

**Planning Board  
Site Visit  
Saturday, January 16, 2010  
Friends of Hanover Crew**

**Present:** Judith Esmay, William Dietrich, Peter Christie, Kate Connolly, Iain Sim, Michael Mayor, Joan Garipay

**Others:** see attached list

Kate Connolly recused herself.

The tour of the Friends of Hanover Crew (FoHC) property and Wilson's Landing began at the barn. The coaches' launches and Hanover High School rowing shells are stored in the barn. The High School program owns 12 eight-person boats and two four-person boats. Oars will be stored year round in the proposed sheds. When the program is running, active boats will also be stored in the sheds instead of the barn. Each eight is about 60 feet long. John Creagh wondered why the boats could not be kept in the barn year round in order to eliminate the need for the sheds. Evidently, ninth grade girls have a hard time maneuvering the 200 pound boats on land so the sheds allow for a shorter handling time. John wondered if those girls could use Dartmouth College rather than having to build the sheds for them. The coaches would prefer to have the whole program operating out of one location.

Only Upper Valley Rowing Foundation and Hanover High School boats will be stored on site. No visiting programs will operate from the proposed facility. The proposed operational plan sets out limits for the program. To go beyond those limits, FoHC would need to come back to the Planning Board.

Use of a school bus to pick up the rowers is being considered by the SAU office. An answer is expected before the February 2 meeting. The 52 parking spaces and looped driveway were pointed out. One tree will need to be removed to accommodate the driveway. A three foot high berm will screen the parking from the access road to Wilson's Landing.

Nik Fiore, a consulting engineer, described his analysis of traffic conditions. Of concern are the close to fifty student-driven cars pulling out into rush hour traffic travelling at speeds 50-55 miles per hour in a passing zone. Nik said the State might consider removing the passing zone to increase safety in that stretch of road. He counted 80 gaps in traffic lasting the 6.5 seconds needed to exit the site. The traffic volume is higher between 7:30 and 8 than between 7 and 7:30. It was pointed out that the rowers currently exit Ledyard during rush hour and have to cross a lane of traffic. A question was raised as to whether there would be an impact at the already congested round-about and in front of the Richmond Middle School. A parent volunteer assisting at the exit was suggested.

The site visit continued as the group walked across the field behind the house to the area proposed for boat storage sheds. Poles had been erected to show the location and height of the sheds. Nik Fiore explained how the proposed storage sheds had been oriented to protect views of the river from the access road and from the Creagh's house. Julie Stevenson explained that

ideally the sheds would be oriented perpendicular, rather than parallel, to the River in order to maneuver the boats more directly from the sheds to the access road and the landing. The area to be used for Dartmouth College for canoe and kayak storage was also staked out and though adjacent to the proposed Friends' sheds will be built separately. The Creaghs expressed dissatisfaction with the sheds and the impact the sheds will have on their view. They believe the boats can be stored at the barn. Carol Weingeist displayed a picture which showed the view in the summer from the access road across the field down river. In her opinion, the storage sheds will change that rural view significantly. The western and southern boundaries of the lot were pointed out. Lights will be needed on the barn and the sheds as students will be practicing at dawn.

The group proceeded to Wilson's Landing. Nik explained why the dock will need to protrude so far into the River. The dock needs to provide access to the River beyond the top of the old riverbank. Between the bank and the top of the old riverbank, the water is very shallow and with the fluctuation of the River level, the coach's launches may be grounded if the dock is located closer to the present bank. The gangway will be elevated about 8 inches above high water. The dock will have no lights but will have reflectors to warn on-coming boaters.

Carol Weingeist pointed out Caryl Collier's concern about the convex shoreline. Convex shorelines collect sediment while concave shorelines do not. The shoreline at Wilson's Landing is convex. Those at the Chieftain and Dartmouth are concave. Caryl was concerned that the dock would change the natural function of the shoreline and impact the habitat it provides. Nik responded that NH DES would be looking at that. The application to DES will be available for the public to review at the Planning Office. Winnie asked if a copy of the full application could be kept at the Howe Library.

Carol also suggested that a hydrological study be undertaken. Nik said that FEMA had considered this in the context of flood mapping but since the watershed for the Connecticut River is so big, they had decided against it. He felt that such a study was not warranted for such a relatively small proposal.

Details of the dock structure were discussed. The only attachment of the dock to the shore will be to the concrete pad. A series of posts either with feet or augured into the riverbottom will anchor the dock.

There will be at most the loss of one parking space at Wilson's Landing. The access to the dock will be marked by two 6"x6" posts. There will not be a "no parking" sign to prevent parking in front of this dock access point. Alice Creagh pointed out that DES regulates when they put in their dock. Their dock can be in the water from May through October. She wondered if FoHC would be able to put in the dock in late March. She worried about debris being carried by the River and whether it would be collected at the dock. Nik said the water would carry any debris away. An alternative to taking the dock in and out each year is to have the dock in all year long as Dartmouth does. May 29<sup>th</sup> will be the end of the high school season this year. Carol Weingeist displayed a picture of the River taken from Wilson's Landing and noted how the view would be changed by the proposed 180 foot dock.

The meeting was adjourned at 12:30. Review of the proposals will continue on February 2 at 7:30 PM at the Town Offices.

Respectfully submitted,

Vicki Smith  
Scribe