

FINAL

BOARD OF SELECTMEN'S MEETING

July 26, 1999

7:30 P.M. - TRUMBULL HALL - ETNA, NH

The meeting of the Board of Selectmen was called to order at 7:30 p.m. by the Chairman, Brian Walsh. Present were: Brian Walsh, Chairman; Marilyn Black, Vice Chairman; Katherine S. Connolly; John Manchester; John Colligan; Julia Griffin, Town Manager; and members of the public.

Mr. Walsh announced that this meeting was being taped by CATV 6 and that hearing enhancement equipment was available for anyone who wished to use it.

1. PUBLIC COMMENT.

There was no public comment.

2. PUBLIC HEARING TO SEEK COMMUNITY INPUT ON A PROPOSED PARKING AND TRAFFIC IMPROVEMENT PLAN FOR ETNA VILLAGE.

Mr. Walsh explained that the background for this issue goes back to Planning Board case #97-1, a proposal for the post office on the old schoolhouse lot, which was conditionally approved by the Hanover Planning Board on June 2, 1998. The Planning Board placed the following conditions on the approval: that the Etna Post Office may not increase the number of mailboxes it currently has until the Town resolves the traffic and road issues along Etna Road and Schoolhouse Lane; that there shall be no additional occupancy of the building other than the Etna Post Office until the prior condition has been met; that the Selectmen shall develop a plan for improving the vehicular and pedestrian traffic and the safety and road conditions along Etna Road in the Etna Village. Mr. Walsh noted that his understanding is that the Etna Post Office proposes to move to the new site August 1.

Mr. Walsh commented that there has been a lot of work over the past six months by the Town, the consultant and a number of people in Etna looking at Etna Village and issues not only of safety but of aesthetics as well, and what a village center for Etna should be. He pointed out that the business in front of the Selectmen is to determine whether there is the sufficient possibility of making a safer situation in the center of Etna in order to meet the conditions of the Planning Board.

Ms. Griffin indicated that the Town has been looking at the issue of the intersection of Schoolhouse Lane and Etna Road for well over a year. The issue is whether or not in order to make the intersection safer it would be necessary to install a traffic signal or stop sign at that location, in addition to addressing the need to widen the bridge potentially for safer two-way traffic. The assumption is that traffic volumes will be greater on the bridge with the Post Office moving to the schoolhouse building.

Ms. Griffin explained that the Town began in earnest about six months ago looking internally at what the issues were thought to be that should be addressed by the Town, together with the abutters and property owners

directly affected. Bob White of Norwich was contracted with to work with the Town, the abutters and property owners to help develop options. Ms. Griffin stated that there have been two or three group meetings with the abutters and property owners, resulting in the options being presented. The goal of this meeting is to introduce the public to these options and to begin to receive input as final plans are made with the Board of Selectmen.

Ms. Griffin indicated that there is \$60,000 available to do some portion of the work. The sum of \$40,000 was originally budgeted for a signal or other intersection improvements and \$20,000 for the Town's share of the work to make the bridge wider to safely accommodate two-way traffic. The funds are available in the current operating budget to use toward the project. There is also the availability of the Town Public Works Department crews to do some of the work, as well as future discussions the Town will need to have with the State of New Hampshire who has expressed an interest in working with the Town on some of the improvements in exchange for giving the Town a section of roadway from Greensboro to lower Dogford as a Town maintained road.

Mr. White pointed out that input is being sought relative to safety and attractiveness. He stressed that the meeting is not a finance committee hearing. Mr. White indicated that he has a great deal of empathy for the residents' desire to preserve what they already have, and added that there are a number of issues that should be identified right up front. With the development of the Post Office, there will be a whole new set of traffic patterns that happen in Etna Village. He stated that there are safety issues that have been identified, and that they are really worthwhile concerns. He pointed out that the bridge on Schoolhouse Lane is narrow, and he believes the major issue is essentially where Schoolhouse Lane comes out onto Etna Road. Lack of visibility in this area creates a dangerous situation which only promises to get worse. A number of other concerns deal with the present parking access situation from the store to the existing Post Office, and dangerous conditions resulting from having to back out into traffic with a blind sight line.

Mr. White commented that since the relocation of the Medical Center and other regional development Etna Road has become a community corridor, seeing an increase in traffic volumes and traffic speeds. He noted that there is a desire to make sure any transportation improvements do not compromise the character and integrity of the Village. Mr. White explained that the traditional perspective on a village is that there are places for cars and places for people, and this is one of the themes he has been trying to reiterate; that is, trying to define a clear place for cars and people.

In terms of physical alterations to the road or adjacent areas around the road, Mr. White noted that the changes have been basically configured to those that are going to happen within the area where the abutters own property.

Mr. White presented slides showing the existing conditions in Etna Village. He pointed out that there have been traffic studies done for the intersection in terms of what the optimal sight distance would be. The

sight distance from Schoolhouse Lane to the north is very long and does not appear to be a problem; it is felt that it would be reasonable for cars

pulling out of Schoolhouse Lane to have approximately 300 ft. of sight distance.

Regarding the issue of parking, Mr. White noted that businesses in villages need parking, and on-street parking is a great way to accommodate that need. He presented slides depicting the current parking configuration, as well as an area for additional parking which could fit four cars comfortably, and an area for employee parking. Mr. White noted that he would call the proposal for parking an idealistic representation of what might be done to accommodate some parking but maximize sight distance. He pointed out that there is actually room on the road to have parking in front of the store and allow a walkway in front of the store and the existing post office. Parking could then be pushed up as far to the edge along a curb line as possible so that there is a space setback to allow sight distance.

Mr. White presented numerous other slides showing various views of the area. He noted that the main principle of the plans consists of improvements to the bridge, parking, and a walkable pedestrian connection between the new Post Office and the existing Village Center. He believes there is a beautiful opportunity along the brook to create a trail or path for recreation.

Mr. White discussed Plan B which looks at angle parking, allowing a little more room but still achieving site distance. Behind the angle parking is proposed a zone for cars to back out and not be in the travelled lane. This plan would move the road over somewhat, about 3 feet. In order to gain parking spaces, a quite expensive retaining wall would be necessary. This plan also allows an opportunity for a little overlook down to the river and the creation of an outdoor community place in the Village Center.

Mr. White explained that the essence of Plans B1 and B2 have a little less parking and push the road a couple of feet to the west. He pointed out that there are plans for designating an area for truck drop-offs. There are a number of trucks that deliver right now, and the plan is to provide parking to get the trucks out of the sight distance of the parked cars. It is his suggestion that the sight distance and safety problems can be solved without the intervention of a traffic safety device.

Regarding the bridge, Mr. White stated that they had considered a wide range of options. He noted that it seems simple and straightforward to basically keep the uphill side of the bridge and widen the bridge downstream from 18 ft. of clear zone for cars to 20 or 22 ft, and then add a sidewalk. New handrailings will be required on the sidewalks. He indicated that there are really no major changes to the bridge being proposed.

Mr. Walsh opened the meeting for public comment relative to content of Mr. White's proposals.

Shawn Donovan asked whether Mr. White had addressed any traffic calming devices north of the Post Office and south of the Post Office. Mr. White answered that he thought it would be best to address these issues in the future.

Anne Morris asked if there was additional money expected from the State, or whether \$60,000 represented the entire cost. Ms. Griffin answered that \$60,000 will not be the entire cost; it represents the Town's share of a financial commitment to the improvements. If a decision can be arrived at on behalf of the Board with respect to the options, the next job is to talk with the State Department of Transportation about their partnership in funding some of the additional improvements. The State has indicated their willingness to participate in exchange for granting the Town the responsibility for maintaining the segment of Etna Road from Greensboro to lower Dogford.

Dave Cioffi asked if there were plans to accommodate parking for the Post Office patrons on Etna Road or parking on the other side of the brook in front of the Post Office. Mr. White explained that Mr. Dickinson's permit requires 33 parking spaces in the area serving the new Post Office location. The plans presented have accommodated that, and a couple more spaces have been added to compensate for spaces lost in the front, trying to regain those spaces within a close walking distance to the store.

Mr. Dickinson noted that his original approval had contained a parking scheme totally different than the one presented by Mr. White. He pointed out that because of the need for a handicapped ramp, Mr. White's whole parking scheme is incorrect and will probably have to be redone.

Ray Eusden stated that he felt all of the parking spaces which are planned are not necessary.

Cary Asthmus indicated she is curious about the 300 ft. sight line distance. She asked if the assumption was that cars are going so fast that they would need that great a sight distance. Mr. White answered that the distance is called corner sight distance as opposed to sight distance when driving along the road. Mr. White estimated that 30 to 35 mph would require a 300 ft. sight distance. He noted that this is a conservative figure because he feels that many of the cars would be going much faster than that.

An audience member asked about the tree which appears on the plan on the pullout area, and asked if it would block the sight line. Mr. White answered that the tree had been pulled back enough so that it should not be in the way.

John Connolly suggested a reflecting mirror to handle the sight line problem without changing anything. He also stated he was confused regarding the high volume projections for the Post Office.

Ami Mead asked about the provision for a sidewalk. Mr. White answered that a sidewalk or walkway is envisioned for the existing bridge. The details of guardrails for the sidewalk still have to be dealt with. Ms. Mead

asked if there is a curb planned for north of the bridge. Mr. White answered that they are considering curbing along the corner, but whether it extends any further is really up in the air.

Don Stacey questioned what the sight line to the north would be when a delivery truck is parked. Mr. White answered that he will look at this issue again and make possible revisions.

Gary Johnson asked what the options would be for southbound vehicles to turn in assuming there are only five southbound parking spaces on the west side of the road and they are all full. He wondered whether Mr. White envisioned a way for people to turn around. Mr. White answered that it is physically possible for a southbound vehicle to turn in and park.

Fern Meyers wondered if traffic studies and pedestrian studies had been done, and whether it was projected that people would use the walkway on the side of the bridge in addition to some kind of construction spanning the brook. She also asked if the bridge was to be enclosed, and wondered about snow removal. Mr. White explained that the exact design is not yet known, but it would be a very simple, pedestrian only footbridge that could come in a variety of shapes and forms. In terms of pedestrian activity in the Village, it is possible that a walkway would be adequate.

Bruce Williamson asked for Mr. White's comments and thoughts with regard to Option B and a green space buffer along the brook. Mr. White answered that depending on Mr. Dickinson's needs for handicapped access to the new Post Office, some of the alternatives might include a trade-off between breaking up the parking to create a more aesthetically attractive parking area, extending parking out in the direction of the brook. Waivers from the Town would need to be applied for and satisfied; it is his hope that if something like that were to occur the river bank could be enhanced as a river buffer.

Les Riemen wondered if the possibility of raising the grade of the intersection had been considered. Mr. White answered that they had not considered raising the grade, but that they had looked at the grade of the road relative to the store. They did not look at dramatic changes in grade because they were worried about solving one problem and creating a host of others. He added, however, that the possibility is worth looking into.

Matt Marshall commented that the road is to be shifted a couple feet in the proposal, and wondered if parking would then be at 45, 60 or 75 degrees. Mr. White answered that proposal B1 is 45 degrees.

Liz Marshall noted that if the road is brought over 3 ft. it would have to gradually taper on either side, and she wondered what the extent of that taper would be. Mr. White pointed out on the map the tapered area.

Bob McCollum stated that he is concerned about the number of parking spaces. It seems to him as if there are a tremendous number of spaces being added on the road on both sides, and he does not feel this much parking is necessary. Mr. White explained that there is a desire on the part of the businesses for a way for their customers to safely and

conveniently pull over. He agreed that Mr. McCollum's concern over the number of parking spaces is a good point.

Don Stacey questioned the accessibility of angled parking spaces for southbound vehicles. He wondered if there is a DOT minimum turning radius requirement that all of the vehicles are built to, and if there was an objective answer dimensionally as to whether a southbound vehicle could actually turn into those spaces. Mr. White answered that they would be able to pull in. Ms. Griffin added that the 45 degree angled spaces would be legal in the Village unless the ordinance were amended to make it illegal.

Jim Steffensen wished to make certain that the idea of parallel parking in front of the store is now dismissed. Mr. White answered that nothing is dismissed; the subject of the meeting is to basically hear public comment on all of the proposals.

Elizabeth Tobiasson asked if Mr. White had taken into consideration winter weather conditions. Mr. White answered that his measurements are assumptions. There are a series of guidelines developed by the American Association of State Highway Engineers which are basically a set of national standards to which New Hampshire DOT adheres.

Mr. Walsh wished to let the people who are most involved or affected by these proposals comment. He read into the record a letter received from Elenita C. Chickering dated 7/26/99:

"To the Hanover Select Board:

Because of my difficulty hearing, may I request that my letter be read into the 7/26/99 meeting record.

First, I wish to reiterate my concern about safety at the School Lane/Etna Road intersection. As you already know, Mr. Hanscom of the NH Department of Transportation wrote to the Planning Board of the danger here after he himself was nearly "broad-sided" when entering Etna Road. This remains a grave issue as the future Etna Post Office patrons will discover when they begin to experience the danger themselves.

Without some positive action, the delivery trucks double-parked along Etna Road will continue to frequently block the sight lines in both directions. A traffic light, tripped by entering traffic, would lessen the hazard of unseen oncoming vehicles. Such action would also relieve the Town of a serious responsibility for fatal or near-fatal accidents at this site.

Second, I urge that requirements be in place, and enforced for adequate screening:

a.) between School Lane and the back of the store, replacing the large pine trees that the bridge expansion will remove, and b.) between my property and the remodeled School House.

This, of course, is not the first and perhaps not the last time that I wish

to advise the ultimate authority of the Select Board of these issues.

Sincerely,
Elenita C. Chickering"

Accompanying Mrs. Chickering's letter was the following excerpt from Alan G. Hanscom's letter to Dr. Faulkner, Chair of the Hanover Planning Board, dated October 21, 1997 as follows:

"One of the basic requirements of any driveway is having 400 foot all-season sight distance from the driveway in both directions along the State highway. This helps drivers entering the highway to do so without pulling into the path of another vehicle hidden by bushes, snowbanks, parked vehicles or a knoll in the road. Currently, sight distance at School Lane is frequently limited to less than 100 feet by vehicles parked in front of the adjacent store. As a minimum, 275 to 325 feet of all-season sight distance should be required at this location."

Rick Dickinson stated that he would hate to see Etna Village change. He noted that he thinks Mr. White has done a fantastic job. Mr. Dickinson referred to an earlier solution which he still believes would work that involves one parallel space that restricts sight distance. He had discussed with Bob Hanscom at one point in the past about doing away with that space, landscaping it, and putting a road coming out from the bridge at a rather drastic angle. He informed the Town that he would be glad to give them a piece of land in order to get a different angle of the bridge, and he feels this plan would work great and might be worth revisiting.

Mr. Dickinson pointed out that you can't render a convenience store inconvenient. In order for the store to survive, spaces are needed for people to park. He pointed out that if some people were to park over in the schoolhouse parking area it would take some of the crunch off the parking situation. He commented that he does feel badly that the whole matter has come to this stage because he has lived in Etna forever and likes it the way it is. Mr. Dickinson added that he would like to see one modification on the end where Schoolhouse Lane has two employee parking spaces. He suggested that only one of the spaces be retained as there has to be room to put a dumpster. He pointed out that none of Mr. White's scenarios give an opportunity for a place to put trash.

Willa Barrett stated that she feels a 300 ft. sight line should be created, and she supports the B1 scenario. She has indicated to the Town that she would be willing to give up three of her on-site parking spaces to accomplish this, but feels that she should be compensated with three offsite parking spaces. Ms. Barrett commented that commercial property is driven by available parking, and she cannot afford to give up three parking spaces. Mr. Walsh asked if it was Ms. Barrett's understanding that the three off-site spaces on the plan are available to her. Ms. Barrett answered that Mr. Dickinson had mentioned at one point that he might, with the Town's help, be able to come up with some space on his property to provide her with an easement for the number of spots she would lose.

Mr. Dickinson explained that he has talked with Ms. Barrett about this matter. He has indicated to her that he would need 32 spaces, and if the Town will work with him to gain a couple of spaces he would be willing to give her access to those spaces. However, he wants to be sure that Ms. Barrett is in agreement with communal parking across the whole front of the property to give everyone access. Ms. Barrett explained that she has guaranteed three parking spaces for the new tenant in the Post Office space, so she cannot say the parking spaces can be used for everyone.

Mr. Walsh wished to end the conversation between Ms. Barrett and Mr. Dickinson, noting that there appears to be the possibility of an agreement but that the details have yet to be worked out. He does not think that using the public hearing to continue the conversation is appropriate.

Ms. Barrett stated that she feels scenario B1 is wonderful and she would support it.

Matt Marshall reiterated Mr. Dickinson's comments that Mr. White has done a terrific job. He suggested that additional parking be provided, and that parking be extended beyond where it is currently. He noted that he would be more than happy to donate one-half of his front driveway to the project.

Liz Marshall stated that a means of slowing traffic and shortening up required site distance is needed; this could be accomplished by simply putting in a stop sign on Etna Road. She recommended that this be considered as a reasonable, sensible, low-cost option for slowing down traffic. Ms. Marshall added that another place that would benefit from a three-way stop sign would be at the corner of Trescott Road.

Jan Wright thanked Mr. White for his work, and stated that she favors stop signs rather than a stop light.

John Chickering stated that he believes there should be a traffic light. He noted that he could support plan B1 or B2 based on the premise that the bridge goes no farther north than it already is. He stated that there would have to be some sort of massive screening for his property as it is the residential property most affected by the project. He commented that he has absolutely no idea what the project will do to the value of his property, and that the property needs to be protected.

A member of the audience noted that there were many trees taken down and not replaced during the last bridge construction, and that screening and landscaping will be an important part of the plan.

Mr. Manchester commented that he could not see how the Planning Board would agree that backing out into traffic would be safe. Mr. White stated that it could be argued that it is a continuance of a noncompliance use. Mr. Manchester pointed out that just because the use is grandfathered does not make it safe.

Shawn Donovan, a Planning Board member, indicated that it is a nonconforming use and is not dissimilar to what presently happens on Main

Street. It is also not outside the range of events in a village setting where there are very low traffic speeds. Although it is not a modern design, it certainly is appropriate for this type of village setting.

Ms. Griffin pointed out that it constitutes an improvement over the current situation in terms of safety.

Ms. Connolly noted that the Planning Board is in no position to disapprove the use because it is a pre-existing grandfathered use. When the Planning Board did the site plan review on the property, it simply had to incorporate the old uses whether it liked them or not.

Mr. Walsh turned the discussions to address public evaluation, suggestions, comments and opinions. He started the discussions with a letter to the Hanover Board of Selectmen dated July 25, 1999 from Ann and Harte Crow which he read into the record as follows:

"We have followed with interest the planning for changes to the Etna-Hanover Center Road and the bridge across Mink Brook in Etna. Because we are unable to attend your meeting on Monday, July 26, we are writing to express our views on this matter.

Background: The decision by the Hanover Planning Board permitting Rick Dickinson to proceed with further development across the Brook before adequate plans for access was in our view a serious error. Whatever the merits of moving the Etna Post Office across the Brook, the failure to base approval on concrete plans for a satisfactory reconstruction of the bridge, etc. was a grievous and premature mistake. Access to and the impact on the roadway is of prime importance not only to the abutting residents but also to the community at large. The Planning Board apparently did not recognize the ramifications of this project.

Analysis of Proposed Plans: The schemata submitted by the Town's planners for reconstruction of "downtown" Etna provide some attractive improvements (for example the foot-bridge and walkways on the east side of the road), but fall short in several important aspects. First, the bridge access is still awkward and probably would be unsafe. Second, the on-the-road parallel parking north of the bridge and on the west side of the road in Options B1 and B2 is certain to complicate traffic flow through the Village because of increased pedestrian crossing. This parking also visually extends the B1 district beyond the bridge and this also would be undesirable and could in the future have planning implications. Third, a new stone wall holding the cut-back hill in front of the Marshalls' house promises to impose on this attractive Village, the impersonal coldness of the stone walls which have appeared on West Wheelock Street. Finally, the diagonal parking in front of the Store and the present Post Office might be convenient for those approaching from the south, but what about cars coming from the north?

Observations: In our view the emphasis on any reconstruction should be placed on the bridge rather than "amenities" such as sidewalks, curbing, etc. Rather than widen the bridge towards the south in the direction of the Store, we believe that the original suggestion of angling it by moving

its west end north-ward and widening the entrance off the Etna-Hanover Center Road is preferable. The west entrance of the bridge could then be constructed so that there are two lanes, clearly separated, one for entering, the other for exiting. This would improve traffic flow onto and off the bridge and help clear sight lines to the south. It would also provide the Chickerings - one of the families most affected by the changes - a more private access to their property.

We recognize that these changes would increase the cost of construction and might run into resistance on the part of the owners of the land necessary for this configuration; however, the benefits would justify the added cost and the need for further negotiation.

We further recommend a limitation on the construction of concrete sidewalks and/or granite curbs. While these might be acceptable aesthetically for downtown Hanover, they are inappropriate for the Village where residents appear to want to maintain the rural atmosphere. Gravel paths and bushes would be preferable to sidewalks and curbing.

Locally there has been considerable talk about the need for "traffic calming" through the Village. We agree that this is an objective of this project, and the added confusion imposed on the area by Option B1 or B2 might slow traffic. In the end, however, traffic enforcement rather than confusion is the better means of slowing traffic. If speed limits are enforced strictly, traffic will slow down or seek alternate routes.

Recommendations:

- (1) Direct the Code Officer to allow the Post Office to occupy its new quarters across the Brook.
- (2) Direct the Code Officer to prohibit any further occupation of the existing buildings across the Brook until a final solution for traffic access is completed.
- (3) Direct the Code Officer to permit no further building construction across the Brook until a final solution for traffic access is completed.
- (4) Direct the Town Planner to reconsider the project by moving the west entrance of the bridge and reconfiguring parking and pedestrian walk-ways along the Etna-Hanover Center Road.

Thank you,
Ann and Harte Crow"

Mr. Walsh stressed that the issues in front of the Selectmen at this meeting are the bridge, the intersection of Schoolhouse Lane and Etna Road, and the parking configuration north and south of that on both sides of the road. What is not in front of the Selectmen at this meeting is the wooden bridge crossing to the new Post Office or the proposed park-like area in the parking lot in front of the new Post Office. He repeated that the focus of the discussion should be public safety, traffic circulation, roads and parking, Etna Road, Schoolhouse Lane and the bridge.

Don Stacey asked the Selectboard in thinking about parking layouts with regard to any parallel parking spaces to look beyond the size of the vehicle, the number of spaces and the sight lines, and to consider the difficulty of a vehicle maneuvering in and out of the spaces on the roadway.

Jim Steffensen recommended that the idea of a stop sign at Trescott and at Schoolhouse Lane and Etna Road should be considered, and that as much parking as possible be maintained in front of the store.

Bill Baschnagel observed that the abutters and the Town have done a great job. It is clear that there is fine tuning to be done, but he feels that the B1 option contains the essence of what is being looked for. He encouraged the Selectboard to move ahead.

Ray Eusden asked what right of way the Town has in relation to the road. Ms. Griffin explained that on Etna Road the extent of the Town's right of way varies, but in this particular area of the Village the Town has been advised that it has a 4 rod right of way. This is an adequate right of way to be able to shift the roadway to the left about 8 feet, as well as to add any parking on the east side and north side of Schoolhouse Lane in the area that is reflected on Plan B1.

Cary Asthmus stated that she has concerns relative to the visibility of backing out of angled parking spaces to go southbound.

Bruce Williamson noted that he is not in favor of a stop sign or stop light, but would be in favor of a speed limit that was dropped down to 20 mph and enforced.

Dave Cioffi commented that if the Town has control of the road from Ruddsboro to Trescott, his suggestion would be to rip up the blacktop and turn it into a gravel road with dust control. This would serve to slow people down and make them realize that it is a village.

An audience member asked about the possibility of installing rumble strips to slow traffic.

Carl Peterson questioned the status of reconfiguring the bridge, assuming that there must have been opposition to the idea. He wondered what that opposition might have been. Ms. Griffin answered that the Chickerings were adamantly opposed to any bridge realignment that would shift the bridge further to the north, and secondly the Town would have to acquire one piece of property and a portion of another that are currently privately owned in order to accommodate a shift northward. This would appear to be an expensive and potentially litigious proposition, and it was felt that the Town would be better off to see what it could do working in the envelope that is owned as the Town.

There being no further comment, Mr. Walsh closed the public hearing. He thanked the audience members for their directness, forthrightness, straightforwardness and noncontentiousness of their discussions.

Ms. Black indicated that she would like to see a breakdown of what the bridge enlargement would cost, as well as the cost of everything else as a whole. She is not sure that she would recommend taking that portion of the road over from the state until someone has determined what future maintenance costs would be. Ms. Black had various other questions including (1) how many boxes would be in the Post office, (2) is there a traffic count of how many people go into the store and the post office, (3) is there a traffic count by hour, (4) who owns the land north of the bridge, (5) have there been any counts of pedestrians to the store (6) who does the maintenance of the parking places and the walkway that is built and whether it would be a Town expense (6) she would like to know the long-term cost of taking over Etna Road by the Town; does the Town have to do all of the improvements to it, and what does the State kick in if the Town does take it over, (7) how much has been spent to date on the project (8) what is the Marshall driveway sight line with the new parking - has the safety of the properties' sight lines been cut into, (9) have dumpsters been provided for, (10) if stop signs are not allowed on the state roads, then are stop signs an option, (11) who pays for taking the Marshall's and Jan Wright's land, (12) who pays for the screening of the Chickering property, (13) questions concerning parallel parking and bicycles, (14) she would like to see a financial package for each improvement, and wondered if it could be phased in; if so, what would the phases be. Ms. Black stated that she does not have enough information at this time to make a decision.

Ms. Connolly stated that she believes the projected number of boxes in the Post Office in the future is approximately 300. She believes there are about 180 boxes now in the Post Office. She also stated that traffic counts were done as they were necessary for site plan review. Consultants were produced at the expense of the property owner when the site plan review was done. She noted that Resource Systems Group did the traffic count for Rick Dickinson at the request of the Town. Ms. Connolly commented that traffic counts are done every year on Etna Road by the Upper Valley Lake Sunapee Council. She also believes that a public trail along the brook was presented as part of the site plan as well.

Mr. Manchester mentioned that he has the concerns which he expressed earlier, and has a hard time going along with a plan that does not appear to be safer. He also mentioned that there will be more traffic when the Post Office moves out as there will be another commercial business moving in. He noted that he had not heard any mention of handicapped parking. Mr. White explained that there is a handicapped spot included in the 12 spots that are at 45 degrees.

Mr. Manchester also asked whether it would be advisable to plant a tree that in ten years will screen the sight distance. Mr. White answered that the tree has been situated back from the edge of the curb. Ms. Connolly explained that it is possible to plant a tree with foliage of a high canopy type.

Mr. Colligan agreed with the concern that financial costs need to be identified. He commented that people in the community have expressed some concerns about what role the Town is playing in terms of subsidizing

the developer. Mr. Colligan stated that he was very intrigued by Mr. Cioffi's suggestion that the road be made into a gravel road, and noted that it got the biggest reaction at the meeting. He feels that speed is absolutely the biggest problem. To the extent that the financial part of it makes sense, he stated that he would be very curious to see an experiment on ripping up the pavement and putting in gravel. He stated that he still has concerns about safety, and feels the only way to address safety is to succeed in calming the traffic.

Ms. Connolly noted that backing into Etna Road is not safe no matter how it is done. Mr. Baschnagel noted that Mr. White has moved the parking spaces in enough so that there is an 8 ft. section that is not the travelled way. This 8 ft. section is to be backed out into and then the vehicles would pull out into the travelled way. Ms. Griffin added that what Mr. White has done in designing this plan is to be sure there is enough distance between the rear bumper of a vehicle and the travelled way for a vehicle to back into.

Ms. Griffin emphasized that when the Town contracted with Mr. White to do the work, they asked him to do two things. One was to address the specific village issues, Schoolhouse Lane and the area immediately adjacent to the store and current Post Office. The other issue was traffic calming options between Greensboro and Ruddsboro Road. Mr. White did not bring those plans forward tonight as it was difficult enough obtaining input on the Village issue, much less the entire portion from Greensboro to Ruddsboro. She noted that there is also a time problem facing the Selectboard in that the Planning Board has set a deadline. The immediate village issues must be dealt with first, followed by taking on the traffic calming issues along the entire two mile stretch. She added that Mr. White has developed options for traffic calming for the whole area.

Ms. Black stated that without knowing any costs, she would be willing to support adding the space on the bridge for two-lane traffic and the two bump outs, and see how it goes before proceeding further.

Ms. Griffin offered to put together a report addressing the questions raised, and to also provide a cost breakout for the various proponents of B-1 which is the least intrusive of the two options, and what a phasing plan might look like.

Ms. Black commented that she worried about opening the new Post Office without the bridge being enlarged. Ms. Griffin answered that the bridge work could be done this fall in-house.

Ms. Black MADE THE MOTION that the Board of Selectmen vote to start work in the fall to widen the Schoolhouse Lane Bridge for two-way traffic and a pedestrian walkway toward the store. Ms. Connolly SECONDED THE MOTION.

Mr. Colligan asked if there was a chance to extend the Planning Board's timing condition so as to obtain more information before the pathway is started. Ms. Connolly answered that the only way to do that would be to ask for a modification of the site plan.

Ms. Griffin disagreed, stating that based on the wording of the condition of approval as long as a plan is being developed, the Board is in concurrence with what the Planning Board has outlined. She suggested that the work could be done this fall, and she will give the Board a cost itemization of the various components and what work can be accomplished in-house with the available funds. The second piece will be working with State DOT on what they can do in the Village and also what they can do on the entire two-mile length of Etna Road as part of their turning over the road to the Town.

Mr. Colligan asked if any part of this work would get into the zone of the Town subsidizing the developer. Ms. Griffin answered that it would not because it is a public bridge which the Town has widened in the past.

Mr. Walsh AMENDED THE MOTION to add that the Town work out a plan of screening the back of the store from the Chickering's property. Ms. Black accepted the amendment to her motion.

Ms. Black stated that to her knowledge screening is not the Town's responsibility as it is private property. Ms. Griffin explained that the Chickering's are talking about a cluster of trees that screen their corner yard from the back of the store, and they are afraid that work on the bridge will result in all of those trees being gone. Mr. Walsh stated that the motion in no way imposes upon the Town the responsibility to provide screening. Ms. Black indicated that if the Town cuts down trees for work on the bridge, the Town should replace those trees, but the intent is not to screen the whole store. Mr. Walsh pointed out that the intent of the motion is not necessarily to imply that it is the Town's job to screen, but rather that the Town's job is to work to minimum impact.

The Board of Selectmen VOTED UNANIMOUSLY TO START WORK IN THE FALL TO WIDEN THE SCHOOLHOUSE LANE BRIDGE FOR TWO-WAY TRAFFIC AND A PEDESTRIAN WALKWAY TOWARD THE STORE, AND TO WORK OUT A PLAN OF SCREENING THE BACK OF THE STORE FROM THE CHICKERING'S PROPERTY.

Mr. Walsh commented that there are a huge number of design detail decisions up in the air, and he feels there should be a task force created to present to the Board a plan that resolves all of those problems.

Ms. Black stated that she feels a site visit is necessary, and the Board agreed. Ms. Griffin will have her office set up a mutually agreeable time to do a site visit when Mr. White can join the Board.

Mr. Walsh suggested that a goal and objective to be included might be when the Planning Board should and should not consider off-site mitigation. He is not quite sure if it is the Selectboard's job, the Planning Board's job or the legislature's job, but he feels it should be included on the list.

Mr. Baschnagel stated that certainly in the Planning Board's process of reviewing this site, an argument was made that seemed to have at least some merit that the Town had incurred an obligation when the schoolhouse was turned into a commercial building, and that it should address the

Schoolhouse Lane and the bridge issue. The Town has never done that, and he commented that he feels one of the reasons the Planning Board gave conditional acceptance in the manner that they did was, in part, the ambiguity of the previous decision where an argument could be made that the Town ten years ago assumed an obligation to do what it is doing today.

3. DISCUSSION OF FY 1999/2000 GOALS AND OBJECTIVES

The Board discussed items on the FY 1999/2000 goals and objectives list. Mr. Walsh indicated that he has prepared a tax rate objective which he shared with the Selectmen. He indicated that he had focused on the general fund, and did not look at capital, bonding issues, fire, sidewalk or county. Ms. Black stated that she would like to include the Fire Fund and the Sidewalk Fund in the tax rate objective.

Mr. Colligan stated that he feels the Board should strongly encourage the Dresden Board not to tinker with the school funding formula to the extent they try to shift the tax away from the student enrollment, and therefore shift the tax burden from Norwich to Hanover.

Ms. Black indicated that she would prefer to remove from the list the objective of recruiting and organizing staff for a quarterly newsletter. Mr. Walsh stated that he would be glad to take this item off the list, with the understanding that the Board is ready to support a volunteer who wishes to step forward and work on a quarterly newsletter.

Mr. Colligan stated that two of his goals and objectives could be removed from the list - one was to develop a policy statement and recommendations regarding "How Hanover Will Develop", and the other was to conduct a Hanover residents' survey, the intent of which was not so much to inform the Hanover citizens as it was to bring them into the Board's goal setting and discussions.

Regarding the appointing of a Planning and Zoning Taskforce, it was the Board's consensus to delete it from the list, but to add Ms. Connolly's suggested wording of "With popular support and input continue to facilitate the process leading to completion of the Master Plan and possible subsequent land use controls that will help us to preserve the present various versions of a high quality of life and preserve our natural resources for future generations."

It was also the Board's consensus to delete the objective of planning for a Year 2000 celebration.

Mr. Walsh referred to the objective of reviewing landscaping and surface conditions of all Town parking lots and develop a plan for implementing improvements. He suggested that this objective be moved to the administration's list.

Ms. Black suggested that a goal for the administration might be to review the Town staffing patterns. Mr. Walsh noted that there is no reason for the Board to always be adding things; he suggested that maybe there should be a way of choosing not to add tasks, or to add a task for

dropping a task. Ms. Griffin recommended that this not be a goal, noting that as her department sees staffing needs they bring forward proposals to the Board.

The Board expressed concern about the administrative staff noting that the work load is too great. Ms. Griffin pointed out that the primary focus for next year's budget is to look at the clerical administrative staff in her office and in administration in general.

Mr. Colligan suggested that the Board could do a better job of prioritizing the tasks requested of the administrative staff. Ms. Griffin agreed that her office deals with many things that are outside the traditional purview of the Town Manager's secretary.

Ms. Griffin will provide a final draft of the FY 1999/200 Goals and Objectives to the Selectmen for their review at the next Board meeting.

4. ADMINISTRATIVE REPORTS.

Ms. Griffin reported that there has been problems encountered with an aquifer that was unearthed during work on the parking structure at 7 Lebanon Street. This will simply cause a delay in the project of about four to seven weeks. It will require some drainage wells to be inserted to essentially release the water built up in the aquifer so that the contractors can pour the remaining cement and put in the pilings for the structure.

Mr. Walsh suggested that it might be worth assessing what the quality and potential quantity of that water is.

5. SELECTMEN'S REPORTS.

Ms. Connolly

Ms. Connolly reported that on August 3rd the Planning Board will seriously consider the expiration of the Bailey Subdivision and a limited extension of it to revive the site. She suggested that the extension will not be a long one. In addition, Kendal is planning to add two more units, and she informed the Board that Dartmouth College has elected not to ask the public to allow light poles higher than the original 60 feet as indicated on the site plan for Chase Field. She noted that there will be an informal discussion with the College regarding development plans for Grasse Road. The Planning Board had requested this discussion because they wanted to be informed of all of the issues, even though the Planning Board is not legally allowed to begin its portion of the work until all of the zoning requirements have been satisfied.

Mr. Colligan asked how the Planning Board became sufficiently concerned to make such a request on Grasse Road at this stage. Ms. Connolly answered that she believed the Planning Board thought it would be a good time to take a look at the Grasse Road project considering discussions about problems occurring with the wetlands ordinance.

Mr. Colligan suggested that it would be worthwhile for the Planning Board to read the ZBA's findings of fact on this case before it has its formal discussion. Ms. Connolly noted that she believes the ZBA denied the case without prejudice because of a lack of information. Mr. Colligan stated that having spent a lot of time on this case with the Conservation Commission, he would like to recommend that the Planning Board be very careful about describing the Grasse Road case as something highlighting problems with the wetlands ordinance. He indicated that there are several people he can speak for on the Conservation Commission who feel that this is a precedent setting case because of the 1998 Town Meeting when the wetlands ordinance was changed. He feels it is very important for all of the Town boards not to try to get too aggressive as they go through the process.

Ms. Connolly commented that the change in the wetlands ordinance is a classic example of laws of unintended consequence. She added that no one intended to have the wetlands rules and regulations change the way they did, and that the original intent of the wetlands ordinance is not what exists now.

Mr. Colligan indicated that he thinks this is an irrelevant point unless the ordinance is there for convenience. He feels that whether it was intended or not is not the issue; the fact is that Town boards have to be responsible about starting with the ordinance, not asking how to get around the ordinance because it is inconvenient. Mr. Colligan emphasized that his concerns in this matter are for the Town, and he does not want to see a situation created that is more complicated than it needs to be.

Mr. Colligan

Mr. Colligan reported that he, Mr. Walsh and Vickie Smith had interviewed the first three candidates for the Conservation Commission, and they hope to finish with the last three candidates within the next week to come back to the Board in August with recommendations.

Mr. Manchester

Mr. Manchester reported on an upcoming Howe Library meeting and a Parking and Transportation Board meeting.

Mr. Manchester asked for an update on the Valley Road issue. Ms. Griffin explained that she has received several letters regarding the stop signs installed; she has responded that the Town would like to give the matter six months to see if its actions will help reduce traffic speed in that area.

Mr. Colligan commented that he has received many phone calls, and he informed the Board that speeds have not slowed down during the nighttime hours, and that the cars are going through the stop signs all of the time. His concern is that because people are angry, they are actually disobeying and ignoring the stop signs, which could potentially create a dangerous situation. The feeling of the neighborhood is that there was not a safety concern, and that the installation of stop signs was a very heavy response by the Town in response to two requests. Mr. Colligan noted that there

is no history of accidents on Valley Road, and people are upset about the proliferation of road signs. He suggested that the Town go almost in the other direction in terms of not throwing signs up all over Town. He realizes that the Board is responsible for the safety of the Town, but he stated that there have been no dangerous episodes on Valley Road. Mr. Colligan indicated that there are two reasons people are angry: (1) they felt that this was a reaction to a very small minority of people, and (2) that there was not a safety situation that existed. To the extent that the Board decides it needs to be responsive to a lot of people rather than just a small group of people, he suggested revising the issue sooner than six months.

Ms. Griffin responded that there have been numerous complaints about the rate of speed on Valley Road, and she and Chief Giaccone have regularly revisited this issue. She added that she is listening to the feedback from the neighbors, and added that the frustration she has felt with the Valley Road neighborhood is that they now expect everything the Town does on Valley Road should be a democratic process rather than a Town maintenance decision.

Mr. Colligan stated that the people who are most upset about the stop signs are not the people who live on Valley Road; they are people in the surrounding neighborhoods. He feels that people are genuinely upset, and feels the Board should seriously consider revisiting this issue not only because people are unhappy about not being represented in such a decision, but also because they have other valid concerns about how the matter was handled and what the probability is for the right solution.

Ms. Griffin pointed out that the Board can override the Town's decision at any time; if the Board disagrees with the decision made to install a stop sign, it can place it on the agenda, take a vote, and force the Town to remove it.

Mr. Colligan responded that he would rather not have a confrontation, and that is why he is furnishing legitimate feedback. Ms. Griffin commented that she had wanted to give a six month's time frame to assess whether or not the stop signs are a valid response to a valid problem, and if not, to find out whether there is a more valid option to use on Valley Road to slow people down effectively rather than ineffectively.

Ms. Black

Ms. Black reminded the Board that 21 people from Nihonmatsu will be arriving on July 29th, and discussed their itinerary for their stay in Hanover.

Mr. Walsh

Mr. Walsh reported that there was a recent meeting of the Building Growth for Etna committee recently, and that they are working on a questionnaire to send out to all residents of Etna.

6. APPOINTMENTS.

Mr. Walsh MADE THE MOTION to nominate Bob McLaughry to the Advisory Board of Assessors. Ms. Black SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPOINT BOB MCLAUGHRY TO THE ADVISORY BOARD OF ASSESSORS.

Ms. Black MADE THE MOTION to nominate Dale Peters Bryant, Maureen Hall and Alice Richardson to the Senior Citizens Steering committee. Mr. Walsh SECONDED THE MOTION and the Board VOTED UNANIMOUSLY TO APPOINT DALE PETERS BRYANT, MAUREEN HALL, AND ALICE RICHARDSON TO THE SENIOR CITIZENS STEERING COMMITTEE.

Ms. Black MADE THE MOTION to nominate Carol Weingeist to the Disabled Accessibility Advisory Committee. Ms. Connolly SECONDED THE MOTION and the Board of Directors VOTED UNANIMOUSLY TO APPOINT CAROL WEINGEIST TO THE DISABLED ACCESSIBILITY ADVISORY COMMITTEE.

Ms. Black MADE THE MOTION to nominate Jessie Shepard and Liz Leeming to the Parks and Recreation Board. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPOINT JESSIE SHEPARD AND LIZ LEEMING TO THE PARKS AND RECREATION BOARD.

Ms. Connolly MADE THE MOTION to nominate Bernie Waugh and Stephens Fowler to the Zoning Board of Adjustment. Ms. Black SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPOINT BERNIE WAUGH AND STEPHENS FOWLER TO THE ZONING BOARD OF ADJUSTMENT.

Mr. Manchester MADE THE MOTION to nominate Nina Lloyd as an alternate to the Zoning Board of Adjustment to fill the vacant position of Barbara Prescott. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED FOUR IN FAVOR, ONE ABSTAINING TO NOMINATE NINA LLOYD AS AN ALTERNATE TO THE ZONING BOARD OF ADJUSTMENT TO FILL THE VACANT POSITION OF BARBARA PRESCOTT.

Mr. Walsh MADE THE MOTION to nominate Charles Faulkner, Shawn Donovan and Chris Kennedy to full seats on the Planning Board. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPOINT CHARLES FAULKNER, SHAWN DONOVAN AND CHRIS KENNEDY TO FULL SEATS ON THE PLANNING BOARD.

Mr. Walsh MADE THE MOTION to nominate Nancy Tierney to fill the vacant full seat of John Hughes. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPOINT NANCY TIERNEY TO FILL THE VACANT FULL SEAT OF JOHN HUGHES.

Mr. Walsh MADE THE MOTION to nominate Jim Hornig as an alternate to the Planning Board. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPOINT JIM HORNIG AS AN ALTERNATE TO THE PLANNING BOARD.

Mr. Walsh pointed out that these nominations and appointments still leave one open alternate position on the Planning Board. He stated that Nancy Collier, Chairman of the Planning Board, feels that four alternates for the Planning Board is more than sufficient, and that the Board should either eliminate or not fill the remaining alternate's seat.

Mr. Colligan stated that his only hesitation to dropping the seat is to the extent that it is an important Planning Board function. He had thought that the Planning Board was very stretched from the case load, and mentioned the work still to be done on the Master Plan. Ms. Connolly explained that work on the Master Plan has nothing to do with the number of people on the Planning Board. Ms. Griffin will look at the statute to see if the Board is able to eliminate the alternate's seat.

Mr. Colligan asked for an explanation of other reasons why the Planning Board was having trouble finishing the Master Plan. Ms. Connolly responded that she would be happy to furnish that explanation to Mr. Colligan at another time, but not at this meeting due to the lateness of the hour.

7. APPROVAL OF MINUTES: April 19, May 11, June 7, and June 21, 1999.

Ms. Black MADE THE MOTION that the Board of Selectmen approve the minutes of April 19, May 11, June 7 and June 21, 1999. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPROVE THE MINUTES OF APRIL 19, MAY 11, JUNE 7 AND JUNE 21, 1999.

8. OTHER BUSINESS.

There was no other business.

9. ADJOURNMENT.

Ms. Black MADE THE MOTION to adjourn the meeting. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO ADJOURN THE MEETING.

Ms. Black MADE THE MOTION to go to non-public session to discuss a matter which may affect the reputation of an individual. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO GO TO NON-PUBLIC SESSION TO DISCUSS A MATTER WHICH MAY AFFECT THE REPUTATION OF AN INDIVIDUAL.

SUMMARY

- 1. Ms. Black MADE THE MOTION that the Board of Selectmen vote to start work in the fall to widen the Schoolhouse Lane Bridge for two-way traffic and a pedestrian walkway toward the store. Ms. Connolly SECONDED THE MOTION. Mr. Walsh AMENDED THE MOTION to add that the Town work out a plan of screening the back of the store from the Chickering's property. Ms. Black accepted the amendment to her motion. The Board of Selectmen VOTED UNANIMOUSLY TO START WORK IN THE FALL TO WIDEN THE**

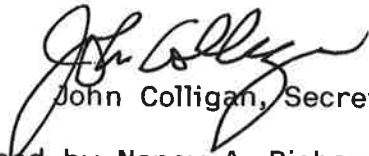
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12. Ms. Black MADE THE MOTION to adjourn the meeting. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO ADJOURN THE MEETING.
13. Ms. Black MADE THE MOTION to go to non-public session to discuss a matter which may affect the reputation of an individual. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO GO TO NON-PUBLIC SESSION TO DISCUSS A MATTER WHICH MAY AFFECT THE REPUTATION OF AN INDIVIDUAL.

The meeting was adjourned at 11:00 p.m.

Respectfully submitted,


John Colligan, Secretary

These minutes were taken and transcribed by Nancy A. Richards.