

Carlisle Planning Board

Minutes

December 11, 1968

Present were: H. Hosmer J. Macone D. Spaulding
C. Evans F. Smith T. Herndon

Before taking up the agenda items, the Board discussed what aspects of its year's work should be included in the Town Report. Such items as the retaining of a consultant engineer to check all details of subdivision plans, the revision of our Rules and Regulations, the decision to require underground wiring in subdivisions, the initiation of work toward a revised "Benjamin Report", the hearing on roads, the progress on a by-pass proposal, and a summary of number of subdivisions and lots approved during the year, were all thought to be relevant to the Report. Mr. Hosmer said that he would draft the Report and make it available for criticism at the earliest opportunity.

The Clerk then outlined the feeling expressed by the Historical District Study Committee and the Conservation Commission concerning a need for aerial photographs of certain portions of Carlisle, for planning purposes. Mr. Herndon suggested that the Planning Board might also find such photographs useful in such cases as its by-pass study, and perhaps in some subdivision work. The Board concurred, and thought that it might be well to have such pictures to cover the whole town, if the cost were not prohibitive. Mr. Hosmer noted that a full survey of this sort might possibly be conducive to increased subdivision activity, in that hitherto isolated open land would become more obvious to developers. Mr. Evans noted that such photographs, perhaps of lesser detail than the Town would desire, already existed and were available to builders. He mentioned that the Dept of Agriculture and the State both had made such pictures in the past, and these sources should be investigated to see if they would be suitable. The Clerk was asked to look into the matter further and to try to get accurate data on costs of such a survey.

The Clerk then reported that he had released the Ogden subdivision on North Road, after receiving a bank book for \$7,000, which was Mr. Perley's estimate of what it would cost to complete the paving of that road. Also, the Clerk noted that he had released 8 lots in the Connolly subdivision on Westford Rd., after receiving a bond for \$15,000, which was Mr. Perley's estimated cost for finishing the 1000 feet of road in front of those 8 lots. Finally, the Clerk asked the Board's advice about what to do with the Nielsen subdivision on East St., since he had not gotten a covenant on that subdivision, and all work was done, except for seeding. Mr. Hosmer suggested that the Clerk request a letter from Mr. Nielsen to the effect that Mr. Nielsen would complete the necessary work in compliance with the Board's regulations as soon as weather permitted. The Board agreed, and instructed the Clerk to obtain such a letter, to ensure satisfactory completion of the work.

The Board then took up the road width matter with Mr. Hosmer summarizing the relevant factors and the pros and cons of the subject as discussed in previous meetings. Mr. Hosmer also noted that the Town By-Law relative to road width was unusual, as most towns had no such provision in their by-laws. Mr. Smith felt that a 20 foot road width would be an appropriate and logical requirement for all new roads. He suggested that with such a width, the Town and Board requirements could be made consistent, and such roads would be adequately wide for future traffic. Mr. Evans commented he was still inclined toward a two road width requirement, perhaps 20 and 24 feet. Mr. Hosmer agreed, and noted that the Board would decide

which width should be required in each specific instance, after considering such factors as length, number of houses to be served, and all other relevant data. He further pointed out that were a two width standard adopted, the Planning Board would definitely have to bear the full responsibility of making recommendations as to the engineering acceptability of specific roads before Town Meeting. This factor raised the question of older roads in town which had been approved by the Board, but could not be accepted by the Town due to insufficient width. Specifically, Mr. Spaulding wondered whether the Board might be put in an embarrassing position of having approved such a road, but recommending that the Town Meeting not accept the same road should the width regulation change permit its being brought before the Town. Mr. Hosmer felt that this could happen very easily, but did not see that the situation would be essentially any different than in the instances of roads which had deteriorated before being brought to Town Meeting for acceptance. Such situations should not in any way deter the Board from acting on the width question in the best interests of the Town.

Mr. Herndon suggested that if a two width regulation were sought by the Board, perhaps the widths should be 18 and 24 feet, since a minimum width of 20 feet might be close enough to 24 feet to force a fight between the developer and the Board on every subdivision, and make it difficult for the Board to argue effectively on those occasions that it felt 24 feet should be required. The Board agreed unanimously to seek a Town By-Law change which would permit the Town to accept 18 or 24 foot wide roads when otherwise built to all Town and Planning Board requirements. Mr. Hosmer volunteered to draft the necessary revision for this By-Law, as well as for the wording clarification for the By-Law dealing with frontage requirement on more than one street.

The Board then viewed the By-Pass plan as assembled from the reductions of the large drawings which Mr. Macone had done earlier in the year. In general the Board felt that the plan was very well done, and offered ample options. Mr. Spaulding wondered if the east-west portion of the By-Pass might be relocated further south, since he felt it was possibly too close to the center of town. The Board also discussed the merits of the various north-south options, and concluded that Mr. Macone should try to get a tracing of the white on black plan for the next meeting. Then the Board could decide on what legends and printing it desired, in order that the finished product could be used effectively in a hearing which would be the next order of business on the By-Pass matter. Mr. Hosmer also requested the Board members to carefully consider all other possibilities for the By-Pass in their own minds, so that such options could be discussed.

The matter of recommending those ways which the Town should accept, and thereby abandon all ways not thus accepted was brought up by the Clerk who reminded the Board that it should take action on the problem immediately if it wished to have the issue decided at the Annual Town Meeting. Mr. Hosmer thought that the subject should not be brought up at the Annual Town Meeting, since it was sufficiently important and complex to merit a Special Town Meeting later in the year, after an appropriate hearing. It was suggested that the Clerk see if Mr. D. Fox would be interested in doing the description of the requisite existing ways, and if so, get him started on the project, assuming the cost would not be excessive. Mr. Spaulding brought up the question of possible loss of riding paths and walking trails over those ways which were now public but which would be abandoned by the Town's action. He felt that, if possible, some arrangement should be made to retain riding and walking rights over

such paths. Mr. Hosmer said that he did not know of any standard legal means of accomplishing this, since abandonment meant that the property reverted, to the center of the way, back to the abutter's on each side of the road, and that they had every right to prohibit trespassing if they desired. After some discussion of the situation, the Board asked Mr. Spaulding to see if he could find out anything about similar cases, in towns such as Lincoln and what they were able to do about them, if anything.

The meeting adjourned and the Board went into Executive Session. Mr. Hosmer notified the Board that he was resigning as Chairman as of this date. He felt that the ~~press of business at his firm~~ had made it impossible for him to fulfill all of the functions of Chairman, particularly that of moving the Board along in those new directions which should be taken. Also, he noted that since he was up for election, and had decided to run, he felt that it would be preferable to run as a member and not as Chairman. He then proposed that Mr. Herndon be seriously considered as Chairman, along with Mr. Evans. Mr. Evans noted that he had also become excessively busy in his profession, and had previously informed the Clerk that he could not serve as the Board's representative to the group which the Selectmen desired to have study Town road improvement. He felt that he could not accept the nomination. Mr. Smith wondered if Mr. Evans could possibly be chairman for one year, and after some discussion, Mr. Evans felt that he could not, again due to business pressure. The question of the Clerk's position, were Mr. Herndon elected, was discussed but action was deferred. Mr. Herndon was elected chairman by a vote of five affirmative and one abstention.

Respectfully submitted,

Terry O. Herndon