

46 Springdale Ave.

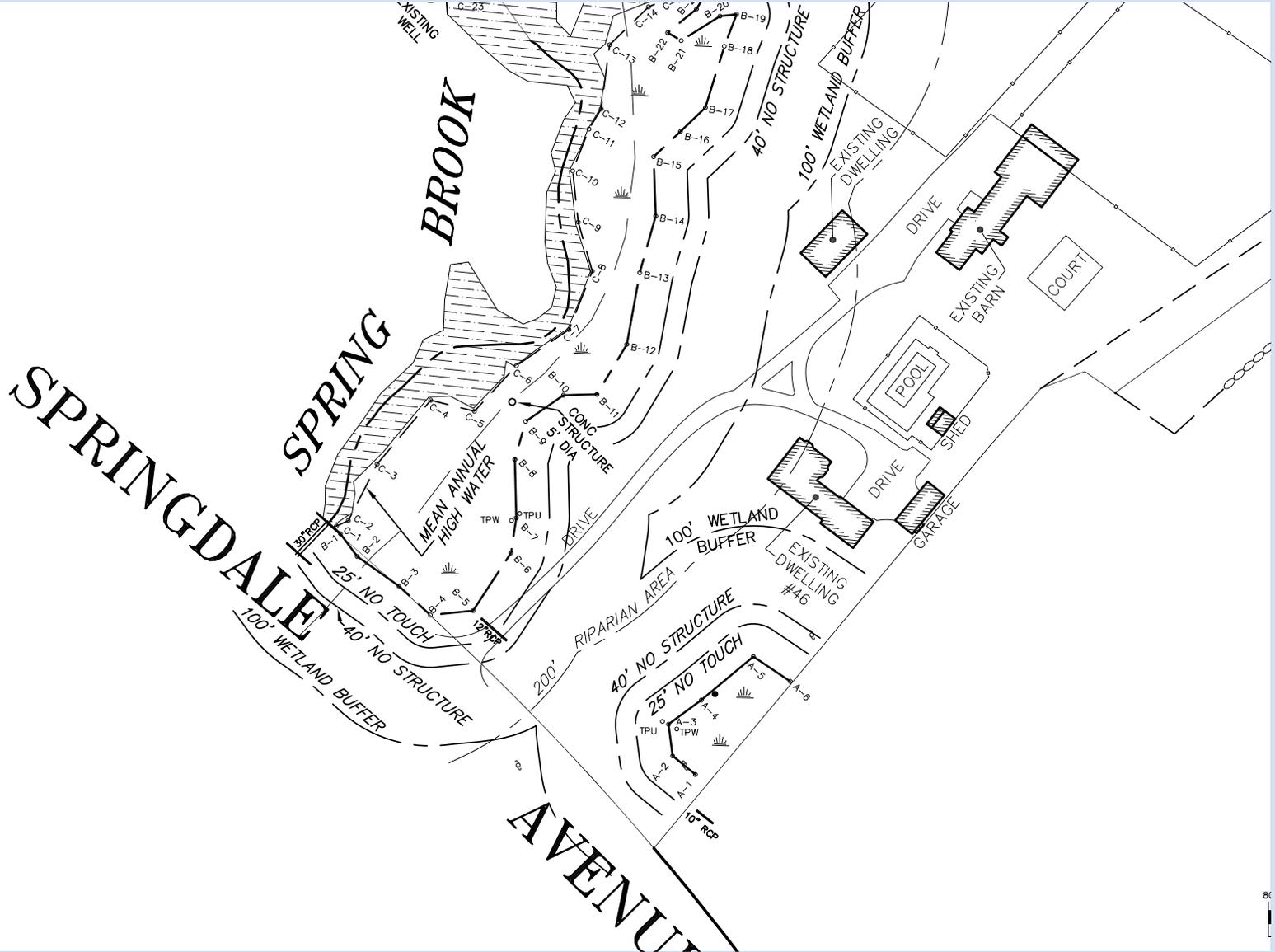
Planning Board Report: Potential Development Options

**Board of Selectmen Open Hearing
September 3, 2014**

Frontage/Access

- There is abutting land owned by Dover Conservation Land Trust and U.S. Army Corps of Engineers that form a corridor to Springdale and Farm Streets.
- However, due to extensive wetlands and a stream, there is no practical access through this land.
- Planning Board has concluded that the 61A parcel alone is not developable or accessible without the front portion of the lot that is not within 61A.

Frontage/Access From Springdale



How Many (Building) Lots?

- Assumptions:
 - Single owner of entire parcel
 - Current zoning: R-1 District = Minimum of 1 acre and 150 feet of frontage per lot.
- 46 Springdale: 27 acres and 349 feet of frontage.
- Caveat: Zoning compliance is not sufficient. Compliance with Board of Health and Conservation Commission rules is also required in order to build.

2 Methods of Dividing Land

A. Approval Not Required (ANR)

B. Conventional Subdivision

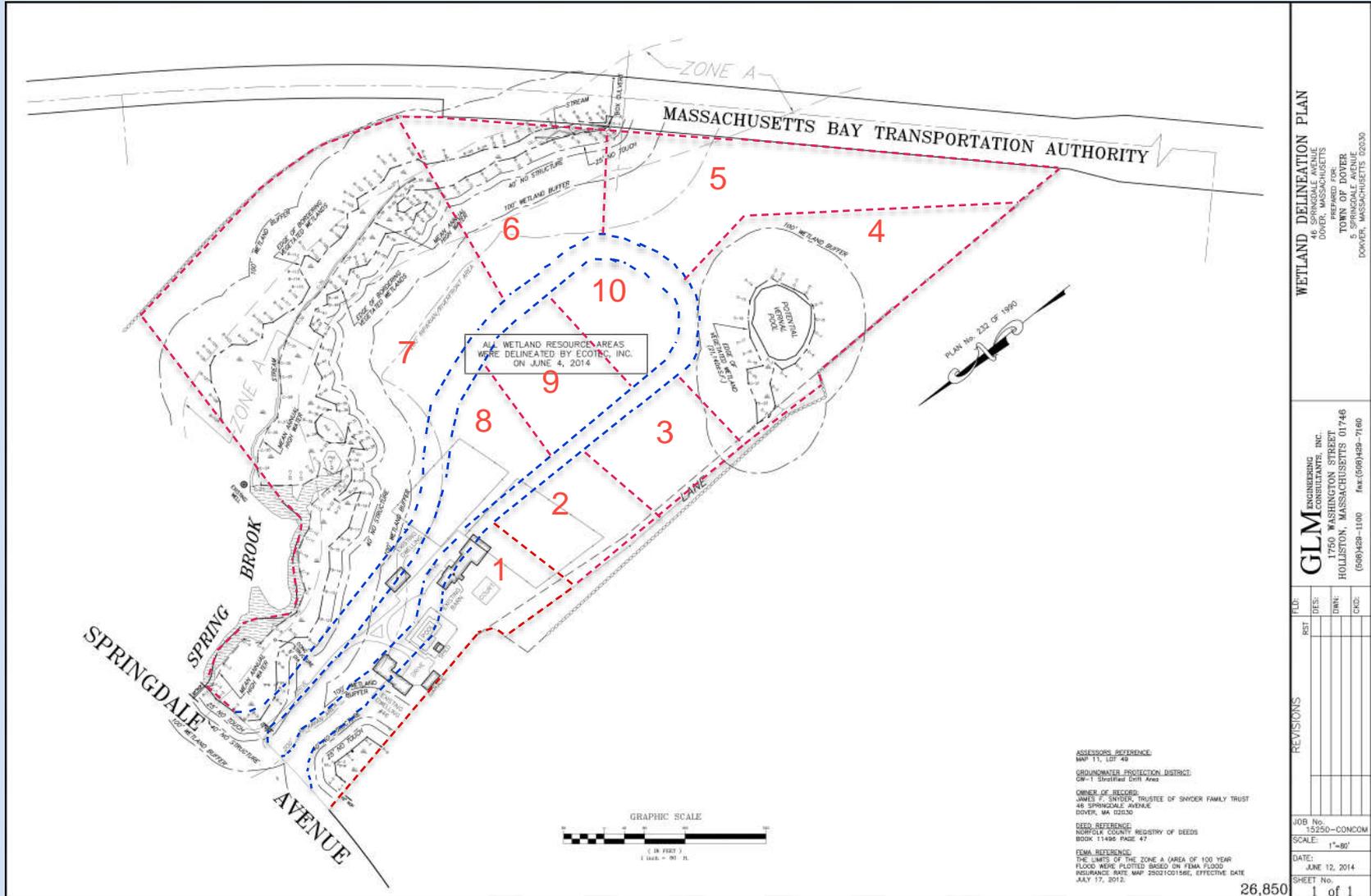
A. ANR Process

- Provides simplified process for dividing land when lots have frontage on an *existing road*.
- Usually done in a single Planning Board meeting with no public hearing.
- This process would result in 2 lots (349' frontage divided by 150 = 2 lots with surplus 49 feet distributed between lots).
- Maximum one house per lot.

B. Conventional Subdivision

- *New road* is created to create additional frontage.
- The process requires notice to abutters, public hearings, and lots of detailed engineering that must be peer reviewed by Town Engineer.
- It can take several months and up to a year in some cases.
- Dead ends are not allowed, therefore a through road or loop road (which both enters and exits onto an existing street) must be demonstrated.
- Planning Board concludes that a multi-lot subdivision with a loop road is feasible (3 scenarios).

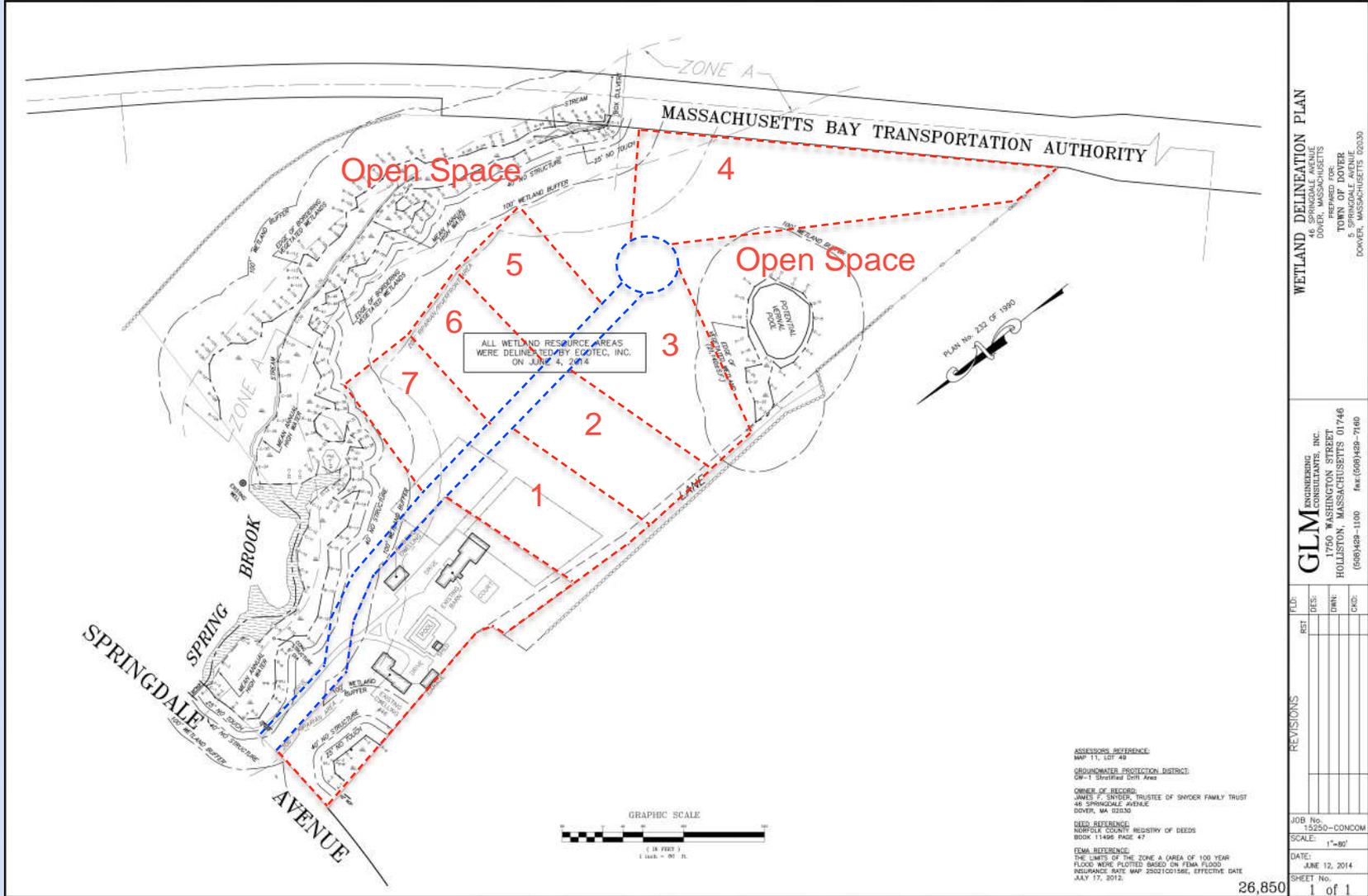
1. Conventional 10-lot Subdivision



2. Alternative Development

- Planning Board has ability to waive dead end prohibition IF a loop road is proven to be viable AND a dead end road is more beneficial to the Town.
- Criteria for waiver would include:
 - preservation of views from the road
 - reduction in number of lots
 - conservation restrictions
 - increased buffer areas,
 - easements for pedestrian access or trail access
 - or other benefits to the Town.
- A development more sensitive to resources and Town needs could potentially be negotiated.

2. Sensitive Alternative



WETLAND DELINEATION PLAN
 46 SPRINGDALE AVENUE
 DOVER, MASSACHUSETTS
 01929
 TOWN OF DOVER
 5 SPRINGDALE AVENUE
 DOVER, MASSACHUSETTS 02030

GLM
 ENGINEERING, INC.
 175 WASHINGTON STREET
 HOLLISTON, MASSACHUSETTS 01746
 (508)468-1100 Fax:(508)468-7600

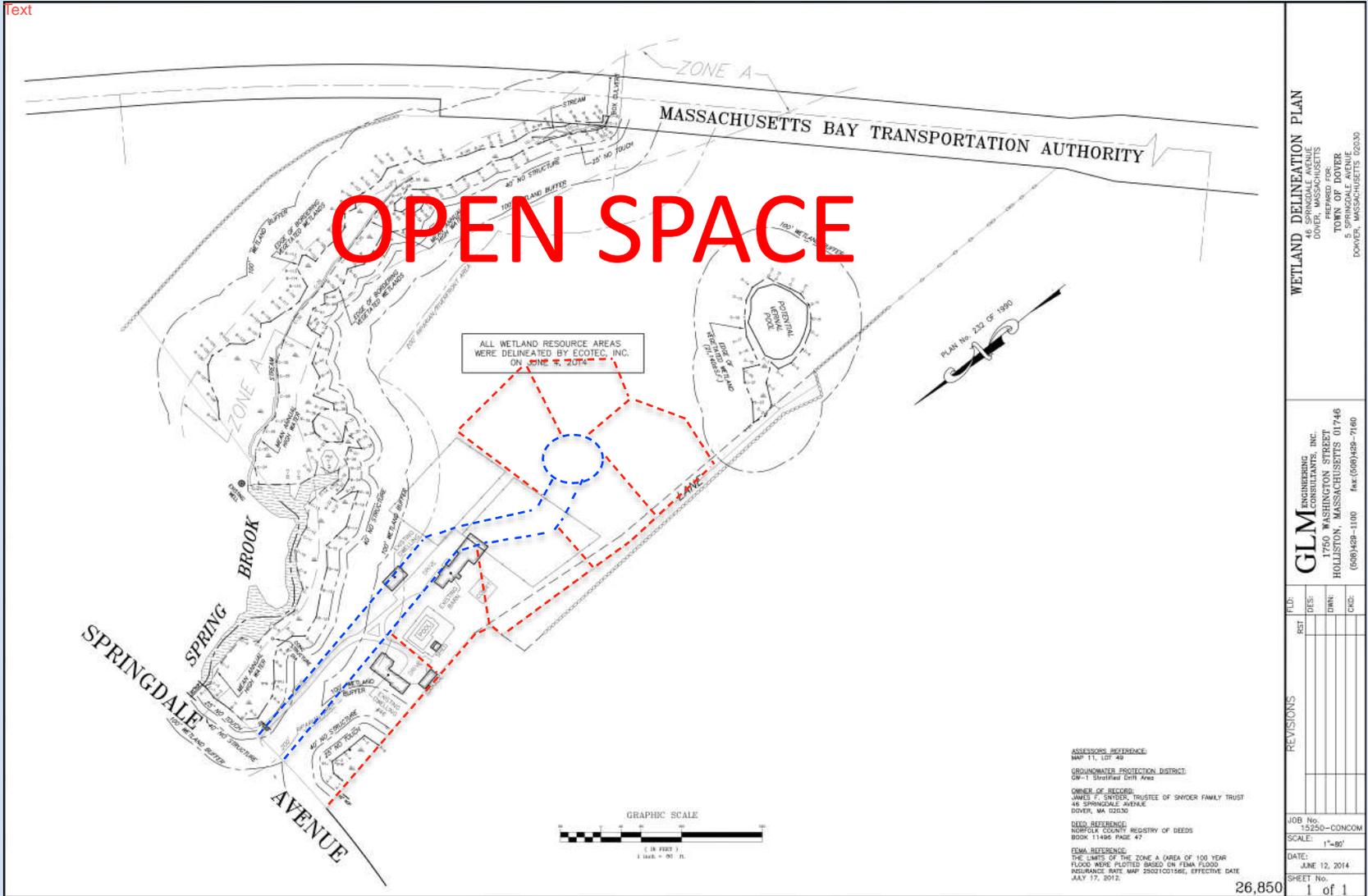
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JOB No. 15200-CONCOM
 SCALE: 1"=90'
 DATE: JUNE 12, 2014
 SHEET No. 1 of 1

3. Scenario with Open Space Bylaw

- In the past, Planning Board has advocated for adoption of an Open Space Preservation Bylaw.
- It would allow same number of lots as conventional, but on smaller lots with remainder preserved as open space.
- The proposal received strong support, but fell just a few short of the 2/3 vote needed at Town Meeting.
- Last proposed in 2010.

3. Potential Open Space Development



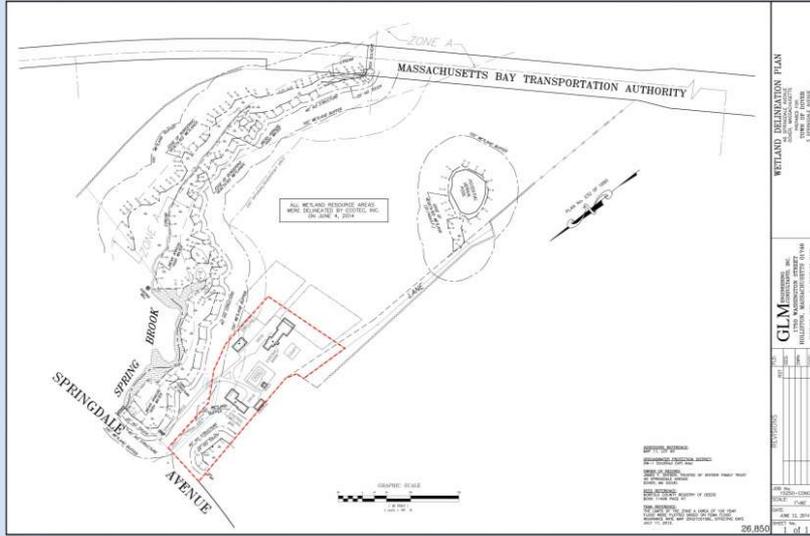
WETLAND DELINEATION PLAN
 FOR THE MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
 DOVER, MASSACHUSETTS
 PREPARED FOR:
 TOWN OF DOVER
 50 STATE STREET
 DOVER, MASSACHUSETTS 02030

GLM ENGINEERING, INC.
 CONSULTANTS, INC.
 1750 WASHINGTON STREET
 HOLLISTON, MASSACHUSETTS 01746
 (508)428-1100 Fax: (508)428-7180

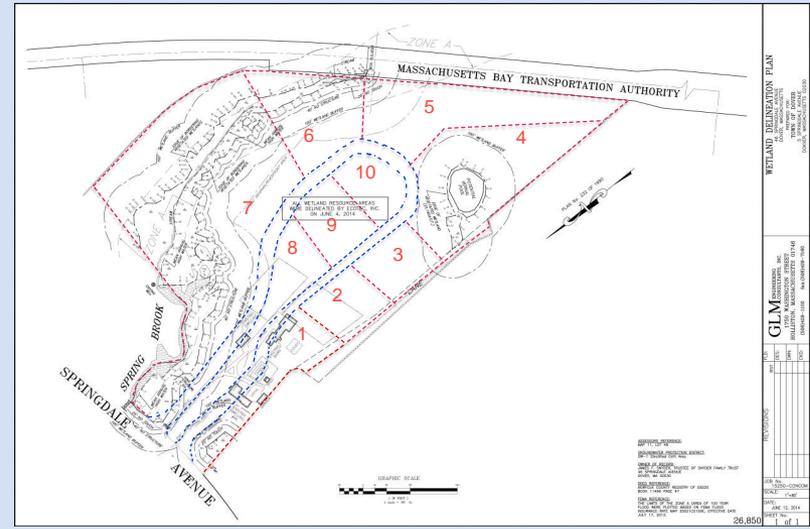
REVISIONS	
NO.	DESCRIPTION

JOB No: 15250-CONDOM
 SCALE: 1"=80'
 DATE: JUNE 12, 2014
 SHEET No. 26,850
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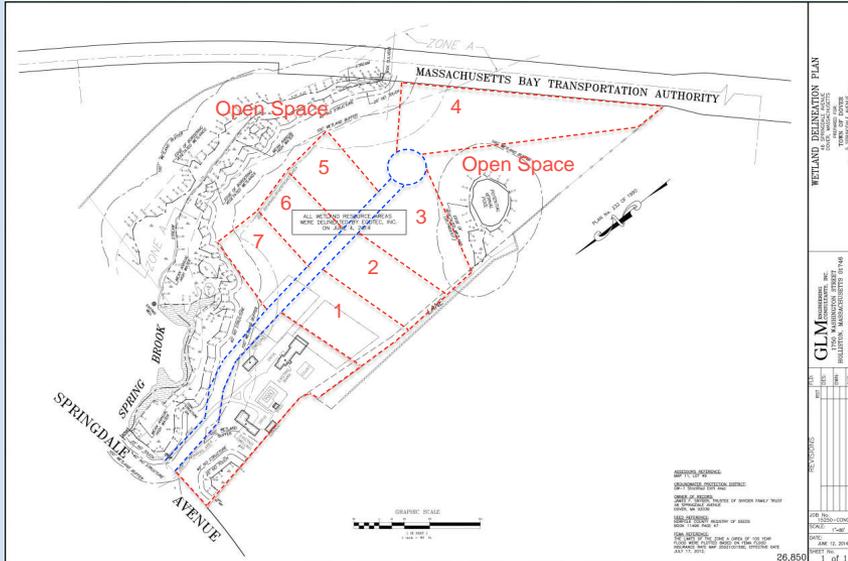
ANR



Conventional Subdivision



Sensitive Subdivision



Open Space Bylaw

