

CHAPTER XI

RELATIONSHIP OF PLAN TO DEVELOPMENT TRENDS AND PLANS FOR ADJACENT TOWNS AND REGIONS

An important component of any planning effort is a view beyond the focus area. An attempt has been made throughout this Plan to consider Hartford's role within the Upper Valley region. Several areas have been identified in other chapters of the Plan where it is clear that Hartford and its neighbors would benefit from continued regional cooperation relative to problem solving and the provision of services. This chapter looks more specifically at the land use plans of Hartford's neighbors.

Hartford shares its northern border with Norwich, Vermont; its eastern border with Lebanon, New Hampshire; its southern border with Hartland, Vermont; and joins Pomfret, Vermont; to the west. Hanover, New Hampshire is located to the northeast; Plainfield, New Hampshire to the southeast; Woodstock, Vermont to the southwest; and Sharon, Vermont to the northwest. Hartford, along with its neighbors to the north, south, and west is a member of the Two Rivers-Ottawaquechee Regional Commission (TRORC), which consists of thirty Vermont towns.

The Hartford Town Plan is generally consistent and compatible with plans for each of its neighboring communities, as well as the TRORC Regional Plan. Each is listed below.

A Plan for the Town of Norwich, 2018

Town of Sharon Municipal Plan, 2015

Pomfret Town Plan, 2016

Town and Village of Woodstock Plan, 2016 (Update in progress)

Municipal Plan for the Town of Hartland, Vermont, 2017

Master Plan for the City of Lebanon, New Hampshire, 2002

Hanover Master Plan, 2003

Two Rivers-Ottawaquechee Regional Commission Regional Plan, 2017

No conflicts were identified with any of the above plans.

Although each of the plans is unique, reflecting the individual character of communities, a general pattern was observed in reviewing the plans together. A generally common theme in the land use plans pertinent to the Upper Valley is the encouragement of future development in or near existing downtown and village areas, with surrounding areas to continue to be used for low-density development compatible with forestry, agriculture, and resource protection. This is an important foundation of the Regional Plans as well.

Hartford directly adjoins Norwich, Pomfret, Hartland, and a small stretch of Woodstock along the Ottauquechee River. The Norwich plan incorporates the Zoning Map as a guide for future land use. Both Hartford and Norwich have planned for a continued pattern of low-density development along most of the common border, with higher densities and commercial development toward the east in the Route 5/Interstate 91 area. Like Hartford, Pomfret has planned for low-density development along the shared border. Along the Woodstock line, the Ottauquechee River provides a buffer between the Taftsville hamlet area and Hartford's low-density development. Similar to the situation to the north along the Norwich line, most of the land to the south along the Hartland line has been planned by both communities to remain low density and rural in nature. Again, exceptions relate to major transportation corridors. Both communities plan slightly higher density use to continue adjacent to Route 5 in the vicinity of the existing mobile home park. As Hartford has done in several locations, Hartland has also planned an area of commercial use along Route 4, while making an attempt to mitigate the potential impacts of development on this heavily used transportation corridor.

Although separated by both the Connecticut River and a state line, the relationship between Hartford and bordering towns in New Hampshire is a strong one. As discussed in other chapters of this Plan, Hartford, Norwich, Lebanon and Hanover form the economic and service core of the Upper Valley to revitalize and enhance the physical infrastructure and economic social base in one community directly link to another and, therefore, successes resulting from these neighboring efforts benefit all communities. It is important to recognize these linkages as well as the benefits of planning for regional housing, transportation, and employment needs.