



Town of Carlisle

MASSACHUSETTS 01741

Office of
PLANNING BOARD

MINUTES

August 27, 1979

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

A typographical error which changed the meaning was noted in the August 13 Minutes. The sentence on page 2 regarding maps should read, "maps are now available." The last sentence of paragraph 1, page 2, (relative to section 81Q) should be deleted. The Minutes were accepted as amended.

A letter was received from Munroe Hill Associates regarding proposed placement of a guardrail on the westerly side of Virginia Farme Lane opposite the intersection of Nathan Lane; a change of requested 45 degree slopes along Nathan Lane to 30 degrees; a proposed 8,000 to 9,000 foot grassy area in the center of the Nathan Lane turnaround for recreational use; and a similar "island" at the end of Aaron Way if the access stub is eliminated, permitting narrower paved roadway. See copy of letter dated August 24 attached.

The Public Hearing on the Munroe Hill Definitive Plan was opened. It was noted that published notice of the Hearing had duly appeared in the Concord Journal and the Carlisle Gazette.

Regarding the previously requested waiver of the 8% grade requirement to a 10% grade on Nathan Lane, Charles Brown, a principal of Munroe Hill Associates, pointed out how this would affect the intersection of Nathan Lane and Munroe Hill Road. The 8% grade would require that the intersection be 6 feet below present grade level; the 10% grade would make the intersection 2 feet below present grade level.

Two letters were received from CVP. Letter dated August 20 noted changes requested at the July 23 meeting which were not reflected in the August 13 revision of the Definitive Plan and letter dated August 22 responded to the Board's specific request for comment regarding the August 10 letter from Munroe Hill Associates requesting waivers relative to road width, slope grades, road grades and ledge outcroppings. (See copies attached.) Clint Davis, CVP, was present to explain the engineering firm's position on these matters.

Davis reported that no real difference was seen as a safety factor between the 8% and 10% road grade on Nathan Lane. CVP's primary concern was to see a guardrail installed across Virginia Farme Lane with whatever grade was decided upon by the Board. Regarding the latest request for a 30 degree slope instead of a 45 degree slope, Davis pointed out that it was only slightly steeper than the 26.5 degrees recommended in the Rules and Regulations and should pose no problems.

Bob Koning was present to discuss the proposed 2,500 gallon tanks to be used for fire holes. He pointed out that his pumps would empty one in five minutes at half pressure and that a dependable fire hole would be preferred by the Fire Department. It was noted that the dry hydrant at the north side of the development is proposed primarily as a holding area for runoff during a ten-year storm and it would be a mistake for the Town to expect to find water at all times. The question of maintenance was discussed; it could be incorporated as a responsibility of the association. Koning felt that one 5000 gallon tank located close to the beginning of the subdivision would be better than the two 2500 gallon tanks.

It was reported that a letter from CVP had been received by the Board of Health. It stated that all 35 lots had had high water tests and there had been perks on some lots. It recommended approval of the Definitive Plan by the Board of Health with a condition that some further soil testing may be necessary on some lots.

Jerry Murphy, Virginia Farms Lane, Asked when perk tests may be made. There is no limitation for perk tests as there are for high water tests which can be made only during February, March and April. Tony Matais, Virginia Farms Lane, said he felt the 8% grade would be safer. John Romeo, Virginia Farms Lane, said safety is more important than aesthetics. In response to earlier comments from Davis, one question from the public related to what is meant by "lightly" traveled as opposed to "moderate" or "heavy." Questions were also asked as to how the "private" (40-foot wide right of way) section of Munroe Hill Road would be maintained. Sally Coulter, Virginia Farms Lane, asked if school busses would travel that section if it is not accepted by the Town.

Fred Petroskey, Westford Road, asked how did a private access become a potential public way. The possibility of acquiring 10 feet of his land to make the right of way a legal 50 feet still exists, he said, despite differences of negotiation which occurred before the Preliminary Plan was filed.

A question was asked as to timing relative to the bond or other performance guarantee. The concern was that the access road to Westford Road might be the last piece of road construction to be completed and that for several years, possibly, all traffic, including heavy construction vehicles, would have to use Virginia Farms Lane. Matias pointed out that the Board has considerable leeway in the amounts of money to be deposited as a performance guarantee. He also felt that the Board had the power to require the developer to install bike paths along the length of Virginia Farms Lane as adjacent land pursuant to Section 5.C.1.b.

Mrs. Tully was not present to comment on the Aaron Way Stub easement to her land. The Board will consider whether or not this easement is desirable. In response to a question from Phyllis Towle, Westford Road, Brown said that all drainage from the subdivision will go in the opposite direction from her land. Davis suggested that the possibility of subsurface controls' having to be installed at a later date should be taken into consideration when the dollar amount of bonding is under discussion.

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The Hearing closed at 10:15 p.m. Chairman Raftery asked the Board members to consider the questions raised. The Board's decision on this Definitive Plan is due on September 12.

A first draft of procedures for amending a driveway permit and a proposed Subdivision R&R requirement to include drainage easements on definitive plans was distributed for discussion at a future meeting.

William Hamilton was present to briefly discuss with the Board his plans for subdividing under Approval Not Required and for constructing a common driveway on land owned by Dyson on Russell Street.

Meeting adjourned at 11:15 p.m.

Respectfully submitted,

Meredith DeLong
Secretary to the Board

cc c 7

Munroe Hill Associates

18 Westford St. (Box I) Carlisle, Massachusetts 01741 (617) 369-6674

August 24, 2979

The Carlisle Planning Board
Carlisle, Mass.

Re: "Homesites on Munroe Hill" Subdivision

1. We propose to install a 50 ft. post and log type retaining fence on the westerly side of Virginia Farme Lane directly opposite the exit from the Munroe Hill Subdivision.
2. We withdraw our request for a 45 degree slope on the sides of the road for 500 ft. leading from Virginia Farme Lane into the subdivision, and request a 30 degree slope, $7\frac{1}{2}$ degrees higher than the regulation of $22\frac{1}{2}$ degrees.
3. We propose to construct a level grassed area of 8000-9000 sq. ft. in the center of the turn around at the end of Nathan Lane. We recommend that the control of this area be assigned to the association although it is essentially in the road and would be town property upon acceptance of the road.
4. We would propose to construct the same turn around features at the end of Aaron Way. However this would not be practical if the plan requires a fifty foot wide road extension in the future to the adjoining property. Should this extension be eliminated and Aaron way constructed with a paved road 20 feet wide, a grass area of 8000-9000 sq. ft. could safely be provided.

Very truly yours,
MUNROE HILL ASSOCIATES

Charles P. Brown

Charles P. Brown



Cleverdon, Varney & Pike Consulting Engineers, 126 High Street, Boston, Massachusetts 02110 Telephone (617) 542-0438

*cc frank, Kay, orig 5-6
filed 8/27*

August 20, 1979

Carlisle Planning Board
Bedford Road
Carlisle, MA 01741

Members of the Board:

This office has reviewed the enclosed Progress Print and supporting data of the Definitive Plan for the Proposed Munroe Hill subdivision. The plan was to incorporate changes and additions commented on in this office's letter of 7/23/79. The following comments reflect changes that were not made as requested and further corrections that this office deems necessary:

A. Changes requested on 7/23/79.

1. Addresses of Abutters are not shown (Carlisle P.B. Sub. Reg. 3-B.2.a.3).
2. Buffer material for subdrains not shown in details.
3. Class of pipe for dry hydrant as well as calculations for necessary storage are not provided.
4. Tree and ledge locations that may impair sight distance are not shown (Carlisle P.B. Sub. Reg. 3-B.2.c.10).
5. Soil conditions at the retention basins are not shown.
6. Existing drainage flow data on Virginia Farme Lane is not given.



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B. Further Corrections:

1. The slope called for on the 12" C.M.P. in Section B-B Sht. 14 requires that the horizontal scale of the section be 1"=40' not 1"=20'.
2. A cross sectional detail of the outlet structures for the retention basins should be shown.

Please call if there are any questions.

Very truly yours,

CLEVERDON, VARNEY & PIKE

Donald N. Green

Donald N. Green

DNG/rrb

8/27 minutes

Cleverdon, Varney & Pike Consulting Engineers, 126 High Street, Boston, Massachusetts 02110 Telephone (617) 542-0438

August 22, 1979

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

Attention: Mr. Thomas J. Raftery
Chairman

Re: Munroe Hill Associates
Requested Changes

Members of the Board:

Please note our firm's new mailing address. Fortunately, we received the Board's latest request in time for our review prior to the August 27 meeting.

We have the following comments with respect to Munroe Hill Associates' letter of August 10, 1979:

1. No justification was given for narrowing the noted section of Nathan Lane paved roadway to 20 feet; however, it appears that some reduction in width of cut and fill sections could result, possibly preserving additional natural features. Considering that this section of road only serves 10 lots, impact of the road narrowing on traffic patterns should be minimal.

In conclusion, it would appear feasible for the Board to approve this request, subject to the submittal of a typical roadway cross section for this part of Nathan Lane.



2. It appears that this item refers to the other section of Nathan Lane, which has been discussed previously. The proposed intersection with Virginia Farme Lane generates serious concerns, whether the uphill grade is 8 or 10 percent. Whichever grade is approved, loss of vehicular control could occur on Nathan Lane while travelling westward toward the intersection. It is recommended that, in either case, consideration be given to any existing barriers (e.g. embankment) or new improvements (e.g. guardrail) to protect the existing lot(s) on the west side of the proposed intersection (fronting on Virginia Farme Lane).

With the above safety precaution in mind, it appears that the advantages of shallower and narrower excavation help to justify the acceptance of a 10 percent grade in this case. Further details should be submitted by the developer concerning control of subsurface water seepage (already requested) and specific erosion control measures within such steep road sections.

3. Additional details should be submitted concerning specific procedures to control erosion on the proposed 1:1 side slopes. Although the steeper side slopes would reduce the width of excavation, they would also create a potentially hazardous situation due to unstable footing that should be considered by the Board.
4. Ledge outcroppings may be acceptable if it is demonstrated that they do not impair sight distances. Clarification of this point was requested in our previous two letters on this subdivision.

An additional point not previously mentioned is the possibility of certain areas where concentrated storm runoff could flow



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uncontrollably from rights of way onto private lots, such as at the Nathan Lane cul-de-sac. Clarification of proposed drainage facilities and/or easements in these areas should be submitted by the developer prior to construction.

Very truly yours,

CLEVERDON, VARNEY & PIKE

Clinton L. Davis

CLD/rrb

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