

ANTRIM PLANNING BOARD

Antrim, New Hampshire

MINUTES of MEETING of NOVEMBER 14, 1985

Present: H. Goodwin, J. Jones, W. MacCulloch, R. Watterson,
R. Zwirner, J. Dennison Chairman and Secretary pro tem
Assisted by: L. Henderson, Town Counsel.

Absent: J. Heyliger, B. Kierstead, P. McClintock, R. Reinstein

Minutes of October 24, 1985

With a correction on the date, these minutes as prepared so ably by Secy. Heyliger were approved.

Revised Schedule of Meetings

Due to the Holidays, the regular schedule of meetings on the second and fourth Thursdays of each month will be changed. A special public hearing on the Master Plan is set for Thursday, November 21. Regular Planning Board meetings will be on December 5 and December 19. There will be no meetings on November 28 or December 12 or 26. The established schedule will be resumed in January, with meetings on January 9 and 23.

Knapton Subdivision at Franklin Pierce Lake (File no. 85-4)

At the invitation of the Chairman, Donald Knapton and Surveyor Donald Mellen appeared to continue the discussions recorded at the meetings on June 27, '85, September 12 and October 24. Prior to Mr. Knapton's arrival, the Board reviewed with Town Counsel the status of Mountain Road which serves the proposed development. Official records in the Selectmen's Office show that Mountain Road in Antrim, also known as Gibson Mountain Road and Harve White Road, is .62 miles long and 10 ft. wide. Also that in March 1958 at Town Meeting it was voted to discontinue this road from the Harve White place (now owned and seasonally resided in by John Karpizan) to Old Turnpike Road (also known as the Second New Hampshire Turnpike). This means that the Town no longer owned the right-of-way, which accrued to the abutters. The record of the 1958 Town Meeting added: "This is the road which ran westerly from the Old Turnpike and connected with Barden Hill Road in Hillsboro." As noted in the Minutes of June 27 and Oct. 24, Antrim has not maintained Mountain Road for well over five years, so it has gained Class VI status. Town Counsel strongly affirms that it is Class VI.

Mr. Knapton stated that 600 ft. of Mountain Rd. lies in Hillsboro, and 1200 ft. of the road bordering his

property is in Antrim. Allowing about 275 ft. of road to reach the Karpizan residence, means that 1200 ft. was discontinued in 1958.

As stated in the October 24 Minutes, Mr. Knapton responded to the Board's request with a letter dated Nov. 13. A copy of that letter is appended to these minutes. It addresses the subjects of concern in "premature Subdivisions" listed in the above-referenced minutes -- water supply, drainage, transportation, schools ~~fire~~, fire coverage, police, and other public services. He assures the Board that his proposal is neither scattered nor premature, since Antrim already serves 41 homes, mostly summer, on a private road, Mountainside Drive, that is beyond the entrance to Mountain Road. Knapton submitted in addition to his lengthy letter of Nov. 13, four letters dated Oct. 25 -- to the Antrim Fire Chief to which the Chief answered that his department has never had to assist the homes on Mountainside Drive; to the Antrim Police Chief who answered "The Antrim Police have responded approximately 12 times to this area in regards to various investigations." The Hillsboro Fire Chief replied: "The Hillsboro Fire Dept. has never had to go to Mountainside Drive as far as I know." Chief Robbins responded: "To the best of my knowledge, the Hillsboro Police Dept. has not been required to respond to any calls for service in the above-mentioned location."

Mr. Knapton also submitted for the record the Articles of Association of Inchcape North Association (the name of his development), and "Land and Building Restrictions for Inchcape North". He submitted in addition a copy of "Articles of Agreement" dated March 1974 of the Pierce Lake Association, Inc. to "promote the orderly growth and well-being of Pierce Lake a/k/a Jackman Reservoir in Hillsboro and Antrim, NH. Membership shall be open to all landowners abutting or in the immediate vicinity of said lake. ~~Each~~"

Mr. Knapton stated that the 82.9 acre piece which he owns on the side of Gibson Mt., shown on page 5 of the plans for his development, is to be offered to the Town of Antrim since it abuts the Town's land north of Campbell Pond.

As a result of Mr. Knapton's submissions and discussion thereof by the Board, there ~~were~~ remained only two matters of public service to the Inchcape North proposition of continuing concern to the Board: Mountain Road, and school bus access to the children living in Antrim. Mr. Knapton then assured the Board that at his expense he would have the 1200 ft. of Mountain Road in Antrim bordering his development, now a Class VI way, brought up to Town standards as recorded by vote at the 1974 Town Meeting and referenced in Antrim's Subdivision Regulations, thereby becoming a Class V road. A binding agreement will be drawn up between Mr. Knapton and the Antrim Selectmen to achieve this.

The Inchcape North plans show a new dead-end road

running 400 ft. to a cul-de-sac or turn-around. This road will be constructed according to the specifications in the Antrim Subdivision Regulations for new roads in subdivisions. Those regulations require black-topping such new roads. Since the improvement of Mountain Road will not involve black-topping, it seemed inappropriate to insist that the 400 ft. of new road leading off the midsection of Mountain Road be black-topped. Therefore the Board agreed to waive this requirement in exchange for Mr. Knapton improving one section of Mountain ^{to} beyond the Town standards. This arrangement will be worked out between the Antrim Road Agent and Mr. Knapton's road contractor.

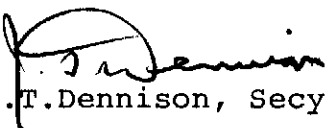
The Board also requested that the Antrim Selectmen, Mr. Knapton and the Hillsboro Selectmen formalize "mutual aid" arrangements between the two towns for servicing "Inchcape North" for fire-fighting, police, ambulance, and road plowing and ~~maintainence~~ maintenance.

The problem of school bus access for children in Inchcape North going to Conval schools was further examined by the Board. It is clear that such students could be required to walk down to Old Turnpike Rd. in Antrim, and meet the bus there. However that part of Mountain Rd. leading to Old Turnpike Rd. is no longer owned by Antrim. Various solutions were raised -- obtaining an easement from the present owners of the old roadbed and constructing a walk for the students; having the Town reclaim that roadbed, making it a Class VI road subject to gates and bars, so that children could use it to get to the bus; or the Town could rebuild the reclaimed roadway to Class V standards for vehicular traffic. Any such action would first involve the present landowners petitioning the Antrim Selectmen to reclaim the right-of-way. It was not clarified at the Nov. 14 meeting who would take the initiative to do this.

The Board agreed that Mr. Knapton's plans were adequate for a public hearing, on condition that a profile and typical cross-section of the new 400-ft. road would be prepared for the hearing, and that a composite plan of the whole development would be available, and that the agreement with the Antrim Selectmen on the reconstruction of Mountain be in being. Mr. Knapton accepted these conditions. He will present the Agreement to the Planning Board at their Dec. 5 meeting. *The Public Hearing will be held December 19.*

Mr. Knapton then submitted Applications for Subdivision Approval for ~~XXXX~~ his Final Plat dated Sept. 27, '85.

The November 14 meeting of the Antrim Planning Board was then adjourned.


J. T. Dennison, Secy. pro tem