

ANTRIM PLANNING BOARD

Antrim, New Hampshire

December 1985

MINUTES of ANTRIM PLANNING BOARD --- MEETING of DECEMBER 19, 1985

Present: H. Goodwin, J. Heyliger, J. Jones, Wm. MacCulloch, R. Reinstein,
R. Zwirner, J. Dennison Chairman and Secretary pro tem
Present by Invitation: K. Ring, Selectmen's Chairman; L. Henderson, Town Counsel;
R. Varnum, Road Agent

Absent: B. ~~Keirstead~~^{Kierstead}, P. McClintock, Robt. Watterson

Public Hearing on Knapton Subdivision on Franklin Pierce Lake

The Chairman declared that the prescribed notices for the Hearing-- on official Town bulletin boards, in local newspapers, to abutters-- had been posted. The developer, Donald Knapton Sr., his Surveyor, Donald Mellen, and about eight abutters and interested ^{persons} were in attendance.

The Chairman introduced the hearing with a detailed account of considerations already given to the proposed subdivision by the Board at earlier meetings. He spoke of the several matters that had concerned the Board.

Mr. Knapton, the developer, attached the maps of his plans to the wall of the ~~meeting room~~ so that those attending could visualize the location of the lots. Three of the lots on the north side of Mountain Rd. would be in Antrim; nine lots on the south side of the road would have houses in Antrim. Other lots in the subdivision are in Hillsboro. Mr. Knapton explained that the Hillsboro roads are Town-maintained; that he would contract to rebuild the Class VI portion of Mountain Rd. in Antrim to meet Town requirements; ~~that~~ that a new road of 400 ft. would be built to the specifications in the Antrim Subdivisions Regulations to give frontage to some of the lots; that there was still about 1500 ft. of Mountain Rd. leading to the Second New Hampshire Turnpike that had been discontinued by Antrim and would not support vehicular traffic.

At this point the Chairman opened the meeting to questions from the attendees, most of which questions the Chair referred to Mr. Knapton. There first were several people who needed clarification of the location of the development in relation to the lake and Mountainside Drive, a private road. Then one of the major questions that had bothered the Planning Board was raised by Selectman Ring and Antrim Fire Chief Henry Cutter--fire protection to the Antrim lots and access to Mountain Rd. by fire trucks. It was revealed that no formal "mutual assistance" agreement exists between Antrim and Hillsboro for coverage by fire personnel and equipment. Town Counsel Henderson of Antrim stated that he was prepared to draw up such an agreement. He will receive

an official request from the Chairman to produce an agreement that is satisfactory to the Selectmen and Fire Departments of both towns and will adequately cover the situation at the Inchcape North development.

Chief Cutter then brought up the problem with the stone arch bridge on the Second NH turnpike just north of the entrance to Barden Hill Rd. Fire trucks from Hillsboro and the Antrim North Branch station would have to cross this bridge to reach Mountain Rd. The bridge is currently posted for a maximum of 3 (three) tons. There was trouble with the under-pinning of the bridge a few years ago which caused the lowered load limit. Since the bridge is in Hillsboro, serious question was raised about liability for damage to the road and bridge, to personnel and equipment if an Antrim fire truck caused part or all of the bridge to collapse. Although it was known that Hillsboro highway and fire trucks do cross that bridge, Chief Cutter was correctly concerned for Antrim's liability, and declared that he would not permit any Antrim fire equipment to cross the subject structure. It was recognized that vehicles coming north on the Turnpike do not have to traverse the limited bridge, but that route is longer than from Route 9, and would not provide proper protection to the area. Although an agreement between the towns could provide that Antrim would be held harmless by Hillsboro in case of an accident, until such agreement is in being, this situation does not allow approval of the proposed subdivision.

On the question of Police protection for the Inchcape North development, there is a mutual agreement between Antrim and Hillsboro that gives adequate assurance; in addition, the run by police vehicles from either town is within reason, and there are no bridge problems.

The subject of schoolchildren in the ConVal system--one that had been of the most concern to the Planning Board--was aired. Since no representative of the ConVal Board was on hand, the Chairman explained what had been discussed at previous meetings. A new bit of information was brought out and confirmed by the Town Counsel--when a road has been discontinued, those landowners who abut the ends of the discontinued section have continued rights to walk over the discontinued section. Therefore residents of Inchcape North and their children may walk to the ConVal bus stop at the point where Mountain Rd. meets the Second NH Turnpike. It was also clear that the furthest distance that any ConVal student would have to walk to the above bus stop was less than a mile. (*)

The benefits of having the presently discontinued section of Mountain

(* Attached is the revised restriction that Mr. Knaption proposes to have in each deed to lots in his development, covering the school bus problem.)

Road reopened for vehicular traffic were mentioned by several attendees. It would certainly ease the fire, school bus, ambulance, police and road crew problems. The procedure for this is for those abutters who presently own the former Town right of way to petition the Town to retake the right of way and reopen the road. It is hoped that those who reside in Inchcape North will take this initiative.

An owner of property on the shore of Pierce Lake, whose land abuts that section of the lakefront owned by Mr. Knapton, and which is to be made available to all owners in his development, spoke for the Mountainside Drive Association on their serious concern with the possible overcrowding of the shorefront and the neighboring waters. Inchcape North residents will have the use of 230 feet of shoreline; there are a total of 21 lots in the development, or about 10 feet of beach for each lot. Most of those present knew that neither the towns of Hillsboro or Antrim, nor the County nor State currently have any legal right to limit the use of waterfront. As stated by the Antrim Town Counsel, such authority would have to be specifically stated in a town's zoning ordinance and/or subdivision regulations, and such changes have to be voted by Town Meeting. The speaker asked the Antrim Planning Board to amend its regulations. The Board agreed to give the matter consideration, since it impinges not only on Franklin Pierce Lake, but on Gregg Lake as well.

It was moved that the Planning Board consider the Knapton proposal at each subsequent meeting; that the instant Public Hearing be recessed; and that a continuation of the Hearing be scheduled at the earliest date. The motion was voted unanimously.

Minutes of Meeting of December 5, 1985

These minutes as compiled by the Temporary secretary were approved as written, along with the eight pages of attachments.

Tucker Brook Builders--Timothy Gonzales and Richard Frank

This building firm is negotiating for a property of 18.7 acres on the south side of Pleasant St. in Antrim. The plot is in the Rural District, has much frontage on a Town-maintained road, is served by Town water but not by Town Sewer. The builders would like to subdivide into 9 clustered lots, carrying 9 dwellings. Their very rough preliminary plan includes a new road serving the lots that would be constructed according to the specifications in the Antrim Subdivision Regulations. They expect to build 9 single-family residences.

Clustered Housing is permitted in the Antrim Zoning Ordinance in Article IV paragraph G, and is defined in A6 of Article IV. However, as

mentioned in the Antrim Master Plan, Chapter IV on "housing", in the section on "Condominiums and Cluster Housing", "The interpretation of size and number of 'lots' in a 'plot', of ^{out}dwelling units', of frontage, depth, and yard requirements is not spelled in Antrim's ordinance ...", so the Board used judgment in order to answer Tucker Brook Builders' questions. Since the minimum lot size permitted in any district is $\frac{1}{2}$ acre, and the minimum frontage is 100 ft., the Board proposed that these minimums apply to the applicant's cluster development. It was noted that their rough plan showed 150' and about $\frac{1}{2}$ acre for each dwelling. The key governing factor may be the percolation rate in the plot. The applicant must obtain State septic system requirements to determine lot size. Then the Board could act more definitively.

ANNEXATION--ALFRED CHANDLER to HOWARD HUMPHREY JR.

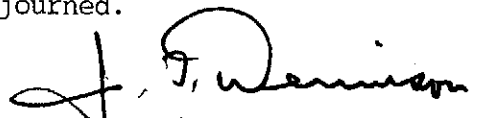
As noted in the October 24 meeting minutes, this proposed annexation is being readied for Board consideration. Mr. Humphrey's daughter submitted a detailed plan of the proposal, which appeared satisfactory to the Board. As soon as the prescribed deed waiver is submitted, final action can be taken.

Proposed Planning Budget for 1986

Further discussion of the ingredients of the budget submitted by the Chairman to the Selectmen was informative to the members of the Board.

Adjournment

The business of the Antrim for the meeting of December 19 having been completed, the meeting was adjourned.


J. T. Dennison, Secy. pro tem