

**PLANNING BOARD  
MARCH 24, 2016  
MINUTES**

Chairman Perkins called the meeting to order at 7:30 PM at the Town Hall

Members present: Perkins, Barringer, Burke, Giger, Svarczkopf, Vega, and Wilson

Barringer made a motion to advance discussion of the meeting minutes to the beginning of the agenda. Burke seconded the motion. The vote was unanimous.

**MINUTES**

Barringer made a motion to approve the minutes of March 3, 2016. Giger seconded the motion. The vote was unanimous. Svarczkopf made a motion to approve the minutes of March 17, 2016. Burke seconded the motion. Six voted in favor with one abstention (Barringer).

**SITE PLAN REVIEW – LAWRENCE ACADEMY ENTRANCE**

Carolyn opened discussion of the draft decision.

In response to Planning Board questions, Stan Dillis of Ducharme & Dillis Civil Design Group, Inc., who represents Lawrence Academy, made the following points of clarification:

- The Applicant wants to illuminate the intersection of Main Street and the proposed way by installing a LED street light on the telephone pole nearest the intersection.
- The Applicant wants to install bituminous concrete walkways as shown on Sheets C3 and C4, not concrete walkways as shown on Sheets C5 and C6.
- The Applicant plans to complete the project within a 6 week timeframe therefore there is no need for a phasing plan. All work will be completed within 1 phase.

In response to discussion at the March 17, 2016 meeting with regards to stamped concrete crosswalk on Main Street, Perkins read an email from DPW Director Tom Delaney. The email stated that, for maintenance reasons, he prefers a stamped asphalt crosswalk. In his email, Delaney also mentioned a preference for thermoplastic in the grooves, which is reflective, and that he hopes that the Applicant will permanently assume responsibility for recoloring the crosswalk.

Perkins asked members if they were satisfied with the Findings as written. Giger asked Bonavita to change language under Criteria 6 so that it specifies "stamped crosswalk" instead of "decorative crosswalk".

Perkins asked members if they were satisfied with the Conditions as written. After some discussion, the Board asked Bonavita to make modifications to the lighting condition and sidewalk condition to reflect comments made by Dillis.

Delaney, who was present for a portion of the meeting, further clarified his preferences for the Main Street crosswalk. He said that the DPW would assume responsibility for repairing the crosswalk (filling potholes, reconstructing, etc...) but prefers that Lawrence Academy permanently assume responsibility for recoloring the crosswalk and touching up the thermoplastic.

Giger suggested adding language to the Condition regarding the Main Street crosswalk such that Lawrence Academy will be responsible for maintaining those elements of the crosswalk that exceed Town standards for crosswalks, including texture and coloring as agreed to by the Applicant, in perpetuity.

Burke suggested amending the Condition regarding construction phasing to reflect that construction will occur in one phase and that construction shall minimize disturbance to Route 119.

Barringer read the following statement into the record: "I, George Barringer, Member of the Planning Board, certify that I have examined all evidence received at the March 17, 2016 session of the public hearing relative to the application of Lawrence Academy, property located off of Main Street, Groton, MA, for the Site Plan Review Special Permit. Said evidence includes a transcript of the March 17, 2016 meeting."

Giger made a motion to approve the special permit for Lawrence Academy relative to entrance improvements as shown on the plan entitled "Site Plan, Lawrence Academy – Entrance Improvements, Groton, MA" prepared by Ducharme & Dillis Civil Design Group, Inc., dated January 7, 2016. Burke seconded the motion for discussion purposes. He amended the motion to reflect the Site Plan last revised March 10, 2016. Barringer further amended the motion to reflect amendments to the special permit PB 2016-02 as discussed. The vote was unanimous.

### **COMPLETE STREETS**

Delaney expressed concerns about the draft Complete Streets Policy- in particular he is concerned about how the Policy will impact his use of Chapter 90 funds. If he has to replace or construct sidewalks when he repaves roadways, he will quickly exhaust Chapter 90 funds and that will limit the number of roads that can be repaved each year. He also expressed concern that policy decisions will be too influenced by politics and may be unrealistic if put in the hands of a volunteer committee. He wants the Land Use Committee to have the power to make those policy decisions.

Burke reminded Delaney of the paragraph following bullet #4 on page 2, which states that Town departments, in consultation with the Board of Selectmen, may waive application of Complete Streets principles for routine roadway maintenance projects. Because of this provision, repaving roadways would not necessarily trigger the construction or extension of sidewalks.

Giger wants the Town to explain expectations to developers so that they will know early on if they are expected to meet Complete Streets standards.

Bonavita mentioned that the permitting process is a good opportunity to require developers to meet Complete Streets standards while taking into account the carrying capacity of the project and its context. She stated that zoning and subdivision regulations should be modified to meet Complete Streets standards.

Giger suggested that developers submit written waiver requests if they don't want to comply with Complete Streets.

Burke reminded the Board that our Subdivision Regulations already require walkways.

Perkins observed that not all projects are big enough for bike lanes.

Svarczkopf stated that it doesn't make sense to require bikeways in all developments. Density is important when determining need for bikeways.

Bonavita suggested using the Complete Streets Prioritization Plan as a vehicle for focusing need.

Delaney expressed a concern about the design requirements associated with Complete Streets- is submission of fully designed plans a prerequisite for obtaining the grant money?

Carolyn reminded the Board that engineered design plans already exist for Station Ave.

Delaney suggested combining the sidewalk and bikeway to provide for both.

Burke informed the Board that bike accommodation on most roads may consist of stencils, signage and striping.

Delaney reiterated that he wants the decision-making entity to be the Land Use Committee. He is afraid that opening membership up to the Trails Committee, Disabilities Committee, etc... will result in unrealistic expectations.

Svarczkopf responded that he doesn't want to limit decision-making authority to the Land Use Committee because he feels it will be a disservice to cut out important constituencies.

In response to Bonavita's comment that the policy's focus will likely affect the policy's rating, the Board agreed that it is important to maximize points by making the policy as broad as possible. Narrowing the focus should be left to the next step- the Complete Streets Prioritization Plan.

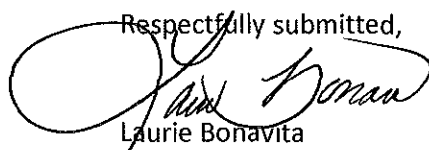
Burke suggested focusing our attention on priority locations based upon need and creating a nexus of activities and desirable locations to optimize aims and the vision of the Complete Streets Program.

Delaney stated that some years it will be feasible to meet Complete Streets objectives and other years it won't be possible given the need.

Bonavita stated that she will modify the policy to reflect tonight's discussion.

Wilson made a motion to adjourn. Barringer seconded the motion. The vote was unanimous.

Meeting adjourned at 8:35 PM.

Respectfully submitted,  
  
Laurie Bonavita  
Land Use Director/Town Planner