

1 **LONDONDERRY, NH PLANNING BOARD**
2 **MINUTES OF THE MEETING OF JUNE 8, 2011 AT THE MOOSE HILL**
3 **COUNCIL CHAMBERS**
4

5 Members Present: Art Rugg; Mary Soares; Charles Tilgner, P.E.; Lynn Wiles;
6 Chris Davies; Tom Freda, Ex-Officio; Rick Brideau, CNHA, Ex-Officio; John
7 Laferriere, Ex-Officio; Dana Coons, alternate member; Leitha Reilly, alternate
8 member
9

10 Also Present: André Garron, AICP; Tim Thompson, AICP; John Trottier, P.E.;
11 Libby Canuel, Community Development Secretary
12

13 A. Rugg called the meeting to order at 7 PM. He appointed D. Coons to vote for L.
14 El-Azem and for L. Reilly to vote for M. Soares until she arrived.
15

16 *[M. Soares arrived at approximately 7:02 pm]*
17

18 **Administrative Board Work**
19

20 A. Plans to Re-Sign – Young Subdivision (*Rejected at Registry*)
21

22 T. Thompson stated that the original plans approved by the Board were hand
23 drawn and had been rejected at the Registry of Deeds. It has been redrawn
24 electronically for the Chair and Secretary to sign at the end of the meeting. He
25 said no motion was necessary by the Board.
26

27 B. Regional Impact Determinations
28

29 T. Thompson stated that the Evans Family Limited Partnership is proposing a two
30 lot subdivision on Map 17, Lot 45. He said that staff recommends this project is
31 not a development of regional impact, as it does not meet any of the regional
32 impact guidelines suggested by Southern NH Planning Commission (SNHPC).
33

34 **D. Coons made a motion to accept staff recommendations that this**
35 **project is determined not to be of regional impact under RSA 36:56. R.**
36 **Brideau seconded the motion. No discussion. Vote on the motion: 9-0-0.**
37

38 C. Comcast Cable – Battery Shed proposal (Map 2, Lot 34-1)
39

40 T. Thompson referenced a letter and plan from Joseph A. Terrizzi of Maicom
41 Construction Services explaining the project objective of installing a 12 x 12 X 9
42 concrete battery shed on behalf of Comcast of Londonderry. He asked if the
43 Board whether they would prefer this be handled through site plan review or by
44 the staff administratively. The consensus was for staff to handle the issue
45 administratively.
46

47 D. Discussions with Town Staff
48

49 A. Garron stated that the Southern New Hampshire Planning Commission (SNHPC)

1 made staff aware of a community planning grant known as the Heart & Soul grant
2 which can be utilized to enhance a Master Plan update. It has five core elements:
3 1) Broad Community Engagement; 2) Identify Shared Community Values; 3)
4 Using Values to Drive Decision Making; 4) Realization of the Vision (including the
5 update of plans, policies and bylaws); and 5) Continuing the Work Beyond the
6 Foundation Development. Since an update to the Master Plan is impending, it is
7 being considered by the Chair, Town Manager, and staff as a useful program to
8 establish a vision for the Master Plan based on the values that result from the
9 process. Two cities in the New England states and two from the northern Rocky
10 Mountain states will be chosen for the grant. Because funds have already been
11 appropriated for the Master Plan, they can act as the necessary matching funds
12 and since the update has not yet begun, A. Garron thinks the Town could be
13 successful in obtaining the grant. Applying, however, would cause a delay in the
14 update not starting until December, 2011 or January, 2012. The Master Plan
15 Steering Committee, he noted, could still be preparing for the update while
16 awaiting the outcome of the application. Staff will be meeting with a
17 representative of SNHPC on June 10 and will make sure among other things that
18 the process of Heart & Soul can be used in conjunction with the Master Plan
19 process.

20
21 T. Thompson announced that the Capital Improvement Plan (CIP) Committee held
22 their first meeting earlier in the evening. Submission letters will soon be sent to
23 all Boards and Commissions with a July 22 deadline for project submissions. The
24 Committee expects the process to be completed by August and a workshop with
25 the Planning Board is set for September 14.

26
27 A. Rugg asked T. Freda for an update from the Town Council about the workforce
28 housing issue and Woodmont Commons. T. Freda said the Council voted to not
29 ask the Planning Board to have any special request made of the developer for
30 workforce housing.

31
32 John Farrell, 4 Hancock Drive, read a list of questions related to Woodmont
33 Commons that inquired about property values, economic impacts of housing and
34 businesses, ecological impacts and public safety. He offered to provide the list to
35 staff and urged the Board to invite representatives of the appropriate groups to
36 meetings in order to have those issues and concerns addressed before any plan is
37 approved. Some issues, he acknowledged, would be covered during the site plan
38 process. A. Rugg suggested creating an internal working committee with town
39 staff that would participate in the Woodmont conceptual workshops.

40
41 A. Rugg noted that a newspaper article regarding Mashpee Commons in Mashpee,
42 MA is available in the read file for members to review.

43
44 **Public Hearing/Workshops/Conceptual Discussions**

45
46 A. Workshop – Woodmont Commons PUD Master Plan.

47
48 John Michels, 11 Nutfield Drive, was joined by Rick Chellman of Portsmouth, NH to
49 represent Woodmont Commons. J. Michels said good progress has been made
50 since the last meeting as well as a meeting with Town staff. R. Chellman noted

1 that based on last month's discussion, the area around exit 4A now has a lower
2 density to match the surrounding neighborhood. The mixed use area has been
3 reduced and W-2-5 has been enlarged, as has W-2-11.
4

5 R. Chellman announced that a consensus has been reached with staff as to what
6 the scope of the traffic review will be for the Master Plan process. Traffic
7 generation numbers from the Institute of Transportation Engineers (ITE) will be
8 used to project how much traffic will be generated by the proposed uses. He
9 reviewed the anticipated traffic routes to and from the project on each side of I-93
10 (see Attachment #1).
11

12 J. Laferriere asked how many cars would be included in the entirety of Woodmont
13 Commons. R. Chellman said he did not know and instead could say what the
14 traffic amount would be. He added that car ownership is typically less in these
15 types of projects as compared to conventional subdivisions. J. Laferriere
16 questioned that and R. Chellman said he could provide data to staff.
17

18 D. Coons asked if it was taken into consideration that Garden Lane would
19 eventually be connected to Pillsbury Road. R. Chellman replied that when the
20 actual traffic impact analysis is done as part of the Phase I submittal, more
21 specifics will be shown. He reviewed the anticipated peak trip amounts. J.
22 Laferriere challenged the validity of those numbers based on the maximas of office
23 space, hotel, and medical uses. He requested R. Chellman provided maximum trip
24 numbers. R. Chellman said that level of detail would only be appropriate after the
25 PUD Master Plan is adopted and the site plan is submitted for review. He did note
26 that since it was previously decided not to assume exit 4A would have an entrance
27 into the western side of the development, the maxima for office space needed to
28 be reduced accordingly.
29

30 T. Freda asked at what degree of its capacity Route 102 is currently being used,
31 stating that a six to nine percent increase in volume could be significant for a
32 heavily used roadway. R. Chellman did not know but noted that nothing can be
33 built if the traffic impact it creates cannot be mitigated. A. Garron explained that
34 at this stage, the applicant is only being asked for estimates which have to be
35 based on certain assumptions. J. Laferriere asked how the 6-9% was arrived at
36 without knowing the total amount of traffic currently using Rte. 102. R. Chellman
37 explained that used the list of land uses along with the percentage distribution and
38 calculated those with the State Department of Transportation's volume based on
39 their study for the Rte. 102/Gilcreast intersection. J. Michels added that based on
40 existing studies and R. Chellman's calculations, future improvements can be
41 suggested based on that input (e.g. that turn lanes will be needed at the
42 Pillsbury/Gilcreast intersection in the next three to five years). The assumptions
43 and information are then reviewed with staff and the Town's reviewing consultant
44 to determine how reasonable they are. D. Coons asked for current counts with
45 which to judge the additional counts against to determine the overall impact. R.
46 Chellman said those were not available for most of the intersections involved,
47 adding that the PUD Master Plan only requires an estimation and in turn only
48 allows the builder the ability to submit more applications. J. Laferriere said that
49 without knowing what the traffic impact will be, it will be impossible to approve
50 the number of homes envisioned for the development because the estimations are

1 too abstract.

2
3 Developer Mike Kettenbach stated that there will be no potential traffic until the
4 individual site plans and subdivisions are approved, which cannot take place until
5 after the PUD Master Plan is approved. The questions being posed by the Board
6 cannot be answered at this stage and can only be answered when a site specific
7 plan is before the Board. Any traffic proposed then has to be specific and has to
8 be accompanied by proof of mitigation.

9
10 L. Wiles asked for best and worst case scenario estimates. L. Reilly asked why
11 traffic was being discussed when the specifics cannot be at this point. R.
12 Chellman replied that staff had requested the best estimates be provided with the
13 information available and added it was important to provide a ball park figure for
14 peak hour trips rather than have the Board make any kind of guess on their own.
15 J. Michels provided Board members with a written explanation of how the figures
16 presented were developed but stressed it was a work in progress that they and
17 staff will continue to work on it.

18
19 J. Laferriere asked if staff had the information they needed to continue to address
20 traffic estimations. A. Garron described the annual traffic studies done by SNHPC
21 and said they had records available from 1999 to 2009. T. Thompson added that
22 even with the most current information, the results of the traffic analysis will still
23 be estimates since they will be projections into the year 2020 and beyond when
24 full build out is anticipated. L. Wiles asked for a chart of the estimated build out
25 and estimated tax impacts.

26
27 A. Rugg asked for public input. J. Falvey said that based on his observations of
28 the 4 PM to 6 PM rush hour, there is already a substantial amount of traffic along
29 Gilcreast because of its intersection with Pillsbury Rd. M. Kettenbach reported
30 that he witnessed that traffic, saying that from Cortland St. to the intersection
31 with Pillsbury, there were approximately 35-40 cars lined up.

32
33 Doug Jones, 55 Wilson Road, asked if any of the intersections around proposed
34 development were already in failure mode. A. Rugg and T. Thompson replied that
35 the Gilcreast/Pillsbury intersection is in failure.

36
37 The Board turned next to the "Questions pulled from e-mail summary provided by
38 Jack Falvey" presentation compiled by T. Thompson. Joe Green, 25 Mammoth
39 Road, suggested hosting a cable access program where many of these questions
40 could be addressed with the developer and a member of the Planning Board. He
41 has already talked with Director of Cable Services about the idea, since it would be
42 so time consuming to address each question in a meeting such as this. The
43 questions can be gone through before and those that can be answered by the
44 Planning Board can be done at a Planning Board meeting or can be addressed
45 before the show and their answers be relayed by staff on the program. T.
46 Thompson said the majority of questions regarding the PUD Master Plan were
47 directed toward the developer. J. Michels suggested inviting Mr. Falvey to the
48 show, who accepted; although he made it clear he was not a representative of the
49 public.

50

1 J. Falvey asked how something can be rezoned when the full impact of that result
2 is unknown. He asked if the impact could be studied first before the area is
3 rezoned. A. Rugg explained that a rezoning of an area comes first in the planning
4 process before any details about the use are discussed. Typically, issues such as
5 traffic are not part of a conceptual discussion for rezoning as is happening here.
6 A. Garron stated that to get to any level of detail, the conceptual discussions will
7 have to come to an end and the site plan process will have to commence. L. Wiles
8 asked A. Garron if the build out schema presented to staff provided enough detail
9 to begin an assessment of the tax impact of the project. He thought there was
10 and said he would look into it.

11
12 B. Conceptual Discussion – Robert Lynch, Rezoning of Map 13, Lot 96B from AR-I
13 to Commercial.

14
15 Owner Robert Lynch, 9 Ashley Drive, stated that this parcel is approximately ¼
16 acre and is accessed through his property in Derry. T. Thompson reviewed the
17 lot, showing much of the parcel is located in Derry, but that the portion in
18 question lies within Londonderry and is zoned AR-I, although it is surrounded by
19 an industrial lot with commercial lots nearby. The owner would like to make some
20 improvements to the Londonderry portion to expand his car dealership, but is
21 currently unable to because of the residential zoning. Based on that, T. Thompson
22 recommended rezoning it to C-II. D. Coons asked if the portion of the lot in Derry
23 is zoned appropriately and R. Lynch said he had a site plan approved for the lot in
24 2006. The consensus of the Board was that they were in favor of the rezoning. T.
25 Thompson will coordinate with the owner to submit the formal application for a
26 public hearing next month.

27
28 C. Conceptual Discussion – L-Town Garage LLC, potential rezoning of 525 & 527
29 Mammoth Road.

30
31 T. Thompson reviewed the lot in the north village area of Mammoth Road and
32 explained that the current C-I zoning does not allow for the garage use that the
33 business owners would like to have. Jacqueline Phillips and her father Mark
34 Phillips, 317 Winding Pond, said they are limited by the size of their property at
35 527B Mammoth Rd and would like to extend into 527A Mammoth and possibly 525
36 Mammoth Rd. They would like the C-II zoning across the street to be extended to
37 those properties. A. Garron said there were no issues with regard to staff and T.
38 Thompson recommended rezoning all three lots to C-II, since the use on 527B is
39 currently nonconforming and rezoning would bring it into compliance. The
40 consensus of the Board was that they were in favor of the rezoning. T. Thompson
41 will coordinate with the owners to submit the formal application for the public
42 hearing next month.

43
44 D. Conceptual Discussion – Heritage Truck & Automotive – Potential Development
45 of Map 15, Lot 97 and potential rezoning.

46
47 Todd Connors of Long Beach Development presented on behalf of Heritage Truck
48 & Automotive. He said the 8.5 acre lot is across from Penske Trucking on Jack's
49 Bridge Road and is currently zoned AR-I. It has a small house fronting on Clark
50 Road. The proposal is to subdivide the lot into two parcels, with proposed lot 15-

1 07-1 on the southern end being just over 2.9 acres and having 660 feet of road
2 frontage on Jack's Bridge Road. Lot 15-97 would be just over 5.5 acres and would
3 be rezoned to I-I along with 15-97-1, although the house would remain until such
4 time as a development is proposed for the site. T. Connors reviewed the kind of
5 repair and auto body work the company currently does on larger vehicles at their
6 226 Rockingham Road. With their lease coming due in another year, they would
7 like to expand their business but stay in the general area. They now have a
8 contract with the owners of 15-97. Since all of the surrounding land with the
9 exception of two residential parcels to the north are zoned I-I, the proposal is to
10 rezone 15-97 to I-I as well and to then seek a variance from the Zoning Board of
11 Adjustment to allow an I-II use in an I-I zone on proposed lot 15-97-1. Unlike the
12 plan submitted with the application showing two separate buildings, one 22,000
13 square foot building divided into a small office area up front and a several truck
14 bays with doors on both sides of the building is proposed. Parking would
15 accommodate visitors, suppliers, and employees as well as tractor trailer trucks,
16 box trucks, tow trucks, etc.

17
18 A. Garron stated that retaining an existing business in town, especially when they
19 seek to expand, is a good thing. He added that the Master Plan encourages this
20 type of use industrial use in this area, such as Penske and Harvey Industries and
21 Coca-Cola, all of which are in the area. He asked if the Board would be
22 comfortable with an I-II zoning if the applicant fails to receive a variance from the
23 Zoning Board. T. Thompson said he had advised rezoning to I-I because the
24 intent of rezoning is for a particular parcel, not a particular use. A variance could
25 be conditioned to restrict the use on the property to what Heritage is proposing
26 whereas a rezoning to I-II could lead to more intense and less compatible uses
27 existing there in the future. J. Trottier asked T. Connors if they had any success
28 tying into the private sewer system in the area. T. Connors replied that not much
29 progress has been made. They currently are prepared to incorporate on-site
30 septic but the preference is to use the private sewer system.

31
32 A. Rugg asked for Board input. M. Soares thanked the applicant for looking for
33 another lot within Londonderry. L. Wiles expressed concern for allowing industrial
34 use access onto Clark Road. A. Rugg said that issue would be dealt with at the
35 site plan level. A. Garron added that it would undoubtedly be a recommendation
36 from staff to restrict access to Jack's Bridge Road at that time. T. Thompson
37 clarified that making rezoning conditional is not something legal counsel advises
38 doing. T. Connors stated the applicant would not be opposed to a condition of the
39 subdivision approval that the industrial use of 15-97 be restricted to Jack's Bridge
40 Road access. The consensus of the Board was that they were in favor of the
41 rezoning.

42
43 E. Public Hearing – Rezoning of Map 15, Lot 97 from AR-I to I-I.

44
45 T. Thompson read into the record the staff recommendation memo dated
46 6/8/2011 (see Attachment #2). He said that staff recommends that the Planning
47 Board recommend rezoning of the parcel from AR-I to I-I to the Town Council.

48
49 A. Rugg asked for comments from the Board. There were none. He then asked
50 for comments from the public. There were none.

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M. Soares made a motion to recommend the rezoning request to the Town Council, as recommended by staff. D. Coons seconded the motion. No discussion. **Vote on the motion: 9-0-0.** Recommendation will be sent to Town Council.

Other Business

There was no other business.

Adjournment:

D. Coons made a motion to adjourn the meeting. R. Brideau seconded the motion. Vote on the motion: 9-0-0. Meeting adjourned at 9:03 PM

These minutes prepared by Jaye Trottier and Libby Canuel, Community Development Department Secretaries.

Respectfully Submitted,

Charles Tilgner, Secretary

Woodmont Commons

Planning Board June 8, 2011



W-2-7 Maxima Without 4A West:
 Area: 40 Acres
 Dwellings: 120 mix of types
 Office Space: 10,000 sq. ft.
 Retail: 5,000 sq. ft.
 Civic: 15,000 sq. ft.

W-2-7 Maxima With 4A West:
 Area: 40 Acres
 Dwellings: 220 mix of types
 Office Space: 400,000 sq. ft.
 Office Buildings: Up to 3
 Medical: 1 Hospital, up to 300 beds or 250,000 sq. ft.
 Hotel: 2, 100 to 400 guest rooms total up to 450
 Retail: 300,000 sq. ft.
 Other Uses
 (see list): 350,000 sq. ft.
 Civic: 125,000 sq. ft.
 Parking: Shared, number to be determined

E-2-1 Maxima:
 Area: 220 Acres
 Dwellings: up to 800; mix of types
 Office: 700,000 sq. ft.
 Office Buildings: Up to 7
 Medical: Medical supply center, 25,000 sq. ft.
 Hotel: up to 3, 100 to 400 guest rooms each,
 total up to 550
 Retail: up to 650,000 sq. ft.
 Other Uses (see list): 300,000 sq. ft.
 Civic: 15,000 sq. ft.
 Parking: Shared, number to be determined

E-2-1 Maxima:
 Area: 220 Acres
 Dwellings: up to 800; mix of types
 Office: 700,000 sq. ft.
 Office Buildings: Up to 7
 Medical: Medical supply center, 25,000 sq. ft.
 Hotel: up to 3, 100 to 400 guest rooms
 each, total up to 550
 Retail: up to 650,000 sq. ft.
 Other Uses (see list): 300,000 sq. ft.
 Civic: 15,000 sq. ft.
 Parking: Shared, number to be determined

W-2-12 Maxima:
 Area: 17 Acres
 Dwellings: 100 mix of types
 Office Space: 10,000 sq. ft.
 Retail: 5,000 sq. ft.
 Civic: 15,000 sq. ft.

W-2-11 Maxima:
 Area: 10 Acres
 Dwellings: 40 mix of types
 Office: 14,000 sq. ft.
 Office Buildings: 2
 Office: Home Occupation Only
 Civic: 65,000 sq. ft.

W-2-13 Maxima:
 Area: 14 Acres
 Dwellings: 20 mix of types
 Office: Home Occupation Only
 Civic: 65,000 sq. ft.

W-2-1 Maxima:
 Area: 91 Acres
 Dwellings: 545 mix of types
 Office Space: 200,000 sq. ft.
 Office Buildings: Up to 2
 Medical: 1 Hospital, up to 300 beds or 250,000 sq. ft.
 Hotel: 2, 100 to 400 guest rooms total up to 550
 Retail: 300,000 sq. ft.
 Other Uses
 (see list): 350,000 sq. ft.
 Civic: 125,000 sq. ft.
 Parking: Shared, number to be determined

W-2-2 Maxima:
 Dwellings: 195
 Office: Home Occupation Only
 Civic: 10,000 sq. ft.
 Parking: 25,000

W-2-3 Maxima:
 Area: 25 Acres
 Dwellings: 25
 Office Space: 300,000 sq. ft.
 Office Buildings: Up to 7
 Retail: 300,000 sq. ft.
 Other Uses
 (see list): 250,000 sq. ft.
 Parking: Shared, number to be determined
 Civic: 10,000 sq. ft.

W-2-4 Maxima:
 Area: 8 Acres
 Dwellings: 20 mix of types
 Office Space: 50,000 sq. ft.
 Parking: Shared, number to be determined
 Civic: 10,000 sq. ft.

W-2-5 Maxima:
 Area: 72 Acres
 Dwellings: 340 mix of types
 Office Space: 150,000 sq. ft.
 Office Buildings: 10
 Retail: 300,000 sq. ft.
 Other Uses
 (see list): 350,000 sq. ft.
 Parking: Shared, number to be determined
 Civic: 100,000 sq. ft.

LEVEL TWO LAND USE DETAILS

This page depicts and describes:
 Preliminary locations and sizes of proposed improvements.
 Land Uses and locations of improvements
 may shift when site plan and subdivision plans
 are prepared- see Written Portion of Master
 Plan, incorporated herein by reference.

W-2-1 Maxima:
 Area: 194 Acres
 Dwellings: 800 mix of types
 Office Space: 700,000 sq. ft.
 Office Buildings: Up to 7
 Medical: 1 Hospital, up to 300 beds or 250,000 sq. ft.
 Hotel: 3, 100 to 400 guest rooms total up to 550
 Retail: 300,000 sq. ft.
 Other Uses
 (see list): 250,000 sq. ft.
 Civic: 125,000 sq. ft.
 Parking: Shared, number to be determined

W-2-2 Maxima:
 Area: 19 Acres
 Dwellings: 55
 Office: Home Occupation Only

W-2-3 Maxima:
 Area: 15 Acres
 Dwellings: 25
 Office: Home Occupation Only

W-2-4 Maxima:
 Area: 41 Acres
 Dwellings: 160
 Office: Home Occupation Only
 Civic: 10,000 sq. ft.

Woodmont Commons Masterplan Level 2

Plan submittal set prepared by:
 Chester Rick Chellman, P.E., L.L.S.
 TND Engineering
 401 Northpark Avenue, Fort Worth, TX
 08021-1-693-373-8093
 www.tndengineering.com

April 12, 2011

TND 3

W-2-6 Maxima:
 Area: 33 Acres
 Dwellings: Home
 Open Space, Open Water,
 Recreation, Accessory Uses
 Civic: 5,000 sq. ft.

W-2-7 Maxima:
 Area: 55 Acres
 Dwellings: 60
 Office: 100,000 sq. ft.
 Office Buildings: 10
 Office: Home Occupation Only
 Civic: 65,000 sq. ft.

W-2-8 Maxima:
 Area: 13 Acres
 Dwellings: 40
 Office: Home Occupation Only
 Civic: 15,000 sq. ft.

W-2-9 Maxima:
 Area: 13 Acres
 Dwellings: 40
 Office: Home Occupation Only
 Civic: 15,000 sq. ft.

W-2-10 Maxima:
 Area: 24 Acres
 Dwellings: 21
 Office: Home Occupation Only

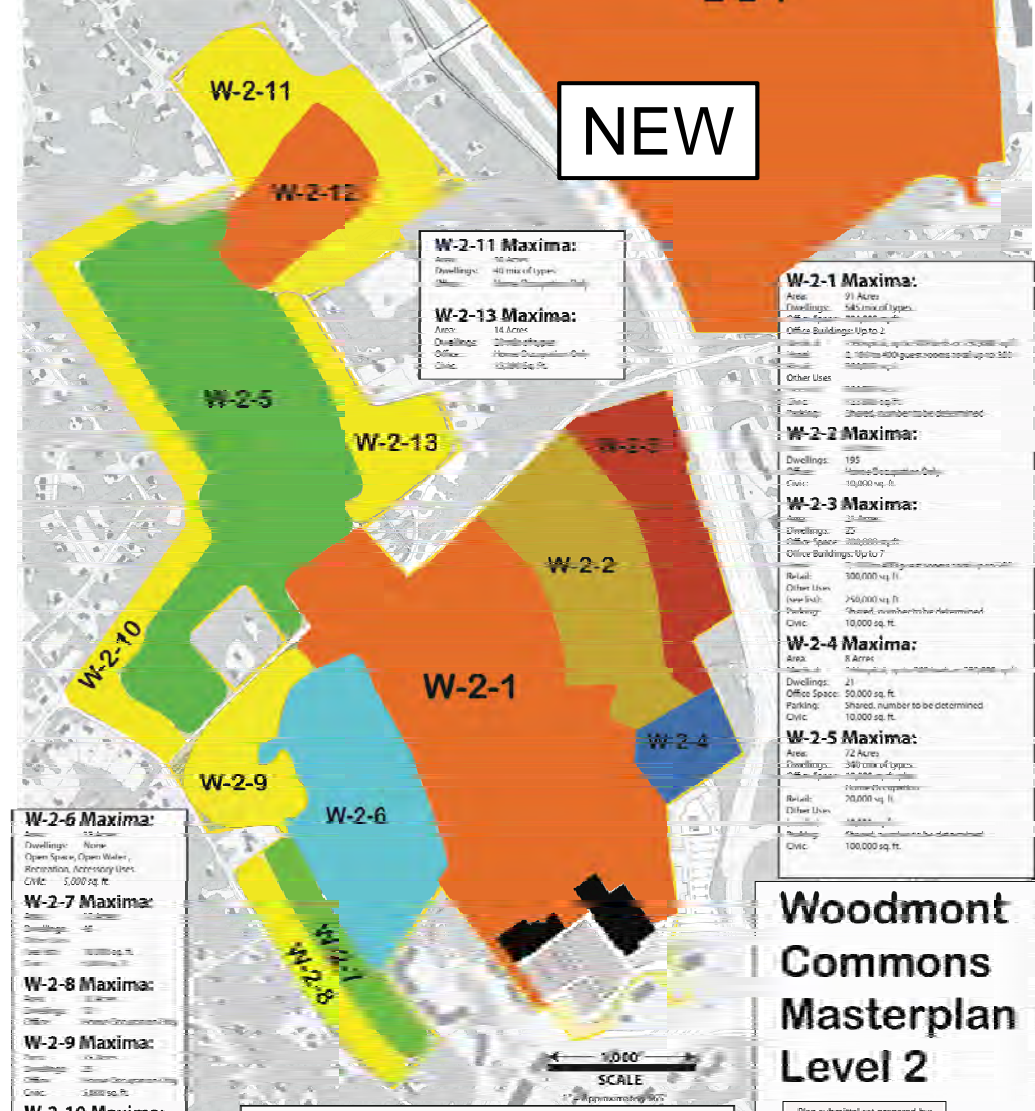
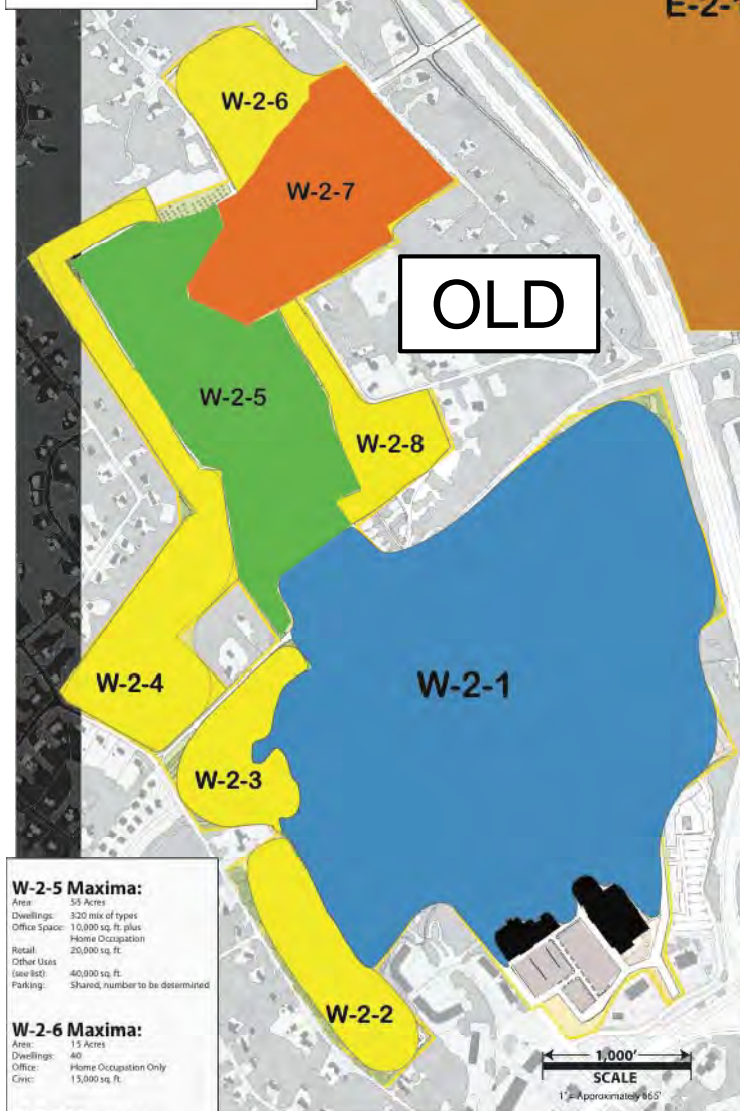
LEVEL TWO LAND USE DETAILS AND NOTES

This page depicts and describes:
 Preliminary locations and sizes of proposed improvements.
 Land Uses and locations of improvements may shift when site plan and subdivision
 plans are prepared- see Written Portion of Master Plan, incorporated herein by
 reference.
 Around the perimeter W areas follow boundaries, otherwise they are +/- 100 feet.

Plan submittal set prepared by:
 Chester Rick Chellman, P.E., L.L.S.
 TND Engineering
 401 Northpark Avenue, Fort Worth, TX
 08021-1-693-373-8093
 www.tndengineering.com

June 8, 2011

TND 3



W-2-12 Maxima:

Area: 17 Acres
Dwellings: 100 mix of types
Office Space: 10,000 sq. ft
Retail: 5,000 sq. ft.
Civic: 15,000 Sq. Ft.

W-2-11

W-2-12

W-2-5

W-2-13

W-2-11 Maxima:

Area: 30 Acres
Dwellings: 40 mix of types
Office: Home Occupation Only

W-2-13 Maxima:

Area: 14 Acres
Dwellings: 20 mix of types
Office: Home Occupation Only
Civic: 15,000 Sq. Ft.

E-2-1

W-2-1 M

Area: 9
Dwellings: 5
Office Space: 7
Office Buildings
Medical: 1
Hotel: 2
Retail: 3
Other Uses
(see list): 5
Civic: 1
Parking: 9

W-2-2 M

Area: 3
Dwellings: 4

W-2-3

West of 93			East of 93		
Description	Buildout Size/#	ITE LUC	Description	Buildout Size/#	ITE LUC
Single Family Homes	240	210	Single Family Homes	0	210
Townhouses	300	230	Townhouses	0	230
Apartments	200	223	Apartments	70	223
Seniors	200	252	Seniors	30	252
Condominiums	100	232	Condominiums	0	232
Luxury Condo	30	233	Luxury Condo	0	233
Live/Work	100	221*	Live/Work	30	221*
Office	187,500	710	Office	562,500	710
Lodging	300	310	Lodging	250	310
Pharmacy	10,516	880	Pharmacy	18,750	880
General Retail	166,500	814	Grocer	45,000	850
Entertainment	35,000	850	Service Retail	56,250	814
Professional services	8,750	710	Destination Retail	666,000	814
Fine Dining	30,000	931	General Retail	105,000	814
Walk-in Bank	8,750	911	Entertainment	30,000	850
Medical-Dental Office	17,500	720	Professional services	30,000	710
Casual Dining	17,500	932	Fine Dining	30,000	931
Community College	52,500	540	Walk-in Bank	15,000	911
Health Club	17,500	936	Medical-Dental Office	25,000	720
Flex Office	49,200	710	Casual Dining	15,000	932
Flex Light			Community College	45,000	540
Industry/Assembly	30,750	110	Hospital	250,000	610
Flex Retail/Showroom	12,300	814	Flex Office	44,400	710
			Flex Light		
			Industry/Assembly	16,650	110
			Flex Retail/Showroom	11,100	814
			Flex Storage/Warehouse	38,850	150



Gilcreast Road/102 PM Peak, 2020

Woodmont traffic at buildout would represent about 6% to 9% of the traffic projected for that intersection in 2020.

MEMORANDUM

To: Planning Board

Date: June 8, 2011

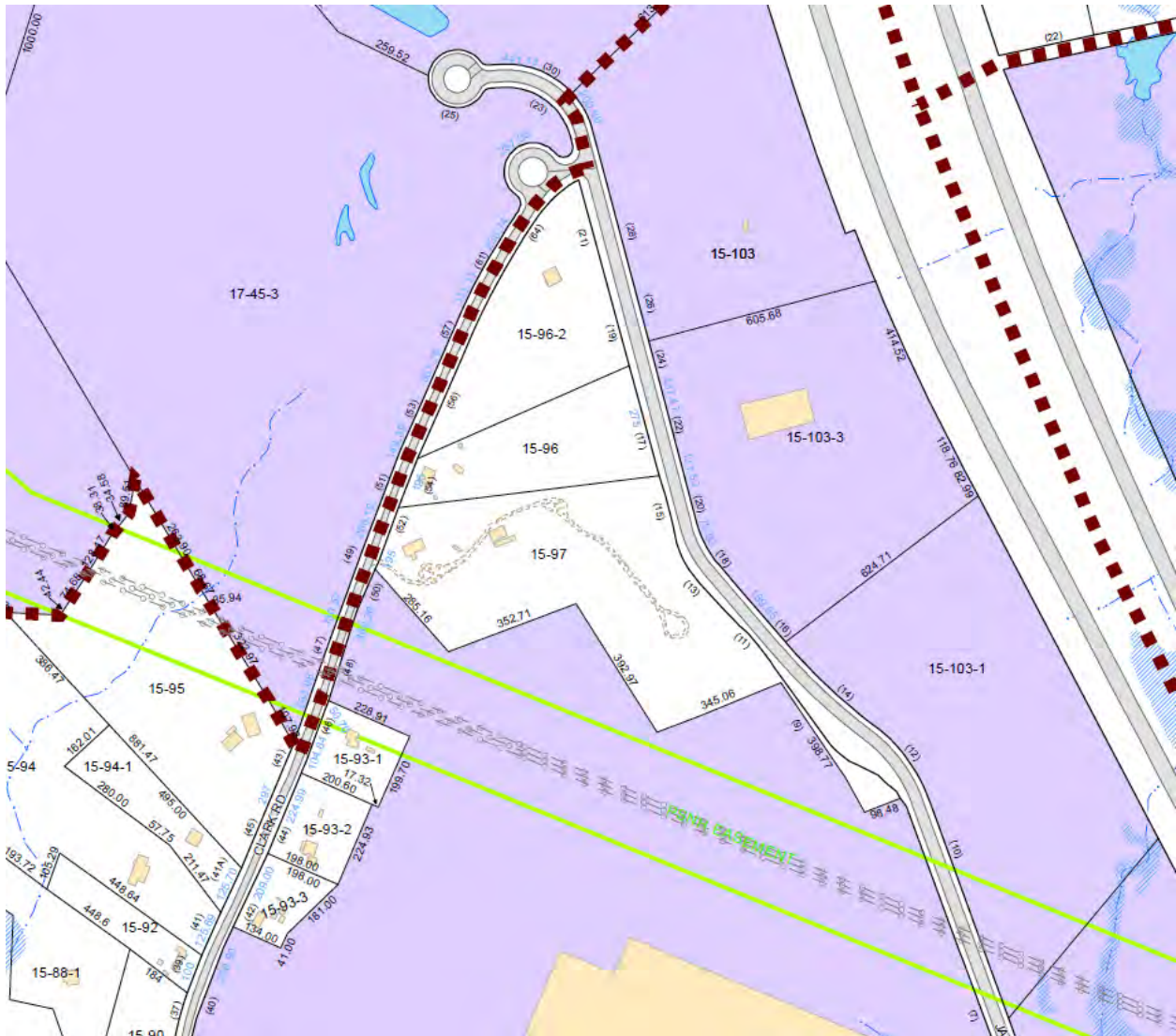
From: Timothy J. Thompson, AICP
Town Planner

Re: Rezoning Request:
Map 15, Lot 97
From AR-I to I-I

The Planning & Economic Development Division has reviewed the above referenced rezoning request and we offer the following comments:

Review Comments:

The applicant requests the rezoning the above referenced lot from AR-I to I-I. The parcel is located on Jacks Bridge Road and Clark Road. (See below map and picture).





As was presented to the Planning Board earlier tonight in the conceptual discussion, the applicant seeks to develop an 18,000 square foot vehicle repair facility and subdivide the property. The particular use proposed, “Major motor vehicle maintenance and repair” is not a permitted use in the proposed I-I district, and would require a variance in order to be constructed. This use is permitted in the I-II district, however, the applicant is aware that staff would not likely support I-II zoning for this parcel given the surrounding zoning (I-I and AR-I) and the other types of I-II uses which would not be compatible with this area.

Of note to the Planning Board: The Town’s legal counsel has advised that making conditional rezoning recommendations to the Town Council is not advisable. From this point forward, staff will no longer recommend that rezonings be recommended to the Council with conditions, but rather, as stated by legal counsel, *“when considering the rezoning of a property the consideration should be independent of any specific plan.”*

The 2004 Master Plan does call for the re-zoning of this area of the “triangle” of properties along this stretch of Clark and Jacks Bridge Roads to be rezoned to I-I. This property, and the property to the north, were both conditionally re-zoned by the Town Council in years past, however these rezonings never took effect as the conditions attached to them were never completed.

Staff Recommendation:

In summary, the rezoning is consistent with the Master Plan and surrounding land uses/area zoning. As such, staff recommends that the Planning Board **RECOMMEND** this rezoning from AR-I to I-I to the Town Council.