

New Hampshire Council on Resources and Development

NH Office of Strategic Initiatives
107 Pleasant Street, Johnson Hall
Concord, NH 03301
Phone: 603-271-2155
Fax: 603-271-2615



TDD Access: Relay NH
1-800-735-2964

FINAL Minutes – July 12, 2018

MEMBERS PRESENT

Jared Chicoine, Chair, Director, NH Office of Strategic Initiatives
Elizabeth Muzzey, non-voting member, Department of Natural and Cultural Resources
Christopher Way, Designee, NH Department of Business and Economic Affairs
Timothy Drew, Designee, NH Department of Environmental Services
William Ray, Designee, NH Housing Finance Authority
Tracy Boisvert, Designee, NH Department of Natural and Cultural Resources
Glenn Normandeau, Executive Director, NH Fish and Game Department
Marta Modigliani, Designee, NH Department of Safety

OTHERS PRESENT

Michael Klass, NH Office of Strategic Initiatives
Noah Hodgetts, NH Office of Strategic Initiatives
Richard Cook, Designee, NH Fish and Game Department

Location: New Hampshire Department of Revenue Administration (Training Room), 109 Pleasant Street (Medical & Surgical Building), Concord, NH 03301

ROLL CALL AND INTRODUCTIONS

The meeting was opened at 1:07 PM by Chairman Chicoine. CORD members and OSI staff introduced themselves.

I. LAKE SUNAPEE PUBLIC BOAT ACCESS

- A.** Acceptance of public comment regarding the Lake Sunapee Public Boat Access Development Commission reports.

Chairman Chicoine opened the acceptance of public comment, noting that written and oral comments will be posted to the CORD website. The Chairman asked the agencies impacted by the Lake Sunapee Public Boat Access Development Commission Reports – the Fish and Game Department, and the Department of Natural and Cultural Resource to provide feedback at the September 13, 2018 CORD meeting. The Chairman asked audience members speaking to keep their comments to three minutes to allow everyone a chance to speak.

See *Exhibit A* attached hereto for submitted written and oral public comments.

II. MINUTES

A. Approval of [May 10, 2018 draft minutes](#).

Mr. Cook commented that on page one, Item II.A (Approval of January 11, 2018 meeting minutes), Mr. Drew (not Mr. Cook) noted that Commissioner Jasper should be listed as a Commissioner. Mr. Cook also noted that on page 2 under Item III.A (2018 SLR 001 – Ashland) that Churchill (Wildlife Management Area) is two words and provided additional clarification that the initial survey undertaken by the Squam Lake Association revealed several boundary issues and that a subsequent survey revealed there were several structures owned by Courtney Smith.

MOTION: On a motion by Mr. Drew, seconded by Mr. Ray, the May 10, 2018 minutes with Mr. Cook’s proposed amendments were approved unanimously by the council.

III. OTHER BUSINESS

A. Update re 2018 SLR 005 – Windham

Ms. Boisvert reminded members that she had requested that 2018 SLR 005 be tabled at the May 10, 2018 meeting. Ms. Boisvert then asked to withdraw 2018 SLR 005 from consideration and resubmit a new application at a later date due to a newly discovered encroachment in the railroad right of way. She noted that the new SLR submission may involve a land swap. Mr. Drew asked if there would be any changes to the wetland permits. Ms. Boisvert replied that the land encroachment wouldn’t affect the wetland permits.

MOTION: Ms. Modigliani moved to allow the withdrawal of 2018 SLR 005, which was seconded by Mr. Drew. The motion was approved unanimously by the council.

B. Smart Growth Update

Mr. Klass reminded CORD that they have a statutory responsibility to discuss smart growth. He further noted that the 2016 Smart Growth report recommended that CORD have regular smart growth updates. Mr. Klass noted that the definition of smart growth is contained in RSA 9-B. He then summarized Smart Growth in a sentence as “smart growth is about promoting development and that it is good for the community, environment and the economy”. Mr. Klass asked CORD members to consider incorporating smart growth principles into projects as appropriate. Ms. Muzzey noted that she read a Plan New Hampshire press release that noted that the organization had recently announced several awards based on smart growth criteria. She noted that if CORD was interested, she could ask Plan NH Executive Director Robin LeBlanc to speak to CORD about specific smart growth examples. Mr. Drew noted that DES has an energy efficiency – smart growth coordinator, Chris Skoglund, that could also possibly speak at a CORD meeting.

C. Nash Stream State Forest ATV Trail Update

Ms. Boisvert noted that the Westside Trail recently had a relatively significant washout. She advised that she will be coming back to CORD at the September meeting with a proposal to reroute the Westside Trail to a more appropriate location and repair the washout that happened. Mr. Drew asked if there was a stream crossing. Ms. Boisvert replied that there are no stream crossings as the Westside Trail was originally a forest management road.

D. Next Meeting

Chairman Chicoine reminded the Council that the next meeting will be held on September 13, 2018.

IV. MEETING ADJOURNAMENT

MOTION: With business completed, Mr. Ray moved to adjourn the meeting, which Ms. Boisvert seconded. The motion was approved unanimously by the Council.

Meeting adjourned at 2:14 PM.

Exhibit A



LSPA

*Devoted to the Environmental Quality
of the Lake Sunapee Watershed*

NH Council on Resources and Development
107 Pleasant Street, Johnson Hall Concord, NH 03301-3834

July 6, 2018

Re: Support for the Lake Sunapee Public Boat Access Development Commission's Majority Report

Dear Members of the Council on Resources and Development,

I am writing to you in support of the Lake Sunapee Public Boat Access Development Commission's majority report.

The Lake Sunapee Protective Association and I, as a resident of Newbury, NH are all supportive of public access to Lake Sunapee. We support the current boat launches and public beaches that today allow the public to enjoy the lake. (In fact, LSPA contributed \$10,000 in 1989 for the "Wild Goose" site and the Newbury Planning Board approved Wilbur Lapage's car-top proposal).

But "Wild Goose" is the wrong site for the current proposed NH F&G ramp and parking lot. There are serious road safety issues, serious stormwater runoff issues, and a very large cost of \$3M, including the bond service. Purchased for conservation purposes (LCIP program), the site is much better suited to car-top access.

Since its acquisition, Fish and Game has dramatically altered its original proposal, requiring paving nearly the entire site, featuring a double boat ramp. The attached visuals show the magnitude of the effort to build the proposed ramp and parking lot. It calls for some blasting and a huge amount of soil removal, including 14 feet in some areas (over 6,000 cu. yds. = 600-900 double-axle truck loads).

About 1 mile down the road is another state access point on Lake Sunapee, NH State Park's Mt. Sunapee State Beach site. It has no road safety issues, far less stormwater issues (it is flat, not sloped), and can be improved, with increased parking and some dredging.

Fish & Game has declared there is no public access to Lake Sunapee. But attachments show you that there is indeed access to Lake Sunapee: 5 public boat launches, all free except the State Beach, with the entering boat numbers reported by LSPA's part-time lake host program. In the past 16 years, there has been over 270% increase in the number of boats from 1,500 to almost 5,600 as you can see in the attached chart.

The issue is not public access, but increased parking. Fish and Game proposed plan gains about 31 trailered parking spaces on the lake.

F&G's current proposed use of the Wild Goose site has profound issues. That is why the majority report of the Lake Sunapee Public Boat Access Development Commission recommendations were: 1) near-term increase in

access for trailered boats on Lake Sunapee, 2) allow the NH Department of Fish and Game to explore new options for deep water boat access points, 3) provide increased access for the public to Lake Sunapee, 4) end the long-term divisions and concerns associated with the Wild Goose boat launch site.

The commission strongly recommended that the Wild Goose site be removed from consideration as a Department of Fish and Game boat launch site by way of CORD transferring the property to the Division of State Parks by the power granted to CORD in RSA162-C:6.

We strongly agree.

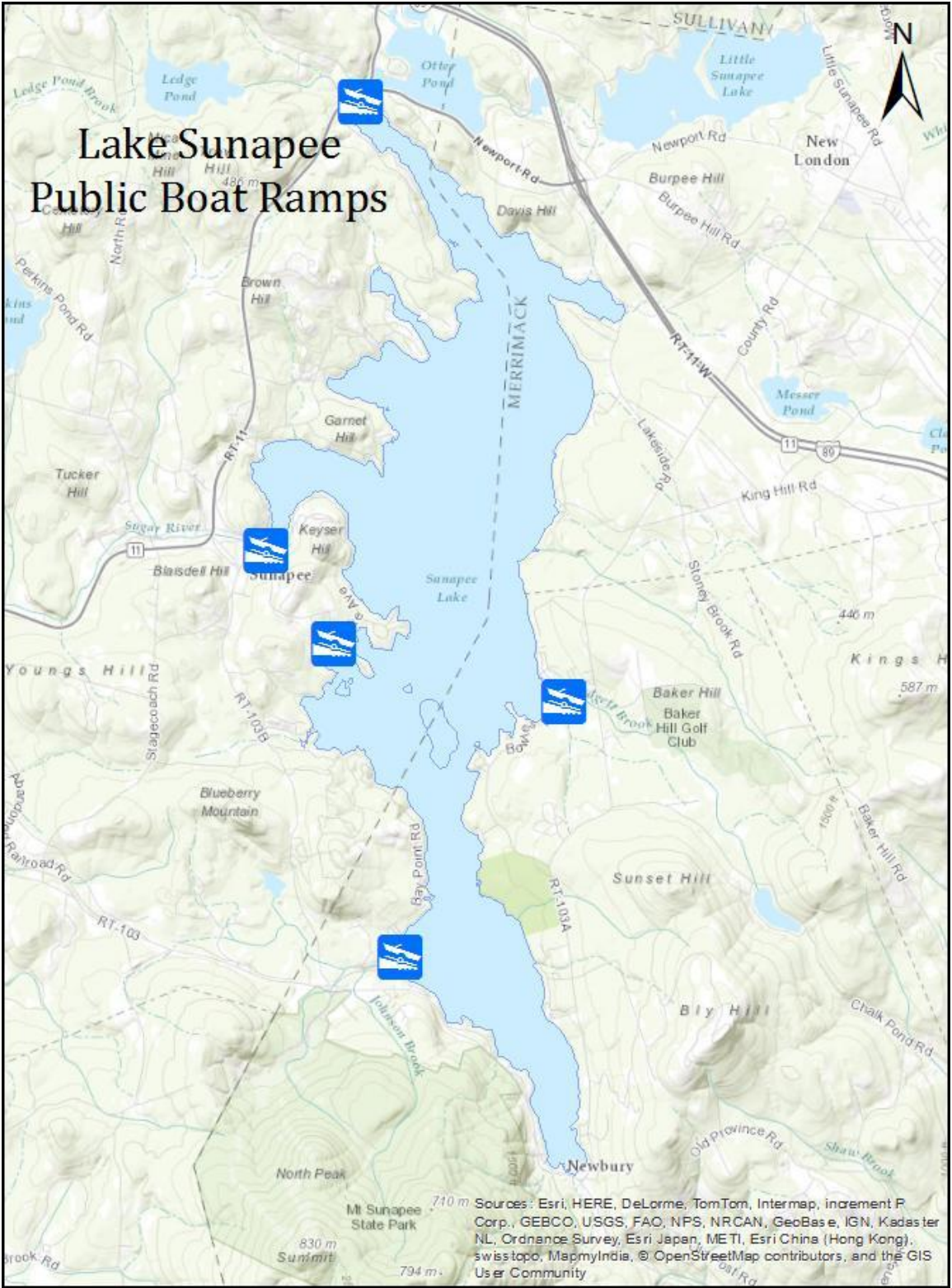
Respectfully,

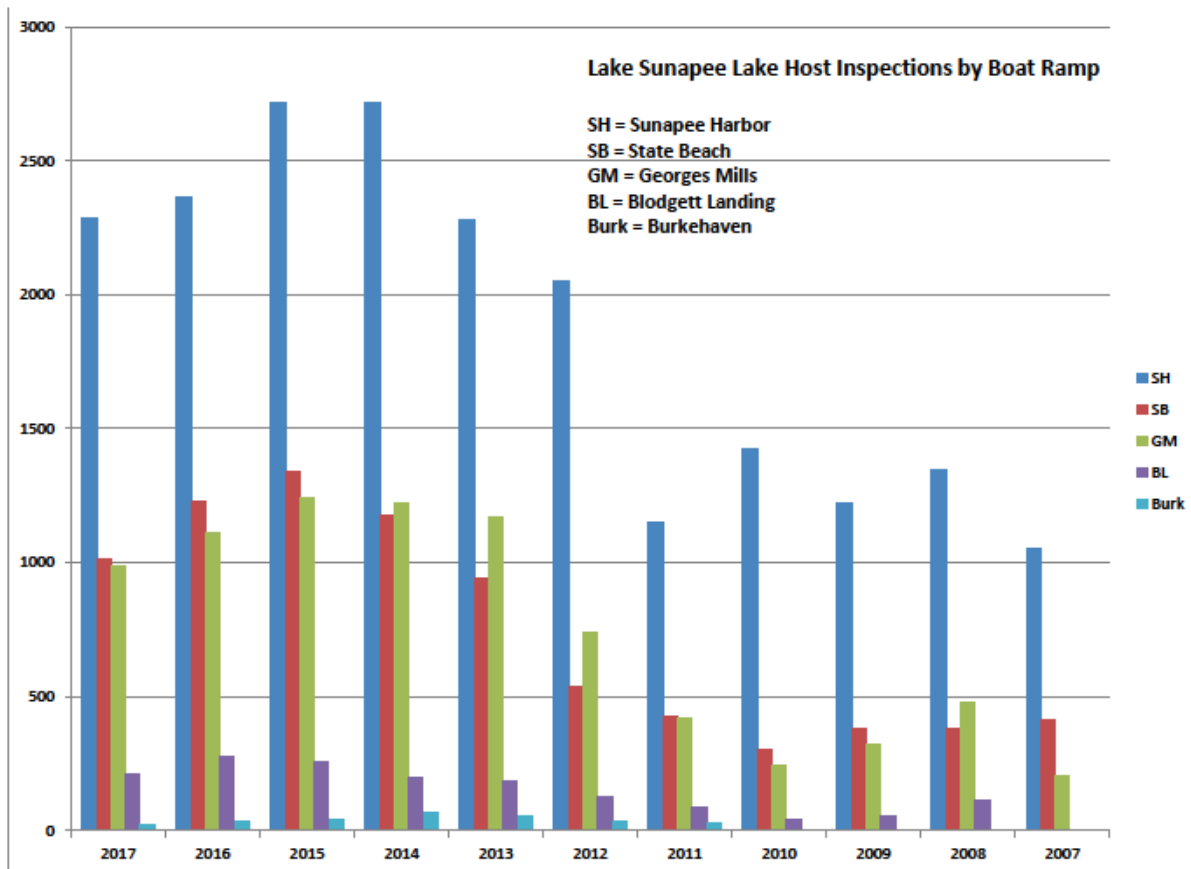


June Fichter
Executive Director,
Lake Sunapee Protective Association
And Newbury resident

603.763.2210

JuneF@lakesunapee.org





Summary Sheet

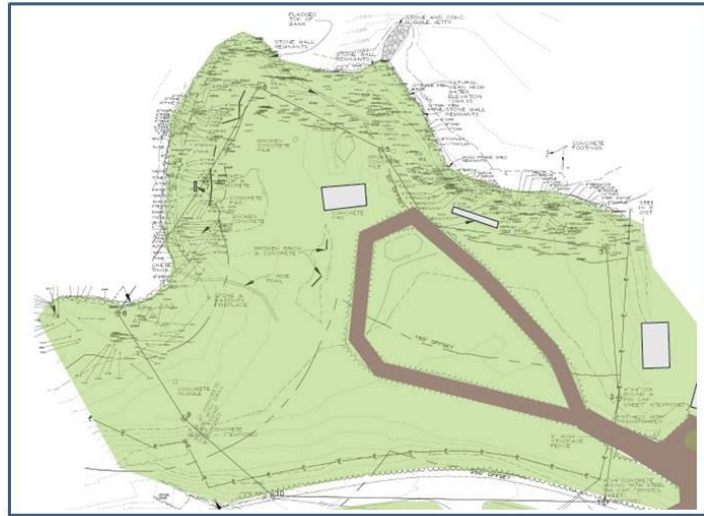
Proposed NH Fish & Game Double Boat Launch and Parking Lot at Wild Goose Lake Sunapee

The 3-acre site in Newbury, NH, known as Wild Goose was purchased with Land Conservation Investment Funds (LCIP) funds in 1989. Lake Sunapee Protective Association (LSPA) spent \$10,000 for an appraisal of the property at that time.

- The land has a conservation easement on it.
- NH DRED was initially to manage the property and project. DRED Parks Director Wilbur Lapage proposed a car-top only, low impact public access plan. LSPA and the Town of Newbury supported the plan wholeheartedly.
- After its purchase, the land was reassigned to NH Fish & Game (F&G). F&G announced that the goal of the project was a motorized boat launch. Various proposals were discussed.
- LSPA proposed improving the existing motorized boat launch at Park's State Beach which is located a mile down the road from the Wild Goose site.
- The State Beach park and boat launch was built circa 1950 by the state on filled-in wetlands with redirected streams. For over 60 years, it has proven to be a popular park and launch site where boats and swimmers co-exist comfortably.
- There are serious disadvantages for launching motorized trailered boats at the proposed Wild Goose site:
 1. Excavation to remove 6,500 cubic yards or more (600 to 900 double-axle dump truck loads) of existing material.
 2. Altered traffic patterns along State Road Route 103, creating dangerous entry and exit access to Route 103. (A recent DOT Safety Audit confirms sight distance issues.)
 3. Installation of a costly, but ineffective, stormwater handling system.
 4. Costly ongoing maintenance of the proposed launch and parking lot.
 5. An estimated price tag of over \$2 million for completion, not including bonding costs.
 6. Unfavorable prevailing winds for boat launching.
 7. All-night lighting, which is against Newbury's town regulations.

LSPA believes that the Wild Goose site is more appropriate for a car-top, low impact public access boat launch.

EXISTING CONDITIONS



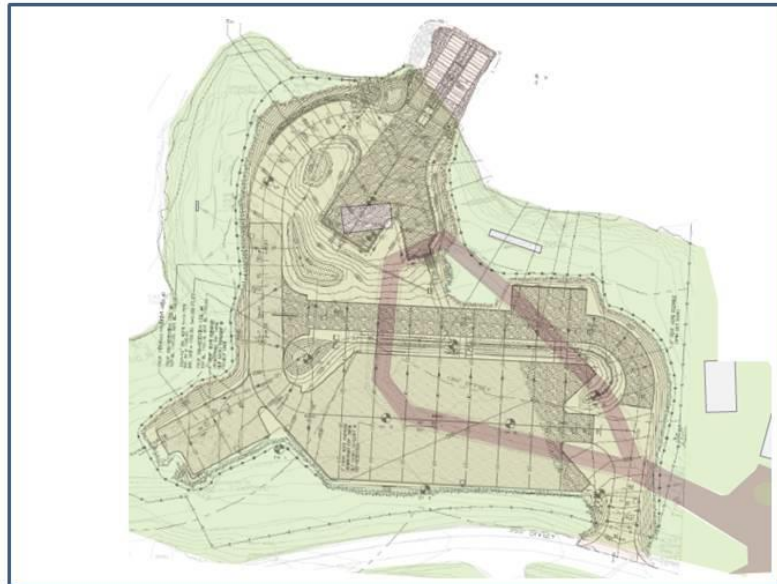
SP 18-04-0008 (603) 856-8815

New England EnviroStrategies, Inc.



1

OVERLAY OF PROPOSED DESIGN ON EXISTING SITE CONDITIONS



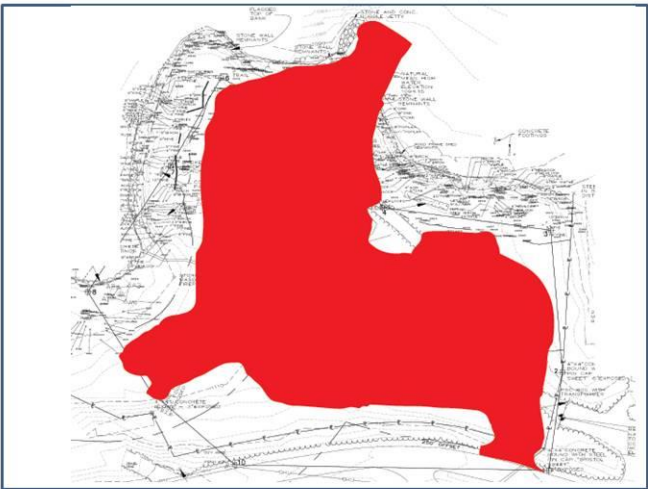
SP 18-04-0008 (603) 856-8815

New England EnviroStrategies, Inc.

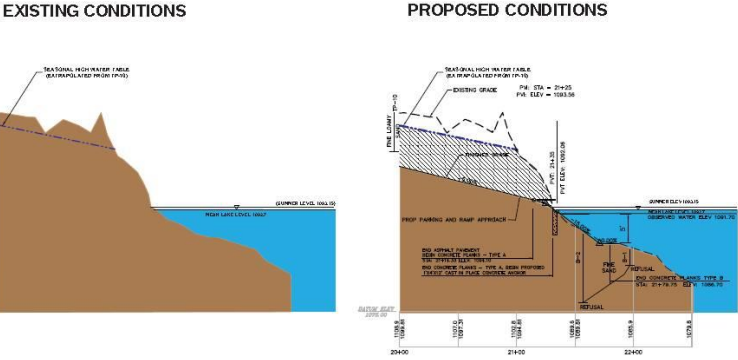


2

AREA OF DISTURBANCE

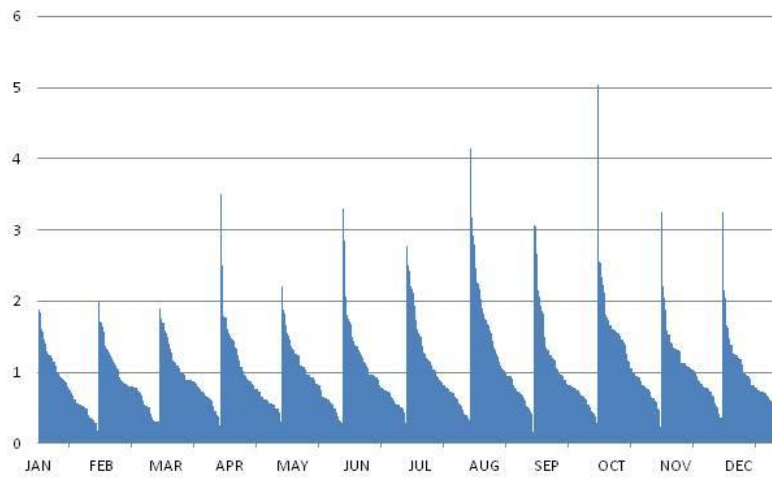


AREA OF EXCAVATION BELOW SHWT



SWHT = Seasonal High Water Table

**MAXIMUM DAILY PRECIPITATION (INCHES)
PER MONTH (1948-1998)**



OVER 50% OF STORMS EXCEEDING WATER QUALITY DESIGN STORM (2.7 INCHES) FELL DURING JUNE, JULY AND AUGUST DURING PERIOD 1948-1999 IN NEWPORT, NH.



Neil Levesque
75 Oakmont Drive
Concord, NH2 03301
Neil.levesque@gmail.com

July 11, 2018

Mr. Jared Chicoine
Director
NH office of Strategic Initiatives
VIA EMAIL

Dear Director Chicoine

As the former Chair of the Lake Sunapee Public Boat Access Development Commission I had planned on attending tomorrow's CORD hearing regarding the report and recommendations of the Commission.

However, I regret that I am unable to attend.

The good news is that I believe the report of the commission speaks for itself.

After twenty-seven years of deliberating on the issue of the Wild Goose location, it is important that CORD act to transfer the property to the Division of Parks and Recreation. After so much time, it is in the public's best interest that the property be used for public access. This would not necessarily be the large boating access that the NH Department of Fish and Game has singularly focused on, but greater public access for small boats, picnicking, swimming and fishing. The Division of Parks and Recreation has a proven track record of providing public access and so a CORD transfer will enable the Division to start that process.

The Commission's report does not specify the ways to which public access can be attained nor if fees could be collected at the site. Instead, we believe that the Division of Parks and Recreation can determine these details on their own, as they have a proven track record of doing so to the benefit of New Hampshire citizens and tourists.

Again, I regret that I cannot attend the hearing but am available to members of CORD if they have further questions.

Thank you.

Neil Levesque



Jim Morse, President
New Hampshire Wildlife Federation
54 Portsmouth Street
Concord, NH 03301

July 11, 2018

The Council on Resources and Development
The Reports of the Lake Sunapee Public Boat Access Development Commission

On behalf of the New Hampshire Wildlife Federation (NHWF), I want to first and foremost acknowledge the hard work and dedication of the Lake Sunapee Public Boat Access Development Commission to determine what they believe is the best course of action for public access development on Lake Sunapee.

The New Hampshire Wildlife Federation is comprised of over 30 fish and game clubs across the state, making our constituency over 40,000 strong in New Hampshire. The mission statement of the NHWF is "To be the leading advocate for the promotion and protection of hunting, fishing, and trapping as well as the conservation of, and access to, fish and wildlife habitats." Stated in our mission, the "access to fish and wildlife habitats" is a pillar of maintaining the traditions our sportspeople and recreationalists enjoy every day. Therefore, it is our duty to address the decision of the Commission presented here today.

When the Commission presented their decision for the first time back in February 2018, the NHWF abstained from both the majority and minority reports for the following reasons:

- The majority report did not outline an adequate deep-water ramp replacement for the Wild Goose site and;
- The majority report recommended the Fish and Game Department divest the site without an alternative property provided.

We recommended then, as we do now, that the legislative and executive branches make meaningful progress in order to comply with RSA 233-A. If no progress is made, then it is the belief of the NHWF that the Wild Goose site should be fully funded and made accessible soon thereafter.

Again, the NHWF strongly believes that the sale of the land should not happen until the Commission or the Council on Resources and Development, present a fully accessible and operational location for a deep-water boat access site on Lake Sunapee.

Thank you for your consideration and your understanding towards the issue at hand.



Sincerely,

Jim Morse, President

New Hampshire Wildlife Federation

July 12, 2018

I am writing in opposition to the development of a boat launch at the Wild Goose property on Lake Sunapee in Newbury NH. My husband, Arthur Burritt, and I are co managers of Davis Cabins, Inc., a family owned seasonal business which is adjacent to the proposed site of this public access facility.

Davis Cabins is comprised of 16 cabins that were built by my grandfather, Everett F. Davis, beginning in 1933. We are now in our 86th year of operation and we host generations of families who return each year to enjoy the beauty and tranquility of Lake Sunapee. The proposed Wild Goose boat launch would permanently alter our business with increased noise, traffic, overhead lighting, 24-7 usage, and no provision for security or patrol. We are also deeply troubled by the environmental impact that the proposed boat launch would have as a result of dredging the shoreline and paving what is currently a large pine grove.

We have expressed these concerns over the course of many years through testimony and in writing, most recently to the Commission appointed by Governor Sununu. We have also expressed support of a smaller scale facility at the Wild Goose property to accommodate car top boats and make far better use of the existing shoreline, sandy beach, and wooded area with minimal safety and environmental impact.

On behalf of our business, its shareholders, and hundreds of longstanding patrons, we respectfully request your review of our concerns and your consideration of a less intrusive, safe and secure facility should the Wild Goose property be developed.

Thank you,

Joan Burritt



Davis Cabins, Inc.



CONSERVATION COMMISSION
14 North Street
Claremont, NH 03743
Ph: (603) 542-7008
Fax: (603) 542-7033
dbearse@claremontnh.com

July 12, 2018

To: Council Resources and Development
From: Claremont Conservation Commission
Re: Wild Goose Boat Launch

The Claremont Conservation Commission continues to support the construction of the Wild Goose Public Boat Launch on Lake Sunapee. The State has failed to provide adequate public access on this waterbody, as existing launches are town-owned and offer little or no on-site parking.

Expansion of the launch at the Sunapee state beach is not an acceptable solution, considering that the channel it utilizes is extremely narrow and is also a fishery spawning stream. Furthermore, the addition of boat trailer spaces would surely exacerbate the existing parking problem for beach-goers.

After more than 20 years of study, review, public hearings and overturned appeals, it is time for the state to fulfill its' statutory obligation to provide the citizens of New Hampshire (the true owners of the lake) with a first class boating access facility on Lake Sunapee.

Sincerely,
Gary Dickerman
Chairman
Claremont Conservation Commission

CORD Public Meeting – July 12, 2018

Oral Public Comments on Reports of the Lake Sunapee Public Boat Access Development Commission

Name	Town/Organization	Comments
Mayor Charlene Lovett	City of Claremont - Mayor	The Commission’s majority report omitted references to resolutions from Claremont, Newport, county commissioners, and conservation commissioners supporting the Wild Goose site. Also concerned about recommendation 4 of the majority report that using the state beach launch will result in destruction of the smelt habitat from dredging. The majority report also omitted potential abutter challenges from dredging of the brook, safety concerns of utilizing the state beach, economic impacts to the state beach from increased boat traffic, and oil slick contamination.
Stacey Kailyn Schultz	Newbury	Concerned about increasing boat parking at the Sunapee state beach due to personal experience. Tried to launch outboard 14 foot motor boat from the state beach launch, but currently there is no practical way to do so. The other boat launches around the lake including Sunapee Harbor are not feasible due to a lack of parking. After inquiring ahead of time about launching boat from the state beach launch last summer, attempted to do so with family that was visiting. At the state beach launch point, lake host confirmed that the water was deep enough as long as you stay in the middle of channel. However, upon launching the boat hit a large rock which damaged the propeller. Upon returning a few weeks later in a kayak, saw an inboard motor boat that was completely beached. In conclusion there is no viable boat access from the state beach, and increased parking at the state park isn’t going to help. Don’t understand why the state is dragging its feet to build the boat launch. Sunapee is a public body of water and there shouldn’t be a social/economic barrier.
Todd Baldwin	Thornton	Per the Surplus Land Review process, asked if agency controlling property (Wild Goose) must initiate whether the property is disposed of/transferred.
Don Clarke	Claremont	Served on fish and game commission for 9 months as acting member and have been involved with the Wild Goose site since it was acquired by LCIP. Years ago spent weekend doing survey of boat access adequacy. Main complaint is that surrounding towns without waterfront access weren’t represented on commission including Claremont, Newport, and most of the towns in Sullivan County. Also believe that the Commission was stacked in the wrong direction. After having gone through an extensive search of 20 alternate sites, which were deemed not adequate, believe Wild Goose is the only adequate site. As a result believe that transfer to DNCR would deprive people of adequate public access to the Lake. As there is no 15 acre flat terrain site around the lake, is completely against giving up Wild Goose.
Kathryn Holmes	Newbury	Lives on Lake Sunapee in house that grandfather built in 1891 and have been involved with Wild Goose since 1991. One of the biggest problems with Wild Goose is the exit from the launch site onto Route 103 is an accident waiting to happen. Also an issue that Sunapee already has cyanobacteria, milfoil. Believes that State Park channel can be cleaned and can be an excellent site for an expanded boat launch. Also believes it would be less costly to add parking to the Sunapee Harbor and Georges Mills boat launch areas. Believes there is a need for a study of how many boats the lake can safely handle after experiencing a high number of boats during July 4 th . In conclusion, is very against the boat launch at Wild Goose in part due to having to dredge and take out two cribs.

CORD Public Meeting – July 12, 2018

Oral Public Comments on Reports of the Lake Sunapee Public Boat Access Development Commission

Name	Town/Organization	Comments
Karen Ebel	Newbury and New London State Representative – Merrimack District 5	Here on behalf of constituents to support the recommendations of the majority report. Urge CORD to transfer Wild Goose from Fish and Game to the Division of State Parks. Noted finding #2 that Fish and Game spent 27 years trying to develop the site and that it is time for a change. As a member of House Public Works Finance Committee, reviewed \$2.3 million Fish and Game proposal to develop Wild Goose proposal. Primarily due to cost, the Legislature rejected the proposal. Newbury and area mutual aid towns are opposed to developing Wild Goose as a boat launch site. In March 2017, DOT finalized report showing hazards of Route 103 and Birch Grove Road intersection. The Town of Newbury can't afford the needed road improvements. Also concerned that high cost of \$2.1 million + \$1 million for bonding debt service would create only 32 boat launch spaces and that only \$150,000 was requested for road safety improvements. Cited NH RSA 233-A which states that public boat access should be owned and controlled by the state, noting that Lake Sunapee has five public boat launches and all are free, except Sunapee State Park. Understands that boat parking at Sunapee State Park Parking is limited, but believes there is adequate access. Also noted that the Town of Sunapee just spent \$40,000 on improving boat launch at Sunapee Harbor. In conclusion, asked for support of the commission majority report to transfer property.
Henry Thomas Jr.	Town of Newbury - Fire Chief	Noted that Wild Goose site is not safe from public safety/traffic standpoint. Improvement to the state beach including dredging would be better and safer.
June Fichter	Lake Sunapee Protective Association - Executive Director	Speaking in support of the majority report. LSPA and most of the towns support public access. LSPA paid \$10,000 to help acquire Wild Goose back in 1991, but Wild Goose is the wrong site for the boat launch, due to serious traffic and stormwater issues. Believes Wild Goose is better suited for lighter use. Noted that Fish and Game plan would require paving nearly entirely Wild Goose site, which would require 14 foot deep soil removal (6,000 cubic yards – 600-900 double-axle truckloads) plus blasting. State beach has no traffic issues and far fewer stormwater issues due to being a flat site. Chandler Brook at the state beach, which is manmade, shouldn't be a barrier to further dredging. As previously mentioned, there are five existing public access boat launches around Sunapee. LSPA in tracking boats has seen an increase of 1,500 to 5,600 boats per year over the last sixteen years. In conclusions, LSPA believes that adding additional parking at the state beach would alleviate many of the problems and that Fish & Game's preferred use of Wild Goose has profound issues. Therefore, LSPA supports the majority report recommendation to transfer Wild Goose to the Division of Parks.
Gene Porter	Public Water Access Advisory Board-Member, Representative of Motorized Boat Population	Motorized boat members look forward to improved motorized boat access to the sixth largest lake in New Hampshire. Majority report is very poorly reasoned. Believes that the State DOT can put in traffic control devices to slow or stop traffic for boats to enter and exit the site. The state beach is clearly not an adequate site for adequate motor boat access like there is at Lake Winnepesaukee. Recommend CORD looks at the minority report as well as the majority report.

CORD Public Meeting – July 12, 2018

Oral Public Comments on Reports of the Lake Sunapee Public Boat Access Development Commission

Tom Quarles	Public Water Access Advisory Board - Chair, Lake Sunapee Public Boat Access Development Commission - Member	As author of minority report with Director Normandeau and Rep. Peter Hansen, hearing a lot of the same public opinion heard in the past. While divided, there are some consensus findings including deep water access lacking on Lake Sunapee. Also, state park boat launch is inadequate due to dredging issues which is why DRED (DNCR) and DES abstained from the report. Majority report findings of adding a few parking spaces to the state beach are an inadequate band aid. Only adequate solution is Wild Goose. Only potential negative is safety. DOT didn't concern itself with safety issues entering and exiting Birch Cove Road. Saying that this will cost taxpayers \$3 million is misleading as 75% is paid for by the federal government. Only bonding 25%, which is paid for by \$5 motor boat registration fee.
Town Administrator Kim Hallquist	Town of New London – Town Administrator	The New London Board of Selectmen is against development of Wild Goose based on public safety concerns of police and fire chiefs. The New London Board of Selectmen supports the majority report that the Wild Goose site not be developed as a boat launch site.
Ryan McNutt	City of Claremont - City Manager	Would like to express support for the minority report. State has been moving towards development of Wild Goose since 1991. Only since August of last year when the DES wetland permits expired, has the door been closed on Wild Goose. Traffic concern shouldn't be one of the main issues since DOT didn't study the impact of a boat launch, only the existing conditions. RSA mandates adequate public access of lake. Commission put together last year, as a largely political exercise, to move away from the most suitable site without producing an adequate alternative. Believes the minority report was more well-rounded. Also note that Lake Sunapee Protective Association has a full time executive director, whose mission is to prevent public access on Lake Sunapee.
Kelly Buchanan	New Hampshire Lakes Association – Advocacy Program Coordinator	Support the majority report. Fully supportive of the public access to the public waters. Need responsible choice. Wild Goose is not the responsible location for adequate public access.
Arthur Burit	Davis Cabins - Owner	Davis Cabins abut Wild Goose site. Wild Goose launch site itself has large rock between two launches, as well as two rock cribs which are not expected to be removed. Heard that Fish and Game is ready to move on from site. Believes development of Wild Goose will have a negative effect on business. Support the majority report of the commission including property transfer from Fish and Game to DNCR.
Nancy Marashio	Lake Sunapee Public Boat Access Development Commission - Member	One of the signers of the majority report. Noted that in 1991 when Wild Goose was purchased, the Town of Newbury was told by LCIP that Wild Goose would only be used for car top boat access not as the primary motorized boat access point to Lake Sunapee. A subsequent 1991 public boat access plan concluded that a 31-space deep water boat launch would require a 15 to 30 acre site. The Department of Transportation didn't study traffic impacts of public boat access as could only study what did exist not what could exist. Majority and minority members on commission concluded that there should be two year window to search for other sites.
Garret Graaskamp	Gilmanton	If highway safety issue was so critical, why wasn't DOT on the Commission? In terms of safety, road intersection can be fixed. Could have separate safety issue of trailers mixing with pedestrians at the state beach boat launch.