

Residential Project Meeting

September 8, 2011

Meeting Notes

Present: Judith Esmay, Bill Dietrich, Michael Hingston, Kate Connolly, Iain Sim, Jonathan Edwards, Vicki Smith, Judith Brotman

Minutes of August 29, 2011

The minutes of August 29, 2011 were reviewed. Iain Sim made a motion to approve the minutes as submitted. Michael Hingston seconded the motion. The motion was unanimously approved.

Rural Density Factors and the Map

The Rural Density Factors Map and memo dated August 31, 2011 were reviewed. Jonathan gave a synopsis of the factors- road capacity, topography and distance from 3 employment foci.

It was suggested that the label “undeveloped” should be changed to “not to be developed.”

Road capacity- To what extent should we be concerned that roads are nearing their estimated capacity? Design capacities of the roads are not listed in the memo. The numbers reported are current road usage in average daily traffic(ADT).

Does Three Mile Road really have more capacity? We have data for Rennie and Ruddsboro Roads. Data for Good fellow, King and River Road are old. In terms of the connectivity through the network, these roads offer more connective function. It was pointed out that Laramie should be upgraded as it handles a lot of Blueberry Hill traffic.

Topography- The implications for development of the areas of slopes above 15 % was discussed. The fact that the slope exists is noted, but a development factor has not been applied.

Village centers- New village center locations are suggested. Some members did not think that a new village center is appropriate on Route 10. Designation of possible village centers provides some vision toward the time when a new village center would be needed. More intensive development of Etna and Hanover Center village centers might better take place first. Common elements of the villages are that they are all focal points and place punctuations, perhaps giving the opportunity for greater density residential clusters. Village centers can offer sufficient density to support mass transit and commercial uses. They are also on traffic arteries.

Etna and the bird streets, Blueberry Hill and downtown Hanover are all areas with smaller lots. The Northwest Hanover spot made sense to some members, but not to everyone.

Density Rankings- Seven different density rankings are proposed. There may be too many suggested. Should some of these categories be grouped? Is there a functional difference between sparse and very low? The sparse ranking seems appropriate along Iby Road, just as very low seems appropriate to the

lands along Hanover Center Road. Keeping the “very low” areas along Hanover Center Road provides a place for development. The “very low” areas near Chandler, Laramie, north of North Dogford, and Pinneo Hill should be designated as “sparse” to create a “sparse” district along the foot hills of Moose Mountain. Sparse areas are centered on Three Mile Road. Very low areas are centered on Hanover Center Road.

Hopefully development can occur close to Hanover Center road with open space left in the interior of blocks. This suggests cluster type development. Along Hanover Center Road, it was suggested to combine low and very low with cluster preferred. This will result in low level density and is where rural Hanover should accommodate growth.

In Etna Village, from Trumbull House to Trumbull Hall is the village core with higher densities anticipated.

While some areas do not conform to what we would like the area to be, we do not want to fashion rules that make those areas non-conforming.

Not to be developed lands should used to designate the forested back drop around the downtown.

Development around Hanover Center must be sensitive not to destroy the charm of the existing village.

Should the map show what is there now, or what we would like to see in the future? The map will show what we intend, our concept for future development.

Along Route 10 from River Road to Kendal is very scenic. Free flowing traffic along Route 10 is desirable.

Trescott Road is designated low and very low. Parts are very wet and much of the land is subject to management restrictions to protect water quality.

Stevens Road is considered part of the outskirts of Etna Village. Part is served by sewer and is considered to be moderate. The part not served by sewer is shown as low.

Rennie and Fern are shown as low and may be changed to very low.

Distance- Distance lines are very useful and should be used to predict densities. They allow for a differentiation of density.

The general statement of underlying policy: is to encourage development to occur where development has already happened. Blueberry Hill is an exception; it is difficult to access. In contrast, the birdlands are close to downtown and near a major thoroughfare.

The next meeting will be held on Monday, September 12th at 1:30 PM. The map will be revised.

Meeting adjourned at 4:05 PM.

Respectfully submitted, Vicki Smith, Scribe