

1 **LONDONDERRY, NH PLANNING BOARD**
2 **MINUTES OF THE MEETING OF FEBRUARY 13, 2013 AT THE MOOSE HILL**
3 **COUNCIL CHAMBERS**
4

5 Members Present: Art Rugg; Mary Soares; Lynn Wiles; Laura El-Azem; Chris
6 Davies; Tom Freda, Ex-Officio; Rick Brideau, CNHA, Ex-Officio; John Laferriere,
7 Ex-Officio; Leitha Reilly, alternate member; Maria Newman, alternate member
8

9 Also Present: Cynthia May, ASLA; John Trottier, P.E.; Jaye Trottier, Planning and
10 Economic Development Department Secretary
11

12 A. Rugg called the meeting to order at 7:05 PM. He appointed L. Reilly to vote for
13 Scott Benson.
14

15 A. Rugg asked for a moment of silence in honor of John Michels who passed away
16 on February 11.
17

18 **Administrative Board Work**
19

20 A. Discussions with Town Staff
21

- 22 • Hickory Woods Site Plan
23

24 C. May explained that Hickory Woods, LLC withdrew their site plan from formal
25 review to design review just prior to the February 6, 2013 meeting, in part,
26 because of an issue brought forward by the Fire Department regarding the
27 width of the proposed roadway through the site. The 24 foot width of the road,
28 according to the Fire Department, would not be sufficient for emergency
29 equipment to fully function on site. Staff is asking on behalf of the applicant
30 whether the Board would prefer the proposed sidewalk remain in the plan or if
31 it can be foregone to comply with the 28-foot wide road requirement.
32 Drainage data would have to be recalculated to extend to 28 feet without a
33 sidewalk, whereas a 28-foot wide road with an additional five feet of sidewalk
34 would require an entire revision of the drainage report. Staff noted that there
35 is not a regulation to require sidewalks. A. Rugg polled members and following
36 some discussion, seven members said they would prefer to see at least some
37 form of sidewalk or paved path, while T. Freda and R. Brideau said they did not
38 have that preference.
39

40 **Continued Plans**

41 A. Pillsbury Realty Development, LLC, Map 10, Lots 15, 23, 29C-2A, 29C-2B, 41,
42 41-1, 41-2, 42, 45, 46, 47, 48, 50, 52, 54-1, 57, 58, 59, and 62 – Application
43 Acceptance and Public hearing for formal review of the Woodmont Commons
44 Planned Unit Development (PUD) Master Plan [*Continued from the January 9,*
45 *2013 Planning Board Meeting.*]

- 46 • Presentation and Discussion: Transportation, Open Space Framework,
47 Definitions and Glossary of Terms
48

49 A. Rugg announced that the tentative meeting on the Planning Board monthly

1 agenda scheduled for February 27 will not take place. He also stated that the
2 questions and answers from the Board and the public will be addressed on
3 March 13, 2013 as part of that briefing document (see p. 15, second full
4 paragraph, for comment from the applicant's representative regarding these
5 questions).

6
7 A. Pollack of Gallagher, Callahan & Gartrell re-introduced Woodmont Commons
8 development team members Steve Cecil (The Cecil Group), Mike Kettenbach
9 (Principle of Pillsbury Realty and part owner of the property) Rick Chellman,
10 Jeff Wilson, and Kevin Dandrade, Jimmy D'Angelo and Rebecca Brown (TEC,
11 Inc.), and Annie Michels. The focus of this presentation, A. Pollack said, would
12 be on transportation and open space, but would also include a follow up to
13 questions and comments that arose during the land use presentation on
14 January 9, 2013, particularly with regard to the flexibility associated with the
15 possible transfer of density from the east portion of the project to the west.

16
17 S. Cecil and K. Dandrade presented the Woodmont Commons briefing on
18 Transportation, Open Space Framework, Definitions and Glossary of Terms
19 (see Attachment #1) via a summary PowerPoint presentation (see Attachment
20 #2) as follows:

21
22 **TRANSPORTATION:**

23
24 (S. Cecil): "The topics that were in your briefing package are in the slide show
25 as well and we made sure to include a few slides to orient people who see the
26 slide show later or see this at home. And while we're going to be focusing
27 largely on transportation and open space, and we'll mention a little bit about
28 building up this glossary of terms and making sure that the purpose of the
29 briefing is constantly oriented back to the application for this PUD, we wanted
30 to emphasize that we are tracking throughout all of these briefings the
31 preparation of what will be the final document. So every time we go through
32 this, we are thinking about the chapters or the section and the subsections that
33 we will be addressing. And on the screen behind you, I just wanted to
34 emphasize that we'll be focusing on open space standards that are actually a
35 subset of the land use. And we pointed that out at the last briefing, that we'll
36 be talking about open space, and a dimension of it that is really about the
37 whole PUD, but then there will be open space standards that dig into it in a
38 much more detailed way, even looking at the future briefings. The
39 transportation side of it we're largely focusing on this evening is the impact
40 analysis that's been prepared and what the implications of it are so that we can
41 be anticipating mitigation improvement requirements that we'll be speaking
42 about and crafting.

43
44 "As far as the land use is concerned, we did a presentation in which we
45 described a kind of a system of subareas and overall use allocations, and it's
46 reasonably complicated, as a way of making sure that things are balanced
47 throughout. At the end of your briefing package there are a few pages which
48 provide some responses to some of the questions and some insights that we're
49 picking up on and moving things ahead on. So, for example, the
50 considerations about the density along the PUD perimeter where there's single

1 family housing. We're revising the table so it can't be interpreted in a way that
2 would actually increase the density. The idea is that streets have the same
3 kind of character of housing on both sides. There were a number of comments
4 about the ability to move development from one side to the other and if you
5 took all the subareas and added them up, for example, all the housing could
6 theoretically show up on one side of the interstate. That was not really what
7 was intended and so we're going to be reducing that significantly so that the
8 percentages don't flow that strongly back and forth if you add up the subareas.
9 There were concerns about the maximum building heights. They won't be
10 uniform building heights. They need to be modulated so that they are
11 responsive to the edges. So we've given you a number of points, and I won't
12 go through this in detail. They were in your briefing package. But just to let
13 you know that we're picking up on where the key issues are. Where
14 clarifications or modifications we think will make this a stronger PUD for
15 everybody's benefit. From there, though, what we wanted to focus on mostly
16 this evening was to talk about the transportation impact analysis and some of
17 the [indistinct] findings."

18
19 (K. Dandrade): "What I'm going to tell you about tonight is part of what's in
20 our document and some of what our document is and some of what it also is
21 not, which is very important. We have, as a firm, extensive knowledge in
22 projects in New Hampshire as well as staff individual experience throughout
23 New England and New Hampshire. When I talk about the traffic numbers, I
24 also experience the traffic numbers with my home being only about five miles
25 away from the project site, so when I go through the analysis, I do it with a
26 sense of real world knowledge of what happens on a daily basis. As we look to
27 the master plan traffic impact assessment that's been completed, filed with the
28 town, you have the briefing document that outlines the major characteristics of
29 the study and there are many pieces that we will go through tonight.
30 Important pieces that look towards the likely traffic scenario that will be in
31 place following the development of the PUD. It has been, as part of any other
32 study, it's important to understand the mission, to understand the charge of
33 what's been requested as it compliments what is in the ordinance. The
34 ordinance points to, for the PUD, the need to assess the potential trip
35 generation, the potential for distribution of traffic from the site, an idea of what
36 the mitigation may be. That can be interpreted in different ways, but the
37 important part is that subsequent to the filing of the application, we've gone to
38 great detail and part of that is understanding the study area, understanding
39 key assumptions, vetting those with staff and with HSH [Town 3rd Party
40 Consultant Howard/Stein Hudson] as we prepare a very comprehensive
41 document to look at that 20 year horizon and what traffic will be like.
42

43 "One important thing to understand is that as we evaluate that future traffic
44 scenario, it is what is based on the exemplar, or TND 3-A, which is what we
45 believe is the most likely development scenario with the distribution of uses
46 east and west, north and south, as we look towards the buildout of the site.
47 The key assumptions as far as how we're applying background growth of
48 traffic, how we're assessing the potential traffic from the site is all part of the
49 mix. What is in front of you now is the graphical depiction of the study area
50 locations (p. 8 of Attachment #2). This was built off of input from staff and

1 with HSH at a meeting in early December. Quite a bit of this data we already
2 had, but it was complimented with other locations to make sure that we had a
3 complete picture for what was going to be analyzed within the report. On the
4 next slide (p.9) and also within your packets is a simple list of all those 15
5 intersections that are within and around periphery of the PUD, to give a sense
6 of what the likely impacts are going to be. When we look at the key
7 assumptions (p. 10), it is based on the exemplar scenario of land uses, which
8 is within the maximas that is afforded in each of the zones, but it also is what
9 we believe to be the most accurate depiction that we're projecting for the
10 distribution of uses around the site. We looked at a 20 year horizon, which is
11 significantly more than what would normally be done for a traffic study that
12 would be done for, say, site plan review with the town. But it is necessary
13 because of the long term buildout of the project. In consultation with Town
14 staff, there was a request to look at a continued background growth of traffic
15 along the Route 102 corridor of 1% per year. The historic data shows us that
16 it's less than ½% per year, so there's a good deal of conservatism there. On
17 the other area roadways, in and around the PUD, we've assumed ½% per year
18 growth, which is reasonable, and still more than we've seen based on historic
19 data. We've also made the assumptions about the great work that's going to
20 be accomplished by DOT within that 20 year horizon for improvements to Exit
21 4, for the mainline widening of I-93 and the introduction and construction of
22 Exit 4A, as that is integral to the development on the east side. When we look
23 towards that future scenario, we're also looking at utilizing that capacity that
24 may exist at those intersections because we're looking so far out that we're not
25 building in excessive reserve capacity, which would mean unnecessary
26 widenings when we're looking at a 20 year horizon.

27
28 "Up on the screen in front of you (p. 11), at the top, there's a table that shows
29 how we've stratified the different uses around the site. It's separated with the
30 first column describing the type of use; residential, hospital, hotel, commercial
31 office, and the retail or shopping opportunities. On the west side, you'll see
32 that it's very well loaded with traffic associated with the density of residential
33 with over 1,000 units allocated to the west side and 350 on the east side. The
34 total density that's being proposed is shown on the far right as the total, and
35 that is consistent with all the different maximas. Overall maximas for the PUD
36 that has been presented to date. When you look at that distribution of uses
37 through the PUD, the bottom table shows you what the raw generation of
38 traffic would be, and that is without any sort of credits but when you itemize
39 the individual uses and then you add them together, you see "Weekday Daily,"
40 "Weekday Morning," and "Weekday Evening" trip characteristics. On the far
41 right, you can see the totals in a variation between 3,000 and 5,600-5,700
42 vehicle trips per day, but that is just a raw number of trips that may be both
43 internal and external to the project. You may have heard the discussion about
44 internal capture of traffic at prior meetings through, whether it was the
45 charrette process or in prior discussions with the Planning Board, specific to the
46 application. It's very important, because when you have the various uses,
47 mixed use nature, you have the synergy of people that want to go to the site
48 for various reasons, multiple reasons, and they don't all kick out individual trips
49 off the site onto 102, onto Pillsbury or onto 93. So that shared trip credit, or
50 the folks that are living within the project and stay within the project to do a

1 shopping trip or an office trip, whatever it may be, those come off of that total.
2 Based on ITE methodology, we've done a series of calculations (p. 12) and
3 there have been other project core responses that have pointed to the fact that
4 we're going to be in the mid-30's; 30%, 35%, for internal capture of traffic
5 that never leaves the boundaries of the PUD. HSH recommended a lower
6 internal capture rate of 23% and that is more likely to occur in the opening
7 years as the project starts to build out and we don't necessarily have the
8 density in all the different areas. But when we look at the ultimate horizon,
9 that 20 year horizon with buildout, that is a conservative assumption because
10 what that means if we go to 23%, it means that more of our traffic spills off
11 site, so what is presented within our study is very conservative. We have very
12 high background growth rates. We have a conservative internal capture rate.
13 So as we look towards the results, which I'll show you in a few minutes, we're
14 still obtaining reasonable levels of service, given the conservatism of all these
15 different assumptions.

16
17 "Rather than show you some of the graphics first, what I want to do is give you
18 a snapshot of the different levels of service* (p. 13) and I tried to keep it on
19 the overall intersection basis so you could see in one table how it relates, both
20 under existing conditions, the "no-build" conditions, which would be the re-
21 occupancy of the vacant market space near Market Basket, it would be that
22 background 1% per year along 102 in the second column. The third column to
23 the right is the "build" situation. When we add on all the traffic from the PUD,
24 and that, you can see, compromised levels of service. You see a number of
25 level service F's as you go down that list. And why is that? That would be
26 adding traffic with no improvements. The final column on the right is the
27 improved situation. So we have the site generate traffic and we have a series
28 of improvement measures and mitigation measures that are necessary to reel
29 that delay back in and provide reasonable levels of service. When you go down
30 that list, there are only a couple level service F's and they're really there
31 because we are an F situation currently or in the future, we're actually making
32 it better. So if we're reducing delay, but yet it still shows up as a level service
33 F just because it happened to just exceed a threshold. The examples of that
34 are really at unsignalized locations where you may have some delay coming off
35 a side street onto a main road or collector road. One example there is actually
36 just over the border into Derry; Ash Street extension and North High Street.
37 For those of you, like me, that travel that road often, you get to the easterly
38 end where you get to the stop sign and you can wait for a long period of time
39 behind ten or twelve cars at the evening peak hour for those heading over
40 towards Crystal Ave or elsewhere in Derry. One of the recommended
41 measures there is what really should be there today, which is an "all ways"
42 stop because it would warrant it today and it gives that balance of
43 opportunities to enter the intersection without having to wait for a gap. What's
44 presented here is a summary table, really to show you that we've brought the
45 conditions back to or improved upon the situation without the PUD. I'll walk
46 through what it means for physical improvements that are projected at this
47 point, conceptualized, that get us to the point of having that improved
48 situation. "

49

1 *(Levels of service, it was explained, refers to an assessment of delay
2 at a given intersection and is different between those that are
3 signalized and those that are not.) A through E represents a range of
4 increasing delays that at worst shows an intersection at capacity in terms of
5 various movements, while F at a signalized intersection exemplifies an 80
6 second delay or more. K. Dandrade said he would provide the actual time
7 amounts corresponding to each letter. F does not equate failure in this table).
8

9 **L. Reilly asked for clarification about the statement on slide 10 that**
10 **mentions targeting an at-capacity Level of Service of E or better.**
11

12 "For the improvements, the major intersections, primarily focus on the
13 signalized intersections. But the only cases where we show F in this table are
14 associated with side street measures where they're actually being improved
15 upon over the no-build situation. So we're looking to implement measures that
16 will improve the delay overall relative to what it is today."
17

18 (S. Cecil) "In the future, even with new uses in Woodmont Commons would be
19 an improvement. Under any scenario."
20

21 (K. Dandrade) "And as we walk through some of the concepts, you may see,
22 based on some movements that are delayed today where if you add a lane in a
23 particular location, you could see how it would be improved."
24

25 **M. Soares asked if it was therefore correct to assume that the F in the**
26 **"C/F" related to the proposed "Pillsbury Rd/Northwest Main Drive"**
27 **would no longer exist in the evening hours. K. Dandrade replied that**
28 **the assumption was correct.**
29

30 (K. Dandrade) "That's correct. Actually, there is an asterisk there that didn't
31 make it on this table but it should be within the briefing document. That
32 particular intersection is in the heart of the PUD along Pillsbury Road and I'll
33 show it graphically to you in a moment. The concept that's been prepared
34 shows offset intersections for the north/south roads that go through the PUD to
35 try to create the green space, the common area, in the middle. That's an
36 unsignalized intersection, offset, and it has a stop sign; it would have a level
37 service C in the morning with the full development and level service F in the
38 evening peak hour. It doesn't mean it's at failure, it just means that it has a
39 higher level of delay because it's at a stop sign. The row below that, 'Pillsbury
40 Road and Orchard Drive as proposed,' assumes a four-way intersection of that
41 same movement, but controlled by a signal, and you can see how it improves
42 drastically."
43

44 **J. Laferriere asked for an explanation of the three sets of asterisks on**
45 **page 13.**
46

47 (K. Dandrade) "The singular asterisk [on] the third line down, 'Garden
48 Ln/Londonderry Commons/Orchard Drive;' it assumes the relocation of Garden
49 Lane to increase the distance. Some of this will be put in better perspective
50 when I show the graphic in a moment. The double asterisk for the Northwest

1 Drive, it says "Level service C or better if assumed as part of that signal" in the
2 heart of the PUD. Right in the middle of the project where Pillsbury crosses
3 Orchard Drive in that Northwest Main driveway. And finally, the third asterisk
4 [is] for that intersection already described at Ash Street and North High Street
5 where, although it's described as F, it's actually better than the no-build
6 situation. So we're improving upon it and even though it may be called level
7 service F, it's at a stop sign, but the delays are better than under current
8 situations.

9
10 "Up on the screen right now (p. 14), what we've done is a series of graphical
11 depictions of the improvements to show what the lane use needs are likely to
12 be based on that full development. The important thing to understand as we
13 walk through the document is that this is an idea or an example of what could
14 be done to improve that level service. It is not *the* final solution, but it's
15 something that, to us, makes logical sense. Many of these items that you'll
16 see in here along 102 are part of prior corridor studies that have been done by
17 Southern New Hampshire [Planning Commission] or the Town. Primarily, as
18 you get to the upper and the central corridor sections, you're pointing towards
19 capacity improvements. So some of these may be done as participatory
20 projects, others may be strict mitigation. Ultimately, the important thing to
21 keep in mind is that when you review this document, this is not the last time a
22 traffic study will be done. This is a test from a zoning level of what it is likely
23 to result in for needs. Likely impacts and also corresponding likely needs for
24 mitigation that will have the opportunity to be continually tested between the
25 applicant and the Planning Board in future submittals for a site plan. For area
26 plans and site plans that will test against this Master Plan document and refine
27 the assumptions, refine the data if the data's getting older and present those
28 studies that are the comparison of the test to reckon against what was
29 originally presented.

30
31 "As we look towards the process in front of us, and Mr. Cecil described it a few
32 minutes ago, is that building upon the presentation tonight and the work that's
33 been done. And I think that if you were to look towards staff or to HSH, the
34 amount of analysis that has been done is wonderful, but apart from this, it's
35 necessary to also identify the regulatory scene for traffic as it relates to land
36 use so that we can come up with measures to test the thresholds for when an
37 updated study would be necessary as part of the site plan review. But apart
38 from that, how are we measuring against the assumptions that were made in
39 this document. What level of flexibility is there from a traffic standpoint and
40 what pieces of infrastructure are necessary to have implemented in order to
41 realize the full development capability of the PUD? So as I lead you through
42 these concepts, this is a concept. There may be other different or better
43 solutions, but this is something that shows us that there is a feasible means of
44 alleviating delays and bringing it back to an improved situation. Here on 102,
45 Garden Lane and Gilcreast (p.14), the likely needs are the introduction of turn
46 lanes in various locations, primarily on the side streets. Gilcreast Road; you
47 have traffic that operates in what they call "split phased." One half of Gilcreast
48 Road goes and then it goes to red. The other half of Gilcreast Road goes and
49 then they stop. With that operation, we need additional lanes in order to bring
50 those delays back to close to existing conditions. Going eastbound, there's a

1 swath of pavement today in front of McDonalds [and] the gas station where
2 there's actually enough room to just about fit a second turn lane in there
3 today. If you were to drive out to Gilcreast Road just north of the site, as you
4 go eastbound on 102 and turn onto Gilcreast going northbound, there is a
5 significant expanse of pavement and it's that receiving area where there really
6 isn't a challenge for getting two left turn lanes going eastbound. That entering
7 traffic headed towards the PUD, that's an easy fix. The side street
8 improvements may be something we that we have to work with the Town and
9 the State on as participating for that overall improvement for anything involves
10 a right of way. Similarly, at Garden Lane, today you have Wendy's,
11 Londonderry Commons and you have this three out of four way stop with
12 access to the Park and Ride. Looking at the potential to eliminate some of
13 those turning movements at that intersection and I think you might all agree
14 that spacing those intersections out makes a lot of sense for those that we
15 have the ability to move. And you'll see dotted in white above the potential for
16 a new driveway connection which provides more than double the spacing
17 between the major conflict points along that roadway while still maintaining
18 great access and efficient egress to not only this portion of the PUD, but
19 adjacent sites and the Park and Ride facility."

20
21 **M. Newman asked how, if at all, the three way stop intersection**
22 **currently north of Rt. 102, between Wendy's and Citizen's Bank, would**
23 **be modified if the "Potential New Driveway Connection" dotted in**
24 **white on page 14 of the Briefing PowerPoint would be modified.**
25

26 (K. Dandrade) "It would really keep access open to Londonderry Commons but
27 restrict access to the easterly half of the road. So it would be more or less
28 entrance only, so with the movements coming out of the Park and Ride facility
29 in the evening with all the mass exodus of those vehicles, that would no longer
30 occur at the stop sign. They would circulate to the north and access Garden
31 Lane/Orchard Drive at a signalized location instead. So most of that conflict of
32 traffic would be removed from that intersection. With the flow of traffic to and
33 from the north, currently when you come out of the plaza and you get to the
34 stop sign; that would be eliminated. So it would be free flow north and south,
35 stop sign still on the Londonderry Commons side street. [Vehicles could still
36 take left hand turns out of that Londonderry Commons side street to go north
37 on proposed Orchard Drive], but the other potential connection and this is
38 something that we show as a master plan because that's what we should be
39 doing is looking at another potential connection to the north on the west side
40 of that road where that opens up another outlet for that whole side. And that's
41 part of what we do as the planning is to make sure that we have those sensible
42 internal connections, not only within our project, but the things that might
43 make sense to our abutters to consider as well."
44

45 (M. Kettenbach) "Just so that everybody knows, when the center was originally
46 built and the condos were built on the west side, there originally was a lane
47 where that dotted line is and then the condo association closed it off. So there
48 was that thought process even 20 years ago to maintain that, but there wasn't
49 an easement granted at the time. But that original connection was there 20
50 years ago and it was closed off about five or six years after it was put in."

1
2 **C. Davies verified that the "S" in red at the intersection of the**
3 **"Potential New Driveway Connection" and proposed Orchard Drive**
4 **represented the fact that the intersection would be signalized.**
5

6 (K. Dandrade) "That's correct and that section of Orchard Drive that would
7 traverse through a portion of the existing Market Basket building and then
8 head out into orchard, that's envisioned to be wide enough with the landscaped
9 median, yet five lanes in other sections because it's the primary entrance [into
10 the rest of the complex]."
11

12 **C. Davies asked if the business owners within Londonderry Commons**
13 **had been approached about the ideas shown on the plan since they**
14 **had expressed concerns about the impact of Woodmont Commons on**
15 **the existing pattern.** K. Dandrade said the business owners had not been
16 approached because the plan was only conceptual at this point and is not an
17 actual design at this stage. **C. Davies requested that the business owners**
18 **still be contacted to gauge their opinions at this stage, before the**
19 **overall plan goes any further.** K. Dandrade confirmed that would be done.
20

21 (K. Dandrade) "And really our challenge is to make sure that we can, at steps
22 in the process, identify the mitigations and the improvement measures that are
23 necessary so we don't overburden the infrastructure that's there. This is one
24 of those key gateway features that would likely happen early in the process to
25 make sure that traffic can efficiently and safely get in and out of the PUD."
26

27 **M. Soares asked if the "Potential Garden Lane Access Modification"**
28 **was showing that street as an entrance only off of Orchard Drive.** K.
29 Dandrade explained that at this point, it is the option chosen because of a
30 difference in grade of approximately 12 feet from the corner of Garden Lane
31 north to the detention basin. Reconfiguring Garden Lane and changing its
32 location would create more impact. The design presented still allows for
33 circulations of vehicles around the site. Since this would potentially impact
34 access out of Wendy's, **M. Soares then suggested the team approach**
35 **Wendy's as well as the Londonderry Commons businesses.** **J.**
36 **Laferriere added that DOT should be consulted because of the Park and**
37 **Ride to the east.** K. Dandrade confirmed it would be done.
38

39 (K. Dandrade) "This is a vision. This is not the end all solution, but our charge
40 is to show that there are potential solutions that can work."
41

42 **J. Laferriere suggested moving the proposed traffic light from the**
43 **"Potential New Driveway Connection" south to the existing**
44 **intersection from the Londonderry Commons side road to Garden Lane.**
45 A. Rugg said there would not be enough width to accommodate one, but K.
46 Dandrade said the possibility could be examined.
47

48 (J. D'Angelo) "[We] have been working to meet the intent of the bylaw, which
49 we have an obligation to demonstrate that we generate so much traffic, we
50 impact your roadway system to a certain extent and we have to show certain

1 improvements that could possibly mitigate that impact. What's shown is
2 possible mitigation. And if that mitigation is not available to us, you're right,
3 we could slide down. Is it a preferred one? Now we've got tight spacing
4 between two signalized intersections and we're gonna have a heck of a time
5 coordinating those two locations to get an adequate level of service. So what
6 Kevin has shown is [to try to] get more spacing in there, try to reduce the
7 conflicts in impacting at mid-block and get some separation in there. But
8 again, these are intended to be shown as potential solutions, just like 'Well, we
9 have with Wendy's. We'll have to talk with the Commons.' But that would be,
10 if the zone change takes place, when we file our specific site plan approval and
11 we do a traffic impact study at that time for the phase that will be coming on
12 and then we'll have to deal with the reality then. The real numbers and the
13 real constraints and the real solutions that have to be put in place. This is to
14 demonstrate that there are possible solutions and that we have solutions to
15 mitigate our impact at 20 year full build."

16
17 (K. Dandrade) "And although we think we're very smart, we also know that
18 there are other great ideas out there that we would be happy to consider. But
19 this is really just a base line, a road map of some of the potential options.
20

21 "As we go further to the east (p.15), Route 102 and Londonderry Road, this
22 has been the subject of the corridor studies for decades. It's been envisioned
23 by [SNHPC] and the Town as needing improvements for a long time as the
24 westerly gateway to downtown Derry. As you go east bound, you get about a
25 six foot wide left turn lane to head onto Londonderry Road today, in front of
26 the gas station, where it's half a lane. It's just enough so that you can feel
27 very uncomfortable trying to make that left turn, but there is a need today. It
28 has that independent utility, independent of the PUD, where improvements
29 need to occur. What I've conceptualized in front of you is what needs to be
30 there, both without and with the PUD. Most likely, a five lane section that
31 looks at two thru lanes and a left turn lane in each directions. St. Charles to
32 the south is a dead end, so it has very little traffic and thus a very short left
33 turn lane going westbound. With the east side of the PUD just north of there,
34 separating out a longer right turn lane as you come south along Londonderry
35 Road and seek to turn right to head back towards Exit 4. What is likely to
36 occur for long range needs, the upper corridor study for 102 actually said four
37 to six lanes wide. So it dovetails. And that document is an older document, so
38 even at that time, it was pointing to that greater need.
39

40 "When we look at just outside here at Mammoth and Pillsbury (p. 16), there
41 are some challenges today with longer queues, depending on what time of day
42 you come through. And long term, the need for additional turn lanes. I know
43 that there have been concepts and plans in the past of varying degrees of
44 widening proposed by DOT and jointly by the Town and again, this is a
45 representation of the widening along Mammoth Road southbound to get a right
46 turn lane in and turn lanes on Pillsbury westbound.
47

48 "Pillsbury Road at Hardy and Gilcreast (p. 17); today, if you go north on
49 Gilcreast Road, sometimes you can hit it and it's only six cars deep. Other
50 times it's 20 cars deep. There is a need today for improvement. There have

1 been a couple different concepts or ideas that have been thrown out as far as
2 how to improve the intersections. We have the "all ways stop" where it's
3 shown as a potential cul de sac where it's a stop control on all three
4 approaches. And to the north where it meets Hardy, you have the "two out of
5 three way stop," which mirrors and is equally attractive as the Garden Lane
6 entrance. The need to improve that is evident today and it's something that
7 we have ideas for how it fits with the PUD. There's the control of land to the
8 east, but we have to be cognizant of the potential for impacts and make sure
9 that we have some reality to what's presented and what we've proposed
10 conceptually is a thru connection to Pillsbury. That gets rid of the crisscross or
11 zigzag movement of Pillsbury Road, creates two nicely identified four way
12 intersections that look normal and customary as far as traffic control. The
13 benefit of that for our abutters to the west is that rather than have thousands
14 of cars of traffic per day going by their front door, it creates a small section of
15 cul de sac while still retaining all the frontage and actually returning some of
16 that paved area to green space or grassed area. Again, this is an idea for how
17 to access this portion of the PUD and also similarly mitigating traffic impacts.
18 [The existing road segment from the Pillsbury/Hardy intersection to the
19 Pillsbury/Gilcrest intersection] would stay as-is and it would be the fourth leg
20 at Hardy and Pillsbury. The cul de sac would stop there so there would still be
21 access to Pillsbury Road without having long driveways. There is some obvious
22 regarding that would have to occur on the east side of the Hardy/Pillsbury
23 intersection, but that could be sloped back, there could be some retaining
24 walls, a combination of things that allow for a very feasible connection
25 east/west that avoids those two unique intersections.

26
27 "As we go further to the east along Pillsbury Road (p. 18), the first major
28 intersection you would come to is the one that we described before when we
29 were talking about level of service at Orchard Road and that primary northwest
30 quadrant access point. The collector road. That is such where at full buildout
31 is likely to meet signal warrants. And that is depicted as that aligned roadway.
32 There is the opportunity still for having them be offset if there was a desire to
33 control that cross traffic, whether speed or volume of traffic, that goes
34 north/south through there. It remains a viable option and apart from traffic
35 signals, this, as the program develops over time, we may find that that
36 becomes a two way stop control or an all ways stop control until such time as
37 the signal warrants are actually met to put in that higher level of traffic control.
38 We've depicted some other potential, conceptual PUD street locations. That's
39 really just to show that there would be a series of access points into the PUD
40 on the south side as we go further to the east.

41
42 "As we approach I-93, just beyond Hovey Road, (p. 19) that intersection is
43 expected to stay similar in its nature. With what has been conceptualized, we
44 hold that north side of the road, we widen towards the site because we control
45 that portion. We've had a series of discussions and a recent meeting with NH
46 DOT about the general status of their construction project to widen I-93
47 mainline, but also details about where they're at in the design development
48 process for the Ash Street bridge. That is currently proposed to be just off the
49 existing alignment to the north. It's not depicted here, but they are planning
50 on a two lane bridge as part of their current design, which is at about 50%

1 complete. We met with them and with Town staff and HSH to make sure that
2 we could collectively understand the status of the project, the flexibility, and I
3 had another follow up discussion with a DOT representative this morning just
4 to better understand the level of flexibility that exists should we need that third
5 lane going eastbound. Because just on the east side of the highway, where
6 Ash Street meets Londonderry Road, that's currently envisioned to be a four
7 way intersection with our east side main driveway. With that influx of traffic
8 and the development on the east side, even if 4A is constructed, that would
9 require improvements and quite possibly an extra lane on the bridge. So
10 keeping that flexibility open, that is one alternative. As we look towards other
11 potential variations of that, whether it be a potential roundabout in that
12 location that would not require bridge widening, or the potential to shift that
13 easterly access point to a location that could have that left turn developed
14 further to the east, all of those remain valid [and] feasible, but it's something
15 that will come into focus in subsequent studies as we test that capacity on the
16 east side. This is one of the key assumptions that we have included as part of
17 that full buildout of the PUD. But again, based on one mitigation option; a
18 third lane on the bridge. But those other options we would continue to
19 consider and to test.

20
21 "The implementation of 4A is critical for realizing the full development potential
22 on the east side. So why is that important to us and why is it important to the
23 Planning Board? It's really a very logical way of looking at that phased
24 implementation of the project. It would be premature spending of potential
25 mitigation dollars if we loaded up the whole west side with the development
26 and had to mitigate all the impacts to head down to Exit 4 without 4A if that
27 was a pending project. If it's in the imminent horizon and it's been planned for
28 years, it has the support of the two towns and it's in its final EI [environmental
29 impact] stage, although the funding has not been allocated yet, there's great
30 consensus and the I-93 work is being planned and designed so that it's ready
31 to go once that funding is allocated. Is that next year? Is that three or four
32 years from now? Probably not. But it's certainly going to be within that 20
33 year horizon because we're looking so far out. But when I talked about the
34 thresholds, when I talk about the potential regulatory options for the Planning
35 Board to discuss with the team and to frame out, that's necessary from a
36 control standpoint for the Planning Board, but it's also a very logical means for
37 us to look towards that great infrastructure that we look forward to having
38 because what that means is that we don't have to spend extra money in trying
39 to mitigate traffic towards Exit 4. As far as the sensitivity analysis goes of
40 'Well, what if we did not have Exit 4A? What if we did not have the third lane
41 on the bridge?' It's really self-regulating because the developer [wants] that
42 infrastructure so that people can efficiently and safely get into the site. But on
43 the flipside, we also don't want to spend more money on mitigation trying to
44 fix a solution that is going to be very short sighted when if we just wait a
45 couple more years when we have the benefits of 4A, then it mitigates a lot of
46 the impacts from that east side.

47
48 "The intersection that I describe as being level service F (p. 20), one of the
49 movements that is expected to stay but at a much better delay is at Ash Street
50 extension and North High Street. Really creating enough room to have

1 separate left and right turn lanes and making it an all ways stop control instead
2 of a two way stop control.

3
4 "Just a graphic (p.21), it's the same results as you saw before, but just
5 graphically depicting the results of the difference between each year without
6 the project and each year with the project and improvements for how we're
7 reigning that delay back in and providing comparable levels of service. But
8 that also is provided in your packet.

9
10 "There's been a wealth of information tonight as far as this introductory
11 presentation. But I want to revisit in summary some important things to keep
12 in mind (p. 22). The purpose of this document, as we understood it with the
13 charge, and our great collaboration with staff and with HSH, was to understand
14 those potential global impacts of the traffic in that 20 year horizon. We do
15 have conservative inputs that are reflected in the study. It contemplates the
16 full development of the east side as part of the implementation of 4A. It has
17 those other assumptions as far as the DOT's infrastructure being in place at
18 Exit 4 and Ash Street. We look at that broad 20 year horizon, so there's a
19 great forward looking assessment of what the impacts and the mitigation need
20 to be. But this is not the last study. And this is not the last time the Board
21 has a decision to make about traffic because we have a charge as a
22 development team to come back and compare against this document, to look
23 at how we can determine those thresholds and the regulations about how we
24 can get as close to this as possible and with what flexibility. And that is still in
25 front of us and we'll be wrapping that into the work that Cecil Group is working
26 with our whole team on that we will be presenting to staff, to HSH, and to the
27 Board in subsequent meetings. We look forward to those discussions."

28
29 **OPEN SPACE:**

30
31 (S. Cecil) "Jeff Wilson is going to assist me in the particular questions to talk
32 about the open space approach. What we're going to do is talk about the basic
33 approach to open space and how we're considering it. The open space is an
34 extremely important part of the Woodmont Commons development concept
35 and its future. And it's really important to think through the different types of
36 open space and then how to set standards for that. Unlike the development
37 standards, where there are a whole series of maximum developments, with
38 open space, this is about minimum standards and minimum approaches,
39 recognizing that much of Woodmont Commons today is open space, so we
40 have an open space reduction program rather than an open space creation
41 program to make sure that we don't reduce it too much and it's the right kind
42 of space in the right places. So the plan distinguishes between a series of
43 shared open spaces (p.23) and the shared open spaces are those that would
44 be perhaps owned in common, would be available. Some of them would be
45 accessible and some not, depending upon the type of open space. If it's a
46 wetland, for example, it's protected and it's not consistent with the flora and
47 fauna, it would still be a shared asset, it's just not one that you can go into
48 necessarily. So there's Conserved Open Space which should be thought, in a
49 sense, that kind of natural open space. Circulation Open Space, the kinds of
50 green spaces along the edge of the streets and boulevards. Passive Open

1 Space; think about that as park-like where you may be able to go and throw a
2 frisbee, but not like active open space where there might actually be a ball field
3 or an organized activity. Civic Open Space is meant to be those kinds of plazas
4 and spaces where people can gather, that are complimentary to the traditional
5 neighborhoods. Buffers, and you have lots of buffers that you deal with, we've
6 incorporated buffers specifically around the key edges of the PUD so that
7 where incompatible uses might crop up, we've got a 50 foot buffer as part of
8 what happens. These spaces that I've just described, public access would be
9 available to virtually all of them with the exception being buffers, which might
10 be on private property but as a setback in a large landscaped area to make
11 sure that the pieces are set back. So those are established but might be
12 individually owned. The other kinds of open spaces we're talking about would
13 either be along the streets, the roads, or commonly used areas. Project Open
14 Space, there's another layer of open space which is when you have an
15 individual lot in an individual project, many of those, for example, parking lots,
16 are gonna have landscaping within them or there will be front yards in front of
17 many of these buildings. That open space we are going to be addressing in the
18 rules and regulations for individual projects. And finally, there's the category
19 of Agricultural Open Space. That is what's out there, a lot of it, today, and we
20 want to make sure that there are opportunities for agricultural open space in
21 the future, so if there's a community garden, that may be very well what that
22 is. So those are the categories that we're talking about.

23
24 "And the overall idea (p. 24) is to make sure that there is an ecological
25 approach to the open space where we are trying to leverage the water
26 drainage and the agriculture impoundments, which is a term that Jeff's helped
27 me understand. What I think is a pond turns out to be an impoundment. But I
28 think those are places that the links for both wildlife and for people walking
29 and bicycling along are going to be very important.

30
31 "As you look through your briefing package, you'll notice that the ideas
32 between the infrastructure open space, the paths in the conserved open space,
33 that there is a network of places that are all connected and we have this very
34 interesting rule that we're proposing. While we know where a number of the
35 open space resources will be and where the buffers will be, a lot of the pieces
36 could vary along with the development patterns and the time, but we're
37 proposing a rule (p. 25) that no matter where you are in the future, you can
38 walk out the front door and within a quarter mile, within 1,200 feet, you have
39 to have access to at least a half an acre of qualifying open space. And there's
40 just no place that does not have that kind of open space within easy walking
41 distance. And all of these open spaces are to be connected by streets and
42 roads and if you think about that, you start to realize that's a really interesting
43 way of making sure that walkability and connected open space occurs, even
44 though there are a lot of variations in how you create it.

45
46 "The chart that we provided in the briefing document (p. 26) has a series of
47 allocations of open space in a number of different categories. Some of these
48 are the shared open spaces that we've talked about. Some of them are
49 conserved open spaces and some of them are buffers, so shared spaces like
50 civic spaces or passive recreation or active recreation vary according to the

1 type of subarea that we are using in the land use designations. The total
2 amounts to, just for these categories, 143 acres or close to 25% of the land
3 itself set up for these kinds of open spaces. And that doesn't include the open
4 space that will be along the streets and the roads and it doesn't include the
5 open space that will be in lots. So this really kind of establishes, unlike the
6 maximum of development, it's the minimum of open space.

7
8 "Just two final closing comments. We've started to build a glossary of terms
9 (p. 27) because as planners and specialists, there are terms that we start to
10 use that are very helpful, so we're building up a set of definitions and we've
11 put those in your package. When we talk about an area, when we talk about
12 the land use plan. What's this Master Developer about? What's a TND? When
13 we have a company that's a TND and then we have "traditional
14 neighborhoods." Very simple things that are easy to get confused about are in
15 there. Now this is different from the formal, legal definitions that will be part
16 of the Master Plan that go to land use and some of these other categories.
17 We'll be providing that to you in the future, but these are the kinds of things,
18 that when we're talking among ourselves, we think are just helpful.

19
20 "The last note, that in responding to the comment that Cynthia had made at
21 the beginning of the session here, in terms of coming up with a good way to
22 answer the questions, we realized that there are different kinds of questions
23 and we were sort of trying to figure out a better way of making sure that we
24 respond clearly, so we've come up with a basic system of a series of boxes.
25 Some of the questions are questions that the developer needs to respond to;
26 questions of information. Some of the questions are actually legal and
27 procedural questions that need a legal background. Some of the questions are
28 the kinds of questions that need to be directed to your peer review consultants
29 to respond to. And some of them are opinions, actually. So what we've done
30 is we're just classifying the questions so that we're getting the right response
31 from the right people in an organized way. And I think that will be helpful in
32 your review. So that will be forthcoming in the future. And so with that, we've
33 covered all the topics that we wanted to get to and summarized the briefing
34 and are ready for discussion."

35
36 A. Rugg asked for staff input as well as input from HSH.

37
38 J. Trottier stressed to the Board and the public that the conceptual
39 improvement plans presented by the Woodmont Commons team this evening
40 were just that; conceptual and by no means final. Their intention is to
41 demonstrate how traffic congestion may be alleviated at buildout based on that
42 which Town staff and HSH has charged the team. Mitigation is conceptual as
43 well, he noted, and is dependent on such things as land acquisition. He
44 introduced Jane Howard, a traffic specialist with the HSH team, who would be
45 available to answer any questions from the Board and/or public.

46
47 A. Rugg asked J. Howard for her input.

48
49 (J. Howard) "In a way, with this development, and we worked closely with the
50 TEC folks and the development team on the study, which I think has been well

1 done in a short time. We had agreement on the assumptions and we have
2 worked hand in hand on some of the issues. Just giving an overview; in a way,
3 the east side of 93 offers, with the introduction of interchange 4A, the best
4 opportunity for creating the high density development because it gives you a
5 new interchange on that east side which gets people in and out of that side of
6 the development without having to travel on 102. On the west side of the
7 development, the fact is that pretty much all of that development, to get to I-
8 93, will end up on Route 102 where there are capacity constraints today. And
9 there is considerable mitigation that's proposed as part of the project, which I
10 would encourage you to look carefully at. Route 102 is a State route, so it's
11 not within the Town's control to implement those widenings and signal
12 coordination and so on. And then Pillsbury Road in the middle of the
13 development, while an internal road, as part of the PUD as far as traffic to and
14 from 93 is concerned, it also is a thru road and there's significant widenings
15 there and signals that are proposed to accommodate the long range traffic
16 there. The good news is that with the conservative assumptions, those
17 improvements do mitigate the impacts of some pretty dense development. I
18 guess the question for the town is really is that extent of mitigation
19 acceptable? Bear in mind that the mitigation along Route 102 and Pillsbury
20 Road west of 93 still takes into account the fact that considerable development
21 is on the east side, so it is a big package of development and the mitigation is
22 not insignificant, so as far as the big picture is concerned, that's what the
23 Board needs to really evaluate.

24
25 "We worked hard with the development team to reach a starting point and like
26 Kevin said, this represents the most likely scenario and balance between the
27 east and the west side. But with that having been said, on the east side you
28 need 4A, you need some improvements to Pillsbury Road. Then on the west
29 side, some pretty hefty mitigation along 102, Garden Lane, Pillsbury Road and
30 so on, so it's a good starting point to really understand the magnitude of
31 everything and what would be necessary in the long run for a full
32 buildout/worst case scenario."

33
34 **A. Rugg asked about impacts to Exit 4 itself.**

35
36 (J. Howard) "The improvements that are planned and programmed in the short
37 term by NH DOT will improve the capacity at the interchange itself. I think
38 that the issues really lie between Gilcrest Road and the [proposed] Orchard
39 Drive and the southbound ramp because your main exit from the development
40 would be that Orchard Drive connection and you're adding a good hunk of
41 traffic to that link in the peak hours and it requires new lanes on 102 to
42 accommodate it in both directions. So that's kind of a critical point. There's
43 only two points where your traffic can enter and exit the site from 102; at
44 Garden Lane/Orchard Drive and at Gilcrest Road. So you can create an
45 internal street network to accommodate that internal traffic, but at those
46 external points, you still are going to be adding a lot of traffic onto that main
47 connection to 93, which is still where a lot of your traffic is going to want to
48 go."
49

1 **M. Soares asked if there was any assumption that vehicles might travel**
2 **east on Pillsbury to Londonderry road, then head south to 102 and turn**
3 **right to reach Exit 4.**
4

5 (K. Dandrade) "Yes. And we've loaded that, too, but in a proportional way that
6 doesn't overburden the infrastructure. It does not create unrealistic
7 expectations for how traffic is going distribute. But when you look at the
8 arrangement of the PUD, if you are anywhere near Pillsbury, near where it
9 becomes Ash [St.] at the bridge, it is a lot easier to take right turns to get back
10 on the highway, then it is to go back and take left turns through the project,
11 left turn onto 102 to head back to Exit 4. But to build upon what Jane said,
12 we've modeled what DOT is planning for Exit 4. The greatest improvement
13 there is what you see all the time, where going eastbound on 102, trying to get
14 on I-93 northbound, that singular left turn lane backs up forever and the
15 greatest improvement that they're doing as part of that project, and it's
16 independent of the PUD, is adding a second left turn lane. The southbound off-
17 ramp is never really a problem. Just the way the ramps are lined and just
18 behind you, I put back up that graphic for that westerly portion of 102 (p. 14),
19 where just to build upon that conversation for the needs here, there's the
20 potential at full build out that there would be three left turn lanes that would
21 head onto this portion of 102 and the right most lane would turn into that right
22 lane onto the on-ramp. And that would require some widening on the south
23 side of 102 there, but that is something that can mitigate that impact with that
24 third left turn lane. A lot of the discussion about the flexibility, the sensitivity
25 of how much can get loaded in that southwesterly quadrant is really self-
26 controlled by this intersection because it's not like we are going to put a fourth
27 left turn lane in that location, so we're somewhat maximized by the capacity
28 that third left turn lane heading onto 102 eastbound. And that is part of the
29 formula for where the Board has the control moving forward for the things that
30 make sense as specific phases are proposed. The testing against what we've
31 done to date and the testing against those other regulations that we'll be
32 putting together for the Board's review so that we don't end up with a situation
33 that varies significantly from what is already presented. It tracks along that.

34
35 "And in reference in Exit 4A, that is an assumption that is in place in the full
36 build. And it is an important assumption because we all want to see it happen.
37 It alleviates traffic regionally. It provides access to 28. It provides access to
38 the development. It also provides access between the Pillsbury Road
39 movements. And those that would no longer have to go on Pillsbury to try to
40 access 4 like I do many times. So having that infrastructure in place is
41 necessary for the region, it's necessary for the development and in the absence
42 of that, we have a considerably scaled back east side portion of the
43 development where we can't get ahead of ourselves as far as the infrastructure
44 goes. That testing, or that reckoning will occur when a specific proposal comes
45 forward for that size. But it would be limited until such time as Exit 4A is
46 implemented."

47
48 **C. May asked how much additional land taking in terms of right of**
49 **ways would take place under the various traffic improvement**
50 **scenarios presented.**

1
2 (K. Dandrade) "There is physical room to put these measures in place. Without
3 knowing the exact right of way lines...I worked on the Gilcreast Road design
4 [using former design plans]. There are reasonable and feasible means of
5 making improvements happen, but in some cases, whether it be on State
6 highway or on local streets where we may need the participation of the town,
7 and that's a measure that, when you go back to the independent utility or the
8 independent need from some of these things to happen, regardless of the PUD,
9 when you talk about Pillsbury and Gilcreast, I don't think anybody would say
10 'That's a great situation today. We need to do something to fix it.' Well,
11 where there is a need today and there's an opportunity to fix it with a great
12 plan that can be phased over time in elements of right of way, although they
13 can become best efforts, we also don't want to be in a situation where we're
14 held hostage for something that has that background benefit for the
15 community.

16
17 "Jane alluded to the fact of the jurisdiction, too, that this is not a permitting
18 document with DOT. This is a master plan traffic study. So this gives us a
19 guide towards what may be necessary, but we have a lot of work to do. When
20 we get to that appropriate stage of the site plan, what we have is a specific
21 proposal and we're identifying mitigation where beyond the Board here, we
22 have extensive amounts of permitting work to do with DOT. They have
23 received courtesy copies of this, just so you know. Three copies went to the
24 Traffic Bureau, to Preliminary Design, and to the I-93 Project Manager. So
25 they are aware of the study and we want to make sure that it's an inclusive
26 process, that it's a comprehensive process, but yet one that respects where
27 we're at today in the application that is front of the town, which is a master
28 plan at a zoning level."

29
30 **A. Rugg asked for input from the Board regarding transportation.**

31
32 **C. Davies asked if there was any data on the impact to Gilcreast Road**
33 **as vehicles head north from 102 to reach Exit 5 if Exit 4A is not built**
34 **(and even if it is) as that is a logical shortcut. K. Dandrade did not**
35 **present any and C. Davies asked if such data could be provided.**

36
37 **C. Davies asked if the final Master Plan would include triggers to**
38 **indicate when an intersection is at full capacity.**

39
40 (S. Cecil) "Yes, and they will be very specific. We've introduced, and I think in
41 our vocabulary we talk about thresholds. There are certain circumstances, if
42 the 4A interchange and the connector road are not built, that's a threshold
43 condition before you can do anything of any significance in WC-12. And so
44 that needs to be written in and understood. Certainly planning and
45 implementing the development and planning and implementing the roadway
46 could happen at the same time, but you couldn't go ahead with the
47 development and you don't have the entitlements to do that without that
48 trigger. So think of the trigger as the word we're using is threshold, same
49 thing. This process that is described that we have a sort of baseline, but there
50 are going to have to be a series of studies with each significant phase that

1 tests what the reality is out there and that a condition may very well be that
2 these improvements have to happen. And that's a little bit about where the
3 development agreement comes in, because in some cases, the town and the
4 developer will have to work together. Some of it will be on the development
5 land, some will be on the right of way and everybody's got to agree to move
6 ahead together when those conditions are met. So these will be very specific
7 and we will be presenting those to you when we work out the details."
8

9 **C. Davies used the example of the intersection at Garden Lane as**
10 **something that would need to be addressed before any development**
11 **could take place in that area.**
12

13 (S. Cecil) "That's right, and if it isn't, then the site plan gets denied. So it's
14 really in the interest of the developer to solve it. And the idea is once that
15 improvement is done, then it should open up that opportunity. So we're trying
16 to set up a structure so that if someone's putting a small addition on the back
17 of a store in Woodmont Commons in the future, they don't have to do a
18 transportation impact analysis for the entire thing. Once you make some of
19 these improvements, you can keep going for a while, but the big phases, you
20 really have to go back and check and if those conditions aren't met, you don't
21 get the entitlements."
22

23 **C. Davies asked for verification that since the various improvement**
24 **scenarios involve State roads, town roads, and even private property,**
25 **funding for improvements will come from various sources and the**
26 **timing for those projects and/or arrangements may cause a delay in**
27 **development.**
28

29 (K. Dandrade) "It may be a case where there is a pro rata share for something
30 that is part of a bigger fix, because the timing of all these improvements, and
31 when they fall, and I think one of your questions is when do you need to do
32 certain things? Well, part of that is which phase comes online first. Is it a
33 portion in the northwest quadrant? Is it immediately behind the existing plaza
34 in the orchard? Where that is specifically located. And that's why it's
35 important to focus this more detailed discussion about the impacts, when you
36 get to the stage of doing that area plan with a specific proposal in a specific
37 location with an update study that says based on this very specific proposal
38 that fits in the framework of a PUD zoning, we have these specific impacts that
39 we have to mitigate or we wait for certain elements to happen."
40

41 (S. Cecil) "And that's why planning is so important. This is a 'heads up' to the
42 State, for example, that in order for Londonderry to move ahead and have this
43 development, there has to be a lot of thinking and talk and funding of certain
44 improvements. This is like a chicken and egg question; which goes first? But
45 there are three parties here. But what we're trying to do is to make sure that
46 the planning is thought about, that there are good potential solutions and that
47 you are, as a town, in a position to say 'We understand this is a little
48 complicated, but the development doesn't go ahead until those get solved.'
49 We all understand that. That's why you want to give everybody a 'heads up,'
50 be meeting as we have been with the State and making sure that the kinds of

1 improvements, and of course, this is what the states do, they make sure that
2 the infrastructure is appropriate and they work with towns and communities
3 and development as well.”
4

5 (K. Dandrade) “And one other example of how a traffic study may need to be
6 done; if you liken it to the subdivision process in the town, if you had an
7 industrial subdivision that developer ‘x’ wants to go put in a road and have
8 certain entitlements for ‘x’ number of square feet in eight lots and with that
9 comes a mitigation package for that proposal, without having all the buildings
10 done at one time, but with that chunk of work and development comes a very
11 specific mitigation plan, whether it be the town and/or the State to identify
12 that. But that really comes into focus when we have a specific proposal. But,
13 as we’ve said already tonight, that control stays with the Planning Board so
14 that the development is not scattered and premature.”
15

16 **T. Freda inquired as to whether the lack of full development on the**
17 **eastern side of the development based on Exit 4A not becoming a**
18 **reality would increase development on the west side to offset that**
19 **loss.**
20

21 (S. Cecil) “That was not the intention, and so what we’re doing is we’re
22 reducing the maximum so that you could not, even if that didn’t happen, move
23 all the development over to the west side. There would be a reduction in the
24 total development that could occur at Woodmont Commons if 4A doesn’t
25 happen. Roughly speaking, we were saying that you could build no more than
26 70% of the housing on the west side. There’s much more housing planned on
27 the west side because it’s more residential, but that you would have to build
28 around 30% of the housing. We’ll get the specific numbers and be putting
29 those forward for you. The similar kinds of ideas associated with commercial
30 development, for example. I think it’s important to understand that the
31 northeast quadrant, the WC-12 area, has some very significant opportunities.
32 There is a reason to put the interchange and the connecting road there and it’s
33 land that’s otherwise fallow and will not be providing some benefit. So it’s not
34 the intention to just hope that it happens, but to really work hard to make sure
35 that there is a link between the land planning and the development planning
36 and the infrastructure.”
37

38 (K. Dandrade) “There’s a very rational tie between the land use and the traffic.
39 And the reason the maximas are set there is to provide flexibility of land use,
40 but the other thing that we’re working on is how to relate it to traffic
41 generation by major area so that the flexibility of use still remains. Regardless
42 of that flexibility, depending on the mix there, we still don’t want more than ‘x’
43 number of trips to leave that quadrant and still expect to have results that are
44 comparable to what we’ve analyzed. So there’s a way of having flexibility of
45 land use and yet looking towards regulations as it relates to traffic.”
46

47 **T. Brovitz noted that the only impediment to transferring all of the**
48 **development from east to west is how much traffic generation can be**
49 **supported in the subareas.** He suggested the applicant not focus as much
50 on the land uses as the thresholds and what the areas east and west of I-93

1 and north and south of Pillsbury can accommodate in terms of traffic volumes
2 with incremental development occurring over time.

3
4 **T. Freda noted that Exit 4A is not in DOT's 10-year plan, yet the exit is**
5 **being presented as such an integral part of the overall plan.**

6
7 (S. Cecil) "The reason it's being planned and designed and going through an
8 environmental impact statement process is an intent, at some point, to build it
9 and what the Woodmont Commons wishes to do is to plan for that potential
10 future in a responsible way and make sure that there can be good quality
11 development that occurs in the right location. If it does not happen, then that
12 development can't go ahead and that's what we understand. But the
13 Woodmont Commons approach is to say let's move in good faith towards that
14 direction and plan for it but not count on it."

15
16 **T. Freda then asked if an alternative plan that does not include Exit**
17 **4A can be developed and presented.** S. Cecil replied that the briefing
18 before the Board addresses both scenarios, i.e. whether 4A is built or not. As a
19 master plan, the traffic takes into account that parts of the PUD as planned
20 now may or may not happen and presents a responsible way to adjust and
21 continue the development. T. Brovitz disagreed, stating a no-build scenario
22 was not presented in the transportation impact analysis.

23
24 **T. Freda asked for clarification as to whether what has been presented**
25 **this evening does not change if Exit 4A is not built and some**
26 **development is transferred to the west side.**

27
28 (K. Dandrade) "No, what I'm saying is that if that was loaded on the west side,
29 it does not work."

30
31 (S. Cecil) "We're not proposing that it be loaded all on the west side. That's
32 the key idea. It's not the intention to say 'Well, if it doesn't happen, all the
33 development happens.' There are two areas of checking to make sure things
34 stay balanced. One is that maximum development allowed in various areas,
35 but then it's the traffic standards and it's the mitigation that, regardless, is
36 going to govern the amount that can happen. And the Planning Board is going
37 to have a chance to revisit that as every major phase goes ahead, to make
38 sure that it is still working. And we're confident, because we've used
39 conservative estimates, that there are good solutions. But no, you can't just
40 completely load up one area where it gets out of balance. It's sort of a belts
41 and suspenders approach."

42
43 (K. Dandrade) "With the current layout of the site, just to put in perspective,
44 there are key assumptions and we want to make sure that it is understood by
45 the Board and the public as well that those assumptions are important when
46 we look at that full buildout. But the testing that will occur during that site
47 plan stage is critically important for not only the Board, but also for our client
48 to make sure that those potential patrons or residents can get in and out of the
49 project. So that testing that will occur will be when there is great definition to
50 that proposal. But what has been laid out for the distribution of east and west

1 uses; that triple left turn lane that comes off Garden Lane and heads back
2 towards the highway, and yes, there are some conservative assumptions for
3 growth rate and all, but the way it has been envisioned, that is maximized for
4 its capacity. So in absence of other different improvements that maybe have
5 not been considered yet, that is more or less maximized on that west side,
6 given the other things that happen. As the first phase is proposed or the
7 second phase is proposed, it's an opportunity to test against not only the data
8 that was used back at this time of this study as a reference, but what is reality
9 at that time? Has traffic gone up or down? How are we doing for the
10 generation of traffic inside the project? How have we compared against the
11 internal capture rates? And those internal capture rates, and I think Jane has
12 made the comment, that that's not going to happen immediately. We're not
13 going to immediately be at 35% or 23%, depending on the mixes of uses that
14 are proposed. So when we do have a very specific proposal, we'll have a study
15 that categorizes all those things in a very accurate way at that time. But
16 constantly testing against this document."
17

18 **T. Freda asked if it could be assumed that once a given intersection is**
19 **built to maximum capacity, the maximum amount of development in**
20 **the area can be determined.** S. Cecil confirmed that was accurate, adding
21 that as additional development is proposed, that same intersection is
22 reexamined to determine if any more development is possible. C. May added
23 that as the PUD review moves onto the remaining infrastructure associated
24 with the development, more information about capacities will be addressed,
25 assuming the remaining infrastructure is presented as traffic impacts were.
26

27 (K. Dandrade) "This traffic is part of the equation. We have brought on a sub-
28 consultant to participate with us on the utility assessment side; water/sewer.
29 Although we had done some due diligence to investigate the global capacities
30 of water service and waste water capacity at the Derry plant, there is a
31 different level of analysis and investigative work that our team is currently
32 doing to look at that side of it as well because if that is found to be one of the
33 limiting factors in capacity, regardless of traffic capacity, there may be a series
34 of improvement measures that need to occur, scaled with the development as
35 well. So that is still in front of us."
36

37 (S. Cecil) "The same thing will also apply; that that has to be checked all along
38 the way to make sure that the capacities that may be theoretical today, that
39 the water's actually there. But we want to make sure that we're looking
40 forward and the Planning Board can reasonably say that you're approving a
41 master plan that allows people to come forward in a sequence of really specific
42 proposals because it could work very well."
43

44 **C. Davies asked for a specific maximum number of residential units**
45 **that could be transferred to the west side (as opposed to a**
46 **percentage) as well as what impacts additional residential units and**
47 **commercial development would have on the west side if moved from**
48 **the east side.**
49

50 (S. Cecil) "This is where it starts to get complicated. We'll certainly follow up

1 on that question and as we look at the land use, but if something goes up on
2 one side, because there are maximums for the entire development, they will go
3 down on another side. And depending upon whether 4A is built or not, it gets
4 to be actually quite complicated. And it depends on whether the additional
5 housing, for example, it might happen on the west side, is resulting in less
6 commercial because there is less land available for commercial use. So what
7 you end up saying is really what we've got to do is to make sure that
8 regardless of the combination that occurs, that the intersections work and if
9 they are filled up, you stop. And so if 200 additional units might work in some
10 combination and without additional traffic impacts, well that's an appropriate
11 flexibility. If it doesn't work within that, then it isn't flexible. The flexibility is
12 theoretical and not real. That's the idea."

13
14 **C. Davies asked for specific data related to a no-build scenario of Exit**
15 **4A.**

16
17 (K. Dandrade) "That's why we're looking forward to the process of identifying
18 those regulatory thresholds because really, what it comes down to, and we've
19 stated a few times, is that you can only push so much through the pipe. Say
20 you had all the residential on the west side. Well that means that if we're
21 trying to keep a similar traffic scenario, that would have a corresponding drop
22 in some of the other uses, whether it's office or retail, so that we end up with
23 the same sort of horizon, same sort of distribution and delays associated with
24 traffic, that it doesn't create an unanticipated level of impact on one side or the
25 other. We try to keep it proportional, but we could have, and this is one thing
26 that we had contemplated as a group, both with staff and HSH, is we could
27 have 30 different variations of the what if's, but what we're trying to do is
28 present the most likely situation and come in with other regulations to be able
29 to control how that flexibility of land use relates to traffic or how it may relate
30 to utilities to be able to control it in any particular area."

31
32 **J. Laferriere reiterated that the Board requires a study with and**
33 **without 4A. He also asked for the current maximum capacity for each**
34 **of the intersections presented as well as the current and anticipated**
35 **number of trips, both inbound and outbound, at those intersections**
36 **and how they are related to both Exits 4 and 5, and 4A if it becomes a**
37 **reality. M. Soares and L. Wiles agreed, asking for an assessment of**
38 **current capacity levels and that and how much capacity will need to**
39 **grow in order to meet the maximums of east and west.**

40
41 (S. Cecil) "I want to make sure we're clear about this; the exemplar that you
42 used (p. 12 of the briefing), there are maximums within the subareas, but
43 there are overall maximums for the entire development and the exemplar was
44 designed to demonstrate that overall maximum. You can't add up the
45 maximum in all the subareas and move ahead. There's a total maximum
46 number of housing units. So the question is the different ways you might
47 distribute them back and forth. And there are limits on how much you can
48 move those things around, so the exemplar was really intended to show a
49 maximum development, not to show a midpoint that you could raise it up. And
50 it was looking at a kind of balanced approach and then that sets the realization

1 that there are performances that we think we can meet on the different
2 roadways, but that if there was a different balance, it could be better, but it
3 could be worse. And if, at a point in time, a certain combination showed up as
4 being worse, then they would not be able to build the maximum in that area.
5 So it's not that we tried to understate it. We tried to show what the maximum
6 development would be."
7

8 (A. Pollack) "I think this is a question that also relates to what we went
9 through last month and a follow up item on the land use issue, which is yes,
10 the scenario studied in the traffic analysis was a most likely or a likely scenario
11 of how the full buildout might occur. But we have created some sub-district
12 maxima that would also try to choke off how much of the density could shift
13 within the project. There were plenty of comments last month that that ability
14 to move density around was offering too much flexibility, and that's one of the
15 follow up items that we reported on before and that we have to come back with
16 as to how can we restrict some of that flexibility so that these types of test
17 scenarios can pass but at the same time, give us the flexibility that would be
18 inherent in either a PUD or a zoning plan where you really don't know who is
19 going to come forward with what proposal and what use, but you know that
20 you've tested it at the 10,000 foot level and there are ways to solve the
21 problems that are likely to arise."
22

23 **L. Wiles asked how the scenarios presented this evening would be**
24 **impacted if, for example, an additional 200 units was added to the**
25 **maxima on the west side.**
26

27 (K. Dandrade) "If that was the case and there was no corresponding drop in
28 square footage, there would be an additional burden on those key
29 intersections, say at Garden Lane and 102. Any time you load more on one
30 side, it would have a greater impact, unless it is mitigated by either making
31 different and bigger improvements, reducing other types of land uses in a
32 corresponding fashion so that the shift of 200 units, if it equated to an extra
33 100 trips in a peak hour, what would that corresponding drop of either retail or
34 office be so that we had a comparable situation? That's the type of thing that
35 we're trying to develop now so that we take care of some of the what if's by
36 controlling it in a different way. We don't take care of it necessarily in the
37 flexibility of land use. When we take care of it 'let's make sure, no matter
38 what mix, we don't end up with a very different traffic scenario."
39

40 (S. Cecil) "I think the challenge here is that the scenarios where you start to
41 reach these maximum are 10, 15 years in the future and this question, for
42 example, the internal capture rate, how many people really are...we won't
43 know. It might be better. So, I have to say, it's kind of an illusion to think you
44 can fine tune it to such a fine degree, which is why we've got to go back and
45 check and make sure we've got standards all the way along, regardless. Even
46 with the scenario we have. There are a bunch of assumptions and if the
47 assumption changes, you have to be assured it will still be alright. So it's that
48 combination again that we're after."
49

50 **L. Wiles asked how much margin is built into the design concepts**

1 **shown at this meeting.**

2
3 (K. Dandrade) "The trip generation, the number of trips generated by each
4 use, how they're distributed is very detailed by use, so that the distribution of
5 the retail trips is different from the office, it's different from the residential.
6 It's done in the most accurate way we can do and frankly, it's in a way that is
7 much more detailed than if you were doing a regional planning study with
8 SNHPC that would look at travel analysis zones where this is significantly more
9 conservative than that type of effort. But there is flexibility built with the
10 conservatism of many of those factors that were assumed. So if I was to take
11 a stab at a number, I would say it's probably 15% higher than what could
12 actually result when you look at the full buildout. But it's there as a
13 responsible test of these intersections at this level."

14
15 **M. Soares asked if development would be postponed until Exit 4A is**
16 **funded and built.** The Woodmont Commons team said development would
17 not be held up by that.

18
19 **L. Wiles asked at what point in the process discussions regarding right**
20 **of way acquisition as mentioned previously and funding can be**
21 **addressed.**

22
23 (K. Dandrade) "That would be most appropriate at the site plan level because
24 then we would have a specific idea of impact for that phase and we would
25 know better what specific improvements we're proposing and how that relates
26 to the right of way. But at this point, it would be speculation about what those
27 needs are and we've already stated that these are ideas, but there will be
28 different ideas, I promise you. This is one of many opportunities to try to
29 improve or mitigate, but there is not enough definition to that particular phase
30 to get to the level of spending considerable resources on right of way
31 investigations and survey without getting beyond this stage."

32
33 (S. Cecil) "And I think to add to that, in addition to the PUD setting some
34 thresholds, the development agreement is designed to make sure that the
35 relationship of when these things come forward and working together to solve
36 them is predictable to process in the way that the payments will generally work
37 is thought through, so you don't just land on the next phase and say, 'Oh boy,
38 what do we do now? We had that old study.' That is where you capture to
39 make sure that everybody's moving ahead in a very responsible way."

40
41 **L. El-Azem asked if developments such as this impact NH DOT's**
42 **consideration of their projects such as Exit 4A.**

43
44 (K. Dandrade) "This is something that not only the State looks closely at, but
45 the Federal government because the break in the interstate is a federal action,
46 but [the design process and permitting are managed] in cooperation with the
47 two towns and the State of NH. So economic development is a factor in both
48 positive and negative impacts of a project. So when you look at the potential
49 layout of the 4A connector, it is envisioned to solve regional traffic issues, but
50 the benefit of that has a direct tie with the benefits for land development and

1 with that, the inherent development that would occur. That's all part of the
2 planning that occurs. So that the work that's been by CLD Consulting
3 Engineers on behalf of the two towns over the past many years in planning the
4 interchange, that contemplates not only accessing the existing development
5 areas but also the potential for the future development and it's built into their
6 models that are presented to DOT and ultimately to the Federal Highway as
7 part of that final environmental impact statement. It's all wrapped in as the
8 development opportunities that would occur because of new access and it's a
9 conversation we have not only here but across New England. Whenever you
10 look at a new break, you look at not only the tertiary benefits regionally for
11 existing traffic, but what gets induced for demand with new development."

12
13 **L. El-Azem noted that since it is unlikely the State would abandon the**
14 **concept of Exit 4A completely, it would be a extremely difficult for the**
15 **developer to decide at some point that full development of the east**
16 **side will definitely not take place and therefore some shift to the west**
17 **side must take place.**

18
19 (K. Dandrade) "The important thing is that there is more than a chance and it
20 is heading in a very wonderful direction. But development is possible, but what
21 has been studied to date does not contemplate the no access scenario to Exit
22 4A because I think not only our client but the Board and the Town in general
23 want to plan for that economic development, the potential tax benefits of
24 having increased development within the town borders that is immediately
25 adjacent to a highway when most of the traffic is coming off and on, where we
26 want to look forward to that infrastructure being in place. But what has been
27 planned assumes those important infrastructure pieces. In absence of Exit 4A,
28 something can still occur, it's just considerably scaled back, to end up with
29 something that has comparable results. But beyond this, if that, 15 years from
30 now, still hasn't happened, we could potentially identify the bigger fixes to
31 access Exit 4 in a way that responsibly mitigates those trips that are now
32 destined for Exit 4 instead of 4A, or Exit 5 for that matter. But that is not
33 something that we're contemplating currently because we look forward to
34 having that in place."

35
36 (S. Cecil) "I think also, the idea of the thresholds, if 4A were not to happen,
37 the thresholds will establish what could happen reasonably within the traffic
38 that could be there and that it would still follow the kinds of design rules and
39 approach. It's just not as much volume of things. And we'll articulate that and
40 we've heard very clearly that we need to understand and structure what
41 happens if 4A doesn't occur, but it's also possible that a plan revision might
42 have to happen 50 years from now, if the world is that substantially different.
43 We're trying to create a circumstance, though, that you can look at a number
44 of variables and know that you'll be able to control it within this entire area."

45
46 **Along with the aforementioned requests regarding Exit 4A, L. Reilly**
47 **asked for an idea, based on the fact that 4A is not even in the State's**
48 **10-year plan, what developments may be taking place first (i.e. during**
49 **the time frame when Exit 4A is presently not expected to happen) once**
50 **the PUD is in place. She also asked what the time horizon is for DOT**

1 **regarding Exit 4.** J. Trottier said the bridge would be reconstructed as part of
2 the widening of I-93 and is scheduled to be done by 2014.

3
4 **L. Reilly also pointed out that each of the intersection scenarios in the**
5 **PowerPoint contain a note stating that the Town may use those**
6 **depictions as the basis for future master planning efforts “as part of**
7 **Capital Improvement Project Planning.” She asked at what point the**
8 **percentage of the changes would be the financial responsibility of the**
9 **Town, adding that she had assumed the Town would not be asked to**
10 **pay for any part of the improvements.**

11
12 (S. Cecil) “I think that we’re looking for either next month or the following
13 month to have specific ideas about how those formulas will be established.
14 This set the ground work so that we can actually look at where and why and
15 the scale of it so that that's the next step. And we’re looking to do that in
16 conjunction with other fiscal impacts that will be associated with the economic
17 benefits and potential impacts so that you can see how that will all play
18 through. [At the PUD Master Plan level], an approach should be tied down.
19 That's not to say ‘it's \$856,000 and it's going to be 26.5% depending upon...’.
20 It's an overall approach and a formula for figuring out the allocations and
21 knowing what that process will be in the future so that it's fair and predictable.
22 So that when you hit the site plan, you're not reinventing it. You can rely on
23 that. And that's what we need to be putting together and making sure we
24 check with the Town, work with HSH to make sure we've got that approach
25 and some of that will be part of an agreement with the Town through the
26 regulatory approval and those two need to go together.”

27
28 (K. Dandrade) “And in the footnote about the master planning effort, too, is
29 because some of these things are not necessary today. So in absence of the
30 PUD, some of these ideas, the Planning Board may still want to consider as
31 part of the master plan, that could or should be in place. When you look at the
32 thru connection on Pillsbury Road, trying to improve that cluster of
33 intersections there, that is something that might make sense for the town
34 independent of the PUD. It's integral to the PUD but when you look towards
35 long term master planning for the town, some of those ideas may dovetail with
36 existing needs as well.”

37
38 **M. Newman asked if it can be determined which essential conceptual**
39 **road improvement design is going occur first and then how it will be**
40 **paid for so the Town can consider whether it can afford its share. If**
41 **the Town determines it cannot afford its share of the design, does that**
42 **prevent the developer from proceeding?**

43
44 (K. Dandrade) “It's also part of the discussion that is still pending about which,
45 if any, of those roadways within the PUD are public, and John raised some
46 recent questions about that as it relates to the pending fiscal analysis. Which
47 ones are the primary roads that collectively, between the proponent and the
48 Town, are desired to be public, if any? Pillsbury would stay public. What are
49 the expenses or additional expenses that can be envisioned with some of this
50 widening of roadways for lane miles of plowing or salt use or [non-salt use]?”

1 To control those things that are all that picture of the fiscal impact or what's
2 being expected on each side. That's still in front of us."
3

4 (S. Cecil) "I think this question about there are certain phases or certain areas
5 that there's kind of a logic to how the development would work in certain
6 intersections that would be coming early on the process that we can start to
7 describe and take it through."
8

9 **M. Newman asked if the "East Main Drive" that lies east of the Ash**
10 **Street Bridge would be the main access to WC-12, assuming Exit 4A**
11 **does not exist.** K. Dandrade said it would be. If Exit 4A is built, the road
12 would connect approximately three quarters of the way into the east side to
13 the projected Exit 4A connector road. Without Exit 4A, it would be truncated at
14 a certain point, depending on how much development will not be occurring in
15 that area.
16

17 **A. Rugg asked for a brief explanation of how it is determined what**
18 **traffic is generated from the site.**
19

20 (K. Dandrade) "Within Attachment G of our study, there is a whole section on
21 trip generation. The rates are based on the Institute of Transportation rates,
22 from their publication entitled 'Trip Generation.' They are industry accepted,
23 many of which are conservative in nature when given that they are itemized
24 separately, which is what we did. And that's why, when you look at that
25 internal capture, we add all these different uses together and they all have
26 different rates, whether it's a daily rate or a peak hour rate, we added those
27 together and then we applied the internal capture for those that would stay
28 within the PUD. [A. Rugg confirmed that they are based upon certain standards
29 that are developed in the engineering field.] And it's the same methodology
30 that you have probably seen the results of from other studies, whether it be for
31 small projects along 102 or elsewhere, whether it's residential or retail or
32 office. They're all standardized rates, industry accepted rates. And some of
33 these earliest calculations were actually in the original application and of the
34 earliest level of review that HSH had participated in. And beyond how many
35 trips are actually generated, the other very detailed part, and it's based
36 partially on U.S. census data, is where people are coming from and going to.
37 So once you get those individual uses, [Rebecca Brow of TEC, Inc.] tracked all
38 these separately with the rest of our staff, east side versus west side, by
39 individual uses, by each peak hour, based on who's coming and who's going.
40 So it's very extensive. This is something that is very comprehensive in nature
41 and it was acknowledged in the receipt and acceptance of the application, but
42 having gone beyond that, to say given that trip generation, that distribution,
43 what are the likely impacts and then what are the corresponding mitigation
44 measures? So that's the extra steps that we've gone through in the past
45 couple months that's been memorialized in this document."
46

47 **A. Rugg asked for public input on transportation.**
48

49 **Ann Chiampa, 28 Wedgewood Drive, verified that the 'TND 3A'**
50 **mentioned in the briefing is version included in the original**

1 **submissions of October, 2012. She asked that the document be added**
2 **to the briefing and future briefings if it is referred to again for**
3 **convenience. She pointed out that if the proposed "Orchard Drive"**
4 **name is used, it will conflict with the existing Orchard View Drive. K.**
5 **Dandrade clarified that the name was used for demonstration purposes only.**
6 **A. Rugg added that once a street name is included in a specific site plan, then**
7 **the Fire Department has the opportunity to comment on it with regard to**
8 **possible conflicts with existing street names. A. Chiampa asked that the**
9 **intersection of Pillsbury and Hovey Roads be studied since that is the**
10 **route most people would take from the northwestern area of**
11 **Woodmont Commons to Derry. She then conformed with J. Trottier**
12 **that the "Potential New Driveway Connection" on p. 14 of the**
13 **PowerPoint briefing is on private land and is undersized compared to**
14 **current Town standards. She then expressed concern about the**
15 **Gilcreast Road intersection with Commons Drive as it is already a**
16 **difficult intersection going both ways. The same is true, she said**
17 **where Gilcreast Road intersects with the entrance to 50 Nashua Road**
18 **(Londonderry Square) and suggested the owner of that property be**
19 **consulted and that some improvements be considered on Gilcreast**
20 **Road to aid the businesses in that area.**

21
22 **Joe Maggio, 17 Cortland Street, asked how many curb cuts are**
23 **anticipated onto Gilcreast Road from Woodmont Commons. A. Rugg**
24 **said that conceptually, there were two proposed, but M. Soares noted it is only**
25 **conceptual at this time. C. Davies said the conceptual drawing from the**
26 **January meeting showed a curb cut directly opposite Cortland Street. J.**
27 **Maggio asked what entity would be paying for the improvements made**
28 **to intersections outside of the development that would mitigate the**
29 **traffic produced by the development. John Farrell, Chairman of the Town**
30 **Council, answered that the Town would not be paying for those improvements.**

31
32 **J. Farrell then spoke to S. Cecil and K. Dandrade, explaining that issues**
33 **involving traffic need to be simplified for the benefit of the Board and**
34 **the public. Descriptions of the impacts of traffic, he said, need to be detailed**
35 **but clear and easier to understand. A presentation should take 30 minutes**
36 **instead of three hours if the developer hopes to have the support of residents.**
37 **In addition, much development has occurred over the years, yet the roads and**
38 **intersections have remained virtually the same and the issue to make these**
39 **kinds of improvements has not been brought up by residents.**

40
41 **Matt Hogan, 93 Gilcreast Road, praised the conceptual improvements**
42 **to the intersections, but noted that they are improvements needed**
43 **now, therefore any additional traffic generated by the development of**
44 **Woodmont Commons will require even more improvements. The**
45 **development, therefore, is too much for the town's road system to**
46 **support.**

47
48 **Jack Szemplinski, property owner not residing in town, also praised**
49 **some of the improvements presented, particularly those on page 14 of**
50 **the PowerPoint, considering the amount of traffic that exists now on**

1 **Commons Drive and the danger inherent in that road design.**

2
3 **Virginia Landry, 27 Wedgewood Drive, expressed concern over**
4 **potential traffic being produced by WC-9 and 10, specifically that the**
5 **section of Wedgewood between Gordon Drive and Hovey Road will be**
6 **used more so as a cut through to get to Hardy Road as it is used today.**
7 **She asked if any traffic assessments of the nearby residential streets**
8 **like Wedgewood have been done and whether the road stub off of**
9 **Gordon Drive will be used to connect to that subdivision.** J. Trottier
10 replied that TEC did not examine those residential roads for the study being
11 presented and have not included anything connecting into Gordon in any of
12 their plans. **C. Davies asked that an assessment be done of the impacts**
13 **to those residential neighborhoods north of the development and up to**
14 **Exit 5.**

15
16 There was no further public input regarding transportation.

17
18 A. Rugg asked for staff input regarding open space. There were no comments.

19
20 A. Rugg asked for input from the Board regarding open space.

21
22 **Regarding WC-3, M. Newman asked if there were still plans to provide**
23 **a civic use in the area of the pond that would provide some benefit to**
24 **all town residents as was discussed during the charrette process.**

25
26 (S. Cecil) "I don't think there has been any further thought specifically in terms
27 of what the design might be. It's very tempting to visualize access and one of
28 the things that we are saying is that there's going to be a limit to how, from an
29 ecological and environmental, standpoint...and that's where it's difficult, but to
30 have an access way, a pathway, that goes around that is on the outside of
31 whatever that limit is, so that at least that amount makes a ton of sense,
32 including that same kind of an approach on the drainage network that would
33 lead from there and through the development. Beyond that, it's tentative. But
34 the notion will be that there may need to be other civic space nearby
35 connected to it. How close we can get to the pond, I think is a serious design
36 question we just haven't gotten to."

37
38 **L. Reilly began to address open space from the point of view of the**
39 **Conservation Commission. C. May noted that Commissioner Mike**
40 **Speltz had submitted comments to be read into the record and**
41 **suggested that this was an appropriate time to do so.**

42
43 **M. Soares read the following comments from Conservation**
44 **Commissioner Mike Speltz into the record:**

45
46 "I am unable to attend Wednesday's Planning Board meeting, due to a
47 previously planned visit to friends out of state. Could you please ensure that
48 the following comments regarding the Woodmont Transportation and Open
49 Space briefing are incorporated into the record of the meeting. My comments
50 regard the open space portion of the briefing.

1
2 I note that the PUD ordinance requires a 50-foot landscaped buffer around the
3 perimeter of the PUD. The ordinance also lists 'preservation of open space' as
4 one of the 'specific objectives' that a PUD should incorporate. I emphasize
5 'preservation,' which implies protection from development as a result of the
6 PUD Master Plan and not the result of existing regulations.

7
8 The briefing claims to be preserving 143 acres of 'open space.' However, an
9 examination of the constituents of the open space to be preserved leads to the
10 conclusion that most of the proposed open space is unavailable for
11 development:

12 --The required 50-foot buffer contains 36 acres that cannot be
13 developed under the PUD provision noted above.

14 --The vast majority of 39-acre area WC-3 is jurisdictional wetland or
15 wetland buffer that cannot be developed under state wetland rules and the
16 town's conservation overlay district.

17 --Much of the 9.5 acres of open space proposed in area WC-8 is
18 jurisdictional wetland or wetland buffer that cannot be developed under state
19 wetland rules and the town's conservation overlay district.

20 --An estimated 20 acres of the 35.5 acres of "Conserved Open Space"
21 in area WC-12 is jurisdictional wetland or wetland buffer that cannot be
22 developed under state wetland rules and the town's conservation overlay
23 district.

24 --The 3.5 acres of open space proposed in area WC-4 likely falls along
25 the Duck Pond and wetland and cannot be developed under is jurisdictional
26 wetland or wetland buffer that cannot be developed under state wetland rules
27 and the town's conservation overlay district.

28
29 Thus, of the 143 acres of proposed "open space" at least 105 acres
30 (36+39+9.5+20+3.5) is unavailable for development. Of the remaining 38
31 acres, roughly 18 acres is proposed west of I-93. This includes playgrounds
32 and plazas that add amenity value, but little ecological value, that are spread
33 across five areas (WC-6, 7, 9, 10, and 11) in half-acre or smaller sites totaling
34 2.5 acres. Another 1.5 acres are designated in WC-1-GL which is already
35 larger paved.

36
37 Based on the foregoing it appears that perhaps 14 acres of the roughly 392
38 acres west of I-93 or 3.6% will be available to preserve key natural resources
39 that might otherwise be developed.

40
41 Although the plan includes "Agricultural Open Space" as an open space
42 category to be included in the Master Plan, it does not appear in the table of
43 open space minima. In fact the PUD land west of I-93 contains nearly 200
44 acres of significant agricultural soils much of which is prime agricultural soils,
45 the most valuable such soils in the state.

46
47 These two facts, the presence of an extremely valuable soil resource, and the
48 lack of a plan to preserve these soils, shown both by the absence of a
49 minimum for agricultural open space and the designation of only 14 acres to be
50 protected from development west of I-93, constitute a serious flaw in the PUD

1 Master Plan as it is being proposed. I urge the Planning Board to advise the
2 proponent to remedy this imbalance between potential financial gain and
3 certain destruction of an irreplaceable resource.
4

5 For additional background on how to balance open space and development, the
6 Board may wish to review the standards it set for conservation subdivisions:

- 7 1. 3.3.6.2 Standards to Determine Open Space.
- 8 2. 3.3.6.2.2 The minimum restricted Open Space shall comprise at
9 least 40% of the gross tract area.
- 10 3. 3.3.6.2.7.1.1 CO District Areas and Wetlands as defined in Section
11 4.7;
- 12 4. 3.3.6.2.7.1.2 Slopes exceeding a grade of 25% of at least 5,000
13 square feet contiguous area;
- 14 5. 3.3.6.2.7.1.3 Drainage facilities/Drainage Easements;
- 15 6. 3.3.6.2.7.1.4 Land used for septic systems;
- 16 7. 3.3.6.2.7.1.5 Floodways, as shown on official FEMA maps.
17

18 While a PUD is not the same as a conservation subdivision, the goals of both
19 types of development reflect the statutory authority to implement "Innovative
20 Land Use Controls" aimed at harmonizing development with the protection of
21 natural resources.
22

23 I thank the Board for considering these comments."
24

25 **L. Reilly asked if a minimum has been set for any agricultural open**
26 **space the same way minimums have been established for other**
27 **categories.** S. Cecil replied that there is no minimum for agricultural open
28 space.
29

30 **L. Reilly noted the importance of contiguous areas of open space for**
31 **the protection of wildlife and natural resources and asked that the**
32 **developer's plan for open space in this project show more connections**
33 **and longer expanses to accomplish this goal.**
34

35 **L. Wiles stated that Town regulations include four separate (although**
36 **similar) definitions of open space, yet the definition included in this**
37 **plan seems very different.** Circulation open space, for example, does not fit
38 any of the Town's definitions. He asked that the plan be rewritten to match
39 the Town's descriptions in the zoning regulations to make the distinction
40 between open space and what the Town classifies as "green space."
41

42 (S. Cecil) "I guess the idea, for example, on the infrastructure open space, the
43 roadway standards that we'll be putting forward are designed to have in some
44 cases some important landscaping as part of what is there. And we think that
45 those should be set up as standards. We're not counting that as open space
46 towards the overall minimums here but we wanted to note that because we
47 think it's a benefit and we've created in a sense a kind of a definition to ensure
48 that there will be that kind of open space in the future and that there are
49 standards to do that here. But because it's not defined, we have to add a
50 definition to make sure there is an additional kind of open space. So that was

1 our thought. We're actually adding definitions to provide for those things. And
2 the idea would be to have some regulations that require that. You don't need
3 to have them."
4

5 **L. Wiles asked that the open space that would qualify as green space**
6 **or landscaping under the Town's regulations be removed from the**
7 **project's open space plan to avoid confusion.**
8

9 **L. Wiles also noted that the map of open space on p. 35 of the open**
10 **space briefing does not appear to match with TND-1 from the October,**
11 **2011 submission which seemed to incorporate more open space.**
12

13 (S. Cecil) "That's part of the challenge, when we have the TNDs, there were
14 illustrations of one way it could work, but we're trying to move to a
15 circumstance where we have acreages and standards about where that would
16 be rather than suggesting it will be in a specific location. The key idea there is
17 that there are a number of wetland resources and the idea of connectivity is
18 built into the notion that they would be connected, but that the layout and the
19 design of that would come along in conjunction with the development. So
20 we're shifting the way that it gets expressed a little bit, and so that's
21 understandable."
22

23 **T. Brovitz agreed with L. Wiles that the open space map on p. 35 is**
24 **very different from TND-1 but also TND-19 submitted in October 2012**
25 **that refers specifically to open space and landscaping and features**
26 **significantly more conservation land and trails.** He suggested that the
27 current presentation focused more on constrained land (i.e. wetlands already
28 protected by State and Town regulations) and pushes passive and active open
29 space to the discussion of regulations that has yet to take place.
30

31 (S. Cecil) "I think the TNDs which we've explained were an illustration where
32 buildings are, where open space, where roads may vary considerably from any
33 of those diagrams. There were multiple diagrams that were referred to in the
34 original application, the completed application, in addition to the TNDs. The
35 way to establish an enforceable, predictable approach has not been to...it's not
36 that we're moving backwards. We are capturing the core ideas through a
37 series of regulations and rules and we've been quite specific. That's what
38 these tables and the amounts and the acreage are really intended to do, is to
39 translate, instead of saying 'Here's a picture, but it might not really be this
40 way,' well, it's really meant to be this area and these are the reasoning behind
41 it and how it would be approved. And that's going to be consistent throughout
42 the presentation. So that's why we're putting the specific information forward
43 that wasn't, in more detail, wasn't in the application."
44

45 **T. Brovitz maintained that the TNDs were intended to provide the**
46 **conceptual framework for the whole project yet the briefing process**
47 **now underway seems to have distanced the plans from those TNDs.**
48 Notwithstanding the forthcoming discussion about regulations, he said it was
49 difficult to know which design applies. He asked if those regulations have been
50 presented at this point and what the status of open space is, considering the

1 perceived disconnect between the two open space plans.
2

3 (S. Cecil) "What we're proposing here are the regulations that would be applied
4 at the overall PUD level. We've put some of the preliminary ideas here and the
5 next session is intended to get into that level of detail about the individual
6 spaces and how they would be put together. And these are intended to be the
7 regulations that would govern overall how much open space and the types of
8 open space. I think we've tried to explain in the briefing documents
9 consistently and in the outline that we have that the TND...there were many
10 different TNDs, so it's not helpful to say which one necessarily, there were 17
11 or 18, that there was an illustrative plan that showed one way that the PUD
12 could play through in the future, but it was not intended to be the definitive
13 plan and recognizes that a significant variation on many of those elements
14 could occur and that that was built into the idea that specific site plans would
15 be coming forward for review according to a series of rules and regulations that
16 we're now advancing. We'll certainly take into account the questions and we'll
17 see if we can come up with a way of responding to it."
18

19 **J. Laferriere suggested that the open space plan is not as well planned**
20 **as other presentations, that the applicant has more work to do based**
21 **on the comments thus far, and that HSH should have posed their**
22 **questions to the applicant prior to a meeting as well as verifying**
23 **whether input from such groups as the Conservation Commission had**
24 **been collected. A. Rugg recommended the applicant meet at least with**
25 **the Conservation Commission.**
26

27 **M. Soares agreed with a comment from J. Laferriere that the land**
28 **identified as open space seems simply to be that land that cannot be**
29 **built on and created open space definitions for them that will meet**
30 **Town regulations. While a PUD Master Plan is not bound by Town**
31 **regulations once it is approved, she pointed out that the Planning**
32 **Board still has to agree to the regulations and definitions put forth by**
33 **the applicant.**
34

35 **L. Wiles asked if the TNDs will be updated once the Master Plan is**
36 **approved (or disapproved). A. Rugg noted that once a change is made**
37 **to the original submissions, the Planning Board should be informed of**
38 **that change and why it is occurring.**
39

40 (S. Cecil) "The idea is that we have put together an outline of all the different
41 components. As we go through the briefing and preparing that, that will
42 become the superseding document that is the regulating document itself. So
43 the document that you'll see will become...it's the difference between the
44 application and then through this process, the final documents and there's a
45 place for all of the pieces. And part of the idea is to certainly keep track of,
46 historically, how this whole plan developed and what the application was, but
47 then to have a series and it will be extensive. There will be many, many TNDs
48 in effect, but there is a question about...I think that's the best I can do and
49 what we're doing is trying to prepare that and get all the pieces assembled so
50 you've seen the key portions of it before it all drops on your desks."

1
2 **T. Freda questioned the inference in M. Speltz’s comments that land**
3 **with significant agricultural soils cannot be used for development. The**
4 **Planning Board, he said, should not limit the developer from using 200**
5 **acres of his land without compensation. To do so would constitute a**
6 **land taking. M. Soares disagreed with the interpretation, stating that**
7 **the intent is to ask the developer to conserve some portion of that 200**
8 **acres. A. Rugg said that M. Speltz should be present to argue the**
9 **point, but he and C. Davies stated that it seemed M. Speltz was**
10 **actually asking what portion of that acreage, if any, would be**
11 **preserved.**

12
13 **C. Davies described the amount of open space in the plan as “woeful.”**
14 **The purpose of the PUD, he said, is to compromise, allowing flexibility**
15 **and enabling the negotiation for higher density in exchange for**
16 **preservation of open space. What has been presented would not mitigate**
17 **the higher density proposed. He agreed with L. Wiles’ and T. Brovitz’s**
18 **assessment of the significant difference between the TNDs and the plan**
19 **presented this evening. L. Wiles added that the PUD ordinance itself is lacking**
20 **in terms of open space since no minimum is required.**

21
22 A. Rugg asked for public input regarding open space.

23
24 **A. Chiampa verified that buffers would be considered open space. She**
25 **asked for consideration of additional open space in WC-10 and WC-9**
26 **where none is denoted now for residences in that area, and also that**
27 **those amounts be added to the table of minimums. She also asked if**
28 **some portion of Hovey Road would have the same buffer of apple trees**
29 **featured on Gilcreast Road. She verified with S. Cecil that the orange**
30 **outline on the map on page 35 of the briefing constitutes a 50-foot**
31 **buffer.**

32
33 (S. Cecil) “The orange line represents where the edges of the 50-foot buffer,
34 where there would be potentially either incompatible uses or residential uses
35 along the outside edge, even though there might be residential uses of a
36 similar scale, the idea is to keep that buffer and keep that green feel along
37 those edges where the orange is. And in some locations, we talk about
38 orchard-like plantings, that the trees themselves, whether they are the same
39 tress that are there, and there’s a lot of regulation about agricultural trees, but
40 to keep that character. And we’ve noted your question about along Hovey
41 Road where it isn’t indicated but in some cases it’s shown that the buffer itself
42 might have those kind of plantings within it. So it would be both those things.
43 But we’re beginning to signal the character and we had been focusing along
44 Pillsbury and Gilcreast roads, but we’ve noted your comment about Hovey
45 Road and it doesn’t show it there.”

46
47 **A. Rugg reminded S. Cecil of the conversation from the January 9**
48 **meeting where the idea of additional open space around the existing**
49 **cemetery. A. Chiampa expressed her desire to see more open space**
50 **added to the areas of WC-9 and 10 so that it is more proportional to**

1 **the residences there.** S. Cecil responded that the comments have been
2 noted.

3
4 **Miles McDonough, a Massachusetts resident acting as representative of**
5 **a property owner on Hovey Road, suggested that decisions about open**
6 **space seem to be left to the individual site plans that will come once**
7 **the PUD Master Plan is approved. He advised the Planning Board to**
8 **make use of the opportunities to preserve land based on his**
9 **experience as a Conservation Commissioner where he resides in**
10 **Massachusetts.**

11
12 There was no further public comment regarding open space.

13
14 **Jack Falvey stated that after 6 hours of presentation between the**
15 **January 9 hearing and this meeting, the 36 comments/questions**
16 **submitted by HSH have still not been addressed.** He added that he was
17 told they would be addressed at this meeting. A. Rugg disagreed and noted it
18 was not part of the minutes of that meeting. J. Falvey asked that a meeting be
19 scheduled where HSH could comment on what the applicant has presented
20 rather than having the public wait through a lengthy meeting and make an
21 unproductive use of the Town consultant's time. A. Rugg restated his
22 comment from the beginning of the presentation that questions from the Board
23 and the public will be addressed on March 13, 2013. He added that the public
24 had ample opportunity to comment this evening on transportation and open
25 space.

26
27 There were no further comments from staff, the Board, or the public.

28
29 C. May recommended continuing this discussion to the March 13 Planning
30 Board meeting. A. Rugg agreed and noted that the Planning Board would not
31 be meeting on the fourth Wednesday in February.

32
33 **M. Soares made a motion to continue the Woodmont Commons PUD**
34 **Public Hearing to the March 13, 2013 Planning Board meeting. L, Wiles**
35 **seconded the motion. No discussion. Vote on the motion, 9-0-0.**

36
37 **Public Hearings/Workshops/Conceptual Discussions**

38 A. Growth Management Ordinance – Public Hearing regarding the Determination
39 of Growth Sustainability

40
41 C. May gave a brief presentation related to the Growth Management Ordinance
42 and the need to make a determination of Growth Sustainability for 2013 (see
43 Attachment #3). Since two of three of the 2002 GMO criteria have not been
44 met and three of the three criteria of the 1998 GMO have not been met, Staff
45 recommended that the Planning Board make the determination that the Town
46 of Londonderry will be in a period of sustainable growth in 2013 and there will
47 be no cap on the number of building permits issued.

48
49 A. Rugg asked for input from the Board. There was none.

1
2 A. Rugg asked for input from the public. There was none.
3

4 **M. Soares made a motion to determine that the Town of Londonderry**
5 **will be in a period of sustainable growth through December 31, 2013**
6 **and there will be no cap on the number of building permits issued**
7 **during that time. J. Laferriere seconded the motion. No discussion.**
8 **Vote on the motion: 9-0-0.**
9

10 **Other Business**

11
12 There was no other business.
13

14 **Adjournment:**

15
16 **R. Brideau made a motion to adjourn the meeting. M. Soares seconded**
17 **the motion. Vote on the motion: 9-0-0.**
18

19 The meeting adjourned at 10:49 PM.
20

21 These minutes prepared by Planning & Economic Development Secretary Jaye
22 Trottier
23

24 Respectfully Submitted,
25
26

27
28 Lynn Wiles, Secretary



TRANSPORTATION, OPEN SPACE, AND GLOSSARY BRIEFING

FEBRUARY 13, 2013

Londonderry Planning Board Meeting Minutes - February 13, 2013 - Attachment #1

**Woodmont Commons PUD Master Plan
Briefings for the Town of Londonderry Planning Board
Prepared by the Woodmont Planning Team**

Table of Contents

	Page
Introduction	
Overview	4
Purpose of this Briefing Document	4
Planning Context	5
Topics	6
Looking Ahead	6
Update on Previous Briefing Documents: Land Use	6
2.0 Transportation Study and Analysis	
2.1 Overview	8
2.2 Methodology	9
2.3 Elements of the Master Plan Traffic Impact Assessment	9
2.4 Looking Ahead	26
2.5 Existing and Proposed Land Use Assumptions Used in Master Plan TIA	47
3.0 Open Space	
3.1 Approach to Open Space Standards and Regulations	36
3.2 Open Space as a Component of the Land Use Plan	38
3.3 Looking Ahead	41
4.0 Previous Briefing: Update	47
5.0 Glossary	51

List of Figures and Tables

	Page
Aerial Photograph	4
Figure 2.1: <i>Study Area Intersection Location Diagram</i>	After page 11
Figure 2.2: <i>Conceptual Roadway Improvements Diagram</i>	After page 15
Figure 2.3: <i>Nashua Road (NH Route 102) Conceptual Improvements Diagram</i>	After Figure 2.2
Figure 2.4: <i>Nashua Road (NH Route 102) at Londonderry Road Conceptual Improvements Diagram</i>	After Figure 2.3
Figure 2.5: <i>Pillsbury Road at Mammoth Road (NH Route 128) Conceptual Improvements Diagram</i>	After Figure 2.4
Figure 2.6: <i>Pillsbury Road Conceptual Improvements Diagram (1 of 3)</i>	After Figure 2.5
Figure 2.7: <i>Pillsbury Road Conceptual Improvements Diagram (2 of 3)</i>	After Figure 2.6
Figure 2.8: <i>Pillsbury Road Conceptual Improvements Diagram (3 of 3)</i>	After Figure 2.7
Figure 2.9: <i>Ash Street Ext. at North High Street Conceptual Improvements Diagram</i>	After Figure 2.8
Figure 2.10: <i>Intersection Level of Service (LOS) Diagram</i>	After Figure 2.9
Open Space Diagram	35
Open Space Characteristics	42
Examples of Shared Open Space Allowed	44

Introduction

Overview

Woodmont Commons is a planned, mixed use development proposal being advanced towards approval by the Town of Londonderry Planning Board, under the provisions of the Town's Zoning Ordinance as a Planned Unit Development (PUD). As an innovative development concept, Woodmont Commons has been planned to meet important community goals by creating a revenue-positive combination of commercial, retail, housing, and other uses. Revenue positive is defined in terms of the net fiscal impact to the Town of Londonderry, so that enhanced revenues to the Town associated with new development exceeds the additional Town-incurred costs associated with that new development. These uses will be assembled in connected, walkable neighborhoods which include open space and well-scaled streets, buildings and landscapes that are coordinated through design standards that apply to the entire 600-acre area.

The Town's PUD Ordinance (Section 2.8) has been established to promote flexibility in large scale development through the establishment of a comprehensive, integrated and detailed plan, in contrast to the constraints associated with conventional zoning. Related intentions include improving the relative quality of new development by encouraging aesthetically attractive features and promoting quality site and architectural design.

The planning associated with Woodmont Commons has led to the preparation and submittal of an Application to the Planning Board for its approval as a PUD Master Plan. That Application (October 3, 2012) was determined to be complete, and is now the subject of further studies and discussions that will result in additional PUD Master Plan documents that will be the basis of the Planning Board's final review and approval. The additional documents will include the specific regulatory framework and procedures that will be applicable to future proposals for development and approvals within Woodmont Commons.

Purpose of this Briefing Document: Transportation and Open Space

This briefing summary is intended to provide a progress report to the Planning Board regarding key topics and components of the final PUD Master Plan documents. It has been prepared by the team of professionals that are assisting the Applicant in the preparation of the final documents. This summary will be used as information in support of a sequence of meetings and discussions with the Planning Board, its staff, and the professional team that it has engaged to provide reviews and advice. Because of the scope and complexity of the proposed development master plan, this approach has been adopted to support a thorough process of presentation, review and discussion.

This briefing summary focuses on Transportation and Open Space, which will provide an overview of how these concepts will be incorporated into the Woodmont Commons PUD Master Plan. This summary includes a glossary of terms that will be

updated throughout the discussions with the Planning Board and incorporated into the final set of documents.

Planning Context

The land that has been assembled to create Woodmont Commons is entirely within the Town of Londonderry, and its boundaries are indicated on the following aerial photograph.

Planning for Woodmont Commons has been underway for several years, including an extensive sequence of meetings, design charrettes, presentations and discussions that have engaged the Londonderry Planning Board, elected officials and staff, and stakeholders in the future of the Town and the area. Planning concepts have been advanced in many forms during this period, leading to the assembly of a comprehensive approach that is described in the completed PUD Master Plan Application, and which is a helpful reference relative to many aspects of the Woodmont Commons proposal.

The overall intent of the PUD Master Plan is to create a framework of regulations and standards that provide an alternative to the underlying zoning that exists within the area today, to create a mixed-use and pedestrian-friendly development that, in many respects, will emulate historic, walkable, and traditional New Hampshire and New England towns. The development will support circulation and connections by pedestrians, bicyclists, vehicles and transit that reduce, over time, suburban-type dependence on the automobile.

Although the applicant recognizes that there are existing retail development patterns within the site and nearby, the intent is to create transitions leading to the development of traditional forms of neighborhood development with characteristics that include:

- Dwellings, shops, and workplaces located in close proximity to each other, and, where appropriate, are integrated within compact, mixed-use developments, and which anticipate the potential for civic uses and buildings within the pattern of development.*
- Siting of buildings along streets and on lots in a disciplined manner that reduces the visual impact of parking lots.*
- Well-scaled frameworks of streets, blocks and lots that include well-configured squares, greens, gardens, and parks woven into street and block patterns and dedicated to collective social activity, recreation, and visual enjoyment.*
- Functionally diverse but visually unified neighborhoods or village centers with civic open spaces.*

Various methods have been used to illustrate how the regulatory framework of the PUD Master Plan principles will produce a high quality, balanced development meeting the planning intent. These include representative visualizations such as the TND Illustrative Plan which is featured as a development example in the PUD Master Plan. Examples of this type are very useful in conveying the characteristics of the development, but are not

intended to represent a specific use distribution, layout or locations. This example – like other scenarios that have been prepared as part of the planning process – is intended to demonstrate that the application of the regulations and standards contained in the PUD Master Plan will result in the types, scale and quality of development that both the Town and the Applicant intend.

Topics: Transportation and Open Space

The topics addressed in this briefing document concentrate on the Transportation and Open Space Plan components that will be contained within the final documents, and provide indications of how these topics will be related to other aspects of the final PUD Master Plan Documents. The major topics generally conform to the draft outline that was prepared and presented to the Planning Board in December, 2012 and include topics under *Section IV: Supplemental Document 2. Transportation Impact Study*.

Both Sections 2 and 3 of this document will have implications for *Section 3.3 Transportation Infrastructure Standards* and *Section 3.4 Open Space Standards* in the outline. The standards will be more fully addressed in the next briefing session on Area and Project Regulations and Standards.

Looking Ahead: Transportation and Open Space

Elements of this briefing will also inform the next two briefings, the first to cover Area and Project Regulations and Standards and the second to cover the Economic Impact Analysis and Mitigation and Improvements. The discussion with the Planning Board on traffic will set the stage for further discussion of the overall framework for potential mitigation and/or improvements. The economic impact analysis will set the framework for a discussion of mitigation and cost allocation that will be accomplished within the context of the Woodmont Commons PUD Master Plan.

Updates on Previous Briefing Documents: Land Use

This section provides an update as on several of the key issues raised during the Land Use discussion at the January 9, 2013 Planning Board meeting, in addition to the responses that were made by the Woodmont Commons team at the meeting or are being addressed in subsequent briefings and discussion. These comments anticipate how the complete Master Plan document will address the concerns raised, so that all of the PUD elements can be reviewed together.



2.0 Transportation Study and Analysis

2.1 Overview

This briefing document is an executive summary of the Master Plan Traffic Impact Assessment (TIA) prepared by TEC, Inc. and dated February 6, 2013 (bound separately). The traffic analysis has been prepared based on guidance from Town staff and HSH staff and traffic engineering standards and encompasses intersections that are likely to be noticeably impacted as part of the development of the Planned Unit Development. The TIA is comprised of several distinct sections:

- Identification of Study Area – The list of 15 intersections that have been studied as part of the Master Plan TIA.
- Existing Conditions Data – The data was collected during weekday morning (7-9 AM) and weekday evening (4-6 PM) peak periods.
- Identification of Operating Characteristics – A field review of lane widths, travel trends, and traffic control features at each intersection.
- Background Area Traffic Growth – At the Town's recommendation, the study considers 1% ambient growth along the Route 102 corridor and 0.5% growth on other Town streets.
- Trip Generation Estimate – Itemized calculations for the major land uses with an assessment of pass-by trips and internally captured trips (those that do not leave the boundary of the PUD). TEC employed a conservative internal capture rate of 23% for internally captured trips at the request of the Town and HSH.
- Trip Distribution Projections – Distribution of new vehicle trips based on the varying characteristics of each land use based on US Census data and gravity models.
- Identification of Background Projects – Private projects that may contribute traffic or other infrastructure projects, such as I-93 and Exit 4A improvements, that are reasonably projected within the 2032 horizon.
- Intersection Analysis – Unsignalized and signalized capacity analysis to assess delay and its corresponding level of service (LOS).
- Identification of Impacts – Comparing the increase in delay following the introduction of new trips from the PUD.
- Identification of Improvements – Strategies for improving intersection operations that provide a reasonable target capacity for full build-out.

2.2 Methodology

The TIA analyzes intersection operations in a 20-year horizon (2032) from the date of the PUD application. It provides a summary of the intersection operations under existing conditions, to give context for the public's understanding of the relationship between the existing traffic flow on area streets and the corresponding delay for intersections and critical turning movements. It also compares future-year conditions based on general background growth ("No Build") and the conditions following the introduction of traffic from the PUD ("Build"). The Build scenario is based on Figure TND 3a, which provides the project team's estimate of the most likely distribution of uses in the various Subareas of the PUD. Although the proposed PUD master plan and corresponding regulations provide flexibility for the location of various land uses around the PUD by providing maximas in each Subarea, the analysis provides a reasonable test of the traffic conditions.

Based on discussions with Town staff and HSH, the future-year analysis and identified improvements assume full use of capacity at the intersection within the 20-year horizon by targeting overall LOS E for critical intersections. Given the extended analysis year, it does not assume a significant level of "reserve" capacity as may be done for other projects with a 5- or 10-year horizon. As the PUD enters the subdivision or site plan stages, the Proponent will update the trip generation estimates and impact analysis to measure the project against this Master Plan TIA. At that time, the Planning Board would review the specific improvement measures that are necessary to provide reasonably safe and efficient access to the project.

2.3 Elements of the Master Plan Traffic Impact Assessment

2.3.1 Study Area

The study area was selected to contain the major roadways providing local access to the project site. The intersections were identified during a work session on December 4, 2012 with Town of Londonderry and Howard/Stein-Hudson Associates, Inc. (HSH) staff. The following intersections were included in the study area:

1. Nashua Road (NH Route 102)/Gilcreast Road
2. Nashua Road (NH Route 102)/Garden Lane/Hampton Drive
3. Garden Lane/Londonderry Commons/Market Basket Driveway
4. Nashua Road (NH Route 102)/Interstate 93 Southbound Ramps
5. Nashua Road (NH Route 102)/Interstate 93 Northbound Ramps
6. Nashua Road (NH Route 102)/West Broadway (NH Route 102)/Londonderry Road/St. Charles Street
7. Pillsbury Road/Mammoth Road (NH Route 128)
8. Pillsbury Road/Hardy Road

9. Pillsbury Road/Gilcrest Road
10. Pillsbury Road/PUD Northwest Main Drive [proposed]
11. Pillsbury Road/Orchard Drive [proposed]
12. Ash Street/Londonderry Road
13. Ash Street Extension/North High Street
14. Hardy Road/Hovey Road
15. Exit 4A Connector Road/PUD East Main Drive/Londonderry Road [proposed]

Figure 2.1 on the following page provides a study area locus map.

Traffic counts were conducted at these intersections in August and September 2011 and early December 2012. The weekday morning and evening peak periods were analyzed because there is the greatest overlap of “commuter” and PUD-generated trips, making these the critical time periods. The traffic volumes were adjusted to reflect peak-month conditions, consistent with Town and NHDOT guidelines.

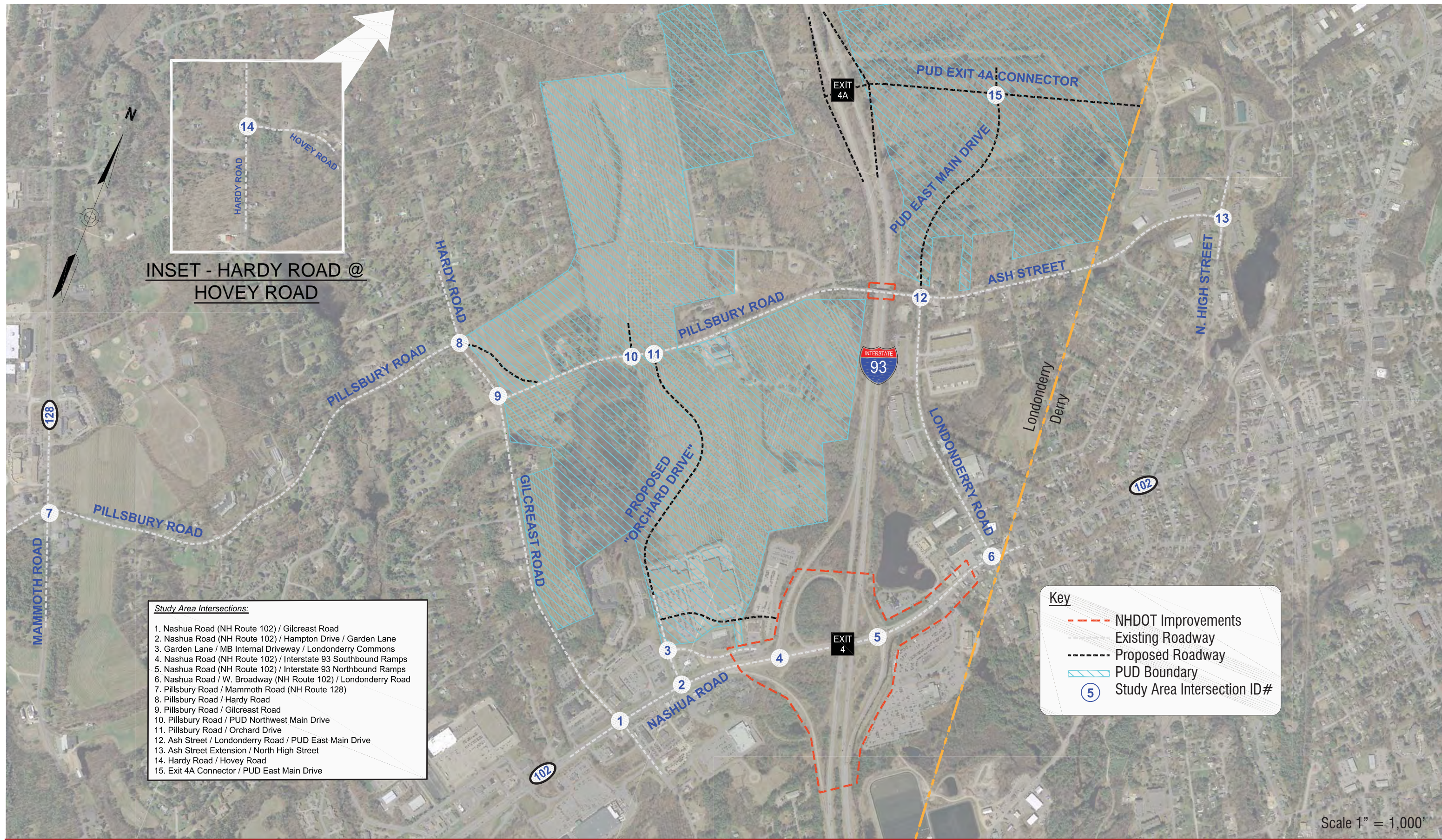
2.3.2 Background Traffic Growth

- Traffic is currently increasing by approximately 0.35% per year
- TEC employed 1.0% annually on Rt. 102 and 0.5% annually on other streets to project a 2032 horizon year based on guidance from the Londonderry Planning Department. This conservative rate eliminates the need to quantify other potential projects on an individual basis.
- Future year conditions assume re-occupancy of the existing untenanted floor area at the Market Basket plaza.

2.3.3 Background Projects & Traffic Diversions

TEC coordinated with CLD Consulting Engineers, Inc. (CLD), who is compiling the Final Environmental Impact Statement for the proposed I-93 Exit 4A interchange on behalf of the Towns of Londonderry and Derry. Exit 4A was assumed to be a valid project within the 20-year horizon. Based on discussions with NHDOT, they are planning the I-93 widening work to accommodate a future Exit 4A should it be funded at the federal level. The TIA traffic volumes consider the diversion of trips from Route 102 at Exit 4 to Exit 4A based on CLD’s traffic figures. The presence of Exit 4A has an understandable reduction in trips focused mostly to the east side of I-93.

As a separate identified connection, independent of the proposed PUD, the owners of the Market Basket plaza have a keen interest in providing a rear driveway through the orchard to Pillsbury Road. This would eliminate the need for “local” traffic to use Route 102 or other connecting driveways to access Garden Lane and the existing plaza. TEC assessed the redistribution of traffic that may use this driveway connec-



INSET - HARDY ROAD @ HOVEY ROAD

- Study Area Intersections:**
1. Nashua Road (NH Route 102) / Gilcrest Road
 2. Nashua Road (NH Route 102) / Hampton Drive / Garden Lane
 3. Garden Lane / MB Internal Driveway / Londonderry Commons
 4. Nashua Road (NH Route 102) / Interstate 93 Southbound Ramps
 5. Nashua Road (NH Route 102) / Interstate 93 Northbound Ramps
 6. Nashua Road / W. Broadway (NH Route 102) / Londonderry Road
 7. Pillsbury Road / Mammoth Road (NH Route 128)
 8. Pillsbury Road / Hardy Road
 9. Pillsbury Road / Gilcrest Road
 10. Pillsbury Road / PUD Northwest Main Drive
 11. Pillsbury Road / Orchard Drive
 12. Ash Street / Londonderry Road / PUD East Main Drive
 13. Ash Street Extension / North High Street
 14. Hardy Road / Hovey Road
 15. Exit 4A Connector / PUD East Main Drive

Key

- - - NHDOT Improvements
- Existing Roadway
- - - Proposed Roadway
- ▨ PUD Boundary
- ⑤ Study Area Intersection ID#

Scale 1" = 1,000'



tion for only the floor area that currently exists at the plaza. All other subsequent development floor area was assumed as part of the new trips from the PUD.

2.3.4 PUD Development Scenario & Trip Generation

This TIA is developed based on the location and magnitude of land uses as depicted on TND 1a entitled, “Master Plan Illustrative Concept” and TND 3a entitled, “Master Plan: Exemplar Land Use Allocations & Zoning.” It is important to note the key assumptions included within this PUD-level preliminary traffic analysis. The proposed Exit 4A, and an expanded Ash Street Bridge, or other feasible alternative connections, will need to be constructed prior to the full build-out of WC-12 (east side of the PUD). The project team, along with Town Staff, has started to coordinate with NHDOT to conceptualize and program for these infrastructure improvements. As part of subsequent analysis during the site plan and subdivision review stages, each applicant will need to reassess the timing of these improvements and the scale of any proposed development, until the bulk of improvements are constructed, to demonstrate to the satisfaction of the Planning Board that the existing roadway infrastructure would not be not overburdened by the new vehicle trips.

As described previously, this land use scenario is projected to be a likely distribution of uses throughout the PUD. Although there may be variations in the intensity of land use in various Subareas, the number of new vehicle trips along the westerly periphery of the PUD in Londonderry is expected to be similar. This TIA, and its corresponding land use assumptions, can be used as a “measuring stick” for future discussions regarding the need for updated traffic studies and specific phased roadway and intersection improvement plans.

The following land uses were assumed as part of the TIA and fall under the allowable overall maximas for the PUD and the recommended maximas for each Subarea:

	West Side	East Side	Total
Residential (# units)	1,080	350	1,430
Hospital (# beds)	-	300	300
Hotel (# rooms)	350	200	550
Commercial Office (SF)	300,000	400,000	700,000
Retail / Shopping Center (SF)	532,500	350,000	882,500

Total Trip Generation Characteristics (Internal & External)

	West Side	East Side	Total
Weekday Daily (vehicle trips per day)	33,760 vpd	26,725 vpd	60,485 vpd

Weekday Morning Peak Hour	1,620 vph	1,450 vph	3,070 vph
Weekday Evening Peak Hour	3,165 vph	2,520 vph	5,685 vph

The volumes listed above were reduced to account for pass-by traffic that is already on the adjacent street and visits the PUD and those internally-captured trips that never leave the PUD. The pass-by trips are based on standard published rates for the retail uses. The internal capture rate assumed in the TIA was based on a 23% reduction, which should reflect a conservative analysis scenario. The project team expects the internal capture rate to be closer to 35% upon full build-out of the PUD. The resulting primary trips with application of the internal capture and pass-by credits are summarized in the table below.

Primary Trip Generation Characteristics (External “New” Trips only)

	West Side	East Side	Total
Weekday Daily (vehicle trips per day)	20,725 vpd	16,565 vpd	37,300 vpd
Weekday Morning Peak Hour	1,140 vph	1,030 vph	2,170 vph
Weekday Evening Peak Hour	1,955 vph	1,580 vph	3,535 vph

2.3.5 Distribution of New Trips

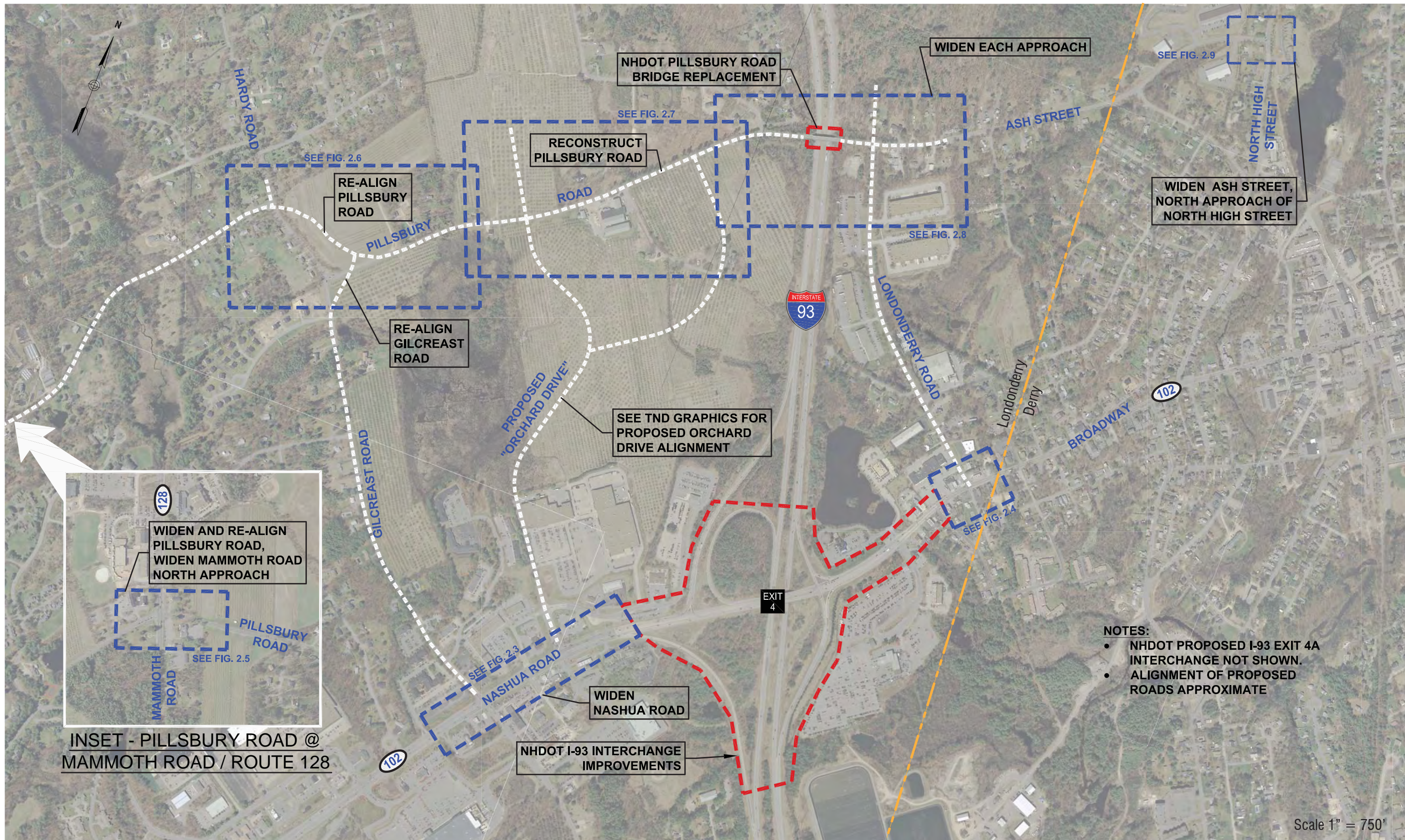
The distribution of PUD-generated traffic volumes from residential land uses was based on U.S. Census journey-to-work information for residents living within the Town of Londonderry. The distribution of PUD-generated traffic volumes from office uses was based on journey-to-work information for employees working in the Town of Londonderry. The distribution of PUD-generated traffic volumes from retail uses was based on a gravity model, which contains information on population in surrounding towns, competing opportunities, and travel time to/from the PUD. The distribution assumptions were reviewed and found to be reasonable and acceptable based on HSH’s review of the data supplied in the original PUD application. The TIA’s Appendix H provides graphics that depict the distribution of traffic to and from the PUD based on specific land use categories.

2.3.6 Recommended Roadway & Intersection Improvements

Based on the results of the preliminary capacity and queuing analysis, TEC recommends a series of transportation improvements to accommodate the projected traffic volumes under the 2032 Build conditions. Figure 2.2 on the following page provides a locus map for the identified transportation improvements. The following is a summary of the proposed improvements:

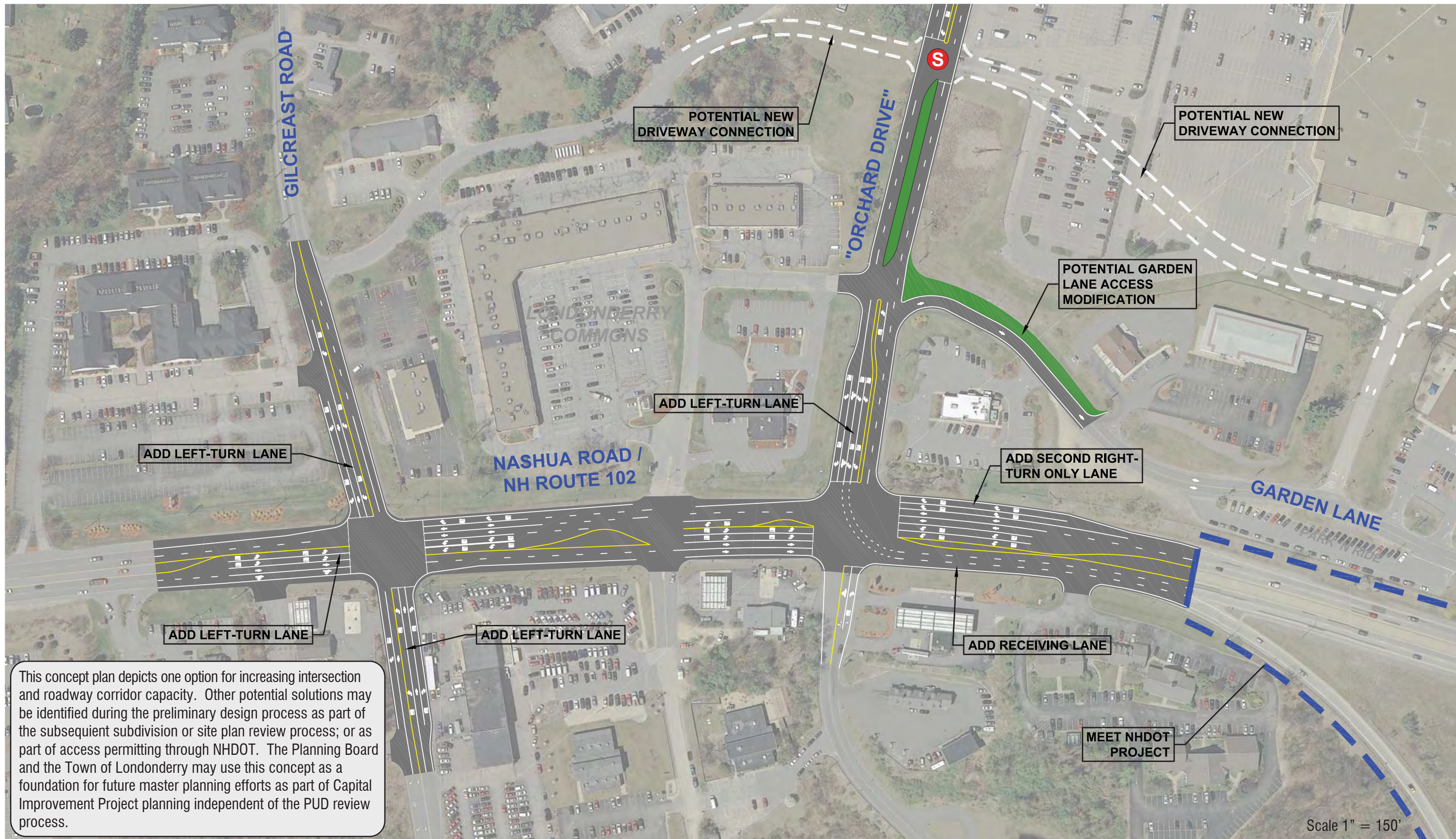
- Route 102/Gilcreast Road (*Refer to Figure 2.3*)
 - Reconfiguration of the median and travel lanes on Route 102 to provide a second eastbound left-turn lane.
 - Widen Gilcreast Road northbound to provide separate left, through, and right-turn lanes.
 - Widen Gilcreast Road southbound to provide separate left, through, and right-turn lanes, as well as two receiving lanes.
- Route 102/Garden Lane (*Refer to Figure 2.3*)
 - Widen Garden lane to provide two left-turn lanes, a shared left-turn/through lane, and a right-turn lane.
 - Widen Route 102 eastbound to provide an additional right-turn lane
 - Widen Route 102 between Garden Lane and I-93 Southbound on-ramp to provide an additional receiving lane for the triple left-turn exiting Garden Lane.
- Route 102/Londonderry Road/St. Charles Street (*Refer to Figure 2.4*)
 - Add an eastbound left-turn lane on Route 102. This is warranted under existing conditions, but will see additional traffic associated with the PUD.
 - Widen Londonderry Road southbound to provide a shared left-turn/through lane and a right-turn lane.
 - Widen Route 102 westbound to provide an additional right-turn lane prior to reducing in width at the Derry Town Line. This is warranted under existing conditions to better process traffic than the existing eastbound lane reduction near Burger King.
- Pillsbury Road/Mammoth Road (*Refer to Figure 2.5*)
 - Widen Pillsbury Road to provide exclusive left-turn lanes on the eastbound and westbound approaches.
 - Construct right-turn lanes on the Mammoth Road (Route 128) southbound and Pillsbury Road westbound approaches.
 - Adjust the signal phasing to provide protected left-turn phases on each approach.
- Pillsbury Road/Hardy Road (*Refer to Figure 2.6*)
 - Realign Pillsbury Road to form a T intersection with Pillsbury Road as the through street. Pillsbury Road will be realigned through the Project and, in turn, create a short dead-ended road for the portion of Pillsbury Road between Gilcreast Road and Hardy Road.
 - Construct an exclusive right-turn lane on Pillsbury Road westbound approach.

- Pillsbury Road/Gilcrest Road (*Refer to Figure 2.6*)
 - Realign Pillsbury Road and Gilcrest Road to form a T intersection with Pillsbury Road as the through street. This intersection will be located northeast of its current location along the new alignment of Pillsbury Road.
 - Widen each roadway to provide exclusive left-turn lanes on all approaches.
- Pillsbury Road/Orchard Drive (*Refer to Figure 2.7*)
 - Construct exclusive left-turn lanes in either direction on Pillsbury Road.
 - Construct an exclusive right-turn lane on Pillsbury Road eastbound.
 - Construct an exclusive left-turn lane and a shared through/right-turn lane on the Orchard Drive northbound and southbound approaches.
- Londonderry Road/Ash Street/PUD East Main Drive (*Refer to Figure 2.8*)
 - Widen Ash Street to provide separate left-turn lanes on the eastbound and westbound approaches. This will require coordination between the Town of Londonderry, the Proponent's design team, and NHDOT to ensure the Ash Street Bridge over I-93 is constructed with this future lane use and desired sidewalk connectivity. NHDOT is expected to recommence the final design process of Exit 4 and this bridge in February 2013.
 - Widen Londonderry Road northbound to provide an exclusive left-turn lane and a shared through/right-turn lane.
 - Construct separate left, through, and right-turn lanes on the Eastern Main Drive southbound approach.
- Ash Street Extension/North High Street (Derry) (*Refer to Figure 2.9*)
 - Widen Ash Street Extension eastbound to provide separate left- and right-turn lanes
 - Widen North High Street southbound to provide separate through and right-turn lanes
 - Implement an all-way stop controlled intersection. This reduces the delay over the no-build condition for Ash Street Extension and provides reasonable delays for each approach without traffic signal control.
- Exit 4A Connector/PUD East Main Drive
 - Construct the Exit 4A Connector with two through lanes and an exclusive left-turn lane in each direction.
 - Construct a right-turn lane on the Exit 4A Connector eastbound approach.
 - Construct two left-turn lanes and a shared through/right-turn lane on the PUD East Main Drive northbound approach.
 - Construct an exclusive left-turn lane and a shared through/right-turn lane on the PUD East Main Drive southbound approach.



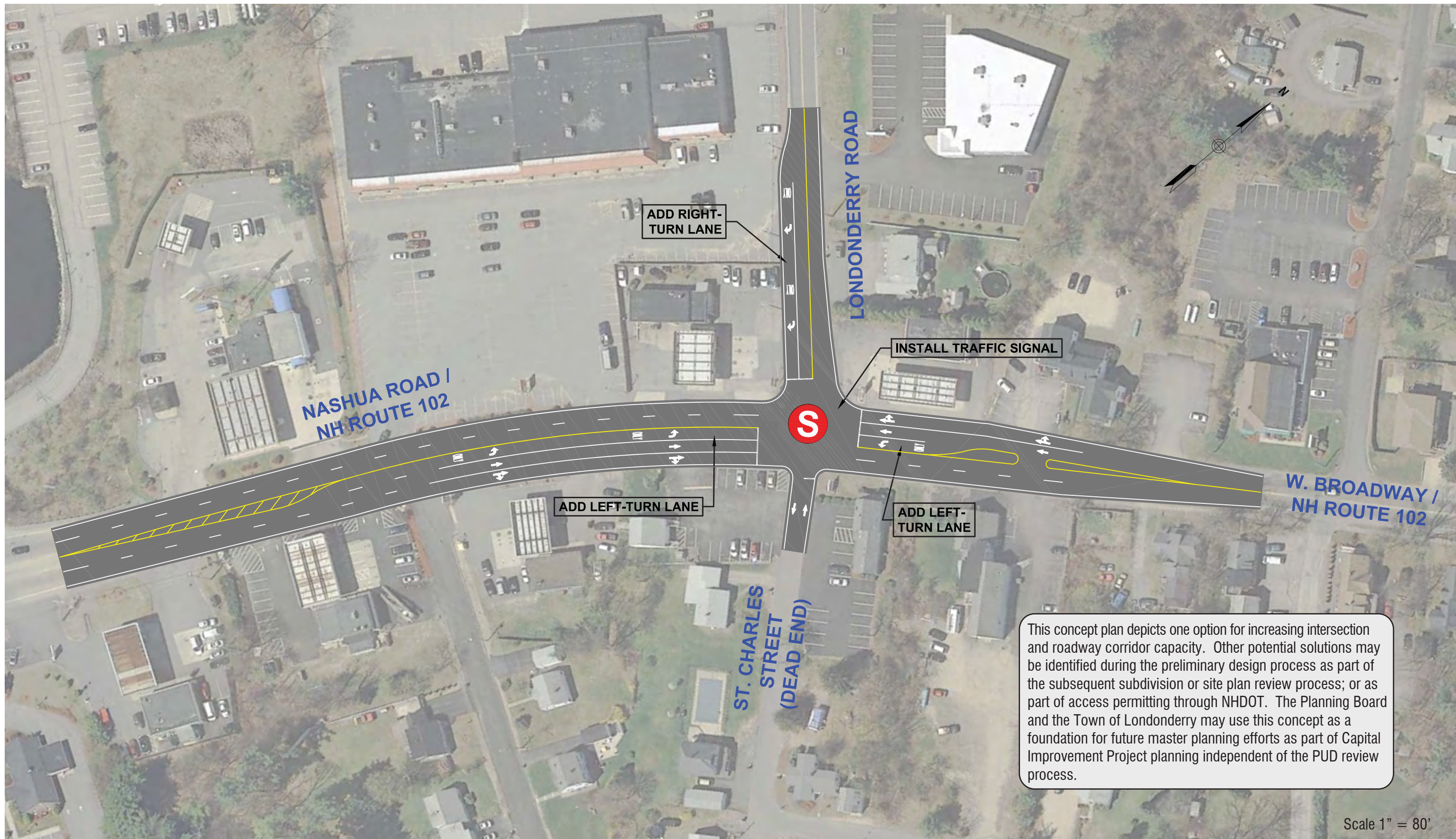
- NOTES:**
- NHDOT PROPOSED I-93 EXIT 4A INTERCHANGE NOT SHOWN.
 - ALIGNMENT OF PROPOSED ROADS APPROXIMATE





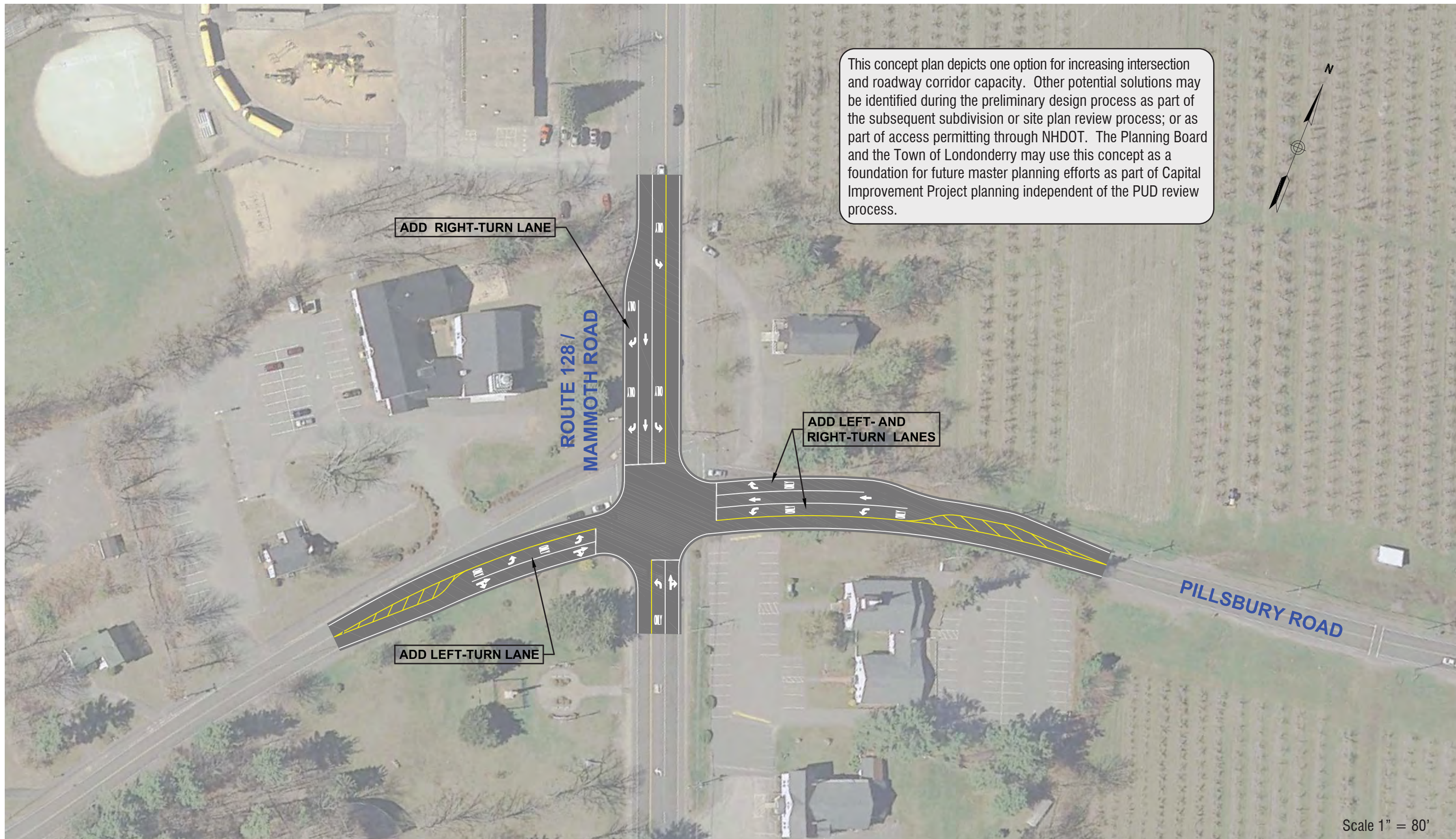
This concept plan depicts one option for increasing intersection and roadway corridor capacity. Other potential solutions may be identified during the preliminary design process as part of the subsequent subdivision or site plan review process; or as part of access permitting through NHDOT. The Planning Board and the Town of Londonderry may use this concept as a foundation for future master planning efforts as part of Capital Improvement Project planning independent of the PUD review process.





This concept plan depicts one option for increasing intersection and roadway corridor capacity. Other potential solutions may be identified during the preliminary design process as part of the subsequent subdivision or site plan review process; or as part of access permitting through NHDOT. The Planning Board and the Town of Londonderry may use this concept as a foundation for future master planning efforts as part of Capital Improvement Project planning independent of the PUD review process.

Scale 1" = 80'

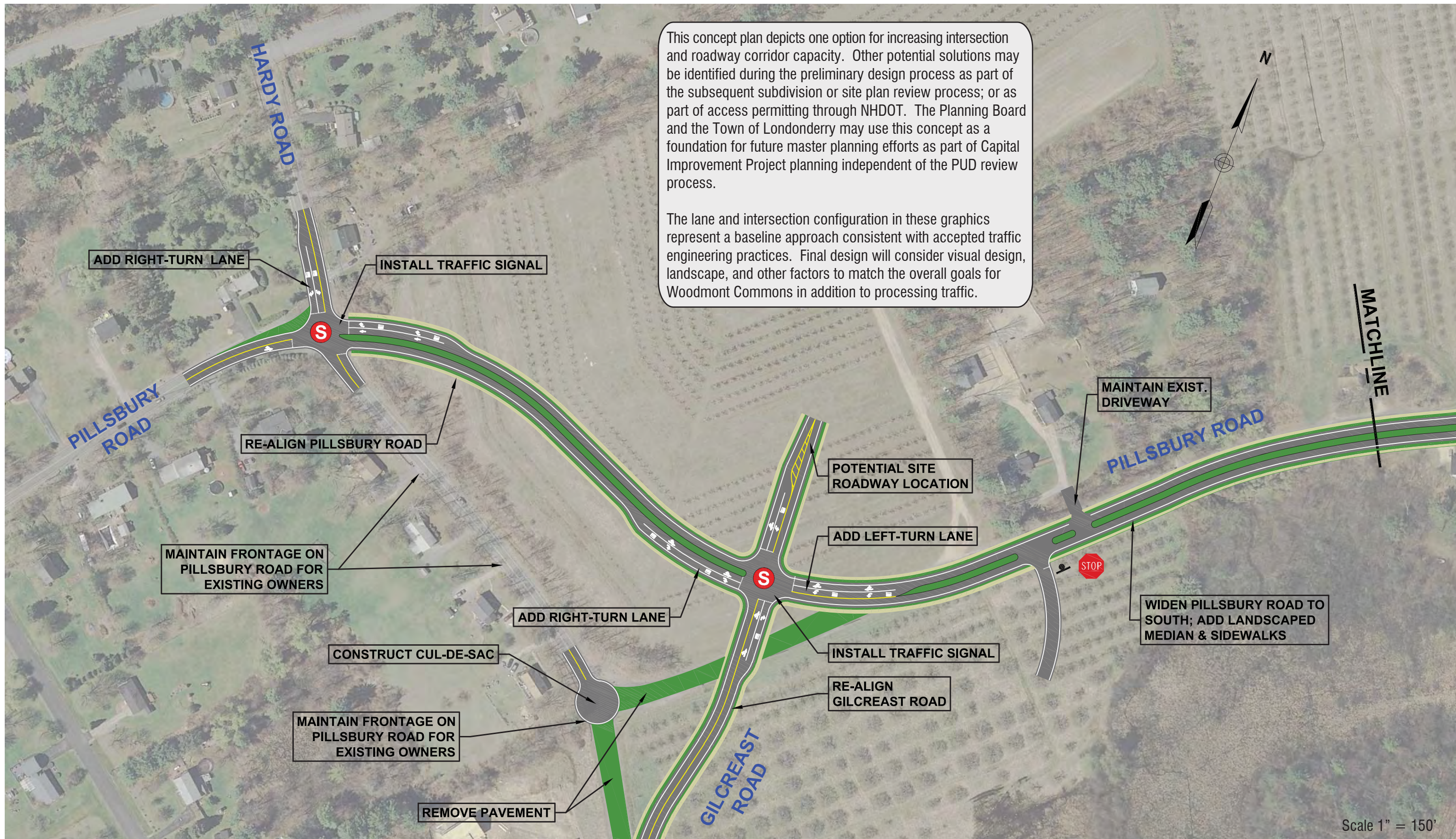


This concept plan depicts one option for increasing intersection and roadway corridor capacity. Other potential solutions may be identified during the preliminary design process as part of the subsequent subdivision or site plan review process; or as part of access permitting through NHDOT. The Planning Board and the Town of Londonderry may use this concept as a foundation for future master planning efforts as part of Capital Improvement Project planning independent of the PUD review process.



Scale 1" = 80'



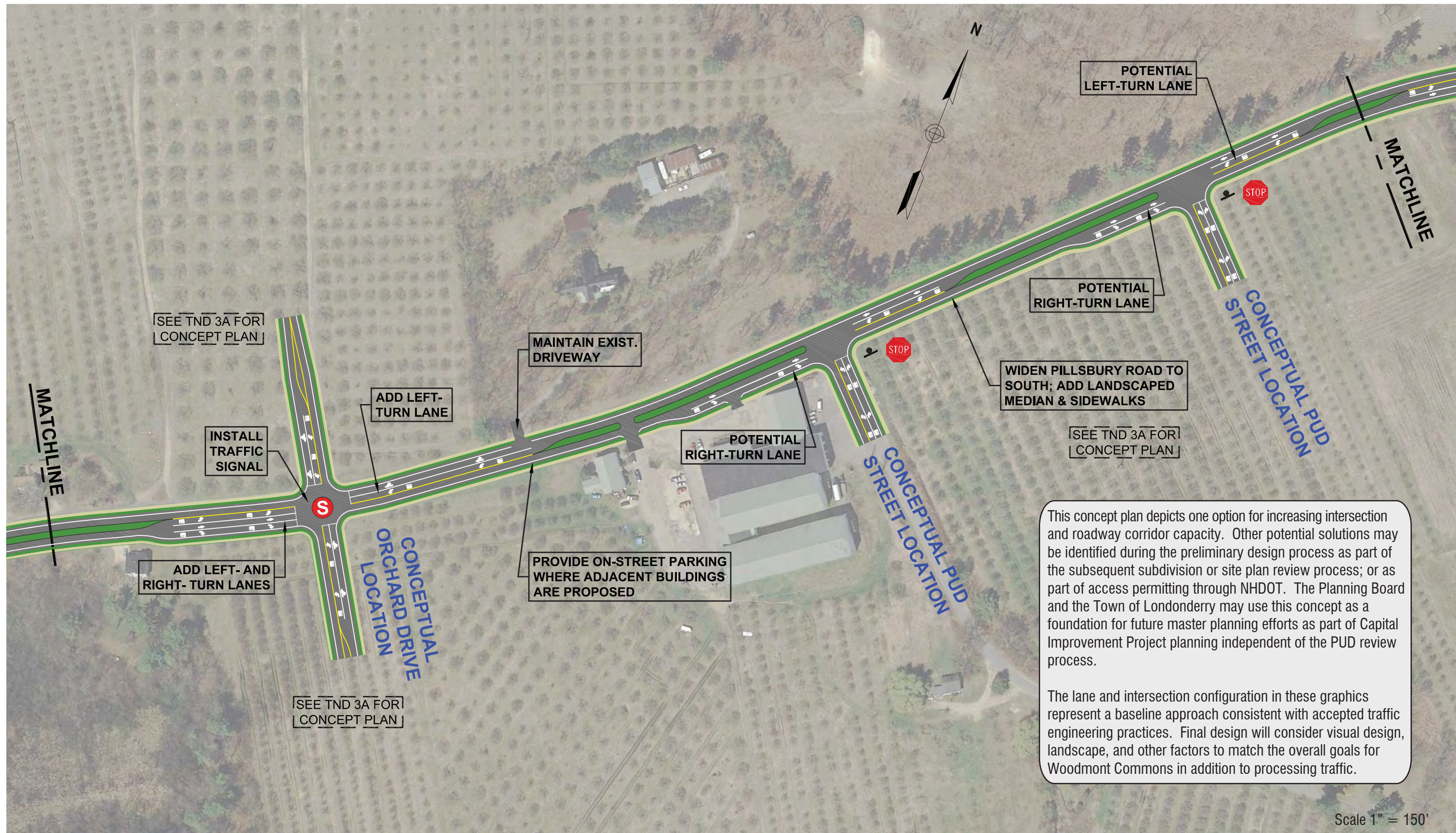


This concept plan depicts one option for increasing intersection and roadway corridor capacity. Other potential solutions may be identified during the preliminary design process as part of the subsequent subdivision or site plan review process; or as part of access permitting through NHDOT. The Planning Board and the Town of Londonderry may use this concept as a foundation for future master planning efforts as part of Capital Improvement Project planning independent of the PUD review process.

The lane and intersection configuration in these graphics represent a baseline approach consistent with accepted traffic engineering practices. Final design will consider visual design, landscape, and other factors to match the overall goals for Woodmont Commons in addition to processing traffic.

Scale 1" = 150'



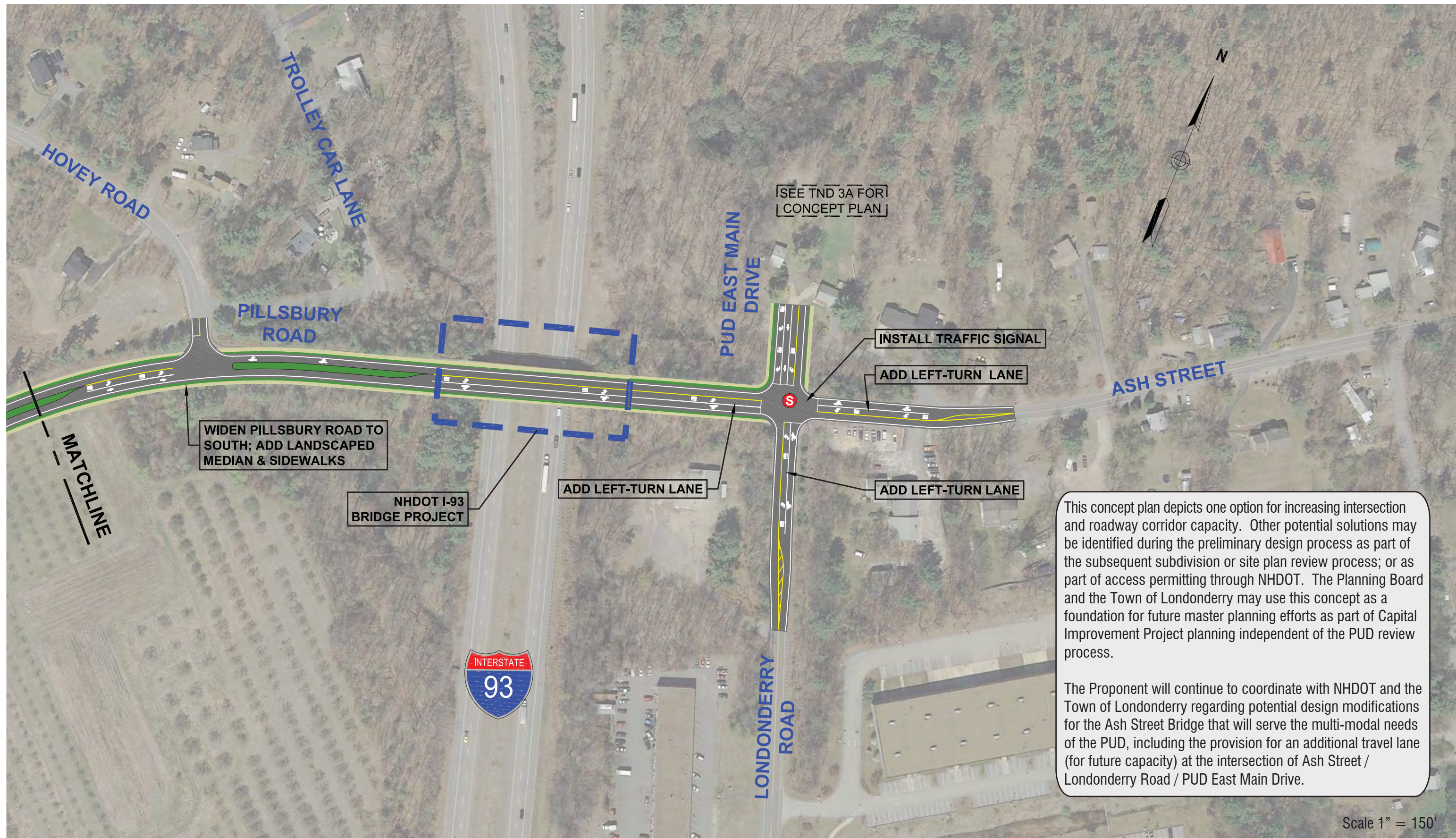


This concept plan depicts one option for increasing intersection and roadway corridor capacity. Other potential solutions may be identified during the preliminary design process as part of the subsequent subdivision or site plan review process; or as part of access permitting through NHDOT. The Planning Board and the Town of Londonderry may use this concept as a foundation for future master planning efforts as part of Capital Improvement Project planning independent of the PUD review process.

The lane and intersection configuration in these graphics represent a baseline approach consistent with accepted traffic engineering practices. Final design will consider visual design, landscape, and other factors to match the overall goals for Woodmont Commons in addition to processing traffic.

Scale 1" = 150'



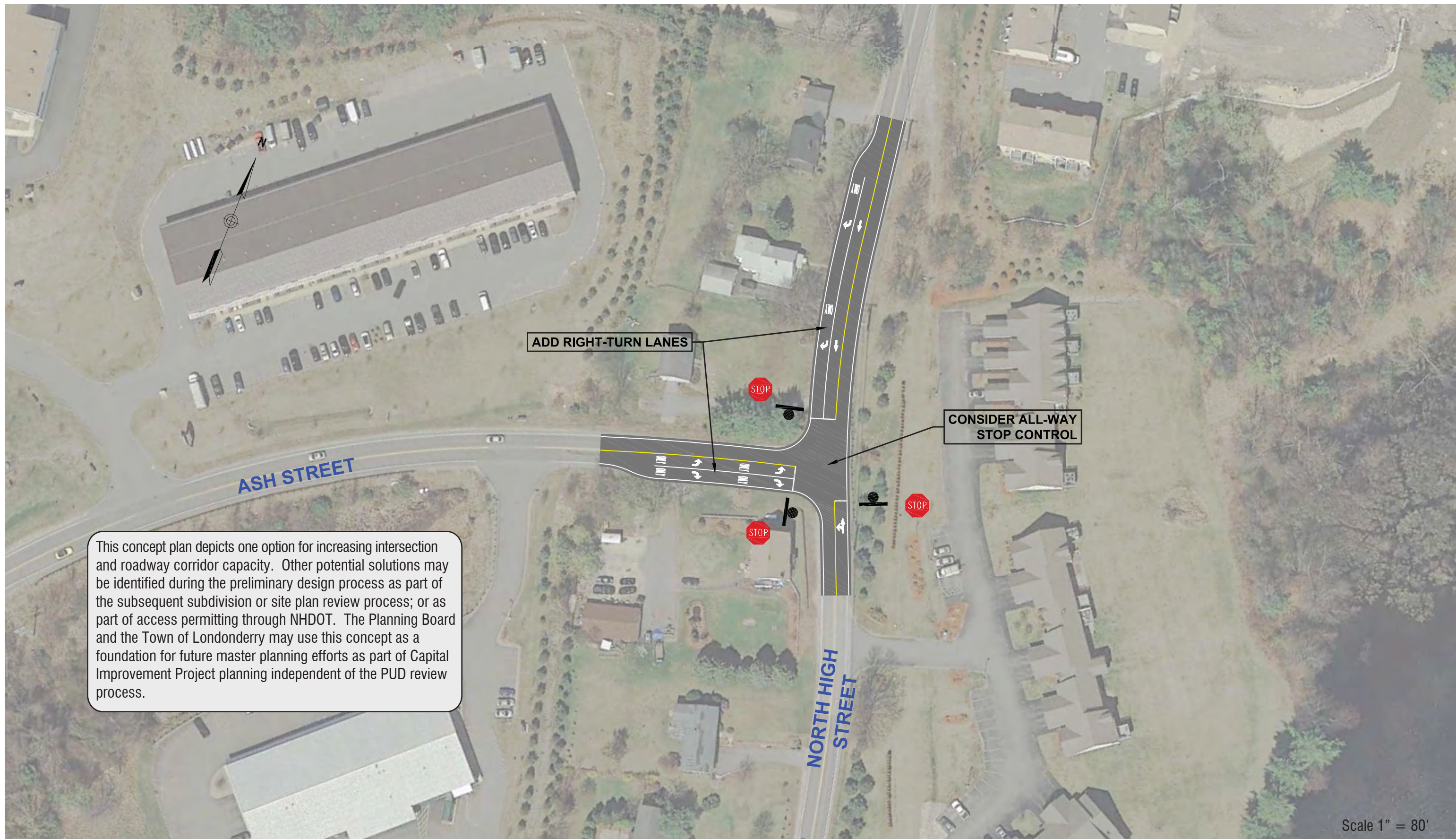


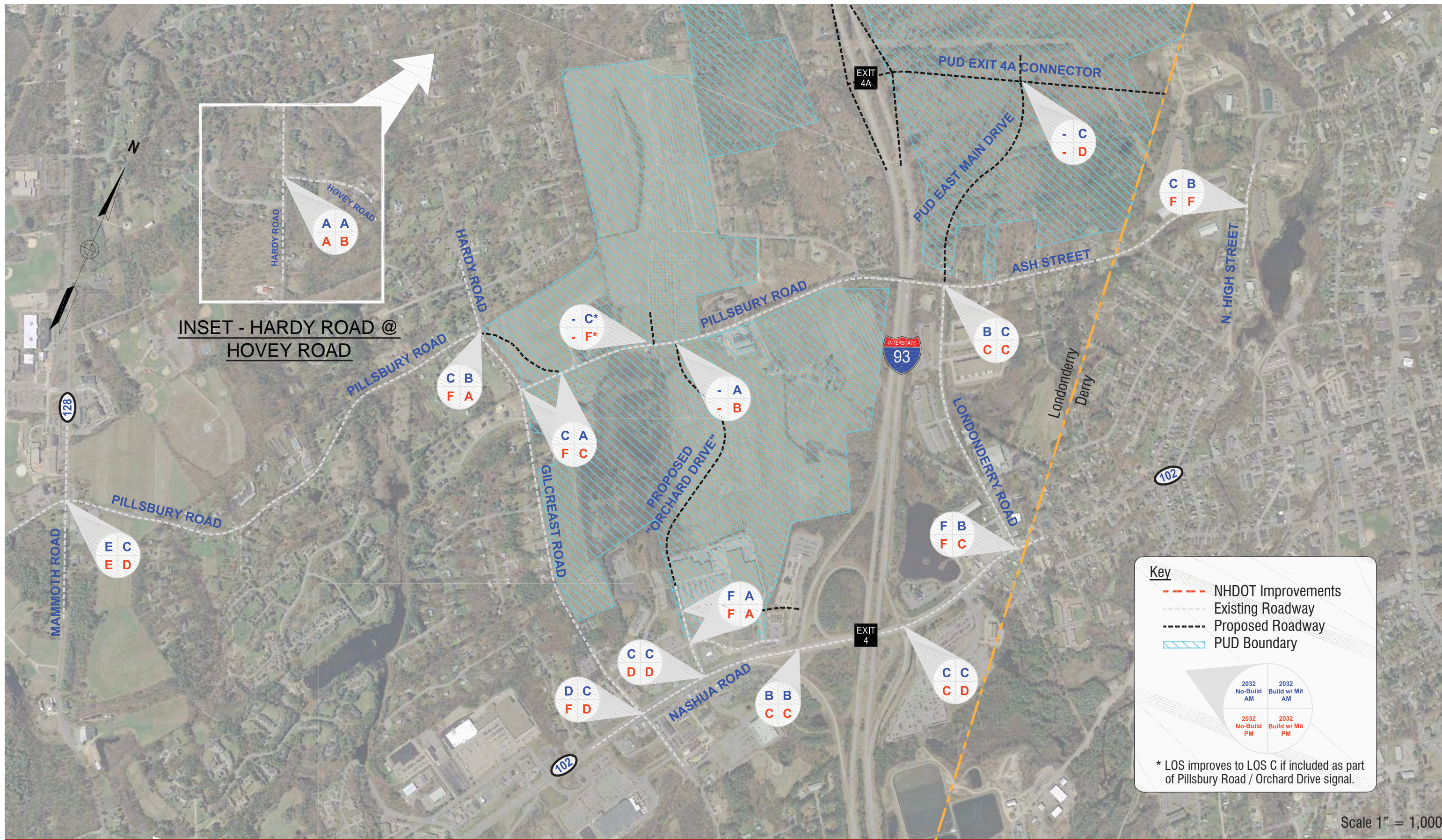
This concept plan depicts one option for increasing intersection and roadway corridor capacity. Other potential solutions may be identified during the preliminary design process as part of the subsequent subdivision or site plan review process; or as part of access permitting through NHDOT. The Planning Board and the Town of Londonderry may use this concept as a foundation for future master planning efforts as part of Capital Improvement Project planning independent of the PUD review process.

The Proponent will continue to coordinate with NHDOT and the Town of Londonderry regarding potential design modifications for the Ash Street Bridge that will serve the multi-modal needs of the PUD, including the provision for an additional travel lane (for future capacity) at the intersection of Ash Street / Londonderry Road / Pud East Main Drive.

Scale 1" = 150'







- Installation of a traffic control signal at the following intersections:
 - Pillsbury Road/Hardy Road
 - Pillsbury Road/Gilcreast Road
 - Pillsbury Road/Orchard Drive
 - Ash Street/Londonderry Road/PUD East Main Drive
 - Nashua Road (Route 102) / Londonderry Road / St. Charles Street
 - Exit 4A Connector/PUD East Main Drive
 - Although these intersections were evaluated with traffic signals under the 20-year horizon, they will also be further examined with multi-way stop or roundabout traffic control alternatives as part of the subsequent site plan-level traffic analysis. The traffic signals would be installed only when warranted based on actual demand or detailed projections for specific phases of development.
- Coordination of the traffic signals along the Route 102 corridor between Gilcreast Road and I-93 Northbound ramps.
- Coordination of traffic signals along Pillsbury Road between Hardy Road and Orchard Drive.

2.3.7 Intersection Capacity Analysis

The existing and future capacities of the study area intersections were analyzed as part of the assessment. The following scenarios are tested to compare the impacts of future background traffic, the introduction of new PUD trips, and evaluate the effectiveness of conceptual improvements:

- 2012 Existing Conditions
- 2032 No-Build – assumes ambient growth of traffic and planned projects (includes Exit 4A)
- 2032 Build – assumes the introduction of new PUD trips without improvements
- 2032 Build With Improvements – assumes specific measures to increase capacity

The following is a summary of the overall Level of Service (AM /PM) for each study area intersection:

Intersection	Existing (AM / PM)	No-Build (AM / PM)	Build (AM / PM)	Build w/ Improvements (AM / PM)
NH 102/Gilcreast Rd	D / D	D / F	E / F	C / D
NH 102/Garden Ln / Hampton Dr	B / C	C / D	C / F	C / D
Garden Ln/Londonderry Commons / Orchard Dr*	F / F	F / F	F / F	A / A
NH 102/I-93 Southbound Ramps	B / C	B / C	B / D	B / C
NH 102/I-93 Northbound Ramps	C / D	C / C	C / D	C / D
NH 102/Londonderry Rd / St. Charles	F / F	F / F	F / F	B / C
Pillsbury Rd/Mammoth Rd	D / F	E / E	F / F	C / D
Pillsbury Rd/Hardy Rd	C / E	C / F	F / F	B / A
Pillsbury Rd/Gilcreast Rd	C / F	C / F	F / F	A / C
Pillsbury Rd/Northwest Main Drive (proposed)**	-	-	C / F	C / F
Pillsbury Rd/Orchard Drive (proposed)	-	-	D / F	A / B
Ash Street/Londonderry Rd	B / C	B / C	F / F	C / C
Ash St Extension/North High St ***	C / E	C / F	C / F	B / F
Hardy Rd/Hovey Rd	A / A	A / A	A / B	A / B
Exit 4A Connector/PUD East Main Drive	-	-	F / F	C / D

* Assumes relocation of Garden Lane to increase queuing distance from NH 102.

** Level of Service C or better if assumed as part of the Orchard Drive signal

*** Delays are brought back to near existing conditions.

Figure 2.10 on the following page provides a graphical summary of the levels of service between the No-Build and Build-with-Improvements scenarios to provide a comparison for level of service for the likely pre- and post-PUD construction conditions. The Master Plan TIA provides additional detail regarding delays and level of service by movement.

The analysis of the recommended improvements demonstrates that reasonable levels of service can be provided at area intersections upon completion of the recommended improvements. The requirement for physical roadway improvements, whether completed by the Proponent (or implemented independently, as a background project, by the State or Town) should be examined as part of the pending subdivision and site plan application process.

2.4 Looking Ahead

- Further discussion of traffic study thresholds and guidelines for subdivision and site plan review stage
- Metrics for project “credits” for trips if infrastructure improvements are constructed early in the project’s phasing

2.5 Existing and Proposed Lane Use Assumptions Used in Master Plan TIA

Nashua Road (NH Route 102) @ Gilcreast Road			
Nashua Road (West Leg)	Nashua Road (East Leg)	Gilcreast Road (South Leg)	Gilcreast Road (North Leg)
<p>Existing (N to S):</p> <ul style="list-style-type: none"> • 0 to 11-foot shoulder, • Two (2) 12-foot receiving lanes, • 0 to 13-foot painted median, • 11-foot LT lane, • 12-foot TH lane, • 12-foot shared TH/RT lane, • 5 to 6-foot shoulder 	<p>Existing (N to S):</p> <ul style="list-style-type: none"> • 1-foot shoulder, • 12-foot RT lane, • 12-foot TH lane, • 12-foot TH lane, • 12-foot LT lane, • 12-foot LT lane, • 12-foot receiving lane, • 13-foot receiving lane, • 0 to 7-foot shoulder 	<p>Existing (W to E):</p> <ul style="list-style-type: none"> • 2-foot shoulder, • 14-foot receiving lane, • 14-foot receiving lane, • 11-foot LT/TH lane, • 11-foot RT lane, • 12-foot LT lane, • 2-foot shoulder 	<p>Existing (W to E):</p> <ul style="list-style-type: none"> • 1-foot shoulder, • 12-foot RT lane, • 12-foot LT/TH lane, • 24-foot receiving lane, • 1-foot shoulder
<p>Proposed (N to S):</p> <ul style="list-style-type: none"> • 0 to 11-foot shoulder, • Two (2) 12-foot receiving lanes, • Two (2) 11-foot LT lane, • 12-foot TH lane, • 12-foot shared TH/RT lane, • 5 to 6-foot shoulder 	<p>Proposed (N to S):</p> <ul style="list-style-type: none"> • No change 	<p>Proposed (W to E):</p> <ul style="list-style-type: none"> • 2-foot shoulder, • Two (2) 11-foot receiving lanes, • 11-foot LT lane, • 11-foot TH lane, • 11-foot RT lane, • 2-foot shoulder 	<p>Proposed (W to E):</p> <ul style="list-style-type: none"> • 1-foot shoulder, • 11-foot RT lane, • 11-foot TH lane, • 11-foot LT lane, • Two (2) 11-foot receiving lanes, • 2-foot shoulder

Nashua Road (NH Route 102) @ Garden Lane/Hampton Drive			
Nashua Road (West Leg)	Nashua Road (East Leg)	Hampton Drive (South Leg)	Garden Lane (North Leg)
<p>Existing (N to S):</p> <ul style="list-style-type: none"> • 0 to 10-foot shoulder, • Two (2) 12-foot receiving lanes, • 0 to 11-foot painted median, • Two (2) 12-foot LT lanes, • 12-foot TH lane, • 12-foot shared TH/RT lane, • 5-foot shoulder 	<p>Existing (N to S):</p> <ul style="list-style-type: none"> • 1-foot shoulder, • 12-foot RT lane, • Two (2) 12-foot TH lanes, • Two (2) 12-foot LT lanes, • 0 to 10-foot painted median, • Two (2) 12-foot receiving lanes, • 4-foot shoulder 	<p>Existing (W to E):</p> <ul style="list-style-type: none"> • 1-foot shoulder, • 24-foot receiving lane, • RT lane, • 12-foot LT/TH lanes, • 12-foot RT lanes, • 1-foot shoulder 	<p>Existing (W to E):</p> <ul style="list-style-type: none"> • 15-foot RT lane, • 13-foot LT/TH lane, • 11-foot LT lane, • 1-foot inside shoulder, • 5' concrete median, • 26-foot receiving lane, • 2-foot shoulder
<p>Proposed (N to S):</p> <ul style="list-style-type: none"> • No change 	<p>Proposed (N to S):</p> <ul style="list-style-type: none"> • 1-foot shoulder, • Two (2) 11-foot RT lanes, • Two (2) 12-foot TH lanes, • Two (2) 12-foot LT lanes, • 0 to 11-foot painted median, • Three (3) 11-foot receiving lanes, • 2-foot shoulder 	<p>Proposed (W to E):</p> <ul style="list-style-type: none"> • No change 	<p>Proposed (W to E):</p> <ul style="list-style-type: none"> • 2-foot shoulder, • 11-foot RT lane, • 11-foot LT/TH lane, • Two (2) 11-foot LT lanes, • 6' median, • Two (2) 11-foot receiving lane, • 2-foot shoulder

Garden Lane/Orchard Drive @ Londonderry Commons			
Londonderry Commons (West Leg)	Garden Lane (East Leg)	Garden Lane (South Leg)	Orchard Drive (North Leg)
Existing (N to S): <ul style="list-style-type: none"> 31-foot unmarked driveway 	Existing (N to S): <ul style="list-style-type: none"> 2-foot shoulder 11-foot TH/RT lane, 12-foot LT lane, 16-foot receiving lane, 2-foot shoulder 	Existing (W to E): <ul style="list-style-type: none"> 1-foot shoulder 37-foot unmarked receiving lane, 5-foot concrete median, 23-foot all-purpose lane, 2-foot shoulder 	Existing (W to E): <ul style="list-style-type: none"> 11-foot TH/RT lane, 11-foot LT/TH lane, 5-foot concrete median, 14-foot receiving lane
Proposed (N to S): <ul style="list-style-type: none"> No change 	Proposed (N to S): <ul style="list-style-type: none"> 2-foot shoulder 18-foot receiving lane 2-foot shoulder 	Proposed (W to E): <ul style="list-style-type: none"> 2-foot shoulder Two (2) 11-foot receiving lane, 6-foot median, 11-foot LT lane, Two (2) 11-foot TH lanes, 18-foot channelized right-turn lane, 2-foot shoulder 	Proposed (W to E): <ul style="list-style-type: none"> 2-foot shoulder Two (2) 11-foot general purpose travel lanes, 17-foot landscaped median, Two (2) 11-foot general purpose travel lanes, 2-foot shoulder

Nashua Road/West Broadway (NH Route 102) @ Londonderry Road / St. Charles Street			
Nashua Road (West Leg)	West Broadway (East Leg)	St. Charles Street (South Leg)	Londonderry Road (North Leg)
<p>Existing (N to S):</p> <ul style="list-style-type: none"> • 6-foot shoulder, • 11-foot receiving lane, • 11-foot TWLTL • 14-foot general purpose lane, • 5-foot shoulder, • 5-foot HMA sidewalk 	<p>Existing (N to S):</p> <ul style="list-style-type: none"> • 0 to 6-foot shoulder, • 18-foot general purpose travel lane, • 13-foot receiving lane, • 4 to 8-foot shoulders, • 5-foot HMA sidewalk 	<p>Existing (W to E):</p> <ul style="list-style-type: none"> • 24-foot unmarked lane 	<p>Existing (W to E):</p> <ul style="list-style-type: none"> • 1-foot shoulder, • 10-foot RT lane, • 11-foot LT/TH lane, • 15-foot receiving lane, • 1-foot shoulder
<p>Proposed (N to S):</p> <ul style="list-style-type: none"> • 1-foot shoulder, • Two (2) 11-foot receiving lanes, • 11-foot LT lane, • 11-foot TH lane, • 11-foot TH/RT lane, • 2-foot shoulder 	<p>Proposed (N to S):</p> <ul style="list-style-type: none"> • 2-foot shoulder, • 11-foot TH/RT lane, • 11-foot TH lane, • 11-foot LT pocket • Two (2) 11-foot receiving lanes, • 2-foot shoulder 	<p>Proposed (W to E):</p> <ul style="list-style-type: none"> • 1-foot shoulder, • 11-foot receiving lane, • 11-foot general purpose travel lane, • 1-foot shoulder 	<p>Proposed (W to E):</p> <ul style="list-style-type: none"> • 2-foot shoulder, • 11-foot RT lane, • 12-foot LT/TH lane, • 14-foot receiving lane, • 2-foot shoulder

Pillsbury Road @ Mammoth Road			
Pillsbury Road (West Leg)	Pillsbury Road (East Leg)	Mammoth Road (South Leg)	Mammoth Road (North Leg)
<p>Existing (N to S):</p> <ul style="list-style-type: none"> • 8-foot HMA side-walk, • 5-foot grass strip • 3-foot shoulder, • 13-foot receiving lane, • 13-foot general purpose travel lane, • 2-foot shoulder 	<p>Existing (N to S):</p> <ul style="list-style-type: none"> • 1-foot shoulder, • 11-foot general purpose travel lane, • 12-foot receiving lane, • 1-foot shoulder 	<p>Existing (W to E):</p> <ul style="list-style-type: none"> • 5-foot shoulder, • 12-foot receiving lane, • 12-foot LT lane, • 11-foot TH/RT lane, • 5-foot shoulder 	<p>Existing (W to E):</p> <ul style="list-style-type: none"> • 8-foot HMA side-walk • 6-foot shoulder, • 12-foot TH/RT lane, • 12-foot LT lane, • 11-foot receiving lane, • 4-foot shoulder
<p>Proposed (N to S):</p> <ul style="list-style-type: none"> • 8-foot HMA side-walk, • Varying width grass strip • 2-foot shoulder, • 11-foot receiving lane, • 11-foot LT lane, • 11-foot TH/RT lane, • 2-foot shoulder 	<p>Proposed (N to S):</p> <ul style="list-style-type: none"> • 2-foot shoulder, • 11-foot RT lane, • 11-foot TH lane, • 11-foot LT lane, • 11-foot receiving lane, • 2-foot shoulder 	<p>Proposed (W to E):</p> <ul style="list-style-type: none"> • No change 	<p>Proposed (W to E):</p> <ul style="list-style-type: none"> • 8-foot HMA side-walk • 2-foot shoulder, • 11-foot RT lane • 11-foot TH lane, • 11-foot LT lane, • 11-foot receiving lane, • 4-foot shoulder

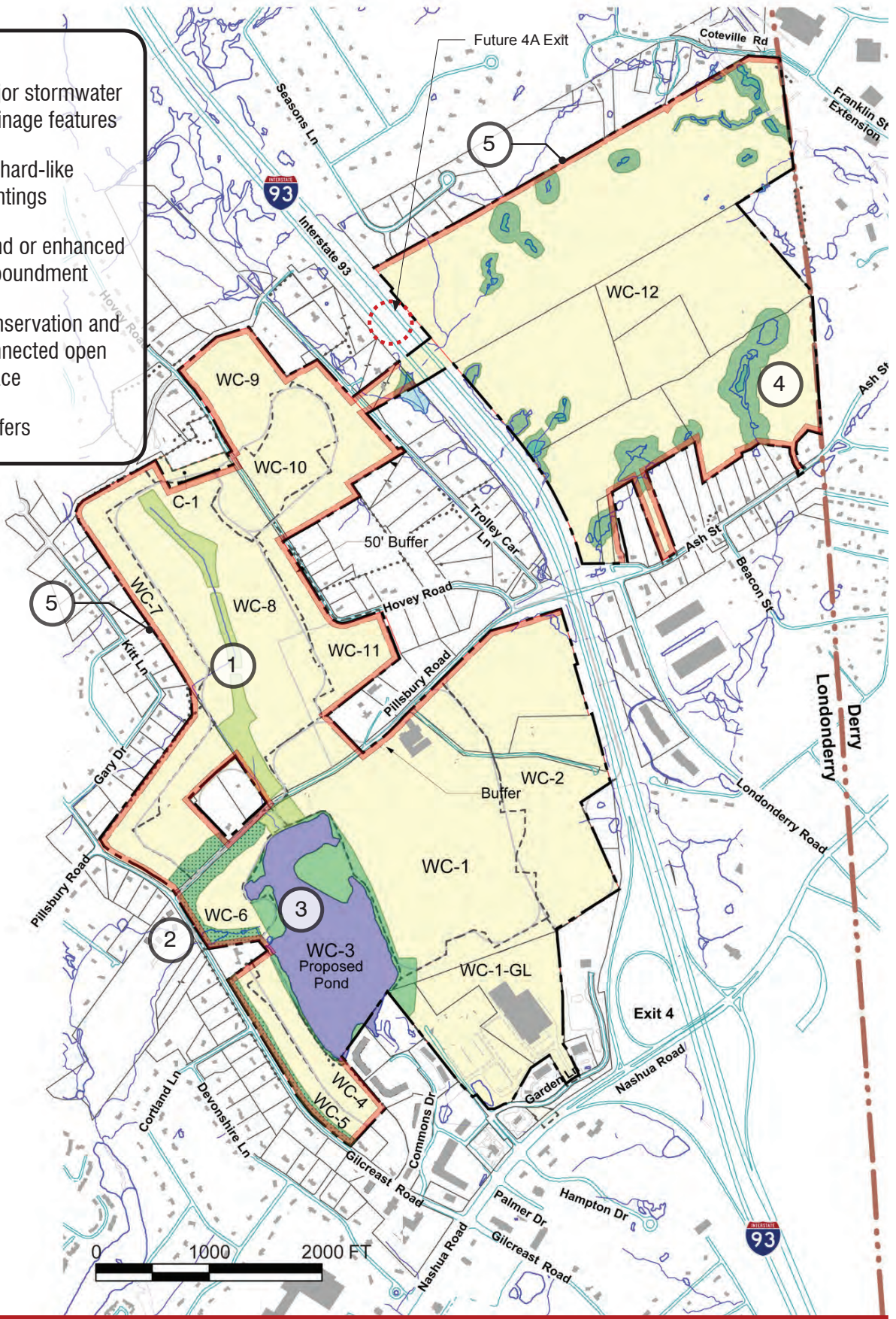
Pillsbury Road @ Hardy Road			
Pillsbury Road (West Leg)	New Pillsbury Road (East Leg)	Pillsbury Dead-End (South Leg)	Hardy Road (North Leg)
Existing (N to S): <ul style="list-style-type: none"> • 1-foot shoulder, • 16-foot receiving lane, • 13-foot LT lane, • 11-foot RT slip lane • 1-foot shoulder 	Existing (N to S): <ul style="list-style-type: none"> • Does not exist 	Existing (W to E): <ul style="list-style-type: none"> • 3-foot shoulder, • 12-foot receiving lane, • 12-foot general purpose travel lane, • 3-foot shoulder 	Existing (W to E): <ul style="list-style-type: none"> • 1-foot shoulder, • 12-foot general purpose travel lane, • 12-foot receiving lane, • 1-foot shoulder
Proposed (N to S): <ul style="list-style-type: none"> • 2-foot shoulder, • 11-foot receiving lane, • 11-foot general purpose travel lane, • 2-foot shoulder 	Proposed (N to S): <ul style="list-style-type: none"> • 5-foot sidewalk, • 3-foot grass strip, • 5-foot shoulder, • 11-foot RT lane, • 11-foot LT/TH lane, • 11-foot median, • 11-foot receiving lane, • 5-foot shoulder, • 3-foot grass panel, • 5-foot sidewalk 	Proposed (W to E): <ul style="list-style-type: none"> • No change 	Proposed (W to E): <ul style="list-style-type: none"> • 2-foot shoulder, • 11-foot RT lane • 11-foot LT/TH lane, • 11-foot receiving lane, • 2-foot shoulder

Pillsbury Road @ Gilcreast Road (New Location)			
Pillsbury Road (West Leg)	Pillsbury Road (East Leg)	Gilcreast Road (South Leg)	PUD Roadway (North Leg)
Existing (W to E): <ul style="list-style-type: none"> • 12-foot general purpose travel lane, • 13-foot receiving lane, • 1-foot shoulder 	Existing (N to S): <ul style="list-style-type: none"> • 10-foot general purpose travel lane, • 12-foot receiving lane, • 1-foot shoulder 	Existing (W to E): <ul style="list-style-type: none"> • 3-foot shoulder, • 12-foot receiving lane, • 12-foot general purpose travel lane, • 3-foot shoulder 	Existing (W to E): <ul style="list-style-type: none"> • Does not exist
Proposed (N to S): <ul style="list-style-type: none"> • 5-foot sidewalk, • 3-foot grass strip, • 5-foot shoulder, • 11-foot receiving lane, • 11-foot median, • 11-foot LT/TH lane, • 11-foot RT lane, • 5-foot shoulder, • 3-foot grass panel, • 5-foot sidewalk 	Proposed (N to S): <ul style="list-style-type: none"> • 5-foot sidewalk, • 3-foot grass strip, • 5-foot shoulder, • 11-foot TH/RT lane, • 11-foot LT lane, • 11-foot median, • 11-foot receiving lane, • 5-foot shoulder, • 3-foot grass panel, • 5-foot sidewalk 	Proposed (N to S): <ul style="list-style-type: none"> • 5-foot sidewalk, • 3-foot grass strip, • 5-foot shoulder, • 11-foot receiving lane, • 11-foot LT/TH lane, • 11-foot RT lane, • 5-foot shoulder, • 3-foot grass panel, • 5-foot sidewalk 	Proposed (W to E): <ul style="list-style-type: none"> • 5-foot sidewalk, • 3-foot grass strip, • 5-foot shoulder, • 11-foot TH/RT lane, • 11-foot LT lane, • 11-foot receiving lane, • 5-foot shoulder, • 3-foot grass panel, • 5-foot sidewalk

Ash Street @ Londonderry Road/PUD East Main Drive			
Ash Street (West Leg)	Ash Street East Leg)	Londonderry Road (South Leg)	PUD East Main Dr (North Leg)
Existing (N to S): <ul style="list-style-type: none"> 1-foot shoulder 11-foot receiving lane, 11-foot general purpose travel lane, 1-foot shoulder 	Existing (N to S): <ul style="list-style-type: none"> 1-foot shoulder 11-foot receiving lane, 11-foot general purpose travel lane, 1-foot shoulder 	Existing (W to E): <ul style="list-style-type: none"> 1-foot shoulder 14-foot receiving lane, 13-foot general purpose travel lane, 1-foot shoulder 	Existing (W to E): <ul style="list-style-type: none"> Does not exist
Proposed (N to S): <ul style="list-style-type: none"> 5-foot sidewalk, 3-foot grass strip, 5-foot shoulder, 11-foot receiving lane, 11-foot LT lane, 11-foot TH/RT lane, 5-foot shoulder 3-grass strip, 5-foot sidewalk 	Proposed (N to S): <ul style="list-style-type: none"> 2-foot shoulder, 11-foot TH/RT lane, 11-foot LT lane, 11-foot receiving lane, 2-foot shoulder 	Proposed (W to E): <ul style="list-style-type: none"> 2-foot shoulder 11-foot receiving lane, 11-foot LT lane, 11-foot TH/RT lane, 2-foot shoulder 	Proposed (W to E): <ul style="list-style-type: none"> 5-foot sidewalk, 3-foot grass strip, 2-foot shoulder, 11-foot RT lane, 11-foot TH lane, 11-foot RT lane, 11-receiving lane, 5-foot shoulder 3-grass strip, 5-foot sidewalk

Ash Street Extension @ North High Street		
Ash Street Ext (West Leg)	North High Street (South Leg)	North High Street (North Leg)
Existing (N to S): <ul style="list-style-type: none"> 2-foot shoulder 14-foot receiving lane, 13-foot general purpose travel lane, 2 to 5-foot shoulder 	Existing (W to E): <ul style="list-style-type: none"> 1-foot shoulder 11-foot receiving lane, 13-foot general purpose travel lane, 1-foot shoulder 	Existing (W to E): <ul style="list-style-type: none"> 1-foot shoulder 13-foot general purpose travel lane, 11-foot receiving lane, 1-foot shoulder
Proposed (N to S): <ul style="list-style-type: none"> 2-foot shoulder, 12-foot receiving lane, 11-foot LT lane, 11-foot RT lane, 2-foot shoulder 	Proposed (W to E): <ul style="list-style-type: none"> No Change 	Proposed (W to E): <ul style="list-style-type: none"> 2-foot shoulder, 11-foot RT lane, 11-foot TH lane, 11-foot receiving lane, 2-foot shoulder

- Key**
- ① Major stormwater drainage features
 - ② Orchard-like plantings
 - ③ Pond or enhanced impoundment
 - ④ Conservation and connected open space
 - ⑤ Buffers



3.0 Open Space

3.1 Approach to Open Space Standards and Regulations

The open space concepts that have emerged in the planning process will be described in the introductory section (Part 1) of the PUD Master Plan to set the context for the specific requirements and regulations associated with open space components. The approach to the PUD requirements has emerged from several key ideas:

- Buffers – It is proposed that Woodmont Commons would include open space buffers with plantings and setbacks where there will be buildable parcels adjacent to residential areas and adjacent to the transitional areas that are outside of the Woodmont Commons boundaries, in keeping with existing standards in Londonderry. In cases where the buffer may divide incompatible uses, the landscaping may include a degree of screening. In other circumstances, where uses on both sides are the same or are compatible, then the landscape treatment, site improvements and architecture may be planned to complement each other and enhance views to, from and across the sites.
- An enhanced agricultural impoundment as a major open space feature – There is a large, natural and low-lying area near the southwest corner of Woodmont Commons in Subarea WC-3 that is an existing agricultural impoundment; to the extent that it may be approved by state and federal regulatory authorities, it is proposed that this area would be conserved and become an enhanced open water impoundment with bordering open space and public access along its perimeter, connect to areas streets and paths.
- An accessible, ecological approach to major stormwater drainage features – It is proposed that existing agricultural drainage areas on the east side of Woodmont Commons would be modified and enhanced to become a network of open spaces and stormwater drainage corridors that accomplish both environmental and public access goals. The drainage ways, which lead to the enhanced impoundment, would be designed to provide incremental levels of water quality improvement for stormwater before it enters the feature. The connected areas would preserve a wildlife corridor through Woodmont Commons. The corridors, in turn, would also provide pedestrian and bicycle connections for the community at the perimeter of the landscape space.
- Landscapes along key, connecting roadways – It is proposed that Key road segments that connect various portions of Woodmont Commons would have landscape features such as medians or generously landscaped borders and trees to serve as “parkways.”
- Orchard-like plantings in several visible locations – In several locations where existing public roads pass through or along the edges of Woodmont Commons, trees it is proposed that would be retained or planted and maintained to recall the agricultural orchards that have been a feature of the area.
- Compliance with state and federal requirements and approvals – Where open

space is subject to the review and approval of state and federal jurisdictions, the Woodmont Commons open space will accommodate their directions.

- Conservation and connected open space in WC-12 – Taking advantage of low-lying areas and in Subarea WC-12 (east of I-93), it is proposed that open space for conservation would be provided that is connected by a buffer of planted areas along residential edges of the PUD boundary. This buffer will serve as links to existing natural corridors that reach to the borders of Woodmont Commons. It is proposed that The WC-12 open space would take advantage of wetland preservation or enhancements that emerge from the state and federal review and approval processes.
- Variety of neighborhood-supporting open spaces supporting a walkable, mixed-used community – It is proposed that there would be a variety of different types of open spaces for passive and active recreation and for civic uses that are within or directly accessible to the development and neighborhood fabric. These would serve as publicly accessible amenities, and every part of the development would have such spaces or other open space within easy walking distance from the front door.
- Inclusion of open space within individual sites and projects – In addition to shared open spaces, it is proposed that the standards for building and site development would provide landscape and open space within parcels and parking lots that is consistent with the type and location of the lots, buildings and uses.
- Provision and distribution of publicly accessible open space – This is a condition that must be met in advance of project approval. Projects, including buildings, must have a connection from all building front doors to a qualifying open space by a path or a sidewalk that is within a quarter mile of a minimum of one-half acre Passive, Active or Civic Open Spaces or within a quarter mile of Shared Open Space with Public Access space or feature such as a walk or trail within a Conserved Open Space. Accessible space must be connected to a public street or sidewalk network.

Within these overall concepts, various types of open space will be provided or permitted within Woodmont Commons, and will be incorporated into the PUD Master Plan with appropriate requirements. The definitions associated with open space will be included in Part II, Section 1 of the final documents. Overall open space requirements associated with the entire plan will be included under Land Use (Part II, Section 2) and is the next topic in this briefing summary. There will then be specific design regulations and standards for the implementation of open space when it is part of an Area proposal (Part II, Section 3) or as part of a Project proposal (Part II, Section 4). Although both the Area and Project Regulations and Standards for open space will be described as part of a subsequent briefing package, we have provided a preview of the types of diagrams, standards and rules that will shape the future open space in anticipation of the subsequent presentations and discussions.

3.2 Open Space as a Component of the Land Use Plan

3.2.1 Description

Open space is an integral part of the overall Land Use Plan for Woodmont Commons. The majority of the land at the initiation of the Woodmont Commons development process can be classified as open space of various types, including and extensive amount of undeveloped agricultural land. The requirements associated with future open space direct how the existing land may be developed overtime while retaining a more diverse set of open space assets that will provide environmental benefits, visual amenity, connectivity for wildlife and people, and places for civic and recreational purposes. Key categories of open space are included in the special definitions associated with Woodmont Commons. We have also provided them here as a matter of convenience so that they can be understood in the context of this section. The planning purposes associated with these categories are described below:

Shared Open Space

- Conserved Open Space – Open space that retains or provides predominately natural features that may have public access to the extent consistent with the conservation goals and applicable regulations, and as specified in the requirements within the PUD Master Plan. This may include regulated open space such as designated wetland areas subject to state and federal regulations; areas that provide shared stormwater drainage and water quality features serving multiple properties; and intermittent or perennial streams or ponds or the proposed enhanced impoundment.
- Circulation Open Space – Open space associated with streets and paths for public access that include planting areas, pedestrian and bicycle paths that are shared and connect portions of Woodmont Commons.
- Passive Open Space – Open space that is predominately landscaped with plant materials, available for public access, and adaptable to a range of informal recreational activities including walking and bicycling. Passive recreation open space may include pathways, parking areas, structures or accessory uses such as shared gardens intended primarily to provide access or support the passive use of the open space.
- Active Open Space – Open space that is intended to support organized, formally defined recreational activities such as playgrounds and recreational fields and is available for public access. Active recreation open space may include pathways, parking areas, structures or accessory uses intended primarily to provide access or support the active use of the open space.
- Civic Open Space – Open space intended to serve as a gathering or activity space for civic purposes and is available for public access. Civic purposes could include walking, sitting, small gatherings or special events. Civic open space

may include adjacent sidewalks, pathways, structures and permanent or temporary accessory uses intended primarily to invite access and use.

- Buffers – Building setback buffers along designated perimeters of Woodmont Commons that are predominately planted, but are not required to be publicly accessible. Buffers may be crossed by streets or driveways and may include hardscape elements. Where a buffer is also part of a project, it may also be used to satisfy applicable Project Area Regulations and Standards.
- Public Access – The ability of the general public to access and use open spaces and their amenities designed and made available for this purpose from a public way such as a street or sidewalk. Public access may be reasonably restricted in terms of times of day or in terms of the activities that are permitted in the interest of security, environmental sensitivity, compatibility with adjacent or nearby uses, and compatibility with access and use of the space by others.

Project Open Space

- Project Open Space – Open space consisting of landscaped areas, planting features, stormwater control feature associated with individual building or improvement projects or improvements on individual parcels, regulated through the Project Regulations and Standards. Examples could include landscaped setbacks, parking area landscapes, recreational open space within a site development, drainage swales and the like. Public access is not required for Project Open Space.

Agricultural Open Space

- Agricultural Open Space – Open space that is used for the commercial agricultural production. This type of open space is not intended for public access, and may include parking, circulation roads or paths, structures and activities directly associated with the agricultural purposes.

3.2.2 Plans

The attached illustration expresses several of the existing features and characteristics that are incorporated into the concepts for the Open Space Plan, subject to any associated regulatory approvals or directions from state or federal jurisdictions.

3.2.3 Land Use Standards

3.2.3.1 Allowable Uses

There are a several open space categories that will be allowed within the Woodmont Commons PUD as either a principal or accessory use, and may be provided on a separate parcel or as part of a parcel with other principal permitted uses. The categories will be as appears in the open space description, and consistent with the Definitions in the PUD Master Plan.

3.2.3.2 Use Distribution Standards

Open space will be provided according to an overall minimum allocation of shared open space, and distribution requirements that establish certain standards for location, types and characteristics as described in the following chart. These areas are approximate, and will be confirmed and finalized in the process of preparing the final documents and through the subsequent application, review and approval processes for Areas and Projects within the Woodmont Commons PUD.

Open Space Minimums and Subarea Distribution Chart

Subareas	WC -1 -GL	WC -1	WC -2	WC -3	WC -4	WC -5	WC -6	WC -7	WC -8	WC -9	WC -10	WC -11	WC -12	Totals
Approximate Area in Acres ¹	38	77	51	39	9	9	13	23	70	32	17	14	216	
Shared Open Space in Acres														
Conserved Open Space Minimums	0.0	0.0	0.0	39.0	0.0	0.0	0.0	0.0	9.5	0.0	0.00	0.00	35.5	84.0
Buffers ⁷	0.0	1.5	1.5	0.0	1.0	2.5	1.0	5.5	3.0	6.5	0.00	3.0	10.5	36.0
Other Open Space (Active, Passive or Civic) (Minimum) ^{2,4}	1.5	10.0	1.5	0.0	2.5	0.0	0.5	0.5	0.0	0.5	0.5	0.5	5.0	23.0
Totals	1.5	11.5	3.0	39.0	3.5	2.5	1.5	6.0	12.5	7.0	0.5	3.5	51.0	143.0

Notes

1. Includes some public road right of way where Subarea crosses a street on Pillsbury Road, Hovey Road and Trolley Car Lane.
2. Other Open Space includes Active, Passive or Civic Open Spaces.
3. All Projects including buildings must have a connection from all building front doors to a qualifying open space by path or sidewalk that is within a 1/4 mile of a minimum of 1/2 acre Passive Recreation, Active Recreation or Civic Open Spaces or within a 1/4 mile of Shared Open Space with Public Access space or feature such as a walk or trail within a Conserved Open Space. Accessible space must be connected to a public street or sidewalk network.
4. Conserved Open Space to be protected and improved prior to any adjacent development.
5. The Other Open Space for any Subarea listed above must be allocated and improved, at a minimum, proportionally to the proportion of the Subarea being developed as a condition of any Project approvals in that Subarea.
6. In some areas, Conserved Open Space overlaps the Buffer. In such cases the area of the Open Space has been included with the Buffer areas.
7. Buffer areas include the total area of the Buffer indicated on the Land Use Plan. The area for future street connections has not been excluded from the Buffers.
8. Although it is considered Open Space, the open spaces associated with infrastructure is in addition to the totals we are showing.

3.3 Looking Ahead

Area Regulations and Standards for Open Space

The Area Regulations and Standards will provide the specific guidance regarding the character and quality of the shared open space and buffers that will be incorporated into area applications, reviews and be the basis of approvals. The content of these regulations and standards will be part of a subsequent briefing document and discussion with the Planning Board. We have provided the following graphics to indicate the method we anticipate using to indicate expectations regarding open space at the Area-level.

Project Regulations and Standards for Open Space

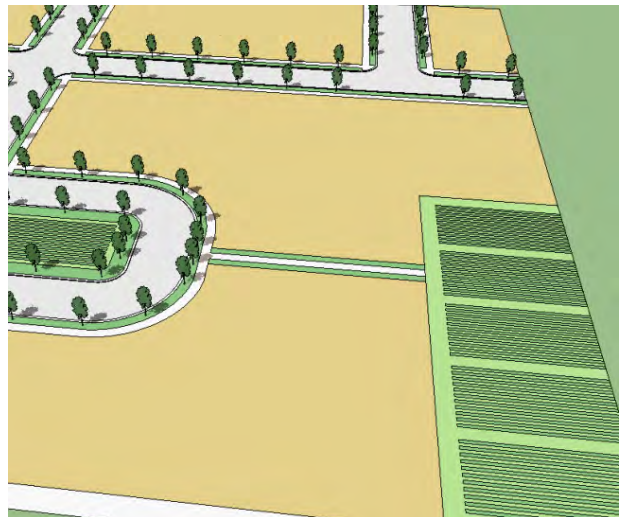
Individual projects within an approved Area may have open space and landscaping included as a requirement, depending on the project type. So, for example, landscaping for parking lots that are accessory to a building will have landscape requirements within it. In other cases, landscaping will be required as part of setbacks, site-specific stormwater drainage and treatment, or other site features. These standards will be accommodated through the site plan review for those projects. The previous briefing document, Land Use Briefing, dated January 9, 2013, provided several sample graphic examples of how Project-level regulations and standards could be depicted.

Open Space Characteristics

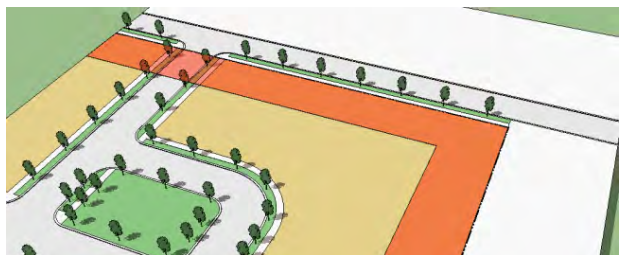
Active Open Space – Open space that is intended to support organized, formally defined recreational activities such as playgrounds and recreational fields and is available for public access. Active recreation open space may include pathways, parking areas, structures or accessory uses intended primarily to provide access or support the active use of the open space.



Agricultural Open Space – Open space that is used for the commercial agricultural production. This type of open space is not intended for public access, and may include parking, circulation roads or paths, structures and activities directly associated with the agricultural purposes.

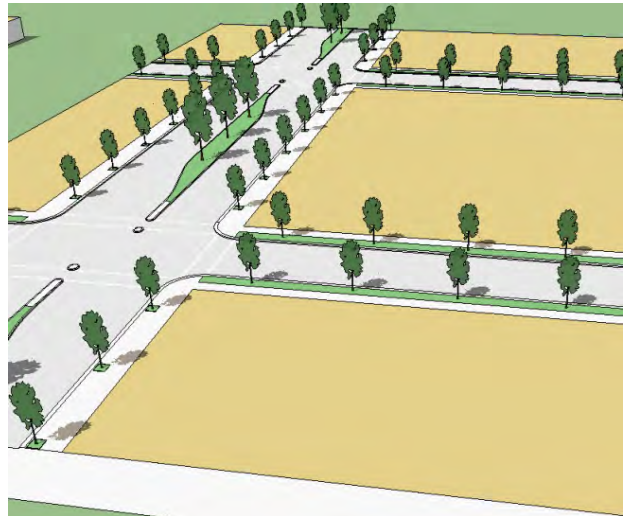


Buffers – Building setback buffers along designated perimeters of Woodmont Commons that are predominately planted, but are not required to be publicly accessible. Where a buffer is also part of a project, it may also be used to satisfy applicable Project Area Regulations and Standards.

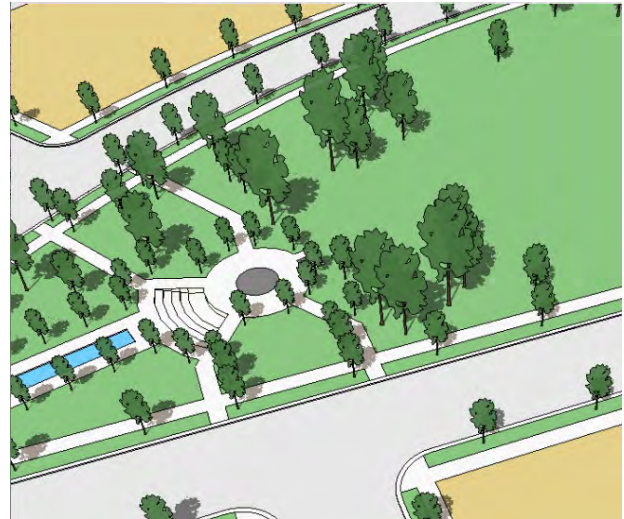


Open Space Characteristics

Circulation Open Space – Open space associated with streets and paths for public access that include planting areas, pedestrian and bicycle paths that are shared and connect portions of Woodmont Commons.



Civic Open Space – Open space intended to serve as a gathering or activity space for civic purposes and is available for public access. Civic purposes could include walking, sitting, small gatherings or special events. Civic open space may include adjacent sidewalks, pathways, structures and permanent or temporary accessory uses intended primarily to invite access and use.



Conserved Open Space – Open space that retains or provides predominately natural features that may have public access to the extent consistent with the conservation goals and applicable regulations, and as specified in the requirements within the PUD Master Plan. This may include regulated open space such as designated wetland areas subject to state and federal regulations; areas that provide shared stormwater drainage and water quality features serving multiple properties; and intermittent or perennial streams or ponds.



Open Space Characteristics

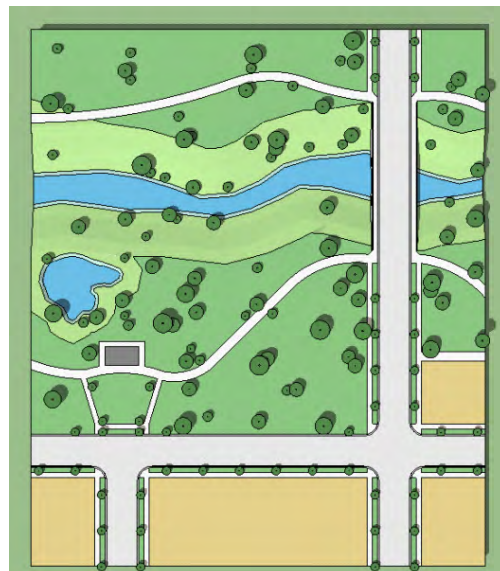
Passive Recreation Open Space –

Open space that is predominately landscaped with plant materials, available for public access, and adaptable to a range of informal recreational activities including walking and bicycling. Passive recreation open space may include pathways, parking areas, structures or accessory uses such as shared gardens intended primarily to provide access or support the passive use of the open space.



Examples of Shared Open Spaces Allowed

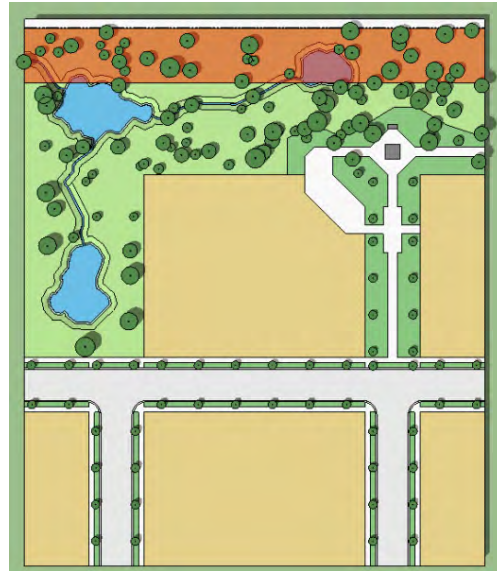
Park: A publicly accessible Open Space available for Passive Recreation. A park may be independent of surrounding building Frontages. Its landscape may consist of meadows, water bodies, wetlands, and woodland, all naturalistically disposed. Parks may include Conserved Open Space, Active Recreation, and Buffers and may be lineal, following the trajectories of natural corridors. Parks may include perimeter sidewalks, bikeways, paths and trails, Civic Uses, open shelters, retail and food kiosks, fenced dog parks, Playgrounds and Playing Fields, access and crossing streets, easements, parking, and stormwater features. The minimum size of a Park shall be 4 acres.



WC-3
WC-8
WC-12

Examples of Shared Open Spaces Allowed

Preserve: Predominantly a Conserved Open Space that may or may not be publicly accessible. A preserve may be independent of surrounding building Frontages or located completely behind buildings with no public frontage. Its landscape may consist of meadows, water bodies, wetlands, and woodland, all naturalistically disposed and it may include Passive Recreation and extend into Buffers at the perimeter of the property. Preserved may be lineal, following the trajectories of natural corridors. Preserves may include perimeter sidewalks, bikeways, paths and trails, access and crossing streets, easements, and stormwater features. There shall be no minimum or maximum size for Preserves.



WC-3

WC-8

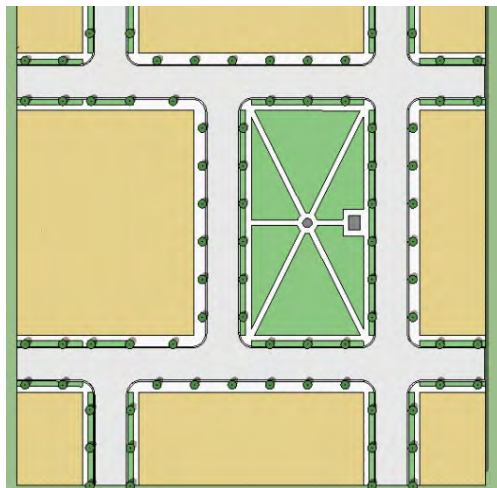
WC-12

Green: A publicly accessible Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. Greens may include perimeter sidewalks, Paths and trails, Civic Uses, open shelters, fenced dog parks, Playgrounds and Playing Fields, crossing streets, easements and stormwater features. The minimum size shall be 1/4 acre and the maximum shall be 4 acres.



ALL

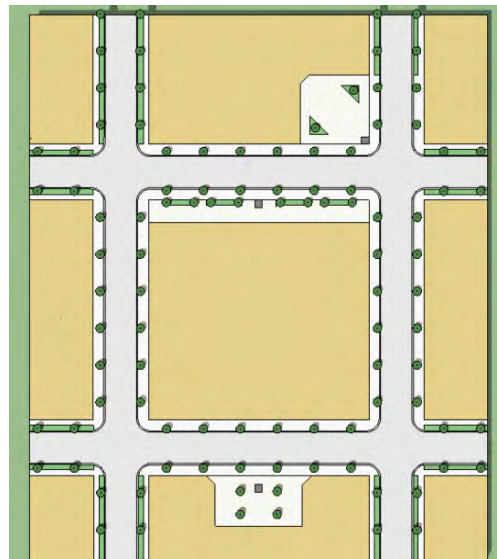
Square: A Publicly Accessible Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be 1/3 acre and the maximum shall be 3 acres.



ALL

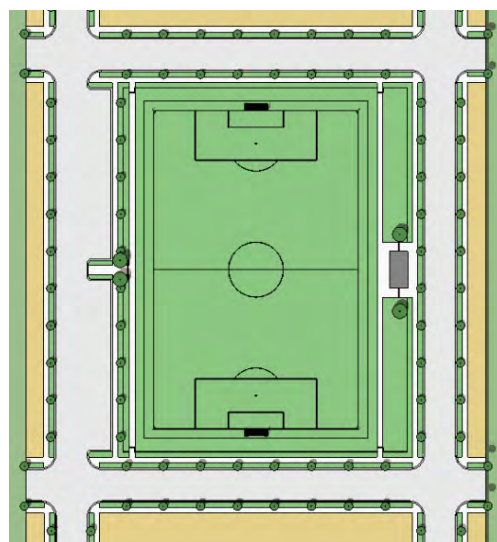
Examples of Shared Open Spaces Allowed

Plaza: A Publicly Accessible Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be 1/8 acre and the maximum shall be 2 acres.



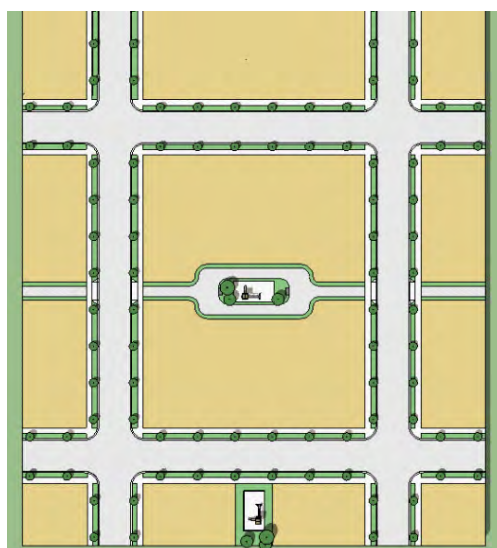
WC-1
WC-2
WC-12

Playing Fields: A Publicly Accessible Open Space designed and equipped for recreation. Playing Fields are for active recreation and may include streets, parking, associated structures and shelters including concessions, and lighting. Playing Fields may be fenced. Playing Fields may be included within parks and there shall be no minimum or maximum size.



WC-1
WC-2
WC-8
WC-10
WC-12

Playground: A publicly accessible Open Space designed and equipped for recreation of children. It may be fenced and include an open shelter. Playgrounds may be interspersed within Residential areas and may be placed within a Block or accessed via an alley. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.



ALL

4.0 Previous Briefing: Update

On January 9, 2013, the Woodmont Commons planning team prepared and presented a briefing to the Londonderry Planning Board that addressed topics associated with the land use components of the proposed Woodmont Commons PUD. The discussion was informed by a document that was distributed to the Planning Board that included a series of maps and descriptions of the overall approach to land use (Land Use Briefing, January 9, 2013). The information included a series of tables of available permitted uses that could be proposed within Woodmont Commons, along with maximum densities or numbers of uses that could be proposed within the entire PUD. Lastly, the briefing also described a system of Subareas that would be used to govern the distribution of overall density, numbers and the array of uses into the site plan and subdivision phases of the development. This approach was intended to provide the reasonable, practical development flexibility inherent within Londonderry's PUD zoning ordinance, but also to establish well defined internal limits to achieve balance amongst and across the various parts of Woodmont Commons.

During the course of the discussion with the Planning Board, a series of questions and observations were provided by Planning Board members. All of these comments have been reviewed and are being taken into account by the Woodmont Commons planning team as it assembles the draft of a refined PUD Master Plan. This will include several adjustments in the standards that will be proposed for the land use components to help ensure that each increment of area-specific projects at Woodmont Commons emerges as an appropriate neighbor to existing uses in a flexible but balanced manner.

The following adjustments and clarifications are intended to provide an update on several of the key issues raised during the meeting, in addition to the responses that were made by the Woodmont Commons team at the meeting or are being addressed in subsequent briefings and discussion. These comments anticipate how the complete Master Plan document will address the concerns raised, so that all of the PUD elements can be reviewed together.

- Density, distribution and types of housing along portions of the PUD perimeter – Concerns were raised about the types of uses, housing and effective density of uses and housing that could be achieved along portions of the perimeter of Woodmont Commons where it is adjacent to existing residential uses, such as along Gilcreast Road, and portions of Pillsbury Road, Gary Drive and Hovey Road. The planning concept for Woodmont Commons is to provide for streets that are bordered on both sides by similar, relatively low scale single-family development, and not provide for multi-family development or higher densities that would be incompatible with the existing development patterns. To clearly acknowledge this, the maximum amounts of housing that could be permitted in bordering Subareas (WC-5, WC-6, WC-7, WC-11) will be reduced to reflect the planning intent, and the associated design regulations and standards for all “boundary” housing will clearly express the intent of compatible scales and

character of housing.

- Balance between maximum development east and west of I-93 and north and south of Pillsbury – Concerns were raised that the flexibility associated with the amounts of maximum development among several of the Subareas could lead to an imbalanced or unduly variable development scenario. This has not been the intention of the Applicant, but the table of uses and maxima could be interpreted to allow migration of certain density allocations that have not been the subject of PUD-level analysis. For example, the table of Maximum New Development within Subareas (Page 27) provided in the Land Use Briefing implies that all 1,430 dwelling units could be proposed west of I-93, whereas up to 800 of 1,430 dwelling units could be proposed east of I-93. The table will be revised to express that approximately 30% densities and unit numbers can migrate, but not more. This will be accomplished by reducing the maximum densities and units allowances within the various Subareas. This revised maximum distribution will reflect the consistent concept that housing will be a significant proportion of the uses east of I-93, that commercial density and uses will be more evenly spread across the non-residential Subareas, and that the maximum density of housing will decrease north of Pillsbury Road and along the perimeters as described in the first comment, above.
- Allocation of Accessory Dwelling Units – A comment was made that the tables did not limit or direct the distribution of Accessory Dwelling Units, and they could end up being concentrated in particular locations, resulting in an imbalance. This is not the planning intent, and a method for allowing distribution will be created so that it reflects the general distribution of units within Subareas, so that they cannot be concentrated in particular neighborhoods.
- Maximum building heights – A concern was raised that a uniform maximum building height would not be appropriate for all future development. The intention has been to provide for a scaling-down of heights to acknowledge the existing context and create a modulated pattern. This will be addressed in two places in the final documents. Maximum building heights will be identified for Subareas where appropriate, with a focus on perimeter areas where Woodmont Commons is adjacent to existing residential development. The Project Standards and Regulations will provide specific guidance associated with various building types and their location on future lots and sites, as well.
- Incorporation of a hospital into the fabric of a mixed use development – Questions were raised about whether some of the uses might be compatible with one another within and among the Subareas, particularly in regards to the placement of a potential hospital. The Woodmont Commons planning team is aware of hospitals located in traditional neighborhoods, and within mixed-use development contexts, where the hospital “fits” within the fabric of uses and serves as a successful partner providing important services and jobs as a component of their communities. As part of the future briefing on Standards and Regulations, the team will provide images or illustrations of examples of how

various uses can successfully be assembled in a complementary fashion for the Planning Board's consideration.

- Concept and terminology of “permitted use” – The land use table provided in the previous document used a standard planning approach and indicated allowable uses as “permitted” within specified Subareas. The intent is not to suggest that the presences of a use is permitted without needing subsequent Planning Board approval in the context of a specific proposal that meets all of the standards, regulations and other requirements that will be associated with the Woodmont Commons PUD. From this vantage point, “permitted” should be understood as “permitted to submit an application that could be approved if all related criteria are met.” To reduce any possible misunderstanding, the final documents will use a different description, such as “Allowable” or “Available.”
- Concept of “entitlement” – The term “entitlement” is sometimes used in relationship to the zoning and approval process. In regards to the allowable uses and maximum development, the concept being advanced is that any development would be subject to subsequent review and approval by the Planning Board meeting all relevant criteria and complying with any mitigation and improvements that may be associated with such development.
- Concept of “thresholds” for development – Certain infrastructure improvements or other conditions may need to be met prior to “unlocking” portions of the Woodmont Commons PUD Master Plan. The Applicant acknowledges this “order of events” and understands that appropriate thresholds will need to be proposed in subsequent presentations and documents. So, for example, the institution of an interchange and connector road within Subarea WC-12 will establish a threshold requirement for significant development in that Subarea. As a result, the overall land use concept and potential buildout must remain dependent upon meeting relevant thresholds for certain components, densities and units to be mitigated and, thus, proceed.
- Quantity and type of commercial development north of Pillsbury Road and west of I-93 (Subarea WC-8) – Several comments considered the amount and type of commercial development indicated as potentially allowable or available in Subarea WC-8. Concerns were raised regarding the appropriateness of significant commercial development in and near a predominantly residential area. The Applicant's intent is to provide the potential for neighborhood-supporting shops and services that would be convenient to walk to rather than a major concentration of uses. Uses such as a café, doctors' offices, or shops with convenience goods are considered workable. The types, amount and height of allowable or available commercial development will be altered to reflect this concept.
- Glossary of acronyms – Because there are so many terms being employed that are specific to Woodmont Commons and the type of planned development intended, a glossary of acronyms was requested. This briefing document includes an initial list of planning-related terms and acronyms which can be expanded

and will be included in the introductory section of the final documents.

- Relationship between the east and west sides of Woodmont Commons – Several comments focused on the planning relationship of the east and west sides of I-93. Woodmont Commons should be considered a single PUD Master Plan for many key reasons, beginning with the presumption that a PUD Ordinance deems parcels to be contiguous when there is land separated by a road, regardless of the nature of the intersecting roadway (Section 2.8.5.2). Moreover, development of the lands within the PUD are fundamentally interconnected and interdependent in terms of important public interests, including the design and provision of access, circulation and infrastructure that will include connections and relationships both internal to the development and to the surrounding existing areas. Planning for the entire development area is needed to appropriately measure potential internal and external impacts, to take into account efficiencies that are created by coordinated and connected development, and to structure the relevant standards and commitments between the Town and the Applicant. The PUD Master Plan provides methods to establish a reasonable balance among all of the constituent parts with a connected framework of Subareas, development maxima, and other relevant standards – including harmonious mix of uses, uniformity of architectural design and commonality of development themes that are among the other prime directives of the Londonderry PUD Ordinance.
- Classification of uses – Comments focused on whether the classification of uses is adequately clear. So, for example, “parking structures” appear under “civic uses.” However, parking structures could be a private facility. The Woodmont Commons planning team will revisit the classifications with Town Staff and the Review Team to consider the classifications of certain uses.

5.0 Glossary

There are a number of words and phrases that have been employed in creating the master plan for Woodmont Commons that are derived from planning practice for large, mixed use development initiative. This list is provided as a convenient reference to explain some of the frequently used expressions which are not formally defined terms in the Londonderry Zoning Ordinance, but are used within the Woodmont Commons documentation to convey key concepts. This glossary will be augmented and included in the final document in *Section I. Planning Context*.

- Area – A designation for a subdivision or infrastructure project that establishes new property lines, and is the basis for allocation of quantities and types of approved uses and infrastructure in anticipation of post-PUD approval project applications. This is an intermediate level of planning and development, between the overall PUD level and specific project levels. The term “area” is used in a variety of contexts, including:
 - *Area plan* – The plan for a subdivision or infrastructure project that establishes new property lines. The plan is a combination of text, maps, and graphics.
 - *Area regulations and standards* – The specific regulations and standards that govern post-PUD approval proposals, reviews, approvals and subsequent development at an area level.
 - *Area plan proposal* – The formal submission to the Planning Board for approval of an Area Plan.
 - *Area plan approval* – Approval by the Planning Board of an Area Plan. Such approval is regulated by the Area Regulations and Standards.
- Board – The Town of Londonderry Planning Board.
- Concept plans, illustrative plans or illustrations – Graphic examples of how Area proposals could proceed within the Woodmont Commons PUD indicating possible outcomes associated with applying the planning principles contained in the Woodmont Commons PUD Master Plan.
- Development Agreement – An agreement between the Town of Londonderry and the Master Developer that establishes mutual obligations in regards to mitigation or improvements that require joint action, or assurance in regards to financial expenditures, that cannot be addressed as a planning approval, but rather are agreed upon as a form of contract.
- Economic Impact Analysis – A study and report of the potential impact to the municipal budget of development within the Woodmont Commons PUD.
 - *Master Plan Economic Impact Analysis* – The initial, PUD-level study of the economic impact of development of the Woodmont Commons PUD, as proposed. This study will be used as the basis for comparison with later Supplemental Economic Impact Analyses.
 - *Supplemental Economic Impact Analysis* – An Economic Impact Analysis that

may be applied to Area plan proposals for phases or increments of post-PUD approval development.

- Exemplar – An example of a potential, complete development scenario distributing hypothetical development within Woodmont Commons for the purposes of establishing a baseline for studying potential impacts, creating a comprehensive approach to avoiding or mitigating such impacts, and serving as a point of comparison for post-PUD approval Area plan proposals. For the Woodmont Commons PUD Master Plan, the exemplar is commonly referred to as TND 3a.
- Land Use Plan – A principal component of the PUD Regulations and Standards section focused on establishing the framework for land use distributions, available or permissible use types and the densities of such use types.
- Master Developer – The entity responsible for the master development of Woodmont Commons in compliance with the Woodmont Commons PUD Master Plan. The Master Developer is responsible for ensuring coordination of individual Area plan proposals within the Land Use Plan, various use maxima and impact analyses. For Woodmont Commons, the Master Developer is identified as Pillsbury Realty Development, LLC.
- Maxima – The maximum amounts of development permitted by Use Category or Subarea.
- Project – A specific set of proposed improvements within an approved Area Plan. Examples of projects could include specific site plans for individual parcels, building or building complex designs, parking lots, building additions or alterations, business signage and many other types of projects.
 - *Project regulations and standards* – The specific regulations and standards that govern proposals, reviews, approvals and subsequent development at an area level.
 - *Project proposal* – The formal submission to the Planning Board for approval of a Project.
 - *Project approval* – Approval by the Planning Board of a Project.
- PUD Master Plan Application – The application submitted and deemed complete as part of the PUD Master Plan Approval process. The Application is superseded by this document.
- PUD Master Plan – Refers to the Woodmont Commons Planned Unit Development Master Plan, also referred to as the Woodmont Commons PUD Master Plan.
- Revenue positive – Based upon an economic impact analysis, a demonstration that the proposed development generates more incremental taxes, fees, donations, contributions and other positive financial impacts to the Town than the incremental fiscal costs to the Town associated with that same development.
- Subarea – A portion of the Woodmont Commons PUD with a defined geo-

graphic location and boundaries that serves to distinguish among types and quantities of uses to create a balanced development and open space pattern over time.

- Threshold – A condition that allows or triggers a contingent action or approval. For example, reaching a threshold of traffic may trigger the need for roadway improvements. Or provision of shared open space in proximity to new development may be a threshold condition that must be met to allow the development to proceed, or new roadway or intersection improvements may be a threshold condition to open areas of Woodmont Common to substantial redevelopment.
- Traditional neighborhood development – This is used as a general term rather than having a technical interpretation, and is used to convey the character of a mixed-use project that includes commercial, retail and housing in connected, walkable neighborhoods that integrate open space and well-scaled streets, buildings and landscapes that are coordinated through design standards.
- TND – TND is also the proper name of one of the firms that has prepared portions of the planning documents, and is used as an acronym in title blocks and other references, but is not intended to be confused with Traditional Neighborhood Development.
- Traffic Impact Area Study – A study and report of traffic impacts from development within the Woodmont Commons PUD on external roads and distribution.
 - *Master Plan Traffic Impact Analysis (TIA)* – the initial TIA for the Woodmont Commons PUD Master Plan or for subsequent TIAs that address the entire PUD. This TIA will be used as the basis for comparison with later Supplemental TIAs.
 - *Supplemental Traffic Impact Analysis (TIA)* – A TIA that may be required for development at the Area or Project level.
- Use category – The general use type that governs the maxima.
 - *Agricultural* – As defined in the Zoning Ordinance.
 - *Residential* – As defined in the Zoning Ordinance.
 - *Civic Uses* – Includes uses that furnish cultural enrichment to the community, to include Community Centers and facilities for governmental, artistic or social pursuits, events considered valuable or enlightened, artistic training and performances.
 - *Institutional* – Includes assisted living, nursing home and hospital uses.
 - *Accommodation* – Includes hotels and Bed and Breakfasts.
 - *Business Uses* – includes all commercial uses.
- Woodmont Commons – Refers to the project and property encompassed by the Woodmont Commons Planned Unit Development Master Plan.
- Zoning Ordinance – Refers to the Town of Londonderry, NH Zoning Ordinance.



Londonderry Planning Board Minutes - February 13, 2013 - Attachment #2

TRANSPORTATION AND OPEN SPACE BRIEFING

Woodmont Commons PUD Master Plan

Topics

Purpose of the Briefing

- Woodmont Commons PUD Project
- Application and approval process
- Focus: transportation and open space
- Glossary of terms
- Relationship to final documents

Update: Land Use

- Allocation of potential development
- Density and residential edges
- Other topics

Transportation

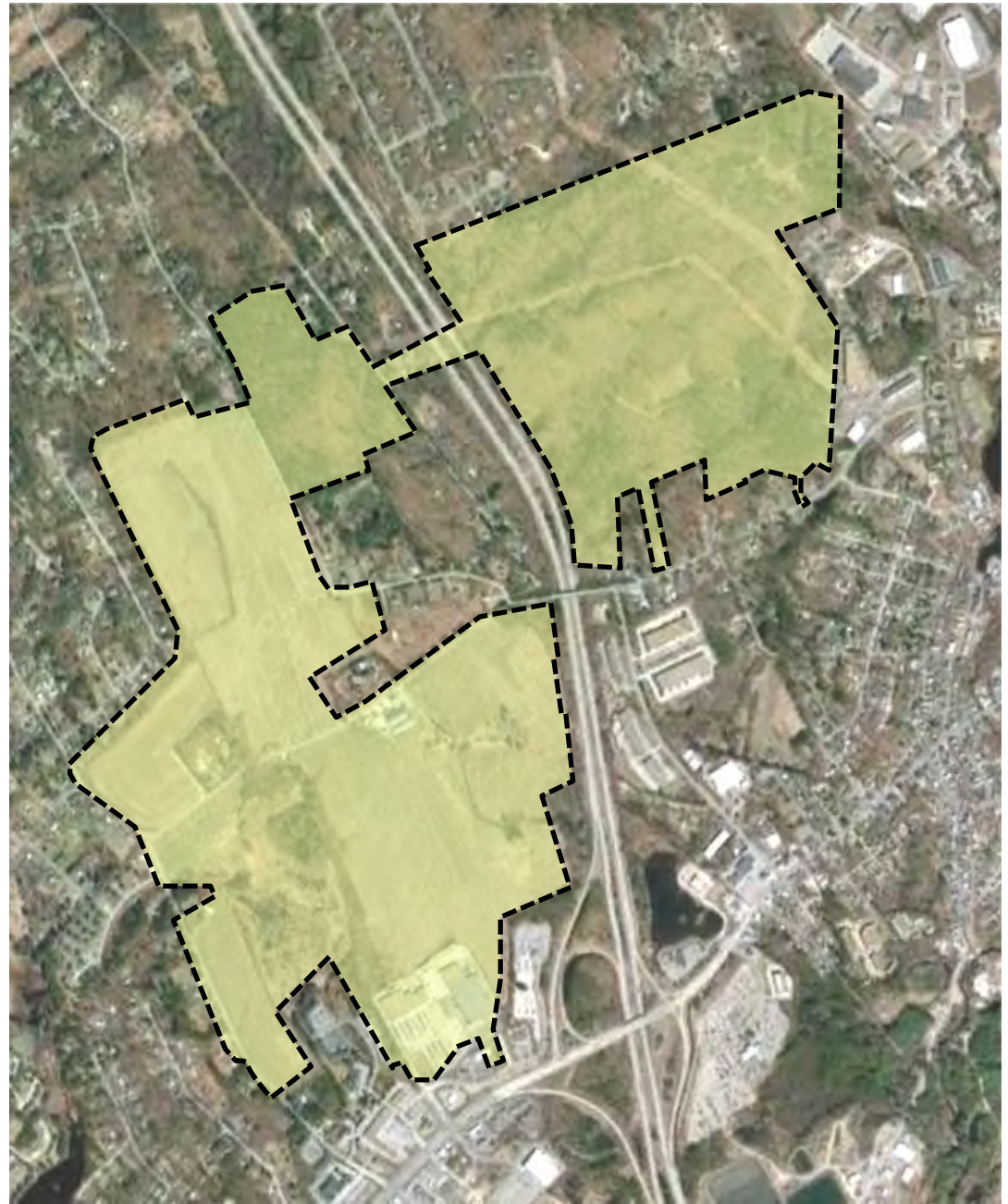
- Process
- Study Area
- Key Assumptions
- Findings
- Conclusions

Open Space

- Types of open space
- Open space amounts and distribution
- Relationship to standards and regulations

Glossary

Looking Ahead



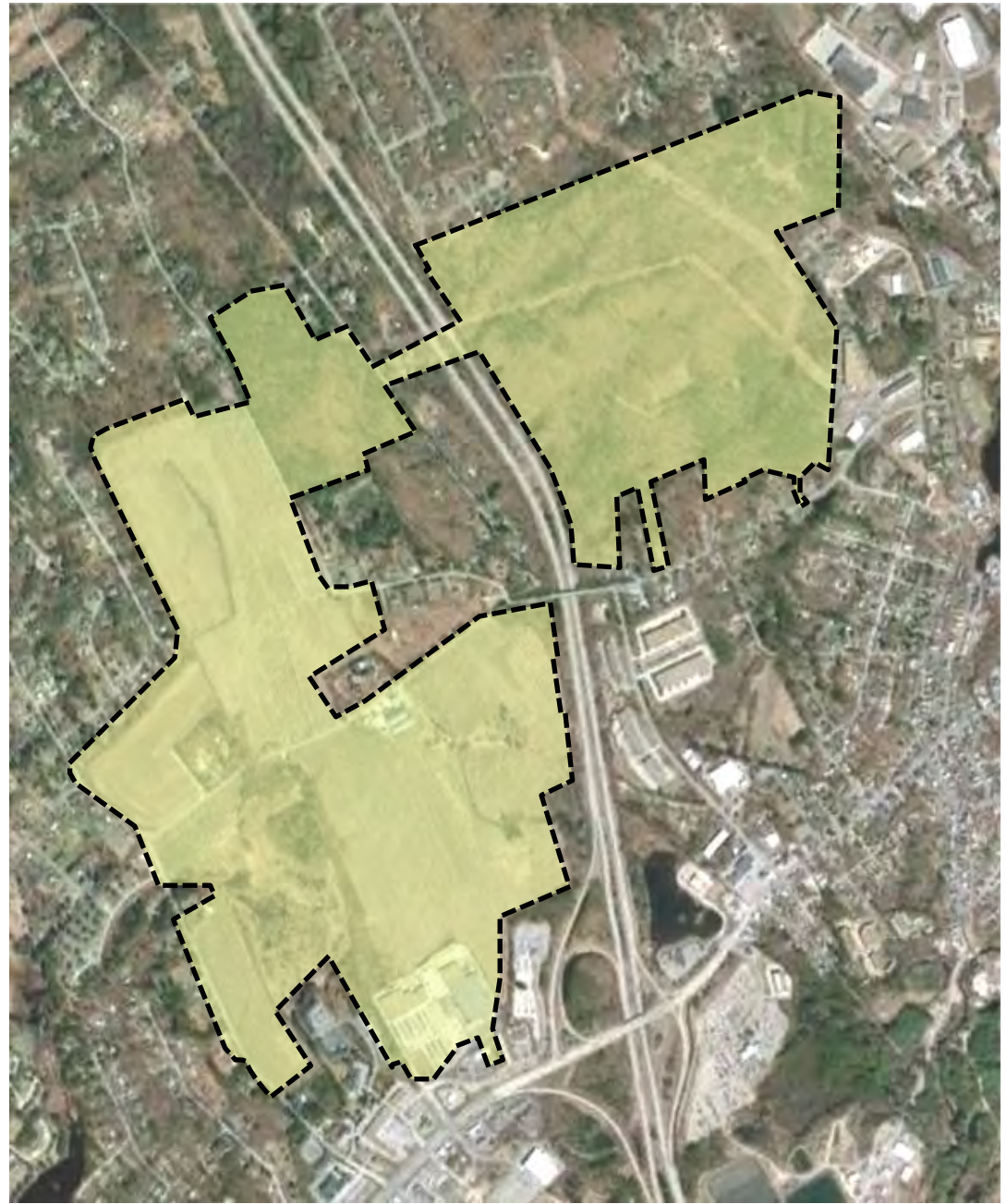
Purpose of the Briefing

Focus: Transportation and Open Space

This is a progress briefing focusing on Transportation and Open Space elements within Woodmont Commons. The transportation discussion concentrates on transportation impact evaluations that have been performed. These studies describe improvements that may be needed to mitigate potential impacts on the connecting roadway and street networks. The results of these studies will be used to construct a system of thresholds, performance standards and developer commitments associated with transportation

The open space discussion describes a systematic approach to providing different types of open spaces. It describes the approach to ensuring that the amount and distribution of the open space is well integrated into the detailed plans and development in the future.

Accompanying this briefing is the initial draft of a glossary of terms that are being used in the planning discussions and documents.



Purpose of the Briefing

Relationship to Final Documents

The topics discussed in this briefing are related to particular segments of the final documents that are being prepared, and for which an overall outline has been drafted and previously presented to the Planning Board. The comments and discussion will be taken into account prior to finalizing the documents for Planning Board consideration and requesting approval.

The briefing also describes how the Transportation and Open Space topics will be related to certain other portions of the final documents.

Primary focus

Reference to other portions of the final documents

WOODMONT COMMONS PUD MASTER PLAN II. PUD Regulations and Standards

2. Land Use Plan

2.1 Description

2.2 Plans

2.3 Land Use Standards

2.3.1 Allowable Uses

2.3.2 Use Distribution Standards (open space)

2.3.3 Allowable Densities

3.3 Transportation Infrastructure Standards

3.3.1 Traffic Capacity and Performance Standards

3.4 Open Space Standards

3.4.1 Public Accessible Open Space

3.4.2 Natural Vegetation and Features

3.4.3 Buffers

3.4.4 Recreational Areas

3.4.5 Diagrams

III. Mitigation and Improvement Requirements

IV. Supplemental Documents

1. Updated Abutters List

2. Transportation Impact Analysis

3. Economic Impact Study

4. Developer Agreement

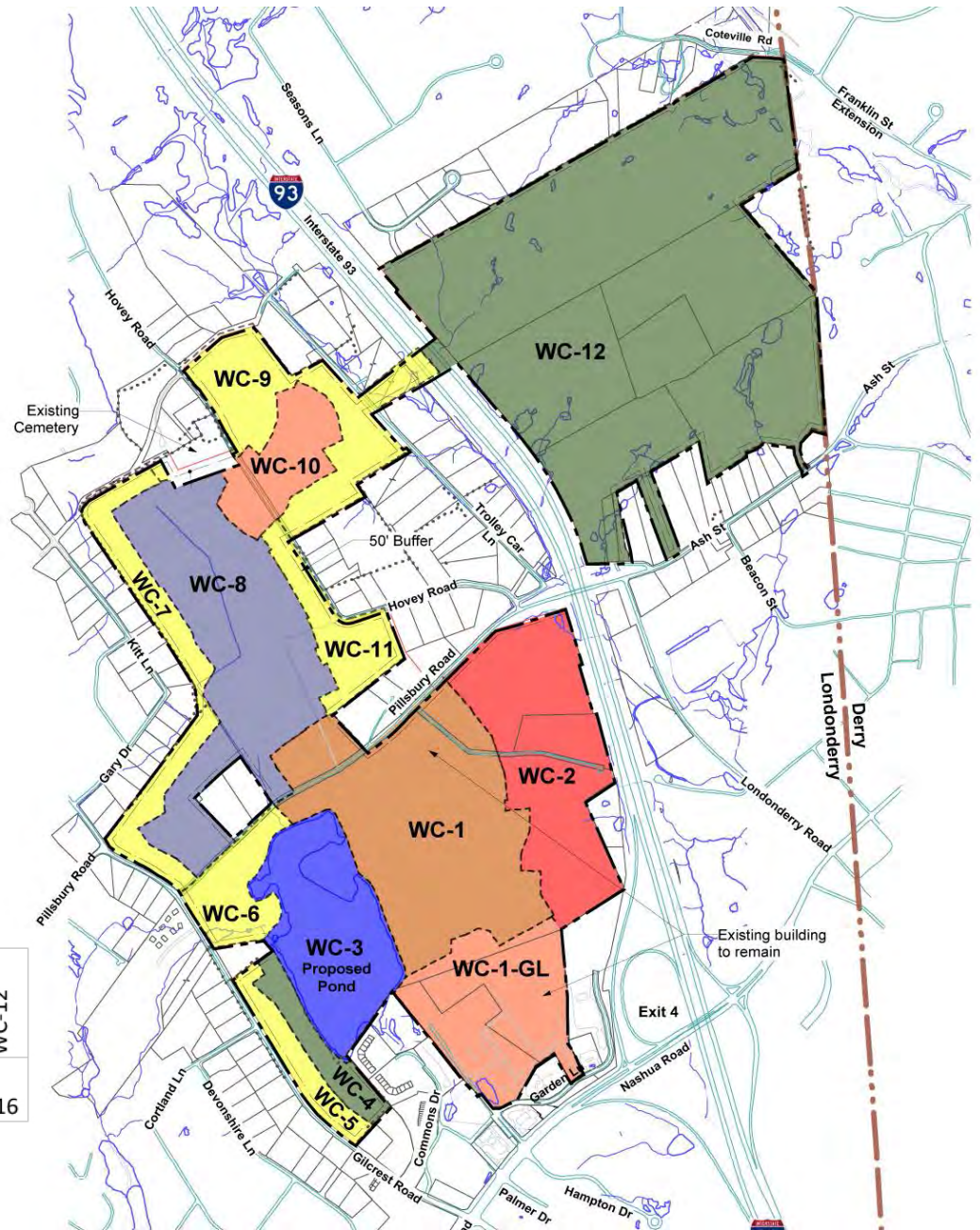
5. Miscellaneous Supplemental Information

Update: Land Use

The following adjustments and clarifications are intended to provide an update on several of the key issues raised during the meeting, in addition to the responses that were made by the Woodmont Commons team at the meeting or are being addressed in subsequent briefings and discussion. These comments anticipate how the complete Master Plan document will address the concerns raised, so that all of the PUD elements can be reviewed together.

Subareas: Approximate Area in Acres

WC-1-GL	WC-1	WC-2	WC-3	WC-4	WC-5	WC-6	WC-7	WC-8	WC-9	WC-10	WC-11	WC-12
38	77	51	39	9	9	13	23	70	32	17	14	216



Update: Land Use

- Density, distribution and types of housing along portions of the PUD perimeter
- Balance between maximum development east and west of I-93 and north and south of Pillsbury
- Allocation of Accessory Dwelling Units
- Maximum building heights
- Incorporation of a hospital into the fabric of a mixed use development
- Quantity and type of commercial development north of Pillsbury Road and west of I-93 (Subarea WC - 8)
- Glossary of acronyms
- Classifications of uses
- Other topics

Transportation

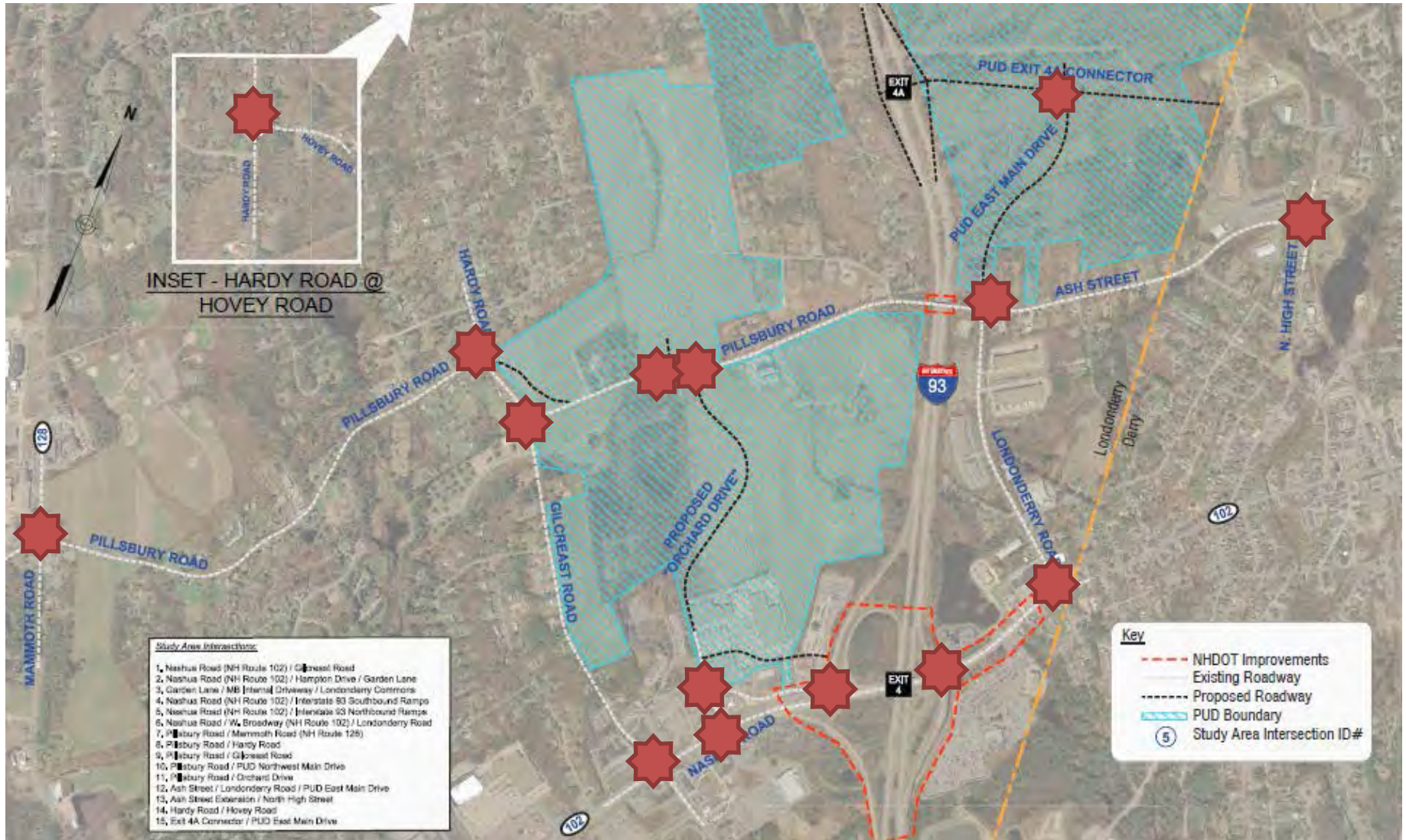
Master Plan Traffic Impact Assessment (TIA)

Prepared by TEC / Reviewed by HSH

- Collaborated on study area with Town staff
- Test of the PUD's Exemplar scenario
- Reviewed key assumptions before study began
- Identified necessary improvements and project mitigation to provide additional future capacity
- Reviewed for compatibility with prior Route 102 Corridor Studies and NHDOT work on I-93

Transportation

Master Plan TIA Study Area



Transportation

Master Plan TIA Study Intersections

- Nashua Road (NH Route 102) / Gilcreast Road
- Nashua Road (NH Route 102) / Garden Lane / Hampton Drive
- Garden Lane / Londonderry Commons / Market Basket Driveway
- Nashua Road (NH Route 102) / Interstate 93 Southbound Ramps
- Nashua Road (NH Route 102) / Interstate 93 Northbound Ramps
- Nashua Road (NH Route 102) / West Broadway (NH Route 102) / Londonderry Road / St. Charles Street
- Pillsbury Road / Mammoth Road (NH Route 128)
- Pillsbury Road / Hardy Road
- Pillsbury Road / Gilcreast Road
- Pillsbury Road / PUD Northwest Main Drive [proposed]
- Pillsbury Road / Orchard Drive [proposed]
- Ash Street / Londonderry Road / PUD East Main Drive [proposed]
- Ash Street Extension / North High Street
- Hardy Road / Hovey Road
- Exit 4A Connector Road / PUD East Main Drive [proposed]

Transportation

Key Assumptions

- 20-year horizon for analysis
- 1% growth per year along Rt. 102
- 0.5% growth per year on other roadways
- Assumes 'Exemplar' distribution of uses
- Assumes Exit 4 is improved and Exit 4A is newly constructed
- Targeting an at-capacity Level of Service E (or better) for the intersection in 2032

Transportation

Trip Generation

	West Side	East Side	Total
Residential (# units)	1,080	350	1,430
Hospital (# beds)	-	300	300
Hotel (# rooms)	350	200	550
Commercial Office (SF)	300,000	400,000	700,000
Retail / Shopping Center (SF)	532,500	350,000	882,500

Distribution of Land Uses

	West Side	East Side	Total
Weekday Daily (trips per day)	33,760 vpd	26,725 vpd	60,485 vpd
Weekday Morning Peak Hour	1,620 vph	1,450 vph	3,070 vph
Weekday Evening Peak Hour	3,165 vph	2,520 vph	5,685 vph

“Raw” Trip Generation (Total Trips)

Transportation

Benefits of Internal Capture

- Internal activity that does not yield off-site impacts
- TEC estimates 36.5% rate based on ITE methodology
- HSH recommended a 23% rate (used in analysis) to provide a conservative projection of ultimate impacts

	West Side	East Side	Total
Weekday Daily (vehicle trips per day)	20,725 vpd	16,565 vpd	37,300 vpd
Weekday Morning Peak Hour	1,140 vph	1,030 vph	2,170 vph
Weekday Evening Peak Hour	1,955 vph	1,580 vph	3,535 vph

Primary Trip Generation (“New” Trips)

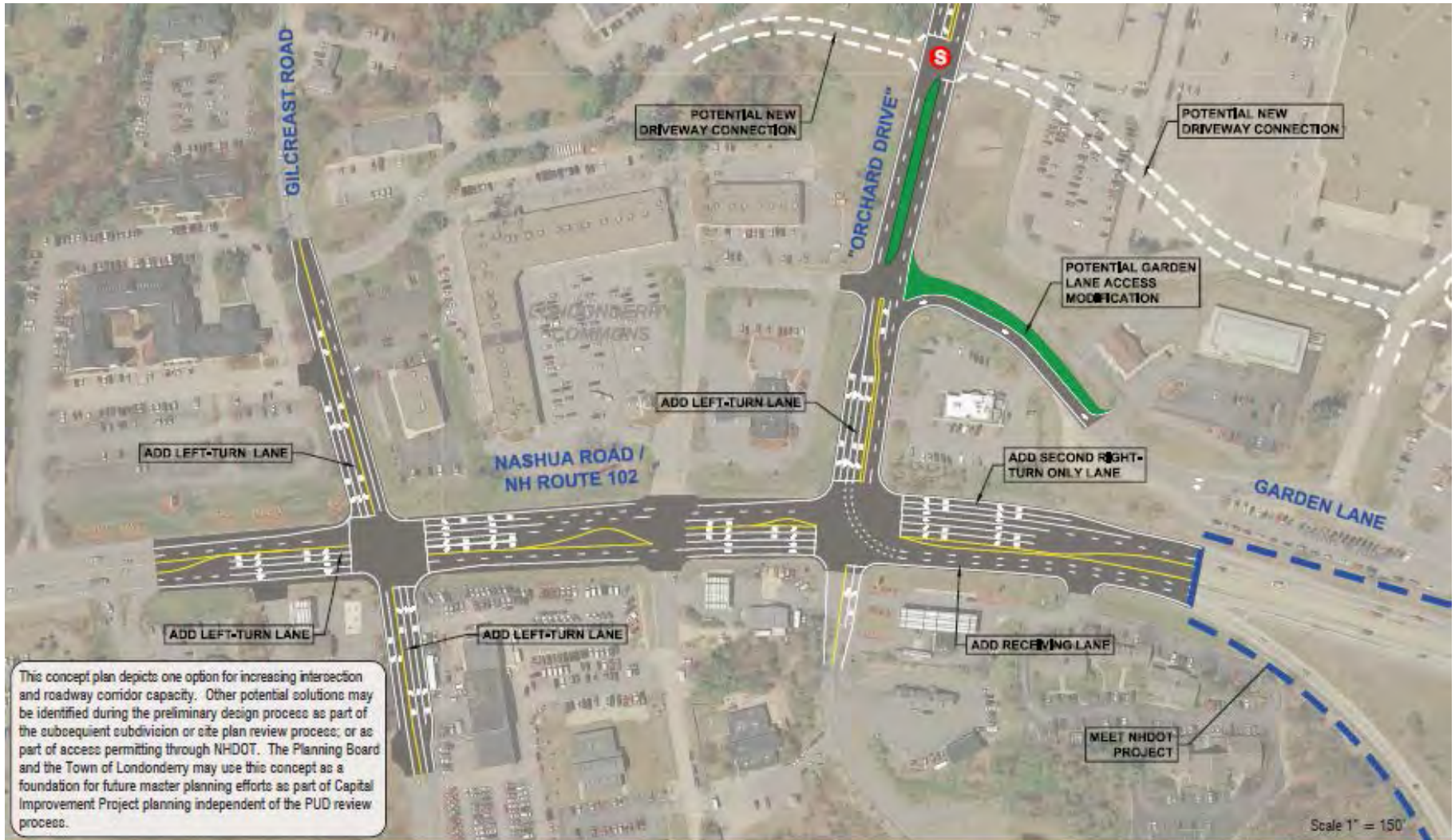
Transportation

Level of Service

Intersection	Existing (AM / PM)	No-Build (AM / PM)	Build (AM / PM)	Build w/ Improvements (AM / PM)
NH 102 / Gilcreast Rd	D / D	D / F	E / F	C / D
NH 102 / Garden Ln / Hampton Dr	B / C	C / D	C / F	C / D
Garden Ln / Londonderry Commons / Orchard Dr*	F / F	F / F	F / F	A / A
NH 102 / I-93 Southbound Ramps	B / C	B / C	B / D	B / C
NH 102 / I-93 Northbound Ramps	C / D	C / C	C / D	C / D
NH 102 / Londonderry Rd / St. Charles	F / F	F / F	F / F	B / C
Pillsbury Rd / Mammoth Rd	D / F	E / E	F / F	C / D
Pillsbury Rd / Hardy Rd	C / E	C / F	F / F	B / A
Pillsbury Rd / Gilcreast Rd	C / F	C / F	F / F	A / C
Pillsbury Rd / Northwest Main Drive (proposed)**	-	-	C / F	C / F
Pillsbury Rd / Orchard Drive (proposed)	-	-	D / F	A / B
Pillsbury Rd / Ash Street / Londonderry Rd	B / C	B / C	F / F	C / C
Ash St Extension / North High St ***	C / E	C / F	C / F	B / F
Hardy Rd / Hovey Rd	A / A	A / A	A / B	A / B
Exit 4A Connector / Eastern Main Drive	-	-	F / F	C / D

Transportation

Route 102 / Gilcreast Road / Garden Lane



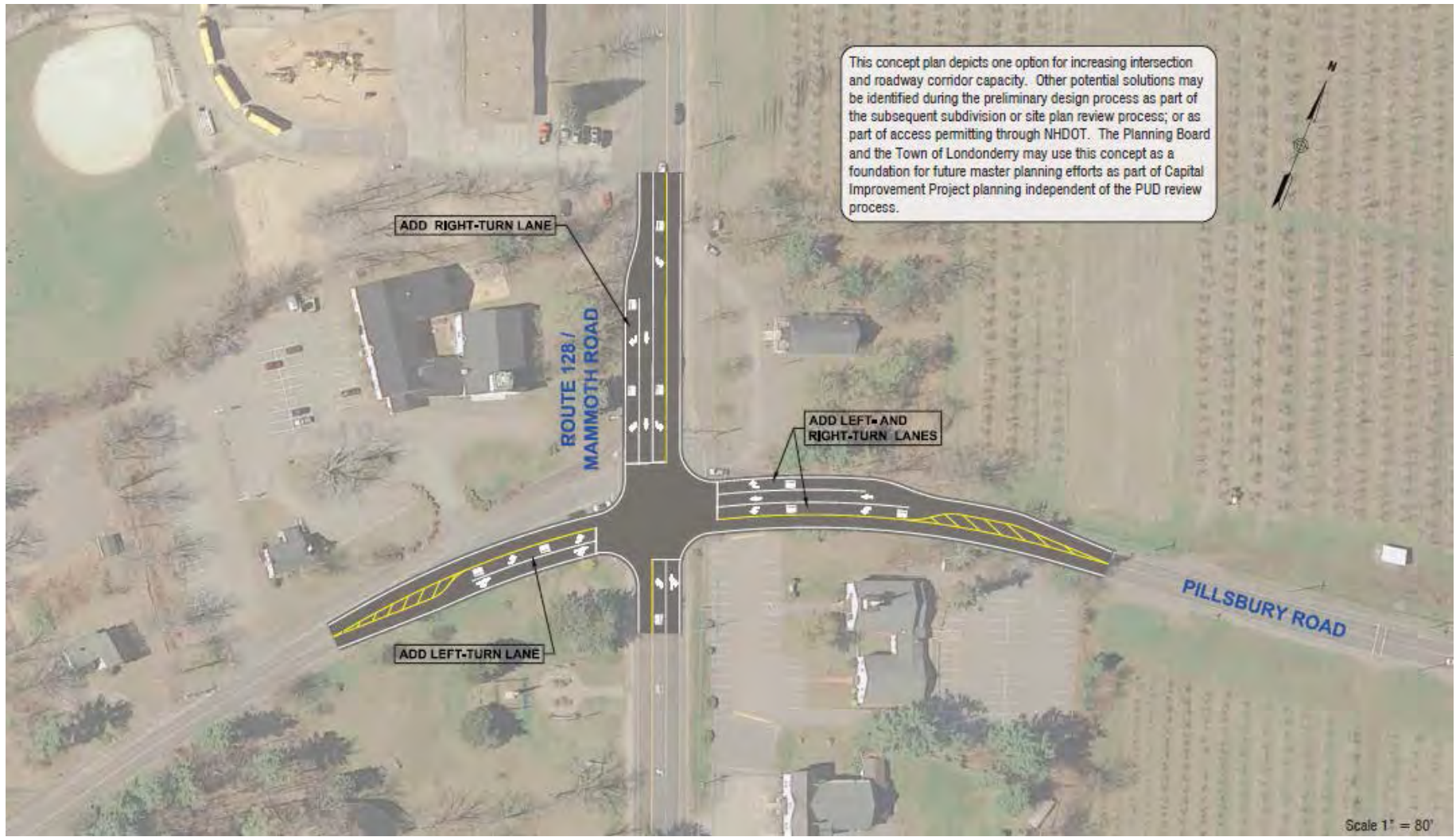
Transportation

Route 102 / Londonderry Road



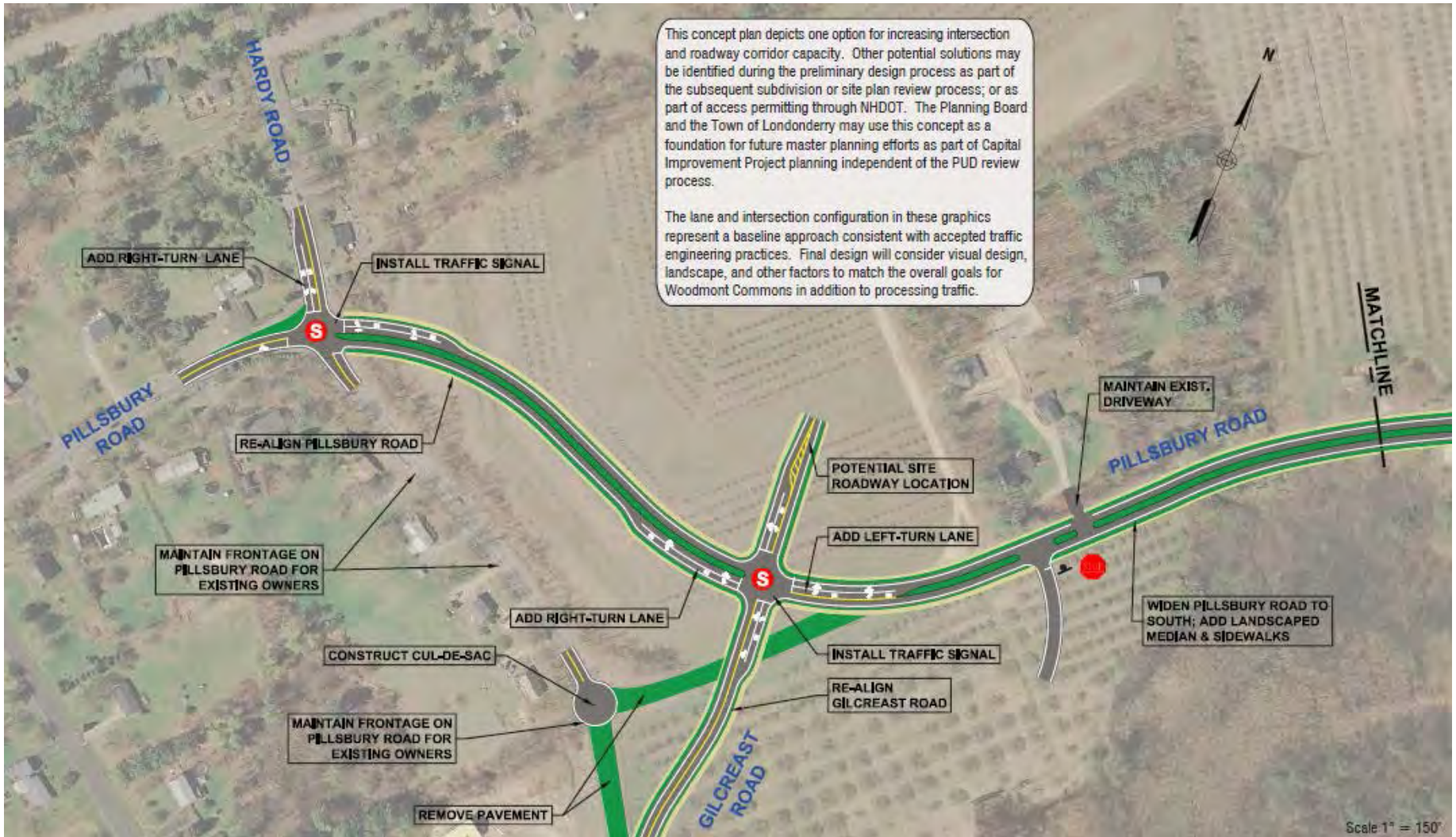
Transportation

Route 128 / Pillsbury Road



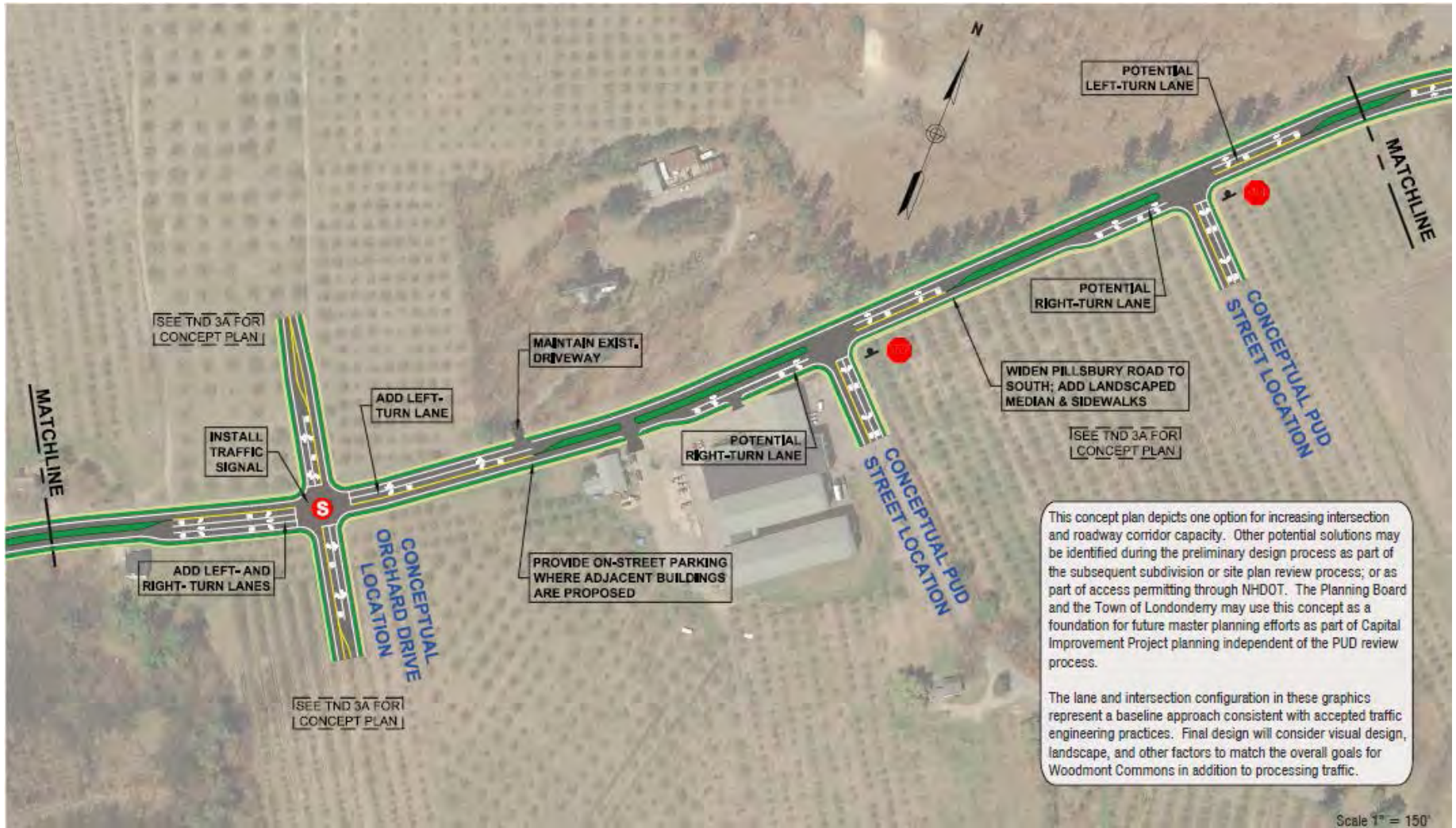
Transportation

Pillsbury Road / Gilcreast Road / Hardy Road



Transportation

Pillsbury Road / "Orchard Drive"



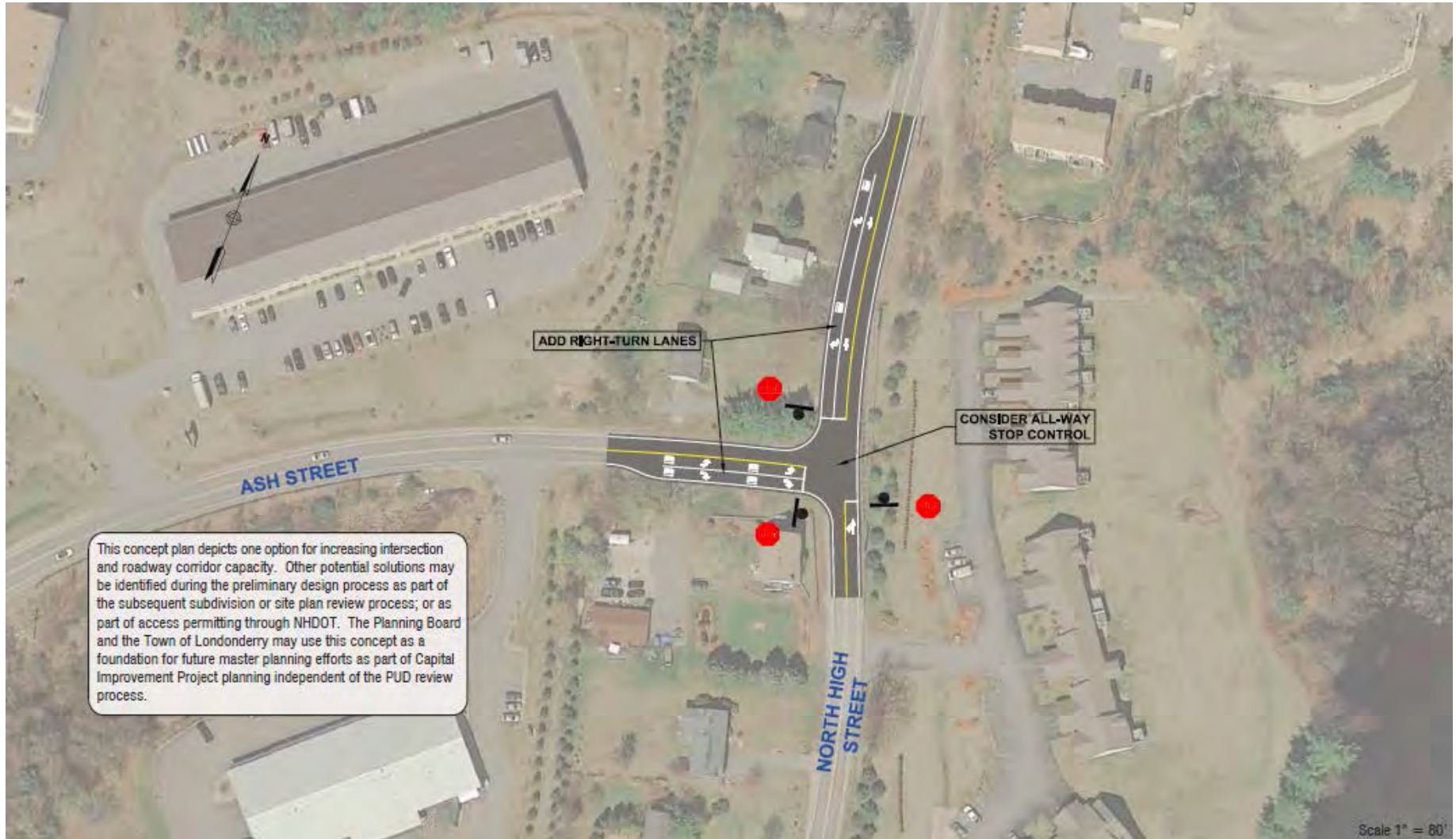
Transportation

Ash Street / Londonderry Road



Transportation

Ash Street Ext / North High Street



Transportation

Capacity Before and After



Transportation

Conclusions

- Master Plan TIA shows transportation feasibility
 - *Conservative analysis inputs*
 - *Full development of the East Side will depend upon Exit 4A*
 - *Assumptions for NHDOT infrastructure*
- Key intersection improvements (public or private)
- 20-year horizon provides acceptable service under an at-capacity scenario
- Future traffic studies will confirm traffic operations at each major phase
- Study will be the basis of traffic thresholds, regulations and agreements to be proposed for review by the Town and HSH

Open Space

Examples

Categories

Shared Open Space

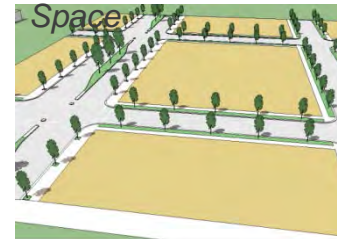
- *Conserved Open Space*
- *Circulation Open Space*
- *Passive Open Space*
- *Active Open Space*
- *Civic Open Space*
- *Buffers*
- *Public Access*

Project Open Space

Agricultural Open Space



Conserved Open Space



Circulation Open Space



Passive Open Space



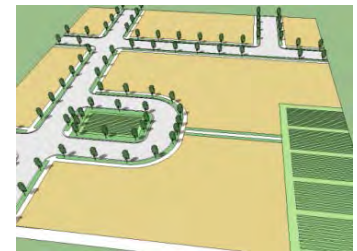
Active Open Space



Civic Open Space



Buffers



Agricultural Open Space

Open Space

Basic Principles

The open space concepts that have emerged in the planning process will be described in the introductory section of the PUD Master Plan to set the context for the specific requirements and regulations associated with open space components. The approach to the PUD requirements has emerged from several key ideas:

- *Buffers*
- *An enhanced agricultural impoundment as a major open space feature*
- *An accessible ecological approach to major storm water drainage features*
- *Landscapes along key, connecting roadways*
- *Orchard-like plantings in several visible locations*
- *Compliance with state and federal requirements and approvals*
- *Conservation and connected open space in WC -12*
- *Variety of neighborhood-supporting open spaces supporting a walkable, mixed-used community*
- *Inclusion of open space within individual sites and projects*
- *Provision and distribution of publicly accessible open space*

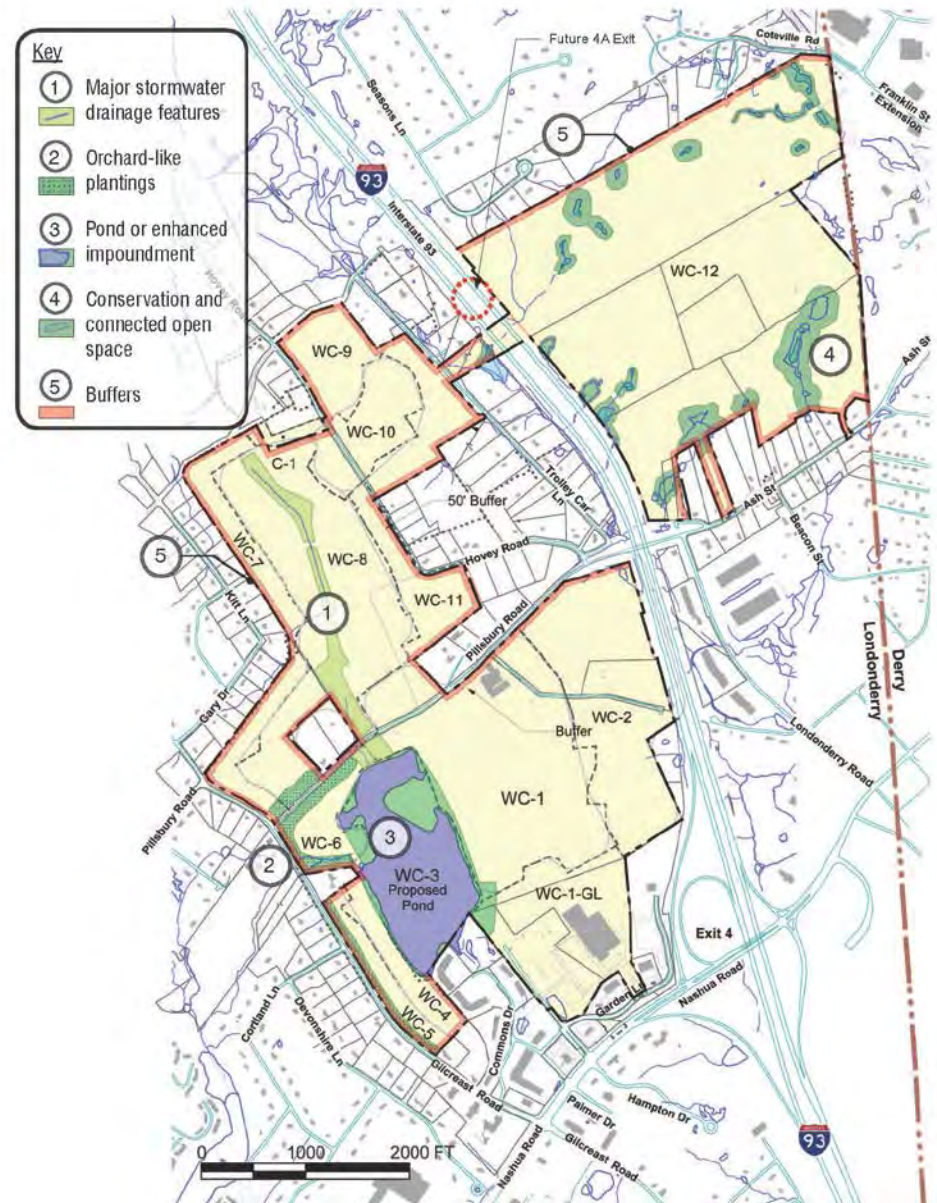
Open Space

Open Space Diagram

Some of the open space components such as buffers and certain drainage networks are geographically defined. Other components will be provided to meet standards relating to the amount, character, and proximity of open space.

A key concept for Open Space is the following requirement:

All projects including buildings must have a connection from all building front doors to a qualifying open space by path or sidewalk that is within a quarter mile of a minimum of a half-acre Passive Open Space, Active Open Space or Civic Open Space or within a quarter mile of Shared Open Space with Public Access space or feature such as a walk or trail within a Conserved Open Space. Accessible space must be connected to a public street or sidewalk network.



Open Space

Open Space Minimums and Subarea Distribution Chart

Subareas	WC-1-GL	WC-1	WC-2	WC-3	WC-4	WC-5	WC-6	WC-7	WC-8	WC-9	WC-10	WC-11	WC-12	Totals
Approximate Area in Acres ¹	38	77	51	39	9	9	13	23	70	32	17	14	216	
Shared Open Space in Acres														
Conserved Open Space Minimums	0.0	0.0	0.0	39.0	0.0	0.0	0.0	0.0	9.5	0.0	0.00	0.00	35.5	84.0
Buffers ⁷	0.0	1.5	1.5	0.0	1.0	2.5	1.0	5.5	3.0	6.5	0.00	3.0	10.5	36.3
Other Open Space (Minimum) ^{2,4}	1.5	10.0	1.5	0.0	2.5	0.0	0.5	0.5	0.0	0.5	0.5	0.5	5.0	23.0
Totals	1.5	11.5	3.0	39.0	3.5	2.5	1.5	6.0	12.5	7.0	0.5	3.5	51.0	143.0

Notes

1. Includes some public road right of way where Subarea crosses a street on Pillsbury Road, Hovey Road and Trolley Car Lane.
2. Other Open Space includes Active, Passive or Civic Open Spaces.
3. All Projects including buildings must have a connection from all building front doors to a qualifying open space by path or sidewalk that is within a 1/4 mile of a minimum of 1/2 acre Passive Open Space, Active Open Space or Civic Open Space or within a 1/4 mile of Shared Open Space with Public Access space or feature such as a walk or trail within a Conserved Open Space. Accessible space must be connected to a public street or sidewalk network.
4. Conserved Open Space to be protected and improved prior to any adjacent development.
5. The Other Open Space for any Subarea listed above must be allocated and improved, at a minimum, proportionally to the proportion of the Subarea being developed as a condition of any Project approvals in that Subarea.
6. In some areas, Conserved Open Space overlaps the Buffer. In such cases the area of the Open Space has been included with the Buffer areas.
7. Buffer areas include the total area of the Buffer indicated on the Land Use Plan. The area for future street connections has not been excluded from the Buffers.
8. Although it is considered Open Space, the open spaces associated with infrastructure is in addition to the totals we are showing.

Glossary

The glossary summarizes planning and technical terms that are frequently referred to in the documents and discussions about the Woodmont Commons PUD. These are distinct from formal definitions that will be established to describe detailed aspects of the PUD as a regulatory mechanism.

Area

- *Area plan*
- *Area regulations and standards*
- *Area plan proposal*
- *Area plan approval*

Board

Concept plans, Illustrative plans or Illustrations

Development agreement

Economic impact analysis

- *Master Plan Economic Impact Analysis*
- *Supplemental Economic Impact Analysis*

Exemplar

Land use plan

Master Developer

Maxima

Project

- *Project regulations and standards*
- *Project proposal*
- *Project approval*

PUD Master Plan Application

PUD Master Plan

Revenue Positive

Subarea

Threshold

Traditional neighborhood development

TND

Traffic Impact Area Study

- *Master Plan Traffic Impact Analysis*
- *Supplemental Traffic Impact Analysis*

Use Category

- *Agricultural*
- *Residential*
- *Civic Uses*
- *Institutional*
- *Accommodation*
- *Business Uses*

Woodmont Commons

Zoning Ordinance

Looking Ahead

Transportation and Open Space, Area and Project Regulations and Standards and Allowable Densities

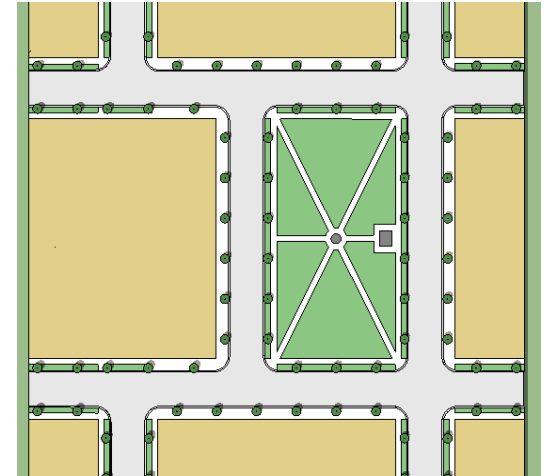
The next briefing and discussion will focus on:

- Area standards and regulations
- Project standards and regulations
- Illustrative examples of use combinations and densities from other communities
- List of definitions

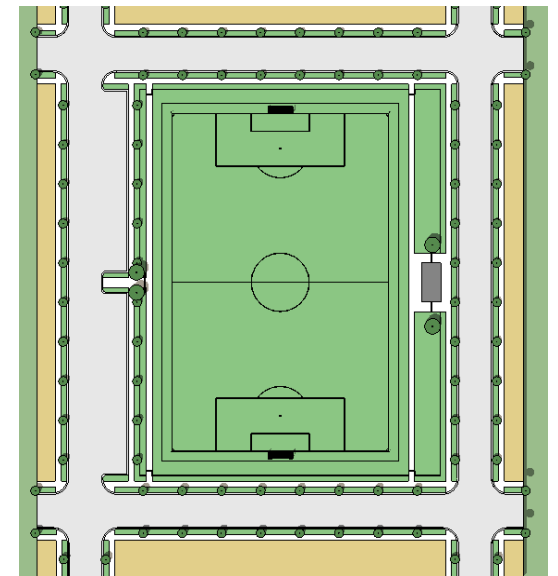
Subsequent presentations and discussions will focus on:

- Economic impacts and benefits
- System of improvements and mitigation

Illustrative Examples of Standards

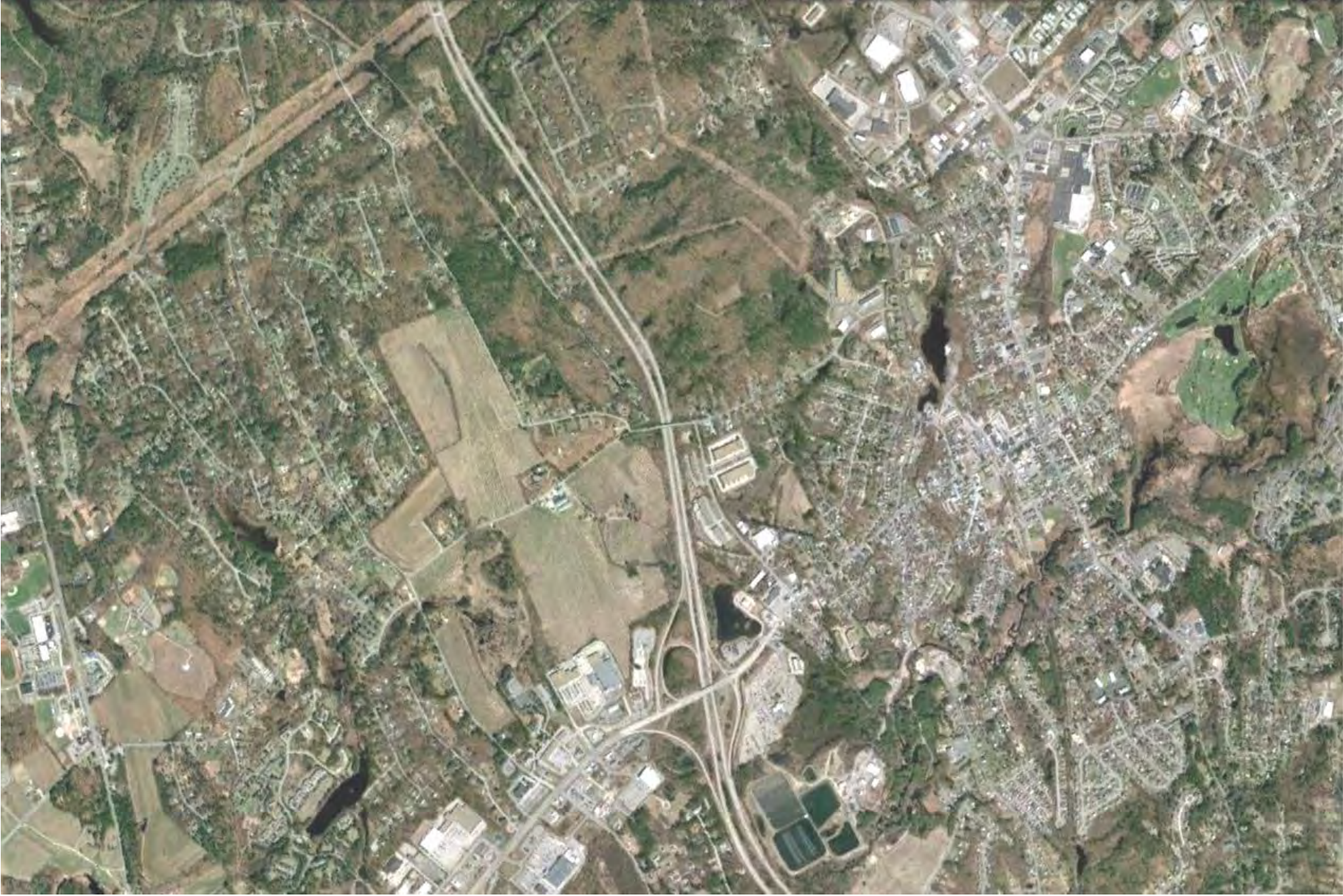


Green (Passive Open Space)



Playing Field (Active Open Space)

Questions and Discussion



2012/2013 Growth Management Ordinance - Determination of Growth Sustainability

Public Hearing

February 13, 2013

How the Annual Evaluation Works

- Requirements spelled out in Section 1.4 of the Zoning Ordinance
 - Board must also make a determination based on the 1998 Ordinance (former Section 1304)
 - Determination must be made by March 1 of each year
 - Current Ordinance requires 2 of 3 criteria to be met to declare “unsustainable growth” and limit building permits
 - 1998 Ordinance requires 3 of 3 criteria to be met to declare “unsustainable growth” and limit building permits
-

What are the Criteria?

- The present year number of building permits authorized by the Building Department exceeds the average rate of dwelling unit authorizations in Londonderry over the six preceding calendar years
 - A percentage increase in housing units over the preceding calendar year equal to [or greater than] the rate of increase in housing units for that preceding year summed across the six municipalities which abut Londonderry (Auburn, Derry, Hudson, Litchfield, Windham & Manchester)
-

What are the Criteria? (cont'd)

- The maximum rate of dwelling units authorizations whose projected demands can be adequately serviced and provided with facilities at a prudent level of fiscal strain, based upon the following:
 - School enrollment vs. school capacity
 - Strain on public facilities
 - Percentage of total budget appropriations made up of capital improvements
-

Criterion 1: 6 year average analysis

- The average number of permits authorized over the preceding six years is **44**. In 2012, Londonderry authorized **16** permits ($16 < 44$).

■ **CONDITION NOT MET**

- Given that the first condition was not met, Section 1304 of the 1998 GMO will not meet the conditions of unsustainable growth.
-

Criterion 2: Local vs. Region

- The number of housing units authorized by the Londonderry Building Division grew by **0.18904%** between 2011 and 2012; the number of housing units authorized by the building departments in abutting municipalities grew by **0.34318%** between same period ($0.18904\% < 0.34318\%$).

■ **CONDITION NOT MET**

Conclusion

- Given that two of three of the 2002 GMO criteria have not been met and three of the three criteria of the 1998 GMO have not been met:
 - **Staff recommends that the Planning Board make a determination that for 2013, the Town of Londonderry will be in a **period of sustainable growth**, and there will be **no cap** on the number of building permits issued.**
 - This decision will end on **December 31, 2013**.
-