

CARLISLE PLANNING BOARD

MINUTES

JUNE 4, 1990

Present:

George B. Foote, Temporary Chairman  
Phyllis W. Hughes  
Norman S. Lindsay  
Jill Natola  
Stephen P. Tobin

Meeting called to order at 8:01 p.m.

Bills

The members authorized payment of bills as presented.

Budget Update

Mr. Tobin reported that, as of May 14, the Board had authorized spending of \$16,043 out of its FY90 budget of \$21,475. There should be a surplus at the end of the fiscal year (June 30).

Action Alert, Senate Bill 909 (Grandfathering)

The Board deferred discussion until the next meeting when the Planner Assistant would be present to explain the bill.

Sylvia Sillers entered the meeting.

Continued Public Hearings - Subdivision and Common Driveway - Tall Pines - Costello.

At 8:30 p.m., Temporary Chairman Foote called to order the public hearings continued from May 14, 1990, on the applications of Walter and Norina Zywiak; John M. Swanson, Trustee of Swanson Family Trust; John M. Swanson, Trustee of Susan & Peter Realty Trust; John M. Swanson, Trustee of JMS Realty Trust; and John M. Swanson and Elizabeth E. Swanson for approval of a 37-lot Definitive Plan entitled "Tall Pines" for property located at the southwesterly corner of Fiske and Curve Streets and William Costello Realty Trust for a Special Permit pursuant to Section 5.4 of the Carlisle Zoning Bylaws for a Common Driveway to serve three lots in a proposed subdivision entitled "Tall Pines" on property located at the southwesterly corner of Curve/Fiske Streets.

Judy Lane presented a video prepared by the Chelmsford Conservation Commission on the natural history of the Tall Pines in the State Park.

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The following issues raised at the last meeting were discussed:

Restrictive easements adjacent to the State Park: An analysis by the applicant's environmental consultant was submitted, which concluded that a 50-foot buffer is adequate to protect the existing pines. A new 50-foot easement along lots 6, 7, and 8 was proposed by the applicant; the easement remains 75 feet adjacent to lots 9 and 10, and 150 feet along the wetlands on lot 10. Joe March, engineer for the applicant, stated that increasing the 75-foot buffer to 100 feet would force the house on lot 10 into the wetlands buffer zone. Mr. Costello said he would consider a 100-foot buffer on lot 10.

The Board agreed to send the memo to the Board of Health, dated May 14, that was discussed at the last meeting.

Waivers were next discussed, following an outline prepared by Mr. Foote.

1. Road standards for Barnes Place - same as common driveway construction standards. The Board felt comfortable with this.

2. Reduced shoulder width at wetland crossings - reduces width of wetland filling by 5 feet, for a total of 15% less wetland filling. Wooden guardrails are designed to DPW standards. Mr. March said the guard rail could be moved to a location between the bicycle footpath and the road to provide extra pedestrian protection.

3. Kimball Road bridge - a cross section appears on the plans; details of the footing width will depend on soil conditions, which have not been determined. The engineer estimated that the drawings are 90 to 95 percent complete. He stated that the bridge design will need Mass. DPW approval to become a public way. The Board felt that it needed the complete design so that the town's engineer could evaluate it, before the Board could approve the plan. The engineer agreed to submit the necessary information to CV&P as soon as it is available. The bridge will be constructed of 3-foot high prestressed concrete sections, with aluminum guard rails. In response to a preference expressed by members of the public for wooden guard rails, the engineer agreed to look into this possibility. The bridge has a 32-foot span. Vertical granite curbing, 8 inches high, will separate the road from the bicycle footpath. The Board expressed its preference for a bridge rather than more wetlands filling.

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4. Kimball Road length - the applicant asked for a waiver of the 1000-foot limit for dead-end streets, arguing that the change in lot lines necessitated by a shorter road would force many houses into the wetlands buffer zone.

5. Trails - As requested by abutters at the last meeting, a trail easement was added along the common driveway to connect to Mr. Erickson's land. The easement crosses the wetlands on the shoulder of the common driveway.

6. Conservation restrictions - The new Conservation Restriction Committee met with Mr. Costello and agreed on changes to the wording of the conservation restrictions for trails and Tall Pines buffers. The final wording of the restrictions will be submitted by Mr. Costello prior to the next meeting.

7. Sight distances - Joe March stated that all four sight distances, on Curve and Fiske streets, will be 350 feet or greater.

In passing, it was mentioned that the existing house on the property near the intersection of Fiske and Kimball roads will be removed. Mr. Costello offered it to the town free of charge, if the town can move it.

8. Bicycle footpath - there was extensive discussion on the desirability of paved bicycle footpaths in the subdivision. In a straw poll, the board was evenly divided (Hughes, Tobin, and Natola in favor; Sillers, Lindsay, and Foote opposed). The Board agreed to consider the question and reach a decision at the next meeting.

9. Road name - the Board agreed with the applicant's decision to shorten Hutchins Ridge Road to Hutchins Road.

10. CV&P comments - The applicant complied with changes suggested by the town's engineer except for the use of barrier curbing at wetland crossings. The Board agreed with the applicant that the barrier was not necessary.

Excerpts from the Planning Board minutes (9/11/89 and 9/25/89) for the preliminary subdivision plan were read, wherein Mr. Costello had indicated willingness to repave parts of Cross and/or Fiske streets. In clarification, Mr. Costello said he intended to work on the Fiske street drainage problem next to the wetlands. He said he could put a top coat on the roads, but would want the Town to indemnify him for liability. Mr. Foote offered that a top coat would not be sufficient; the roads need

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base work as well. It was suggested that a cash donation could be made to the town for resurfacing purposes. Mr. Costello will look into it and respond at the next meeting.

At 10:57 p.m., Temporary Chairman Foote continued the public hearings on the Tall Pines definitive plan and common driveway until June 11, 1990, at 8:30 p.m.

Meeting adjourned at 10:58 p.m.

Respectfully submitted,

Stephen P. Tobin