



Town of Carlisle

MASSACHUSETTS 01741

Office of
PLANNING BOARD

MINUTES

January 8, 1979

Present: Zielinski, Chaput, Sauer, Hannaford, Kulmala,
Young, Raftery

The Minutes of the December 11, 1978 meeting were accepted as read. It was noted that Vivian Chaput's input on research she had done on culdesacs will be incorporated in minutes of a later meeting.

The Planning Board's report to be incorporated as part of the Town Report will be due on January 18. Bob Zielinski will prepare a draft for review by Board members to be put in final form before the next meeting.

Election of Officers (Chairman, Chairman Elect and Clerk) will be placed on the agenda for the next meeting. Frank Hannaford indicated he will not be a candidate for office when his term is over in 1980. He thought it best for someone to take over the Clerk's duties while he is on the Board to assist.

The Spidle Common Driveway Permit was unanimously granted subject to recording of the Permit and a plan with the Middlesex Registry of Deeds within one year.

Dave Chrisman of CVP and Ralph Nelson, engineer for Munroe Hills, appeared to discuss the Munroe preliminary plan. CVP's comments, included in a letter dated 12/1/78, were as follows:

1. A question if areas of some lots are less than the required two acres.
2. Several lots do not seem to conform to frontage requirements.
3. House locations on some lots would appear to be limited.
4. Drainage considerations appear feasible.
5. Some problems were seen with sewage.
6. Long deadend excessive for safety considerations.
7. Dangerous intersection on Westford Road near Virginia Farme.

Nelson responded that dimensions and contours can be changed to conform the lots on the Definitive Plan. There would be no change in the number of lots, but in the configuration. Regarding the length of the road, Chrisman reported that across the country 200 feet to 1/2 mile is the limit for deadends and single access roads and it could potentially be a safety problem.

Charles Brown, Munroe Hill Associates, explained a traffic survey he had made on Friday, December 8, between 7:00 and 8:30 a.m. He said exiting from Virginia Farme the sight lines are 500-600 feet to the east and over 1000 feet to the west. The State minimum is 275 foot sight lines based on a 40-mph speed limit. He said the sight lines from what is now considered as the private access were 360 feet to the east and 1000 feet to the west.

It was pointed out that the 40-foot wide private access would not be open in the winter and cannot be considered as a second legal access. Vivian Chaput wanted to know for certain that this is the only approach and if 10 feet could be added to it. Bob Zielinski felt that the plan as shown was not viable unless a second safe access is provided. The prospect of the private access is a last resort.

Frank Hannaford said he would like to see the turn-arounds extended to the property lines of the parcel and some provision that extended development could not be for additional culdesacs but could be used to provide a second access to the area. Culdesacs will take 7 or 8 acres out of the total parcel.

The developers are prepared to place an easement to the Tully land to provide for possible future access. The Yntas land, 118 acres abutting, has possible access to Morse Road among others. CVP's primary recommendation is for a loop road coming out on Westford Street or some other road.

Bob Zielinski told the developers, "You have conformed to the Subdivision rules and regulations but have managed by providing only a single public access to present a plan which the Board does not feel is a safe plan." Charles Brown asked, "Safe for whom?"

Kay Kulmala said the Board does have a responsibility to residents and buyers. Coulter, Virginia Farme, pointed out that Concord now has a culdesac limit. He also questioned the location of the private access so close to Virginia Farme. Tony Matias, Virginia Farme, said that school bus children were one group of people for whom safety is a concern.

The Board will investigate to determine, in case the private way were available as a legal access, if it does resolve the traffic problem. Input from Police, Fire and DPW will be requested. Also it was pointed out that the Board cannot recommend acceptance of a way which by Bylaw is not adequate (40 foot right of way); however, the Board will look into legalities of the question.

Tom Raftery asked how could the private way be continued to be maintained in all weather and over the years. Brown responded that it could be made a requirement of the residents of Munroe Hills.

There was some discussion regarding the fact that the developers had submitted a plan which complies with the rules and regulations for Subdivisions, yet the Board was not giving its approval. It is the responsibility of the Planning Board with regard to the Zoning and Enabling Act to consider a subdivision plan as it responds to questions of public safety. Kay Kulmala cited Section 81 M, Chapter 40, regarding safety.

Brown said that if the safety requirements and objections that the Board had were all in terms of the private access's being properly maintained, the developers will include those in the covenants of the deeds with some rules to limit the concern that they will not be maintained.

Bob Zielinski felt the Board is on firm ground in their approach to this. If the developers feel that the Board is overstepping its authority, they should put their objections in writing so that the Board may have benefit of Town Counsel. Residents of Virginia Farme have the same recourse.

Bob Santomena, representing the Virginia Farme owners, asked if the Board of Health has made comments on the preliminary plan. He was informed that the Board of Health has not reviewed the preliminary plan. The Definitive Plan with additional information (perk tests) has not yet been submitted.

A Plan of land of Perry on Sunset Road dividing the existing parcel, Lot 3, into Lot 12, 3.284 acres with 250 foot frontage, and Lot 13, 5.735 acres with 161.86 foot frontage, and showing the existing house on Lot 13, was signed under Approval Not Required.

A letter dated 1/3/79 was received from Mr. Renfroe regarding application for a Special Permit for the Valleyhead property under Section 6B, Change of Nonconforming Use. He proposes to use the brickend building as a resident (possibly two families) and the main hospital building as an office building. Mr. Renfroe, who was present, explained that Assurance Technology, now occupying offices at 1 River Road, is expanding at a faster rate than expected. He is proposing to buy at least Lots 7, 8, 9 and 1 and probably also Lot 5 of the Valleyhead property, a total of 18.5 acres. He proposes to eliminate the parking lot across South Street and relocate it behind the office building.

Jack Carpenter, an abutter, is amenable to the proposed use and Renfro has agreed to put in screening between Carpenter's lot and the proposed parking. It was pointed out that the present parking across the street is nonconforming and could be used as is. It was recommended that Renfro get advice regarding relocating the parking area behind the building in a residential area. Assurance Technology will be subletting a portion of the Valleyhead building at the outset. Renfro intends to retain ownership of the 1 River Road property.

It was the sense of the Board for approval of the plan. It was moved, seconded and unanimously approved that a letter be sent to the Board of Appeals reflecting the Board's approval of this plan with the knowledge that the plan will be presented to the Board of Appeals within the next few days.

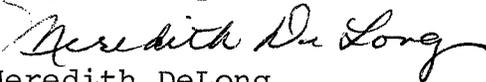
Frank Hannaford requested that Hemlock Hills be placed on the agenda for the next meeting. He said that Laurelwood Drive was ready to be submitted to Town Meeting for approval as a public way. Nickerson also wants some lots released on Hemlock Hill Road. Frank said that two lots on Laurelwood have not been released. Grassing, Bike/footpaths and stone bounds have yet to be placed on Hemlock Hill Road.

Frank reported that the reasonable fee for driveway permits will probably be about \$50 if costs of labor are considered. The Selectmen are presently looking into the possibility of additional office personnel and the Board will see about the possibility of being included.

Kay Kulmala reported that the Open Space and Recreation Committee would be meeting to discuss the draft report. Members of the Planning Board are invited to attend.

Meeting adjourned at 11:15.

Respectfully submitted,


Meredith DeLong
Secretary to the Board

CLEVERDON, VARNEY AND PIKE

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December 21, 1978

Carlisle Planning Board
Carlisle Town Office
Bedford Road
Carlisle, MA 01741

Re: Munroe Subdivision
off Virginia Farm Rd.

Members of the Board:

This office has reviewed the preliminary plan referenced above and offers the following comments at this time:

1. Areas of some lots shown are less than the two acre minimum required. This is based on spot checks on the plan using scaled distances.
2. Several lots do not conform with the required minimum frontage of 250 feet. This also is based on scaling.
3. Some of the narrow lots will restrict house locations in order to meet 40 foot minimum side yards.
4. Drainage concept appears feasible on a preliminary basis.
5. Some lots may be restricted by steepness for sewage disposal uses.
6. The subdivision will create a long dead end stemming from an already long dead end. It is our opinion that the dead end of nearly one mile is excessive for safety considerations. An open loop is more desirable if available.

The Private Drive, noted on the drawing at Westford Street appears as though it could easily be reached from the end of Munroe Hill Road. Allowing this type of travel over private lands is not advisable.

If this private access way were made public and were connected to Munroe Hill Road, the right-of-way would be reduced to 40 feet and a horizontal bend sharper than one having a 300 foot centerline radius would be required. This situation could also create a dangerous intersection condition near Virginia Farm Road.

The length of the Dead End appears to be the plan's major drawback. This drawback is concerned primarily with traffic patterns that will develop the length of access and the fact that there is only one access in the case of emergency such as fire. In the case of a woods fire, it would be possible for any section of the subdivision to be completely cut off from vehicular access.

Respectfully,

CLEVERDON, VARNEY & PIKE



David J. Crispin

DJC/ras

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