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THINGS TO DO
Calendar, Page 15



IMPRESSIONS

Artist Aaron Brown will be displaying his hand-pulled prints at the Hancock Public Library through the month of March. **Page 13**



HIGH NOTES

Opera highlights from composer Elise Grant will be performed at the Hancock Meeting House on Sunday at 4 p.m. **Page 16**



TIME TO TUMBLE

Seventh and eighth graders at Pine Hill Waldorf School present the Hilltop Circus on Friday and Saturday at Pine Hill in Wilton. **Page 17**



WHEREFORE ART

Project Shakespeare presents “Goodnight Desdemona (Good Morning Juliet)” at the Jaffrey Civic Center on Saturday. **Page 16**



PUPPET MASTERS

Keene State College presents “D-Generation: an Exaltation of Larks,” an exploration of dementia through puppetry, on Tuesday. **Page 18**

MONADNOCK

Ledger-Transcript

Peterborough, NH

Thursday, February 27

75¢

THE LATEST

News

Man indicted in sex assault

Bennington man held at Hillsborough County House of Correction in lieu of \$100,000 cash bail.

Page 2

Meiszner named to Select Board

Woody Meiszner to serve in New Ipswich, effective immediately through March of 2015.

Page 5

Cressy Hill Road debate continues

Francetown officials unclear on the classification of road, which is the target of a petition warrant article on the 2014 ballot.

Page 3

Sports



Vikings star hits 1,000 points

Mascenic basketball star Jared Stauffenecker reaches 1,000 points in his high school career.

Page 19

Community


Reptiles on the move

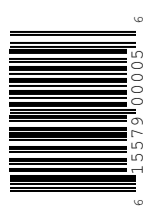
The Peterborough Library offered residents the chance to get up close with snakes and lizards Wednesday.


Page 20

Coming Tuesday

Seniors find good health through community dinners

 FOLLOW US ON FACEBOOK





Parking plans on the table

Conceptual projects, ranging in cost from \$900K to \$7 million, aired in public forum

By Dave Anderson

Monadnock Ledger-Transcript

PETERBOROUGH — Do residents want to build a three-level garage downtown, at a cost between \$7 million and \$9 million, in order to provide more public parking? Or would a new lot on land behind the GAR Hall, which could add as many as 60 spaces for about \$920,000, help alleviate a perceived parking shortage? Or

is simply setting shorter time limits on existing municipal spaces and encouraging all-day parkers to use outlying town lots a simpler and far less costly choice?

Those are among the questions facing town officials, who have identified nine parking alternatives and are now looking for feedback on the best way to proceed.

“Our goal tonight is to provide context and give an over-

view,” said Community Development Director Pete Throop on Monday to residents who attended a public hearing about parking choices. “Many of these options are at a conceptual stage. Probably you won’t see any big decisions until Town Meeting in 2015 at the earliest. Our goal now is to narrow the options down.”

Throop said the downtown area now has 324 public parking spaces and 487 parking

spaces.

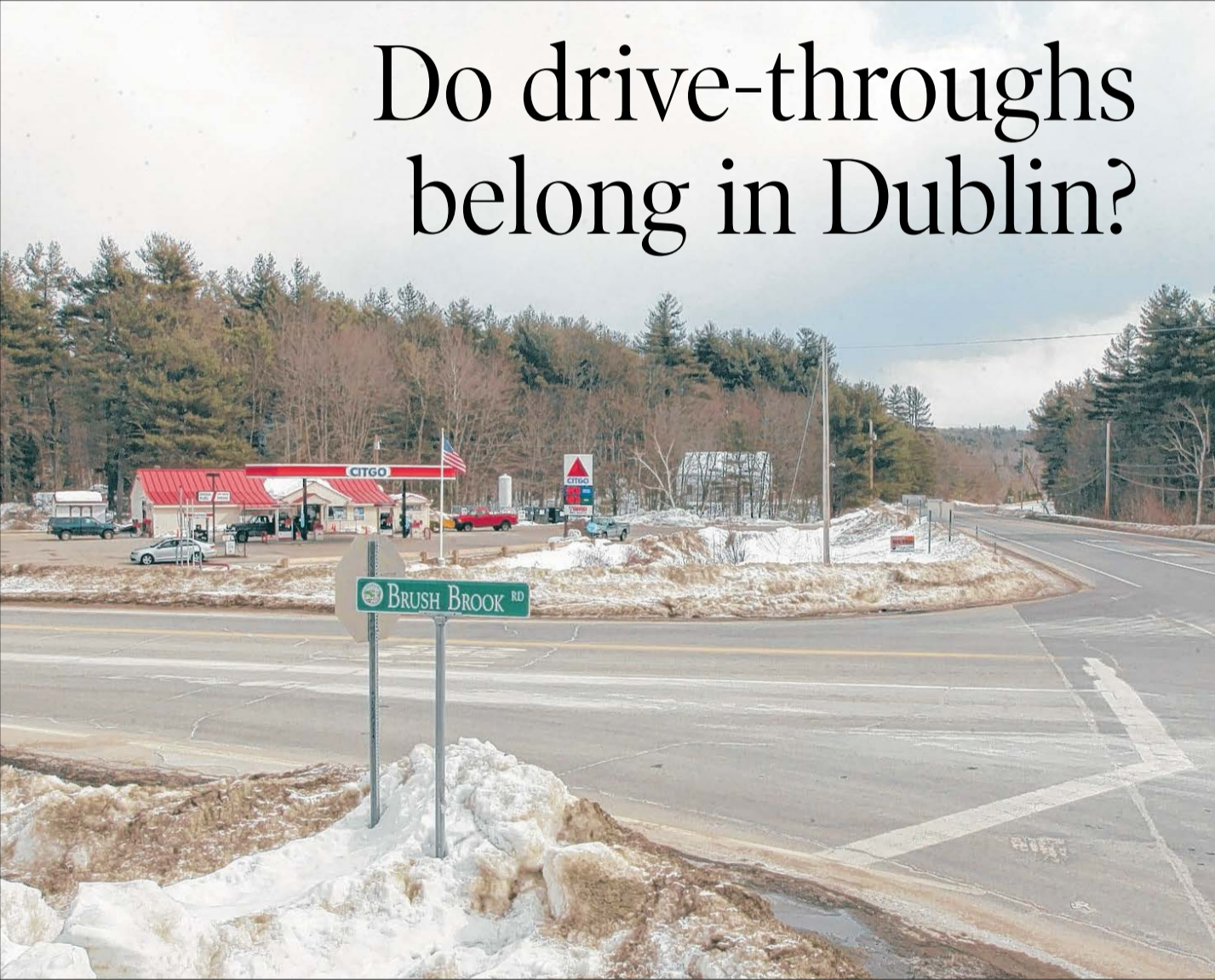
Old lots, new lots, garages

The least costly options discussed at the hearing involved different ways to use current space. The long-term spaces in the Depot Street municipal lot and in Depot Square along the Contoocook River tend to fill up quickly during the week, while the new lot at the fire station or the lot at the town library, which are fur-

ther away from downtown, are not as heavily used. Assistant Town Administrator Nicole MacStay said if all-day spaces were changed to short-term parking, the crunch could be alleviated.

Another option would be to have people park at the Community Center on Elm Street or at one of the shopping plazas and ride into town on a shuttle bus. The cost of a shut-

See PARKING - 3



Staff photo by Amanda Bastoni

Above: The intersection of Route 101 and Route 137 in Dublin is the area that could see a drive-through, if Article 6 passes.

Below: Andy Freeman is against Article 6 and posted this sign in a field on Route 101. On Tuesday, Freeman was issued a cease-and-desist order and told he needed to take his sign down.

Voters to weigh-in at the polls on plan to that could pave the way for further development at the Route 101/137 intersection

By Hayden James

Monadnock Ledger-Transcript

DUBLIN — Article 6 on the Dublin ballot would allow for commercial drive-throughs in Dublin’s Neighborhood Commercial District and has prompted a debate with one side arguing for conservation of wetlands and transparency in government, and the other claiming a drive-through is the only way the Cheshire Oil gas station — at the intersection of Route 137 and Route 101 — can be economically viable, given the multi-million dollar development people in town say Cheshire Oil is once again proposing.

Last year Cheshire Oil abandoned plans for a \$1 million renovation to their gas station at the intersection after protests from abutters, who were worried that property values would be impacted significantly with a large commercial gas station nearby. At the time there was also concern from residents that the inclusion of a Dunkin Donuts drive-through would take away from the rural aesthetic that Dublin offers.

Those sentiments appear to still exist as residents are speaking out against Article 6 on the ballot, bringing

the issue back to life.

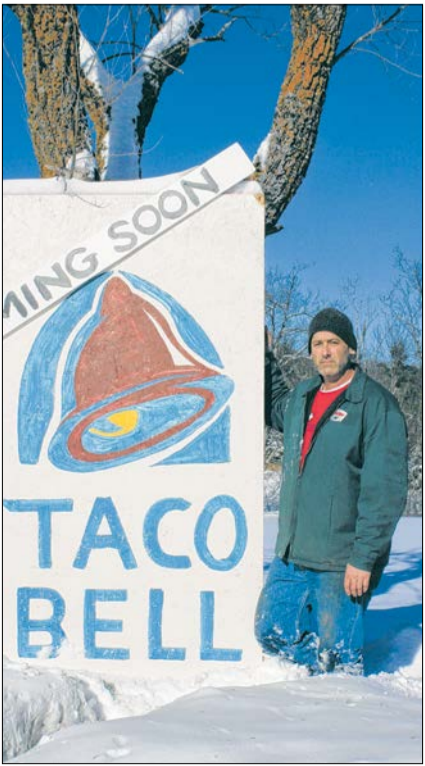
A group of Dublin residents, concerned that the amendment would go against the town’s Master Plan and would inevitably mean opening other sections of the town to drive-throughs, have formed a committee to protest the article and educate voters.

A member of the resident committee formed in protest of the article, Andy Freeman, owner of the Dublin General Store, hosts the weekly committee meeting at his store to strategize and implement ways of reaching out to voters. Their strategies have included distributing informational pamphlets to residents and posting a 4-by-8-foot sign in a field along Route 101 that reads, “Coming Soon Taco Bell.” There is no plan for a Taco Bell in that field and its placement has confused some people, including a radio DJ, said Freeman, who talked about it on the air because he was excited that there would be a drive-through on the way to Keene.

Freeman has also had offers from a plumber and electrician who also mistook the message, both looking to bid on the project.

Freeman said he was handed a cease and desist order from the build-

See DRIVE-THROUGHS - 5



Staff photo by Hayden James

NECAP tests show mixed results

New national test coming next year

By Hayden James

Monadnock Ledger-Transcript

The New England Common Assessment Program test results for fall 2013 are in and show varied numbers for local schools and districts, with some improving while others lapsed.

The test evaluates reading and mathematics for students in grades three through eight and grade 11, and also writing in grade five, eight and 11. NECAP math and reading test scores were initially used to measure schools against Federal standards set by No Child Left Behind.

This is the final year for NECAP a program to measure and track grade-level benchmarks developed by the Departments of Education in New Hampshire, Vermont, and Rhode Island that has been in place for a decade. NECAP is set to be replaced by a new computerized exam, The Smarter Balanced Assessment Consortium, which students will take for the first time in the spring of the 2014-15 school year. That new test will match new national education standards.

The NECAP assessment of reading, math, and writing categorizes students into four categories: proficient with distinction, proficient, partially proficient, and substantially below proficient.

According to the recently published results for juniors at the ConVal High School, marks fell short of state standards, with 53 percent of students testing proficient in reading, 36 percent testing substantially lacking proficiency in math, and 44 percent scoring partially proficient in writing. Those numbers nearly matched the previous year’s scores.

In a phone interview regarding NECAP test results and the replacement of the test with the SBAC, ConVal School District Assistant Superintendent Kimberly Saunders said that instead of looking at a single year’s test scores, the district evaluates and makes decisions using three years of results.

See NECAP - 6

FRANCESTOWN

Dispute over road classification

Petition seeks to bar public maintenance

By Lindsey Arceci
Monadnock Ledger-Transcript

Although several residents believe Cressey Hill Road since the 1970s, no formal documentation is available that clarifies the road as a town-maintained road — a Class V road. A petition warrant article will go before voters asking them to order that no municipal or other public funds be spent by the town on engineering studies, maintenance, repairs or replacement of Cressey Hill Road, nor any bridges on the road.

While some residents believe Cressey Hill Road is a Class V road, the petitioners contend it's a Class VI road. A Class V road is one that is maintained by the town and a Class VI road is maintained by the residents of the road, according to state law.

In a letter prepared on Feb. 9 and mailed to residents, Select Board member Abigail Arnold wrote, "References in town documents to Cressey Hill over the past 45 plus years are both contradictory and unclear. Minutes are brief and documents are missing."

The earliest mention of Cressey Hill classified as a Class V road can be found in the Planning Board minutes from 1988, according to Arnold's letter. She wrote that the Select Board determined Cressey Hill Road to be a Class V road that year.

"There is no question that the town has been maintaining that road since the 1970s," Select Board Chair Betsy Hardwick, the sole resident of Cressey Hill Road, said in an interview Wednesday.

When asked if she knew of or had any documentation from the 1970s or earlier, Hardwick said, "You're not going to find that."

However, according to Select Board minutes from April 24, 1989, "the Board voted that Cressey Hill Road is a Class VI road due to the lack of town maintenance on this road."

In July of 1997, Hardwick signed an Agreement and Release document which permitted her to build a home on Cressey Hill Road. The agreement states that "the relevant portion of said Road upon which the Landowner's real property fronts is a Class VI Highway." If a resident wishes to build on a Class VI road,

he or she must sign an Agreement and Release document from the town.

But as Hardwick said in an interview on Wednesday, "Nowhere in there does it define where [the relevant portion] is."

The agreement doesn't mention any portion of the road that is described as Class V, it only identifies Cressey Hill as a Class VI Highway.

Hardwick said she built her house way up on the hill on Cressey Hill Road, on the neglected part of the road that was not maintained by the town. The part the town maintained, according to Hardwick, was the portion near Russell Station Road, including the bridge that crosses Rand Brook.

"[The town] didn't maintain the whole road," she said.

Hardwick said that ever since she signed the agreement on July 30, 1997, she has continued to maintain the portion of Cressey Hill Road "from just past the bridge up to my driveway." To her knowledge, Hardwick said, the town has maintained and continues to maintain the portion of the road from where it intersects with Russell Station Road to just past the bridge. Hardwick said that 1997, the bridge was in good condition, a weight limit had been posted on the bridge and the bridge had been maintained by the town. She said she never thought she would need to maintain the bridge because the town always did.

Prior to signing the agreement, Hardwick said, she went out to the property with the road agent at the time and put a stake in the ground, 100 feet or so from where Cressey Hill intersects Russell Station Road. She said that was to indicate the section of road that was Class V. She said Select Board members at the time went to the location and observed the established distance but Hardwick said this was not documented.

Hardwick said better documentation and better record keeping could help prevent confusion in the future.

"I think there probably were some missed processes," she said, referring to the possibility that the town went back and forth with its classifications of Cressey Hill Road.

"I suppose it was never corrected by the state," Hardwick said.

FRANCESTOWN

Political signs go missing

By Dylan Fisher
Monadnock Ledger-Transcript

Francestown selectman candidate Lisa Stewart had 15 election signs stolen on the evening of Feb. 23, just hours after her campaign team placed 100 signs around town, according to Stewart.

"Francestown has had [sign stealing issues] with national, local, and state elections," said Francestown Police Chief Stephen Bell. "This is nothing new during election season. You find it in a lot of communities,"

According to the police department, there are currently no suspects in the case, and

Stewart is the only candidate reporting signs being stolen. "It does appear that she is being targeted," said Bell.

Francestown resident BJ Carbee accompanied fellow Stewart supporters in going around town on the morning of Feb. 24 to assess the damage. "When we went out the next day, we noticed signs missing and one spray-painted with sexually explicit graffiti," she said.

The spray-painted sign was immediately removed.

"Politics is dirty, but it doesn't have to get this dirty," said Carbee. "We need more respect and civility in our society."



Illustration courtesy Town of Peterborough

A map of downtown Peterborough shows current municipally owned and privately owned parking spaces and locations (in gold) where additional lots or even parking garages could potentially be built.

Possible parking sites presented to residents

From PARKING - 1
The service is estimated to be about \$100,000 annually.

Town officials have also done preliminary assessments for two potential new parking lots. At some point, the Fire Department is expected to outgrow its space on Summer Street. If the department moves, 32 parking spaces would become available, and if the fire station building is torn down, 24 additional spaces could be built. The estimated cost, including demolition of the station, is \$338,000.

Another possible lot is behind the GAR Hall, which the town has agreed to sell for \$172,000 to businessmen Cy Gregg and Stan Fry, with the sale contingent on the town building a parking lot on land behind the building along the Contoocook River. Director of Public Works Rodney Bartlett said the lot could hold between 20 and 60 spaces, depending on how much setback from the river is required.

The GAR Hall sale is also contingent on the town building a pedestrian bridge over the Nubanusit River to connect the lot to Depot Square. The total cost of the bridge and lot could range between \$340,000 and \$920,000, depending on how many spaces would be built.

Four locations for potential parking garages have also been identified.

■ The municipal lot on Depot Street could hold a two-level structure, adding 40 spaces, at a cost of about \$2.9 million.

■ The property on Vine Street now owned by Divine Mercy Parish will be for sale when the church moves to a new building. It could be used as is for additional parking, but it has potential for a three-level parking garage with 240 new spaces. The total cost of a structure that size, including land acquisition, would be about \$8.9 million.

■ The green space at the Guernsey building off Phoenix Mill Lane, which is also privately owned, could serve as either an at-grade lot, which would accommodate 60 spaces, or for a three-level garage, holding 180 spaces. The estimated cost, including land purchase, would be \$1.6 million for the at-grade lot or \$7.3 million for the garage.

■ The land at 35 Main St. and 45 Main St., behind People's United Bank and the office building next to the bank, could also be a garage site. It's privately owned and the town has no estimate on the cost to acquire the land, but it



Staff photo by Dave Anderson

Peterborough Director of Public Works Rodney Bartlett describes the potential for parking behind the GAR Hall at Monday's meeting.

could hold a two-level garage with 212 new spaces. Cost to build the garage is estimated at \$7.6 million.

Town Administrator Pam Brenner said if a parking garage were to be built, the town would most likely charge parking fees to offset some of the cost.

Initial reactions

Much of the feedback at the meeting centered on how current spaces are used.

Jay Purcell suggested changing the all-day parking in the downtown municipal spaces to a shorter period on weekends, which would help merchants on their busiest days without displacing workers who need long-term parking during the week.

"Before we think about building, we should make better use of the parking we have," he said.

Toadstool Bookshop owner Willard Williams disagreed, saying people who work downtown regularly park all day in spaces that he owns.

"We need to get all those all-day workers into a remote location," he said.

None of the parking garage proposals drew much favorable comment from the approximately 30 people in attendance at the meeting, most of whom identified themselves as Peterborough residents who frequently park in town.

"The Guernsey Green is the least attractive choice," said Ivy Vann, who chairs the Peterborough Planning Board. "It's a nice piece of green right in town. Once you pave it, you won't ever get it back."

"Where are you going to put the

sheep when Greenerborough is no longer green?" asked another resident.

Several people said the Vine Street property was too far away to be a good site for a garage or even just an additional lot.

Kath Allen said the Main Street option behind the bank looked like the most logical choice if a garage is needed.

"It could be tucked away behind the buildings," she said.

The GAR Hall plan, also known as Riverwalk because it is expected to have a green buffer alongside the river, drew mixed reaction.

"I think there's great potential there," said Williams. "A footbridge would extend the whole feeling of the [Depot Square] park."

"It would be amazing to have a footbridge across the river, but not for a parking lot," said Matt Waitkins. "There's a ton of pavement out there that's not being utilized."

Next steps

Those at the hearing were asked to evaluate each of the nine options presented in terms of location, convenience, visual impact, cost and other factors. Brenner said town officials will be tabulating that data and results of an online parking survey that the town has been running, and will give that information to Select Board members at their meeting on Tuesday. She said the board may want to prepare a warrant article for this year's Town Meeting to ask for seed money to more fully evaluate one or more of the alternative proposal. A vote on any major parking initiative would not happen until 2015, Brenner said.

Join us for
Ladies' Night

Maple Madness Month!

Wednesday, March 5th

Due to last month's storm cancellation, we're having
Double the fun ... double the raffles
Ladies ... enjoy from a select menu of appetizers and creative cocktails at a special price of \$7 beginning at 5pm

ST. PATRICK'S EVENT
Sunday, March 16
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Presented in partnership with the Harris Center and the Monadnock Conservancy, this film explores the biology of the common yet remarkable Junco.
February 27 • 7 pm in Bass Hall
Free and open to the public.

Petticoat Patriot:
The Deborah Sampson Story
Living History Presentation
Wed., March 5, 7 p.m.
Hosted by the Monadnock Center and The Peterborough Woman's Club
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