

**Residential Project Committee  
Meeting Summary  
19 September 2011**

**Present:** Michael Hingston, William Dietrich, Kate Connolly, Judith Esmay, Jonathan Edwards, Vicki Smith, Judith Brotman

**Minutes of September 12, 2011**

The minutes of September 12, 2011 were reviewed and amended. Kate Connolly made a motion to approve the minutes. William Dietrich seconded the motion. The amended minutes were approved unanimously.

The Committee decided to discuss the “marginally rural” areas of Town to finalize determinations of their character and prospects for the future.

**Greensboro Road/south of Etna Village**

Looking at the draft map of possible future densities, the question was posed: Why is Etna Village ranked “high” and Greensboro Road “moderate”? Greensboro Road is really not rural, but certainly not urban. Given the density of homes there, it is a rural “high” density, but not an urban “high” density. The Committee agreed that it is more appropriate to have a high density along both sides of the road with moderate density to the north of that strip and “not to be developed” to the south of that strip along the southside of the road.

There is tremendous variety in housing stock, much of it back to the 1920s and 1930s. Tear downs are not occurring here yet. The lots along the road are small. These homes are a great resource providing starter home situations. Enabling the creation of more modest sized houses on modest sized lots is desirable as is higher density so more moderately priced houses can be created. The area as a whole is not stable and is likely to be changed over the next two decades. The houses are expensive relative to other houses in the region due to the ability to access the Hanover School system.

The area east and west of the Leavitt property can be distinguished. The area east of Leavitt is suburban but more stable than the west end of Greensboro. There is not as much opportunity for development in the eastern stretch. Commercial uses might be allowed at the intersection of Greensboro and Great Hollow Road. From the intersection, the stretch north toward Trescott Road for some distance roughly up to Stevens Road could have some professional or modest office space. High density can be planned from Cuttings Corner to Stevens Road. Moderate density exists at Cuttings Corner and Berrill Farms when the open space is considered although the developments look more dense.

For the area west of Leavitt, it is suburban all the way to Route 120 but with much more development potential than in the eastern sector. Some areas around College Hill, the LaBombard land and Leavitt land could be developed for more housing.

The attributes of new zoning for this area could be: attain somewhat higher density with Arcadian Mews type development in clusters to accommodate the same buyers as now. This is preferred to the large house development. A sidewalk is needed. There is no public focal point in the Greensboro Road. There need to be amenities to make it more a neighborhood. The Leavitt field could provide such a focal point. Shed 2 development into a recreation center will add another.

Most of Leavitt property is west of the wooded hillside. This is prime for moderate density housing up on hill. The Leavitt property east of the farmstead would be undeveloped.

### **Route 10**

Fullington Farm was rejected as a village center because there is conserved river frontage to the west and steep slopes on the east side.

The Chieftain is the limit of the limit of development, the true edge of Town. Just past the Chieftain rural Hanover begins. The roads along River allow public enjoyment of the River; that should be the primary purpose. Certain forms of recreation would be appropriate but this should not be compromised by the need to preserve an unimpeded view of River and the rural character.

Fullington Farm, the proposed crew facility and the Hanover Nursery School are non residential uses. The College would like to use Fullington Farm for more intensive educational uses. "I" zone is not appropriate in that location. A use could be added that speaks to low density and rural aspect of the area. No one on the Committee expressed an urge to make it different. Along with preserving the farm, no housing is desired, though a golf course or equestrian center might be ok.

Moderate Kendal expansion would be acceptable as long as not a burden on Town services. Most committee members supported increasing Kendal's density and using lot coverage more efficiently as long as the current presence on Route 10 was preserved.

Rivercrest could have higher density than previously proposed by the College and would ideally allow modest scale mixed use retail and service to serve the daily needs of residents and passerby. Our rules are standing in the way of this development being built as we would like and to make it better. Parking rules have changed. Public recreation should also be provided.

On the east side of Route 10 just south of the northern round about there is a single family home and professional offices across street. More moderately priced professional office space needed. Maybe the first floor and second floors of buildings could allow more intense office use. Mixed use should be allowed instead of exclusively business use. CRREL could be re-developed in that way as well. The mixed use residential and business concept could be extended to the Town emergency services building. The appearance on the west side of the street should be residential especially opposite the existing residences on the east side of Lyme Road. This would be part of an attempt to protect that existing neighborhood. The Fletcher/Chandler and Dresden neighbor hoods should be exclusively residential.

### **Trescott Road**

On East Wheelock/Trescott Road there is a transition between rural and suburban at the crest of road at Balch Hill Lane. At the Girl Brook crossing near A Lot there is another transition as the downtown is approached.

The views at the Adams and Hudson farms should be protected. On the north side of Trescott Road is water company land. On the south side of road, piano key lots exist where the front part is restricted. The Appalachian Trail runs through this area.

Partridge Road signals the transition location when coming into Etna. Moderate density is appropriate from there to Hanover Center Road. The Trescott Company land is not to be developed. For now, the Hudson/Adams farms will be shown as low density.

Hanover's rural district should accommodate agriculture and forestry. Jonathan has arranged to have Jim Kennedy address the Committee the next two Mondays to discuss agricultural and forestry in the rural district.

Meeting adjourned at 4:10 PM.

Respectfully submitted,

Vicki Smith, Scribe