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Town of Norwell
PATHWAY COMMITTEE
Meeting Minutes of December 13, 2017

MEETING DATE:	Wednesday, December 13, 2017
TIME SCHEDULED:	7:00 P.M.
LOCATION:	Meeting Room 2
MEMBERS PRESENT:	Brendan Recupero, At-Large Kevin Cafferty, Chair At-Large Patrick Palzkill, Vice-Chair At-Large Brendan Sullivan, Planning Board (Arrived Late) Robert Woodill, Conservation Commission James M. Kelliher, At-Large
TOWN EMPLOYEES PRESENT:	Kenneth R. Kirkland, Town Planner (Arrived Late)
MEMBERS ABSENT:	Christopher Madden, Recreation Commission Pamela Brake, Alt. Member

2018 APR -5 AM 8:28

Chair Cafferty called the meeting to order at 7:10 P.M.

Upon a motion duly made and seconded, members present voted unanimously to **APPROVE** the Agenda, as written.

Minutes: There were no minutes to approve.

Bills: There were no invoices to approve.

Horsley Witten / Wompatuck Access Lot Design Charrette: Chair Cafferty opened the charrette with a welcome, and gave background information leading to this charrette. In 2017, Town Meeting approved a \$40,000.00 expenditure for an engineering feasibility study for an access lot off Grove Street that would provide recreational access the Wompatuck State Park. This access lot would be comprised of a paved access road leading to a 20-space parking lot and access trail that would connect into Wompatuck State Park. Chair Cafferty emphasized that there were no "existing layout plans" and that the purpose of the series of charrettes was to take design ideas and feedback from local residents and abutters to create the overall layout of this proposal.

Chair Cafferty introduced Principal Joseph Longo, Project Manager Justin Lamoureux, and Jesse Bean of Horsley Witten Group, the engineering firm chosen as the consultant for this proposal. The Horsley Witten associates introduced themselves and Project Manager Lamoureux indicated that the presented Existing Conditions Plan is the result of wetlands delineation and general site fieldwork.

When asked about the materials that would be used, Chair Cafferty indicated that the Town Meeting article required a feasibility study of a paved access road, and a lot for 20-spaces, and it was the intent to create a Final Plan that shows the design and costs associated with this configuration, as well similar designs/costs for total gravel, total asphalt, and half-and-half designs. Project Manager Lamoureux indicated the less impervious surface, the less stormwater controls would be needed. As a group, the Conservation Commission had expressed preference for the least amount of impervious surface.

One resident noted questioned what landscaping would be done as part of this project, considering that the Lot is wide open and barren now, and that a parking lot in the rear of their yards would not be attractive. Project Manager Lamoureux stated that landscaping would be used to buffer the

neighbors, and would be designed as natural as possible using native materials, while minimizing the "manicured" look.

A number of residents voiced concern over the extent of amenities proposed for the Lot, such as bathrooms, lights, picnic tables, etc. Chair Cafferty and Town Planner Kirkland noted that the Lot is to be minimalist in nature, and it was never meant to have hard amenities such as lighting or bathrooms. In terms of bicycle racks, the Committee felt that it would not be a bad idea, considering that a number of residents voiced that the Park has a network of bicycle trails utilized by a number of riders. The Committee stated that if it seemed there was large support for rack installation or any other similar idea (such as a pet waste station or benches), the Plan could easily incorporate them. A number of residents additionally asked whether the spaces would accommodate rear-mounted bicycle mounts. Project Manager Lamoureux stated this could be an easy design consideration. The Friends of Wompatuck had indicated that if there were to be kiosks or a bulletin board for maps of the area, they would be happy to provide them.

A resident brought up police presence, the lot's hours of operation, and gate installation. Town Planner Kirkland stated that in conversation with the Police Chief, the officer assigned to that area would be responsible for nighttime patrol of the Lot as part of their shift. The Chief additionally suggested that as direct residents, they could be the eyes and ears of the police, and is always grateful for vigilant neighbors to report suspicious activity. Both the Police and Fire Chiefs agreed that gate installation would be detrimental to access for EMS personnel in the event of a medical emergency in the Lot or the Park itself. Both Chiefs indicated that past emergencies in the Park required EMS access and that due to this Lot's close proximity to the Park, it could lower response times with no gate installed.

A neighbor asked about trash removal and the responsible party for cleanup. Chair Cafferty stated that DCR indicated interest in responsibility, but also that in the event of DCR refusal, the local Highway Department would have ultimate responsibility, as the property is Town-owned.

A number of residents expressed concern over potential traffic increases, noting proximity to the intersection of Prospect and Grove Streets. Project Manager Lamoureux and Chair Cafferty indicated that traffic would be minute, if measureable at all. They indicated that this Lot was for accessing a State Park, and is not akin to a retail store or other commercial establishment. Project Manager Lamoureux stated that Horsley Witten would be willing to conduct a traffic study if it was felt that one would be necessary.

A neighbor expressed concern that her driveway was directly across from the proposed entrance to the Lot and feared that people would mistake her driveway for a continuation of the parking. She asked why the driveway was directly across from her. Principal Longo indicated that it was best engineering practices to place curb cuts (entrances) directly across from each other to minimize and/or avoid sight distance or driver confusion.

Some residents asked if the Department of Conservation & Recreation (DCR) was being consulted for this project. Chair Cafferty and Town Planner Kirkland indicated that they were, but that the focus of the charrette was to gather ideas from the *Norwell* residents because the Lot is Town property; as Wompatuck is State property under DCR authority, collaboration with DCR would occur concurrent but separate from the charrette.

A number of residents asked about the possibility of a "Hornstra Farm ice cream stand" and whether visitors would use parking within this Lot. Chair Cafferty expressed that while they could consider installing striping for a potential crosswalk for that possibility, he stated that the Lot is not

being specifically designed for a project that is outside the scope of the study. Town Planner Kirkland agreed and added that the Committee cannot consider projects unless they have been officially submitted for Town review.

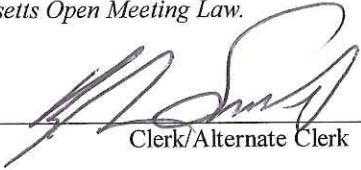
At 8:10pm, Chair Cafferty expressed thanks for the large turnout and the enthusiastic participation of the residents in formulating the entrance lot design. He stated that the next step for Horsley Witten would be the creation of 25% designed plans, which would include a location of the parking area, at which point the Committee would hold another charrette to receive more suggestions and feedback.

Adjournment: Upon a motion duly made and seconded, members present **VOTED** unanimously to adjourn at 8:10.

Next Scheduled Meeting: TBD

These minutes have been approved with reading of the minutes waived by unanimous vote of the Norwell Pathway Committee at a public meeting duly noticed and held on 1/11/18 in accordance with the Massachusetts Open Meeting Law.

Signed: _____


Clerk/Alternate Clerk

Date: 2/4/18

Copy filed with: Office of the Town Clerk

*Copies to: Town Planner / Planning Board
 Conservation Agent / Conservation Commission*

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