

Neil Faiman, Chairman  
Wilton Zoning Board of Adjustment  
Wilton Town Hall  
42 Main Street  
Wilton, NH 03086

**Re: Cori Ryan's Opposition to Case 3/11/2025-2**

**Lot A-47-1; 74 Stagecoach Road**

Dear Mr. Faiman and Board Members,

Please allow this correspondence to serve as my opposition to the application from the Dawn C. Ryan Revocable Trust of 2021 (the "Trust") to the Zoning Board of Adjustment ("ZBA"). I reside at 54 Stagecoach Road, Wilton, New Hampshire (Lot A-47-2) which directly abuts the subject property, Lot A-47-1 at 74 Stagecoach Road ("Lot A-47-1").

We are not related to Dawn Ryan.

Purchasing a home where an extensive wildlife corridor runs through it is a dream come true. It is a rare and precious characteristic of the neighborhood that we and our neighbors do not want to lose. Several of us share pictures with each other of what crosses our properties. Collectively, in the last two weeks we have seen bear and moose begin to move around for the season in addition to the red fox and bobcats. Owning property in a precious resource like this assumes the responsibility of ensuring the corridor remains wild.

The proposal from Ms. Dawn Ryan and Mr. Greg Mattison on paper is a nature trail and boardwalk. In contrast, the uses and implementations conveyed by Mr. Mattison at the last ZBA meeting as well as a site walk (I listened to the audio recordings), is a road with a bridge that can carry at least one ton.

We all walk around on our properties without involving the removal of the existing earth and replacing it with gravel. When you walk on the Hoover Trust property, there is no gravel replacing the earth. Snowmobiles travel on snow over frozen ground. They do not require gravel. To the point, neither snowmobiles, snowshoes, nor walking require gravel on a nature trail. Sometimes trails are under water or squishy. That is the case on Hoover Trust Land right now. People still walk it.

On the site walk, at minute 42 of the recording, Mr. Mattison clearly states that the bridge will be used for a "small tractor". My B series Kubota tractor with loader, cab, and weighted tires is a little over one ton. That is before I add contents into the loader or on forks. The "small tractor" Mattison is referring to on Ms. Ryan's property is a Kubota L series tractor. This is larger than my tractor and logic would conclude it weighs at least what mine weighs if not more.

Based on this assessment, this appears to be a bridge and road capable of supporting a literal

ton or more of weight. This means that the land will need to be built up to handle a ton or more of weight to support vehicular traffic. From other statements submitted, you can clearly see that abutters are concerned with the alteration of the character of our neighborhood. We share and highly value a quiet wooded wildlife corridor. What no one is saying outright is that based on prior experiences with Ms. Ryan, this looks like a road to get equipment up t Parcel B to further deforest the land and to construct a structure.

If this is a road used to get one-ton small farm tractors and maybe even small excavators up to Parcel B, then I ask the ZBA to deny these special exceptions and have Ms. Ryan apply for a variance or special exception to construct a roadway to get vehicular equipment up to Parcel B. A snowmobile while the ground is frozen is one thing, but bringing oil and gas residue from large non-recreational equipment or ATVs can have a bad impact on the wetlands. Please note that the wetlands do not end at the edge of the Mill Brook. The Hoover property has wetlands abutting Ms. Ryan's property close to where Parcel A and Parcel B meet and the Blackmer property has wetlands that abut Ms. Ryan's Parcel B. This land should be protected from heavy use by gas powered equipment, not exploited. It is hard from an abutter's standpoint to know if we are discussing a walking path or access for construction. The application needs to be transparent, and the applicant's intent needs to be clear to the ZBA and the abutters.

If Ms. Ryan and Mr. Mattison still insist this is just a nature trail so that Dawn can walk beyond Parcel A, then I ask that restrictions and consequences be placed as a condition of the approval, implementation, and use.

There are two cases that I see Ms. Ryan asking for directly:

- A way to walk beyond Parcel A
- A way to get a snowmobile on to the snowmobile trail that goes through Parcel B

To ensure that this is used only as a nature trail and to avoid any destruction to the wildlife corridor, the multiple wetlands, and the wooded character of this area in the neighborhood, I suggest the following:

- No vehicular traffic other than snowmobiles.
- Snowmobiles only used during the times when the snowmobile trail is officially open
- No rails on the bridge so that is like the bridge on the snowmobile trail on Hoover property
- The bridge be built to hold no more than the weight of a snowmobile
- The bridge be reduced to 6 feet wide. This would keep the same width of passage as is proposed where an 8' wide bridge would have had rails at 6'. (prior experience necessitates this point)
- The opening in the old stone wall that divides Parcel A from Parcel B not be widened to allow for larger traffic

This should not be an issue to Dawn Ryan since she said they want to leave the property natural. At the last ZBA meeting, Greg Mattison stated on behalf of Dawn

[2:55:36] “She loves her property to be wild and natural. She wants that right now”

And later Ms. Ryan stated

[3:24:14] “And, you know, I'm not looking to develop anything. I'm not looking to upset anybody.”

To enforce that Mr. Mattison and Ms. Ryan build what they tell the ZBA

- If the bridge is used for any vehicles other than a snowmobile during the time that the snowmobile trail is open, Ms. Ryan must have the bridge removed immediately and permanently. If removing cement abutments is dangerous to the wetlands, then those can stay
- A covenant be enacted to allow the town or conservation commission be allowed to check Parcel B for any violations of the terms above

As for public use, Mr. Mattison was unclear as to whether Ms. Ryan was making this path open to the public. If they did, this would increase the noise in the winter that we currently do not have to endure. Dawn did state at the last ZBA meeting that she wants to be able to wave at people on their walks which leans towards this being open to the public, but a conclusion was not stated. We want to know if this is a trail open to the public or not. We also have additional concerns because snowmobile trails are designed to avoid sensitive areas like wetlands and this proposal goes through the wetlands that the site walk visited, then through land that abuts the wetlands on Hoover property, then through land that abuts the wetlands on the Blackmer property.

We gave written permission to the site walk to use our property to access Parcel B directly from Parcel A on March 15, 2025 so that the ZBA, the Conservation Commission, and other citizens could see and understand the sensitive land in that section and how building this road would impact it. We understand Mr. Mattison led everyone on the site walk to Hoover land to avoid that area. This is noted in several letters submitted. It raises red flags that Mr. Mattison avoided walking the proposed graveled nature road on the site walk. It is understandable why people interpret this as hiding something. The part of the proposed gravel nature trail that was avoided is surrounded by wetlands on the properties on either side.

The SPN that Ms. Ryan applied for (via Mr. Pratt) was denied weeks ago. The next step would be a Dredge and Fill request, but we have not seen one appear. Why has this not been applied for?

My last concern is that on the site walk Greg states [1:44] that “Our submissions will be reaffirmed before the next meeting, exact locations, ... and we will addend and make sure all

data is right. We will addend our own application". It is 2pm on the day of "the next meeting" and I do not see any updates on the ZBA website.

Thank you in advance for your attention to my concerns and any assistance you can lend to preserving the character of the neighborhood by protecting the wildlife corridor.

Sincerely,

Cori Ryan

54 Stagecoach Road

Lot A-47-2