

Approved: 14 November 2007

**Hanover Conservation Commission  
Minutes, October 10, 2007**

Members present: Robin Carpenter, Judith Reeve, Michael Mayor, Douglas McIlroy (scribe), Sandra White, Ray Hogue

Staff: Vicki Smith

Select Board: William Baschnagel

**Chieftain crew dock**

1. Charlie Hirschberg, consultant to the Chieftain Motor Inn, presented current plans, in order to obtain advice about a revised application to be submitted to DES. The plan he showed had been revised since the plan that the Commission had received, in particular by reducing the distance that the dock extends into the water from 50' to 40'. He said the wetlands bureau is concerned that the dock far exceeds normal limits, and explained that for the intended use a wide approach ramp is necessary in order for a crew carrying a 60' shell to negotiate the turn onto the launching dock parallel to the shore, and the 150' frontage is necessary for two crews to launch boats simultaneously, a process that takes some time. This is important for Hanover High crews that have only a limited practice period.
2. The method of installation and removal and the anchoring of the dock was discussed at length (written description on file). Struts from the dock will be tied to sonotubes behind the cement blocks at the top of the rip-rip; chains will tie the ends of the transverse to shore; and 10 150-pound deadmen (installed annually) will be attached around the periphery. Jody Roberts of the Chieftain anticipated that a crane will be used for annual installation and removal.
3. Roberts said that all work required under the previous wetland permit for bank stabilization was complete except for planting in the rip-rap.
4. There will be no parking near the waterfront. A gate will exclude traffic other than for boat delivery. Trucks delivering boats to racks outside the 75' wetland setback will have to return uphill to park at the motel. A fence, already installed, will keep vehicles out of the setback. Turning will be tight, so vehicles would likely churn up the area if it were seeded; a crushed-stone turning pad will be provided. Concerned about the effect of concentrated foot travel carrying boats to and from the dock, Hirschberg proposes to lay a path of bark mulch.
5. The Commission expressed support for the purpose of the dock and expects to receive for final consideration a completed application like the design Hirschberg presented with this additional information:
  - soil from sonotube excavations to be removed from setback immediately
  - permeable pavement (e.g. crushed stone) turning area to be shown on plan
  - bark mulch path to be shown

- statement that no fuel will be stored in setback

### **Cimis shoreland repair**

1. Carpenter read a report on a site visit to view the Cimis shoreland repair, and expressed the opinion that this project is too challenging for the expedited approval that had been sought. The property is on Goose Pond. The application seeks to replace 50' of failed log bulkhead that protects the Cimis camp, the porch of which extends right to the top of the bank. The project would entail cutting and grading a 12'-wide path through the wooded setback to get construction equipment to the site.
2. Sheila Cimis said they had talked to DES and learned that their idea of building a 3:1 rip-rap bank out from the existing shoreline was unacceptable. Their contractor, Dana Key, proposes instead to build a vertical wall of large stone. There is no documentation about the project as currently envisaged.
3. McIlroy asked whether building a timber bulkhead could avoid the need to cut an access path. Dr. Cimis said he was reluctant to use treated lumber in the water.
4. Carpenter pointed out that the project would need a special exception besides the DES permit. For that purpose all work in the wetland setback, including the temporary access path for equipment, needs to be shown, with associated erosion control and construction sequence. Work at Goose Pond must meet floodplain and shoreland act requirements as well. Baschnagel suggested it could be helpful to hire an engineer familiar with wetland procedures. No action was taken.

### **Resource stewardship**

1. Smith said a licensed herbicide applicator has been located for invasive-species removal work at Mink Brook. All neighbors but one have granted permission to extend work onto their properties if necessary. Barbara McIlroy is organizing a volunteer work day.
2. Smith is negotiating to have brush cut on the bank at Pleasant Street. Rather heavy woody stems have grown since last cutting, so the cost of work may exceed income from the Pleasant Street endowment. It was agreed that the small difference be taken from the regular operating budget.
3. The trails committee wished to apply to DPW for a permit to remove brush and 35 downed trees from Old Spencer Road (proposal on file). Approved unanimously.

### **Administrative business**

1. Reeve called attention to a new minutes-taking schedule and asked that persons who can't make their assigned day find substitutes.

### **Committee reports**

1. *Open space.* On behalf of Anne Morris, Smith said that the Rennie Road easement project is moving along and a new appraiser has been selected. Similarly progress is being made on a Richardson-Croall easement.
2. Members were admonished to complete their annual easement monitoring by year's end. Some minor shuffling of monitoring assignments occurred.
3. *Trails.* McIlroy reported that Youth in Action volunteers will work on the River Trail, weather permitting.
4. Tom Linell and McIlroy scouted the trail easement along Blodgett Brook. It's infeasible to put a trail in some sections of the easement, which was drawn up without regard to topography. McIlroy said there should be consultation on trail easements obtained in subdivision and site-plan negotiations. Smith said such arrangements are no longer initiated by the Planning Board; the Commission should make suggestions. A current case in point is the Hanover Woods application, where an easement should be sought connecting to the Gile Community housing project and the Mink Brook Nature Preserve.
5. Ron Bailey, who has maintained near-town trails for some 20 years, proposes to retire from that role within about a year. Reeve said he always put in more work than he was paid for. McIlroy believed the \$750 line item for that job had never changed to reflect inflation. To help attract a replacement, this should be adjusted in the next budget round. Smith said that for work in Pine Park the College kicks in some more money. McIlroy was authorized to contact a candidate.
6. Omer and Bob's Sportshop responded willingly to a request to fix a map (reported in September) that incorrectly showed a bike trail through Indian Ridge.
7. *Wetlands.* Smith said that the ad-hoc wetlands committee, meeting since March, had presented a proposed zoning amendment to the Planning Board the previous evening. Reeve praised the leadership and hard work of Arthur Gardiner in guiding the group to a more coherent process model than we have today. Formal hearings have yet to occur.
8. *Rural.* Smith said the rural committee hasn't been blessed with the same leadership, but perhaps that is changing. Much data has been gathered, but this round will likely produce zoning proposals only about steep slopes, not about visual impact (ridgelines).

### **Minutes and other business**

1. September minutes were approved with corrections.
2. A final report has been presented on phase 1 of the UVLSRPC's study of the Route 120 corridor in Hanover and Lebanon. The Planning Board will discuss the report in November. Baschnagel said that attention so far has been given to growth scenarios: jobs, housing, traffic, etc., but a vision of how that fits into the unique natural characteristics of the corridor and the survival of wildlife is not fully formed. McIlroy perceived a difference in resolve between the way development- and conservation-oriented objectives are set forth in the vision statement, highlighting the need for conservation input and study in phase 2.

