

Friends of Hanover Crew
PO Box 855
Hanover, NH 03770

Friends of Hanover Crew
Proposed Wilson's Landing Operational Plan

REVISED DRAFT (Ver. 4) – January 25, 2010*

I. Introduction

In April 2008 the Friends of Hanover Crew (FoHC), a non-profit organization consisting of parents, coaches, and supporters of rowing at Hanover High School, signed a purchase and sale agreement with Dartmouth College for the “Fullington Farm” property on Route 10 adjacent to Wilson's Landing. FoHC's vision is to provide a permanent home and river access for the Hanover High School crew team, and for rowers affiliated with the Upper Valley Rowing Foundation (UVRF), the Hanover non-profit organization that runs rowing programs for members of the community.

Currently, the high school and community programs run off the Dartmouth rowing docks. Under the terms of the purchase and sale agreement with Dartmouth College for the Fullington Farm property, Dartmouth has given FoHC two years from June 2008 to obtain the necessary zoning special exceptions and permits to use the property as a rowing facility, or the property reverts to the College through a re-purchase clause.

Hanover is fortunate to be situated next to the Connecticut River, widely considered to be one of the best places to row in the United States. The major drawback to this incredible resource is a lack of access for crews. Launching a sixty-foot rowing shell requires more than a small public boat launch or path down to the river. Right now, while the high school and community programs run off the Dartmouth rowing dock, neither the school nor the community has its own boathouse or guaranteed access to the river from which to row. While the Chieftain Motel has a rowing dock, it is on a commercial, private property, with financial, site and river access limitations that make it unsuitable for the spring high school rowing program. There is little to no property on either side of the Connecticut River within ten miles of Hanover that is suitable for a rowing facility or in the realm of affordability. The Fullington property is, indeed, unique.

Wilson's Landing is an essential component of this vision because the Fullington Farm property's direct access to the river is extremely limited by the shape of the lot, existing easements, steep riverbanks and the shallow lagoon between the property and Wilson's Landing. FoHC's vision to provide a public rowing facility for the Upper Valley community is dependent, therefore, on its ability to install a rowing dock on Wilson's Landing and use the area for launching and landing rowing shells.

* Attached as Appendix 1 is a one-page summary of the proposed daily use of Wilson's Landing.

II. Existing Conditions

Wilson's Landing is a roughly 2.98 acre parcel of land on the Connecticut River that is accessed by a one-lane gravel road over a 25 foot wide public right-of-way over FoHC's Fullington Farm property. The access road crosses a gravel earth bridge onto a gravel parking area. Currently Wilson's Landing has a small, high, wooden dock suitable for motor boats, and a gravel boat launch ramp to back motor boat trailers into the river. The existing dock is not suitable for launching sixty-foot crew shells or even any smaller crew boats: it is too high off the water, is too short, and has a railing that interferes with boat "riggers" attached to the sides of crew shells. Its ramp and height make it less than optimal for canoe and kayak launching, and it is not handicap accessible.

FoHC's 2.4 acre Fullington Farm property is bordered by Dartmouth College conservation land to the southwest and Route 10 to the southeast. The property consists of a farm house, a 75 foot by 45 foot barn and two small accessory sheds. The Connecticut River and Wilson's Landing, a public boat launch, are northwest of the property. A single family residential lot, owned by John and Alice Creagh, borders the property to the northeast. A 25 foot wide public right-of-way exists along the northeast property line and provides access to Wilson's Landing.

III. Proposed Improvements

On the Fullington property, FoHC proposes to use the barn to store shells and other boats and the house for mixed use including a meeting room, equipment storage, and potentially a one to two-bedroom apartment for a caretaker. The site will require a new driveway and a parking area, construction of boat storage sheds sited as close to the Landing as practical, and a foot path to the water. The barn will be renovated for structural safety and for boat storage and maintenance and accessory uses. The farmhouse will be renovated to provide meeting space, equipment storage, and a caretaker apartment.

On Wilson's Landing, FoHC proposes purchasing, installing and maintaining a separate dock, south of the existing dock, which, during the spring high school rowing season that runs from April through the first week of June, would be approximately 180 feet long, parallel to the river current. At the end of the high school season, FoHC would be willing to remove 60 feet from the dock, leaving it at 120 feet for the remainder of the summer and fall season. A ramp would connect the dock to the shore – crew shells will launch and land from the river side of the dock, motorized coaching launches will launch, land and be stored on the shore side of the dock. The dock floats on the river, resulting in a very low profile (approximately six inches off the water). Only approximately 24 feet of shoreline would be disturbed by the installation of this dock. FoHC would remove and store the dock and ramp on its Fullington property at the end of the season in November, and install them in mid-March.

A 180-foot dock accommodates the simultaneous launching or landing of three "eights," which are 60-foot crew boats carrying eight rowers and one "coxswain" who steers and

commands the shell. Dartmouth College's dock is 180 feet in length, and the Chieftain's dock is 150 feet long. Being able to launch or land three crew shells at a time is imperative for the high school rowing program, because it minimizes the time (and noise) on the dock and maximizes the time the crews are on the water rowing. There is only a limited amount of daylight before school or the workday begins, and it takes approximately 5 – 7 minutes to launch a boat. By launching/landing three crew shells at a time, the high school can get its 12 – 14 boats out on the water in 20 – 25 minutes – add the time it takes to land and put away the boats to this, and it leaves about an hour to an hour and a half for actual rowing practice. Because the summer and fall community rowing programs are significantly smaller in size than the high school program, a 120 foot dock would be sufficient to accommodate their needs.

FoHC will be responsible for installing the new dock each spring, shortening it from 180 feet to 120 feet at the beginning of June, removing it each fall, and providing for its maintenance. FoHC will install, maintain and remove the dock in accordance with the standards and conditions specified by the relevant local, state and federal permits, and will consult with the Hanover Department of Public Works in doing so. FoHC programs should have first rights to use the rowing dock, but the dock will not be exclusively for FoHC/rowing use, and will be available at all times for public use as well. Rules should be posted in order to clarify the use of this dock, as is the case with the Dartmouth docks now.

In addition to providing access to the river for the Hanover High School crew team and for the general public through the community rowing programs, the FoHC dock would also provide the town with another unique and valuable resource: a handicap accessible dock. The ramp and low profile allow for wheelchair access. Currently, there are no public handicap accessible docks in the Upper Valley area. Additionally, the FoHC dock would be better suited for canoes and kayaks.

The existing Town dock will remain in place, and will not be used by FoHC.

As explained in more detail below, while rowing programs run during the spring, summer and fall, spring is the season of highest use because that is the only season for the Hanover High School crew, which is a school-sponsored varsity sport. The program's current hours of operation, which are expected to continue, are from 5:00 a.m. to 7:30 a.m. during the weekdays, with occasional Dual Meets and a Regatta. As explained in more detail beginning on page 8 of this document, FOHC agrees to continue to hold its large Regatta from the Chieftain site, and limit the number of its Dual Meets to a maximum of three.

While the "hours of operation" are from 5:00 a.m. to 7:30 a.m., it is important to note that activity on the Fullington property and Wilson's Landing is limited to the time periods when the crews launch or land their shells – during the one and one half hour practice time, the crews are out on the water and there is no activity on land.

The high school spring season runs from ice-out, which is approximately the 3rd week in March, give or take a week or two, through the first week of June. Based on the daily observations of the HHS crew coaching staff this spring, consistent with our experience over the past twelve years, during this time period there is virtually no use of Wilson's Landing. From our initial day on the water, April 1 this year, to the date of the first draft of this document (May 20), we have observed only one truck parked on the landing during the time period we are on the water (our practices run up to Wilson's Landing on a daily basis). During the early morning, weekday hours of our operations, it is dark, cold and not particularly hospitable to general recreational use of the landing. Moreover, the existing Wilson's Landing dock is not usually installed by the town until approximately May 1. Therefore, we do not anticipate any appreciable conflict with the use of Wilson's Landing by other members of the public.

The proposed operational plan is based on the high school and community programs in place presently being run off the Dartmouth crew docks. The size and duration of these programs have been relatively stable over the past five years. Although no expansion of these programs is planned, given concerns raised about the potential for unchecked growth of rowing out of the facility, FOHC is willing to limit the use of the facility to the existing high school and community programs outlined below, and to not increase these numbers without first seeking permission from the select board.

III. Proposed Operational Plan

Dock storage/maintenance: FoHC will be responsible for **installing** the dock in the spring (during the time frame of March 15 – March 30, depending on the conditions); **shortening** the dock from 180 feet to 120 feet during the first week of June, **removing** it in the fall (at some time the week before to the week after Thanksgiving, depending on conditions); **storing** it either on the Wilson's Landing site or on FoHC'S Fullington Farm property, depending on the preference of the Selectboard; and attending to any required **maintenance or repair** of the dock, its ramp, bulkhead, or the footings.

A. "Winter" (Approximately Thanksgiving through March 15 – 4 months)

No proposed use of the landing.

B. "Spring" (Approximately March 16 through June 1 – 2 1/2 months)

HANOVER HIGH SCHOOL: This is the period of most intense use, as it is the Hanover High School crew season. Crew is a varsity spring sport at the High School. The program has consistently had 100 – 120 students participating each spring for the past 5 years. Due to the size of the school, and the relative stability of the program numbers over the past 5 years, we do not anticipate this number increasing or decreasing significantly. The high school program therefore launches from 12 – 14 crew shells each morning.

COMMUNITY ROWERS/UVRF: The community rowing program, run by the Upper Valley Rowing Foundation, offers a spring rowing session open to the general public.

The UVRF program generally starts six weeks later than the high school program, beginning in mid-May, and has been limited to two “eights” worth of adult community rowers.

INDIVIDUAL SCULLERS/PRIVATE SMALL BOAT OWNERS: The proposed site plan for Fullington Farm includes storage space for small boats (one person “singles” or two-person “doubles”) owned by community members and owned by UVRF. There is no use of UVRF club boats in the spring. Use of privately-owned boats by community members during this period is relatively limited and sporadic until the water temperature warms up in mid-May. Based on current experience at the Dartmouth facility, where there is storage space for 30 boats during the spring season, approximately 5 – 10 of the 30 boats are used during the spring season, roughly split between morning and afternoon/evening time slots. Scullers have very little auditory/visual impact: the boats are small (more akin to a long, skinny canoe or kayak), the rowers are not part of a large team or group, there are no coaches or motorized launches accompanying them, and rowers launch/land either alone or in groups of 1 – 3.

Days of week: Monday through Friday

Time of day:

MORNING practice

Launching: High school: 10 – 12 boats between 5:10 and 5:30 a.m.; UVRF (beginning mid-May) launching 2 shells between 5:45 and 6:00 a.m. Landing 10 – 16 boats between 7:00 a.m. and 7:30 a.m.

Number of rowers: Approximately 140 (HHS 120; UVRF 20)

Number of additional personnel (coaches, parent volunteers): 12

Number of crew shells: 12 – 16 boats

Number of coaching launches: 8-9

NOTE: morning is the standard practice time for crews for a number of reasons: (1) the weather conditions are better, mostly in terms of less wind and an absence of thunder/lightning storms; (2) there generally are no other boats (fishing boats, water ski boats, pleasure boats, canoes, kayaks, swimmers, etc.) on the water in the morning; (3) coaching availability – crew coaches tend to work full time “day” jobs and are generally not available in the afternoon to coach on a regular basis; (4) there are fewer scheduling conflicts with students other activities (e.g. doctor’s appointments, etc. – unlike, e.g., soccer, crew shells can’t launch without the full complement of rowers); (5) for adult rowers, the morning is usually the only free time slot available; and (6) parent volunteers, who provide safety back-up and maintain launches, are usually only free at this time due to work obligations.

Since November 2008, FoHC has met several times with neighbors to discuss the Fullington Farm/Wilson’s Landing project, share preliminary site plans, and to learn about specific issues and concerns. Several changes to the proposed Fullington Farm site plan have been made in response to these meetings. The proposed U-shaped, one-way driveway off of Lyme Road, with head-in parking accessed directly from the driveway, is designed to prevent headlights from shining into the abutting house and to minimize

vehicular conflict with users of Wilson's Landing access road. Certain outbuildings and trees identified by neighbors as being important to the visual aesthetic will be preserved, and the boat storage racks and parking sites have been located specifically to maintain the Creagh's open meadow view. Site activity will be consolidated to the barn area and to the active-use boat storage sheds near the river. Pre and post practice meetings will be held at the barn and rowers will walk down a foot path to access the road to Wilson's Landing at the north corner of the property, and then walk on the road to access the river. Storage for the boats that are used on a daily basis will be near the foot path intersection with the road. While for rowing purposes optimal placement of the boat sheds would be parallel to the access road, in order to minimize their profile and impact on the neighbor's view of the river across the existing meadow, FOHC will place these perpendicular to the road, tucked down into the grade and placed as close to the existing vegetative screen by the river bank as possible, even though these changes increase the cost, and place the sheds where a special exception will be required. In addition, FoHC will agree not to use electronically amplified sound devices, such as bullhorns, on Wilson's Landing or on the Fullington property before 7:00 a.m. or after 6:00 p.m. except in the case of emergencies.

In addition, efforts will be strenuously pursued to educate and supervise rowers about the need for respectful quiet in the morning while launching and landing shells, and a clause will be inserted in the contract with the community rowing organization, UVRF, which requires the same. Existing car-pooling and drop off arrangements will be promoted and further encouraged to minimize traffic entering and exiting the property during the morning hours. Except for a single vehicle containing gasoline and similar bulky or heavy materials or safety or accessory equipment such as boat parts or spare oars, parking by FoHC and UVRF rowers will not be permitted on the access road or the landing. Further changes may be made as the planning process progresses.

AFTERNOON

Dartmouth College's contract with Hanover High requires the school to limit practices to weekday mornings. For the reasons noted above, we plan to continue with a morning practice schedule, but also plan to take advantage of the opportunity to row in the afternoon from time to time. At most, on a regular basis, this would consist of six shells launching and landing during the 3:30 to 5:30 time period. Occasionally the whole squad might row in the afternoon. For example, after returning home late from a Wednesday afternoon away race, we would hold a Thursday afternoon practice instead of a morning practice. **NOTE:** If the afternoon time slot is used by a crew, it is because they are not rowing in the morning – so the total number of practices/uses of the Landing will stay the same and not increase, but the number of rowers in the morning may decrease.

Crew Shells: Boats and oars will be stored on the Fullington property in boat sheds located on the northwest corner of the Fullington Farm property as close to the water as possible. The shells will enter the Wilson's Landing access road at a single point closest to the river to minimize the distance the crews have to carry shells on the access road.

FoHC considered other possible entrance points to Wilson's Landing or to the river in order to avoid the access road entirely. These include building a bridge from the Fullington site directly to the Landing, accessing the river directly from the Fullington property, and widening the access road to provide a crew shell lane. Unfortunately, these alternatives were either physically impossible due to lot lines, or raise federal, state and local permitting, easement and conservation issues that are potentially insurmountable and are cost prohibitive. However, because heaviest use for rowing does not coincide appreciably with peak use by other citizens, there should be no conflict with this use of the driveway on Wilson's Landing itself.

Motorized Coaching Launches: 8 – 9. These will be kept during the spring season on the shore side of the dock. They will be chained securely to the dock so that they cannot be used by non-authorized personnel. The motors will be locked to prevent their removal. The gas cans and “kill switches” will be removed after each practice and stored in a locked secure site on FoHC'S Fullington Farm property. (While we initially proposed to remove the gas lines as well, on reflection it would minimize the already small chance of gas leakage if the lines were left attached to the motor and left inside of the launch.) While construction of a small gas storage shed on Wilson's Landing would be preferable, we do not believe this is possible because the Landing is located in the flood plain. Gasoline supplies shall, therefore, be stored on the Fullington property, not on Wilson's Landing.

FoHC understands the concern about a potential “marina effect” from storing the coaching launches on the dock. FoHC believes this should not be an issue for several reasons: (1) because of natural screening from the existing trees and shrubs along the shore, neither the dock nor the launches will be visible from Fullington Farm, abutters' property, from Route 10 or from the parking area of Wilson's Landing (it will be visible to those picnicking at the water's edge, however); (2) for at least five months of the year there will be no launches or dock at all; (3) the launches and dock are low profile and neutral colors; and (4) except for the 10 weeks in spring when the full HHS Crew program is in operation, there will only be four or fewer launches on the dock. Finally, these launches are currently stored on the shore of the river further downstream, and there have been no complaints about a marina effect.

Safety Considerations: Boat launching and landing takes approximately 20 minutes for the 12 – 14 crews launching three boats at a time. In the morning, this will be from approximately 5:10 a.m. to 5:30 a.m. (launching) and 6:50 to 7:10 (landing). In the afternoon from approximately 3:30 to 3:50 (launching) and 5:15 – 5: 35 (landing). During the launch/land times, the crew shells will be carried from the closest corner of the Fullington Property to the dock on Wilson's Landing. Crew shell movement is supervised by a non-rower (“coxswain”), and by the coaches responsible for the boats. Each coach is responsible for two crew shells. A corps of six parent volunteers is responsible for the launches, and is also available for additional transport supervision if necessary.

Based on our daily observations over the past six weeks, which is consistent with our experience over the past 12 years, there is little to no vehicular traffic on Wilson's Landing at the morning launching and landing times. We have no similar experience for the afternoon times, but in the event of a situation where a vehicle and a crew shell are nearing the one closely shared access point over the culvert to the landing, we believe there is adequate room and will be adequate supervision to avoid any conflict. All FoHC-related vehicles will be parked on the Fullington Farm property, and will not be parked on the Landing or on the access road. If any other Wilson's Landing users' vehicles are parked along the Wilson's Landing access road or on the landing itself in the afternoon, they would have to be parked so as to allow other vehicles ingress and egress to the landing, which is sufficient room to maneuver a crew shell safely around them as well. It would be prudent, however, to establish one "no parking" zone directly in front of the ramp to the crew dock, with details to be worked out with the Selectboard.

Parking: There will be no vehicular parking associated with FoHC or UVRF programs on the Wilson's Landing site or the access road. Parking will be on the Fullington Farm property, and will be minimized as much as possible through the use of carpooling and drop-offs. The proposed site plan for the Fullington Farm includes approximately 50 parking spaces. With carpooling and drop-off already strongly encouraged by the team, the hours of operation, and the limited number of student drivers and student parking spaces at the high school, the total number of cars currently being parked at the Dartmouth site on a daily basis is approximately thirty: this includes coaches, parent volunteers and student vehicles. We do not expect this number to be greater or much different at the Fullington site.

Days of week: Saturday and Sunday

Practice: Neither the high school nor the community rowing program currently hold practices on the weekend. There is currently scattered and sporadic use of the Dartmouth rowing dock by private boat owners in singles and doubles on the weekend, which would be expected to continue at Wilson's Landing once the new dock is in. As mentioned earlier, this is generally limited to 5 – 10 outings over the course of the day.

Races – Dual Meets & Regattas:

Dual Meets: During the spring season, the high school hosts 2 to 3 afternoon "dual meets" racing a team from one other school during the week (generally Wednesday afternoons). They are run from approximately 4:00 pm to 5:30 pm. The visiting school arrives at approximately 2:30 and leaves by 6:00. The visiting school's bus, truck and crew trailer will be parked at FoHC's Fullington Farm property. For these meets, FoHC proposes to continue its current practice of requiring parents and athletes to park at the Richmond Middle School and use shuttle buses to arrive and leave the Fullington Farm site. Coaches, officials and race volunteers (approximately 15-20 cars total) will park at the Fullington Farm site. There will be no parking by those associated with the dual meet on Wilson's Landing. A team of volunteers will be assigned to direct crew shell launching and landing and monitor and direct vehicular traffic on Wilson's Landing.

Based on our observations over the past 5 years of traffic on Wilson’s Landing during race times, we do not believe it is necessary to close Wilson’s Landing to other public use during dual meets. One month prior to any dual meets, we will notify the Town of the intended date and time of the race, and will post signs on Wilson’s Landing advising the public of the same, and notify them that the landing will remain open for use by the non-rowing public during that time. We propose that a team of FoHC volunteers will direct parking on the landing to coordinate and facilitate movement of crew shells and non-crew vehicular traffic.

Regatta: During the spring season, the high school hosts one larger regatta, the Hanover High School Invitational (which is also serves as the NH public school championships) that involves four to six other teams. We host this regatta from the Chieftain site, using the Chieftain dock, and will continue to do so rather than host this regatta from Wilson’s Landing. There will be some parking on the Fullington Farm property by coaches, officials and volunteers who need access to the coaching and safety launches during the HHS Invitational. There will be no parking on Wilson’s Landing.

Non-FoHC Use of Crew Docks: While the crew docks will be available for public use for recreational purposes, we do not anticipate such use in the spring during practice times. During the spring, FoHC shall allow no other organization to use the Fullington Farm property as a site for any regatta or racing event without the specific prior concurrence of the Town.

C. “Summer” (Approximately June 15 through August 31 – 2 ½ months)

COMMUNITY ROWERS/UPPER VALLEY ROWING FOUNDATION

(“UVRF”): The summer is the main season for the community rowing programs, run by UVRF. While UVRF rowing programs are open to all adults and youth, men and women, from the complete novice to the competitive rower, the overall size of the UVRF programs is less than one half that of the spring high school rowing program. UVRF offers both sweep rowing (each rower has one oar, and the boats are eight-person or four-person shells) and sculling (each rower has two oars, and the boats are for one person (“singles”) or two people (“doubles”). While the range of programs offered to the community is much broader than the high school program, the number of participants is smaller. The club typically runs the following programs:

- Learn to Row: 2 eights, 3 mornings a week
- Club Rowing: 2 – 4 eights, 4 mornings a week
- Competitive: 2 – 4 eights, 4 mornings a week

INDIVIDUAL SCULLERS/PRIVATE SMALL BOAT OWNERS: There is increased activity by individual scullers in privately-owned singles and doubles during the summer season. In addition to privately-owned boats, UVRF also owns approximately 10 – 15 singles and doubles which are available for members’ use. On a busy day, roughly 20 - 30 individual scullers launch their small shells, approximately half

during the morning and half during the afternoon/evening time period. Scullers launch and land periodically according to their own schedules, individually or in small groups, rather than in one large, organized group. This group's use of the dock is more akin to individual kayakers and canoers than the larger crew shells which require more organization and coaching.

Days of week: Monday through Friday

Time of day:

MORNING Sweep Rowing Programs (Learn to Row, Club, Competitive)

Launching: 6 - 8 boats between 5:45 and 6:15 a.m.

Landing: 6 – 8 boats between 7:00 and 7:30 a.m.

Number of rowers: Approximately 75

Number of crew shells: 6 - 8 boats

Number of coaching launches: 3 - 4

NOTE: morning is the standard practice time for the UVRF sweep programs for the same reason as for the high school programs described above. In short: (1) better weather/rowing conditions; (2) little to no boat traffic; (3) coaching availability; (4) fewer scheduling conflicts; (5) work schedules.

AFTERNOON

Due to the difficulty in coordinating adult schedules for an afternoon practice, UVRF does not run regularly scheduled afternoon or evening sweep rowing programs. UVRF is currently prohibited by Dartmouth College from running separate summer youth programs off the Dartmouth docks, although juniors are incorporated within the community programs, and UVRF has run junior/youth rowing programs of one-week duration. If there is sufficient interest, UVRF would like to run an afternoon/early evening youth rowing program -- consisting of two "eights" -- off the Wilson's Landing site during the summer. In addition, on a few occasions each summer, UVRF holds special "learn to row" clinics, typically one or two days in duration.

MORNING/AFTERNOON Scullers/Sculling Programs: UVRF runs occasional one and two-day clinics for up to three scullers at a time throughout the summer, which add a little additional traffic to the landing. In addition, privately-owned and club-owned "singles" and "doubles" will launch periodically from the dock throughout the day.

Crew Shells: As in the spring, all crew boats – both the larger sweep boats and the smaller singles and doubles, and oars will be stored on the Fullington property in the northwest corner in boat sheds located on the property as close to the water as possible. The shells will enter the Wilson's Landing access road at a single point closest to the river to minimize the distance the crews have to carry shells on the access road. No boat storage will take place on Wilson's Landing.

Motorized Coaching Launches: 3 - 4. Again, as during the spring, these launches will be kept on the shore side of the dock. They will be chained securely to the dock so that they cannot be used by non-authorized personnel. The motors will be locked to prevent

their removal. The gas cans, gas lines and “kill switches” will be removed after each practice and stored in a secure site either on the Fullington Farm property.

Safety Considerations: Boat launching and landing takes approximately 10 minutes total for the 6 – 8 crews launching three at a time. These will be spread out over a longer time period than in the spring, from 5:45 a.m. to 6:15 a.m. (launching) and from 7:00 a.m. to 7:30 a.m. (landing). During the launch/land times, the crew shells will be carried from the closest corner of the Fullington Property to the dock on Wilson’s Landing. Crew shell movement is supervised by a non-rower (“coxswain”), and by the coaches responsible for the boats. Each coach is responsible for two crew shells. There are significantly fewer rowers and crew shells launching over a longer time period during the summer than in the spring. The programs are run during weekday mornings when use of the landing is minimal, even during the summer, due to work schedules. We believe that the coxswains and coaches responsible for the individual shells will be adequate to monitor and direct, if necessary the dual use of the short stretch of shared road access over the culvert to the landing. Afternoon/evening programs are relatively rare, but, as above, if any vehicles are parked along the Wilson’s Landing access road or on the landing itself during this time, they would have to be parked so as to allow other vehicles ingress and egress to the landing, which is sufficient room to maneuver a crew shell safely around them as well. It would be prudent, however, to maintain some sort of designated and posted “no parking” zone directly in front of the ramp to the crew dock, as described above.

Parking: Except for a single vehicle containing gasoline and similar bulky or heavy materials or safety or accessory equipment such as boat parts or spare oars, there will be no vehicular parking associated with UVRF programs on the Wilson’s Landing site or along the access road, nor will there be any vehicular use of the access road to Wilson’s Landing. Parking will be on the Fullington Farm property, and will be minimized as much as possible through the use of carpooling and drop-offs.

Days of week: Saturday and Sunday

Practice: UVRF does not currently hold regularly scheduled practices or run programs on the weekend. There will be use of the crew dock by community scullers launching small boats (singles and doubles) periodically throughout the day.

Races/Regattas: UVRF currently holds one or two informal “club” races during the summer, usually on a Thursday afternoon in late July/early August. They are run from approximately 4:30 p.m. to 7:30 p.m. and involve races for UVRF club members. As with club programs, parking is on the Fullington property, not on Wilson’s Landing. Typically 6 – 8 boats are involved, in 3 or 4 different races. A team of volunteers will be assigned to direct crew shell launching and landing and monitor and direct vehicular traffic on Wilson’s Landing.

Non-UVRF Use of Crew Docks: The crew dock will be available for public use for recreational purposes during the summer as it is during the spring and fall. Due to increased summer use, we suggest posting signs which alert the public to FoHC

ownership of the dock, and the priority crew shells will have in launching and landing from the dock. This is similar to what Dartmouth College does with respect to its sculling dock, which is used by both scullers and swimmers and sunbathers.

As a suggestion, a sign might say something along the lines of: *“This dock is owned and maintained by Friends of Hanover Crew as part of its effort to provide a venue for youth and adult rowing in the community. The dock is designed and located to meet the unique needs of rowing shells, however it is open to the public for general use. During the limited times when rowing shells are using the dock, please leave the dock if necessary and give priority for rowers to launch and land their boats – it will only take a few minutes. Thank you.”*

We welcome discussion with the Selectboard of other measures to regulate use of the dock, including locking and fencing the ramp if the Selectboard feels this would be prudent.

D. “Fall” (Approximately September 1 through Thanksgiving – 2 ½ months)

COMMUNITY ROWERS/UVRF: Rowing has typically been more limited in the fall. UVRF usually runs only a competitive-level program in the fall for youth and masters rowers. This generally consists of two youth eights, and 3 – 4 masters eights (men and women). In addition, scullers continue to use the docks rowing in small boats (singles and doubles) in smaller numbers. The schedule generally follows a similar pattern from year to year:

Competitive Masters Women: 2-3 eights, 4-5 mornings a week from 5:45 a.m. to 7:15: a.m.

Competitive Masters Men: One eight or one four; more varied hours including both morning and evening times.

Youth Rowing: 2 eights, generally in the afternoons/early evening 4 – 5 days/week.

INDIVIDUAL SCULLERS/PRIVATE SMALL BOAT OWNERS: While private boat owners continue to row throughout the fall, the UVRF-owned singles and doubles are typically put away at the end of September, and use of the dock by scullers correspondingly diminishes. Again, scullers, either individually or in small groups launch periodically throughout the morning, afternoon and evening. The total number does not exceed approximately 20 per day, and drops during the fall as the temperatures decrease.

The same procedures and precautions will continue to be observed during the fall as during the spring and summer regarding crew shell and launch storage, general safety precautions and non-FoHC/UVRF use of the crew docks. Minimal conflict is anticipated as substantially fewer crews and rowers will be using the crew dock during the fall, and recreational, non-crew use of Wilson’s Landing also drops as the temperatures wane. In addition, to date, neither FoHC nor UVRF have held fall races.

Dock removal and storage: FoHC will remove the dock in the week before or after Thanksgiving, depending on weather conditions. The dock will be stored either on Wilson's Landing next to the existing dock, or on the Fullington property, depending on the wishes of the Select board.

APPENDIX 1

Daily Use: Numbers of HHS/UVRF participants arriving on site, by season and type of boat/program^{1 &2}

	Big boats, typically morning arrival ³		Small boats, dispersed throughout day		TOTAL
	Hanover High School ("Eights" or "Fours")	UVRF ("Eights" or "Fours")	Privately-Owned Small Boats (singles/doubles) ⁴	UVRF-Owned Small Boats (singles/doubles) ⁴	
Early Spring	155	0	5	0	160
Late Spring	155	20	15	0	190
Summer	0	100	30	20	150
Fall	0	60	30	10	100
Winter	0	0	0	0	0

RACE DAYS (no parking on Wilson's landing)
 Spring (2 -3 afternoon "Dual Meets")
 Summer (2 races)
 Fall (1 race)

Total Users (host plus guests)

300
 150
 100

NOTES

¹this is weekday daily use; currently no HHS or UVRF programs row on weekends, although privately-owned and club small boats go out at various times during the weekend days

²numbers include individual rowers, plus coaches and volunteers; includes current use plus possible growth over next 5 years

³rowers launch in groups by boat: "Eights" (8 rowers plus 1 coxswain), "Fours" (4 rowers plus 1 coxswain), Doubles (2 rowers) or Singles (1 rower)

⁴privately-owned small boats and club-owned small boats are launched at various times throughout the day, and are unaccompanied by coaching launches