

*Considerations for land planning  
and new zoning along I-89*



*Submitted by James Ward for Lane Holdings NH, LLC*

July 25, 2007

City Council  
City of Lebanon

Re: Proposed rezoning

In regards to the recommendation by the planning board for IO zoning along Hanover St., north of I-89, and I would like to submit the follows comments in support the recommendation.

Most of the area discussed involves the property known as “The Brickyard”. Two other properties are involved in the subject area. (see Map #1)

Additionally herein, is a request for a reconfiguration of the proposed IO area and the reasons, for your consideration.

I feel there are some good merits to this recommendation. In particular:

- This area was identified for this use in the Master Plan Action recommendation 6J..  
“K. Heater Road/Route 120/Evans Drive/Hanover Street: Determine appropriate level of future light industrial development for the Heater Road area. Support mixed-use development, including small-scale commercial, light industrial, office and residential uses in the Evans Drive/Hanover St. area.”
- It meets the criteria outlined in the Master plan better than other proposed IO sites.
  - Has existing infrastructure
  - Adjacent to the core area vs. more rural areas
    - For example the proposed IO area immediately south of Centerra was not identified as IO nor meets many of the criteria of the Master Plan.
  - Minimal if any intrusion on existing neighborhoods
    - Bordered on two sides by additional lands of Dartmouth and the third side by I-89.
  - Less traffic on town roads
    - Closer to I-89 – less distance on town roads and Rt. 120
    - More probability of biking and walking: as a result of being adjacent to downtown and on the bike path.
    - There are practical solutions to safety concerns of the school (see attachment #1-2)
  - No additional curb cut needed for the Brickyard area.
  - Adaptive reuse of pre-existing developed property (re-development)
  - High probability of being done as a CDD project, which would create the open space protection, one of the Master Plan’s land use primary goals.

- Zoning history
  - This area has been GC for many years until recently
  - Down zoned to RO about 3-4 years ago (the same time as the proposed Hannaford)
  - Approximately 70 acres was proposed Commercial in one of the earlier versions of the Master Plan.
  - Current zoning is RO1 for front portion- which is being eliminated- IO is closest match
  - Not zoning this area IO would create non conforming use for two other long established office uses ie: ComCast and the old brick school house, now used as offices.
  
- This area is adjacent to downtown. More likely there will be a natural connection.
  - encouraging more pedestrian traffic. (vs. an isolated island that requires more car traffic)
  - More employment near downtown would promote more residential housing in the core area. Satisfies the need for affordable housing while minimizing traffic and impact in more rural areas.
  - The closer proximity would make it easier for accessing downtown and keep it a central and vital part of the community. More likely downtown will remain the “anchor” assuring vitality downtown and not divert core area merchants and customers to a more remote location such as Centerra South or the DHMC area. This was identified as a concern in the master plan (see action 3A and 3B ie: mixed use with co-location in downtown.)
  - More concentrated development saves undisturbed land and encourages gentrification of the existing core area, resulting better services and therefore a better quality of life experience. This has a compounding effect and is in line with what most modern land planners promote.
  
- Its better for a school to be part of the community, not isolated. One recent land use study recommends schools be near the community, not isolated, for better social interaction with the students. Both residents and students benefit. This is a different way of thinking. It used to be keep schools isolated. Now, according to this study, planners realize the advantages of the schools close in. Additional IO in this area would help with this positive influence of mixed use and “community”. (see attachment #3-4)
  - Another advantages of school nearby is the potential dual use of the “Brickyard” for school or community uses such as:
    - Bus stops
    - Ball fields, parks
    - Dual use of shared parking (students days, residents nights)
    - Extended campus
    - More social interaction potential between students and community
    - Services nearby
    - Walking, biking destination and commutes

- The traffic safety issue can be addressed with the following suggestions. (see attachment #1-2)
  - Widen Evans Rd,
  - Landscaping buffer on Evans Rd.
  - Traffic calming mechanisms such as speed tables, etc.
  - Changes in traffic flow with Roundabouts and one way roads
  - Expand use of pedestrian bridge over I-89 (or better as ped. Bridge to encourage more walking/biking)
  
- Some IO at this site would allow more flexibility for higher quality mixed use project. (Sample mixed use see attachment #5)
  - A mixed use developer may need the uses and flexibility or IO zoning to make the whole project feasible. Not just from a profit aspect but for a proper “critical mass”, better demographic mix and community diversity. For example: an “anchor tenant” may be needed for a viable commercial component such as a theatre or office headquarters.
  - Adequate services are needed within walking distance to make a compact residential village feasible. IO next to, or in conjunction with, the residential zone gives this concept a greater chance of success.
  - Under the proposed zoning changes the PB will have much more discretion during the design review to assure a project Lebanon wants such as maintaining proper scale and style through architectural design.
  - It’s also an opportunity to provide services to the downtown area that can’t “fit” due to smaller land and buildings sizes available currently. This would help downtown thrive as well promote smaller “in fill” projects, both commercial and residential.
  
- The area is conducive to office use. The I-89 corridor is ideal for office and undesirable for residential use. Office use along the I-89 would be more desirable than housing. Housing along the interstate would object to the noise and sight factor and potentially result in a lower quality housing project. On the other hand it’s an ideal location along I-89 for Class A offices overlooking the highway. Office uses along highway corridor also gives a buffer to residents on the interior of the area. An overall higher quality living and working experience results.
  
- There are advantages for the town to have several smaller IO parcels vs. the two major areas of proposed IO.
  - May prevent the need for a signal intersection at Wilson Tire on Rt. 120
  - Spreading out the zoning would alleviate the illusion of spot zoning on a few owner’s property. (assuming other locations have merit)
  - Puts more of the IO in the hands of more property owners. The advantage for Lebanon is more diversity in style, needs, and less risk.

### Consideration of Adjustment to proposed IO line.

A request to extend the proposed IO along I-89 and reduce some of the IO on the interior land of the proposed area. (See enclosed map #2)

1. New information: The terrain is not as steep along the highway, as originally thought at a planning board meeting. The line was determined in part by the terrain, as provided by the GIS mapping on the Lebanon website. Subsequently, I reviewed a map with 5 ft. contour lines (vs. city's 10ft.) which appears to be a more accurate depiction of the terrain. It appears the terrain has grades suitable for IO use in the suggested area.
2. Along highway is very noisy, Office use makes a good buffer, moving the proposed line offers more "protection" or buffer
3. Most of the currently proposed IO along Hanover Street has use issues
  - a. 2 parcels are not the subject property- current businesses
  - b. Part of the current area of proposed IO may have historical features that may be suitable to try to save
  - c. There are wetland issues near Hanover St vs. the suggested area has more suitable soils.
4. Grade and location are ideal for high end, high profile office building that will present an upscale image for the gateway to Lebanon. (PB has design review, etc.)
5. Half a mile of subject property along highway remains "green space"

Note that this suggestion would reduce some of the proposed IO in other areas as part of the reconfiguration.

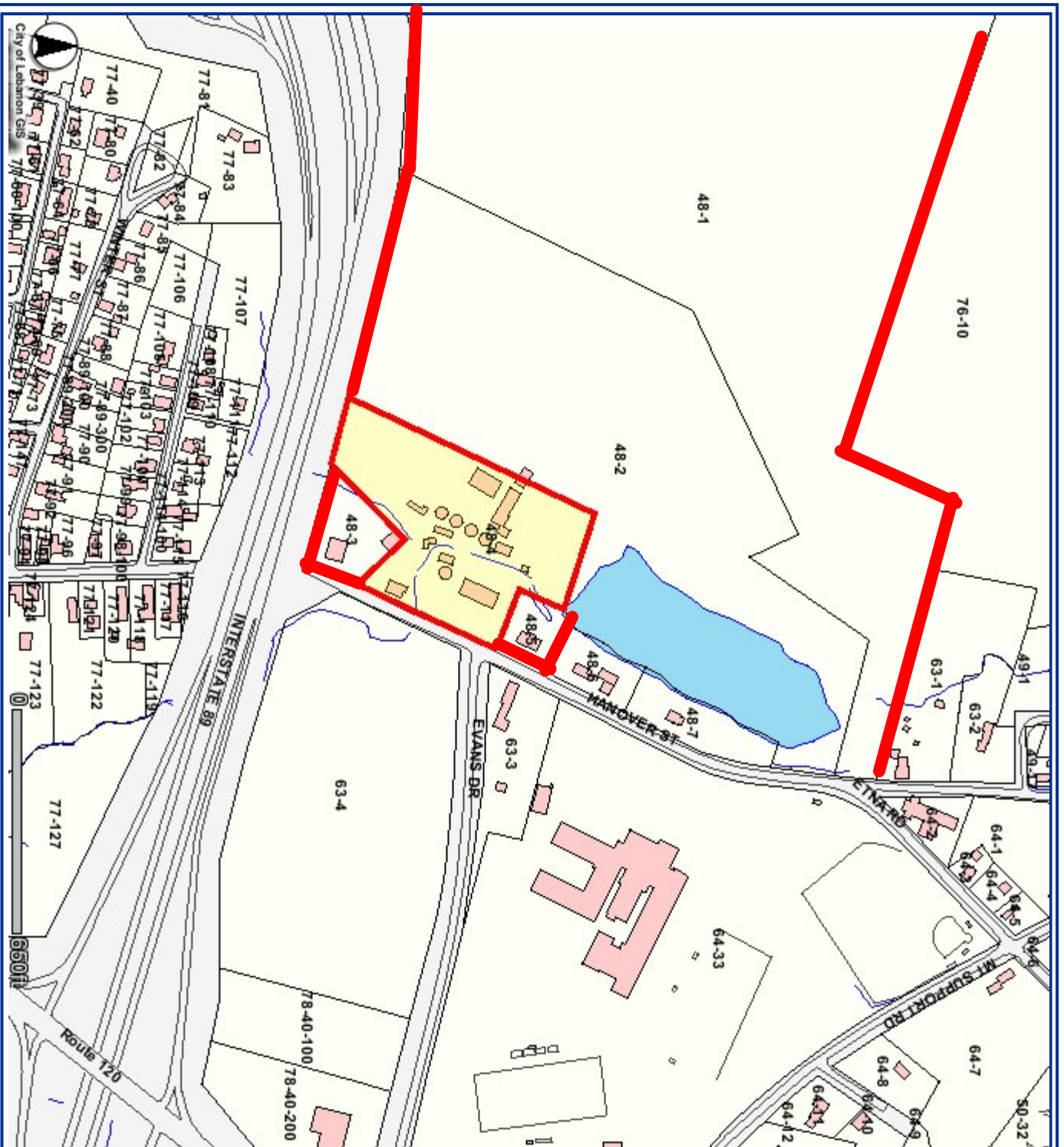
### Is there too much IO and the higher need for housing

1. most of the proposed IO is adjacent to DHMC. Dartmouth stated their use was "long term", not immediate, but to be used for "planning".
2. the Brickyard site meets the Master plan goals better than other proposed IO sites, if a reduction is considered.
3. Housing is needed. The challenge is to create a project that produces a high quality of life and desirable project. The mixed use concept with ample review controls is a good answer to that.

Thank you for your effort and consideration. I hope this helps in your process and that I may have provided information that will help Lebanon. I would be happy to discuss further or answer questions.

James Ward  
For Lane Holdings NH.





**City of Lebanon  
New Hampshire**  
Geographic Information System

*GIS Map Print*  
My Map

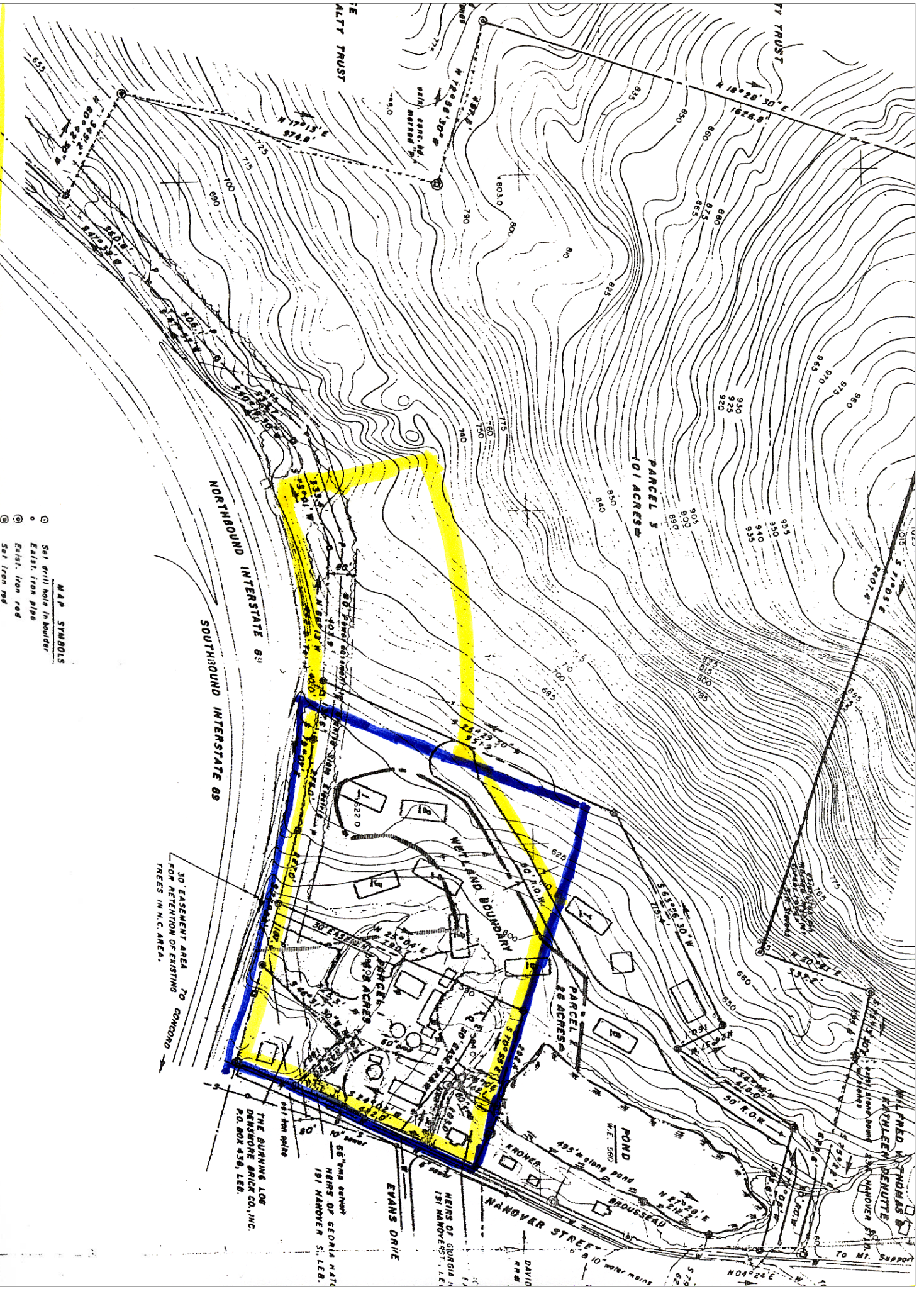


Locus Map

**Disclaimer**

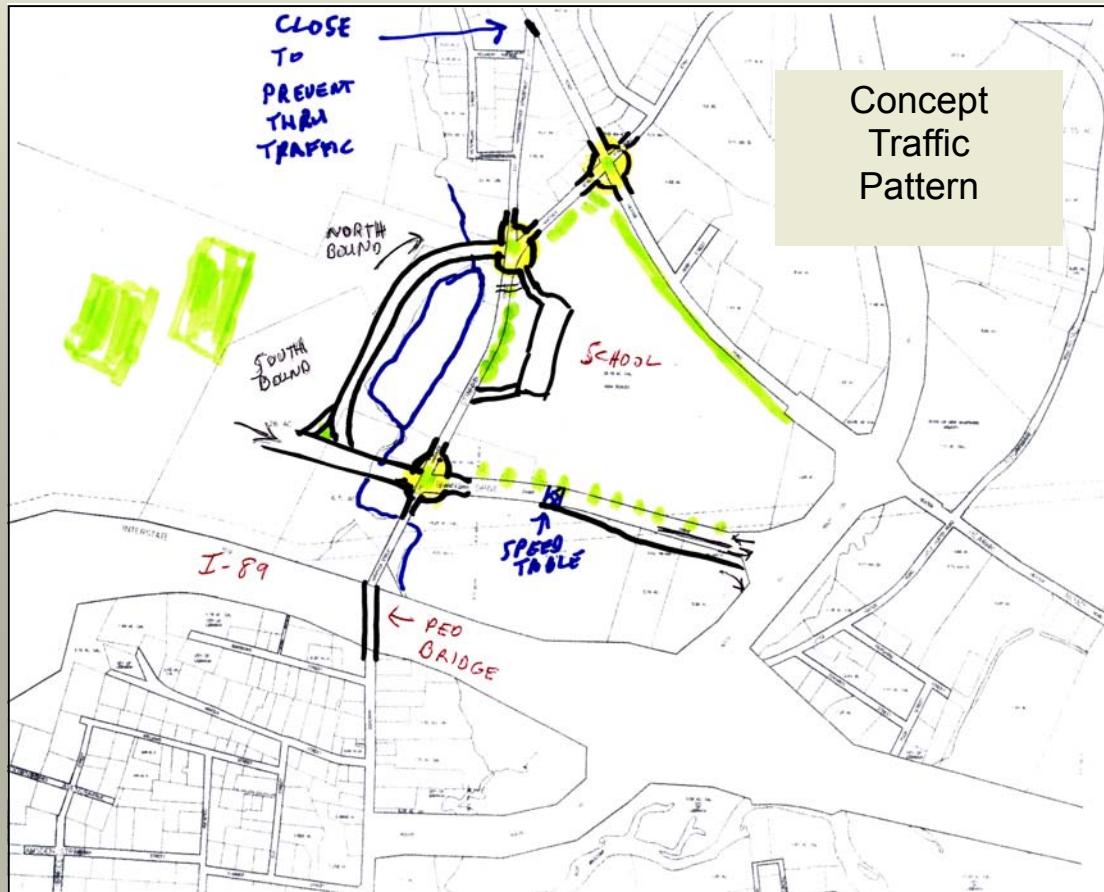
The City of Lebanon makes no warranty or representation as to the accuracy, timeliness or completeness of any of the data. The City of Lebanon shall have no liability for the data or lack thereof, or any decision made or action taken or not taken in reliance upon any of the data.







Suggested traffic pattern and techniques to alleviate safety concerns of increased traffic. Supporting studies of the increased safety for pedestrians and vehicles with the use of Roundabouts. Altered traffic pattern to minimize or eliminate traffic in



### INSURANCE INSTITUTE FOR HIGHWAY SAFETY

CRASH REDUCTIONS FOLLOWING INSTALLATION OF ROUNDABOUTS IN THE UNITED STATES -MARCH 2000

- Reduction of Total Crashes by 39%
- Reduction of Injury Crashes by 76%
- Reduction of Fatal and Incapacitating Crashes by 89%

On the web at: [www.highwaysafety.org](http://www.highwaysafety.org)

### 2004 Safety Data from Maryland DOT

- Reduction of Total Crashes by 68%
- Reduction of Property Damage Only Crashes by 41%
- Reduction of Injury Crashes by 86%
- Reduction of Fatal / Incapacitating Crashes by 100%
- This resulted in a B/C analysis that indicated for every dollar spent on these projects, considering the 15-year service life of the roundabouts, there is a return of approximately \$15.00 to be realized through accident reduction.



## Montpelier, VT – Roundabout Near School

300' from an elementary school

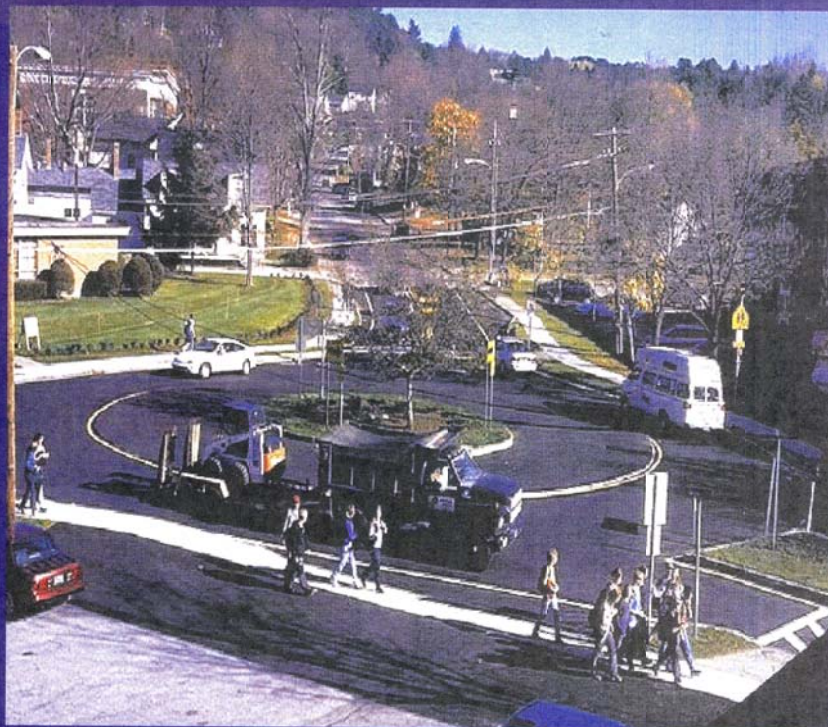
560 children per day

800 pedestrians per day

13,000 vehicles per day

4 crashes in 10 years.  
(previous crash rate was approximately 5 per year)

**There are now more than 45 roundabouts near schools in the U.S.**



## SUMMARY-Why Safer for Pedestrians?

- ***Much lower number of conflict points.***

Because all vehicles travel the same direction in a roundabout, the number of vehicle/pedestrian conflict points is much lower than at intersections controlled by traffic signals.

- ***Vehicles [are forced] to approach and travel through slowly.***

This maximizes the time that pedestrians and motorists have to avoid conflicts.

- ***Non-attentive driving eliminated.***

For example, vehicle/pedestrian crashes that occur when motorists run red lights and ignore stop signs do not happen at roundabout intersections. The horizontal curvature of the roundabout forces drivers to pay attention to their surroundings as they approach and pass through the intersections.

- ***Pedestrian exposure to traffic is much lower.***



Independent studies discussing the advantage of having schools near development centers

## **Translation Paper #8: Education and Smart Growth**

### **Reversing School Sprawl for Better Schools and Communities**

The paper describes how the trend toward building new schools on large sites far from existing development centers, called "school sprawl" or "school giantism," can have far-reaching impacts on school children, school districts and the larger community.

Educators and parents express concern that large schools reduce educational outcomes, particularly for at-risk youth. Schools that are more distant can diminish student participation in extra-curricular activities, parental involvement and taxpayer support. Students are walking and cycling to school less, which contributes to alarming rates of childhood obesity. Many suggest that the growing physical disconnect between schools and community helps create a level of student anonymity and social alienation that sets the stage for tragic events like Columbine.

Smart growth groups, which traditionally have not weighed in on educational matters, are now questioning the same trend. Rather than build shopping mall schools at the edge of town, smart growth advocates encourage the continued use of existing schools and the construction of new schools on infill sites within existing neighborhoods.

Smart growth advocates' interest in neighborhood schools dovetails with education reformers' interest in small schools, presenting an important opportunity for collaboration. Scattered efforts are underway across the country addressing the shared interests of educators and smart growth advocates. Much remains to be done, and funders and leaders from all sectors have an important role to play.

The paper was written by Sam Passmore, with the Charles Stewart Mott Foundation, in collaboration with the Funders' Network for Smart Growth and Livable Communities and Grantmakers in Aging.

# Principles of Smart Growth

## Mix Land Uses

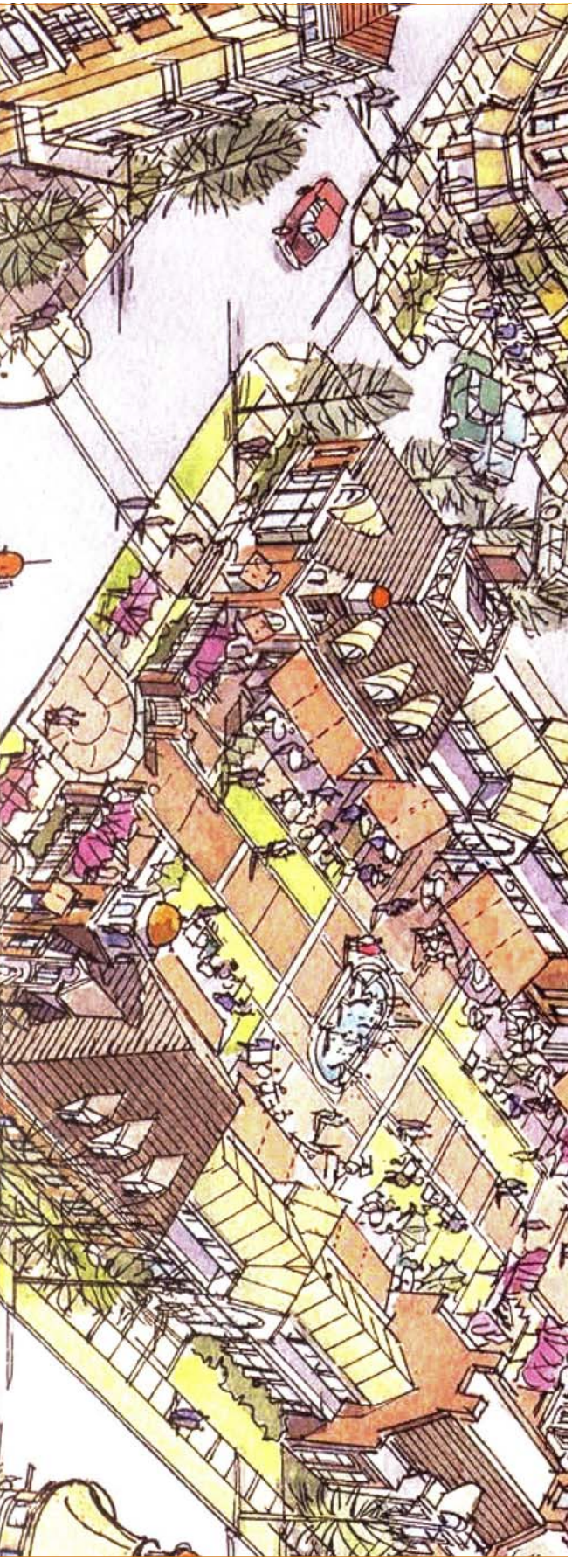
Smart growth supports the integration of mixed land uses into communities as a critical component of achieving better places to live. By putting uses in close proximity to one another, alternatives to driving, such as walking or biking, once again become viable. Mixed land uses also provides a more diverse and sizable population and commercial base for supporting viable public transit. It can enhance the vitality and perceived security of an area by increasing the number and attitude of people on the street. It helps streets, public spaces and pedestrian-oriented retail again become places where people meet, attracting pedestrians back onto the street and helping to revitalize community life.

Mixed land uses can convey substantial fiscal and economic benefits. Commercial uses in close proximity to residential areas are often reflected in higher property values, and therefore help raise local tax receipts. Businesses recognize the benefits associated with areas able to attract more people, as there is increased economic activity when there are more people in an area to shop. In today's service economy, communities find that by mixing land uses, they make their neighborhoods attractive to workers who increasingly balance quality of life criteria with salary to determine where they will settle. Smart growth provides a means for communities to alter the planning context which currently renders mixed land uses illegal in most of the country.





**EXAMPLE OF PROPOSED MIXED USE DESIGN**



***General Information on  
Land Planning***

***Excerpts from Density Presentation***

*Full presentation available at:*

[www.sierraclub.org/sprawl](http://www.sierraclub.org/sprawl)

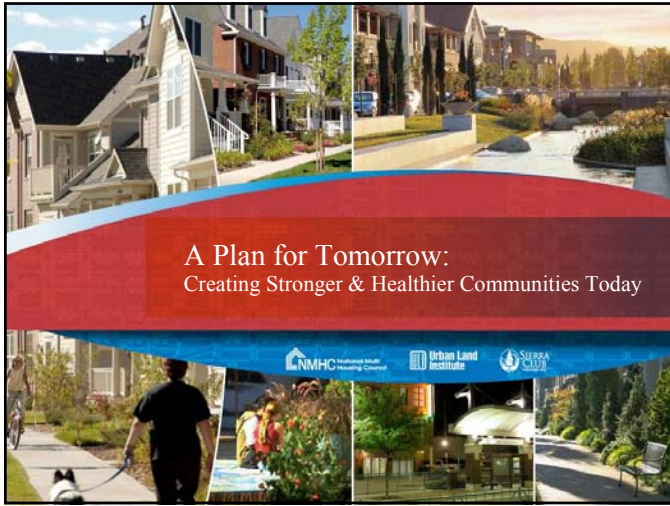
**Or**

[http://www.nmhc.org/Content/ServeContent.cfm?  
IssueID=60&ContentItemID=3423&siteArea=Topics](http://www.nmhc.org/Content/ServeContent.cfm?IssueID=60&ContentItemID=3423&siteArea=Topics)



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## A Plan for Tomorrow



- » **Growth = Choices and Opportunity.**
- » **Sprawling, low-density growth:**
  - Creates long commutes
  - Creates bedroom towns with no sense of community
  - Consumes natural areas
  - Damages the environment with air and water pollution

»»»»»

## A Plan for Tomorrow



- » **Build a new model.**
- » **Strong, healthy communities have:**
  - Walkable, mixed-uses
  - A mix of homes for a wide range of residents
  - Green space
  - Strong economies
  - Balanced budgets

»»»»»

## A Plan for Tomorrow

- » **The critical ingredient...**



**...well-planned,  
higher-density, mixed use development**





## Benefits of Density

- » **Good density can:**
  - Enhance our **economic competitiveness** by attracting a diverse resident base
  - Reduce pressure on local **budgets**
  - Reduce **commuting** time
  - Protect the **environment**



## Attracting the Best



- » **Today's fastest growing households are:**
  - Young professionals
  - Empty nesters
  - Single parents
  - Couples without children
  - Senior citizens
- » **They create demand for:**
  - the **Live/Work/Walk** experience
  - **Apartments, condos and townhouses**



## Attracting the Best

- » **In a national survey, 6 out of 10 prospective homebuyers chose a higher-density, mixed use community.**

- Source: Smart Growth America and National Association of Realtors



## Attracting the Best

- » **40% of apartment residents choose to rent for lifestyle reasons — not because they have to.**
- » **Nearly one-quarter of renters earn \$50K or more.**

- Sources: Fannie Mae Foundation, U.S. Census Bureau

Steve Hindal Photography





## Attracting the Best

» **Higher-density development offers homes that are within reach of vital community members such as:**

- Teachers
- Nurses
- Fire fighters
- Police officers
- Retail salespeople

» **And our own children!**



## Balancing Our Budget

» **Compact development reduces infrastructure costs and saves money.**

- Average annual cost to service a new family of four (police, fire, highway, schools and sewer):
  - Compact suburban Shelby County, KY = **\$88.27**
  - Sprawling Pendleton County, KY = **\$1,222.39**

- Sources: Brookings Institution



## Jumpstarting Our Economy

» **Attract new retail development.**

- Densities of **8 to 12 homes per acre** can create compact low-rise centers that can support a lively business district, mixed uses, and public transit nodes.
- 1,000 to 2,000 new houses and apartments within a 10-15 minute walk can support **new retail areas.**


- Sources: Massachusetts Citizens Housing and Planning Association; Byrne McKinney & Associates and Goady Clancy Architecture, Planning and Preservation




## Take Action

For more information, contact:

 - (202) 974-2300  
- [www.nmhc.org](http://www.nmhc.org)

 - (202) 547-1141  
- [www.sierraclub.org/sprawl](http://www.sierraclub.org/sprawl)

 - (202) 624-7000  
- (800) 321-5011  
- [www.uli.org](http://www.uli.org)