

**Planning Board  
Board Room, Municipal Building 7:30 pm  
March 18, 2008**

**Members:** Michael Mayor, Kate Connolly, Judith Esmay, Bill Dietrich, Jim Hornig

**Alternates:** Michael Hingston

**Selectman Alternate:** Bill Baschnagel

**Staff:** Vicki Smith, Jonathan Edwards

Others: See attached sheet

**1. 08-06 Submission of Application for Minor Subdivision by Dartmouth College as Agent for Trumbull-Nelson, property owner of record, to subdivide one lot into two at 200 Lebanon Street, Tax Map 21, Lot 4, in the "BM" zoning District.**

**2. 08-05 Submission of Application for Site Plan Review by Dartmouth College, as Agent for Trumbull-Nelson, property owner of record, to construct a 391 -space parking and ride facility and associated curb-cut, drive, access road, landscaping, lighting, bus shelter, bike storage, and storm water treatment and attenuation at 200 Lebanon Street, Tax Map 21, Lot 4, in the "BM" zoning District.**

**A motion was made and seconded to continue both cases to May 6, 2008. All voted in favor of this.**

**3. 07-20 Continuation of submission of application for design review by Dartmouth College Real Estate Office to redevelop a 38 acre site on the west side of Lyme Road by creating a 273-unit planned residential development and community center, on Map 49, Lots 1, 2, 3, 7, and 10, in the "GR-4" and "NP" zoning districts. Discussion to focus on expected traffic impacts, Route 10 modifications, internal circulation, parking, and mass transit.**

Tim McNamara, Project Manager, said the project included several different street types, most of which will have houses and sidewalks on both sides of the street. The basic street cross-section, for a typical double-sided neighborhood street, is 25 feet. This project was designed to provide nominal two-lane traffic with slow speed limits of 25 mph or less. The reduced speed limit and narrow streets would allow for children riding bikes and playing in the streets. Parking would be allowed on one side of the streets. Eight-foot wide tree lawns would be planted at 40-foot intervals and would contain winter snow banks.

Mr. McNamara said another street type within this development would be neighborhood edge streets, which would have houses and sidewalks on only one side of the street.

The green courts, groups of houses facing inward toward a central green area, will have 4' sidewalks and provide parking in the rear, screened with small garages. The courts would have 4-foot sidewalks. ESMAY asked how garages would be assigned. Mr. McNamara said there would not be enough garages for everyone. They were added for esthetic reasons to screen the parking areas. Mr. McNamara said the College planned to sell the garages as an amenity to certain houses within a reasonable proximity. The plan does not currently include carports but a focus group had expressed interest in covered parking for this project. The architects were working on plans to incorporate carports into this project. Covered parking would also assist snow removal.

Mr. McNamara said the plan currently includes 11 secure bike storage units that would hold 40 bikes each. These units would be distributed throughout the project. ESMAY asked if the bike storage would be communal; Mr. McNamara said it would. There would be an upper and lower area with a roller to allow for bikes to be rolled to the upper level. The buildings would be covered, but not locked. Each person could lock his or her own bike to the racks. The buildings would be single-story, approximately 24' x 35' with roof heights of about 16'.

Rod Finley, of Pathways Consulting, said Phase I of the project requires 270 parking spaces; 299 would be provided. Phase II requires an additional 207 parking spaces; an additional 220 would be provided. Mr. McNamara said the intent was to provide additional off-street spaces for residents' guests and community center visitors. On-street parking would be provided 24 hours a day from April to November with restricted street parking in the winter. The surplus parking spaces are intended to accommodate overnight guests and to provide alternatives in the winter when on-street parking would be restricted.

An audience member asked about curbs and suggested sloped curbing. Mr. McNamara explained that there would be a mixture of curbed and uncurbed streets. Mr. Finley added that sloped curbing was better to park against and better to ride a bike against.

ESMAY asked if there would be a sidewalk the length of Lyme Road. Mr. McNamara said yes, an asphalt sidewalk would be 5' to 7' wide with an independent bike path. The trail along the river will be gravel surfaced. An audience member asked if the river path would stop at CRREL. Mr. McNamara said the intention was to extend the trail behind CRREL, onto land owned by the College and continuing to Pine Park. Bill Young, from the Bike Committee, suggested the College work with the Conservation Commission on the path connection. Mr. McNamara said the College would be happy to do so.

Mr. McNamara said the plans showed an expanded round-about to accommodate the entrance to the project. The existing round-about is too small and connecting to it may not be feasible. In a memo dated March 18, 2008, Peter Kulbacki, Director of Public Works, stated that the current round-about should be expanded if an entrance for this project is to be connected to it. Mr. McNamara said he is in agreement with that aspect of the memo but suggested other statements in it were not related to this project. CONNOLLY said the round-about has already eased traffic on Lyme Road. Enlarging it would be necessary for the entrance to this very large project. CONNOLLY said a larger round-about would also assist Kendal residents. MAYOR said he did not see the design rationale for enlarging the northern round-about. If a left-hand turn was problematic, people could always keep going, turn around, and come back to enter. HINGSTON said if a future need for a left-hand turn could be forecast, it should be planned for now.

BASCHNAGEL asked for reconsideration of the original plan of an oval at the main entrance, which would address the left-hand turn issue and consolidate the intersection in an interesting way. Mr. McNamara said it had been considered but not to the point of presenting it to the Board again. One of the concerns is that a round-about in that location would impede on the businesses across the street. MAYOR said the addition of an oval would complicate things. DIETRICH said he would like the idea of the oval explored further.

Roger McWilliams, of 71 Lyme Road, said the round-about had raised safety issues for the businesses at 71 Lyme Road, which would be exacerbated were the round-about located in front of the businesses. He suggested moving it south. Frank Neal, of 73 Lyme Road, said his parking was already maxed out; a round-about in front of the businesses at 71 and 73 Lyme Road would diminish the number of parking spaces.

Edith Gigg, of Kendal at Hanover, 80 Lyme Road, asked if it was possible to prevent trucks from down shifting in order to reduce the noise. Mr. Edwards said downshifting was a function of keeping the trucks under control. HORNIG said the noise generated from large trucks resulted from the compression release, not downshifting.

Mr. McNamara said they were working to relocate the planned community center due to issues related to underground pipes for the district heating system. A revised site sketch would be available for review at a future meeting. Estimates of school-aged children, mass transit, landscaping, lighting, drainage design, revised streetscape, the not built right-of-way, and open space were still in the preliminary design stage.

**DIETRICH moved to continue this to April 8 with respect to school-age children and possibly the oval-about. The Motion was seconded. All voted in favor of this.**

**4. Other Business:** The next Planning Meeting will be held April 1.

**5. Adjourn:** The meeting adjourned at 9:33 pm.

Respectfully Submitted,  
Erin Hammond, Recording Secretary  
Judith Esmay, Clerk