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Hello. My name is Jack Linn. My wife, Audrey, and I have lived on 572 Williams Hill Rd since 1978 in the last house on the right side before the start of the old Williams farmstead. Harold and Emily Gyllensward bought the whole acreage of what was the Williams Farm since the 1820s in 1946. In 1968 the Gyllenswards sold all the land but 50 acres to Anderson and Gilligan who in turn divided this acreage into 14 lots to be sold separately, which lots remain undivided to this day. Harold died on the hill and Emily moved in senior housing in Richmond. They had one son who was so interested in the 50 acre woodlot that he had a proacher a logger from Starksboro to clear out fifteen parcels for housing. Emily did not want that for her legacy; the neighborhood did not want it; I did not want it. 15 more houses on Williams Hill would destroy the neighborhood and severely damage the wildlife habitat. Audrey and I bought it with our retirement funds and have kept it open. It was our fourth purchase of undeveloped land on Williams Hill in order to prevent development. We still both work

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Which brings me to my first point in my stand to discontinue the supposed category 4 road at the end of town highway 20

1 rural character and friendly neighborhoods

Dead end roads MAKE A NEIGHBORHOOD. Connecting Williams Hill Rd to Palmer Lane will disintegrate any neighborhood feel on Williams Hill and will accomplish nothing for connectivity. The Richmond Hinesburg donnectivity through the paved Richmond/Hinesburg Rd works just fine. Emergency vehicles—police, rescue squad, or fire equipment—would gain nothing but high risk if they tried going up and over the narrow, dirt, hilly rd that is Williams Hill Rd. More could be gained ^{for the whole town} for traffic congestion by connecting dead end roads in the village.

Pleasant St to Lemroy Court to East Main

Tilden Ave to Browns Trace to Route 2

Esplanade Ave, Church St, and Railroad Ave out West Main

Think out much congestion at the traffic light would disappear and how much less fuel would be wasted standing at the light. But good

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luck getting that thought through the quiet neighborhoods on those
dead end streets. Williams Hill ^{RESIDENTS} values its neighborhood just as much. ^{They do}
I am sure that someone on the planning commission can quickly
come up with the number of times that the phrase “maintain our
rural character and working lands” is used in the town plan. It
seems that is used quite a few times. Making town highway 20 a
^{road} through harms the thought of Richmonds “rural character and
working lands.”

2 wildlife connectivity

Act 171 The Timber Harvesting and Forest Land Act” goal as stated
in Richmonds own Plan “is to maximize the significant benefits of
intact blocks of forested land by reducing fragmentation into the
foreseeable future. “Development” which includes most activity that
significantly alters the natural state is not prohibited but is to be
done carefully respecting the work that has been done to
understand how the economic and ecological functions of the forest

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can be preserved.” By looking at the southeast corner of the map in our plan titled Current Land Use and Zoning District Map and the adjoin map from the Hinesburg Plan titled “Wildlife Habitat” one can easily see the connectivity for wildlife habitat in the large plots of undeveloped land.

The connectivity of wild life from the large lots on the south side of route 2 ^{and south of the interstate}—Conant, Lewis, Farr—with the lots onto Fays corners and South—Ladensack, Dowd, Moultrou, etc ^{then} and onto the further undeveloped forested of lands of Huntington, Staarksboro, Jerusalem and on ^{this} is ~~the~~ small corridor of undeveloped Williams Hill Land. This short connection is the wildlife corridor of easy, ^{that is proposed as a road} unhindered travel for lots of wildlife. A number of years ago, maybe 10, the Vt State, dept of Wildlife did an inventory and marked wildlife corridors. This was one of them.

Who gets to rate the many goals in the town plan? Wildlife connectivity and rural character should not be abandoned for any others.

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3. Never was a road

“is there” or even better “was there ever a road that connected the Williams Farm to the now called Palmer Rd.? I am not a surveyor but I can read a tape measure and take compass readings. I was absolutely dumbfounded by the ancient parallel rock walls on the Ladensack property that define the original Richmond/Hinesburg Rd that was abandoned in the 1830's

They are all 40 degrees east of north and 61+ feet wide. If you follow them straight you will be directly on Palmer Rd. That was the original Richmond Hinesburg Rd. But if we follow what would be

Williams Hill from its junction with the Richmond/Hinesburg Rd we encounter a much narrower path bounded by ^{parallel walls} rocks that are only a 30-35 ft ^{about 2 rods wide} little wider than two rods. In fact the stone walls peter out before

they go up the hill to the old Williams Farm. If there were these parallel walls when Williams Hill Rd was extended after the

Anderson Gilligan development they could not have been a traditional 3 rod road as the road over the hill is still about 30 feet wide in two places. The pathway that the town's surveyor has

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marked was a farmers' path/buggyway that serviced the JReady and Williams Farm. The Williams Farm discontinued using it when the farms further down Williams Hill and on Old County Lane made connection with what is now called Hillview Rd.

I have never heard discussion of there ever having been a road in conversations with old timers, including Viola Williams, who was the last Williams to live on the hill, and including Red Lawrence, the old time road boss.