

**Residential Project Meeting
Meeting Summary
May 9, 2011**

Present: Judith Esmay, Iain Sim, William Dietrich, Jonathan Edwards, Vicki Smith, Judith Brotman, Joan Garipay, Kate Connolly, Michael HIngston

Minutes May 2, 2011

The minutes of May 2, 2011 were reviewed and amendments suggested. On a motion by Iain Sim which was seconded by Joan Garipay, there was agreement to approve the minutes as corrected.

Discussion of Rural Areas and Descriptions

Jonathan Edwards presented an amended map without conservation lands shown.

Categories considered to evaluate rural areas included: lot size and diversity of lot size, access-location of the area, seasonal variations in access and quality of the roads serving the area, terrain(slopes, topography, geography), natural resources (agricultural soils, floodplain, wetlands, habitat for flora and fauna, wildlife corridors), viewscales, presence or absence of a focal point, water supply, present land use, forested cover or open fields, both public and private recreational character, whether a place reads as a continuing to have residual agricultural ambience, and whether innovative sorts of development are possible in some places where lots are not already 2 acres or less.

Ideas about places included:

The development at Blueberry Hill has been done.

The Dogford areas should be joined.

The Pinneo area is topographically challenged.

Development on Mulherrin, Carriage, Emily, Montview, and Blueberry Hill appear to be places from which you commute more so than other places in Town.

Discussion then focused on particular areas.

River Road

River Road has low volume, low speed traffic but is used as a short cut from Vermont during the morning commute. It is assumed that there will be no road improvements with the object of having a neighborhood road, not a high speed through road. Geographically, it is poised to pick up more morning commuter traffic. The road is paved road and has no shoulder. The road can support more local traffic; however, commuting traffic could adversely change the nature of the neighborhood.

River Road is unique in Hanover because of its proximity to the Connecticut River. The Road has a pedestrian feel that walkers, dog walkers and bicyclists use to their advantage. The Road is

narrow with sharp vertical and horizontal curves, making lower traffic speeds an easy choice for motorists. It is a through road connecting Lyme to Route 10, with two cul de sac roads, Purling Brook and Grant Road. There is the potential to make Pipers Lane a through road to increase ability to access the River Road area. In some places there is not much land between River Road and the River. East of River Road there is often a steep rise. With respect to general current and potential future lot size, the area has been deemed to be a 7 (on a scale of one to ten with ten being the most dense). The potential for more development is limited to a few large lots where innovative development could occur. There is a diversity of lot size and housing type- both in terms of age and size. There is still one major commercial use- Mill Gardens, a former sawmill. In the future, it would make sense to have innovative development, not lot based development though the reasons for this were not explained. While there is abundant private recreational use of the River, public recreational use on land with access to the River should be promoted.

This is an area, not a neighborhood. However, River Road is more of a neighborhood than NW Hanover. It was not decided whether this place should accommodate higher density. Michael Hingston advocated for more density saying that River Road is a road with easy access to Route 10 that can handle the highest density in town. In his opinion, if you are looking for a place to put density, this is a good place.

Along the shores of the Connecticut, much land is subject to floodplain restrictions. Coleman, Pingree, Slade and Hewes Brook drain through the area to the CT River. The high or moderate resource value lands need to be identified. Topography plays into this. The area has a predominately north west facing slope.

Northwest Hanover

Route 10 is a focus of the area. Developments along Route 10 occurred on former farms so there are large numbers of lots created at one time. The feel is suburban in the developments, but the houses are well screened from Route 10 which still has a rural feel. There is easy commuting on Route 10 to employment centers to the south and huge unused capacity on Route 10 suggesting that the road system could support more dense development than what is existing. No one could envision redeveloping the major subdivisions.

Jonathan will provide elevation maps to committee members.

Meeting adjourned at 4:00 PM.

Respectfully submitted,

Vicki Smith, Scribe

NEXT MEETING ON MONDAY MAY 16 AT 2:30.