

Town of Carlisle

MASSACHUSETTS 01741

Office of

PLANNING BOARD

May 8, 2000

P.O. BOX 827
CARLISLE, MA 01741
(978) 369-9702

Discussion of procedures for adoption of Rules and Regulations for administering special permits for Personal Wireless Service Facilities

Public Hearing: Special Permit for Common Driveway, 76 and 104 Sunset Road, Map 27, Lots 14 AND 15, Matthew and Jennifer Corbett, applicants

Continued Public Hearing: Definitive Subdivision Plan for Carriage Way, 314-346 East Riding Drive, Map 13, Parcels 21, 22 and 23, Map 22, Parcel 75, and Map 23, Parcel 1, William Costello Realty Trust, applicant

Continued Public Hearing: Definitive Subdivision Plan, Conservation Cluster and Common Driveway Special Permits for Hart Farm Estates, Map 28, Parcels 6, 7A, 11 and 12, adjacent to 893 Curve Street, Paul and Helen Hart, applicants

Continued Public Hearing: Definitive Subdivision Plan, Conservation Cluster and Common Driveway Special Permits for Great Brook Estates, Map 26, Lot 18 & Map 35, Lot 22Y, 195 Rutland Street, Albert I. Gould and Betsy E. Goldenberg, applicants

Chair Tice called the meeting to order at 7:30 p.m. Members Abend, Epstein, Hara, Lane and Reid were present. Planning Administrator George Mansfield and *Mosquito* reporter David Ives were also present. Holzman arrived at 7:45 p.m.

The staff thanked Bill Tice for his service to the Planning Board and also thanked the Board for supporting its staff. Reid presented Tice and Epstein with "awards" for their service as Chair and Vice Chair over the past year.

The minutes of April 10, 2000 were reviewed. Reid made two corrections. Abend moved and Hara seconded a motion to approve the minutes of April 10, 2000 as amended. The motion carried 6-0. Lane then moved to accept the minutes of April 24, 2000 as drafted. Tice seconded and the motion carried 5-0-1 with Abend abstaining.

Regarding the **budget**, Reid asked if the Board has authority to transfer funds from one budget line to another. Tice explained that it is not necessary to transfer funds as long as the overall Planning Board budget is not exceeded.

Regarding the **Wage and Classification Study**, Mansfield noted that the Personnel Board would be meeting on Tuesday, May 23rd at 6:30 p.m. Epstein agreed to represent the Planning Board at this meeting. Tice noted that he has received no feedback regarding the materials presented to the Personnel Board.

The Board scheduled its next meeting for May 22, 2000.

Lane recommended that a member of the Planning Board attend an **MAPC presentation on Open Space Residential Development** on Thursday May 11th at 4:00 p.m. in Hopkinton. He explained that this meeting conflicts with a **MAGIC** meeting so he would not be able to attend. Epstein said he would try to attend.

Discussion of procedures for adoption of Rules and Regulations for administering special permits for Personal Wireless Service Facilities

Epstein suggested that he work with Holzman, Reid and WAAC to prepare a draft of the wireless rules and regulations. He asked for input from Abend as well. A meeting was tentatively planned for 5/15/00.

(Holzman arrived.)

Public Hearing: Special Permit for Common Driveway, 76 and 104 Sunset Road, Map 27, Lots 14 and 15, Matthew and Jennifer Corbett, applicants

The applicant, Matthew Corbett was present with his engineer, Bill McNary, of Stamski and McNary. The Board's engineer, Sandra Brock of Judith Nitsch Engineering, was also present. Abutter Russell Dion of 493 Lowell Street was in attendance as well.

McNary explained that the applicants own both lots and the existing homes. They are proposing to remove the driveway to Lot 15 and then to add approximately 60 ft. to the existing driveway to Lot 14 in order to provide access to both lots via a common driveway. McNary stated that the length of the driveway would be approximately 260 ft. with 210 ft. being common. He also said that they would match the pavement to the existing driveway.

Corbett informed the Board that the existing driveway to Lot 15 is very steep and felt that the common driveway would provide better access. Abutter, Russell Dion concurred, stating that he has spoken informally with several volunteers from the fire department, and they feel the existing driveway to Lot 14 is inaccessible. Dion also noted that eliminating this driveway access to Sunset Road would be a great improvement in terms of public safety.

Abend asked if the existing driveway would be removed and replanted. McNary explained that the asphalt would be removed and disposed of off-site, and the driveway would be revegetated to match its surroundings. He also noted that the stone wall on Sunset Road would be rebuilt using stone displaced from the new portion of the common driveway.

McNary then responded to issues raised in the May 1st review letter from Sandra Brock. He explained that sight distances to the East provide a 150 ft. unobstructed view and a 412 ft. partially obstructed view. To the West these distances are 190 ft. and 235 ft. McNary also proposed using jute mat to stabilize all slopes greater than 3-1. Regarding signage, McNary said a sign with street numbers would be placed on Sunset Road with another sign at the fork in the common driveway.

Epstein reviewed the draft Common Driveway Easement and Covenant and gave McNary written comments to be addressed in the final draft. Epstein then moved to accept the common driveway plan of land in Carlisle, MA, for Corbett, prepared by Stamski and McNary, dated 2/29/00, revised 5/8/00 subject to the receipt of an acceptable common driveway easement and covenant. Abend seconded the motion and it carried 7-0.

Abend moved to continue the public hearing to 7:35 p.m. on May 22, 2000. Lane seconded the motion and it carried 7-0.

Continued Public Hearing: Definitive Subdivision Plan for Carriage Way, 314-346 East Riding Drive, Map 13, Parcels 21, 22 and 23, Map 22, Parcel 75, and Map 23, Parcel 1, William Costello Realty Trust, applicant

William Costello was present with his engineer, Joe March of Stamski and McNary. Sandra Brock of Judith Nitsch Engineering was present as the Board's engineer. Brian Anderson of 346 East Riding Drive, Deb Belanger and Kristine Bergenheim of the Pedestrian Safety Committee and Kelly Driscoll of Littleton were also present.

March presented the green cards (certified mail receipts) and then responded to comments made in Brock's review letter dated May 5, 2000. He explained that a landscaping plan prepared by Kim Ahern has now been submitted. The plan locates existing trees larger than 8-inch caliper and indicates those that are to remain and those slated for removal. According to the landscaping plan, twenty-five maple and oak trees with approx. 2-3" caliper would be planted within the right-of-way.

Epstein asked if the proposed sidewalk would require tree removal. March said that approximately three additional trees would be lost. Mansfield asked why this was the case if the sidewalk is to meander between existing trees. March explained that in some cases, trees must still be removed. Brock asked if the reduced shoulder width on the left side saves any trees. March estimated that 14 trees might be saved due to the reduced shoulder width.

Abend felt that this road does not need a sidewalk and asked if the developer would consider a contribution to a sidewalk fund in lieu of constructing the sidewalk. Costello explained that sidewalk construction is estimated at \$7850. In an agreement negotiated with the Selectmen, Costello has offered to sell parcels X-2 and X-3 to the Town for \$58,037. This agreement also states that if the Planning Board removes the requirement for a sidewalk on Carriage Way, then the parcels would be sold for \$50,187.

Belanger understood that the Planning Board had reviewed several options for sidewalk placement with the applicant and agreed that a sidewalk would be built. She asked how this subsequent agreement was negotiated. Epstein explained that the Board of Selectmen handled the financial negotiations for this project. He advised that the Planning Board proceed in reviewing this application from a planning perspective.

Holzman compared two existing roadways, similar in length to the proposed Carriage Way. One has a sidewalk and one does not. He felt that a sidewalk is unnecessary and even useless on such a cul-de-sac. Reid agreed, noting that other streets in the area do not have sidewalks. She felt a sidewalk would be pointless and would seem out of place in this area. Lane was in favor of sidewalks. Hara suggested that perhaps the rising cost of housing in Carlisle would bring in a different population who might prefer sidewalks. Belanger thought that Town Meeting showed support for pathways in Carlisle and asked that the PB require the developer to contribute funds to a sidewalk fund if the Board does not deem a sidewalk necessary here. Epstein reminded the Pedestrian Safety Committee that the Board had previously urged the committee to research the legality of requiring a developer to do this. Belanger informed the Board that this practice is occurring in other communities. Nevertheless, Epstein stated that the Board could not pursue this option without advice from Town Counsel.

Brock informed the Board that she had spoken with Gary Davis of DPW regarding shoulder width. She explained that he prefers wider shoulders in order to better cut back vegetation along the roadway. Hara felt that the direction given at the last meeting requiring 6 ft. and 2 ft. shoulders is still appropriate.

The Board then tackled the curbing issue. March reminded the Board that approximately 375 feet of roadway is at a grade of 3% or greater and would require curbing. Holzman described a conversation with the town engineer of Auburn who found problems with each type of berm. Although he preferred modified Cape Cod berm to either straight or sloped granite curb, he found this type of berm difficult to overlay when repairs are required. March responded to this, explaining that typically this type of berm is repaired with the roadway. Both would be ground down together, and then resurfaced. Members generally agreed to a modified Cape Cod berm throughout, noting that the Board must establish a policy on this issue.

Next, the Board discussed fire cistern location. March explained that a cistern is shown at station 3+50. He noted that this cistern would be located within 800 ft. from the furthest house. March felt this was sufficient despite the fire chief's request for a second cistern. Abend agreed, noting that the driveways to individual homes are relatively short. Other Board members agreed. Mansfield reminded the Board of a memo received from the Fire Chief and said that in conversations with him, the Chief was adamant about requiring a second cistern.

Epstein then moved to approve the **Definitive Subdivision Plan entitled Carriage Way in Carlisle, MA, prepared by Stamski and McNary for William Costello, dated February 17, 2000, revised April 25, 2000 with the following waivers from the Subdivision Rules and Regulations:** 1) Art.III, Sec. 1.E, a set-aside of open space will not be required, 2) Art.III, Sec. 2.B.3, the property line radius at the intersection of Carriage Way and East Riding Drive may be less than 25', 3) Art. III, Sec. 2.D.1, the maximum cul-de-sac length of 1000 ft. shall be exceeded to allow a length of 1086 ft., 4) Art.III, Sec. 2.D.2, the outside diameter of the cul-de-sac shall be reduced from 160 ft. to 140 ft. and the pavement diameter shall be reduced from 140 ft. to 110 ft., 5) Art.III, Sec. 5.B.5, modified Cape Cod berm will be provided throughout the subdivision on both sides of the subdivision roadway, 6) Art.III, Sec. 5.D.1, the shoulder on the easterly side of the roadway shall be reduced to 2 ft., 7) Exhibit E, the grade on East Riding Drive at the point of intersection with Carriage Way shall exceed the 6% maximum in order to allow greater sight distances along East Riding Drive, 8) Art.II, Sec. 3.B, the applicant shall not be required to submit application fees, 9) Art.III, Sec. 5.B.1, the cul-de-sac pavement will be offset from the center of the right-of-way in order to keep the pavement out of the adjacent buffer zone. Approval is subject to the following conditions: 1) The plan shall be revised to show a six-foot wide shoulder without a sidewalk on the westerly side of Carriage Way and the revised plan shall be

reviewed and approved by the Town engineer, 2) A six-foot shoulder shall be provided along the frontage of Lot 1 (#314 East Riding Drive) from the intersection of Carriage Way to the existing driveway on East Riding Drive. Lane seconded the motion and the plan was approved by a vote of 7-0.

Reid moved to close the public hearing. Tice seconded and the motion carried 7-0.

Continued Public Hearing: Definitive Subdivision Plan, Conservation Cluster and Common Driveway Special Permits for Hart Farm Estates, Map 28, Parcels 6, 7A, 11 and 12, adjacent to 893 Curve Street, Paul and Helen Hart, applicants

Attorney Joseph Shanahan and engineer Joseph March of Stamski and McNary represented the applicant. The Board's engineer, Sandra Brock of Judith Nitsch Engineering was present. Deb Belanger and Kristine Bergenheim of the Pedestrian Safety Committee, Kelly Driscoll of Littleton and Steve Merrill of Boston were also present.

Shanahan showed a revised subdivision plan, which divided the parcel into two lots. He noted that the open space and Parcel X would be deeded to the Town of Carlisle. Shanahan informed the Board that his client has requested to allow Hart Farm Road to remain as a private way, and said that this would be stated in the covenant. He also noted that the revised plan includes three fire cisterns. He explained that he feels this is excessive, but the applicant has agreed to comply with the Fire Chief's request. Shanahan said that he has spoken with members of the trails committee and the applicant has agreed to provide them with timber from the construction site, to be used to facilitate wetland crossing in the open space parcel. Finally, Shanahan explained that he has obtained an agreement from the Kirklands, owners of Lot 13, that their lot shall be accessed from Hart Farm Road rather than Curve Street if it should ever be developed in the future. The Board asked Shanahan to provide them with a copy of this agreement.

In response to an April 18, 2000 letter from the BOH to the Planning Board, March explained that the required soil logs have been submitted to the BOH and he expects approval from them at their next meeting. March then responded to the May 5th review letter from Sandra Brock. He indicated the following revisions to the plan: 1) six foot shoulders have been added and the 50' of sidewalk has been removed, 2) a gravel parking area has been added to the end of Hart Farm Road to access the open space Parcel Y, 3) the number of driveways accessed from the cul-de-sac has been reduced to two, 4) pavement on the cul-de-sac has been widened to 20 ft., 5) three fire cisterns are now provided, 6) the common driveway name has been changed to Daniels Lane, 7) the common driveway has been designed with 16 foot wide pavement and two foot shoulders, and 8) a landscaping plan has been provided for the subdivision road.

Regarding the Post Development Drainage Map, Brock expressed concern that the final grading of individual lots would alter drainage patterns in the subdivision. She also noted, that with the raised roadway and graded side slopes adjacent to the grading of the mounded septic on individual lots it is unlikely that many trees will be preserved between the roadway and the lots. Brock thought that the applicant might rather grade individual lots out to the roadway to avoid ditches along the frontage of each lot. She suggested that the Board condition approval so that it may review final grading for each house prior to lot release. Shanahan suggested that it will be in the interest of the homeowners association to properly grade the entire development, and he asked that they be allowed to oversee this aspect of development. The Board thought it would be best to condition approval upon PB review of the grading on individual lots. Brock thought this would be appropriate as long as the final review specifically targets drainage issues.

Kristine Bergenheim asked why the 50-ft. length of sidewalk at the entrance to Hart Farm Road has been removed. Epstein briefly explained that the Board has discussed this issue at length and concluded that a 6-ft. shoulder would be adequate. He suggested that the Pedestrian Safety Committee schedule a meeting with the Planning Board to discuss sidewalk issues and objectives.

Hara asked if the timbers for the trails committee included decking material. Shanahan said he was not aware of a specific request for decking, but would try to work with the trails committee.

Abend then moved to approve the Definitive Subdivision Plan for Hart Farm Estates, prepared by Stamski and McNary for Paul and Helen Hart, dated August 20, 1999, revised December 29, 1999 and April 19, 2000 with the following waivers from the Subdivision Rules and Regulations: 1) Art.III, Sec. 2.B.3, the property line radius at the

intersection of Hart Farm Road and Curve Street may be less than 25', 2) Art.III, Sec. 2.B.7, the intersection of Hart Farm Road with Curve Street will be within 50 feet of the Daugherty driveway located on Map 8, parcel 7, 3) Art. III, Sec. 2.D.1, the maximum cul-de-sac length of 1000 ft. shall be exceeded to allow a length of 1045 ft., and, conditioned on approval of a conservation cluster, this dead-end road may be allowed to serve twelve lots, with the possibility of allowing access to a thirteenth lot, whose legal frontage is on Curve St., in the future, 4) Art. III, Sec. 5.D.1, the shoulder on the northerly side of the subdivision road shall be reduced to two feet, 5) Art.III, Sec.5.G.6, to allow higher class drainage pipes and reduced cover over these pipes, 6) Art.III, Sec. 5.B.3, to minimize the gravel base and allow it to remain within the roadway and shoulder profile in order to preserve mature trees. Approval is also conditioned on the following: 1) approval of the plan by the Board of Health, 2) Parcel X shall be donated to the Town of Carlisle, 3) a sign shall be provided to indicate that there is a public easement over Hart Farm Road, 4) a perpetual public easement shall be granted to and from Parcel X over Hart Farm Road and Lot 2, to be shown on the plan and a deed satisfactory to the Board, 5) the roadway shall be subject to a maintenance agreement, 6) the roadway shall be maintained as a private road in order to be consistent with the private common driveway and homeowners association maintenance agreement within the conservation cluster at the request of the applicant. Epstein seconded the motion and then recommended that the following condition be added: 7) Lot 13 may access Hart Farm Road. Abend accepted this amendment to his motion and the motion carried 7-0.

Abend next moved to approve the Hart Farm Estates Conservation Cluster as shown on a plan prepared by Stamski and McNary for Paul and Helen Hart, dated August 20, 1999, revised December 29, 1999 and April 19, 2000 finding that the project meets the purpose of a conservation cluster as outlined in Sec. 5.5.1 of the Zoning Bylaws by protecting a significant natural resource, namely 13.5 acres of land known as Parcel Y on the plan, to be used for trails and a possible water supply for the Town of Carlisle and for protection of streams and other natural habitats, with the following conditions: 1) Parcel Y shall be deeded to the Town of Carlisle, 2) Lots 1-7 shall be served by a common driveway known as Daniels Lane, 3) an acceptable trails easement document shall be provided for the trail as shown on the plan, 4) individual lot grading plans shall be presented to the Planning Board for review by the Town engineer for drainage purposes, 5) a public parking sign shall be posted at the gravel parking area on Hart Farm Road, 6) in-kind assistance shall be provided to the Trails Committee to facilitate wetland crossing, 7) stone bounds shall be placed at the northerly, rear corner of Lot 2, 8) the applicant shall submit a copy of the homeowners association documents to the Planning Board. Lane seconded the motion and the Board voted 7-0 in favor of the motion.

Epstein then moved to approve the Common Driveway plan as shown on the plan entitled Hart Farm Estates Conservation Cluster, prepared by Stamski and McNary dated August 20, 1999, last revised April 19, 2000, subject to the: 1) receipt of a common driveway maintenance agreement which is acceptable to the Town, 2) receipt of an acceptable trail easement to provide access to Parcel Y over Daniels Lane and through Lot 3 as shown on the plan and connected to the trails easement included in the conservation cluster 3) a revision of the plan to show the trails easement over Daniels Lane. In accordance with Sec. 5.4.4 of the Zoning Bylaw, the Board finds that the common driveway is appropriate to provide sufficient emergency access and it preserves the natural landscape as compared with access via individual driveways. Lane seconded the motion and the special permit was approved by a vote of 7-0.

Abend moved to continue the public hearing to 7:45 p.m. on May 22, 2000. Epstein seconded the motion and it carried 7-0.

Continued Public Hearing: Definitive Subdivision Plan, Conservation Cluster and Common Driveway Special Permits for Great Brook Estates, Map 26, Lot 18 & Map 35, Lot 22Y, 195 Rutland Street, Albert I. Gould and Betsy E. Goldenberg, applicants

The applicants were present with their engineer, Gary Shepard of David Ross Associates. Chris Puffer of Rutland Street, Deb Belanger and Kristine Bergenheim of the Pedestrian Safety Committee and Kelly Driscoll of Littleton were also present.

Mansfield informed the Board that the most recent revision of the plan was received on Friday and has not been reviewed by the Board's engineer.

Shepard presented sight distance calculations as Abend had requested at a previous meeting and then proceeded to describe the revised plans. He showed that Lots 6 and 9 have now been included in the conservation cluster and the open space parcel has been increased to 5.72 acres. The common driveway has also been reconfigured to provide ninety-degree access to each lot. Shepard felt that the new configuration is a great improvement over the previous plan and eliminates the need for the common driveway to cross the open space buffer. The Board was pleased with the revised layout.

Mansfield and Hara expressed concern over the location of the trail easement from the cul-de-sac to the State Park. Shepard offered to provide a wider easement over Lot 3 to allow greater discretion in locating the trail.

Deb Belanger requested a non-asphalt, rural footpath, situated away from the roadway along Great Brook Path.

Mansfield asked if Shepard had discussed the concerns over cistern easements with the Fire Chief. Shepard explained that at the common driveway cul-de-sac, the cistern is entirely within the common driveway right-of-way, however, the other cistern will require a wider easement for maintenance purposes. Epstein asked to have the Board's engineer review the cistern's location under the roadway. He was concerned that this might cause problems with maintenance and/or safe access.

Abend was concerned about safety at the intersection of Great Brook Path and Rutland Street, particularly for cars turning left onto Great Brook Path. He felt Rutland Street is steep and narrow at this location and thought it would be appropriate to ask the developer to rebuild the shoulders and minimize the cross slope. Shepard felt that the 5% grade and adequate sight distances do not warrant reconstruction. Goldenberg argued that cars generally stop before making the left turn into the existing driveway at this location and she stated that it has never been a problem. Abend was concerned about sight distances for cars approaching from the opposite direction. Shepard noted that work in this area would require significant research and new drainage calculations. Given the sensitivity of the wetlands in the area, Shepard did not think that reconstructing Rutland Street would be appropriate. Abend and Shepard agreed to arrange a site visit together to discuss this issue.

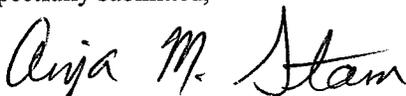
Epstein asked the applicant to provide a common driveway maintenance agreement and a trail easement. He also asked that a wider trail easement be shown on the plan. He requested that Mansfield ask LandTech about the location of the cistern under the roadway. Epstein also asked that the PA discuss deeding of the open space parcel with other Town committees. Gould stated that he would prefer to deed the open space parcel to the homeowners association with a trail easement to be maintained by the State Park. Mansfield noted that if the open space is deeded to the homeowners association, then the entire parcel must be placed under a conservation restriction.

The Board asked that modified Cape Cod berm be used throughout the subdivision, and referred Shepard to Concord's bylaw for a detail of this type of berm.

Holzman moved to continue the public hearing to 8:15 p.m. on May 22, 2000. Abend seconded and the motion carried 7-0.

At 12:20 a.m. the Board unanimously adjourned the meeting.

Respectfully submitted,



Anja M. Stam
Planning Secretary