

1 **LONDONDERRY, NH PLANNING BOARD**  
2 **MINUTES OF THE MEETING OF APRIL 10, 2013 AT THE MOOSE HILL**  
3 **COUNCIL CHAMBERS**  
4

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

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

12 A. Rugg called the meeting to order at 7:00 PM. He appointed L. Reilly to vote for  
13 Chris Davies, M. Newman to vote for Scott Benson, and for A. Sypek to vote for L.  
14 El-Azem until she arrived.  
15

16 **Administrative Board Work**  
17

18 A. Plans for Signature – Ms. Darlene’s Childcare, Map 6 Lot 47-1, 10 Kendall  
19 Pond Road.  
20

21 J. Trottier said all precedent conditions for approval have been met and that  
22 staff recommends signing the plans.  
23

24 **M. Soares made a motion to authorize the Chair and Secretary to sign**  
25 **the plans. L. Wiles seconded the motion.** No discussion. **Vote on the**  
26 **motion: 8-0-0.** A. Rugg said the plans would be signed at the conclusion of  
27 the meeting.  
28

29 B. Plans for Signature – Ginnard Subdivision, Map 15 Lot 110-5, 2 Leelynn  
30 Circle.  
31

32 J. Trottier said all precedent conditions for approval have been met and that  
33 staff recommends signing the plans.  
34

35 **M. Soares made a motion to authorize the Chair and Secretary to sign**  
36 **the plans. L. Wiles seconded the motion.** No discussion. **Vote on the**  
37 **motion: 8-0-0.** A. Rugg said the plans would be signed at the conclusion of  
38 the meeting.  
39

40 C. Voluntary Merger - T-Mobile/Beal Raw Land, Map 12 Lot 34, 28 Kelley Road.  
41

42 J. Trottier explained that the property survey involved in this project revealed  
43 an error in the Town’s tax maps where the 20 acre site was shown as two  
44 separate lots (34 and 37, both on map 12). The voluntary merger would  
45 correct that error. He said staff recommends signing the voluntary merger.  
46

47 **M. Soares made a motion to authorize the Chair to sign the Notice of**  
48 **Merger of Parcels under RSA 674:39-a. L. Wiles seconded the motion.**

1 No discussion. **Vote on the motion: 8-0-0.** The Voluntary Merger was  
2 signed.

3  
4 D. Plans for Signature – T-Mobile/Beal Raw Land, Map 12 Lot 34, 28 Kelley  
5 Road.

6  
7 J. Trottier said all precedent conditions for approval have been met and that  
8 staff recommends signing the plans.

9  
10 **M. Soares made a motion to authorize the Chair and Secretary to sign**  
11 **the plans. L. Wiles seconded the motion.** No discussion. **Vote on the**  
12 **motion: 8-0-0.** A. Rugg said the plans would be signed at the conclusion of  
13 the meeting.

14  
15 E. Approval of Minutes – March 27 2013

16  
17 **L. Wiles made a motion to approve and sign the minutes from the**  
18 **March 27, 2013 meeting as previously amended. L. Wiles seconded the**  
19 **motion.** No discussion. **Vote on the motion 7-0-1.** (J. Laferriere abstained  
20 as he was absent from the March 27, 2013 meeting).

21  
22 J. Vogl noted that on page 14 of the March 27, 2013 minutes, the question  
23 beginning on line 15 asked if individual site and subdivision plans for Woodmont  
24 Commons would be required to observe the Town's zoning ordinance. While  
25 the minutes accurately reflected what was stated, J. Vogl stated that a  
26 correction should be noted for the record that the question pertained to site and  
27 subdivision *regulations*, not the zoning ordinance. The answer, he added,  
28 would be that a developer would be required to observe the Town's site and  
29 subdivision regulations.

30  
31 F. Discussions with Town Staff

32  
33 J. Trottier and J. Vogl said they had no issues to present to the Board.

34  
35 A. Rugg announced that the Southern New Hampshire Planning Commission will  
36 be sponsoring a free workshop on April 17 at the PSNH building in Manchester.  
37 The "ReadySetGo! Certified Sites in Southern New Hampshire" event will  
38 present the new ReadySetGo! regional marketing and economic development  
39 tool for the Southern New Hampshire Region as well as recent changes to the  
40 State of New Hampshire's Economic Revitalization Tax Credit Program.

41  
42 [L. El-Azem arrived at 7:06].

43  
44 **Continued Plans**

45  
46 A. Pillsbury Realty Development, LLC, Map 10, Lots 15, 23, 29C-2A, 29C-2B,  
47 41, 41-1, 41-2, 42, 45, 46, 47, 48, 50, 52, 54-1, 57, 58, 59, and 62 –  
48 Application Acceptance and Public hearing for formal review of the Woodmont  
49 Commons Planned Unit Development (PUD) Master Plan *[Continued from the*  
50 *March 27, 2013 Planning Board Meeting.]*

1  
2 Ari Pollack of Gallagher, Callahan & Gartrell re-introduced developer Mike  
3 Kettenbach and the Woodmont Commons Development Team members. He  
4 stated that Jimmy D'Angelo and Kevin Dandrade of TEC would be presenting  
5 updates regarding infrastructure and transportation related to the Woodmont  
6 Commons project. The infrastructure portion, he noted, will be an overview only  
7 of discussions that have taken between Town Staff, Town consultant  
8 Howard/Stein-Hudson (HSH), and the Woodmont Commons Team. Later in the  
9 meeting, examples of the site and subdivision plans based on the evolving  
10 development standards will be presented by Tom Goodwin of Shook-Kelly.  
11 Because the last extension of the 65-day approval period per RSA 676:4 granted  
12 by the Board will expire on May 15, A. Pollack stated that an additional  
13 extension will be requested at the May 8 meeting. Topics on May 8 will include  
14 fiscal impacts of the project, the final set development standards, the  
15 development agreement, and updates on infrastructure.

16  
17 **UPDATES ON INFRASTRUCTURE AND TRANSPORTATION:**

18  
19 (J. D'Angelo) "We have been working to coordinate the infrastructure and traffic  
20 submissions and you have in your briefing document copies of some exhibits  
21 that were part of the infrastructure memorandum that we have prepared and  
22 delivered to Staff (see Attachment #1). I want to thank Staff and the peer  
23 review consultant for accommodating us on Monday [April 8] to sit down and  
24 talk about that initial submission. But for tonight, what we would like to do is  
25 just put up those exhibits and give you a status report. The items that we have  
26 submitted for infrastructure are (see page 3 of Attachment #2) wastewater,  
27 water supply, stormwater management, and under the utilities, the private  
28 utilities; the electrical, natural gas, and communications. There are  
29 memorandums that accompany each of those and as we talked about on  
30 Monday with Staff, there are issues that we need to further explore in order to  
31 complete that submission so that we can make both the final presentation and  
32 recommendation to the Board in each of those areas.

33  
34 "The Sewer Collection Concept (p. 4, Attachment #2): Our sub-consultant, CMA,  
35 prepared an extensive technical memorandum that looked at existing conditions,  
36 where the pump stations are, and where we ultimately have to go to the Derry  
37 Water Sewage Treatment Plant. And in talking on Monday with Staff, John  
38 (Trottier) particularly wanted to make sure that we got the existing condition  
39 accurate so that it was not just a question of available capacity but also the  
40 existing conditions of the distribution to get to that capacity and the limitations  
41 of it. So while we went over each of those elements, John had an extensive and  
42 exhaustive comment page, which we discussed and we should be resubmitting  
43 tomorrow an update of that existing conditions analysis so that we will be  
44 prepared next meeting to conclude the water and sewer issues.

45  
46 "The next slide (p. 5), is the Water Supply Concept and it shows where the  
47 private and public water supplies are, Pennichuck Water would be providing  
48 water, and where would be the locations that we would have to hit with what  
49 capacity that exists there and how it would be distributed. There were some  
50 comments associated with that and we will be updating that memo so that it

1 would be complete and acceptable, both to the Town and to the peer review  
2 consultant before we come back to you.  
3

4 "And the last issue is the drainage areas (p. 6) and I think this was pretty  
5 straightforward from a perspective of the topography that exists on that piece of  
6 property; high spots, low spots. In the briefing document, the technical  
7 memorandum that accompanied our submission, it talked about the intent of our  
8 design to use best practices and to use vegetated swales to collect the drainage  
9 and to treat it in those swales, to hold it and release it. And most of that is  
10 going to be released to a new water quality element, which is the pond, but in  
11 other areas we use the same techniques before we treat it, infiltrate it, detain it  
12 and not release it over the property line at any greater rate than what is being  
13 released now.  
14

15 "And again, there is some additional work with that, but I think the biggest issue  
16 there is the issue of having to deal with the Beaver Brook salting impact. And  
17 although this is a private development, a private development that we need to  
18 come and work cooperatively with the Town so that we accommodate the intent  
19 of the saltation mitigation that has been planned not only for (I)93, but also for  
20 the town roads, and we want to make sure that we are doing it in a  
21 complimentary fashion to assist the Town in bringing Beaver Brook back to  
22 where it is supposed to be. So those are the three components of infrastructure  
23 and tomorrow before the close of business, the memorandum will have been  
24 updated and submitted back to the Town for their review and hopefully we will  
25 be able at the next meeting to resolve and finalize our submission package in  
26 each of those areas.  
27

28 "The other element that we have on tap for tonight is the traffic analysis,  
29 answering the question 'what if there is no 4A?' We did an exhaustive traffic  
30 impact study as was required, using the scenario of a full build and there were  
31 questions, both from the Town and from the peer review consultant, that asked  
32 for a sensitivity analysis; 'What if there was no 4A?' We have completed that  
33 analysis and have sent it back to be again reviewed. And to summarize that, I  
34 have Kevin Dandrade from TEC who will go through that quickly to get to the  
35 final slide."  
36

37 (K. Dandrade) "For the record, Kevin Dandrade, principle and Senior Project  
38 Manager with TEC. As Jimmy stated, I will give you the synopsis of the  
39 additional analysis that we did at the request of some of the Board members  
40 and staff to look at the development potential until or without Exit 4A becoming  
41 available or being constructed. This was something that we have prepared and  
42 submitted to Town Staff and to HSH. They reported back and they have a  
43 memorandum dated today, April 10, that affirms the process that we went  
44 through. That's the great news, that a lot of the back and forth that we've done  
45 with Staff and HSH has been very helpful in order to clarify assumptions,  
46 distributions of trips, shared trips between zones and it has been a very good  
47 collaborative process to make sure that we have the answers that Board  
48 members and the public are looking for.  
49

1 "Just to summarize the major steps that we went through (p. 7), we had  
2 selected certain key intersections that were within the master plan traffic study  
3 and would be most likely affected. And we used the evening peak hour because  
4 it was the one that, during the master plan traffic study, jumped out as  
5 becoming the critical peak hour over the morning period. We again test the  
6 situation without Exit 4A, but still having the potential for some development in  
7 zone WC-12, which is east of 93. We also looked at, as part of our additional  
8 analysis, how much traffic under both scenarios would head up to the northern  
9 neighborhoods through Hardy and Hovey. With each of these cases, we've  
10 assumed that the major transportation mitigation would be in place, and that's  
11 important for the Board to understand, so that we're dealing with, really, the  
12 only variable being 4A.  
13

14 "The intersections that were studied as part of this update (p. 8): The  
15 intersection of Ash and the east side connector with Londonderry Road,  
16 Londonderry Road at Route 102, and Garden Lane at Route 102. Those were  
17 the key controlling intersections within the master plan traffic study that were  
18 the focus of this supplemental analysis.  
19

20 "Again, the major assumption (p. 9) is that there is no 4A. As part of the test,  
21 and it was somewhat of an iterative process for us to back into how we end up  
22 with comparable results and what level of development we might have to scale  
23 down by to keep comparable intersections at those three key locations without  
24 Exit 4A. As part of our analysis, we assumed that there is no retail, hotel, or  
25 hospital within WC-12. Some of that is somewhat common sense because  
26 without a major connecting arterial road from Exit 4A over to Folsom, into 28,  
27 that pass by traffic won't necessarily be there if there is no Exit 4A. Now, there  
28 may be complimentary elements of retail, but for the purposes of our analysis,  
29 and the other controlling documents that we're putting together now, the  
30 assumption is that there will be no retail, no hotel, and no hospital on that east  
31 side. With that, it limits WC-12 to approximately 400,000 square feet of office  
32 space and 300 residential units. We maintain the same level of development in  
33 WC-1 through WC-11, which is consistent with the master plan, the original  
34 traffic study. But with those characteristics of not having 4A, we had to  
35 redistribute traffic to the roadway system without having the benefit of that  
36 additional highway access.  
37

38 "This is a summary table (p. 10) that shows what was just described in the text  
39 to show that on the east side as part of the Master Plan, we have the controlling  
40 maximas there of 350 residential units, 300 hospital beds, 200 hotel rooms,  
41 400,000 square feet of commercial office and 350,000 of retail. As we go to the  
42 "without Exit 4A" scenario, you can see that those have become dashes because  
43 we have removed that from the potential trip making characteristics.  
44

45 "This summary table of Level of Service (p. 11): On the right side is the most  
46 important part in your documents, what was originally in the traffic study from  
47 February, under the full build scenario, with the overall intersection operations  
48 with 4A, and with the scaled down development without 4A. You can see that  
49 those results are more or less the same or in some cases, slightly better. So  
50 what that hopefully does is, based on the reduction of the floor area or the

1 number of hotel rooms or the hospital, it puts things at the same level playing  
2 field as if Exit 4A existed and we had the full development.

3  
4 "The other part of the analysis that we did (p. 12) was looking at the number of  
5 trips that might migrate to the north towards Route 28 or Exit 5 under both  
6 scenarios. This table shows the relative volumes that were based on a very  
7 detailed breakout of the trips, because when we do the analysis, we have  
8 separated out the residential from the office, from the other commercial retail  
9 trips. And those are all networks and traffic numbers that HSH and Staff have  
10 reviewed. What we see is that on Hardy Road, we could have anywhere from 38  
11 to roughly 70 trips per hour in that AM and PM peak hour that might be  
12 introduced under either scenario and those, again, we tried to balance so that  
13 the "without Exit 4A" scenario was comparable. Hovey Road sees a lower traffic  
14 volume in that area and the important thing to contemplate as we move from  
15 the stage we are in into the future and subsequent process of subdivision or site  
16 plan review, as we look towards that northern end of the site, that there are  
17 things that we can do that help guard against any potential increase in that flow  
18 for how we orient connections to Hovey Road in the case when we do not have  
19 Exit 4A. And those are all things where we have assumed that there are direct  
20 connections, but the peace of mind for the Board hopefully is that there are  
21 things that we can do as we move forward in the process that can bring the trips  
22 down to Pillsbury and then back up again so it makes that route less convenient.

23  
24 "So as a summary of trips in their entirety (p. 13), what we did was we put  
25 together a suggested cap on trips by major region of the PUD, and this is based  
26 on the original master plan traffic study and our supplemental analysis. And this  
27 is, in particular, been reviewed by HSH to look at the sensibility of those  
28 numbers so that no matter what the mix of development may be in the various  
29 WC zones and subareas, we cannot exceed a certain cap of trips that are  
30 generated by those regions without having to seek approval from the Board  
31 because of it potentially varying from the traffic study. So this is a way to guard  
32 against major variations in traffic, in any particular area of the PUD, but you can  
33 see that on this chart, that without 4A by zones, so essentially the major  
34 southwest, northwest, and northeast areas, we put caps in both cases. Without  
35 4A, obviously in WC-12, we have a significant reduction of roughly 65 to 70  
36 percent and that's because of the absence of that interchange.

37  
38 "So the conclusion of this supplemental traffic analysis (p. 14) is that the  
39 development intensity remains the same in WC-1 through 11. The potential for  
40 the major uses of retail, hotel, and hospital are limited in WC-12 because of its  
41 orientation within the PUD without Exit 4A. Now, we would like to retain the  
42 opportunity to do elements of those uses, as long as there is a comparable  
43 reduction in trip-making characteristics for the office or the residential. But  
44 that's why those trip caps are important, because as long as we do not exceed  
45 that total per zone, we end up with the same anticipated traffic condition.  
46 That's really it in a nutshell as far as the updates on traffic."

47  
48 A. Rugg asked for input from Staff.

49

1 J. Trottier stated that J. D'Angelo's summary on the infrastructure status was  
2 accurate, describing the analysis as a "work in progress". For the Board's  
3 benefit, he also expanded on the topic of salt reduction, saying that the Town  
4 has agreed to a salt reduction program with the State on existing public  
5 roadways in the Beaver Brook watershed area. The Town currently has a  
6 National Pollutant Discharge Elimination Systems (NPDES) Permit from the  
7 Environmental Protection Agency (EPA), known as MS4 which is being reissued  
8 that will require a reduction in chloride discharges from both the Town and  
9 private development. Since the Woodmont Commons project is entirely in that  
10 watershed area, he said the Woodmont Commons Team will need to address  
11 chlorides within the development in order to not impact the Town's agreements  
12 with the State and address the EPA requirements. J. D'Angelo said the Team  
13 hopes not only to be able to do so, but perhaps employ techniques and practices  
14 that will become a model for other private roadways in town.  
15

16 Jane Howard of HSH reported that the Woodmont Commons Team's Exit 4A  
17 analysis, the trip caps, and the levels of service are based on sound  
18 methodology and appear consistent with the original analysis. Off-site  
19 mitigation, she stressed, is a key factor to be aware of to meet the trip caps and  
20 achieve the levels of service presented. Since the caps suggest a 15% variance  
21 within the different zones to provide flexibility for various uses as they are  
22 realized, she advised that the Board take the variance into account when  
23 considering the amount of off-site mitigation needed if an increase is requested.  
24 M. Soares verified that the total cap for the entire project would remain the  
25 same, despite any variances within the subareas based on that 15% figure. J.  
26 Howard noted that impacts in Derry will need to be examined since one  
27 component of the 4A analysis reroutes a portion of trips to Folsom Road and  
28 further onto Route 28 in that town.  
29

30 J. Howard also pointed out that the distribution of trips entering and existing  
31 Woodmont Commons in peak hours will depend on the mix of land uses,  
32 something which is difficult to analyze at this stage. HSH is still confident,  
33 however, about the totals presented in the current analysis. Inherent in mixed  
34 use developments, she mentioned, is a greater potential for balance regarding  
35 traffic because of the variation in peak hours associated with different uses.  
36 During their review, HSH also validated the Woodmont Commons Team's  
37 assumption that the employees working within Woodmont Commons would not  
38 necessarily live there, nor would the residents of Woodmont Commons  
39 necessarily work there. K. Dandrade reminded the Board that traffic analyses  
40 will occur for individual site and subdivision plans, which can then be measured  
41 against the overall traffic study.  
42

43 [T. Freda arrived at 7:35].  
44

45 A. Rugg asked for questions and comments from the Board. They were as  
46 follows:  
47

- 48 1. **J. Laferriere inquired about current sewer infrastructure capacity,**  
49 **what is anticipated at full buildout, what burdens will be associated**  
50 **with the increase, what improvements will need to be made to offset**

1 **those burdens, and what degree of spare capacity will be in place.** J.  
2 Trottier replied that it would be premature to respond before the revised  
3 technical memorandum expected on April 11 is reviewed. J. D'Angelo stated  
4 the updated memorandum will address those specific issues, including the  
5 specificity of numbers based on the mixed uses. K. Dandrade added that the  
6 impacts and necessary associated enhancements will all be addressed in the  
7 memorandum, along with revisions that will be needed for the Inter Municipal  
8 Agreement with Derry.

9  
10 **2. L. Wiles asked who would be responsible to pay for the**  
11 **improvements needed to the waste water system.** J. Trottier said the  
12 actual impacts will need to be determined first, then addressed through the  
13 Inter Municipal Agreement, however **L. Wiles confirmed that those in**  
14 **town on private septic systems would not bear the burden for the**  
15 **increase in sewer infrastructure.**

16  
17 **3. T. Freda verified with J. Trottier that the cost associated with the**  
18 **sewer infrastructure is a flat rate** per the Inter Municipal Agreement,  
19 which the Town of Derry could opt to change after the expiration of the  
20 current agreement.

21  
22 **4. J. Laferriere requested that Gilcreast Road be added to the chart**  
23 **of PUD-generated trips (p. 12 of Attachment #2) along with Hardy**  
24 **and Hovey Roads.** K. Dandrade explained that Gilcreast was only excluded  
25 because it had been interpreted that an abutter's request was to review trip  
26 generation only through the neighborhoods north of the project.

27  
28 **5. J. Laferriere verified with K. Dandrade that the numbers under the**  
29 **"Without Exit 4A (AM/PM)" column of the table on p. 12 of**  
30 **Attachment #2, e.g. 38/69 on Hardy Road, refers to the trips in the**  
31 **peak AM and PM hours respectively that would be added to the per**  
32 **hour total on that road. J. Laferriere and M. Soares asked that the**  
33 **table also reflect those total amounts, both with and without the**  
34 **added trips, the capacities associated with those roads, and the**  
35 **percentages related to the increases, to fully document the results. The**  
36 **table on p. 13 was clarified** as well to explain that the total trips with and  
37 without 4A are derived from the anticipated maximum trips during the single  
38 weekday PM peak hour (e.g. 5:00-6:00 PM). **M. Soares asked that the**  
39 **table on p. 13 be added to the April 10, 2013 briefing document.**

40  
41 **6. T. Freda noted the significance of the proposed increases reflected**  
42 **on p. 12 and the effects they would have on both motorists and**  
43 **residents whose homes are adjacent to those intersections.** K.  
44 Dandrade indicated that at the intersection of Hardy and Hovey Road, the  
45 Woodmont Commons Team has determined that the level of increase does  
46 not warrant any change in traffic control, something which has been verified  
47 by Staff and HSH. J. D'Angelo added that what has been presented is the  
48 worst case scenario and if the increases are deemed too significant,  
49 mitigation can be considered in the form of an alteration of the road system  
50 within Woodmont Commons which would reduce the number of trips to a



1 given area. One aspect of a mixed development like Woodmont Commons,  
2 he added, is that it limits the number of trips out of the development  
3 because of the number of services found within it. **T. Freda expressed his**  
4 **opinion that the Woodmont Commons development should not**  
5 **impose any burden on existing residents, including financially or**  
6 **through additional traffic.** K. Dandrade differentiated between the  
7 addition of trips to any road connecting to a new development like  
8 Woodmont Commons and the degree of reasonable change in the level of  
9 service.

10  
11 **7. T. Freda asked about the anticipated volume to be added to Exit 4**  
12 **and the resulting delays to be created,** considering the analysis  
13 assumptions stated for WC-12, WC 7-11 and WC 1-6 on pages 13-14 of  
14 Attachment #1 (e.g. that for WC-12, 50% of trips to and from I-93 north are  
15 anticipated to access the PUD area east of I93 via Exit 4 to Londonderry  
16 Road). K. Dandrade noted that quantifiable outcomes and level of service  
17 details were included in the original traffic analysis of February 6, 2013.  
18 Similarly, the actual estimated figures associated with the percentages given  
19 on pages 13-14 for Exit 4 can be found in the full traffic analysis dated  
20 February 6. They account for the increases that would take place without the  
21 project being built, increases that would be created with the project but  
22 without any traffic mitigation, and those that would occur with the project  
23 but along with traffic mitigation to attempt to bring the effects back closer to  
24 the levels found if the project were not built. He offered that based on the  
25 State's criteria and their impending improvements to Exit 4, the projected  
26 levels of service are deemed acceptable through the 2032 horizon year, both  
27 with and without Exit 4A. The studies of the full development scheme  
28 submitted to the State demonstrate that the levels of service related to Exit  
29 4 will be at D or better, which translates to an average of a minute or less of  
30 delay at any given signal related to that exit. K. Dandrade confirmed that  
31 no off-site mitigation would take place on the part of the applicant at Exit 4  
32 because the State's transportation improvement project for I-93 includes Exit  
33 4 and is already designed to accommodate regional growth. Along with the  
34 Town, the State will continue to review phases of the Woodmont Commons  
35 project for purposes of traffic, stormwater, etc. While the State's  
36 improvement plans do not have the Woodmont Commons project  
37 incorporated into them, K. Dandrade said that the State is provided with all  
38 of the technical memorandums in order to factor the information into their  
39 plans. Models employed by the State regarding land use already anticipate  
40 some degree of growth in a given region of the State, even if it is not to the  
41 scale that Woodmont Commons proposes.

42  
43 **8. While discussing the calculation of maximum salt loading on existing**  
44 **roadways with J. Trottier, L. Wiles noted that there are two issues to**  
45 **consider with this project: the total amount of road salt being added**  
46 **to the Beaver Brook watershed as well as the total amount of**  
47 **stormwater runoff added** (as opposed to the rate of runoff) that will  
48 impact those neighborhoods in south Londonderry. **L. Reilly expressed**  
49 **concern that the effect of Woodmont Commons on the road salt**  
50 **limitation would result in insufficient salting of other roads in town.**

1 J. Trottier replied while the town is responsible for the maximum load on  
2 existing roads, it is up to the applicant to address their own impact on the  
3 watershed and to present that information to the Board during the PUD  
4 Master Plan stage.  
5

6 **9. A. Sypek asked with regard to bio-filtration if the plants to be**  
7 **used are, in fact, wetland plants and if the microbes involved are**  
8 **naturally occurring.** J. D'Angelo said the Team's environmental specialist  
9 is ensuring that the types, sizes, and maturity of the plants are appropriate.  
10

11 A. Rugg asked for questions and comments from the public. They were as  
12 follows:  
13

14 **1. Jack Falvey, 22 Cortland Drive, questioned the seemingly low**  
15 **increase in trips presented based on the concept that the proposed**  
16 **1,450 dwellings could each have an average of two cars, which**  
17 **would introduce nearly 3,000 cars making trips daily in and out of**  
18 **the project.** K. Dandrade explained that there is no direct correlation  
19 between the number of cars per unit and the projected number of trips.  
20 Some other aspects to consider are: a) that not all of the cars belonging to  
21 those 1,450 dwellings will leave at the same time every day, b) that trips in  
22 and out of a mixed use development are typically not as high as those in and  
23 out of a typical subdivision, and c) that the mix of just the residential uses  
24 alone (single family homes, condos and apartments) lowers the overall  
25 number of trips generated. He explained that the analyses are founded in  
26 nationally recognized data from the Institute of Transportation Engineers. J.  
27 Howard further elucidated the difference between daily vehicle trips and peak  
28 hour trips, the former being projected at 40,000 to 50,000 trips per day for  
29 the entire project. Since they are dispersed over the entire course of the day  
30 over a variety of roads and in different directions, the proportion in one area  
31 such as Hovey Road at one point in time such as the PM peak hour will  
32 generate a much smaller number than the perception of the number of cars  
33 one might relate to a development of this size. She vouched for the accuracy  
34 of the numbers and impacts generated by the Woodmont Commons Team,  
35 based on the land uses involved.  
36

37 **2. Mike Speltz, 18 Sugarplum Lane, verified the Team's assertion**  
38 **that the peak stormwater discharge will be attenuated to match**  
39 **existing conditions, not just for individual site and subdivision plans**  
40 **as is required, but for the project as a whole.** As L. Wiles stated, M.  
41 Speltz said the other factor is the volume added to the watershed by the  
42 total amount of impervious surface and the cumulative effects and potential  
43 flooding for those "downstream" in south Londonderry. **He asked that the**  
44 **Team consider the issue of runoff volume over time and its effect on**  
45 **the watershed. The amount of bio-retention needed to offset the**  
46 **amount of pavement to be introduced will also need to be presented,**  
47 he said, noting that bio-retention will not address the salt issue previously  
48 discussed.  
49

1           **3. Ann Chiampa, 28 Wedgewood Drive, asked if the bio-retention**  
2           **mitigation processes would work during the colder months as well as**  
3           **they would in the warmer months.** J. D'Angelo said the intent is for the  
4           mitigation to work year round, but said the Team's environmental engineer  
5           would be consulted to obtain the specific information.  
6

7           **4. A. Chiampa inquired about whether a water main shown on one of**  
8           **the briefing maps going across I-93 will remain if Exit 4A is not built.**  
9           K. Dandrade said the details regarding infrastructure will be addressed at the  
10          May 8 meeting.  
11

12          **5. A. Chiampa asked that if Exit 4A is not built and the retail/hotel**  
13          **aspects of WC-12 are not realized, what services will be available to**  
14          **residents there to ensure walkability in that subarea?** K. Dandrade  
15          pointed to the third conclusion on page 14 of Attachment #2, i.e. that "retail,  
16          hotel, or hospital space *could be* developed in WC-12 (emphasis added) with  
17          an equivalent drop in the office or residential development." The trip caps,  
18          he said, act as a guide for the Board to determine the appropriate amount of  
19          development for the area.  
20

21          **6. A. Chiampa asked which direction the increased trips on Hovey**  
22          **Road would be traveling** (p. 12 of Attachment #2), **particularly to**  
23          **access I-93.** K. Dandrade replied that the trips refer to those both entering  
24          and exiting the PUD during the PM and AM peak hours. Based on the  
25          number of homes existing north of the development now, the amount of  
26          traffic currently observed, and what has been planned for Hovey Road, **A.**  
27          **Chiampa stated her opinion that the number of additional trips**  
28          **presented seemed low.**  
29

30          There was no further public input.  
31

## 32          **UPDATES ON PUD SUBDIVISION STANDARDS AND REGULATIONS:**

33

34          (T. Goodwin) "This is really an update on the presentation that we did at the last  
35          Planning Board meeting (March 27, 2013). We have been working with Staff  
36          and HSH on actually filling in the metrics of what, even at the last meeting, were  
37          really templates and we have now filled in the blanks within those templates.  
38

39          "A developer that could be coming forward with a subdivision plan is going to  
40          need to follow the PUD subdivision standards and regulations (p. 15, Attachment  
41          #2). A developer that is applying for a site plan approval or for a building  
42          permit for single family and duplexes would need to follow the PUD site plan  
43          standards.  
44

45          "So there are three components to the PUD regulations and standards (p. 16).  
46          The first is governing the land use and open space. Those apply to the entire  
47          PUD. Those were described in the March 27 meeting. And we updated the use  
48          tables and the development tables from the last meeting. The second portion of  
49          the standards (p. 17) apply to PUD subarea and type standards. What you are  
50          going to see in the documents are composition principles and standards,

1 subdivision standards, and site plan standards. The third (p. 18) are the  
2 detailed written standards and those apply to the elements within Woodmont  
3 Commons such as signage, lighting, landscaping, and parking. These will be  
4 discussed at a future meeting.  
5

6 "So the principles and standards (p. 19): With each subarea, there are two  
7 pages. The first page deals with the standards that apply to that subarea and  
8 the second page has the composition rules of principles and standards. And  
9 what we have looked at with HSH are two subareas (p. 20), WC-1 and WC-5.  
10 WC-1 is a central subarea with residential, retail, commercial, and a mixed use  
11 of buildings. So similar to what we showed you in the last presentation, an  
12 example subdivision is shown (p. 21) so that you can see how that the PUD  
13 subdivision standards and regulations apply. This is a look at the two cover  
14 pages (p. 22) that go along with each subarea. On the left, the subarea plans  
15 tell you what types of streets, what types of lots, what types of uses, et cetera,  
16 are allowed within the subarea, and on the left there are general rules and  
17 standards for the composition of that subarea.  
18

19 "So within WC-1 (p. 23), the PUD subdivision standards include streets, blocks,  
20 and open space types. That is similar to what we showed in the last  
21 presentation. What we have done in this section of it is actually looked at the  
22 street types (p. 24) that are within it and updated the tables that were shown at  
23 the last meeting with actual physical dimensions and requirements for those  
24 streets (p. 25). So if you measure a boulevard within WC-1, you can look at the  
25 boulevard that is checked on the left, look at the dimensions, and if that  
26 complies, then it is an applicable street type to use within WC-1.  
27

28 "The same thing goes for the open spaces (p. 26). On the land use plan side of  
29 the equation, the land use plans will designate the open space types that will be  
30 located within WC-1, and the subdivision submittal will identify the type of open  
31 space. In this case, it's pointing to a square. And there is a corresponding  
32 standard (p. 27) that goes along with that to tell you what the rules are for that  
33 square.  
34

35 "Block types within each subdivision are also identified (p. 28), and in this  
36 subdivision example, the block is identified as a village center block. Again,  
37 within the standards (p. 29), the village center block is described, including  
38 dimensions around the block. And as long as the submitted site plan follows the  
39 rules within this diagram, it is an acceptable block within WC-1.  
40

41 "So the PUD site plan standards (p. 30) are applicable during the site plan  
42 approval process or during the building permit process for the single family and  
43 duplex, and they include lot types. A site plan is typically prepared or done  
44 concurrently with the approval of a subdivision and the developer preparing the  
45 site plan would look at the composition principles and the building lot types  
46 within the standards to see what requirements they must follow. Now, this is  
47 dealing at the site plan level, so within that approved subdivision, a small to  
48 medium mixed use project is coming in (p. 31). It is identified as a site plan  
49 and there are lot types and building type requirements that go along with each  
50 submittal. These are just some of the other examples of what we have been

1 working with HSH on to develop (p. 32-34).  
2

3 "So the next subarea that we looked at was WC-5, which is a perimeter subarea  
4 (p. 35). It's essentially a single family development. It's along Gilcreast Road.  
5 This is what would be shown with notations on the land use plan for that section  
6 (p. 36). And again, very similar to what you saw in WC-1, there are subarea  
7 standards and there are composition principles and standards that go along with  
8 that (p. 37).  
9

10 "Now, within this, you will see a much limited pallet on what types of roads,  
11 what block types, and what types of uses can be used within WC-5. So again,  
12 with the WC-5 subdivision standards (p. 38), it controls the block types, the  
13 street types, that are within each subdivision. So the street type that is shown  
14 right now (p. 39) is a secondary street, which is a two-way street, and again,  
15 the measure you would use to look at the subdivision level is a two-way street  
16 diagram (p. 40) that has been developed.  
17

18 "The allowable uses within this are controlled. One of the things we do have  
19 within this subdivision is we have called for a perimeter buffer along Gilcreast  
20 Road (p. 41), so that is shown on the land use plan. There are allowable block  
21 types (p. 42) that will be included within the standards.  
22

23 "And then again, at the site plan level (p. 43), there are building types and lot  
24 types, very similar to what we saw in WC-1 that will be included within the  
25 standards that control setbacks, heights, and other lot requirements. So within  
26 WC-5 (p. 44), we have a single family detached house that is permitted. And  
27 what you would look at when a submittal comes in for the building permit  
28 process (p. 45) is there is a lot type with the setback requirements and there is  
29 a building type with all the requirements on the heights and other attributes of  
30 the building.  
31

32 "And we're working with Staff and HSH to develop the rest of those standards,  
33 so this was an update just to give you an idea of where we are headed with it."  
34

35 A. Rugg clarified that the information presented by T. Goodwin were for example  
36 purposes only.  
37

38 (T. Goodwin) "This is the current draft and we have actually worked on the  
39 dimensional standards and all that within this document, so this is what you are  
40 going to see for all the subareas and for all the lot types, all the building types,  
41 so that when a submittal comes in, you can look on the composition and  
42 standards pages to see if it is an allowed use, what streets are permitted, what  
43 block types you should use, and so it is a pallet that is broken down by  
44 subareas."  
45

46 A. Rugg asked for Staff input.  
47

48 Ted Brovitz of HSH stated that after a series of meetings with the Woodmont  
49 Commons Team and staff, progress has been made on the standards.  
50 Templates for street, building, and open space types have been expanded, the

1 specifications for which have been worked on as well. What will be the next key  
2 step, he said, will be how to combine the types of streets and buildings and lot  
3 types along with open space and subsequently adjust the development  
4 standards to ensure the appropriateness of each individual development within  
5 the project.

6  
7 A. Rugg asked for questions and comments from the Board. They were as  
8 follows:

9  
10 1. **M. Soares** noted that bike paths will “not exist along Gilcreast Road but  
11 will share the streets within” the WC- 5 subarea. She **asked that**  
12 **consideration be given to include the ability for bicyclists to use**  
13 **Gilcreast Road so that those who live outside of Woodmont Commons**  
14 **can make use of the bike paths within it.**

15  
16 2. **L. Wiles** asked if the templates shown would be part of the PUD  
17 **Master Plan.** T. Goodwin replied that they would be included.

18  
19 3. **L. Wiles** confirmed that if standards such as those for two-way  
20 **streets (p. 24 of Attachment #1) do not conform to Town standards,**  
21 **a waiver would need to be sought.**

22  
23 4. **L. Wiles** asked for definitions of “transparency” and “articulation”  
24 as shown on p. 30 of Attachment #1 for a single family building type. Steve  
25 Cecil of the Woodmont Commons Team replied that transparency refers to  
26 windows and the ability to see inside a building, something that would be  
27 more preferable for a retail business as opposed to a residence. Articulation  
28 refers to the configuration of the façade of a building to create more  
29 character (e.g. a bay window on an otherwise flat wall).

30  
31 5. **L. Wiles** asked that maximums be added to the standards included  
32 **for the Large Format Retail building type** (p. 35, Attachment #1),  
33 particularly for lot and building sizes.

34  
35 6. **L. Reilly** asked if the “3 story” height for buildings in WC-5 would  
36 **translate into a residence with three full floors.** S. Cecil and J. Trottier  
37 said that it was possible, but that the height restriction is 35 feet as it is now  
38 in residential zones, regardless of the height of the individual floors within  
39 the structure.

40  
41 7. **M. Newman** asked if a **Dedicated Office building type** (p. 36 of  
42 Attachment #1) **could be five stories high, given the 50 foot height**  
43 **maximum.** S. Cecile answered that the actual number of stories could vary,  
44 but that most office buildings use a 12 foot “floor to floor” story height,  
45 therefore four floors would equal 48 feet. If a developer could design stories  
46 only 10 feet floor to floor, a five story building could be possible.

47  
48 8. **Al Sypek** asked if the diagrams for the rights of way on boulevards  
49 **and two-way streets** (p. 23-24 of Attachment #1) **would change since it**  
50 **is noted for both that on-street parking and bike lane configurations**

1 **may vary and are not specifically shown on those examples.** S. Cecil  
2 said that the Team is still examining how to present the basic layout for  
3 those street types along with a menu to show what can be added, to what  
4 degree, and where.  
5

6 **9. J. Laferriere asked if the maximum number of units that could be**  
7 **placed on a Neighborhood block type** (p. 26 of Attachment #1) **would**  
8 **be included in that set of standards.** S. Cecil responded that once a  
9 block type is chosen, a developer would then look at the appropriate lot type  
10 to calculate the building sizes and setbacks and determine the number of  
11 units possible. T. Brovitz gave the example of a single family detached lot  
12 type (p. 31) requiring a minimum of 3,200 sq. ft. for the lot size and 40 feet  
13 of road frontage, and calculated that a block 500 feet long could hold up to  
14 12 houses on one side of the street. **J. Laferriere asked how parking**  
15 **would be accommodated in a high density development such as that**  
16 **and if the structure to the rear of the single family detached lot type**  
17 **(p. 31) could be a garage.** S. Cecil said the garage would be in the rear of  
18 the lot and T. Goodwin said it would be accessible by an alleyway.  
19

20 **10. A. Rugg reminded the Woodmont Commons Team that as**  
21 **discussed previously, some of the existing apple trees were to be**  
22 **retained as part of the development along Gilcrest Road and**  
23 **Pillsbury in the vicinity of WC-5 and WC-11 respectively.**  
24

25 **11. A. Rugg recommended that then applicant meet with the**  
26 **Heritage Commission to receive input on the building types shown.**  
27

28 **12. A. Rugg asked the Team to consider determining at what point a**  
29 **parking structure would be needed based on the level density in a**  
30 **development that has on-street parking.** S. Cecil replied that in areas of  
31 mixed development (WC-1, WC-2, and WC-12), parking structures could be  
32 included but do not necessarily have to be. They could be added if a more  
33 compact development is determined to be advantageous in a given area (e.g.  
34 to gain more open space), and standards exist for parking structures to  
35 incorporate them appropriately into that area.  
36

37 A. Rugg asked for questions and comments from the public. They were as  
38 follows:  
39

40 **1. J. Falvey referred to the width of a single travel lane in WC-5 of 11**  
41 **feet** (p. 24, Attachment #1). **With the density and on-street parking to**  
42 **be allowed, plus the addition of snow in the winter months, he noted**  
43 **that not all emergency vehicles would be able to access those**  
44 **streets. In addition, streets that width would not match intersecting**  
45 **streets such as Cortland which is 48 in total width.** A. Rugg replied  
46 that it would be reviewed.  
47

48 **2. M. Speltz asked what the involvement has been to date of the**  
49 **Town of Derry and/or what the plan is to involve them.** A. Rugg said

1 that George Sirois, the Planning & Community Development Director in  
 2 Derry, has been kept informed about the project.

3  
 4 **3. A. Chiampa asked if on-street parking will be allowed in the**  
 5 **winter months within the development.** A. Rugg replied that the issue  
 6 is most likely under consideration at this point.

7  
 8 **4. A. Chiampa asked how on-street loading will be allowed on two**  
 9 **lane roads in village center areas and if there would be time**  
 10 **limitations and/or if it would be restricted to a specific time of day.**  
 11 **She also asked how the process has worked in similar developments.**  
 12 A. Rugg replied that the issue is most likely under consideration at this point.  
 13 S. Cecil added that the issue will need to be addressed for the different scale  
 14 retail buildings being considered.

15  
 16 **5. A. Chiampa asked if porches would be considered an**  
 17 **“encroachment.”** T. Brovitz replied that would be considered an  
 18 encroachment but that they would be allowed into the front yard setback to a  
 19 certain degree. Main structures such as the house itself must be beyond the  
 20 setback to the front property line, but encroachments like front porches can  
 21 then extend into the setback itself within limits, which varies from block type  
 22 to block type.

23  
 24 **6. A. Chiampa asked how more contemporary buildings like the**  
 25 **office buildings proposed for Woodmont Commons will be handled in**  
 26 **reference to the Heritage Commission.** A. Rugg replied that architecture  
 27 for commercial, industrial, and mixed use zones is addressed at the  
 28 individual site plan level with standard regulations governing them, but  
 29 added that the Heritage Commission takes the overall tone intended for an  
 30 individual site plan into consideration.

31  
 32 **7. A. Chiampa asked how the street pallet included in the original**  
 33 **submission from October of 2012 applies to the submissions**  
 34 **presented at the recent meetings.** T. Brovitz answered that the original  
 35 street pallet comprised over 30 different street types which is now being  
 36 pared down into a comparatively small number. Some of the original types  
 37 may still be similar, while others would not be. He added that the current  
 38 diagrams for street types have not been finalized.

39  
 40 **8. A. Chiampa asked for clarification as to whether five-story**  
 41 **buildings will be included in the project or not.** A. Pollack said the issue  
 42 was one of the 50 foot height restriction applied to the areas where  
 43 dedicated commercial office buildings are allowed. It would be up to the  
 44 individual developer as to whether five stories could fit within that height  
 45 restriction.

46  
 47 There was no further public input.

48  
 49 **M. Soares made a motion to continue the Woodmont Commons PUD**  
 50 **Public Hearing to the May 8, 2013 Planning Board meeting. J. Laferriere**



1       **seconded the motion. No discussion. Vote on the motion, 9-0-0.** A. Rugg  
2       said this would be the only official public notice of the continuation. The  
3       tentative meeting originally scheduled for April 24 will not take place.

4  
5       **Other Business**

6  
7       There was no other business.

8  
9       **Adjournment:**

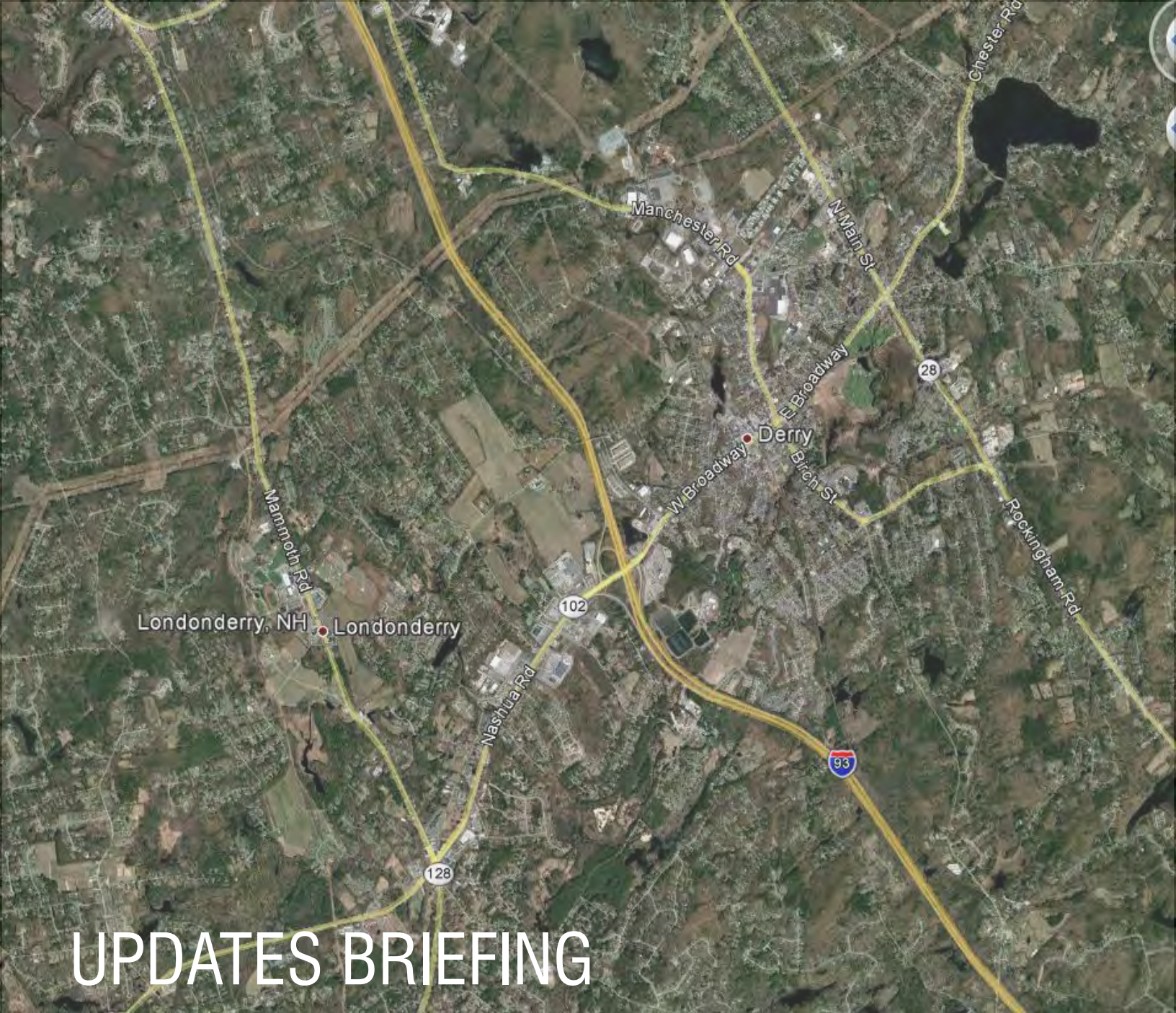
10  
11       **M. Soares made a motion to adjourn the meeting. J. Laferriere seconded**  
12       **the motion. Vote on the motion: 9-0-0.**

13  
14       The meeting adjourned at 9:41 PM.

15  
16       These minutes prepared by Planning & Economic Development Secretary Jaye  
17       Trottier

18  
19       Respectfully Submitted,

20  
21  
22       Lynn Wiles, Secretary



# UPDATES BRIEFING

## APRIL 10, 2013

Planning Board Meeting Minutes - April 10, 2013 - Attachment #1

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

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### 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). 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.*

*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.*

### 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.*

### Topics: Infrastructure Update; Traffic Update; PUD Subdivision and Site Plan Regulations and Standards Update

This briefing package assembles the remaining items relative to traffic, infrastructure and stormwater management. A description and sample of PUD Subdivision and Site Plan Standards is also included.

The section on Infrastructure includes a description of the review the Woodmont Planning Team has undertaken. The review included an assessment of sewer and water capacity needs and conceptual networks for the Woodmont Commons PUD. This section also includes a summary of planning for stormwater management.

The update on Traffic provides the summary of the Exit 4A sensitivity analysis requested by the Planning Board. The purpose of this analysis is to assess the development potential of the Woodmont Commons PUD area east of I-93 (WC-12) prior to construction of Exit 4A, and determine the impact to development on key study area intersections without Exit 4A in place. It includes:

- the methodology used to perform the analysis including the time horizon, use distribution and affected intersections

- assumptions for trip distributions for clusters of Subareas including WC-12, Subareas north of Pillsbury, and Subareas south of Pillsbury
- the final analysis which includes level of service comparisons for a no-build scenario, the original scenario and the effect of this sensitivity analysis on the use allocation available for WC-12

The update on the PUD Subdivision and Site Plan Standards includes a discussion of how the Subarea and Type standards fit within the overall structure of the PUD Regulations and Standards and provides samples of those standards using WC-1 and WC-5 as examples.

### Looking Ahead: Future Briefings

The May 2013 briefing is scheduled to focus on a series of specific topics, including:

- Fiscal Impacts – the results of the fiscal impact analysis that is currently being completed
- Design Standards and Regulations – an expanded discussion and illustrations from the system of design standards and regulations that will help implement the PUD Master Plan
- Administrative – the existing Subdivision and Site Plan submittal process and list of requested waivers
- Development Agreement – an agreement between the Town Council and the Developer to memorialize respective obligations.



### Summary of Infrastructure Review

The Woodmont Commons Planning Team has completed a review of the prospective infrastructure requirements for the PUD, and is in the process of reporting and coordinating the results with participating Town staff, including both Planning and Public Works & Engineering. The topics associated with the infrastructure include:

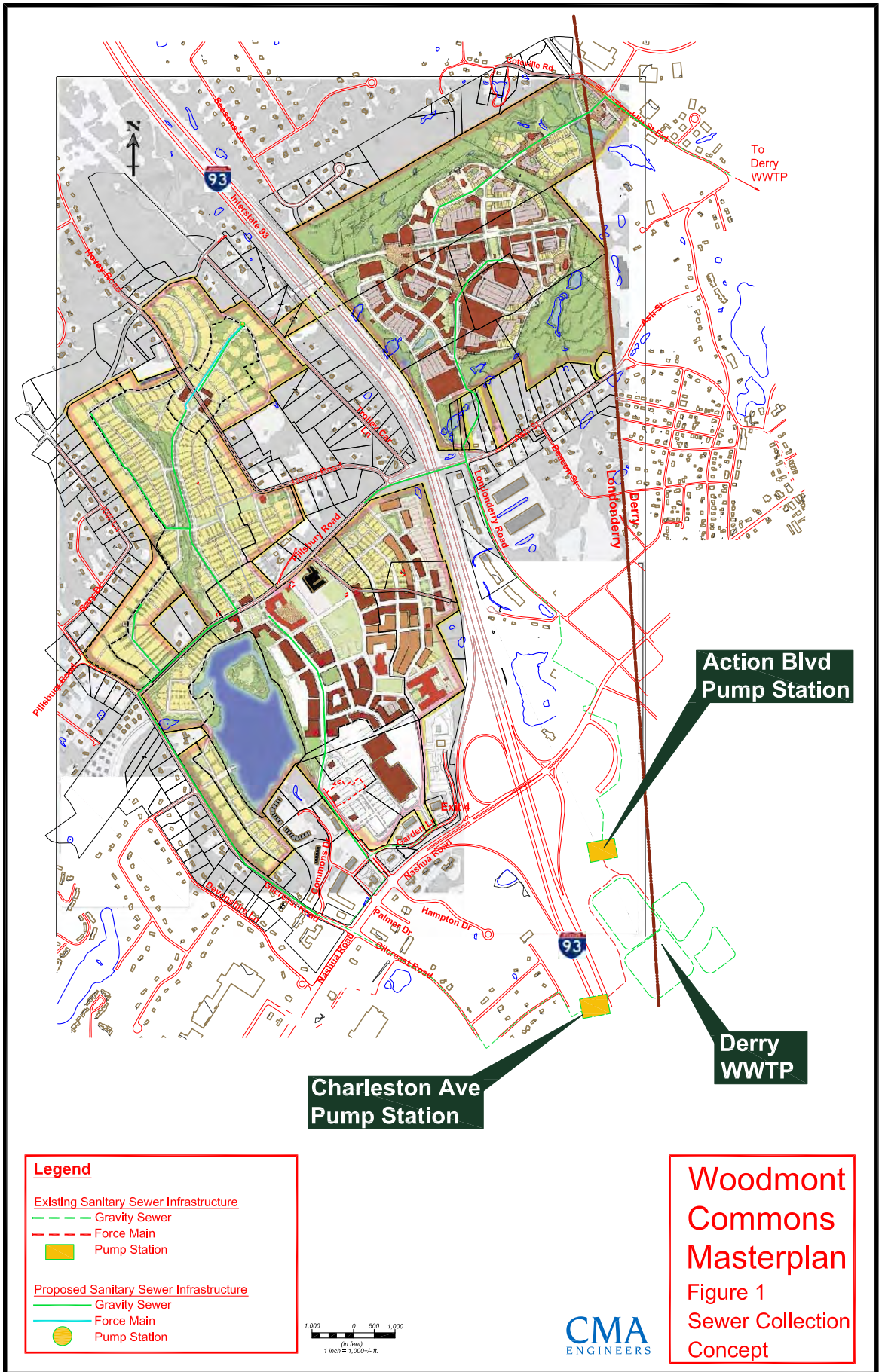
- Wastewater (sewer) including collection and treatment
- Water supply including sources and distribution
- Stormwater management
- Electrical utilities
- Natural gas supply and distribution
- Communications including telephone and cable

As part of the assessment process, the Woodmont Commons Planning Team has held meetings or telephone conferences with representatives of relevant utility providers, including the Pennichuck Water Works, Town of Derry Water & Sewer, PSNH Distribution and Transmission, Liberty Utilities Natural Gas, COMCAST, and FairPoint Communications.

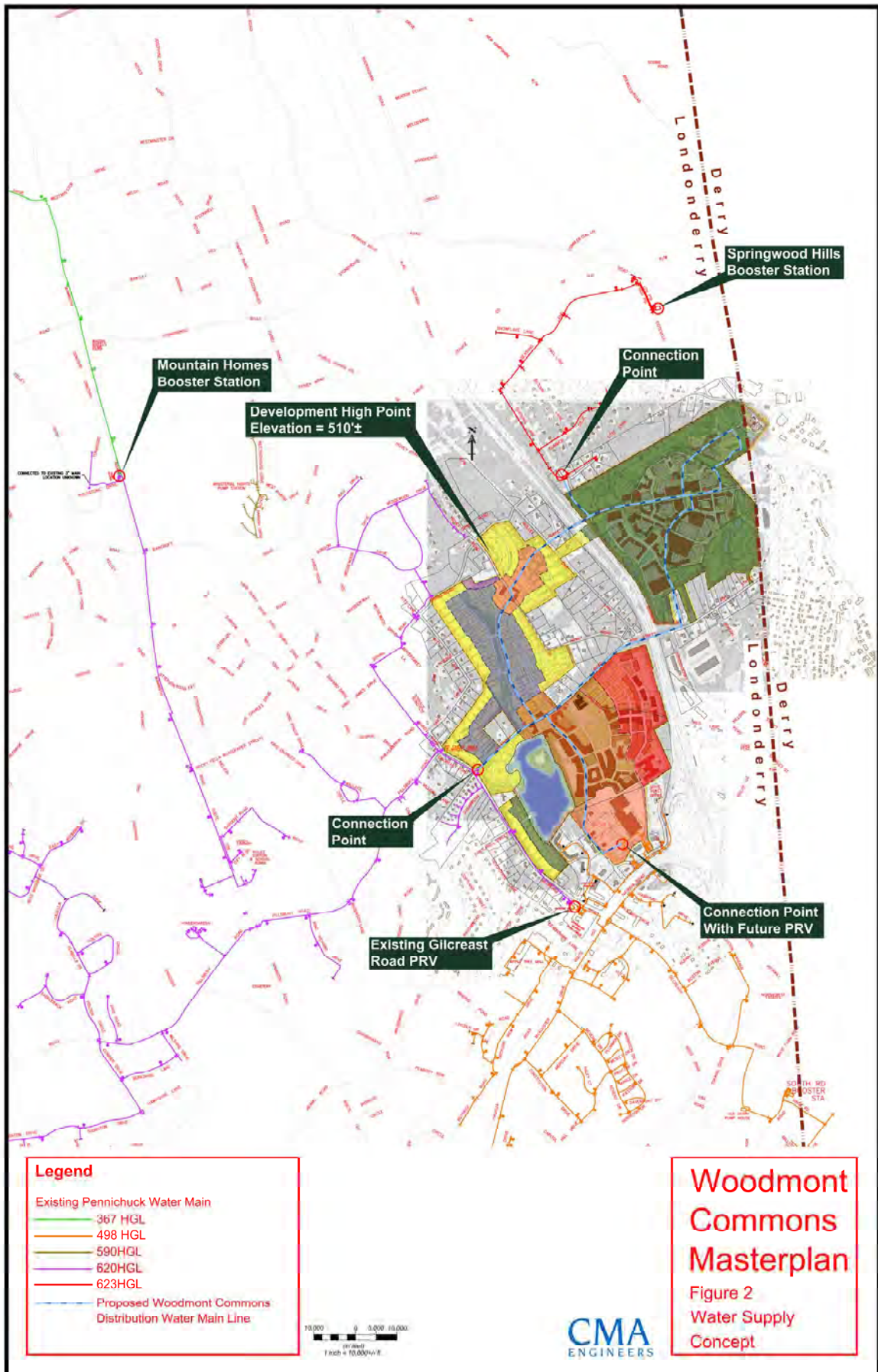
Not unlike the planning for the roadway and street networks, the planning for the utility infrastructure is focusing on the logical connection points for each relevant service, as well as the current and prospective capacity in the future. The utility demand assumptions are based on the same “information plan” or “exemplar” that was used for the Transportation Impact Analysis, and which is also a basis for the updated Land Use Plan as described in the March 2013 briefing document.

The stormwater strategies are focusing on methods to both infiltrate and retain stormwater within the development, using a variety of methods to improve water quality and contribute to the greenspace and groundwater recharge.

This briefing provides a summary of the evaluations, which are being reviewed with Staff and peer review.







## Stormwater

The Woodmont Commons PUD offers the opportunity to plan a stormwater management system to capitalize on the natural resources of the property by creating a linkage of passive open space components to assist with the capture, cleaning, reuse, infiltration, detention and release of stormwater from proposed development areas. A key component of that plan is the enhancement of an existing water element to improve water quality. As shown in the accompanying sketch plan, the stormwater from most of the PUD will be directed to the water quality pond. Other stormwater will be similarly captured, treated, infiltrated, detained and released at a rate which is no greater than that being released currently from these areas.

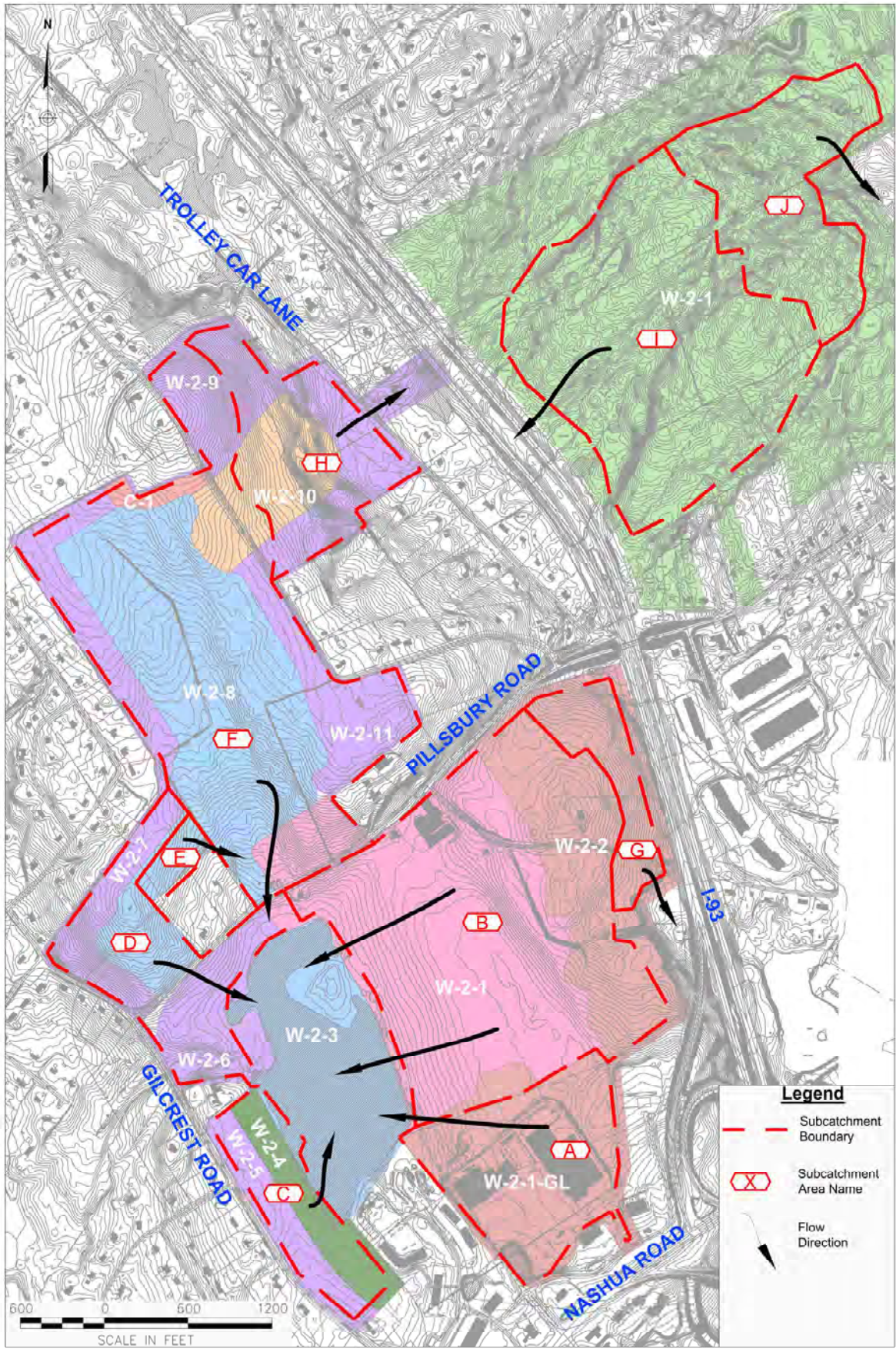
The intent of the stormwater management plan for the Woodmont Commons Planned Unit Development (PUD) is to provide a multifaceted proposal composed of biofiltration units in the Site Plan level, Subdivision level, and PUD level. Where possible, additional passive open space components will be incorporated into the Subdivision and PUD level units and to define a connective linkage via the drainage system

Biofiltration units at the Site Plan level will be comprised of appropriately sized 'rain garden' like units specifically designed with plant and microbial species best suited for the anticipated stormwater components of the proposed land use. In residential neighborhoods the filtration capacity will focus on capturing excess nutrient loads and other contaminants typically found in residential stormwater runoff. In more hardscaped environments the plant and microbial species will be more focused towards TSS and uptaking potential residues from paved surfaces.

Biofiltration units at the Subdivision level will be spaced and sized to convey the water from the Site Plan level biofiltration units while extending treatment duration out of the individual sub watersheds. The plant and microbial species selection will vary according to the final land use of the contributing sub watershed and have an emphasis towards long-term entrainment of macro nutrients.

In discrete locations the Subdivision level biofiltration units will detain and release the treated stormwater outside of the PUD area consistent with the rates of discharge prior to the project. In most locations the Subdivision level biofiltration units will enter into PUD level biofiltration units for additional treatment. The PUD level biofiltration units will provide additional filtration and macro nutrient removal as the base rate of flow is slowed to promote maximum groundwater infiltration and recharge. The plants and microbial species selected will promote long-term nutrients entrainment and incorporate elements of sustainable forestry to maintain optimum filtration rates.

Consistent with the Stormwater Concept plan, the majority of the PUD level filtration units will discharge into the restored and enhanced agricultural impoundment in the southwest corner of the Woodmont property.



Woodmont Commons Master Plan

Prepared by TEC  
February 25, 2013

TEC Sheets  
Page X

## Overview

At the request of the Planning Board, a supplementary traffic analysis has been prepared to understand the implications of a scenario in which planned new highway access (Exit 4A) and the related Folsom Road connector are not constructed within the planning horizon for Woodmont Commons (20 years). This scenario tests the sensitivity of the conclusions of the Master Traffic Impact Analysis (TIA) to an alternative assumption about the future availability of the 4A connection to provide access.

The analysis focused on the land use and development implications within the land adjacent to Exit 4A (Subarea WC-12), and the shifts in vehicular circulation that would likely occur if the new routes were not available.

The complete analysis and supporting calculations have been forwarded to the Town for review. This summary highlights the major findings, along with relevant information about the methods used and the assumptions associated with the analysis.

## Summary of Findings

- Implications for amount and type of development in Subarea WC-12 – The development of certain uses, such as retail stores or a hospital, would not likely be feasible in WC-12 if Exit 4A and the connector road are not built, but many of the planned uses for this Subarea would remain feasible, including office and housing uses. The lack of Exit 4A would not change the development potential in other portions of Woodmont Commons.
- Traffic reductions and redistribution – Total off-site traffic would be somewhat reduced, and there would be some redistribution of traffic within the future street and roadway network within and around Woodmont Commons.
- Three critical intersections evaluated – The sensitivity analysis focused on the implications of the three key intersections identified as critically important in the TIA. The three intersections are Nashua Road (Route 102)/Garden Lane/Hampton Drive; Nashua Road (Route 102)/West Broadway (Route 102)/Londonderry Road/St. Charles Street and Ash Street/Londonderry Road/Eastern PUD Main Drive.
- Ability to accommodate future traffic changes through minor changes and design and signal optimization – All critical intersections can operate at comparable levels as described in the TIA, with or without Exit 4A and the connector road being constructed. This could be accomplished with minor traffic signal optimization, a reduction in a turning lane and with no changes to the Pillsbury Road bridge suggested in the TIA.
- Implications for segments of Harvey Road and Hovey Road – The evalua-

tion considered whether there would be a redistribution of traffic towards the neighborhoods along these roads if Exit 4A were not constructed. The analysis indicates only minor shifts in traffic along this corridor.

This briefing document contains an executive summary of the Exit 4A Sensitivity Analysis Memorandum prepared by TEC, Inc. and dated March 27, 2013. The intent of this sensitivity analysis is to assess the development potential of the Woodmont Commons east of I-93 (WC-12) prior to construction of Exit 4A, and determine the impact to development on key study area intersections without Exit 4A in place. This briefing document provides a summary of the methodology used to perform the sensitivity analysis and the results of the analysis.

## Methodology

The sensitivity analysis evaluates intersection operations in a 20-year horizon (2032) to be consistent with the analysis included in the Master Plan Traffic Impact Assessment (TIA). It provides a summary of the intersection operations under 2032 No Build conditions, 2032 Build with Improvements conditions with Exit 4A in place (from the Master Plan TIA), and 2031 Build with Improvements conditions without Exit 4A constructed (from Sensitivity Analysis). These conditions are compared to assess the impacts of the project on traffic operations at study area intersections and assess the general limitation of development potential of sub-area WC-12 in absence of expanded highway access.

The sensitivity analysis was conducted for only those intersections and vehicle movements that were determined to be critical movements based on the results of the capacity and queue analysis contained within the Master Plan TIA. As such, the following three intersections and movements were identified as the critical intersections for this sensitivity analysis:

- Nashua Road (Route 102) / Garden Lane / Hampton Drive – Garden Lane southbound left-turn
- Nashua Road (Route 102) / West Broadway (Route 102) / Londonderry Road / St. Charles Street – Nashua Road (Route 102) eastbound left-turn
- Ash Street / Londonderry Road / Eastern PUD Main Drive – Ash Street eastbound left-turn

The Build conditions without Exit 4A scenario are based on the Land Use Allocation Summary Table, presented to the Planning Board on March 27, 2013, which has been revised to estimate the most likely distribution of uses in the various sub-areas of the PUD without Exit 4A construction. Without construction of Exit 4A, access to the Woodmont Commons PUD, east of I-93, will understandably be reduced from the full-build program. Without frontage along an arterial-level connector roadway and interchange from which to draw “passby” traffic, it is unlikely that any significant

retail or hotel development would occur within WC-12. As such, TEC has assumed that without development of Exit 4A, no retail or hotel development would occur within the PUD east of I-93. In a related fashion, TEC has assumed that no hospital would be constructed east of I-93, or at all, without construction of Exit 4A.

As residential and office land uses do not require proximate access to the Exit 4A interchange, it was assumed that only residential and office development would occur east of I-93 without the construction of Exit 4A. TEC conducted an initial analysis that assumed the office and residential development east of I-93 would be equivalent to the development assumptions utilized for the Master Plan TIA. As such, the construction of 350 residential units and 400,000 SF of office space was assumed within WC-12. It is important to note that retail or other commercial uses could be constructed in WC-12, but would require a proportional reduction in the office or residential space to effect a similar peak hour traffic condition. TEC assumed that the development in WC-1 through WC-11 would remain consistent with the assumptions of the Master Plan TIA.

## Analysis Assumptions

### Trips from WC-12

The trip distribution for WC-12, without construction of Exit 4A, was assumed to remain consistent with the trip distribution assumptions contained in the Master Plan TIA with the exception of trips to/from I-93 north of the PUD. The following trip distribution assumptions were used for trips to/from I-93 north:

- 50 percent of trips to/from I-93 north are anticipated to access the PUD area east of I-93 via Exit 4 to Londonderry Road.
- 45 percent of trips to/from I-93 north are anticipated to access the PUD area east of I-93 via Exit 5 in North Londonderry. This assumes a local connection between the site and Route 28 via Folsom Road.
- 5 percent of trips to/from I-93 north are expected to use Exit 5 to Hardy Road and Hovey Road to access the PUD area east of I-93.

### Trips from WC-7 through WC-11 (North of Pillsbury)

The trip distribution for the PUD in WC-7 through WC-11, without construction of Exit 4A, was assumed to remain consistent with the trip distribution assumptions contained in the Master Plan TIA with the exception of trips to/from I-93 north of the PUD. All entering trips from I-93 north were assumed to follow the same distribution without Exit 4A as within the Master Plan TIA due to the ease of access to development west of I-93 as right-turns from Exit 4. The following trip distribution assumptions were utilized for trips exiting the PUD area north of Pillsbury Road destined for I-93 north:

- 75 percent of trips exiting to I-93 north are anticipated to use Exit 4. Approximately half of these trips will use Pillsbury Road and Ash Street, turn right onto Londonderry Road, turn right onto Route 102 to access the slip ramp for I-93 northbound; the other half are expected to use Orchard Drive and Garden Lane to access Route 102 westbound toward Exit 4
- 20 percent of trips exiting to I-93 north are expected to use Hardy Road to access Exit 5
- 5 percent of trips exiting to I-93 north are anticipated to use Hovey Road to Hardy Road to access Exit 5.

### Trips from WC-1 through WC-6 (South of Pillsbury)

The trip distribution for WC-1 through WC-6 (south of Pillsbury Road), without construction of Exit 4A, was assumed to remain consistent with the trip distribution assumptions contained in the Master Plan TIA with the exception of trips to/from I-93 north of the PUD. All entering trips from I-93 north were assumed to follow the same distribution without Exit 4A as within the Master Plan TIA due to the ease of access to development west of I-93 as right-turns from Exit 4. The following trip distribution assumptions were used for trips exiting the PUD area south of Pillsbury Road destined for I-93 north:

- 90 percent of trips exiting to I-93 north are anticipated to use Exit 4. Approximately half of these trips will utilize Londonderry Road to Exit 4 and half will utilize Garden Lane to Exit 4
- 8 percent of trips exiting to I-93 north are expected to use Hardy Road to access Exit 5
- 2 percent of trips exiting to I-93 north are anticipated to use Hovey Road to Hardy Road to access Exit 5.

### Trips through Hardy Road / Hovey Road

At the request of the Planning Board, TEC has provided the following comparison of the vehicle trips that are anticipated to travel through neighborhoods to the north of

the Woodmont Commons PUD along Hardy Road and Hovey Road both with and without Exit 4A improvements.

**Table 1. PUD-Generated Trips through Neighborhood**

<b>Roadway</b>	<b>With Exit 4A Improvements (AM / PM)</b>	<b>Without Exit 4A Improvements (AM / PM)</b>
Hardy Road	44 / 69	38 / 69
Hovey Road	9 / 13	19 / 28
Total	53 / 82	57 / 97

## Analysis Results

Table 2 provides a summary of the results of the capacity analysis for the three critical study area intersections.

*Table 2. Level of Service Comparison*

<b>Intersection</b>	<b>2032 No-Build (Master Plan TIA)</b>	<b>2032 Build with Improvements (Master Plan TIA)</b>	<b>2032 Build with Improvements (Sensitivity Analysis)</b>
NH 102 / Garden Ln / Hampton Dr	C / D	C / D	C / D
NH 102 / Londonderry Rd / St. Charles	F / F	B / C	B / B
Pillsbury Rd / Ash St. / Londonderry Rd	B / C	C / C	B / B

XX/XX = AM Peak Hour / PM Peak Hour

The results of the sensitivity analysis indicate that with minor signal timing optimization from the Master Plan TIA analysis, the critical intersections of Nashua Road (Route 102) / Garden Lane and Nashua Road (Route 102) / West Broadway (Route 102) / Londonderry Road / St. Charles Street are anticipated to operate at comparable levels of service.

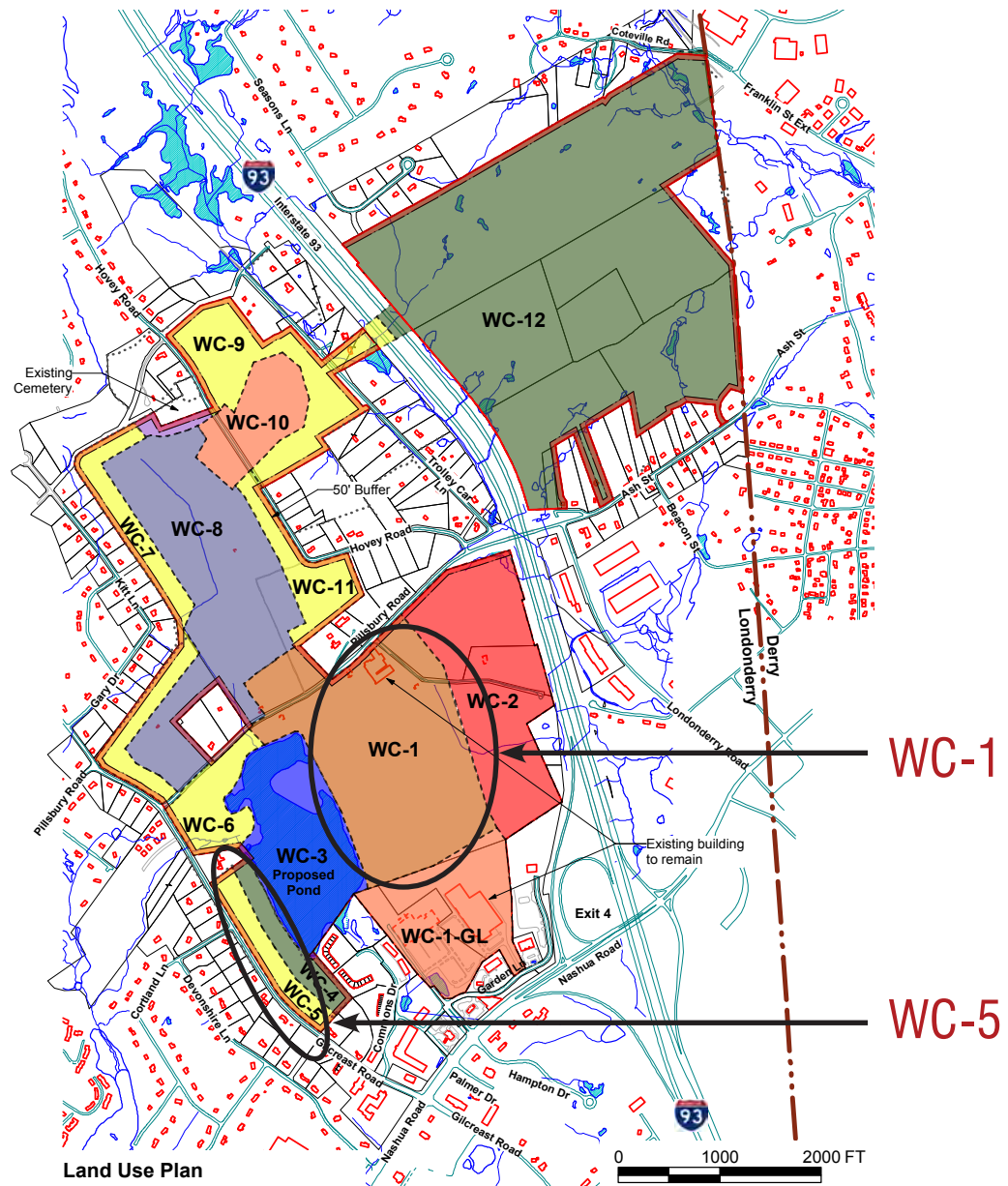


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## Update: PUD Subdivision and Site Plan Standards

The purpose of this section of the briefing document is to demonstrate how the process of subdivision and site plan approval described in the March 27 briefing document relates to the PUD Subdivision and Site Plan Standards.

The Woodmont Planning Team selected Subareas WC-1 and WC-5 to demonstrate the connection between the standards and the process. These two Subareas illustrate distinctions for applying the standards. WC-1 is a central Subarea with a combination of residential, retail, commercial and mixed-use buildings. WC-5 is a perimeter Subarea that allows single-family homes, duplexes and accessory units.



Within the future Woodmont Commons, a developer applying to the Planning Board for approval of a specific project – subdivision, site plan or both – will need to follow the PUD Regulations and Standards, which have three components.

- The first component of the PUD Regulations and Standards applies to the entire Woodmont Commons PUD and includes regulations governing land use and open space. This level was described at the March 27 meeting with the Planning Board. The briefing document for that meeting had two tables:
- The Table of Available Uses describes what type of development is allowed within each Subarea.
- The Land Use Allocation Summary describes how much of each type of development is allowed in each Subarea and minimum Open Space requirements.

The second component of the PUD Regulations and Standards are the Subarea and Type standards which define how development will be configured within the Subareas. There are three different sets of these standards:

- Subarea Composition Principles and Standards provide the rules for each Subarea and govern how Subdivision and Site Plan Standards apply to that Subarea.
- Subdivision Standards provide rules for how Streets, Blocks and Open Space Types will be developed under an application for subdivision approval.
- Site Plan Standards provide rules for how Building/Lot Types will be developed under an application for site plan approval.

The third component of the PUD Regulations and Standards has detailed written standards, including those for signage, lighting, landscape, and parking.

## Subarea Composition Principles and Standards

This section has two sheets for each Subarea. The first sheet provides a description of the Subarea and a map of where that Subarea is located within the overall PUD. It also lists the Streets, Blocks, Open Space, and Building/Lots Types that are allowed in that Subarea.

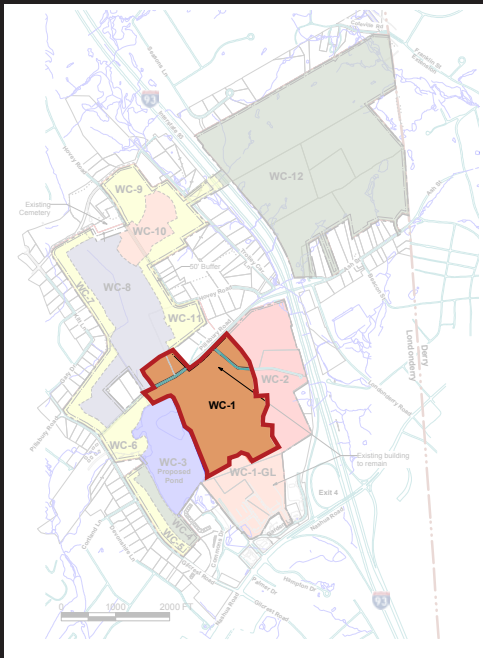
The second sheet provides the principles and standards that govern each Subarea. This sheet defines specific characteristics unique to that Subarea and how those characteristics should be applied when developing that Subarea.

The sheets for WC-1 and WC-5 are provided.

# SUBAREA: WC-1



**INTENT.** This subarea is intended to create a compact, central area with a mix of uses that support diverse building lots and open spaces. The development pattern supports a compact and well-connected pedestrian-oriented segments along the streets and sidewalks, lined by retail, mixed-use or commercial uses.



Regulating Type Allowed

## STREET TYPES

A - PRIMARY	
1 Boulevard	A
2 Avenue	A
3 Village center	A
B - SECONDARY	
4 Two-way street	A
5 One-way street	A
6 Access street	A
7 Independent shared use path	A
8 Recreation trails	A

## BLOCK TYPES

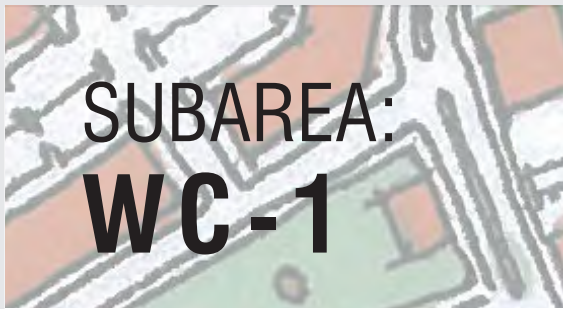
1 Village center block	A
2 Neighborhood block	A
3 Flex block	A
4 Perimeter Neighborhood Block	A
5 Perimeter Block	A

## OPEN SPACE TYPES

1 Preserve	A
2 Park	A
3 Playing field / court / playground	A
4 Green / common	A
5 Community garden / pocket park	A
6 Square	A
7 Plaza	A

## BUILDING AND LOT TYPES

1 Single family detached	A
2 Single family attached	A
3 Carriage house	A
4 Live / work	A
5 Rowhouse	A
6 Multi-family	A
7 Small / medium mixed-use	A
8 Large mixed-use	A
9 Civic building	A
10 Large format retail	A
11 Dedicated / large format office	A
12 Liner building	A
13 Flex Building	A



# COMPOSITION

## principles/ standards

### COMPOSITION PRINCIPLES

This subarea is intended to be organized so that it can support a variety of different uses assembled to create a compact, central area within the overall Woodmont Commons PUD. The overall composition of streets, blocks and open spaces will include the following principles:

- **Variety** - This is an area that will benefit from a diversity of building lots, blocks, open spaces and the mix of uses, and the division of land and infrastructure should support this variety.
- **Diversity of open spaces** - There should be a range of open space types that are located within the area, to provide different types of opportunities and amenities.
- **Compact and connected development patterns for retail, commercial uses and mixed-use** - The development patterns should support compact and well-connected pedestrian-oriented segments along the streets and sidewalks that are lined by retail or commercial uses.

### COMPOSITION STANDARDS

**PRIMARY STREET NETWORK** In this Subarea, the primary street network provides a north/south connection from Pillsbury Road to Garden Lane as a boulevard with a central landscaped median and flanking street trees, sidewalks or shared paths on both sides. Parking is not required along this segment of the primary network, but may be provided in either pockets or complete segments. Additional extensions of the primary network may be provided, if required to enhance internal circulation and provide an additional connection to Pillsbury Road. Extensions of the primary network will not require a median; parking along extensions of the primary network may be provided, but is not required.

**SECONDARY STREET NETWORK** The secondary network should be designed to create developable blocks or to outline planned open space, and incorporate on-street parking where it can serve as a shared parking resource for business, civic, accommodation or institutional uses.

**STREET AND PUBLIC FRONTAGE** The relationships between streets and the public frontages should be assembled as follows:

- **Frontages along the Primary Network** - Except for areas where there is on-street parking in segments or in pockets, the public frontages should be landscaped to reinforce the boulevard characteristics of

the network in this area.

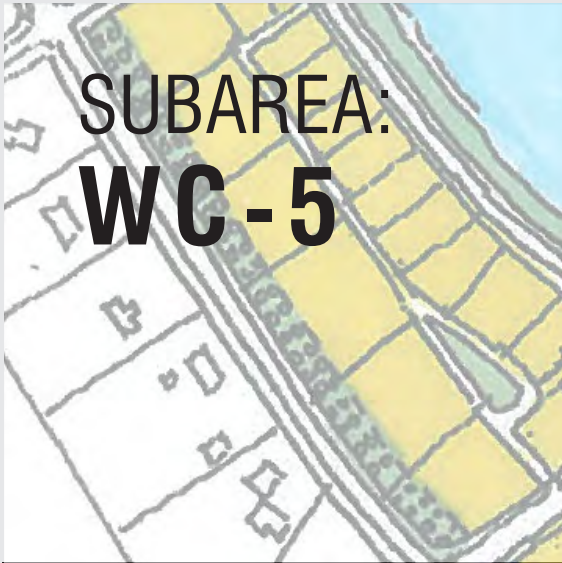
- **Frontages along the Secondary Network** - The public frontages along the secondary network should be consistent with the primary intended ground level use and its relationship to on-street parking. For segments intended to have predominately business, civic, accommodation or institutional uses with short term, on-street parking, landscaped borders should be limited and sidewalk paving generally extended to the street edge. For predominately residential segments or areas where on-street parking is not expected to serve as a short-term supply, the frontages should be landscaped
- **Frontages along Pillsbury Road** - The public frontages along Pillsbury Road should include a vegetated border separating the roadway from the sidewalks, except in proximity to the pedestrian crossings near the intersection of the Primary Network.
- **Circulation Landscaping** - The landscaping within medians and/or along the borders of the Primary Network should include appropriate species of trees of a consistent type along each street. The trees along street segments intended to have predominately business, civic, accommodation or institutional uses with short term, on-street parking should have consistent species of trees that are different from the species along the Primary Network. The species along frontages or blocks primarily intended for residential uses should vary along the blocks and segments.

**PEDESTRIAN NETWORK** Continuous pedestrian networks will be required with sidewalks on one or both sides of all Primary and Secondary Streets within this Subarea. Curb extensions should be provided at Secondary Network intersections serving blocks or frontages intended to serve business, civic accommodation or institutional uses.

**BICYCLE NETWORK** Accommodations for bicycles will be provided along or parallel to the Primary Street Network. Shared use of streets will be permitted for all other portions of this Subarea.

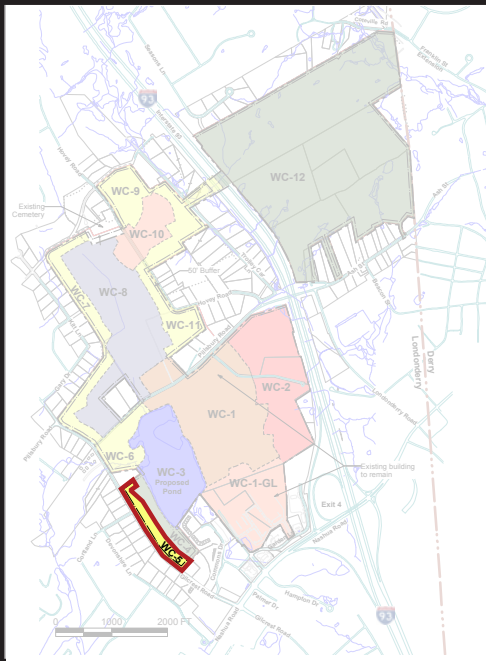
**PARKING** On-street parking may be considered to contribute to fulfilling the parking requirements of adjacent development or development within 400 feet of the parking spaces for non-residential uses. For residential uses, on-street parking may be allocated for required visitor spaces.

**OPEN SPACES** The buffers within this Subarea should include a combination of deciduous and evergreen tree species that serves as a partial screen for any lots that do not have direct access from Pillsbury Road, or along other PUD boundaries. Shared open space should be comprised of at least (3) separate locations and (2) separate publicly-accessible open space types.



# SUBAREA: WC-5

**INTENT.** This subarea is intended to create a residential neighborhood that is compatible with the existing context of abutting residential properties.



Regulating Type Allowed

### STREET TYPES

A - PRIMARY	
1	Boulevard
2	Avenue
3	Village center
B - SECONDARY	
4	Two-way street <span style="float: right;">A</span>
5	One-way street <span style="float: right;">A</span>
6	Access street <span style="float: right;">A</span>
7	Independent shared use path <span style="float: right;">A</span>
8	Recreation trails <span style="float: right;">A</span>

### BLOCK TYPES

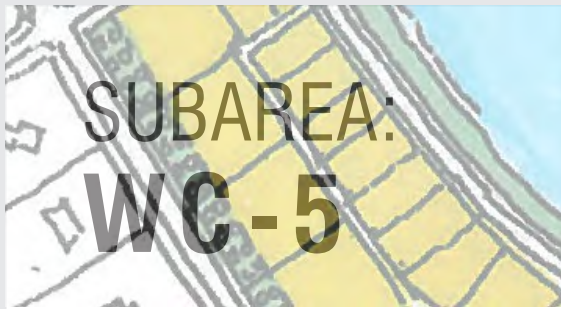
1	Village center block
2	Neighborhood block
3	Flex block
4	Perimeter Neighborhood Block <span style="float: right;">A</span>
5	Perimeter Block

### OPEN SPACE TYPES

1	Preserve <span style="float: right;">A</span>
2	Park
3	Playing field / court / playground
4	Green / common <span style="float: right;">A</span>
5	Community garden / pocket park <span style="float: right;">A</span>
6	Square
7	Plaza

### BUILDING AND LOT TYPES

1	Single family detached <span style="float: right;">A</span>
2	Single family attached <span style="float: right;">A</span>
3	Carriage house <span style="float: right;">A</span>
4	Live / work
5	Rowhouse
6	Multi-family
7	Small / medium mixed-use
8	Large mixed-use
9	Civic building
10	Large format retail
11	Dedicated / large format office
12	Liner building
13	Flex Building



# COMPOSITION

## Principles/ Standards

### COMPOSITION PRINCIPLES

This subarea is intended to provide a residential neighborhood that provides a buffer of similarly scaled and disposed uses comparable to the existing residential uses that abut the Woodmont Commons PUD Boundary at this location. The overall composition of streets, blocks and open spaces will include the following principles:

- **Compatible Use** - This is an area that is restricted to residential uses of a similar scale and character to neighboring properties including single family, duplex and accessory residential units.
- **Compatible Height** - The maximum height within this subarea respects the modest scale of the context with a maximum of 35 feet.
- **Compatible Site Disposition** - The minimum frontage (150 feet for single family and 200 feet for two-family residences), minimum setback (50 feet front setback, 15 feet side setback and 15 feet rear setback), and minimum lot size (40,000 square feet) provide an overall scale of lots and deployment of buildings that is compatible and respectful of the adjacent context.

### COMPOSITION STANDARDS

**PRIMARY STREET NETWORK** In this Subarea, the primary street network is an existing street at the boundary of the Woodmont Commons PUD, Gilcreast Road. No more than two egresses onto Gilcreast Road will be provided within this subarea.

**SECONDARY STREET NETWORK** The secondary street network should be designed to create access to residential neighborhood blocks and to limit the direct access onto Gilcreast Road.

**STREET AND PUBLIC FRONTAGE** The relationships between streets and the public frontages should be assembled as follows:

- **Frontages along the Primary Network** - Buildings must be set back beyond the 50' buffer at Gilcreast Road. The frontages should be landscaped to reinforce the residential neighborhood quality of this Subarea.
- **Frontages along the Secondary Network** - The frontages should be landscaped to reinforce the residential neighborhood quality of this Subarea.

**PEDESTRIAN NETWORK** Sidewalks do not exist along Gilcreast Road, independent shared use paths or sidewalks at egress locations onto Gilcreast Road are

required to provide pedestrian access into the Woodmont Commons PUD and to connect to the larger pedestrian network within the PUD.

**BICYCLE NETWORK** Bike paths or routes do not exist along Gilcreast Road but will share the streets within this Subarea as traffic volume and speeds will be low enough to permit both. Independent shared use paths or sidewalks at egress locations onto Gilcreast Road are required to provide bicycle access into the Woodmont Commons PUD and to connect to the larger bicycle network within the PUD.

**PARKING** On-street parking shall be provided on the internal street network but not on Gilcreast Road. All parking requirements shall be accommodated on-site with private access and garages.

**OPEN SPACES** The buffers within this Subarea should include a 50' buffer along Gilcreast Road. No other minimum open space requirements are defined within this Subarea.

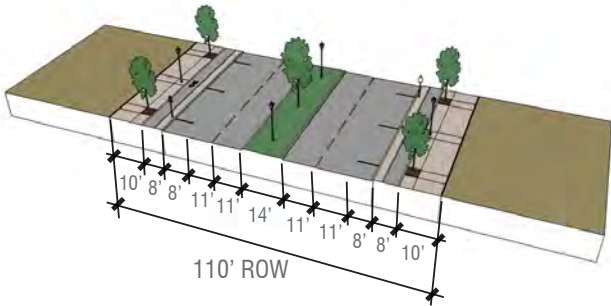
## PUD Subdivision Standards

PUD Subdivision Standards are applicable during the subdivision approval process and include Streets, Blocks and Open Space Types. A developer preparing a subdivision plan for a specific Subarea would first look at the Subarea Composition Principles and Standards to determine which types are allowed, and then to the standards for each type to determine the purpose, dimensional characteristics and other requirements for that type.

Examples have been provided for two of each type, as follows:

- Streets: Boulevard (allowable in WC-1)
- Streets: 2-Way Street (allowable in WC-1)
- Blocks: Village Center (allowable in WC-1)
- Blocks: Neighborhood (allowable in WC-1)
- Open Space: Square (allowable in WC-1)
- Open Space: Park (allowable in WC-1)

# STREET TYPE | PRIMARY: Boulevard



**DESCRIPTION** This is a primary street intended for major connecting routes. It is a robust street that accommodates both non-motorized and vehicular traffic with a landscape median and expanded pedestrian realm.

- On-street parking and bike lane configuration may vary depending on street location and frontage adjacencies

### STREET DESIGN STANDARDS

Travel Lanes	11' minimum
Parking Lanes	Parallel, both sides, lined
ROW Width (feet)	110 minimum
Pavement Width	30' on each side of the median
Traffic Flow	Two ways
Curb Type	Vertical
Curb Radius (feet)	20
Vehicular Design Speed	35 mph; 25 mph at Village core
Pedestrian Crossing Time	8 seconds curb to median
Road Edge Treatment	Curb
Bike Way Type	Shared or bike lane
Bike Way Width (feet)	5

### STREETScape DESIGN ELEMENTS

Planter Type	Individual in sidewalk, continuous at median
Planting Pattern	Trees at 44' O.C. average
Planter Strip / Box Width	4' x 4' with expandable grates
Tree Type	Vary species, drought / salt tolerant
Utilities	Underground
Street Light Type	Pedestrian scale ornamental
Street Light Spaces	44' interval (as per light level)
Sidewalk Placement	Both sides
Sidewalk Width (feet)	5-16 (extension onto lot permitted)
Sidewalk Encroachment	Seating and signage as allowed

### SUBAREAS

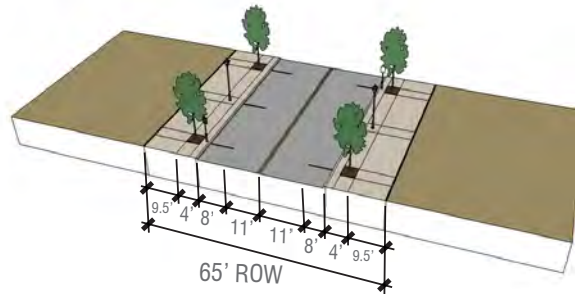
Allowed in Subarea(s)	WC-1
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March 29, 2013

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# STREET TYPE | SECONDARY: Two-way Street



**DESCRIPTION** This is a secondary street with two-way travel in two dedicated lanes intended for a medium capacity street.

- On-street parking and bike lane configuration may vary depending on street location and frontage adjacencies

## STREET DESIGN STANDARDS

Travel Lanes	11' minimum
Parking Lanes	Parallel, both sides, lined
ROW Width	65' minimum
Pavement Width	22' to 38'
Traffic Flow	Two ways
Curb Type	Vertical
Curb Radius (feet)	5-20'
Vehicular Design Speed	20-25 mph
Pedestrian Crossing Time	6 to 7 seconds
Road Edge Treatment	Curb
Bike Way Type	None
Bike Way Width	Not Applicable

## STREETScape DESIGN ELEMENTS

Planter Type	Individual in Sidewalk or continuous planting strip
Planting Pattern	Trees at 44' O.C. average
Planter Strip / Box Width	4' x 4' with expandable grates or 6' minimum planting strip
Tree Type	Vary species, drought / salt tolerant
Utilities	Underground
Street Light Type	Pedestrian scale ornamental
Street Light Spaces	44' interval (as per light level)
Sidewalk Placement	Both sides
Sidewalk Width	5-16 (extension onto lot permitted)
Sidewalk Encroachment	Seating and signage as allowed

## SUBAREAS

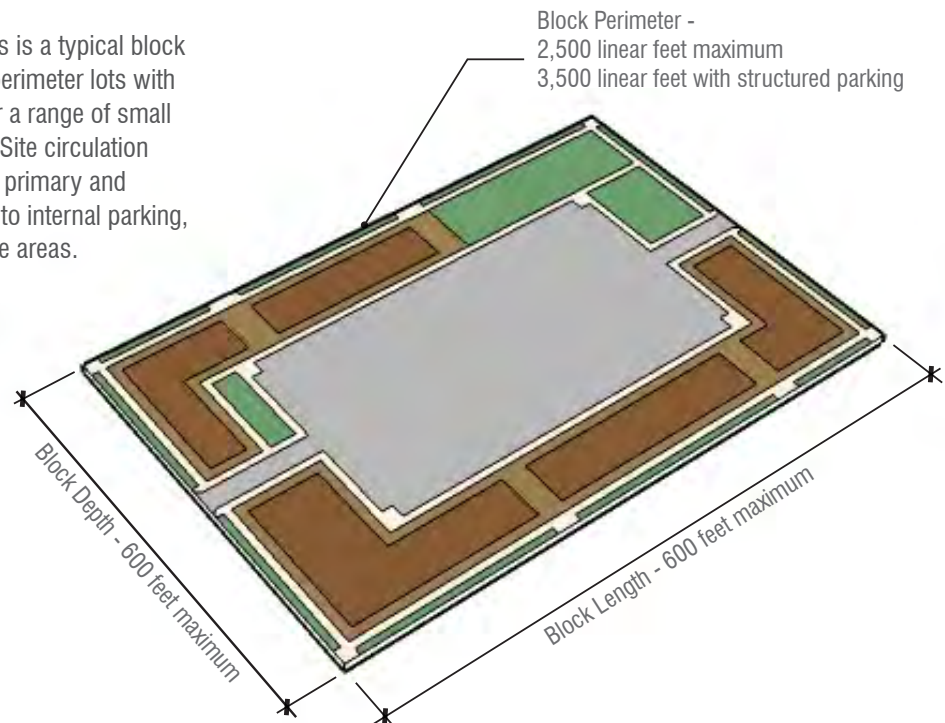
Allowed in Subarea(s)	WC-1
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March 29, 2013

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# BLOCK TYPE: Village Center

**DESCRIPTION** This is a typical block that may contain perimeter lots with internal parking for a range of small to large buildings. Site circulation connects adjacent primary and secondary streets to internal parking, loading and service areas.



## SIZE AND DIMENSION

Block Perimeter	2,500 linear feet
Block Depth - Maximum	600 feet
Block Length - Maximum	600 feet

## ACCESS AND SERVICE

Primary Entry Orientation	To street
Service Area/Route	Block can be permeated by Access Street and pedestrian passage On-street loading permitted
Pedestrian Circulation	Block length over 500' shall provide mid-block crossing/passage

## OPEN SPACE

Open Space Types Allowed	Park, Playing Field, Playground, Green/Common, Square, Plaza
Open Space Required	Refer to PUD subarea rules and requirements

## SUBAREAS

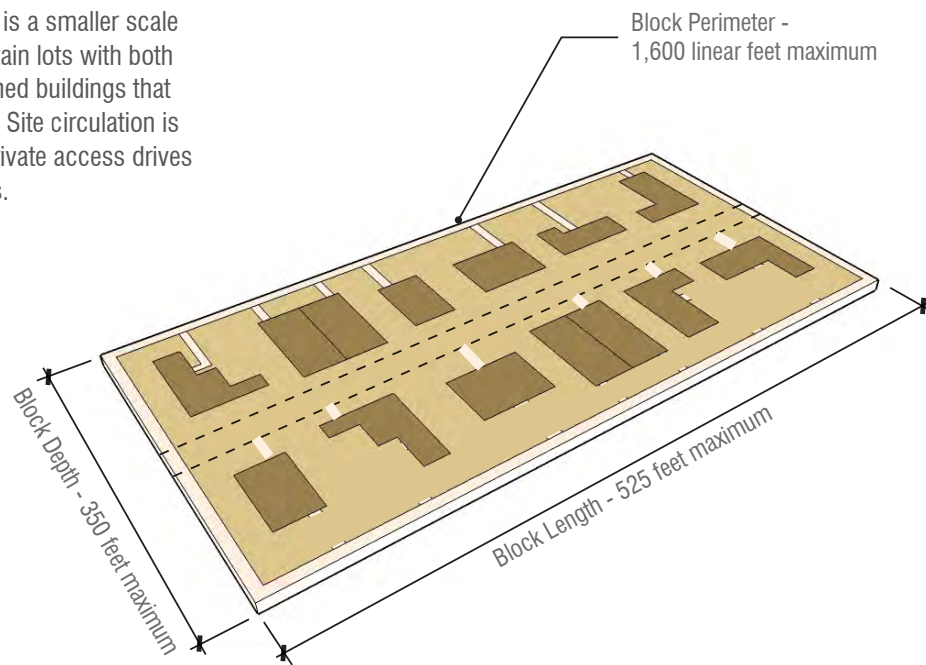
Allowed in Subarea(s)	WC-1
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March 29, 2013

Prepared by the Woodmont Planning Team

# BLOCK TYPE: Neighborhood

**DESCRIPTION** This is a smaller scale block that may contain lots with both attached and detached buildings that address the streets. Site circulation is accomplished by private access drives located in sideyards.



## SIZE AND DIMENSION

Block Perimeter	1,600 linear feet
Block Depth - Maximum	350 feet
Block Length - Maximum	525 feet

## ACCESS AND SERVICE

Primary Entry Orientation	To street
Service Area/Route	Block can be permeated by Access Street
Pedestrian Circulation	At block perimeter and intersections

## OPEN SPACE

Open Space Types Allowed	Park, Playground, Green/Common, Community Garden, Pocket Park
Open Space Required	Refer to PUD subarea rules and requirements

## SUBAREAS

Allowed in Subarea(s)	WC-1
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March 29, 2013

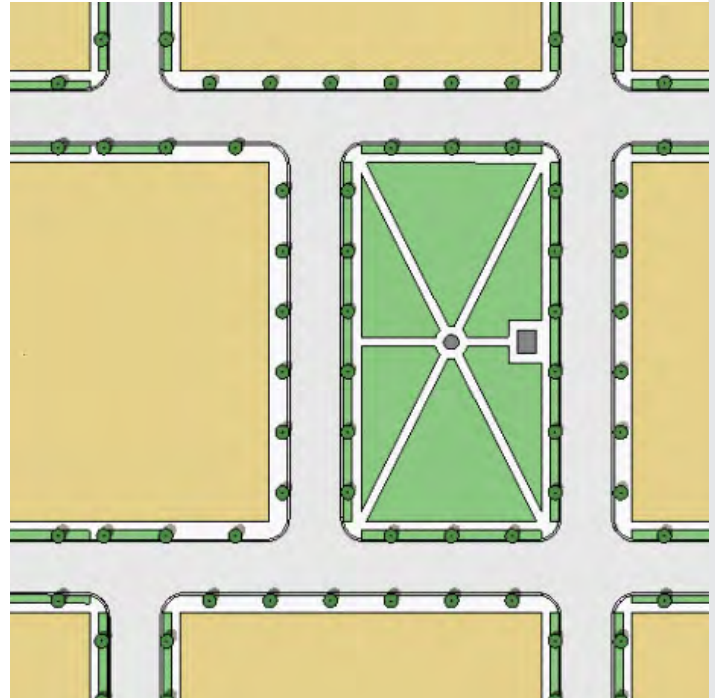
Prepared by the Woodmont Planning Team

# OPEN SPACE TYPE: Square

**DESCRIPTION** A stand-alone and independent publicly accessible open space available for unstructured recreation and civic purposes.



Character Examples



## LOCATION

Characteristics

Spatially defined by building frontages and located at intersections of the primary street network

## REQUIREMENTS

Minimum Size 1/4 acre (2 acre maximum)

Suggested Frontage on at Least 1 Street

Publicly Accessible Yes

Accessway required Yes

Accessway(s) allowed Sidewalk, independent shared use path

## POSSIBLE FEATURES

May include: Paths, lawns, and trees formally disposed

## SUBAREAS

Allowed in Subarea(s) WC-1

March 29, 2013

Prepared by the Woodmont Planning Team

# OPEN SPACE TYPE: Park

**DESCRIPTION** 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 woodlands, all naturalistically disposed.



Character Examples



## LOCATION

Characteristics

Located where regulated natural features create an opportunity

## REQUIREMENTS

Minimum Size

2 acres

Suggested Frontage on at Least

May be independent of street network

Publicly Accessible

Yes

Accessway required

No

Accessway(s) allowed

Perimeter sidewalks, trail, independent shared use path

## ELIGIBLE FEATURES

May include:

Conserved open space, active recreation and buffers that may be lineal following natural corridors, civic uses, open shelters, retail and food kiosks, fenced dog parks, playgrounds and playing fields, access and crossing streets, easements, parking and stormwater features

## SUBAREAS

Allowed in Subarea(s)

WC-1

March 29, 2013

Prepared by the Woodmont Planning Team

## PUD Site Plan Standards

PUD Site Plan Standards are applicable during the site plan approval process and include Building/Lot Types. A developer preparing a site plan would again look to the Subarea Composition Principles and Standards to determine which types are allowed, and then to the standards for each type to determine the purpose, dimensional characteristics and other requirements for that type.

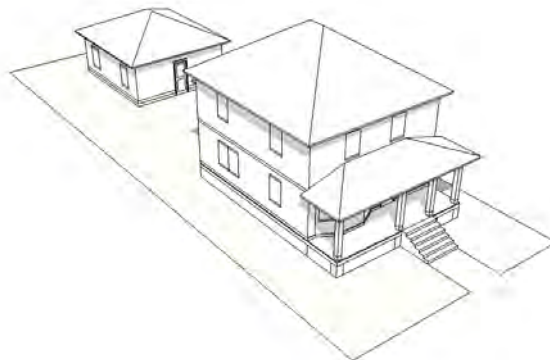
The difference is that a site plan would be prepared after (or concurrent with) the approval of a subdivision plan. A developer would need to reference the already approved plan, and, by implication, the previously approved streets, blocks and open spaces under that plan while preparing the site plan for approval. The Building/Lot Type under the site plan would be consistent with the amount of development allowed, the use, the Subarea Composition Principles and Standards, and the Subdivision Standards already in place.

Examples have been provided for four Building/Lot Types, as follows:

- Building/Lot: Single Family (allowable in WC-1 and WC-5)
- Building/Lot: Small/medium mixed use building (allowable in WC-1)
- Building/Lot: Large format commercial (allowable in WC-1)
- Building/Lot: Dedicated/large format office building (allowable in WC-1)

# BUILDING TYPE: Single-Family Detached

**DESCRIPTION** Dwelling units that are consistent with traditional residential development patterns. Facade orientation to the street, walkways to entrances and landscaping to define street edges and open spaces contribute to the neighborhood scale. Site may have a detached or attached accessory garage structure.



## PLACEMENT OF SPECIFIC USES

Ground Floor Limitations	Residential
Frontage Requirements	Yard and landscape (Refer to Landscape Standards)

## BUILDING HEIGHT

Primary Building Height (maximum)	3 story / 35'
Ground Floor Height	Not applicable
Upper Floor Height	Not applicable
Finished Floor Elevation	18" minimum
Roof Pitch	4:12 min / 12:12 max
Flat Roofs Permitted	No

## TRANSPARENCY AND ARTICULATION

Ground Floor Transparency (% of facade)	Not applicable
Upper Floor Transparency (% of facade)	Not applicable
Street Frontage Wall Length Without Offset (feet)	Not applicable
Street Frontage Wall Offset - length/depth (feet)	Not applicable

## BUILDING ENTRANCES

Street Facing Entry Required	Yes
Entrance Spacing (maximum feet)	Not applicable

## ALLOWED BUILDING SECONDARY ELEMENTS

Allowed Encroachments	Yes (stoop, porch, entry)
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## SUBAREAS

Allowed in Subarea(s)	WC-1, WC-5
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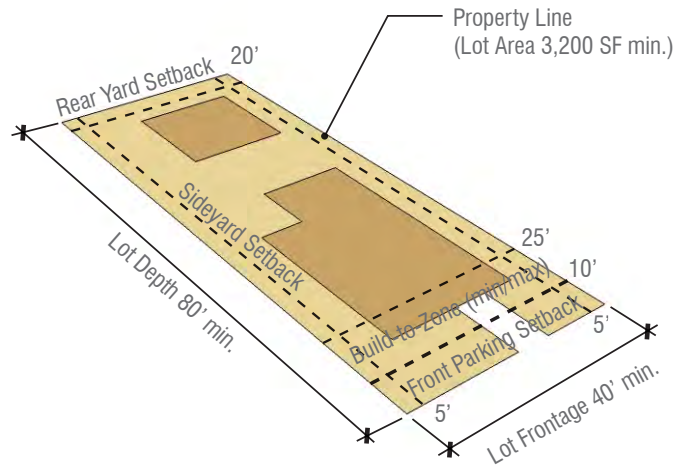
March 29, 2013

Prepared by the Woodmont Planning Team

# LOT TYPE: Single-Family Detached



Character Examples



## LOT STANDARDS

Lot Frontage (feet)	40' minimum
Lot Depth (feet)	80' minimum
Lot Area (square feet)	3,200 SF minimum

## BUILDING PLACEMENT ON LOT

Front Yard Setback (feet)	10 minimum; 50 along Perimeter Buffer
Side Yard Setback (feet)	5
Rear Yard Setback (feet)	5
Side-Street Yard (feet on corner lots)	20 minimum
Build-to-zone (feet)	10 minimum / 25 maximum
Build-to-zone Occupancy (%)	30%

## PARKING PLACEMENT ON LOT

Front Parking Setback (feet)	30 minimum
Side and Rear Parking Setback (feet)	5 minimum

## OPEN SPACE ON LOT

Open Space Types Allowed	Preserve, park, playground, green/common, community garden
Open Space Required	Refer to Block Type Open Space Requirements

## SUBAREAS

Allowed in Subarea(s)	WC-1, WC-5
-----------------------	------------

March 29, 2013

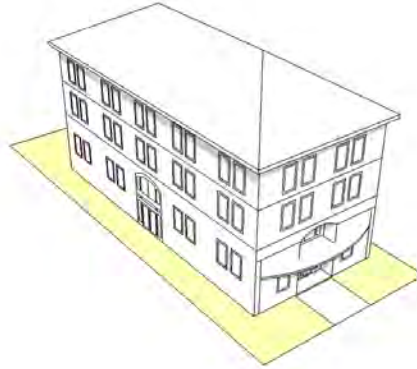
Prepared by the Woodmont Planning Team



# BUILDING TYPE:

## Small/Medium Mixed-use

**DESCRIPTION** A small to medium scale building designed to accommodate multiple uses including residential or office upper floors with retail or service ground floor uses. Ground Floor uses are intended to address the street with entries, and storefronts.



### PLACEMENT OF SPECIFIC USES

Ground Floor Limitations	Retail, service
Frontage Requirements	Activity zone, sidewalk (Refer to Landscape Standards)

### BUILDING HEIGHT

Primary Building Height (maximum)	1 (16' minimum) / 3 (35' maximum)
Ground Floor Height	12' minimum
Upper Floor Height	9' minimum
Finished Floor Elevation	Not applicable
Roof Pitch	12:12 maximum
Flat Roofs Permitted	Yes

### TRANSPARENCY AND ARTICULATION

Ground Floor Transparency (% of facade)	40% minimum
Upper Floor Transparency (% of facade)	30% minimum
Street Frontage Wall Length Without Offset (feet)	50 maximum
Street Frontage Wall Offset - length/depth (feet)	5/2

### BUILDING ENTRANCES

Street Facing Entry Required	Yes
Entrance Spacing (maximum feet)	75

### ALLOWED BUILDING SECONDARY ELEMENTS

Allowed Encroachments	Yes
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### SUBAREAS

Allowed in Subarea(s)	WC-1
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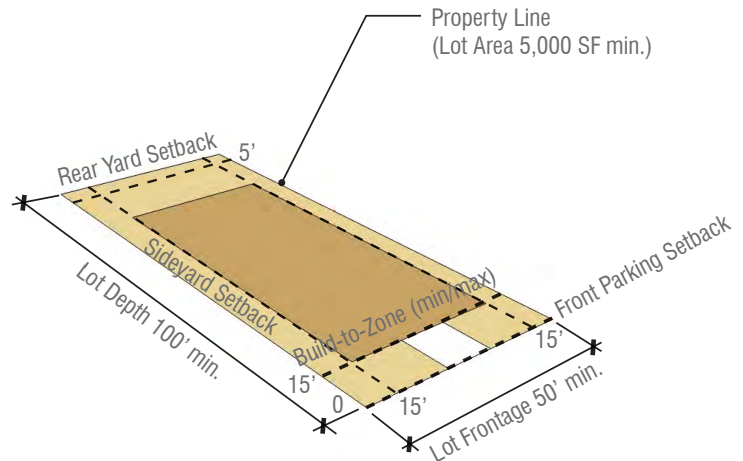
March 29, 2013

Prepared by the Woodmont Planning Team

# LOT TYPE: Small/Medium Mixed-use



Character Examples



## LOT STANDARDS

Lot Frontage (feet)	50' minimum
Lot Depth (feet)	100' minimum
Lot Area (square feet)	5,000 SF minimum

## BUILDING PLACEMENT ON LOT

Front Yard Setback (feet)	0
Side Yard Setback (feet)	0 minimum / 15 maximum
Rear Yard Setback (feet)	5 feet minimum
Side-Street Yard (feet on corner lots)	0 minimum / 15 maximum
Build-to-zone (feet)	0 minimum / 25 maximum
Build-to-zone Occupancy (%)	50% minimum

## PARKING PLACEMENT ON LOT

Front Parking Setback (feet)	30 feet
Side and Rear Parking Setback (feet)	0 feet

## OPEN SPACE ON LOT

Open Space Types Allowed	Park, playing field/court, green/common, square, plaza
Open Space Required	Refer to Block Type Open Space Requirements

## SUBAREAS

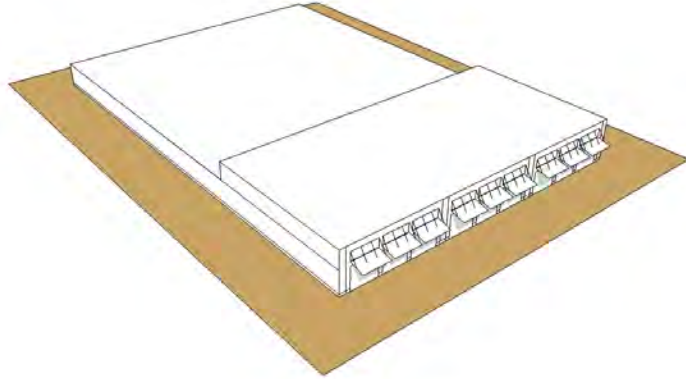
Allowed in Subarea(s)	WC-1
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March 29, 2013

Prepared by the Woodmont Planning Team

# BUILDING TYPE: Large Format Retail

**DESCRIPTION** Large footprint retail building designed to provide interior open retail space. Building design mitigates overall building scale and minimizes large blank walls and facades from the street. Site design integrates parking into well landscaped and screened areas.



## PLACEMENT OF SPECIFIC USES

Ground Floor Limitations	Retail
Frontage Requirements	Lawn or activity zone (Refer to Landscape Standards)

## BUILDING HEIGHT

Primary Building Height (maximum)	35'
Ground Floor Height	16' minimum
Upper Floor Height	Not applicable
Finished Floor Elevation	Not applicable
Roof Pitch	8:12 maximum
Flat Roofs Permitted	Yes

## TRANSPARENCY AND ARTICULATION

Ground Floor Transparency (% of facade)	30% minimum
Upper Floor Transparency (% of facade)	Not applicable
Street Frontage Wall Length Without Offset (feet)	75
Street Frontage Wall Offset - length/depth (feet)	10/5

## BUILDING ENTRANCES

Street Facing Entry Required	Yes
Entrance Spacing (maximum feet)	100

## ALLOWED BUILDING SECONDARY ELEMENTS

Allowed Encroachments	No
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## SUBAREAS

Allowed in Subarea(s)	WC-1
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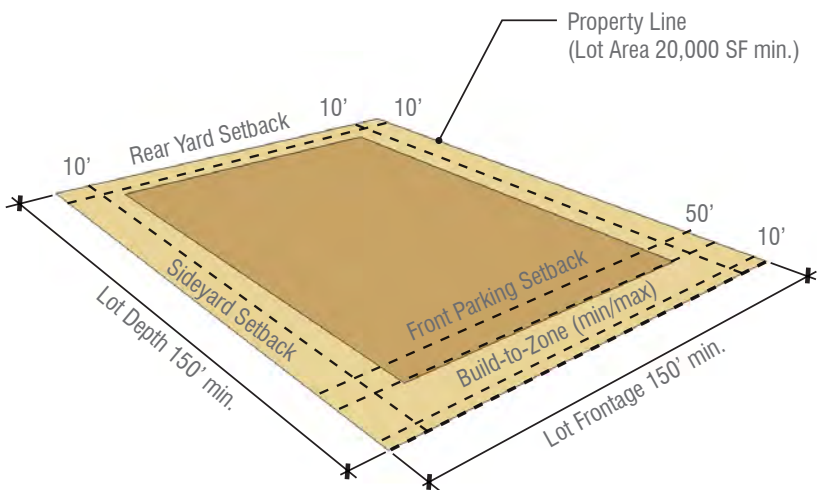
March 29, 2013

Prepared by the Woodmont Planning Team

# LOT TYPE: Large Format Retail



Character Examples



## LOT STANDARDS

Lot Frontage (feet)	150' minimum
Lot Depth (feet)	150' minimum
Lot Area (square feet)	20,000 minimum

## BUILDING PLACEMENT ON LOT

Front Yard Setback (feet)	10 minimum
Side Yard Setback (feet)	10 minimum
Rear Yard Setback (feet)	10 minimum
Side-Street Yard (feet on corner lots)	10 minimum
Build-to-zone (feet)	10 minimum / 50 maximum
Build-to-zone Occupancy (%)	30% minimum

## PARKING PLACEMENT ON LOT

Front Parking Setback (feet)	10' behind face of building
Side and Rear Parking Setback (feet)	8' (if adjoining to parking in an adjacent lot, 8' landscape median is not required to be duplicated)

## OPEN SPACE ON LOT

Open Space Types Allowed	Preserve, Park, Playing Field/Court, Plaza
Open Space Required	Refer to Block Type Open Space Requirements

## SUBAREAS

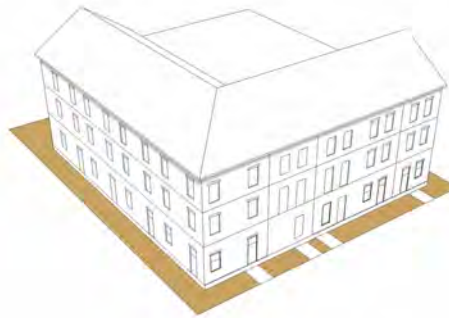
Allowed in Subarea(s)	WC-1
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March 29, 2013

Prepared by the Woodmont Planning Team

# BUILDING TYPE: Dedicated Office

**DESCRIPTION** A large floor plate commercial building designed for office use. Building design mitigates overall building scale and minimizes large blank walls and facades from the street. Site design integrates parking into well landscaped and screened areas.



## PLACEMENT OF SPECIFIC USES

Ground Floor Limitations	Commercial
Frontage Requirements	Lawn (Refer to Landscape Standards)

## BUILDING HEIGHT

Primary Building Height (maximum)	50
Ground Floor Height	Not applicable
Upper Floor Height	Not applicable
Finished Floor Elevation	Not applicable
Roof Pitch	8:12 maximum
Flat Roofs Permitted	Yes

## TRANSPARENCY AND ARTICULATION

Ground Floor Transparency (% of facade)	30% minimum
Upper Floor Transparency (% of facade)	30% minimum
Front Wall Length Without Offset (feet)	75
Front Wall Offset - length/depth (minimum feet)	10/5

## BUILDING ENTRANCES

Street Facing Entry Required	Yes
Entrance Spacing (maximum feet)	100

## ALLOWED BUILDING SECONDARY ELEMENTS

Allowed Encroachments	No
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## SUBAREAS

Allowed in Subarea(s)	WC-1
-----------------------	------

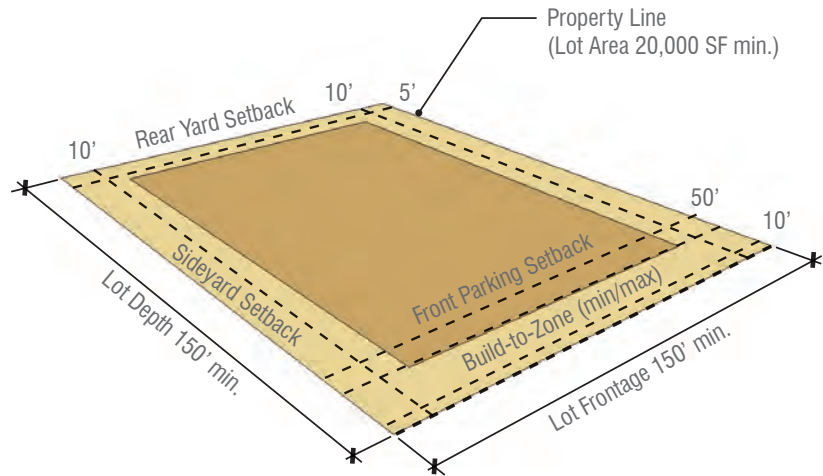
March 29, 2013

Prepared by the Woodmont Planning Team

# LOT TYPE: Dedicated Office



Character Examples



## LOT STANDARDS

Lot Frontage (feet)	150' minimum
Lot Depth (feet)	150' minimum
Lot Area (square feet)	20,000 minimum

## BUILDING PLACEMENT ON LOT

Front Yard Setback (feet)	10 feet
Side Yard Setback (feet)	10 feet
Rear Yard Setback (feet)	5 feet
Side-Street Yard (feet on corner lots)	10 feet
Build-to-zone (feet)	10 minimum / 50 maximum
Build-to-zone Occupancy (%)	40% minimum

## PARKING PLACEMENT ON LOT

Front Parking Setback (feet)	10' behind face of building
Side and Rear Parking Setback (feet)	8' (if adjoining to parking in an adjacent lot, 8' landscape median is not required to be duplicated)

## OPEN SPACE ON LOT

Open Space Types Allowed	Preserve, Park, Playing Field/Court, Plaza
Open Space Required	Refer to Block Type Open Space Requirements

## SUBAREAS

Allowed in Subarea(s)	WC-1
-----------------------	------

March 29, 2013

Prepared by the Woodmont Planning Team



# UPDATES: INFRASTRUCTURE, TRANSPORTATION, AND PUD SUBDIVISION AND PUD SITE PLAN STANDARDS

[Planning Board Meeting Minutes - April 10, 2013 - Attachment #2](#)

# AGENDA

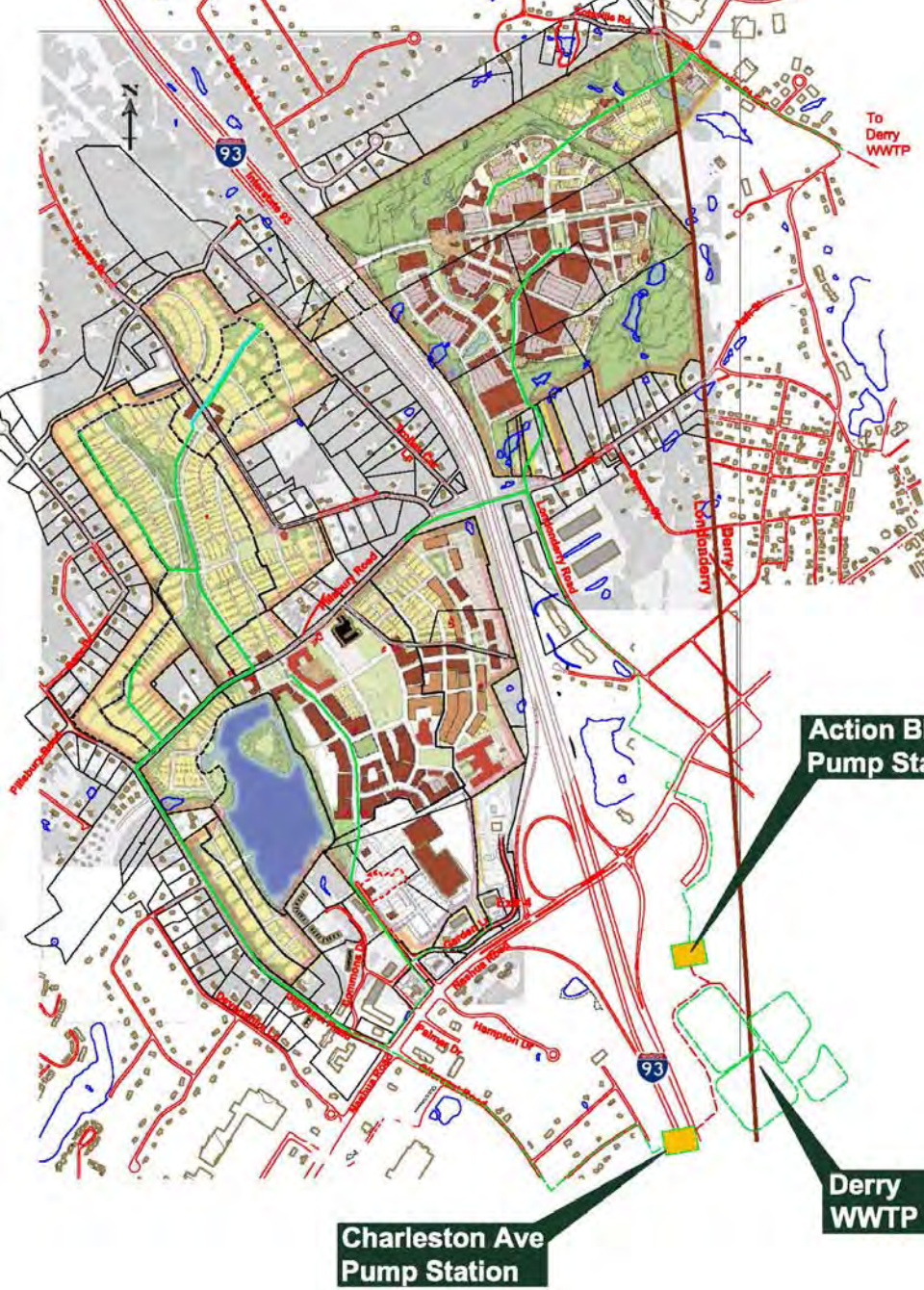
- Infrastructure
- Transportation: Exit 4A Sensitivity Analysis
- PUD Subdivision and PUD Site Plan Standards



# INFRASTRUCTURE UPDATE

- Wastewater (sewer), including collection and treatment
- Water supply, including sources and distribution
- Stormwater management
- Electrical utilities
- Natural gas supply and distribution
- Communications, including telephone and cable

# SEWER COLLECTION CONCEPT



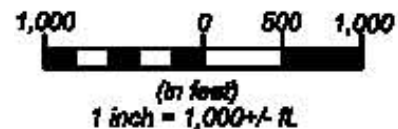
## Legend

### Existing Sanitary Sewer Infrastructure

- Gravity Sewer
- Force Main
- Pump Station

### Proposed Sanitary Sewer Infrastructure

- Gravity Sewer
- Force Main
- Pump Station



# WATER SUPPLY CONCEPT



## Legend

Existing Pennichuck Water Main

— 367 HGL

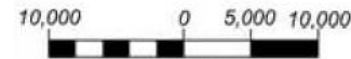
— 498 HGL

— 590HGL

— 620HGL

— 623HGL

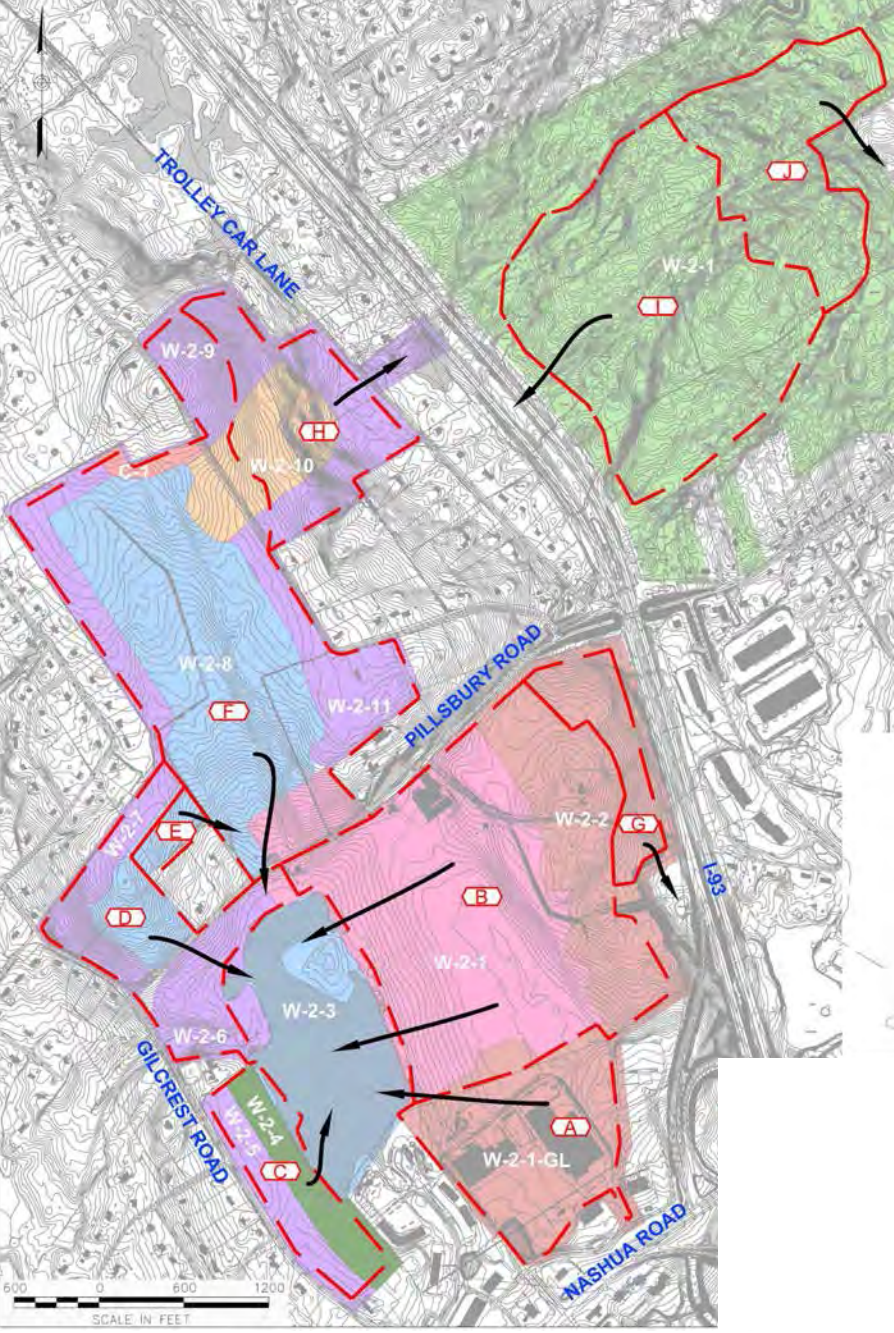
— Proposed Woodmont Commons  
Distribution Water Main Line






(in feet)  
1 inch = 10,000+/- ft.

**CMA**  
ENGINEERS

# DRAINAGE AREAS



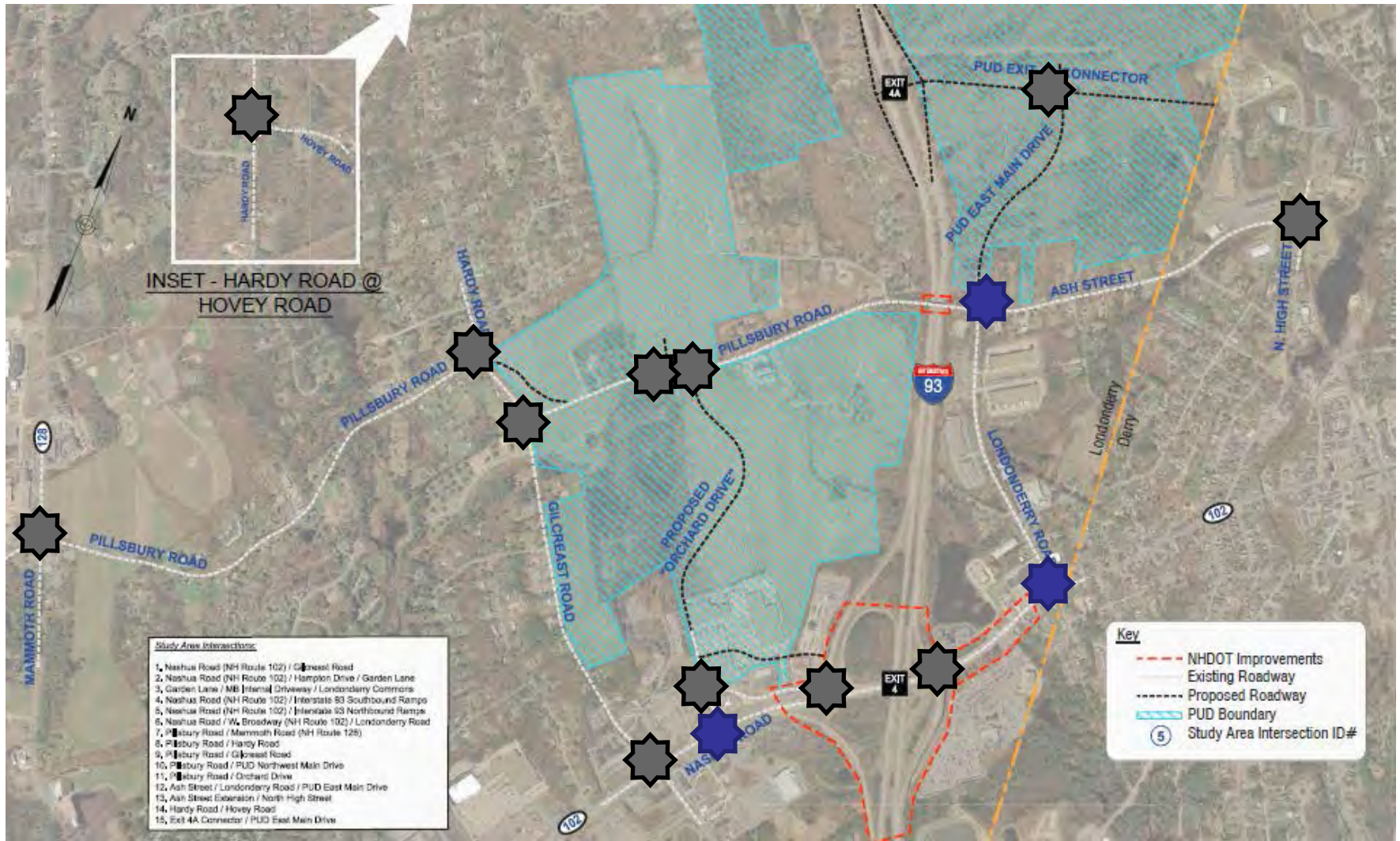
## Legend

-  Subcatchment Boundary
-  Subcatchment Area Name
-  Flow Direction

# TRANSPORTATION UPDATE: EXIT 4A SENSITIVITY ANALYSIS

- Prepared by TEC/Reviewed by HSH
- Study area selected to contain “critical” intersections
- Test of the PUD’s development potential without Exit 4A Improvements
- Test of additional traffic through Hardy Road/Hovey Road neighborhoods
- Assumed all previously identified project mitigation would be in place

# Exit 4A Sensitivity Study Area



# EXIT 4A SENSITIVITY ANALYSIS

- Assumed no Exit 4A
- Assumed no retail, hotel, or hospital would occur in WC-12 without Exit 4A access
- Assumed 400,000 SF office space and 350 residential units in WC-12
- Development within WC-1 through WC-11 remains consistent with the Master Plan Traffic Impact Assessment
- Revised trip distribution based on no access to Exit 4A

# Distribution of Land Uses Without Exit 4A

## Master Plan Traffic Impact Assessment

	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

## Exit 4A Sensitivity Analysis

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



# Level of Service

Intersection	Existing (AM / PM)	No-Build (AM / PM)	Build w/ Improvements (Master Plan TIA) (AM / PM)	Build w/ Improvements (Without Exit 4A) (AM / PM)
NH 102/Garden Ln/ Hampton Dr	B / C	C / D	C / D	C / D
NH 102/Londonderry Rd/ St. Charles	F / F	F / F	B / C	B / B
Pillsbury Rd/Ash Street/ Londonderry Rd	B / C	B / C	C / C	B / B

# PUD-Generated Trips Through Neighborhood

Roadway	Without Exit 4A (AM / PM)	With Exit 4A (AM / PM)
Hardy Road	38 / 69	44 / 69
Hovey Road	19 / 28	9 / 13
Total	57 / 97	53 / 82

# Maximum Trips Per Area Weekday Evening Peak Hour

PUD Area	Without Exit 4A	With Exit 4A
WC-1 through WC-6	2,400	2,550
WC-7 through WC-11	300	300
WC-12	750	2,300
Total	3,450	5,150

# CONCLUSIONS

- Exit 4A Sensitivity Analysis indicates that development within subareas WC-1 through WC-11 will not need to be reduced.
- The potential for retail, hotel, and hospital development in WC-12 will be limited without Exit 4A improvements.
- Retail, hotel, or hospital space could be developed in WC-12 with an equivalent trip-generating reduction in office or residential development.
- Additional development could occur within WC-12 with an equivalent trip-generating reduction in development in WC-1 through WC-11.
- There would be a limited increase in trips through Hardy Road / Hovey Road without Exit 4A Improvements.

# PUD SUBDIVISION AND PUD SITE PLAN STANDARDS UPDATE

A developer applying to the Planning Board for subdivision approval will need to follow the PUD Subdivision Standards.

A developer applying to the Planning Board for site plan approval or for a building permit for projects not requiring site plan approval will need to follow the PUD Site Plan Standards.

We will demonstrate the use of the PUD Subdivision and PUD Site Plan Standards.

# PUD SUBDIVISION AND PUD SITE PLAN STANDARDS

There are three components to the PUD Regulations and Standards.

- **FIRST:** Regulations governing land use and open space. These regulations:
  - Apply to the entire Woodmont Commons PUD
  - Were described at March 27 meeting with Planning Board
  - Includes Table of Available Uses for each Subarea
  - Includes Land Use Allocation Summary: how much of each type of development is allowed in each Subarea, and minimum Open Space Requirements

# PUD SUBDIVISION AND PUD SITE PLAN STANDARDS UPDATE

- **SECOND:** PUD Subarea and Type Standards
  - **PUD Subarea Composition Principles and Standards** provide the rules for each Subarea and govern how PUD Subdivision and PUD Site Plan Standards apply to that Subarea.
  - **PUD Subdivision Standards** provide rules for how Street, Block and Open Space Types will be developed under an application for Subdivision approval.
  - **PUD Site Plan Standards** provide rules for how Building/Lot Types will be developed under an application for Site Plan approval.

# PUD SUBDIVISION AND PUD SITE PLAN STANDARDS UPDATE

- **THIRD:** Detailed Written Standards, including
  - Signage
  - Lighting
  - Landscaping
  - Parking
- These will be discussed at a later Planning Board meeting.



# Subarea Composition: Principles and Standards

## Subarea Composition Principles and Standards have two sheets for each Subarea.

### SHEET ONE

- Provides overall description of character of Subarea
- Includes location map of Subarea within overall PUD
- Lists allowable Street, Block, Open Space, and Building/Lot Types for that Subarea

### SHEET TWO

- Provides principles and standards that govern each Subarea



**SUBAREA WC-1**

**Regulating Type** Allowed

**STREET TYPES**

1. Through	○
2. Boulevard	○
3. Avenue	○
4. Village street	○
5. Secondary	○
6. Farm-way street	○
7. The way street	○
8. Access street	○
9. Improvement street, all path	○
10. Recreation trail	○

**BLOCK TYPES**

1. Village center block	○
2. Neighborhood block	○
3. The block	○
4. Mainway Neighborhood Block	○
5. Parkway block	○

**OPEN SPACE TYPES**

1. Park	○
2. Playing field / court/parkway	○
3. Soccer / tennis	○
4. Community garden / pocket park	○
5. Square	○
6. Plaza	○

**BUILDING AND LOT TYPES**

1. Single family detached	○
2. Single family attached	○

**INTENT:** This subarea is intended to create a compact, central area with a mix of uses that support diverse housing and open space. The development pattern supports a compact and well-connected pedestrian-oriented segments along the streets and sidewalks, used for retail, mixed-use or commercial uses.



**SUBAREA WC-1**

**COMPOSITION principles/standards**

**COMPOSITION PRINCIPLES**

The subarea is intended to be organized so that it can support a variety of different uses, organized to create a compact, central area within the overall Woodmont Commons PUD. The street composition of streets, blocks and open spaces will include the following principles:

- **Scale:** The subarea street layout will include a variety of streets, city blocks, some neighborhood blocks, and some mainway blocks. City blocks will be designed to be walkable and pedestrian-oriented.
- **Connectivity:** The subarea street layout will be designed to be well-connected to the rest of the PUD.
- **Land Use:** The subarea street layout will be designed to support a variety of different uses, including residential, commercial, and community uses.

**COMPOSITION STANDARDS**

**PRIMARY STREET NETWORK:** The primary street network in the Subarea will be designed to provide a north-south connection from Pilgrimage Road to Garden Lane, as a boulevard with a central landscaped median and parking on both sides, and a sidewalk on the north side. Parking will be provided in other pockets or complete segments. Additional standards of the primary network may be provided, if required to address internal circulation and provide an additional connection to the rest of the PUD.

**PERISTREAM NETWORK:** Continuous pedestrian networks will be required with sidewalks on one or both sides of all Primary and Secondary Streets within the Subarea. Curbside areas should be provided at Secondary Network intersections having sidewalks or footpaths intended to serve business, civic, accommodation or institutional uses.

**WORK ACCOMMODATIONS:** For any new use that will be required to be provided in the Primary Street Network, a parking lot will be permitted for all other uses.

**RECREATION:** A park or other recreational use may be permitted to be provided in the Subarea.

**ES:** The Subarea will be designed to provide a mix of different uses, including residential, commercial, and community uses. The Subarea will be designed to provide a mix of different uses, including residential, commercial, and community uses.



**SUBAREA WC-5**

**Regulating Type** Allowed

**STREET TYPES**

1. Through	○
2. Boulevard	○
3. Avenue	○
4. Village street	○
5. Secondary	○
6. Farm-way street	○
7. The way street	○
8. Access street	○
9. Improvement street, all path	○
10. Recreation trail	○

**BLOCK TYPES**

1. Village center block	○
2. Neighborhood block	○
3. The block	○
4. Mainway Neighborhood Block	○
5. Parkway block	○

**OPEN SPACE TYPES**

1. Park	○
2. Playing field / court/parkway	○
3. Soccer / tennis	○
4. Community garden / pocket park	○
5. Square	○
6. Plaza	○

**BUILDING AND LOT TYPES**

1. Single family detached	○
2. Single family attached	○
3. Multi-family	○
4. Commercial	○
5. Industrial	○
6. Office	○
7. Retail	○
8. Community	○
9. Public	○
10. Recreation	○
11. Cultural	○
12. Educational	○
13. Health	○
14. Religious	○
15. Other	○

**INTENT:** The subarea is intended to create a compact, central area with a mix of uses that support diverse housing and open space. The development pattern supports a compact and well-connected pedestrian-oriented segments along the streets and sidewalks, used for retail, mixed-use or commercial uses.



**SUBAREA WC-5**

**COMPOSITION Principles/Standards**

**COMPOSITION PRINCIPLES**

The subarea is intended to be organized so that it can support a variety of different uses, organized to create a compact, central area within the overall Woodmont Commons PUD. The street composition of streets, blocks and open spaces will include the following principles:

- **Scale:** The subarea street layout will include a variety of streets, city blocks, some neighborhood blocks, and some mainway blocks. City blocks will be designed to be walkable and pedestrian-oriented.
- **Connectivity:** The subarea street layout will be designed to be well-connected to the rest of the PUD.
- **Land Use:** The subarea street layout will be designed to support a variety of different uses, including residential, commercial, and community uses.

**COMPOSITION STANDARDS**

**PRIMARY STREET NETWORK:** The primary street network in the Subarea will be designed to provide a north-south connection from Pilgrimage Road to Garden Lane, as a boulevard with a central landscaped median and parking on both sides, and a sidewalk on the north side. Parking will be provided in other pockets or complete segments. Additional standards of the primary network may be provided, if required to address internal circulation and provide an additional connection to the rest of the PUD.

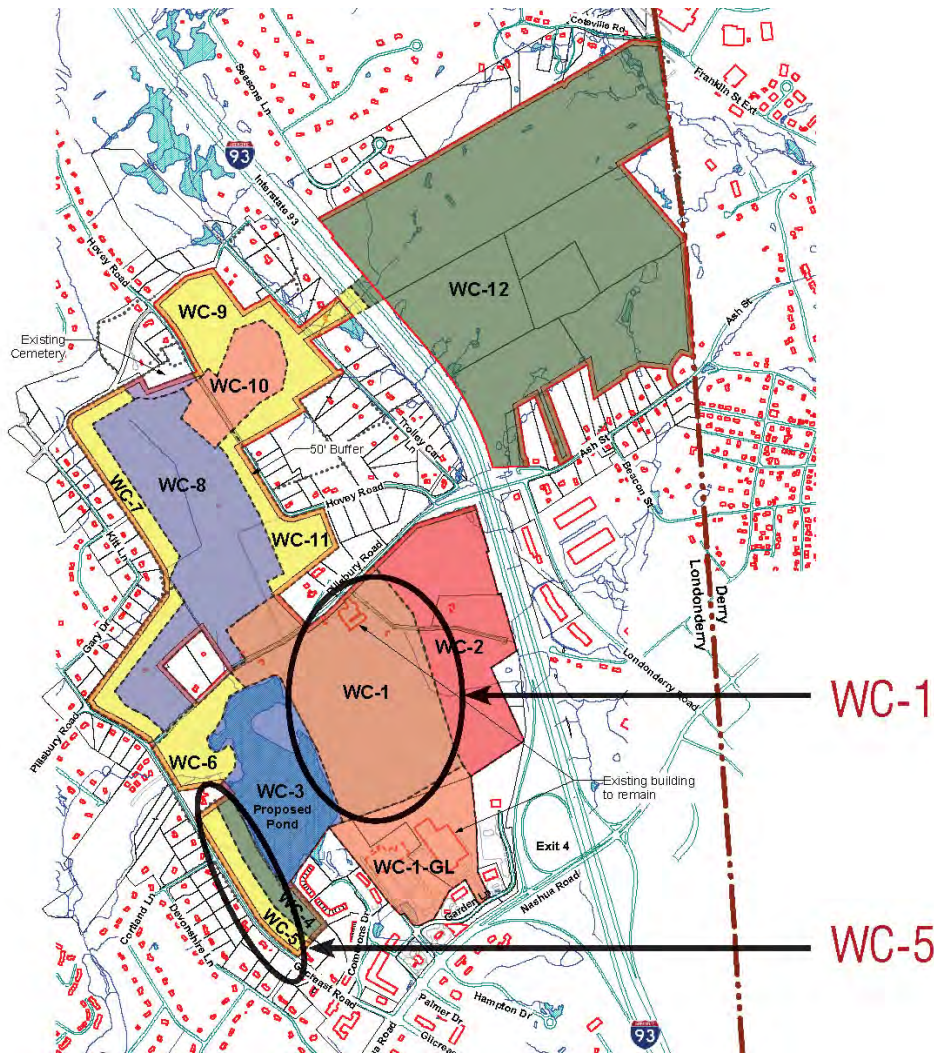
**PERISTREAM NETWORK:** Continuous pedestrian networks will be required with sidewalks on one or both sides of all Primary and Secondary Streets within the Subarea. Curbside areas should be provided at Secondary Network intersections having sidewalks or footpaths intended to serve business, civic, accommodation or institutional uses.

**WORK ACCOMMODATIONS:** For any new use that will be required to be provided in the Primary Street Network, a parking lot will be permitted for all other uses.

**RECREATION:** A park or other recreational use may be permitted to be provided in the Subarea.

**ES:** The Subarea will be designed to provide a mix of different uses, including residential, commercial, and community uses. The Subarea will be designed to provide a mix of different uses, including residential, commercial, and community uses.

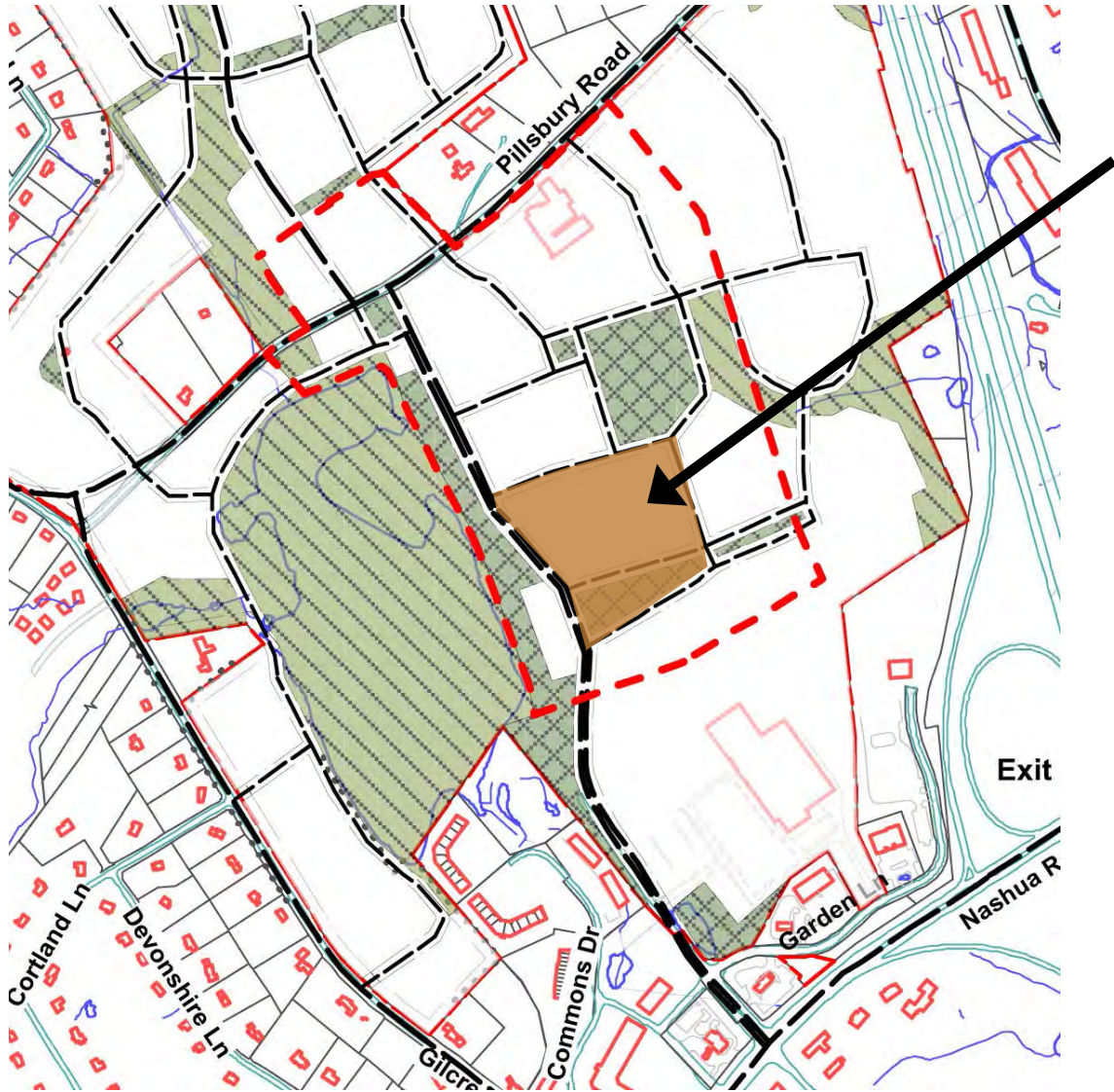
# SAMPLE APPLICATION OF PUD SUBDIVISION AND PUD SITE PLAN STANDARDS TO WC-1 AND WC-5



These two Subareas illustrate distinctions in applying the standards:

- **WC-1** is a central Subarea with residential, retail, commercial, and mixed-use buildings.
- WC-5 is a perimeter Subarea that allows single-family homes and accessory units.

# PUD Subdivision Standards: Subarea WC-1



**WC-1**

**Example Subdivision Area**

# PUD Subdivision Standards: Subarea WC-1

## SUBAREA: WC-1

**INTENT.** This subarea is intended to create a compact, central area with a mix of uses that support diverse building lots and open spaces. The development pattern supports a compact and well-connected pedestrian-oriented segments along the streets and sidewalks, lined by retail, mixed-use or commercial uses.



Regulating Type	Allowed
<b>STREET TYPES</b>	
A - PRIMARY	
1 Boulevard	A
2 Avenue	A
3 Village center	A
B - SECONDARY	
4 Two-way street	A
5 One-way street	A
6 Access street	A
7 Independent shared use path	A
8 Recreation trails	A
<b>BLOCK TYPES</b>	
1 Village center block	A
2 Neighborhood block	A
3 Flex block	A
4 Perimeter Neighborhood Block	A
5 Perimeter Block	A
<b>OPEN SPACE TYPES</b>	
1 Preserve	A
2 Park	A
3 Playing field / court / playground	A
4 Green / common	A
5 Community garden / pocket park	A
6 Square	A
7 Plaza	A
<b>BUILDING AND LOT TYPES</b>	
1 Single family detached	A
2 Single family attached	A
3 Carriage house	A
4 Live / work	A
5 Rowhouse	A
6 Multi-family	A
7 Small / medium mixed-use	A
8 Large mixed-use	A
9 Civic building	A
10 Large format retail	A
11 Dedicated / large format office	A
12 Liner building	A
13 Flex Building	A

## SUBAREA: WC-1

## COMPOSITION principles/ standards

### COMPOSITION PRINCIPLES

This subarea is intended to be organized so that it can support a variety of different uses assembled to create a compact, central area within the overall Woodmont Commons PUD. The overall composition of streets, blocks and open spaces will include the following principles:

- **Variety** - This is an area that will benefit from a diversity of building lots, blocks, open spaces and the mix of uses, and the division of land and infrastructure should support this variety.
- **Diversity of open spaces** - There should be a range of open space types that are located within the area, to provide different types of opportunities and amenities.
- **Compact and connected development patterns** for retail, commercial uses and mixed-use - The development patterns should support compact and well-connected pedestrian-oriented segments along the streets and sidewalks that are lined by retail or commercial uses.

### COMPOSITION STANDARDS

**PRIMARY STREET NETWORK** In this Subarea, the primary street network provides a north/south connection from Pillsbury Road to Garden Lane as a boulevard with a central landscaped median and flanking street trees, sidewalks or shared paths on both sides. Parking is not required along this segment of the primary network, but may be provided in either pockets or complete segments. Additional extensions of the primary network may be provided, if required to enhance internal circulation and provide an additional connection to Pillsbury Road. Extensions of the primary network will not require a median; parking along extensions of the primary network may be provided, but is not required.

**SECONDARY STREET NETWORK** The secondary network should be designed to create developable blocks or to outline planned open space, and incorporate on-street parking where it can serve as a shared parking resource for business, civic, accommodation or institutional uses.

**STREET AND PUBLIC FRONTAGE** The relationships between streets and the public frontages should be assembled as follows:

- **Frontages along the Primary Network** - Except for areas where there is on-street parking in segments or in pockets, the public frontages should be landscaped to reinforce the boulevard characteristics of

the network in this area.

- **Frontages along the Secondary Network** - The public frontages along the secondary network should be consistent with the primary intended ground level use and its relationship to on-street parking. For segments intended to have predominantly business, civic, accommodation or institutional uses with short term, on-street parking, landscaped borders should be limited and sidewalk paving generally extended to the street edge. For predominantly residential segments or areas where on-street parking is not expected to serve as a short-term supply, the frontages should be landscaped.
- **Frontages along Pillsbury Road** - The public frontages along Pillsbury Road should include a vegetated border separating the roadway from the sidewalks, except in proximity to the pedestrian crossings near the intersection of the Primary Network.
- **Circulation Landscaping** - The landscaping within medians and/or along the borders of the Primary Network should include appropriate species of trees of a consistent type along each street. The trees along street segments intended to have predominantly business, civic, accommodation or institutional uses with short term, on-street parking should have consistent species of trees that are different from the species along the Primary Network. The species along frontages or blocks primarily intended for residential uses should vary along the blocks and segments.

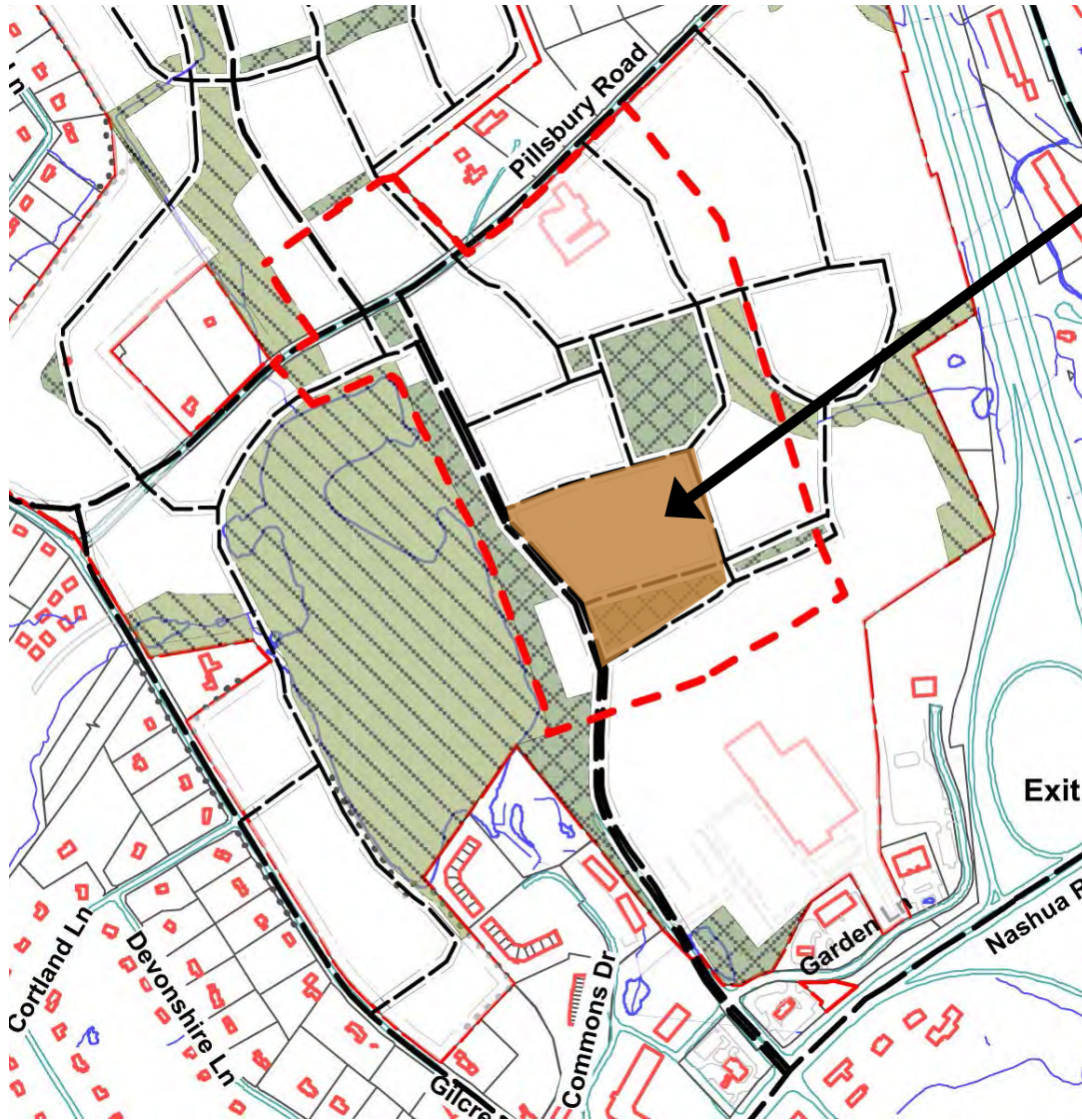
**PEDESTRIAN NETWORK** Continuous pedestrian networks will be required with sidewalks on one or both sides of all Primary and Secondary Streets within this Subarea. Curb extensions should be provided at Secondary Network intersections serving blocks or frontages intended to serve business, civic accommodation or institutional uses.

**BICYCLE NETWORK** Accommodations for bicycles will be provided along or parallel to the Primary Street Network. Shared use of streets will be permitted for all other portions of this Subarea.

**PARKING** On-street parking may be considered to contribute to fulfilling the parking requirements of adjacent development or development within 400 feet of the parking spaces for non-residential uses. For residential uses, on-street parking may be allocated from required visitor spaces.

**OPEN SPACES** The buffers within this Subarea should include a combination of deciduous and evergreen tree species that serves as a partial screen for any lots that do not have direct access from Pillsbury Road, or along other PUD boundaries. Shared open space should be comprised of at least (3) separate locations and (2) separate publicly-accessible open space types.

# PUD Subdivision Standards: Subarea WC-1



## WC-1

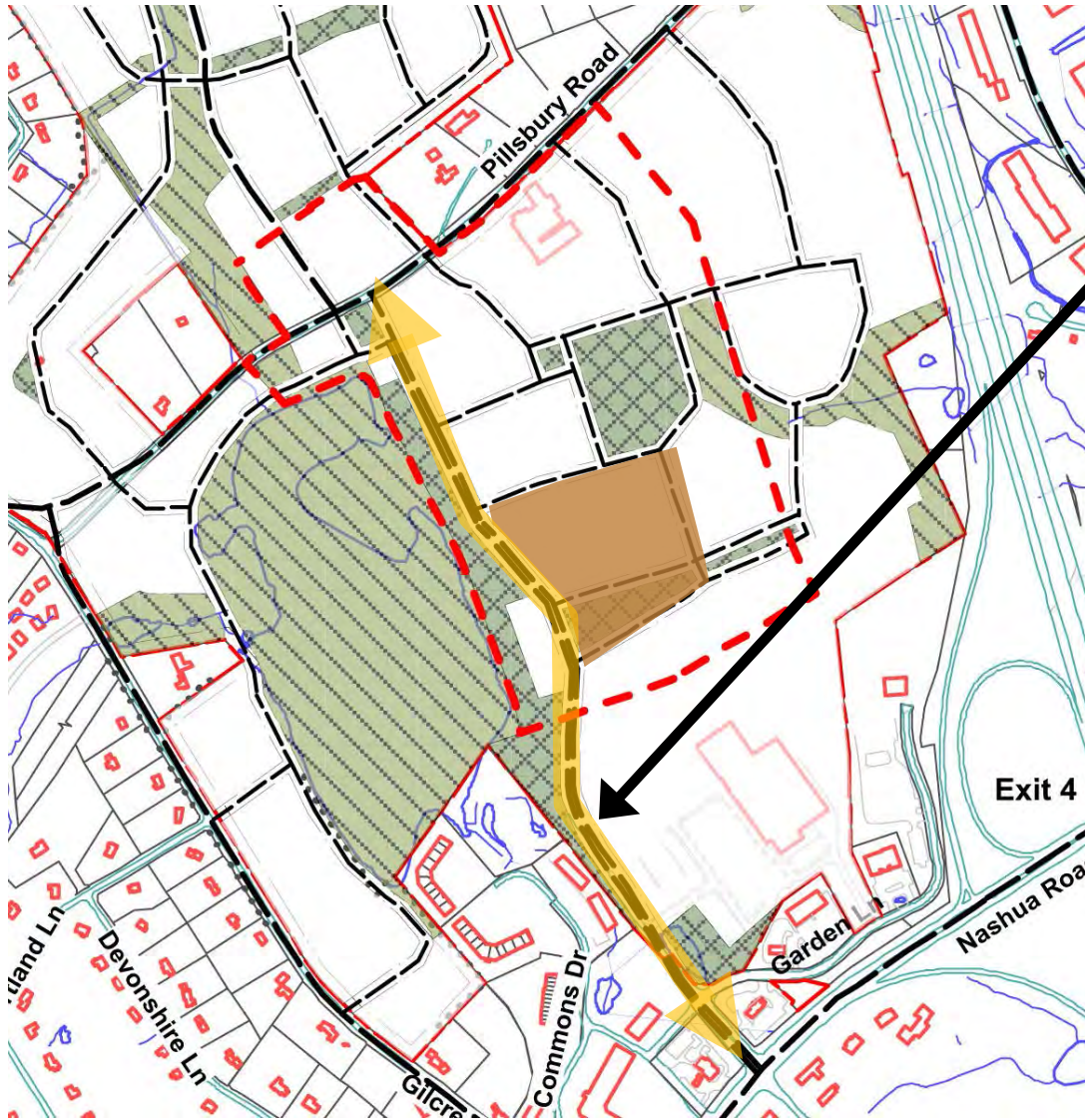
### PUD Subdivision Standards

These are applicable during the subdivision approval process.

They include Street, Block and Open Space Types.

A developer preparing a subdivision plan for a specific Subarea would first look at the Subarea Composition Principles and Standards to determine which types are allowed, and then to the standards for each type to determine the purpose, dimensional characteristics and other requirements for that type.

# PUD Subdivision Standards: Street Types



## WC-1 Allowable Street Types:

### PRIMARY

- **Boulevard**
- Avenue
- Village Center

### SECONDARY

- Two-way
- One-way
- Access
- Shared-use path
- Recreation trail

# PUD Subdivision Standards: Street Types

## STREET TYPE | PRIMARY: Boulevard



**DESCRIPTION** This is a primary street intended for major connecting routes. It is a robust street that accommodates both non-motorized and vehicular traffic with a landscape median and expanded pedestrian realm.

- On-street parking and bike lane configuration may vary depending on street location and frontage adjacencies

### STREET DESIGN STANDARDS

Travel Lanes	11' minimum
Parking Lanes	Parallel, both sides, lined
ROW Width (feet)	110 minimum
Pavement Width	30' on each side of the median
Traffic Flow	Two ways
Curb Type	Vertical
Curb Radius (feet)	20
Vehicular Design Speed	35 mph; 25 mph at Village core
Pedestrian Crossing Time	8 seconds curb to median
Road Edge Treatment	Curb
Bike Way Type	Shared or bike lane
Bike Way Width (feet)	5

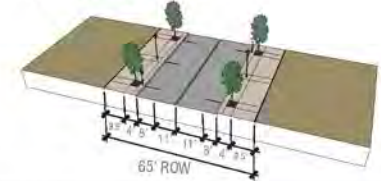
### STREETScape DESIGN ELEMENTS

Planter Type	Individual in sidewalk, continuous at median
Planting Pattern	Trees at 44' O.C. average
Planter Strip / Box Width	4' x 4' with expandable grates
Tree Type	Vary species, drought / salt tolerant
Utilities	Underground
Street Light Type	Pedestrian scale ornamental
Street Light Spaces	44' interval (as per light level)
Sidewalk Placement	Both sides
Sidewalk Width (feet)	5-16 (extension onto lot permitted)
Sidewalk Encroachment	Seating and signage as allowed

### SUBAREAS

Allowed in Subarea(s)	WC-1
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## STREET TYPE | SECONDARY: Two-way Street



**DESCRIPTION** This is a secondary street with two-way travel in two dedicated lanes intended for a medium capacity street.

- On-street parking and bike lane configuration may vary depending on street location and frontage adjacencies

### STREET DESIGN STANDARDS

Travel Lanes	11' minimum
Parking Lanes	Parallel, both sides, lined
ROW Width	65' minimum
Pavement Width	22' to 38'
Traffic Flow	Two ways
Curb Type	Vertical
Curb Radius (feet)	5-20'
Vehicular Design Speed	20-25 mph
Pedestrian Crossing Time	6 to 7 seconds
Road Edge Treatment	Curb
Bike Way Type	None
Bike Way Width	Not Applicable

### STREETScape DESIGN ELEMENTS

Planter Type	Individual in Sidewalk or continuous planting strip
Planting Pattern	Trees at 44' O.C. average
Planter Strip / Box Width	4' x 4' with expandable grates or 6' minimum planting strip
Tree Type	Vary species, drought / salt tolerant
Utilities	Underground
Street Light Type	Pedestrian scale ornamental
Street Light Spaces	44' interval (as per light level)
Sidewalk Placement	Both sides
Sidewalk Width	5-16 (extension onto lot permitted)
Sidewalk Encroachment	Seating and signage as allowed

### SUBAREAS

Allowed in Subarea(s)	WC-1
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# PUD Subdivision Standards: Open Space Types



## WC-1 Allowable Open Space Types:

- Preserve
- Park
- Playing field/court / playground
- Green /common
- Community garden /pocket park
- **Square**
- Plaza



# PUD Subdivision Standards: Open Space Types

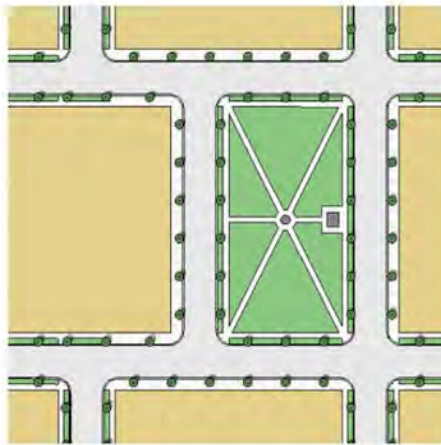
## OPEN SPACE TYPE: Square



**DESCRIPTION** A stand-alone and independent publicly accessible open space available for unstructured recreation and civic purposes.



Character Examples



### LOCATION

Characteristics

Spatially defined by building frontages and located at intersections of the primary street network

### REQUIREMENTS

Minimum Size	1/4 acre (2 acre maximum)
Suggested Frontage on at Least	1 Street
Publicly Accessible	Yes
Accessway required	Yes
Accessway(s) allowed	Sidewalk, independent shared use path

### POSSIBLE FEATURES

May include: Paths, lawns, and trees formally disposed

### SUBAREAS

Allowed in Subarea(s) WC-1

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## OPEN SPACE TYPE: Park

**DESCRIPTION** 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 woodlands, all naturalistically disposed.



Character Examples



### LOCATION

Characteristics

Located where regulated natural features create an opportunity

### REQUIREMENTS

Minimum Size	2 acres
Suggested Frontage on at Least	May be independent of street network
Publicly Accessible	Yes
Accessway required	No
Accessway(s) allowed	Perimeter sidewalks, trail, independent shared use path

### ELIGIBLE FEATURES

May include:

Conserved open space, active recreation and buffers that may be linear following natural corridors, civic uses, open shelters, retail and food kiosks, fenced dog parks, playgrounds and playing fields, access and crossing streets, easements, parking and stormwater features

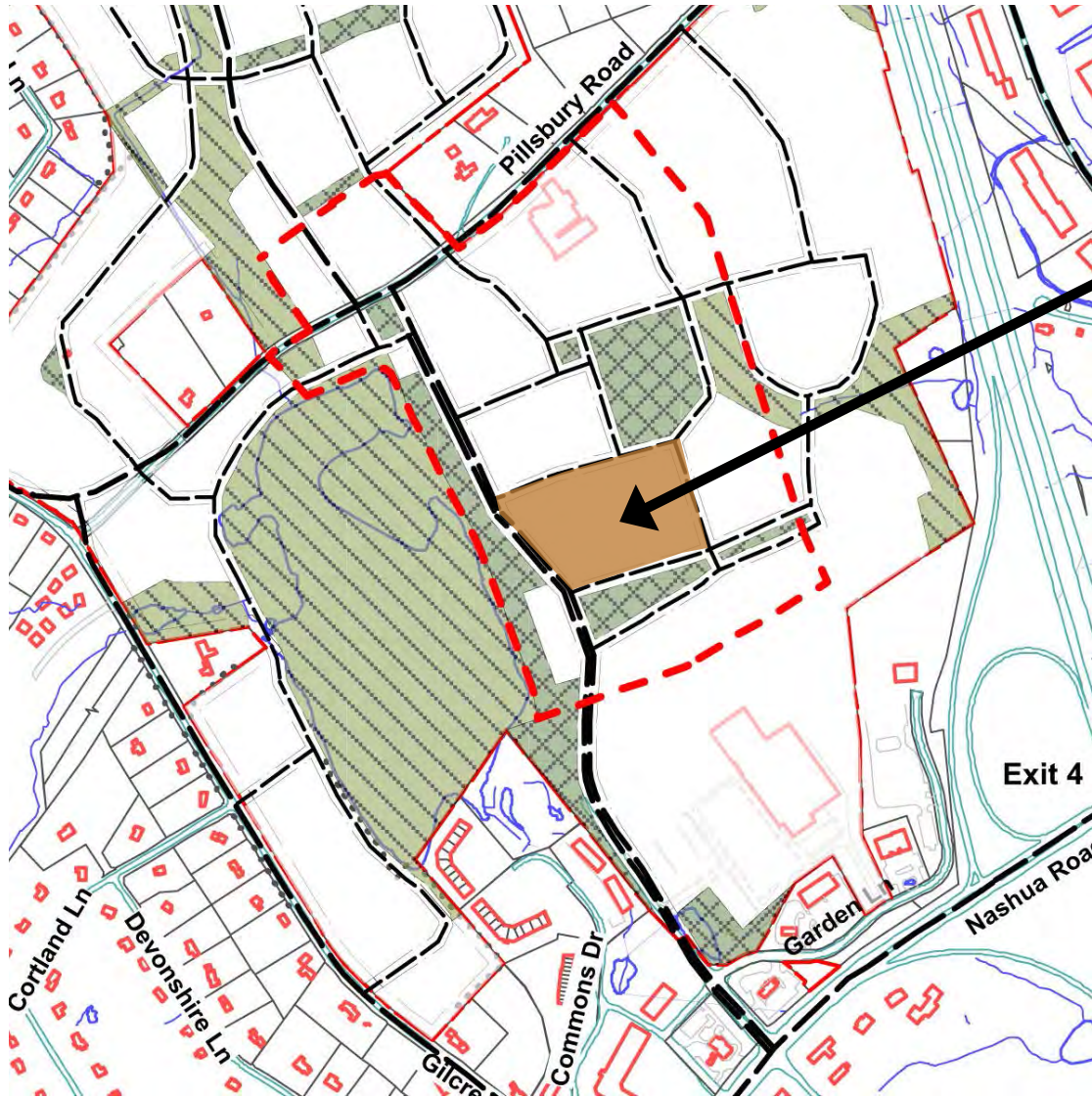
### SUBAREAS

Allowed in Subarea(s) WC-1

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# PUD Subdivision Standards: Block Types



## WC-1 Allowable Block Types:

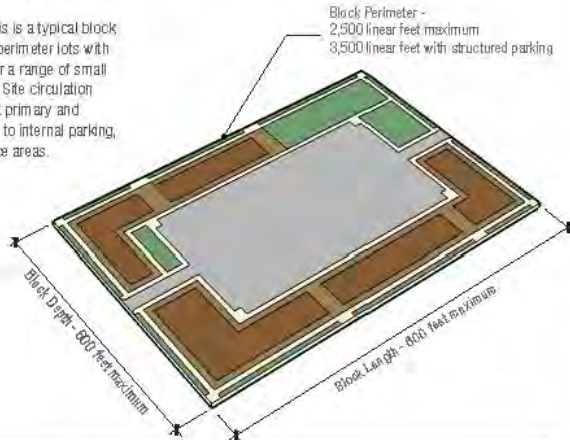
- **Village center**
- Neighborhood
- Flex
- Perimeter neighborhood
- Perimeter

# PUD Subdivision Standards: Block Types

## BLOCK TYPE: Village Center



**DESCRIPTION** This is a typical block that may contain perimeter lots with internal parking for a range of small to large buildings. Site circulation connects adjacent primary and secondary streets to internal parking, loading and service areas.



### SIZE AND DIMENSION

Block Perimeter	2,500 linear feet
Block Depth - Maximum	600 feet
Block Length - Maximum	600 feet

### ACCESS AND SERVICE

Primary Entry Orientation	To street
Service Area/Route	Block can be permeated by Access Street and pedestrian passage On-street loading permitted
Pedestrian Circulation	Block length over 500' shall provide mid-block crossing/passage

### OPEN SPACE

Open Space Types Allowed	Park, Playing Field, Playground, Green/Common, Square, Plaza
Open Space Required	Refer to PUD subarea rules and requirements

### SUBAREAS

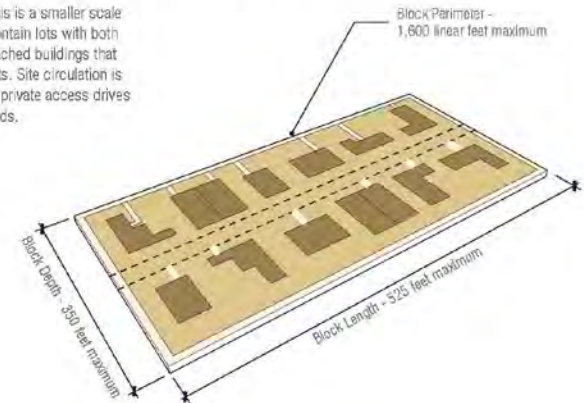
Allowed in Subarea(s)	WC-1
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## BLOCK TYPE: Neighborhood

**DESCRIPTION** This is a smaller scale block that may contain lots with both attached and detached buildings that address the streets. Site circulation is accomplished by private access drives located in sideyards.



### SIZE AND DIMENSION

Block Perimeter	1,600 linear feet
Block Depth - Maximum	350 feet
Block Length - Maximum	525 feet

### ACCESS AND SERVICE

Primary Entry Orientation	To street
Service Area/Route	Block can be permeated by Access Street
Pedestrian Circulation	At block perimeter and intersections

### OPEN SPACE

Open Space Types Allowed	Park, Playground, Green/Common, Community Garden, Pocket Park
Open Space Required	Refer to PUD subarea rules and requirements

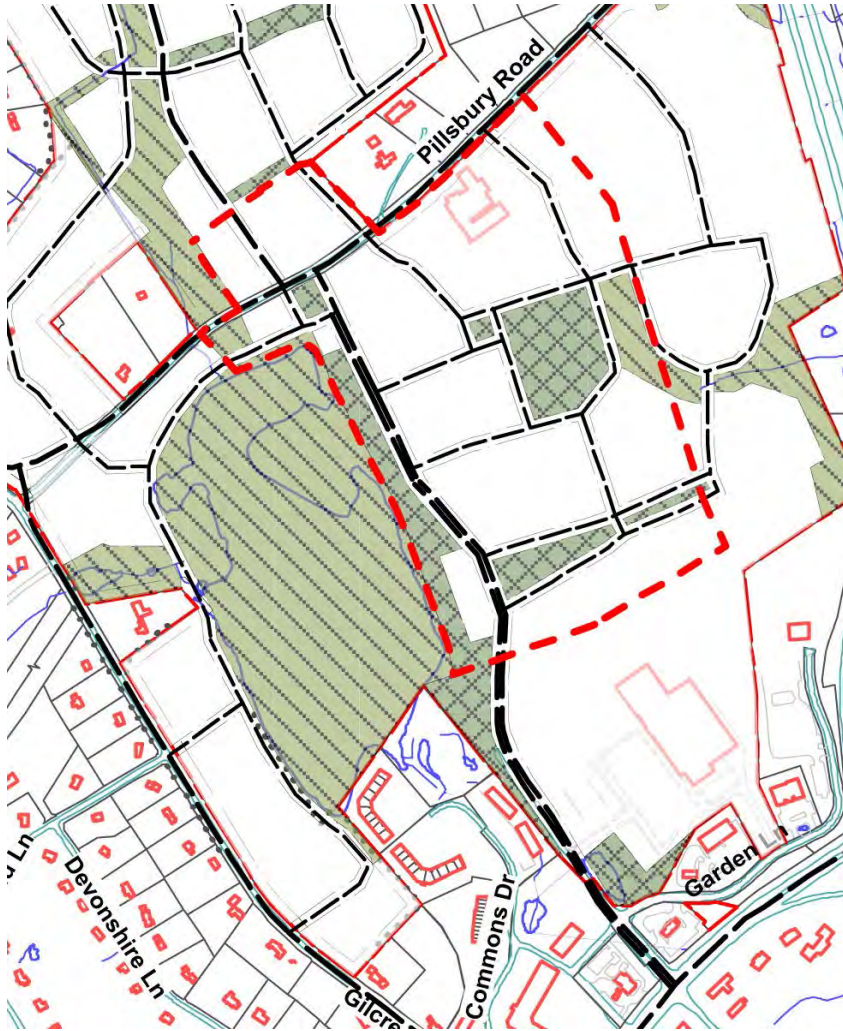
### SUBAREAS

Allowed in Subarea(s)	WC-1
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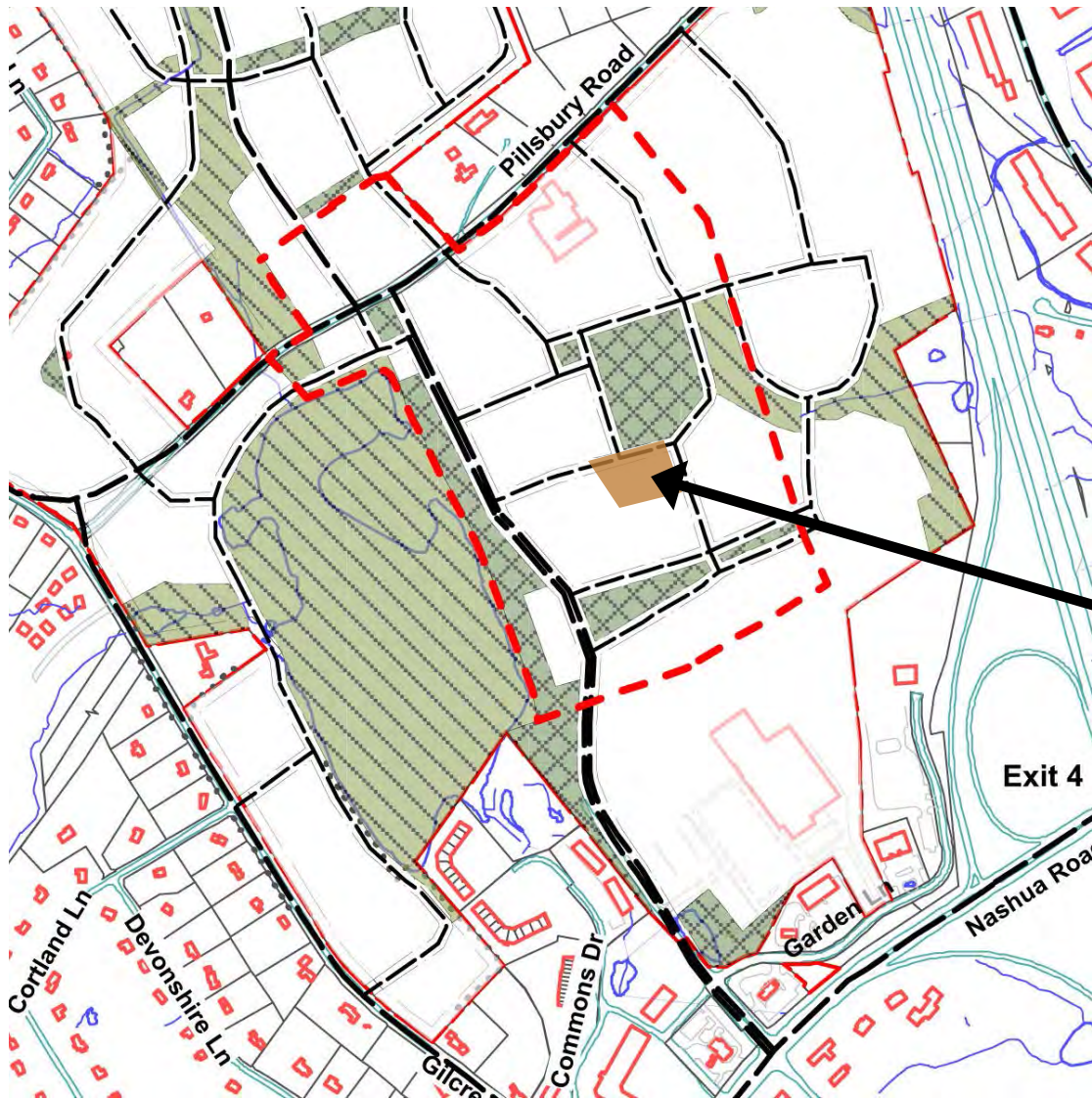
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# PUD SITE PLAN STANDARDS



- PUD Site Plan Standards are applicable during the site plan approval process or during the building permit process for projects not requiring site plan approval.
- PUD Site Plan Standards include Building/Lot Types.
- A Site Plan is prepared after (or concurrent with) the approval of a subdivision plan.
- A developer preparing a Site Plan would look to the Subarea Composition Principles and Standards to determine which Building/ Lot Types are allowed, and then to the Standards for each type to determine the purpose, dimensional characteristics and other requirements.
- A developer would need to reference the already approved Subdivision Plan, and, by implication, the previously approved streets, blocks and open spaces under that Plan, while preparing the Site Plan for approval.
- The Building/Lot Type under the site plan would be consistent with the amount of development allowed, the use, the Subarea Composition Principles and Standards, and the Subdivision Standards already in place.

# PUD Site Plan Standards: Building/Lot Types



## WC-1 Allowable Building/Lot Types:

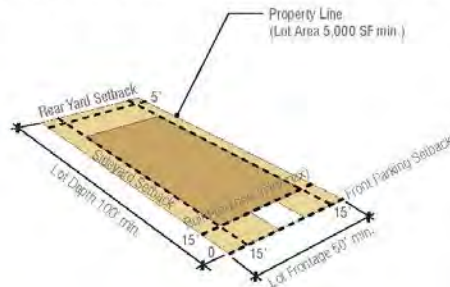
- Single Family Detached
- Single Family Attached
- Carriage House
- Live / work
- Rowhouse
- Multi-family
- **Small / Medium Mixed Use**
- Large Mixed Use
- Civic Building
- Large-Format Retail
- Dedicated Office
- Liner Building
- Flex Building

# Site Plan Standards for WC-1: Example of Small/Medium Mixed-use

## LOT TYPE: Small/Medium Mixed-use



Character Examples



LOT STANDARDS	
Lot Frontage (feet)	50' minimum
Lot Depth (feet)	100' minimum
Lot Area (square feet)	5,000 SF minimum
BUILDING PLACEMENT ON LOT	
Front Yard Setback (feet)	0
Side Yard Setback (feet)	0 minimum / 15 maximum
Rear Yard Setback (feet)	5 feet minimum
Side-Street Yard (feet on corner lots)	0 minimum / 15 maximum
Build-to-zone (feet)	0 minimum / 25 maximum
Build-to-zone Occupancy (%)	50% minimum
PARKING PLACEMENT ON LOT	
Front Parking Setback (feet)	30 feet
Side and Rear Parking Setback (feet)	0 feet
OPEN SPACE ON LOT	
Open Space Types Allowed	Park, playing field/court, green/common, square plaza
Open Space Required	Refer to Block Type Open Space Requirements
SUBAREAS	
Allowed in Subarea(s)	WC-1

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## BUILDING TYPE: Small/Medium Mixed-use

**DESCRIPTION** A small to medium scale building designed to accommodate multiple uses including residential or office upper floors with retail or service ground floor uses. Ground Floor uses are intended to address the street with entries, and storefronts.



PLACEMENT OF SPECIFIC USES	
Ground Floor Limitations	Retail, service
Frontage Requirements	Activity zone, sidewalk (Refer to Landscape Standards)
BUILDING HEIGHT	
Primary Building Height (maximum)	1 (16' minimum) / 3 (35' maximum)
Ground Floor Height	12' minimum
Upper Floor Height	9' minimum
Finished Floor Elevation	Not applicable
Roof Pitch	12:12 maximum
Flat Roofs Permitted	Yes
TRANSPARENCY AND ARTICULATION	
Ground Floor Transparency (% of facade)	40% minimum
Upper Floor Transparency (% of facade)	30% minimum
Street Frontage Wall Length Without Offset (feet)	50 maximum
Street Frontage Wall Offset - length/depth (feet)	5/2
BUILDING ENTRANCES	
Street Facing Entry Required	Yes
Entrance Spacing (maximum feet)	75
ALLOWED BUILDING SECONDARY ELEMENTS	
Allowed Encroachments	Yes
SUBAREAS	
Allowed in Subarea(s)	WC-1

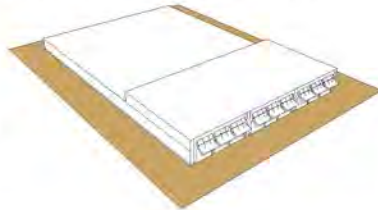
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# PUD Site Plan Standards for WC-1: Example of Large-Format Retail

## BUILDING TYPE: Large Format Retail

**DESCRIPTION** Large footprint retail building designed to provide interior open retail space. Building design mitigates overall building scale and minimizes large blank walls and facades from the street. Site design integrates parking into well landscaped and screened areas.



### PLACEMENT OF SPECIFIC USES

Ground Floor Limitations	Retail
Frontage Requirements	Lawn or activity zone (Refer to Landscape Standards)

### BUILDING HEIGHT

Primary Building Height (maximum)	35'
Ground Floor Height	16' minimum
Upper Floor Height	Not applicable
Finished Floor Elevation	Not applicable
Roof Pitch	8:12 maximum
Flat Roofs Permitted	Yes

### TRANSPARENCY AND ARTICULATION

Ground Floor Transparency (% of facade)	30% minimum
Upper Floor Transparency (% of facade)	Not applicable
Street Frontage Wall Length Without Offset (feet)	75
Street Frontage Wall Offset - length/depth (feet)	10/5

### BUILDING ENTRANCES

Street Facing Entry Required	Yes
Entrance Spacing (maximum feet)	100

### ALLOWED BUILDING SECONDARY ELEMENTS

Allowed Encroachments	No
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### SUBAREAS

Allowed in Subarea(s)	WC-1
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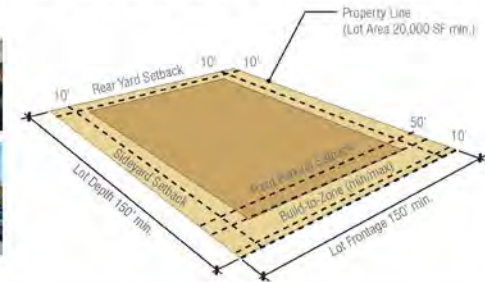
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## LOT TYPE: Large Format Retail



Character Examples



### LOT STANDARDS

Lot Frontage (feet)	150' minimum
Lot Depth (feet)	150' minimum
Lot Area (square feet)	20,000 minimum

### BUILDING PLACEMENT ON LOT

Front Yard Setback (feet)	10' minimum
Side Yard Setback (feet)	10' minimum
Rear Yard Setback (feet)	10' minimum
Side-Street Yard (feet on corner lots)	10' minimum
Build-to-zone (feet)	10' minimum / 50' maximum
Build-to-zone Occupancy (%)	30% minimum

### PARKING PLACEMENT ON LOT

Front Parking Setback (feet)	10' behind face of building
Side and Rear Parking Setback (feet)	8' (if adjoining to parking in an adjacent lot, 8' landscape median is not required to be duplicated)

### OPEN SPACE ON LOT

Open Space Types Allowed	Preserve, Park, Playing Field/Court, Plaza
Open Space Required	Refer to Block Type Open Space Requirements

### SUBAREAS

Allowed in Subarea(s)	WC-1
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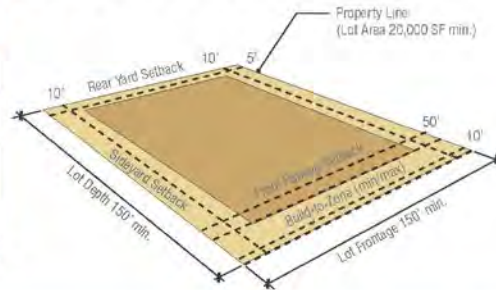
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# PUD Site Plan Standards for WC-1 : Example of Dedicated Office

## LOT TYPE: Dedicated Office



Character Examples



### LOT STANDARDS

Lot Frontage (feet)	150' minimum
Lot Depth (feet)	150' minimum
Lot Area (square feet)	20,000 minimum

### BUILDING PLACEMENT ON LOT

Front Yard Setback (feet)	10 feet
Side Yard Setback (feet)	10 feet
Rear Yard Setback (feet)	5 feet
Side-Street Yard (feet on corner lots)	10 feet
Build-to-zone (feet)	10 minimum / 50 maximum
Build-to-zone Occupancy (%)	40% minimum

### PARKING PLACEMENT ON LOT

Front Parking Setback (feet)	10' behind face of building
Side and Rear Parking Setback (feet)	8' (if adjoining to parking in an adjacent lot, 8' landscape median is not required to be duplicated)

### OPEN SPACE ON LOT

Open Space Types Allowed	Preserve, Park, Playing Field/Court, Plaza
Open Space Required	Refer to Block Type Open Space Requirements

### SUBAREAS

Allowed in Subarea(s)	WC-1
-----------------------	------

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## BUILDING TYPE: Dedicated Office

**DESCRIPTION** A large floor plate commercial building designed for office use. Building design mitigates overall building scale and minimizes large blank walls and facades from the street. Site design integrates parking into well landscaped and screened areas.



### PLACEMENT OF SPECIFIC USES

Ground Floor Limitations	Commercial
Frontage Requirements	Lawn (Refer to Landscape Standards)

### BUILDING HEIGHT

Primary Building Height (maximum)	50
Ground Floor Height	Not applicable
Upper Floor Height	Not applicable
Finished Floor Elevation	Not applicable
Roof Pitch	8:12 maximum
Flat Roofs Permitted	Yes

### TRANSPARENCY AND ARTICULATION

Ground Floor Transparency (% of facade)	30% minimum
Upper Floor Transparency (% of facade)	30% minimum
Front Wall Length Without Offset (feet)	75
Front Wall Offset - length/depth (minimum feet)	10/5

### BUILDING ENTRANCES

Street Facing Entry Required	Yes
Entrance Spacing (maximum feet)	100

### ALLOWED BUILDING SECONDARY ELEMENTS

Allowed Encroachments	No
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### SUBAREAS

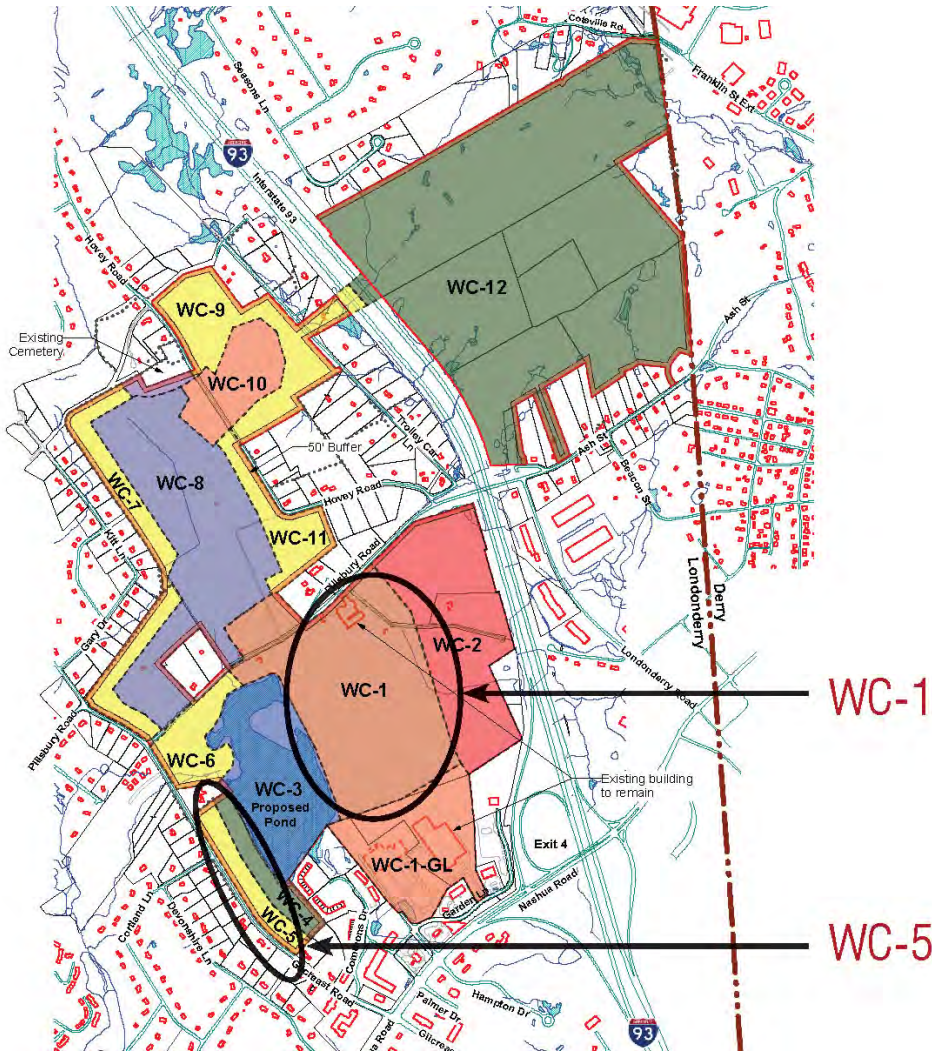
Allowed in Subarea(s)	WC-1
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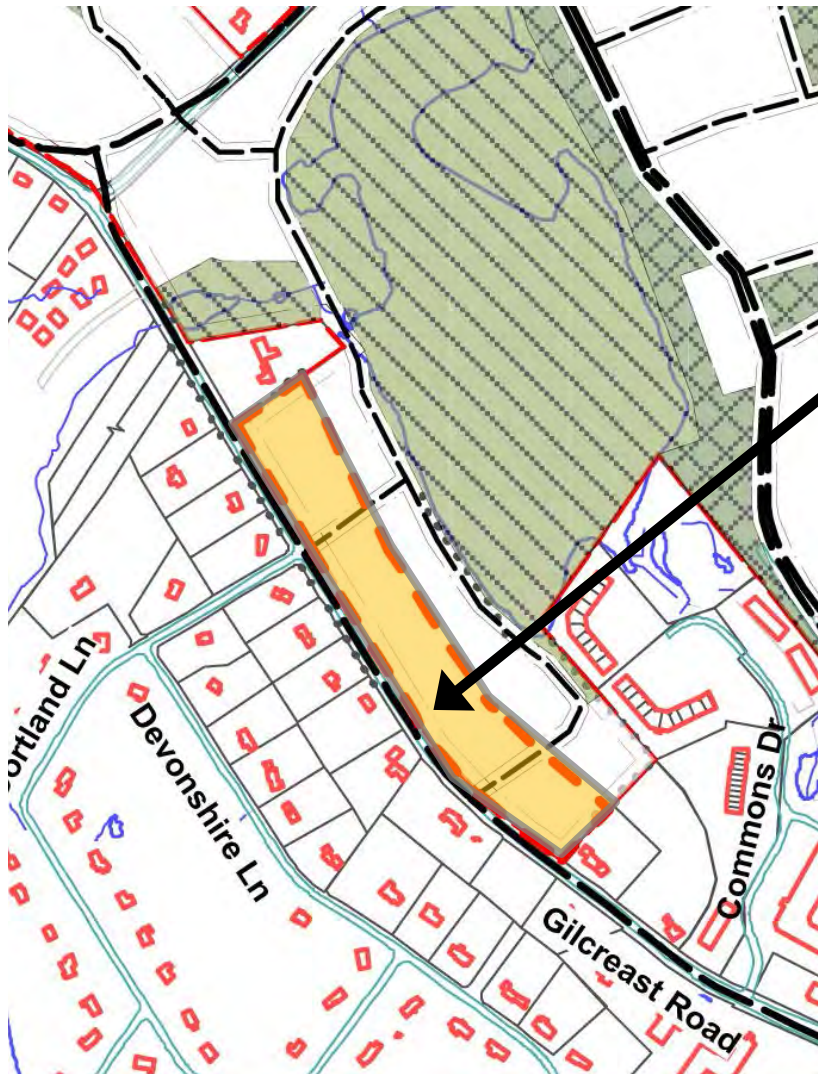


# SAMPLE APPLICATION OF PUD SUBDIVISION AND PUD SITE PLAN STANDARDS TO WC-5




- WC-1 is a central Subarea with residential, retail, commercial, and mixed-use buildings.
- **WC-5** is a perimeter Subarea that allows single-family homes, and accessory units.

# PUD Subdivision Standards: Subarea WC-5



**WC-5**  
**Example Subdivision Area**


# PUD Subdivision Standards: Subarea WC-5




SUBAREA:  
WC-5

Regulating Type	Allowed
<b>STREET TYPES</b>	
A - PRIMARY	
1 Boulevard	
2 Avenue	
3 Village center	
B - SECONDARY	
4 Two-way street	A
5 One-way street	A
6 Access street	A
7 Independent shared use path	A
8 Recreation trails	A
<b>BLOCK TYPES</b>	
1 Village center block	
2 Neighborhood block	
3 Flex block	
4 Perimeter Neighborhood Block	A
5 Perimeter Block	
<b>OPEN SPACE TYPES</b>	
1 Preserve	A
2 Park	
3 Playing field / court / playground	
4 Green / common	A
5 Community garden / pocket park	A
6 Square	
7 Plaza	
<b>BUILDING AND LOT TYPES</b>	
1 Single family detached	A
2 Single family attached	A
3 Carriage house	A
4 Live / work	
5 Rowhouse	
6 Multi-family	
7 Small / medium mixed-use	
8 Large mixed-use	
9 Civic building	
10 Large format retail	
11 Dedicated / large format office	
12 Liner building	
13 Flex Building	

**INTENT.** This subarea is intended to create a residential neighborhood that is compatible with the existing context of abutting residential properties.





SUBAREA:  
WC-5

## COMPOSITION Principles/Standards

**COMPOSITION PRINCIPLES**

This subarea is intended to provide a residential neighborhood that provides a buffer of similarly scaled and disposed uses comparable to the existing residential uses that abut the Woodmont Commons PUD Boundary at this location. The overall composition of streets, blocks and open spaces will include the following principles:

- **Compatible Use** - This is an area that is restricted to residential uses of a similar scale and character to neighboring properties including single family, duplex and accessory residential units.
- **Compatible Height** - The maximum height within this subarea respects the modest scale of the context with a maximum of 35 feet.
- **Compatible Site Disposition** - The minimum frontage (150 feet for single family and 200 feet for two-family residences), minimum setback (50 feet front setback, 15 feet side setback and 15 feet rear setback), and minimum lot size (40,000 square feet) provide an overall scale of lots and deployment of buildings that is compatible and respectful of the adjacent context.

**COMPOSITION STANDARDS**

**PRIMARY STREET NETWORK** In this Subarea, the primary street network is an existing street at the boundary of the Woodmont Commons PUD, Gilcrest Road. No more than two egresses onto Gilcrest Road will be provided within this subarea.

**SECONDARY STREET NETWORK** The secondary street network should be designed to create access to residential neighborhood blocks and to limit the direct access onto Gilcrest Road.

**STREET AND PUBLIC FRONTAGE** The relationships between streets and the public frontages should be assembled as follows:

- Frontages along the Primary Network - Buildings must be setback beyond the 50' buffer at Gilcrest Road. The frontages should be landscaped to reinforce the residential neighborhood quality of this Subarea.
- Frontages along the Secondary Network - The frontages should be landscaped to reinforce the residential neighborhood quality of this Subarea.

**PEDESTRIAN NETWORK** Sidewalks do not exist along Gilcrest Road, independent shared use paths or sidewalks at egress locations onto Gilcrest Road are

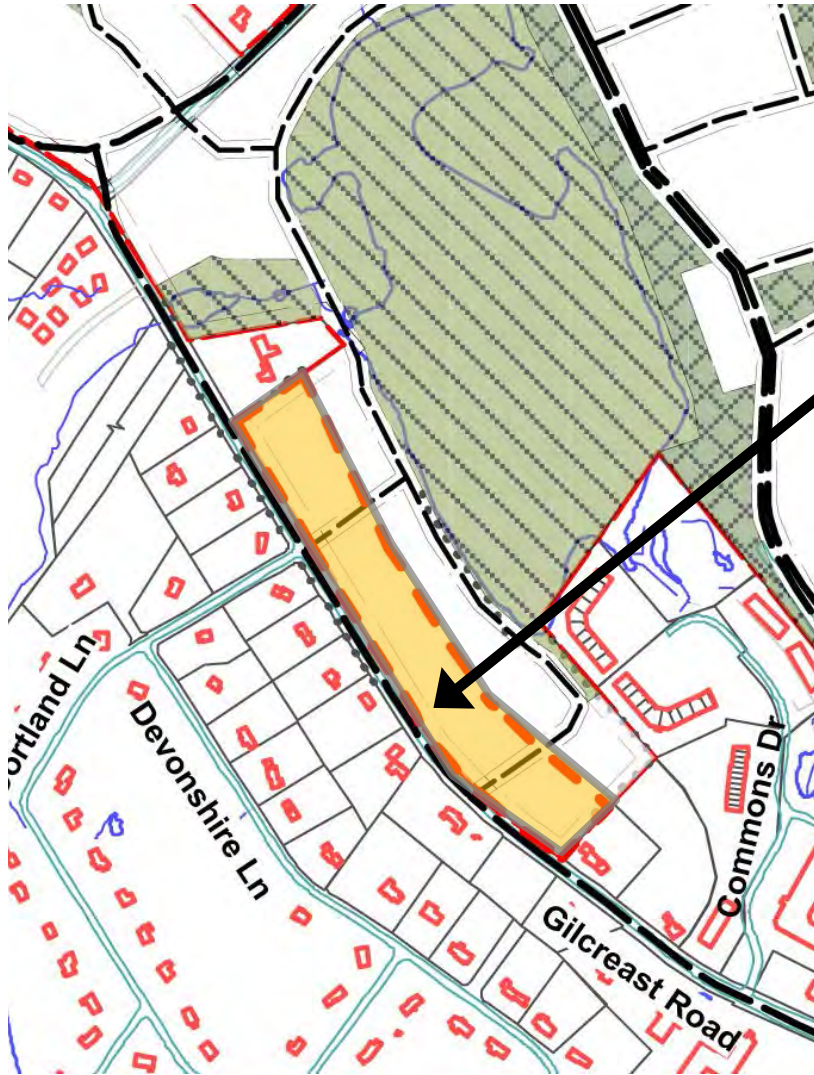
required to provide pedestrian access into the Woodmont Commons PUD and to connect to the larger pedestrian network within the PUD.

**BICYCLE NETWORK** Bike paths or routes do not exist along Gilcrest Road but will share the streets within this Subarea as traffic volume and speeds will be low enough to permit both. Independent shared use paths or sidewalks at egress locations onto Gilcrest Road are required to provide bicycle access into the Woodmont Commons PUD and to connect to the larger bicycle network within the PUD.

**PARKING** On-street parking shall be provided on the internal street network but not on Gilcrest Road. All parking requirements shall be accommodated on-site with private access and garages.

**OPEN SPACES** The buffers within this Subarea should include a 50' buffer along Gilcrest Road. No other minimum open space requirements are defined within this Subarea.

# PUD Subdivision Standards: Subarea WC-5



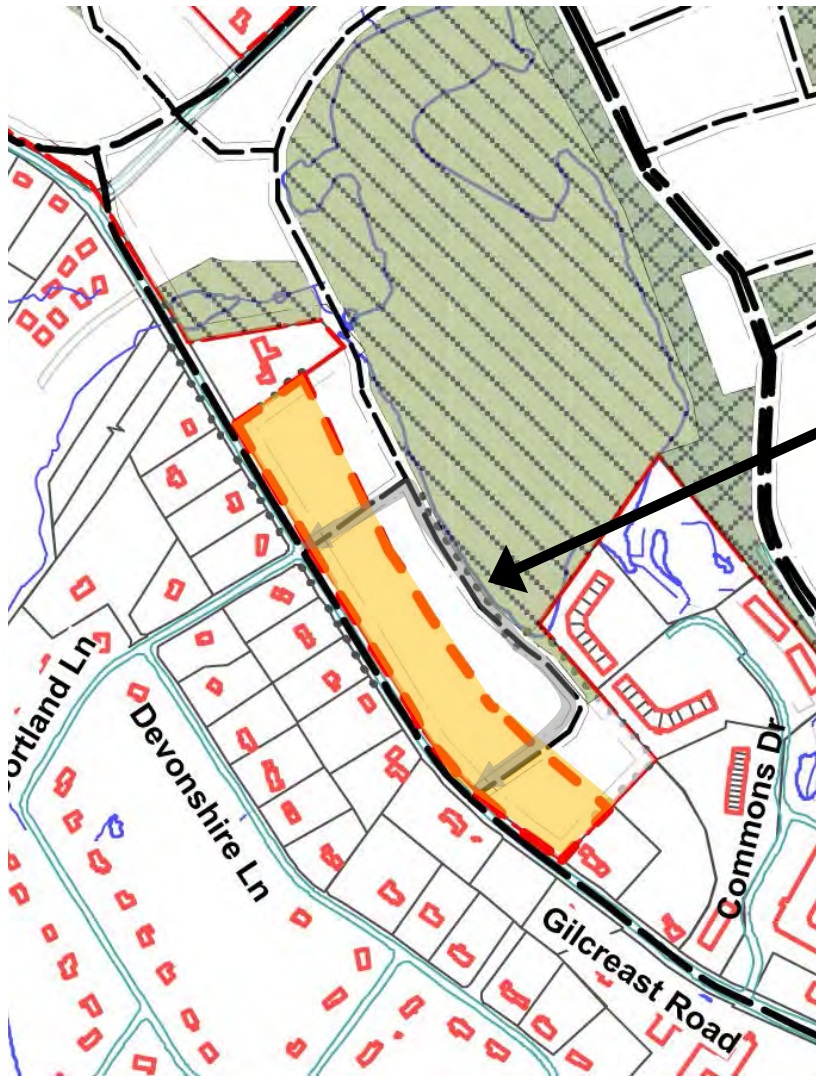
## WC-5 PUD Subdivision Standards

These are applicable during the subdivision approval process.

They include Street, Block and Open Space Types.

A developer preparing a subdivision plan for a specific Subarea would first look at the Subarea Composition Principles and Standards to determine which types are allowed, and then to the standards for each type to determine the purpose, dimensional characteristics and other requirements for that type.

# PUD Subdivision Standards: Street Types



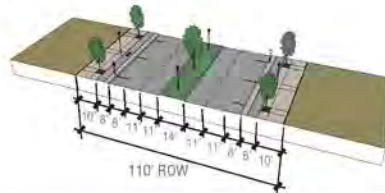
WC-5

Allowable Street Types:  
**SECONDARY ONLY**

- **Two-way**
- One-way
- Access
- Shared-use path
- Recreation trail

# PUD Subdivision Standards: Street Types

## STREET TYPE | PRIMARY: Boulevard



**DESCRIPTION** This is a primary street intended for major connecting routes. It is a robust street that accommodates both non-motorized and vehicular traffic with a landscape median and expanded pedestrian realm.

- On-street parking and bike lane configuration may vary depending on street location and frontage adjacencies

### STREET DESIGN STANDARDS

Travel Lanes	11' minimum
Parking Lanes	Parallel, both sides, lined
ROW Width (feet)	110 minimum
Pavement Width	30' on each side of the median
Traffic Flow	Two ways
Curb Type	Vertical
Curb Radius (feet)	20
Vehicular Design Speed	35 mph; 25 mph at Village core
Pedestrian Crossing Time	8 seconds curb to median
Road Edge Treatment	Curb
Bike Way Type	Shared or bike lane
Bike Way Width (feet)	5

### STREETScape DESIGN ELEMENTS

Planter Type	Individual in sidewalk, continuous at median
Planting Pattern	Trees at 44' O.C. average
Planter Strip / Box Width	4' x 4' with expandable grates
Tree Type	Vary species, drought / salt tolerant
Utilities	Underground
Street Light Type	Pedestrian scale ornamental
Street Light Spaces	44' interval (as per light level)
Sidewalk Placement	Both sides
Sidewalk Width (feet)	5-16 (extension onto lot permitted)
Sidewalk Encroachment	Seating and signage as allowed

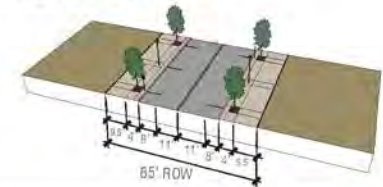
### SUBAREAS

Allowed in Subarea(s)	WC-1
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## STREET TYPE | SECONDARY: Two-way Street



**DESCRIPTION** This is a secondary street with two-way travel in two dedicated lanes intended for a medium capacity street.

- On-street parking and bike lane configuration may vary depending on street location and frontage adjacencies

### STREET DESIGN STANDARDS

Travel Lanes	11' minimum
Parking Lanes	Parallel, both sides, lined
ROW Width	85' minimum
Pavement Width	22' to 38'
Traffic Flow	Two ways
Curb Type	Vertical
Curb Radius (feet)	5-20'
Vehicular Design Speed	20-25 mph
Pedestrian Crossing Time	6 to 7 seconds
Road Edge Treatment	Curb
Bike Way Type	None
Bike Way Width	Not Applicable

### STREETScape DESIGN ELEMENTS

Planter Type	Individual in Sidewalk or continuous planting strip
Planting Pattern	Trees at 44' O.C. average
Planter Strip / Box Width	4' x 4' with expandable grates or 6' minimum planting strip
Tree Type	Vary species, drought / salt tolerant
Utilities	Underground
Street Light Type	Pedestrian scale ornamental
Street Light Spaces	44' interval (as per light level)
Sidewalk Placement	Both sides
Sidewalk Width	5-16 (extension onto lot permitted)
Sidewalk Encroachment	Seating and signage as allowed

### SUBAREAS

Allowed in Subarea(s)	WC-1
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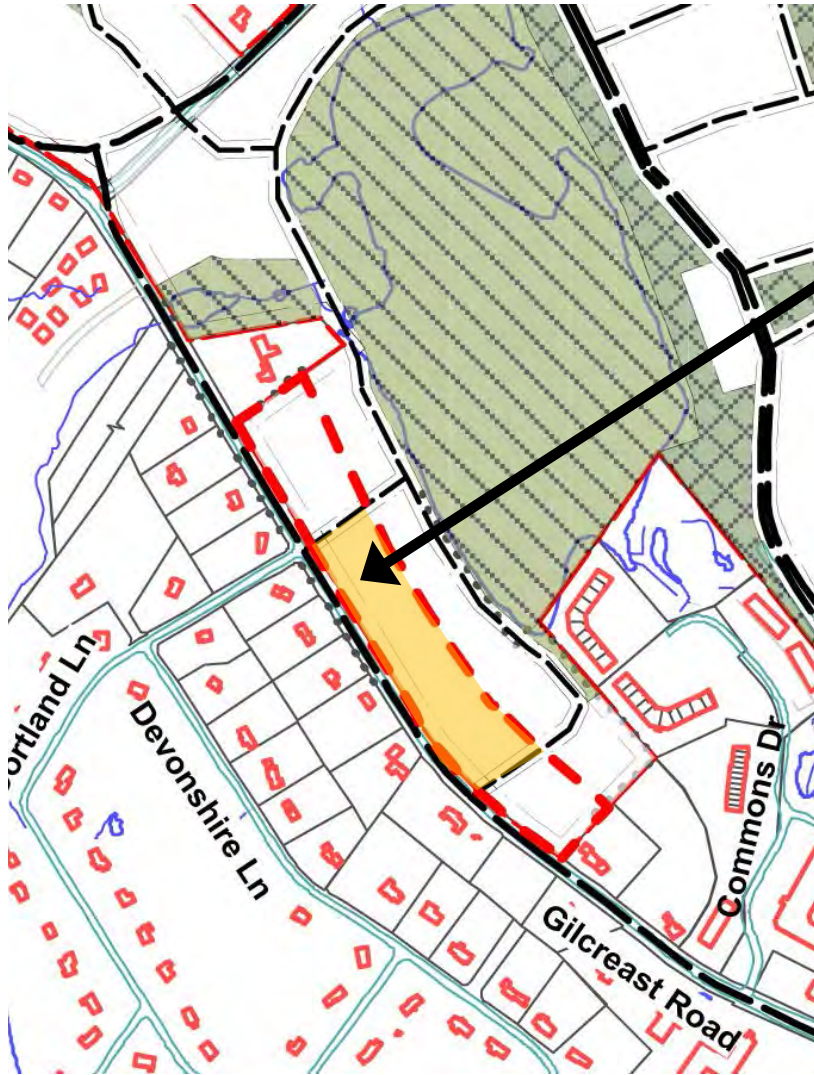
# PUD Subdivision Standards: Open Space Types



## WC-5 Allowable Open Space Types:

- WC-5 does not have minimum open space requirements, but there is a specific Subarea requirement for a 50' buffer along Gilcreast Road.

# PUD Subdivision Standards: Block Types

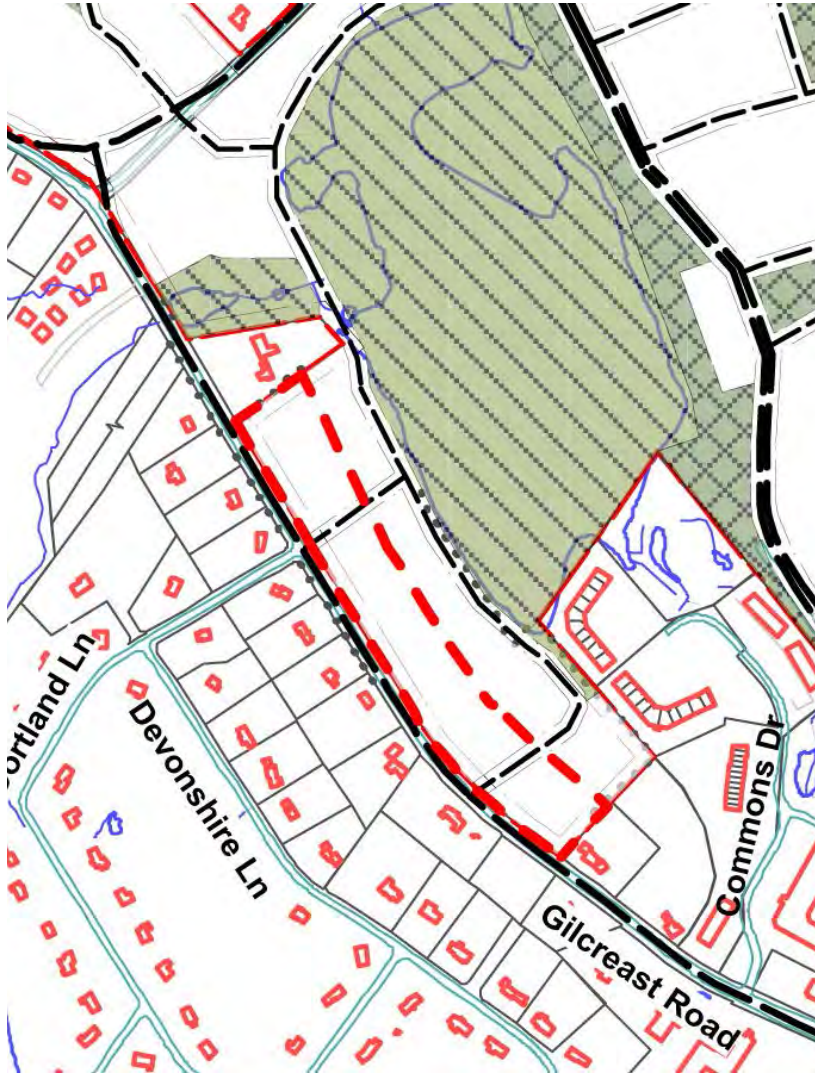


## WC-5 Allowable Block Types:

- The PUD Subdivision Standards will include a special Perimeter Block Type for Subareas along the PUD boundary.



# PUD SITE PLAN STANDARDS



- PUD Site Plan Standards are applicable during the site plan approval process or during the building permit process for projects not requiring site plan approval.
- PUD Site Plan Standards include Building/Lot Types.
- A Site Plan is prepared after (or concurrent with) the approval of a subdivision plan.
- A developer preparing a Site Plan would look to the Subarea Composition Principles and Standards to determine which Building/ Lot Types are allowed, and then to the Standards for each type to determine the purpose, dimensional characteristics and other requirements.
- A developer would need to reference the already approved Subdivision Plan, and, by implication, the previously approved streets, blocks and open spaces under that Plan, while preparing the Site Plan for approval.
- The Building/Lot Type under the site plan would be consistent with the amount of development allowed, the use, the Subarea Composition Principles and Standards, and the Subdivision Standards already in place.

# PUD Site Plan Standards: Building/Lot Types



## WC-5 Allowable Building/Lot Types:

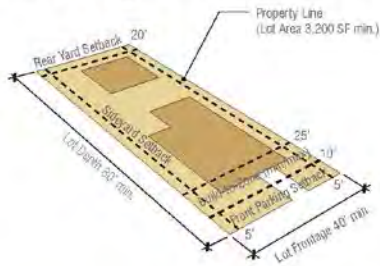
- **Single-Family Detached**
- Single-Family Attached
- Carriage House

# PUD Site Plan Standards for WC-5: Example of Single-Family Detached

## LOT TYPE: Single-Family Detached



Character Examples



### LOT STANDARDS

Lot Frontage (feet)	40' minimum
Lot Depth (feet)	80' minimum
Lot Area (square feet)	3,200 SF minimum

### BUILDING PLACEMENT ON LOT

Front Yard Setback (feet)	10 minimum; 50 along Perimeter Buffer
Side Yard Setback (feet)	5
Rear Yard Setback (feet)	5
Side-Street Yard (feet on corner lots)	20 minimum
Build-to-zone (feet)	10 minimum / 25 maximum
Build-to-zone Occupancy (%)	30%

### PARKING PLACEMENT ON LOT

Front Parking Setback (feet)	30 minimum
Side and Rear Parking Setback (feet)	5 minimum

### OPEN SPACE ON LOT

Open Space Types Allowed	Preserve, park, playground, green/common, community garden
Open Space Required	Refer to Block Type Open Space Requirements

### SUBAREAS

Allowed in Subarea(s)	WC-1, WC-5
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## BUILDING TYPE: Single-Family Detached

**DESCRIPTION** Dwelling units that are consistent with traditional residential development patterns. Facade orientation to the street, walkways to entrances and landscaping to define street edges and open spaces contribute to the neighborhood scale. Site may have a detached or attached accessory garage structure.



### PLACEMENT OF SPECIFIC USES

Ground Floor Limitations	Residential
Frontage Requirements	Yard and landscape (Refer to Landscape Standards)

### BUILDING HEIGHT

Primary Building Height (maximum)	3 story / 35'
Ground Floor Height	Not applicable
Upper Floor Height	Not applicable
Finished Floor Elevation	18" minimum
Roof Pitch	4:12 min / 12:12 max
Flat Roofs Permitted	No

### TRANSPARENCY AND ARTICULATION

Ground Floor Transparency (% of facade)	Not applicable
Upper Floor Transparency (% of facade)	Not applicable
Street Frontage Wall Length Without Offset (feet)	Not applicable
Street Frontage Wall Offset - length/depth (feet)	Not applicable

### BUILDING ENTRANCES

Street Facing Entry Required	Yes
Entrance Spacing (maximum feet)	Not applicable

### ALLOWED BUILDING SECONDARY ELEMENTS

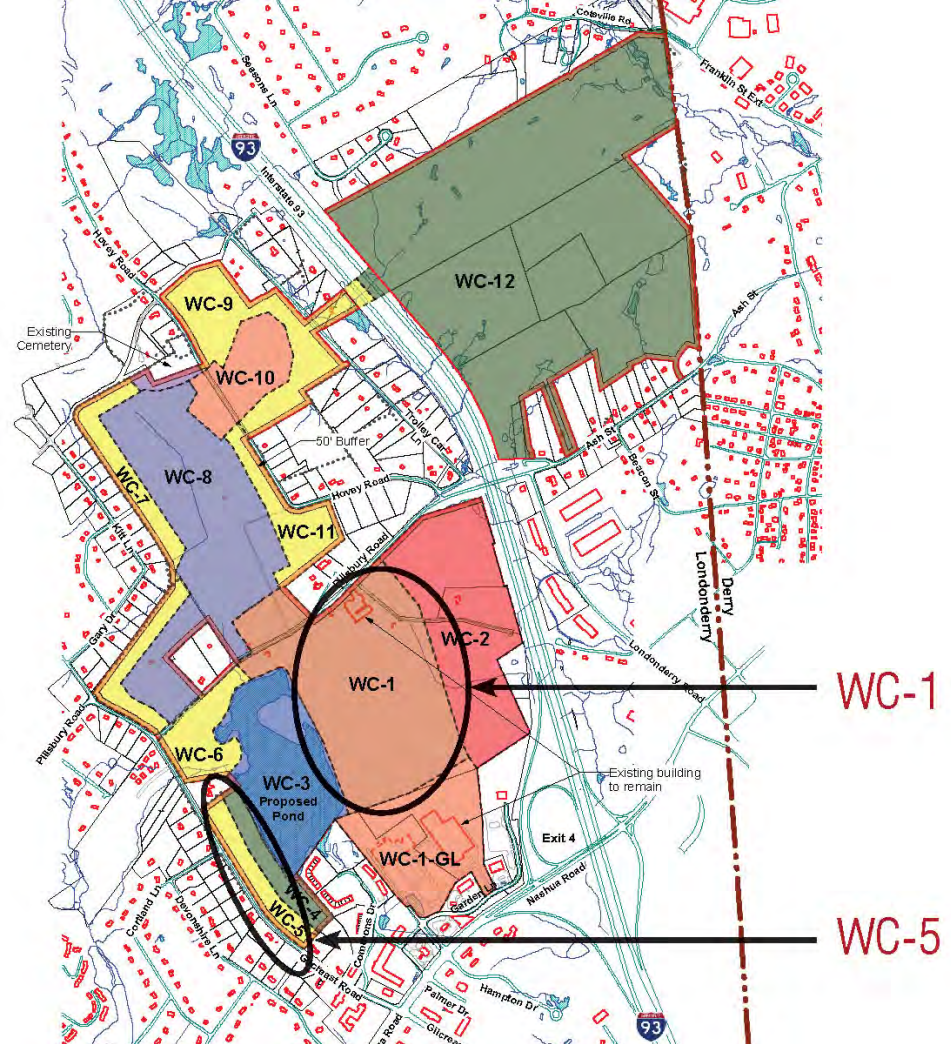
Allowed Encroachments	Yes (stoop, porch, entry)
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### SUBAREAS

Allowed in Subarea(s)	WC-1, WC-5
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WC-1

WC-5

# DISCUSSION



# UPDATES: INFRASTRUCTURE, TRANSPORTATION, AND PUD SUBDIVISION AND PUD SITE PLAN STANDARDS