

**Special Joint Meeting of the
Mildred Hall Advisory Committee and
Weare Conservation Commission
Minutes
November 15, 2006
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In attendance were: Sherry Burdick, Rad Betz, Betty Straw, Malcom Wright, and Terry Knowles of the Mildred Hall Advisory Committee. John Ciampi, George Malette, Pat Myers, Andy Fulton, and Steve Najjar of the Conservation Commission. Mike Boyko of the Weare Open Space Committee, and Margaret Watkins of the PWA.

The express purpose of tonight's meeting is to discuss possible access points and the placement of the monuments related to the Eastman Conservation Area

Chairman Fulton called the meeting to order at 7:06 PM, and called on Steve, primary facilitator of this project, to lead the discussion.

Steve began by pointing out that initially the field adjacent to the inveterate town cemetery on Concord Stage Rd. was proposed as the main access. What transpired since then was new information relating to house lot 201/35 which was issued a driveway permit with a sight distance less than 400', resulting in a non conforming driveway. Consequently, DOT vetoed issuance of a driveway permit for the Eastman Conservation Area at this location. However, access still exists on frontage with Concord Stage Rd. along a narrow margin of land situated between two house lots, 201/35 & 201/35.1. This strip of land accesses the 163 acre parcel of the Eastman Property and Steve related he has possession of the driveway permit for this right of way. Another important incident that occurred recently was that Carl Knapp, Town Road Agent, had constructed a parking area at the end of Pine Hill Rd., allowing for two parking spaces, and also making a location for the planned stone memorial dedicated to the Eastman's. A memorial marker can still be placed at the initially considered Concord Stage Rd. location, as long as it is at a minimum 25' from the center line of Concord Stage Rd. Steve informed the Committee members that an old log landing site on the narrow dirt drive can be used eventually as a parking site. Steve asked the gathering to consider holding this landing in reserve to be potentially used at a later time as a parking area. Also Steve advised placement of conservation signage, identifying the property as conservation land, at expedient locations around the property, and also to consider the placement of gating at entranceways to deter off road vehicle intrusions. Andy commented he is in favor of allowing for a controlled parking area for general town activities off the Concord Stage Rd. access, and usage control would be checked by a gated entrance. Margaret asked if the parking area on Pine Hill Rd is on conservation property to which Steve replied that it is; however, the parking area is as yet undefined. The parking area, Steve continued, is just off the cul-de-sac at the end of Pine Hill Rd, between lots 201/35.5, and 402/32.4. Steve stated at this point in time, he does not know how many cars will eventually be accommodated. Pat called to mind there is a gate at

the old hammer head at the former end of Pine Hill Rd. Margaret endorsed locating the parking area at this end of the conservation land because of its high visibility from near by homes, which will likely deter partying and vandalism. Additionally, George pointed out the Pine Hill Rd. parking area will be town maintained, whereas the other location will not.

Rad chimed he would like to see more than one monument placed, with the larger of the two being placed at the Pine Hill Rd. site, and the smaller one placed at the Concord Stage Rd. site identifying that segment of the conservation land and visible to passing motorists. Steve would like the Concord Stage Rd. field to be mowed at intervals, and Andy chimed more frequent mowing should be done around the planned monument. As far as access goes, Steve is dissuaded from using rock piles, as in event of wildfires, access would be thwarted. Betty commented that the Concord Stage Rd. access is the most practical access to the area heartland in event of emergency. Steve agreed with Betty's comment, adding it is a good firm road that could someday be utilized as a logging road. At this stage in the discussion, general consensus agreed to place access gates at both parking locations, and emergency personnel would gain access by use of a special key and lock which, of course, they would possess. Terry posed the question as to the best way to notify the public that motorized non essential vehicle use is not allowed, to which Steve answered that concern drives immediate attention. Steve noted that the western section of the property is more susceptible to off road vehicle intrusion because of its accessibility and more even terrain. Rod raised the specter of illegal access via the old B&M rail corridor, to which Steve replied that eventual ownership of that rail bed is a future option. And along the same lines, Steve forwarded that he is aware of a road near Rattlesnake Hill, to which Sherry explained originates in Hopkington; Steve suggested placing signage at that point. Steve encouraged the placement of "no motorized vehicles" signage made up as soon as is convenient. And Steve mentioned that management plans are being developed for the conservation area, for instance, Andrea Alderman is heading up a biological plan in conjunction with the NH Natural Heritage Inventory.

Rad commented that if two monuments are placed on the property, the more descriptive one, giving a brief history of the property, should be located at the cul-de-sac at the end of Pine Hill Rd. Terry suggested placing a small sign at the Concord Stage Rd. locale directing visitors to the main entrance on Pine Hill Rd. Steve noted there is a possibility that the Eastern Cottontail rabbit, nearing candidacy for endangerment, may be found in the field north of Concord Stage Rd. And Rad suggested making accommodations at the cul-de-sac for a school bus in order to facilitate its parking and maneuvering. Sherry proposed placing a small metal sign at the intersection of Concord Stage and Pine Hills Rds. to help guide visitors to the Eastman Conservation Area entrance. Margaret wondered if the land near the main parking area could be viable to general town functions, in which Steve declined consideration citing that the landing off Concord Stage Rd. is more favorable, and he felt there isn't another acceptable substitute.

At this stage of the meeting, Chairman Fulton asked the assembly to sum up its decisions, and it was agreed by all to:

- a) Install a small sign/plaque at the dirt road tangent off Concord Stage Rd.

- b) Reserve the right to utilize the former log landing along the old dirt drive for possible future parking. This drive would be gated North beyond the driveway of lot 201/1.
- c) A small sign placed at the intersection of Pine Hill and Concord Stage Rds. directing visitors to the conservation site. Steve noted he will contact Scott Mooney, of DOT, for fabrication of the signs.
- d) A placement of a historical monument at the end of Pine Hill Rd., at the cul-de-sac, parking for 5-10 cars, and possibly a kiosk.
- e) Place conservation easement signage at key locations of the property.
- f) Maintain proper disposition of the field north of the old cemetery for encouragement of the Eastern Cottontail rabbit's sustainable habitat, if they do in fact live there, or, to promote their return.
- g) Forgo identifying signage at the convergence of the dirt drive and Concord Stage Rd. with the intent of discouraging access at this location. This part of the property has 400' of road frontage.
- h) Explore options concerning the B&M railroad corridor.

Pat made motion to adjourn, and Steve 2nd. All voted in favor, and with no further business on the agenda, Chairman Fulton adjourned the meeting at 8:06 PM.

Respectfully Submitted as a True Record,

John Ciampi

Recorder for this evenings meeting

cc: Tina Pelletier
BOS
Town Clerk
CC Files