

PLANNING BOARD MEETING

July 25, 1950

The regular meeting of the City Planning Board was called to order at 7:50 P.M., with Chairman J. C. Lawless presiding.

The minutes of the last meeting were read and approved.

Members present were: J. C. Lawless, H. A. Holbrook, J. F. Behan, J. H. McAdams, P. W. Pease, and R. L. Price,

On a motion by H. A. Holbrook, seconded by P. W. Pease, the Board voted unanimously to accept the following resolution:

Be it resolved by the City Planning Board of the City of Dover, New Hampshire: That a report entitled "Traffic Study Report of the City of Dover, New Hampshire," including 32 pages of descriptive matter, maps and charts identified as figures 1, 2, 3, 4, 5, 6, and 7; recommending the establishment of four off-street parking lots; the re-design of the traffic flow on Central Avenue and in Central and Franklin Squares; construction of a second major street through the City along the present routing of Chestnut, Walnut and Locust streets; the construction of an underpass under the Boston and Maine railroad lines on Chestnut Street; the construction of a bridge across the Cochecho River between Chestnut and Walnut Streets; and the construction of a by-pass to the west of the City, leaving the present route 16 south of Elliott Park, and rejoining the present route 16 at the junction of 16 and 16A; be adopted by the Planning Board as the traffic control section of the Master Plan for the City of Dover, New Hampshire.

On a motion by H. A. Holbrook, seconded by J. H. McAdams, the following resolution was adopted unanimously:

WHEREAS, proper parking space for motor vehicles in and near the Dover retail business district is inadequate and insufficient at the present time; and

WHEREAS, any logical attempt to re-design the traffic pattern to ease the congestion of Central Avenue must necessarily include provisions to substantially reduce further the amount of curb parking space available; and

WHEREAS, the proper re-design of the traffic pattern on Central Avenue and in Central and Franklin Squares, thereby becomes a virtual impossibility without the prerequisite of adequate off-street parking facilities;

THEREFORE, BE IT RESOLVED: That pursuant to Section VI of the Traffic Section of the Master Plan of the City of Dover, as adopted by the City Planning Board on July 24, 1950, the Planning Board recommends that the City Council give immediate attention to the raising of funds to construct