

Hillsboro, New Hampshire 03244

November 13, 1985

Antrim Planning Board  
Antrim  
New Hampshire 03440

Gentlemen:

Complying with the request of your chairman, Mr. Dennison, to buttress my request for a sub-division of my 180 acres on Mountain Road in Hillsboro and Antrim, may I offer the following in basically a narrative form.

Appearing before your Board in an informal manner on June 27th, I requested from you an opinion if in any way you saw problems with the sub-division as tentatively proposed as I did not wish to proceed with survey costs if there were to be any major stumbling blocks placed in its way. (The same went for Hillsboro who has got to approval stage as of November 20th.) Not hearing from you in writing or by telephone, I proceeded with the survey and other related work at great expense. Only on September 12th when I again appeared with Mr. Mellen, the surveyor, was I apprised of the possibility of your invoking the provisions of Section 4.03 of the regulations dealing with premature sub-divisions and Mr. Dennison said that I had better bring in all the supporting documents and arguments that I could to support my request.

Page One of your sub-division regulations states that you exist to serve and will be pleased to help subdividers with their proposals. I would hope that this is the attitude of the Board.

Section 4.03 states a scattered or premature sub-division would involve DANGER OR INJURY TO HEALTH, SAFETY OR PROSPERITY (see also 1.02 with identical words.) It continues with "reason of the lack of"

- a. Water Supply - Not applicable as no request for extension of town water - all individual wells.
- b. Drainage - No apparent problem as already town road easily corrected for proper drainage.
- c. Transportation - None required or offered by Antrim anywhere in Town.
- d. Schools - Page 17 of the Antrim Master Plan states "There is a great deal of good land within the Town's borders ----- Pierce Lake. Such locations are DESIRABLE for seasonal homes and it is well recognized that property used only in certain seasons, especially the summer, is PROFITABLE for towns. They add to the revenue from property taxes, BUT DO NOT INCREASE SCHOOL POPULATION and require less police and fire protection.

During the 1970's the Town of Washington had two major sub-divisions built on Lake Ashuelot and what is now known as Washington Lake. The lots total 640. From these sub-divisions this year, 1985, have come only TEN (10) students to the school system. How many can Antrim expect from 14 lots, (two of which will probably be domiciled in Hillsboro due to terrain.)

- e. Fire Department - See attached letters from both Fire Departments.
- f. Or other public services - Here I include the Police Department (see attached letters), Highway and other town offices and see no impact of any magnitude.

With reference to "scattered" sub-division may I point out that Mountainside Drive, which has built 20 homes on back lots and 21 on front lots with a potential as presently laid out of some 60 in total, also has owned by one Sophie Nichols about 1,500 feet of back road frontage and 200 feet of lake frontage for future development as well as Mr. Zgleniki who has some 102 acres also for possible future development and that all of this area is BEYOND THE AREA OF MINE which only has 14 lots in Antrim.

- g. Or necessitate an EXCESSIVE expenditure of public funds for the supply of such services. The only major expenditure seen at present would be for road maintenance. Based on the cost per mile of road maintenance for Hillsboro roads, the yearly cost for 2,200 feet of road would not exceed \$1,200 annually.

The present land assessment in both towns is presently about \$70,000 but is based on lake frontage charges in Antrim that the town line agreement shows does not exist and creates revenue for both towns of some \$500-600 annually. With the creation of 21 lots with sales prices of \$20,000 to \$25,000 and presuming a minimum dwelling cost of \$60,000, the 21 lots should assess out at some ONE MILLION SIX HUNDRED EIGHTY THOUSAND DOLLARS (\$1,680,000) and generate close to FORTY FIVE THOUSAND DOLLARS (\$45,000) annually with a minimal expense factor.

Finally I would like to address the subject of the road, as it appears on Page 9; Section 20 of the regulations.

"Class V highways shall consist of all . . . traveled highways which the Town HAS THE DUTY TO MAINTAIN REGULARLY."

"Mountain Road" going northwest from Old Turnpike Road there is a section that is listed in the Town Records as discontinued. Then there is a longer section classed as "Class VI other" FROM THE END OF THAT SECTION TO THE HILLSBORO LINE, IT IS CLASS V MAINTAINED BY THE TOWN". (See your minutes of June 27, 1985.)

Evidently the Townspeople of Antrim at the March 13, 1979 Town Meeting realized that Mr. and Mrs. John Karpizan were entitled to a road to their dwelling and defeated an attempt to close the Town maintained portion of Mountain Road.

Page 43 of the Master Plan states - A possible offset to ----- property owners. Or they at least could be converted to Class VI ways, those owned by the Town but not maintained. The following candidates are offered:

Ashley Road (part)

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MOUNTAIN ROAD (part)

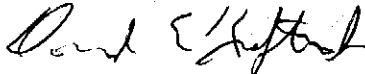
R.S.A. 229:5 VII states how a Class VI highway is born, that is if not repaired or maintained for five years. However, R.S.A. 231:82 states a Town may be fined for failing to keep a highway in good repair suitable for travel. INDEED A TOWN MAY BE INDICTED FOR SUCH AN OFFENCE.

In view of the above, I certainly hope that an agreement between us can settle the road problem with a minimum of fuss and ado. I certainly am open to any and all suggestions from your Board and the Board of Selectmen to settle this problem.

Certainly a can of worms for all small towns in New Hampshire is the subject of Class V or Class VI roads and their status . . .

In conclusion, may I say that I feel the land and building restrictions in my deeds, the articles of association for the lake frontage, the compliance with rights of ways by deeds to the towns, the general intent of the Antrim sub-division regulations and state laws have and will create a sub-division of lasting pride and credit to the Towns in question, the potential property owners and myself.

Very truly yours,



Donald E. Knapton, Sr.