

**PLANNING BOARD
MARCH 27, 2012 at 7:30 PM
TOWN HALL, 41 SOUTH MAIN STREET**

In attendance:

Members: Kate Connolly (Selectmen's Representative), Judith Esmay (Chair), Joan Garipay, Jim Hornig, Michael Mayor

Alternates: None

Staff: Vicki Smith, Jonathan Edwards

Others: See Attendance Sheet

1. **MINUTES:** Review of minutes was postponed to the next meeting.

The following 2 cases were heard together. Edwards recused himself.

2. **P12-12 CONTINUATION OF REVIEW OF APPLICATION FOR SITE PLAN REVIEW BY FRIENDS OF HANOVER CREW, AGENT FOR THE TOWN OF HANOVER, PROPERTY OWNER OF RECORD, TO ADD A PUBLIC, SEASONAL, CREW DOCK AT WILSON'S LANDING, 110 LYME ROAD, TAX MAP 8, LOT 20, IN THE "RR" ZONING DISTRICT.**
3. **P12-13 CONTINUATION OF REVIEW OF APPLICATION FOR SITE PLAN REVIEW BY FRIENDS OF HANOVER CREW TO CONVERT FULLINGTON FARM PROPERTY TO A BOATHOUSE AND ROWING FACILITY. THE PROPERTY IS LOCATED AT 108 LYME ROAD, TAX MAP 8, LOT 19, IN THE "RR" ZONING DISTRICT.**

ESMAY read the Notices of Public Hearing. CONNOLLY recused herself from Case 12-12.

Attorney Richard Uchida, of Orr + Reno, presented an overview of the applications. He said the Friends of Hanover Crew (FoHC) is a 501c3 NH non-profit organization. They own the land at Fullington Farm. The Town of Hanover owns the Wilson's Landing site. Wilson's Landing will be home to a dock, purchased & maintained by FoHC, but owned by the Town. Fullington Farm will be the operational home base for FoHC in terms of a rowing facility.

Proposed uses of these sites:

- + Fullington Farm will serve 4 groups – the Hanover High School crew team (HHS Crew), the Upper Valley Rowing Foundation (UVRF) youth programs, Dartmouth's Ledyard Canoe Club, and individual rowers who store their boats at the site. These groups' use of the site will be governed by the FoHC's Operations Plan. In the spring, the site's use is dedicated to HHS Crew and individual rowers. When the HHS Crew season ends, the UVRF youth programs will begin & continue into summer & fall. The site will house up to 20 boats from Dartmouth's Ledyard Canoe Club. These will be older boats that are not used very often. The existing barn will be renovated

structurally. A new boat shed is proposed, as is very limited use of the existing farmhouse for light storage.

- + Wilson's Landing will continue to provide public access to the river. A new dock is proposed.

Uchida said the following permits have already been obtained: (1) NH DOT Driveway Permit; (2) NH DES Dredge & Fill Permit; (3) NH DES Shoreland Permit; and (4) Hanover ZBA approval of a Special Exception, 2 Wetland Special Exceptions, and a Variance. The ZBA imposed conditions of approval to prohibit use of the Fullington Farm site for Outdoor Recreation before 7:00 AM on weekdays and 8:00 AM on weekends & holidays, and limit the number of users that can be on the site at any given time.

Uchida provided a revised Operations Plan, drafted in consultation with Judy Brotman, Zoning Administrator. Sentences were rewritten to adhere more closely to the ZBA's imposed conditions of approval.

Uchida said it is significant to understand the changes that have occurred to the plan to try to accommodate concerns of the neighbors and Board members. HHS Crew practices have been moved to the afternoons. Only 1 boat shed is proposed, and its location is a greater distance from the river than the 2 previously proposed sheds. Use by the UVRF has been limited to youth activities. There were also numerous site design changes made to improve the overall facility in terms of environmental sensitivity, noise, and to be in keeping with the character of the area.

Nik Fiore, of Engineering Ventures, presented a slide show of existing & proposed conditions.

- + Fullington Farm is a 2.4 acre site located in the RR zoning district. It has an existing barn, farmhouse, well, wastewater disposal system, & trail easement that runs through the site.

The barn will be used for pre-practice meetings, consisting of 5-10 minute sessions. Dartmouth's Ledyard Canoe Club boats will be stored in the basement. A proposed 57½'x71' boat shed includes 2 bathrooms, a water fountain, and a gas storage closet with an area to contain gas spillage. Five-gallon gas cans will be filled off-site and stored in the shed. The coaches' 1-gallon cans will be filled in the closet as needed.

The existing well & leach field will be reused, but a new septic tank will be installed out of the water source protection area. The well will be classified as a non-community, non-transient public water supply. The septic tank replacement requires DES approval which has not yet been obtained.

A U-shaped, gravel driveway will be constructed around the barn, along with 53 parking spaces around the driveway. One space will be a dedicated ADA compliant space and 2 others will be signed as ADA, but their use as ADA use is only required during public events. The parking surface will be constructed of high-density, plastic honeycomb, filled with sand, and sit on top of a pervious surface. Pick-up & drop off will occur deep into the parking area. Spectators will be bused to the site. Bike racks are proposed and will be stored in the barn at the end of the season. There will be a series of gravel & pervious surface walkways around the site.

Stormwater will be controlled primarily through subsurface infiltration. Swales will direct runoff from the building roofs to yard drains. Sheet flow will collect at the corners. Post construction runoff rates & volumes are projected to be lower than preconstruction rates & volumes.

The traffic study conducted was for a previous proposal that included HHS Crew practices in the morning. It shows there is an adequate level of service for use of the site in the morning. Traffic that opposes use of the site is the southbound traffic on Lyme Rd. Traffic in the afternoon is lighter and the percentage of traffic heading south is lower than it is in the morning hours. Moving practices to the afternoon will provide a better level of service than there was before.

Waivers Requested:

1. A currently valid boundary survey – Fiore said the site was surveyed in 2006 and there has been no work on the site since then.
 2. The 15' landscaping strip along the southwestern perimeter of the parking area – Fiore said 13 spaces would have to be relocated if a waiver is not granted which will increase the parking facility size into the field. He said it will appear that the buffer exists because the adjoining 7-acre parcel cannot be developed.
 3. Required trees & shrubs around the perimeter of parking areas – Fiore said boat trailers are to be stored between the eastern parking area and the boat shed. Landscaping in that area would hinder the mobility of the trailers. The boat shed will screen the parking area from view.
 4. Landscaping interior to parking areas – Fiore said the objectives of this requirement are met without having to landscape the parking interior.
 5. The required 24' between aisles of parking – Fiore said 22' is requested to minimize impacts on the land.
- + Wilson's Landing is a 2.9-acre parcel created by grant from the Fullingtons to the Town with a 25' wide right-of-way access road, parking lot, boat launch, 8'x24' dock, outhouse, & fencing. A 2nd dock is proposed because the 60' HHS Crew boats cannot be launched from the existing dock & wet launches are not possible either. The proposed 180' dock will allow the launching of 3 boats at a time. It will include a 9'x10' ganglink, which will be ADA compliant, & a bulkhead at the head of the ganglink. The dock & ganglink will be mounted on steel poles. The dock will be 70' from the normal high water line and only a few feet from the low water line. The FoHC will install the dock in the spring, removing the last 60' of it after the HHS Crew season ends. In the fall, all pieces & parts will be removed and stored at the Fullington Farm site in the barn or shed. Boats for coaches' launches will be tethered to the dock, drifted into place so as not to disturb the riverbed. Wilson's Landing will not be used by any parking associated with the FoHC or the Fullington Farm site except to haul parts of the dock to & from the site, by visiting teams during races, and by 1 vehicle to transport gas cans & be left on site for safety reasons.

The dock will be public, open to all. The teams' use of it will be brief & intermittent. The goal is to get in the water and go; not mingle or socialize at the dock.

NH DES and the Army Corps of Engineers looked carefully at impacts to the wildlife, environment, natural resources, abutting docks & properties and deemed them all to be not significant enough to deny permitting.

Board Questions/Comments:

- Does the whole gangway rise/fall with the river?
 - Fiore said the last 30' is hinged and will rise & fall; the rest will not.
- How was the decision made to remove part of the dock after the HHS Crew season?
 - Fiore said there was a lot of public input about visual impacts of the dock. The UVRF youth program does not launch as many boats and can accommodate a smaller dock.
- Why are you dredging?
 - Fiore said Dredge and Fill Permits are required for any work within the river or waterbody. There will be a small amount of excavation for the bulkhead, but that is technically outside of DES' jurisdiction.
- When the 60' dock section is removed, what happens to its support structures?
 - Fiore said they will also be removed, as will the rest of the supports when the entire dock is removed in the fall.
- How are they removed and reinserted?
 - Fiore said there will be augers attached to the steel supports; they are screwed into & out of the ground.
- Does the water level in the ground & in the well rise/fall with the river level?
 - Fiore said the well water level will fluctuate with the seasons; not with the river levels.

Daniel Johnson, of Watershed Studio Architects, presented the proposed 71'x57½' shed details; its location, elevations, and various views of it from different angles. The shed will have 3 overhead doors, 3 boat bays, a 6' roof overhang extension, & concrete apron. Exterior storage will be provided in the back for oars. The shed will be farther from the road than previously proposed to decrease visibility & preserve the meadow characteristics between the barn & river. The exterior will be weathered, wood siding with a green metal roof and have LED, full cut-off lights to meet Hanover's night sky regulations.

Board Questions/Comments:

- How do kids hoist boats onto the top deck?
 - Johnson said by working together using step ladders.
- Is the structure heated?
 - Johnson said no. It will have water & electricity.
 - Fiore said the driveway will be plowed in the winter to maintain fire protection.
- The plan has 2 options for boat shed light?
 - Johnson said that allows for flexibility in terms of availability & cost.
- What is the purpose of exterior lights if there is to be no use at night?
 - Fiore said security. Folks rowing in the afternoons could be returning at dusk.
- Will the lights be manually operated?
 - Johnson said they will probably be on timers.
- Are there any exterior lights planned for the barn?
 - Johnson said the existing light over the door & 1 around the bottom side, near the drop off, by the doors. There are no free-standing lights proposed.
- The Fire Department was concerned about the turning radius at each corner of the barn.
 - Fiore said a single unit fire truck may clip the grass taking the corners at the edge of the parking lot, but there is adequate site to move around it. A ladder truck & even

- the next size down will have to pull in & back out of the site. An ambulance will have access to move fully around.
- Pete Kulbacki, DPW Director, raised questions during Staff Review regarding the size & locations of the infiltration area & leach field.
 - Fiore said Kulbacki's concern was about raising the groundwater level. The groundwater level is about even with the river. Infiltration is near the parking lot. The bottom of the infiltrator is at an elevation of 401'; the river level is at 385'.
 - Kulbacki clarified that his question was whether there would be groundwater mounding & test pits done to see how it infiltrates.
 - Fiore said perc tests averaged 4.5" in the area of infiltration. The leach field area cannot be tested, but he will look at the original design to double check.

Waivers requested:

Wilson's Landing:

1. IX D 3.02c and 6.07e Perimeter survey for entire parcel
2. Landscaping plan

Fullington Farm:

3. IX D 3.02c and 6.07e Perimeter survey for entire parcel
4. XD3aiii 15 foot landscaped perimeter
5. IXD3aiv and v parking lot perimeter planting
6. IXD3b parking lot interior landscaping
7. XE8 parking lot design – 24' aisle

ESMAY noted that a road & utility plan is not marked on the application as having been provided. Smith said utilities & the driveway have been reviewed.

- Smith said the applicant's presentation to the ZBA mentioned signage on Rte 10. Is this still part of the plan?
 - Fiore said no, the traffic analysis shows that the level of service will be adequate.
- Smith asked, from an engineer's standpoint, whether those signs are necessary.
 - Fiore said no. Site distances are really good at that spot.
- HORNIG said the one-hour frequencies you have data for may not simulate the real situation when 30 cars come out from Hanover together. That will be pretty intense traffic.
 - Fiore said the traffic analysis included 50 vehicles in a 30 minute period. That is a fairly accurate representation of what the traffic will be. Practice start times will be staggered, beginning at 3:00, 3:10, 3:20, etc. There will not be 140 rowers showing up at the exact same time.
- HORNIG asked about carpooling?
 - Fiore did not have data on carpooling.

It was moved by HORNIG, seconded by GARIPAY, to approve as complete the submission of Case 12-12 with the two waivers (perimeter survey for entire parcel and landscaping plan). THE BOARD VOTED UNANIMOUSLY IN FAVOR OF THE MOTION.

It was moved by HORNIG, seconded by GARIPAY, to approve as complete the submission of Case 12-13 with the five waivers (perimeter survey for entire parcel, 15 foot landscaped perimeter, parking lot perimeter planting, parking lot interior

landscaping, parking lot design - 24 foot aisle). THE BOARD VOTED UNANIMOUSLY IN FAVOR OF THE MOTION.

Public Comments/Questions:

- HORNIG asked of the depth of the water on the river side of the dock.
 - Fiore suggested 8'-10'.
- HORNIG asked whether kids will swim at the site after rowing.
 - Fiore said he did not know but swimming is allowed there.
- HORNIG said of the farmhouse, empty space has a tendency to be filled.
 - Uchida said the ZBA was quite clear that only limited storage is allowed & was explicit that any other activity at the site requires further review/approval.
- Kathy Harvard, of 12 River Rd, spoke in favor of the application stating that the overall look & uses are consistent with the area's current pattern of mixed-use recreation. This offers another recreation avenue for the community & makes the waterfront available to many. It expands usage that has already been in play & is a valuable contribution to the community as a whole.
- Roger Blake, of Norwich, questioned the depth of the water relative to the water's rise & fall. He advised of his support of crew & benefits thereof, particularly the responsibility it teaches students. This project will benefit 100's of kids & their families.
- Amy Good, of 101 Lyme Rd & HHS teacher, spoke about the impact on the neighborhood and the taking of a public piece of land and putting it into semi-private use. She expressed frustration that this is being sold as solely something for HHS Crew who will use the site only 10 wks of the season. Denying this application will not prevent students from having something beneficial. There is already a dock at this site for public use and lots of other activities at HHS that help kids' development. This very small piece of land was created as a residence, not a boat club. Good asked why a private entity is dictating the use of these parcels and why the Town isn't looking at how best to use Wilson's Landing to benefit the whole community. Putting in a huge dock will not welcome that many more people to the site & HHS Crew's afternoon use will discourage use by other residents.
- Alice Creagh, of 112 Lyme Rd, said aside from the 10-wk HHS Crew season, this provides for a moneymaking operation for the balance of the season, charging for youth rowing programs & boat storage fees. Is this what we want for a residential district? She distributed photos of the Fullington Farm house, spoke fondly of it, and questioned its existing condition, the proposal to discontinue its water connection, & its potential demise. The oldest farmhouse in Hanover needs more respect. Creagh said the public hearing notice for this hearing was mailed 3/16, received 3/17, & listed a material submission date of 3/18. She visited the P&Z Office 3/18 to view the file & was advised the plans were not complete. Though that may be legal, it is not right.
- John Creagh, of 112 Lyme Rd, advised of his participation in the drafting of the Town's 1st Master Plan 30 yrs ago. It included the objective to maintain the scenic nature of this Rte 10 corridor. If that objective has not changed, why are we adding something of this size & magnitude to this RR area?

- Carol Weingeist, of 38 Valley Rd, read into the record a letter she authored advising of an appeal to 1 of the ZBA decisions that has been filed and expressing concern for the historic farm site, character of the neighborhood, impact to the neighbors' quality of life, view impact from the shed, the lack of a parking lot plan & screening on the river's side, the potential for the site to develop into a destination for regional rowers, parking overwhelming the site, monitoring use of the facilities, the need for the additional storage structure, public use vs. private use of Wilson's Landing, & future expansion. She said use of a barn site for staging of a private club's recreational equipment is a distortion of the Zoning Ordinance. These parcels are resources that should be preserved, not developed. Weingeist distributed copies of documents already on record including Bernie Waugh's testimony about the private taking of Hanover's public landing.
- Mike Jackson, HHS Director of Athletics & School District representative, said the school program is in dire need of a rowing facility & venue.
- Jennifer Brendan, UVRF President, said their membership is steady but there is a finite interest in rowing in the community. The concern that this will become a monstrous program is unfounded. People are unlikely to transport their boats to sites they are not familiar with. The UVRF Board recognizes that their continued existence is dependent entirely upon their being good tenants.
- Rowan Carroll, of 27 School St, UVRF Board member & coach, said the river is under-utilized during the early afternoon hours. Fear that rowers' use of the area will scare away others is unfounded.
- Paul Gross, UVRF Treasurer & Hanover business owner, said he resents the characterization of UVRF being a private organization. The UVRF is a non-profit organization that benefits the public, is open to all, & offers scholarships for those that cannot afford the dues. A new dock at Wilson's Landing will enhance public use. It is difficult to use the existing dock. Dartmouth limits single sculls to 3-minute use of their dock, getting in or out of the water. It takes longer to launch a boat. Claims of overwhelming use are completely overblown.
- Rich Brown, of 2 Huntley Rd, spoke of the volume of students interested in rowing & the coaches' control of the students. The proposed buildings will have a fairly light impact on the land. For all the good & enjoyment people will get from using the facility, it is a good tradeoff.
- Blair Brooks, of FoHC & coach, said he feels the scope of the project matches the size & spirit of the land. Utilizing Wilson's Landing for launching & access to the river for students & community members fits well. A key element will be abiding by the Operations Plan relative to the number of rowers & time of use. HHS Crew's maximum use of the landing will be 5 minutes to get in & out of the water. That amount will be cut in half or less for the remaining 4 months of the season.
- Tim Smith, of 3 Conant Rd, said Wilson's Landing is already used by people outside of Hanover. He expressed concern for wilderness advocates & youth advocates stating that you don't become an advocate of a river if you've never been on it. From a youth perspective, he said those 140 kids that want to use the site are not sure why they are being held out from using this piece of public property.

- CONNOLLY clarified that if the dock is permitted, it will belong to the Town of Hanover. It will be a public dock & its use will be unrestricted.

Applicant rebuttal:

- Uchida said the ZBA appeal does not stop the Planning Board action from going forward. The current application includes a memo from town counsel stating that the Fullington Farm parcel can be used for any uses permitted under the Zoning Ordinance. The shed was designed to be in keeping with the agricultural nature of this area. Relative to river screening, the applicants feel there is ample screening in existence. The ZBA has determined the appropriate use of rowing machines at Fullington Farm. FoHC's use of the site will not overrun the site. There are limited periods of time our boats will be on the site. Those times are also subject to an agreement with the Board of Selectmen.

Board members' follow up:

- What are the plans for maintenance of the existing farmhouse?
 - Uchida said the house is in keeping with the agricultural nature of the neighborhood & property. We'd like to preserve it.
- It was previously suggested a caretaker would reside in the house, and/or meetings would be held there. Are those still possible?
 - Uchida said no, they were removed from the proposal.

There being no further public comment, ESMAY closed the public hearing. She noted the receipt of email correspondence from Peter Spiegel, Carter Dodge, Robin Carpenter, Lizann Peyton, and receipt of a petition in favor of the application, signed by 513 persons.

HORNIG asked for a more specific assurance from the applicant regarding maintenance of the farmhouse, both exterior & interior, and how it is included in the FoHC budgeting plans.

MAYOR spoke about river maintenance and the favorable impact of the preservation & improvement of waterbody environments when rowing facilities are established & used regularly. As such, he said he is not substantially concerned with this proposal's impacts on the gateway function on the northern access to the Town of Hanover. This would enhance it.

Connolly & Edwards rejoined the Board & staff.

It was moved by MAYOR, seconded by GARIPAY, to continue this matter to a site visit on April 3, 2012 @ 6:00 PM. THE BOARD VOTED UNANIMOUSLY IN FAVOR OF THE MOTION.

4. OTHER BUSINESS:

Joint meeting – Planning Board & Board of Selectmen: The Board accepted the Selectmen's invitation to meet with them. The meeting date is to be determined.

Residential Zoning Project: Edwards said he is working on preparations to hire a consultant.

Upper Valley Lake Sunapee Regional Needs Assessment Technical Report: copies of the Report were distributed to the Board. The Board agreed to meet with the AHC to hear Anne Duncan Cooley present the Report's findings.

Joint meeting – Hanover & Lebanon Planning Boards: The Board agreed to meet with Lebanon to discuss various financing opportunities to provide non-traffic related mitigation along Route 120.

5. ADJOURN: The meeting adjourned at 10:20 PM.

Respectfully submitted,

Beth Rivard