Roofs (3S, 5S, 17S, 18S, 25S, 26S, 31S, 46S, 47S, 48S, 49S, 54S, 57S, 58S, 61S, 62S)
5.79	55	Woods, Good, HSG B (1S, 2S, 3S, 5S, 8S, 10S, 30S, 40S, 53S, 56S, 66S)
5.53	70	Woods, Good, HSG C (1S, 2S, 4S, 5S, 30S, 40S, 45S, 52S, 56S)
4.08	77	Woods, Good, HSG D (1S, 2S, 3S, 5S, 10S, 11S, 45S)



STORMWATER POND DESIGN CRITERIA

Env-Wq 1508.03

Type/Node Name: **Extended Detention Wet Pond #1**

Enter the type of stormwater pond (e.g., Wet Pond) and the node name in the drainage analysis, if applicable.

1.68 ac	A = Area draining to the practice	
0.85 ac	A _i = Impervious area draining to the practice	
0.50 decimal	I = Percent impervious area draining to the practice, in decimal form	
0.50 unitless	R _v = Runoff coefficient = 0.05 + (0.9 x I)	
0.85 ac-in	WQV = 1" x R _v x A	
3,072 cf	WQV conversion (ac-in x 43,560 sf/ac x 1ft/12")	
307 cf	10% x WQV (check calc for sediment forebay and micropool volume)	
1,536 cf	50% x WQV (check calc for extended detention volume)	
507 cf	V _{SED} = Sediment forebay volume	≥ 10%WQV
1,536 cf	V _{PP} = Permanent pool volume (volume below the lowest invert of the outlet structure) Attach stage-storage table.	
yes cf	Extended Detention? ¹	≤ 50% WQV
1,536	V _{ED} = Volume of extended detention (if "yes" is given in box above)	
295.08	E _{ED} = Elevation of WQV if "yes" is given in box above ⁴	
0.04 cfs	2Q _{avg} = 2 * V _{ED} / 24 hrs * (1hr / 3600 sec) (used to check against Q _{EDmax} below)	
0.03 cfs	Q _{EDmax} = Discharge at the E _{ED} (attach stage-discharge table)	< 2Q _{avg}
28.45 hours	T _{ED} = Drawdown time of extended detention = 2V _{ED} /Q _{EDmax}	≥ 24-nrs
3.00 :1	Pond side slopes	≥ 3:1
295.17 ft	Elevation of seasonal high water table	
294.00 ft	Elevation of lowest pond outlet	
290.17 ft	Max floor = Maximum elevation of pond bottom (ft)	
286.00 ft	Minimum floor (to maintain depth at less than 8')	≤ 8 ft
290.00 ft	Elevation of pond floor ³	≤ Max floor and > Min floor
70.00 ft	Length of the flow path between the inlet and outlet at mid-depth	
23.00 ft	Average width ((average of the top width + average bottom width)/2)	
3.04 :1	Length to average width ratio	≥ 3:1
Yes Yes/No	Is the perimeter curvilinear.	← Yes
Yes Yes/No	Are the inlet and outlet located as far apart as possible.	← Yes
No Yes/No	Is there a manually-controlled drain to dewater the pond over a 24hr period?	
If no state why: Pond will be dewatered if maintenance is required		
What mechanism is proposed to prevent the outlet structure from clogging (applicable for orifices/weirs with a dimension of <6")?		
Trash Rack		
297.89 ft	Peak elevation of the 50-year storm event	
298.00 ft	Berm elevation of the pond	
YES	50 peak elevation ≤ the berm elevation?	←yes

1. If the entire WQV is stored in the perm. pool, there is no extended det., and the following five lines do not apply.
2. This is the elevation of WQV if the hydrologic analysis is set up to include the permanent pool storage in the node description.
3. If the pond floor elevation is above the max floor elev., a hydrologic budget must be submitted to demonstrate that a minimum depth of 3 feet can be maintained. (First check whether a revised "lowest pond outlet" elev. will resolve the issue.)

Designer's Notes:

Pollutant Removal Efficiencies for Best Management Practices for Use in Pollutant Loading Analysis				Values Accepted for Loading Analyses		
BMP Type	BMP	Notes	Lit. Ref.	TSS	TN	TP
Stormwater Ponds	Wet Pond		B, F	70%	35%	45%
	Wet Extended Detention Pond		A, B	80%	55%	68%
	Micropool Extended Detention Pond	TBA				
	Multiple Pond System	TBA				
	Pocket Pond	TBA				
Stormwater Wetlands	Shallow Wetland		A, B, F, I	80%	55%	45%
	Extended Detention Wetland		A, B, F, I	80%	55%	45%
	Pond/Wetland System	TBA				
	Gravel Wetland		H	95%	85%	64%
Infiltration Practices	Infiltration Trench (≥ 75 ft from surface water)		B, D, I	90%	55%	60%
	Infiltration Trench (< 75 ft from surface water)		B, D, I	90%	10%	60%
	Infiltration Basin (≥ 75 ft from surface water)		A, F, B, D, I	90%	60%	65%
	Infiltration Basin (< 75 ft from surface water)		A, F, B, D, I	90%	10%	65%
	Dry Wells			90%	55%	60%
	Drip Edges			90%	55%	60%
Filtering Practices	Aboveground or Underground Sand Filter that infiltrates WQV (≥ 75 ft from surface water)		A, F, B, D, I	90%	60%	65%
	Aboveground or Underground Sand Filter that infiltrates WQV (< 75 ft from surface water)		A, F, B, D, I	90%	10%	65%
	Aboveground or Underground Sand Filter with underdrain		A, I, F, G, H	85%	10%	45%
	Tree Box Filter	TBA				
	Bioretention System		I, G, H	90%	65%	65%
	Permeable Pavement that infiltrates WQV (≥ 75 ft from surface water)		A, F, B, D, I	90%	60%	65%
	Permeable Pavement that infiltrates WQV (< 75 ft from surface water)		A, F, B, D, I	90%	10%	65%
	Permeable Pavement with underdrain		Use TN and TP values for sand filter w/ underdrain and outlet pipe	90%	10%	45%

I. General

Introduction

The project owner or their assigned heirs will maintain the stormwater treatment facilities after construction is completed. The applicant of the project is Tommy Bolduc of TM Bolduc Holdings, LLC of 131 Burke Street, Nashua, New Hampshire 03060. He can be contacted at (603) 966-7555 or tommy@optiline.co.

The subject property is referenced on Milford's Tax Map 43 as Block 69. Any transfer of responsibility for inspection and maintenance activities or transfer of ownership shall be documented to the New Hampshire Department of Environmental Services and the Town of Milford in writing. The contract documents will require the contractor to designate a person responsible for maintenance of the sedimentation control features during construction. Long-term operation and maintenance for the stormwater management facilities are presented below.

Maintenance will be performed as described and required in the Alteration of Terrain Permit unless and until the system is formally accepted by a municipality or quasi-municipal district or is placed under the jurisdiction of a legally created association that will be responsible for the maintenance of the system.

Post Construction:

The following standards will be met after construction is complete:

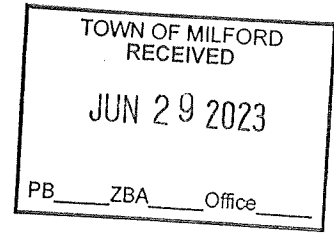
Documentation:

A maintenance log will be kept summarizing inspections, maintenance, and any corrective actions taken. The log will include the date on which each inspection or maintenance task was performed, a description of the inspection findings or maintenance completed, and the name of the inspector or maintenance personnel performing the task. If a maintenance task requires the clean out of any sediments or debris, the location where the sediment and debris was disposed after removal will be indicated. The log will be submitted annually to the Town of Milford by September 1st. Additional copies shall be provided upon request.



June 27, 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 the comments, we have made the required modifications and attached revisions for final review. 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)

After meeting with Jim Pouliot from Milford Water Utilities, it was determined that the best course of action is to tie the proposed sewer system into the manhole located further north along Ponemah Hill Road. This eliminates the need to utilize the Emerson Road pump station. Final design of the proposed sewer pump and overall system layout is forthcoming; however it will be submitted to the town and NHDES for review prior to final approval.

- 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.

The forthcoming design no longer proposes to tie into the lift station.

- 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 has been revised to reflect a 12" PVC as discussed with Jim Pouliot. It has also been extended throughout the development to create a loop between Ponemah Hill Road and Nathaniel Drive. It is the intent of the Water Department to take over the operation and maintenance of this new section of pipe. As such, a 20-ft wide water line easement for the benefit of the Town of Milford is shown on the site plans.

- 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.

Please see Note #12 on Sheet 14.

- 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 lines for a domestic service and a fire suppression service have been added to the plans as requested (see Sheets 14-16).

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

Hydrants have been added to the plan in accordance with the fire department comments listed in this letter (see Sheets 14-16).

- 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 is forthcoming and 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 forthcoming sewer design is not expected to add a huge demand to the existing municipal system.

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 (see Sheet 46).

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

Note #12 on Sheet 18 has been added.

- b. Building construction sequence?

Please refer to Sheet 46.

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

Note #11 on Sheet 18 has been added.

- 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.

Note #21 on Sheet 1 has been added.

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

Note #21 on Sheet 1 has been added.

- 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

Building design requirements have been communicated to the project architect.

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

Building design requirements have been communicated to the project architect.

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

Building design requirements have been communicated to the project architect.

- 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. This will provide better access for children walking to the bus stop and other residents 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 fire truck turning plan has been developed, which shows a typical Milford ladder truck traversing the site without conflict (see attached).

- 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 gate is proposed as galvanized steel with a Knox Box to be installed per the fire department requirements. The detail is located on Sheet 38.

- 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.

A proposed "Do Not Block Driveway" sign has been added at the driveway onto Ponemah Hill Road (see Sheet 9).

- 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 be fully sprinkler protected. Note #14 on Sheet 14 has been added accordingly.

- 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. See Note #14 on Sheet 14 for sprinkler requirements.

- 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.

Note #15 on Sheet 14 has been added accordingly.

- 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 have been updated accordingly (see Sheets 15 & 16).

- 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.

Hydrant locations have been updated accordingly (see Sheets 15 & 16).

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

Note #13 on Sheet 14 has been added accordingly.

- 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.

Note #14 on Sheet 14 has been added accordingly.

- 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.

Note #14 on Sheet 14 has been added accordingly.

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 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.

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

Please see the attached response letter to KV Partners.

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

Respectfully,



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

TOWN OF MILFORD

Zoning Board of Adjustment



DATE: August 26, 2022

TO: TM Bolduc Holdings, LLC
C/O Devine Millimet
Manchester, New Hampshire 03101

Salt Creek Properties, LLC.
P.O. Box 967
Amherst, New Hampshire 03031

RE: ZBA Case #2022-14
Tax Map 43, Lot 69

NOTICE OF DECISION

You are hereby notified that on August 18, 2022, the Zoning Board of Adjustment **GRANTED** the request for a **SPECIAL EXCEPTION** of the Milford Zoning Ordinances per from the Milford Zoning Ordinance, Article V, Section 5.05.8.C and 5.07.7.C to allow the construction of four (4) multi-family residential buildings as shown on the plan entitled “Existing Conditions, The Q At Milford, Map 43 Lot 69, 0 Ponemah Hill Road, Milford, New Hampshire, Hillsborough County”, dated 4/11/22, by Keach-Nordstrom Associates, Inc. and labeled as Buildings B, C, D, and E with a maximum height of 56 feet where 40 feet is permitted in the Commercial ‘C’ Zoning District for the property located at Tax Map 43, Lot 69. This decision is based on the following conditions:

1. The two (2) multifamily residential buildings as shown on the referenced plan labeled as Buildings F and G in the Limited Commercial-Business District ‘LCB’ Zoning District will not exceed the permitted maximum height of 35 feet.
2. A vegetated screened buffer will be placed along the property boundaries for the parcels located at 115 and 91 Ponemah Hill Road.

Please note that this does not constitute Planning Board, Building Department or any other state and/or local approvals that may be required for your project.

Lincoln Daley

Community Development Director & Zoning Administrator

Date

In accordance with NH RSA 677:2, any person directly affected by this decision may make an application for a rehearing in this matter. *Any application for rehearing must be received by the Board of Adjustment prior to close of business (4:30 p.m.) on September 15, 2022.*

In accordance with Article X, Section 10.060, this Special Exception is subject to expiration, if within two (2) years after the granting of a variance or special exception by the Board of Adjustment, none of the work required by a building permit 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.

CC: Building Department
Assessor
File

TOWN OF MILFORD

Zoning Board of Adjustment



DATE: December 22, 2022

TO: TM Bolduc Holdings, LLC
C/O Devine Millimet
Manchester, New Hampshire 03101

Salt Creek Properties, LLC.
P.O. Box 967
Amherst, New Hampshire 03031

RE: **ZBA Case #2022-28**
Tax Map 43, Lot 69

NOTICE OF DECISION

You are hereby notified that on **December 15, 2022**, the Zoning Board of Adjustment **GRANTED** the request for a **SPECIAL EXCEPTION** of the Milford Zoning Ordinances per from the Milford Zoning Ordinance, Article VI, Sections 6.02.6 and 6.02.7 to disturb approximately **6,676 square feet of wetlands area and 21,699 square feet of wetland buffer area** to allow the construction of interior roadways for a multi-family development on a property located at Tax Map 43, Lot 69 in the Limited Commercial and Commercial Zoning Districts.

Please note that this does not constitute Planning Board, Building Department or any other state and/or local approvals that may be required for your project.

Lincoln Daley

Community Development Director & Zoning Administrator

Date

In accordance with NH RSA 677:2, any person directly affected by this decision may make an application for a rehearing in this matter. **Any application for rehearing must be received by the Board of Adjustment prior to close of business (4:30 p.m.) on January 16, 2023.**

In accordance with Article X, Section 10.060, this Special Exception is subject to expiration, if within two (2) years after the granting of a variance or special exception by the Board of Adjustment, none of the work required by a building permit 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.

CC: Building Department
Assessor
File