



Town of Carlisle

MASSACHUSETTS 01741

Office of
PLANNING BOARD

MINUTES

May 21, 1979

Present: Kulmala, Sauer, Coulter, Courant, Chaput, Hannaford
Raftery

The Minutes of the April 23 Meeting were amended to indicate that the question (page 3, paragraph 3) re the Planning Board's authority to act in this case was not something that the Petitioner was asked to determine. The Minutes were accepted as amended.

The Minutes of the May 14 Meeting were accepted as read.

Charles Brown, a principal of Munroe Hill Associates, was present for a preliminary discussion of some topography and legal questions before formal presentation of the Definitive Plan. Some of the questions arose as a result of a meeting with the Planning Board and the owners of Tully, Yntas and Munroe Hill land.

Brown requested the Board to consider a 10% grade for that part of Munroe Hill which intersects with Virginia Farme Lane so that the part of the road that is below grade will not have to go beyond the intersection with Nathan Lane. The lots would be more aesthetically attuned. The width of the trees to be cut would be minimized--86 feet vs. 114 feet. The 10% grade would minimize the tunnel effect that would be apparent with an 8% grade. Affect on drainage would be minimal, he said.

Kay Kulmala expressed her feeling that the 10% grade was not critical but that the 50 foot level at Virginia Farme Lane would be necessary.

The plan showed a street (Aaron Lane) added to pick up lots which were lost by moving Munroe Hill Road closer to the top of the hill. The stub road to the Tully acreage is shown brought off the new Aaron Lane. The legal aspect of the stub was the suggestion that the abutters hold an option to the stub access and that the title be executed and remain in effect until used or the road reverts to the Munroe Hill abutters.

The third request was to make the road width for both Nathan Lane and Aaron Lane 20 feet plus the bike path.

The Public Hearing on the Richardson Application for a Common Driveway on Fiske Street was reopened. Exhibit A, showing driveway specifications, was offered as an attachment to the Application. The plan now showed minimum widths of driveway and locations of turnarounds. Lots 3 and Parcel X were added to the Application.

The granting of the Permit was unanimously approved with the following conditions: (1) that the private driveway shown on the plan shall serve no more than the four lots, one not a buildable lot; (2) that the applicant file the decision with the Registry within one year of this date (3) that a copy of the maintenance agreement as approved by the Planning Board be filed with the Registry and shall be referenced in each deed conveying title to the lots shown on the plan.

The form asking why the decision was made shall read, "This plan makes possible fewer accesses onto the access road."

The plan was also signed under Approval Not Required.

Mr. McGee presented a plan of land called "Queensland" located in Billerica and Carlisle, near Treble Cove Road and Maple Street. The plan was for Concord River Realty Trust and was dated June 5, 1944. It showed several planned roads which were apparently never constructed. McGee's question was whether or not the lots shown on the plan have legal frontage on the "paper" roads.

It was felt that if the contention is that this plan comes under some grandfather clause, it is the duty of the petitioner/applicant to prove that to the satisfaction of the Board.

Discussion then took place on the DPW criteria submitted by the Selectmen. In weighting the criteria, the Board assigned the following for purposes of comparison.

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| 1. | Operational Needs | = 4 |
| 2. | Costs | = 3 |
| 3. | Aesthetics | = 4 |
| 4. | Environment | = 4 |
| 5. | Safety | = 5 |
| 6. | Special Considerations | = 2 |
| 7. | Best Long-Term Use of the Site | = 5 |
| 8. | Conflicts with Zoning Bylaws | = 2 |

In applying this weighted criteria to the four locations being considered (Transfer Station, Sly Fox Farm, Conant Land Site A Lowell Road, Conant Land Site B Westford Road), each site was rated as "1" (least suitable), "2" (less suitable) or "3" (most suitable). Safety and Special Considerations were deemed to be equal on all four sites. In the other six criteria, the Transfer Station was considered the most suitable, with Sly Fox Farm a close second. It was generally felt that the DPW did not have to be located in the town center and that center land should be very carefully used, therefore the Town should keep its options open regarding the Conant Land.

Meeting adjourned at 12:00 p.m.

Respectfully submitted,

Meredith DeLong
Secretary to the Board