***Road project overview -* Executive summary**

I spent 4 hours with Bill Paige looking at road infrastructure within the Village. The results of those discussions along with the input of the Infrastructure Committee have been distributed separately as an excel spreadsheet. The remainder of this note will expand on some background that informed those recommendations.

**Surface runoff**

Almost every change to roads and housing in the Village changes surface runoff. New buildings interrupt the natural flow of water that existed prior to construction. Roofs (particularly metal roofs) increase and consolidate runoff in ways that can bypass what had been successful drainage strategies. Driveway paving dramatically increases runoff by as much as 700% compared to the pre-existing gravel surfaces. Residents fill ditches, build rock walls or other structures that redirect the existing water flow.

The end result of these changes in the direction of flow and the increases in flow is to overwhelm drainage systems that were not designed for the additional volume.

These “realities” suggest that the NVC take approaches to mitigate increases in or redirection of flow. I have recommended additions to the zoning ordinance (via the Governance Committee) that would address the more significant issues. I am also recommending that the Village NOT pave any additional roads in the Village in the foreseeable future. The more we pave, the bigger the runoff issues become.

Many thanks to Bill Paige and John Crowe for helping me to better understand the above.

**Encroachment**

Many structures / properties encroach upon Village property and right of ways (ROW). For the most part I think of this as “benign” encroachment – situations that have existed for decades. Lacking accurate surveys, corners of porches and cottages, gardens and walls were built in the ROW.

More recently, some residents have expanded their properties by installing walls, gardens or other structures in the ROW that is not part of their deeded land.

For the most part these situations can remain “as is” for now. The Overseers have sent a notice to property owners of record clarifying the ROW for roads and the responsibilities of owners who encroach upon the ROW.

As the Village improves roads, it is likely that some of these encroachments will need to be removed. If the Governance Committee chooses to adopt the zoning ordinance recommendations I offered, future encroachments should be limited.

I have recommended that signage be installed in several areas to clearly identify Village property; for the most part these are walkways as defined on the Greenlaw map. These include Stable Row, the walkway and property on Griffin near the old jail, the walkway from North Avenue to the northern border of the property. I also recommend installing large rocks to prevent drive thru and parking in these areas.

**Overseer actions**

The issues below will be presented to the Overseers in the form of a motion at the 1/16 meeting.

1. As described in the Road project list, Pleasant Lane is a walkway which cannot be upgraded to a road. In winter it is dangerous to plow. The Overseers will be asked to approve a motion to designate Pleasant Lane as a walkway and to notify abutters that it will not be plowed in the winter. This would allow “summer season” access and should be signed as closed during the winter months.
2. As described in the Road project list, there are three walkways that should be marked with signs. Vehicle access to these walkways should be prevented by installation of large boulders. This is part of an effort to preemptively avoid future encroachments.
3. West Avenue should be designated as a seasonal access road and should be signed as such during the winter months.

There will be additional recommendations for priorities and funding after I meet with the residents of North Avenue and Lower Clinton to gather their concerns and recommendations for these roads. That said, the options for improvements to North Ave are extremely limited. I offer the following to bring the Overseers up to speed on some key points:

* Maximum road ROW width appears to be 16’
* For most of North Ave the ROW width is only 12’
* At the base of North Ave, the road appears to encroach significantly on the Knott property
* Assuming emergency vehicle access is a priority, the most likely recommendation will be to ban parking on all of North Ave. including the wide area at the waterfront.

If the Overseers ultimately decide to ban parking here, the need to make Cradle Row a meaningful parking area will be more of a priority.

I also plan to schedule a meeting with Main Street residents this spring/summer to gather their thoughts.

Note: the road priority spreadsheet and Infrastructure Committee meeting minutes have been distributed separately.