

Minutes

Carlisle Planning Board

Nov. 11, 1968

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

Mr. Spaulding reviewed the meeting of Selectmen, Planning Board members, Conservation Commission members and Mr. Constantine concerning the Town's application for "701" Urban Planning Assistance aid for updating and revision of the Benjamin Report. Mr. Spaulding noted that the State had, through some standard formula, determined that the maximum funds available to Carlisle would be \$13,500. He also explained that standard inquiry forms had to be filled out by all Town committees as a pre-requisite to actual application for the funds. Also, such funds, if approved, might take 12-18 months to become available. Also, the Board would have to interview 4-6 professional planners before selecting the planner who would actually do the job. Jean Berry inquired from the audience if the Federal funds had any strings attached which might force the Town to do something which it would not prefer to do. Mr. Hosmer and Mr. Spaulding both stressed the fact that such funds were aid monies only, and had no strings attached. Mr. Hosmer noted that the Benjamin Report had been written using matching funds from a similar program.

The Board then reviewed the question sheet from the Dept. of Commerce and Development to check over the answers that T. Herndon and D. Spaulding had given. Several corrections and clarifications were made. Mr. Evans noted that, at the time the study was begun, the Board should consider what emphasis it wished the planner to give to various problems. For instance, Mr. Evans felt that, considering the nature of the town, such matters as generalized industrial development should receive much less planning attention than an item like a future land use plan. The Board agreed that it must direct the emphasis of such a report.

Mr. Herndon then reviewed the status of the Post Office, by noting that Mr. Ryan of Lincoln had submitted preliminary plans for a multiple store building to the Post Office Dept., and had been asked for more detailed plans which indicates their interest in his proposal. It would seem that he is the only bidder which is currently being considered, and he felt that the P.O. Dept. would decide on his proposal within 6 - 8 weeks. Mr. Hosmer asked how much parking was to be provided for this facility, and Mr. Herndon did not know.

The Board discussed its 1969 budget request. Mr. Spaulding, the Board's Treasurer, said that a total of \$740. had been spent out of the total 1968 appropriation of \$800.. Mr. Herndon guessed that the Board had outstanding bills of \$200. - \$300. (primarily to Mr Perley). The Board decided to request \$1200. for the 1969 budget.

Rules and Regulations changes were discussed further. After some discussion of the underground wiring question, the Board decided to require underground wiring in all new subdivisions, where the geology (ledge, mainly) would require excessive installation costs. The question of subdivision road width was considered. Mr. Hosmer suggested that the Board consider changing its minimum width requirement to 20', and institute a By-Law change to 20' also (from 24'). Mr. Smith felt that this would be a good middle ground, as he thought the 24' roads are too wide, and many of them are also

unattractive. Mr. Spaulding commented that part of the poor appearance was due to excessively wide shoulders and cuts through hills. Mr. Evans opined that such 24' roads were safer than narrower ways, and that this should be a prime consideration. Mr. Macone agreed that safety should be a prime consideration, but was not convinced that 20' wide roads were necessarily less safe than 24' wide ways. Mr. Herndon that since there was such a division in the town, as well as on the Planning Board, no definitive answer could be given to this question. He then noted that the Board should err in requiring roads that might be too wide rather than too narrow. Mr. Hosmer commented that the question was a difficult one to resolve, and suggested that the members each consider the various arguments further and take the question up again at the next meeting.

Mr. Evans then spoke to the question of prohibiting "Pork Chop" lots from being built at the end of dead end roads, thereby eliminating the possibility that such a road could be extended in the future. He felt that the Town should control the access at the end of such roads so that future ways that might be needed could be built at the appropriate time. After some discussion, the Board agreed with the principle of not permitting the end of a road to count as the 40' frontage required for a "Pork Chop" lot. The wording of this and other revisions will have to be worked out.

Mr. Herndon brought up the suggestion that the Board have a "cut-off" date on the installation of hot top surfacing for new roads. This would be to prevent the paving of frozen ground, which upon thawing, would tend to break up the pavement. He had learned that other towns do this usually between the 1st and 15th of November, but allow paving after such dates if the ground has not frozen. This restriction would then be removed in the Spring at whatever time the Board's consultant or the Town Highway Surveyor decided that the frost was out of the ground. The Board agreed to require such a "cut-off" date and decided on Nov. 15 as that date.

Mr. Herndon then outlined the request he had received from three home owners on Old East St. near the former Town Farm that the Board not include that section of road in the Board's recommendation of roads which the Town should abandon. The people living in new homes on that road said that they had bought and built on their lots with the assumption that they were building on a Town Way, and that it would remain so. They had also noted that the Planning Board had signed Approval Not Required on their lot plans, which, they felt, defined the road on which their lots fronted as being a Town Way. Since one of the people on the road was building a house, and had been stymied by the gas company expressing a reluctance to put their pipe up a way that might be discontinued, they asked if the Board could decide on its recommendation for that road within a week. The Board felt that it couldn't decide this issue so quickly, as it was a serious problem and should be carefully weighed, it decided to get a full list of roads to be considered for abandonment before going further into the matter. Mr. Hosmer also asked the Clerk to look into the role of the County with regard to this matter.

The By-Pass plans were not available, and no action was taken on that topic.

The Board then discussed what its recommendations would be at the Special Town Meeting concerning the Town's acceptance of Indian Hill Road and Page Brook Road. Mr. Herndon reported that Mr. Perley had looked at both roads and felt that they were acceptable, with the qualifier that there was a culvert on Page Brook road that was possibly damaged. The Board asked the Clerk to have Mr. Perley check the condition of the culvert carefully

and report before deciding whether or not to recommend acceptance. The Board also asked the Clerk to get a letter from Mr. Perley concerning the acceptability of Indian Hill, in its current condition, before recommending the acceptance of that road.

Respectfully submitted,

Terry O. Herndon, Clerk



# Town of Carlisle

MASSACHUSETTS 01741

Office of  
PLANNING BOARD

TERRY O. HERNDON, Clerk  
Hillside Drive  
CARLISLE, MASS.

## AGENDA

Carlisle Planning Board Meeting

8:00 p.m. November 11

Selectmen's Office

1. Report on the meeting of representatives of the Selectmen, Conservation Commission and Planning Board with Mr. Constantine of the State Dept. of Commerce and Development concerning the Board's 701 Urban Planning Assistance grant application.
2. Report on the status of the Post Office.
3. Discuss what the Board's budget request for the calendar year 1969 should be.
4. Rules and Regulation changes -- specifically Underground Wiring, Road Width and wording of the Pork Chop zoning change items. It is hoped that all members will give these topics some thought before the meeting so that we can finish up this project.
5. By-Pass -- reduced versions of the new by-pass proposal maps should be available and the Board should begin concerted work on this subject.
6. Arrange a date to view those roads being considered for abandonment.