

These definitions are incorporated into the regulations below, and added to Article III §248-6 “Terms defined”.

- **DEAD-END STREET.** A street, extension of a street, or a system of streets connected to a Through Street only at a Single Access Point.
- **SINGLE ACCESS POINT.** An intersection at a Through Street that provides the only access to a Dead-End Street.
- **THROUGH STREET.** Any major or secondary street with a minimum of two egress points, neither of which terminates at a Dead-End Street.

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*§248-12.E shall be deleted in its entirety and replaced with the following:*

E. Dead-End Streets are not permissible due to concerns about public safety access and traffic impacts. However, an applicant may apply for, and the Planning Board may grant, a waiver of this prohibition if, in the opinion of the Planning Board, it is in the public interest and the Planning Goals listed in this section are affirmatively addressed by the application. Any development with a Preliminary Plan approved prior to the adoption of this section is not subject to the provisions of this section.

1) Process for approval of Dead-End Streets.

- a) An applicant shall submit to the Planning Board for approval, a Preliminary Plan conforming to the requirements of General Laws Chapter 41, §81S and §248-8 of the Dover Planning Board Regulations, documenting the number of lots that could be created on the subject parcel(s).
- b) The Planning Board shall review and, if acceptable, approve the Preliminary Plan; which approval shall trigger protections under General Laws Chapter 41, Section 81S.
- c) Subsequent to Planning Board approval of the Preliminary Plan, the applicant may submit to the Planning Board a Dead-End Plan meeting the applicable requirements of General Laws Chapter 41, §81S and §248-8 of the Dover Planning Board Regulations, showing the development plan with the proposed Dead-End Street and no greater than the number of lots on the approved Preliminary Plan. Accompanying the Dead-End Plan must be a written document that addresses each of the Planning Goals listed in this regulation.

2) Planning Goals. In order to be approved by the Planning Board, the Planning Board must find that the Dead-End Plan shows a reduction in impacts upon abutting properties as shown by substantial compliance with the planning goals listed below, as compared to the Preliminary Plan:

- a) Preservation and/or enhancement of vistas, scenic or historic environs, stone walls, vegetation and trees, and topographical features on the subject parcel or abutting parcels;
- b) Enhanced abutter privacy and reduced visibility of new roads and building sites from existing streets and homes; and
- c) Prevention or reduction of environmental impacts, including impacts to wetlands.

3) Design Requirements.

- a) A Dead-End Plan must include information on the adequacy as to design and capacity of a proposed Dead-End Street and intersecting Through Street to handle the expected traffic. No Dead-End Street shall be approved unless the Planning Board, following input from the Public Safety chiefs and the Superintendent of Streets, determines that access will be adequate in light of expected traffic and that the Dead-End Street provides safe vehicular and pedestrian traffic. *In evaluating existing traffic under "worst case" conditions, traffic volumes at the heaviest daily times at the heaviest period of the year shall be used.*
- b) Any Dead-End Street shown on a Dead-End Plan must terminate at a turnaround with an outer curb radius of 45 feet, a landscaped ellipse-shaped center island, and a right-of-way with a radius of 60 feet.
- c) A natural buffer at the entrance of the proposed Dead-End Street may be required. In the event that the Planning Board so requires, the first building lot on each or either side of the proposed Dead-End Street must include a buffer area with a length equal to the minimum lot frontage in the applicable zoning district, and a depth equal to that of the lot. The deed to such building lot must include binding restrictions that (1) the buffer area remain in its natural state and (2) expressly prohibit any improvements or structures on that portion of the building lot that serves as the natural buffer.
- d) In no event shall the Planning Board approve a Dead-End Plan that shows more than fifteen (15) homes (proposed and existing) that would utilize a Single Access Point. The Planning Board may require a secondary access point for emergency vehicle egress that is approved by the Public Safety chiefs and Superintendent of Streets. In the event that any of the single-family house lots (proposed or existing) could be

divided into an additional building lot(s) using the ANR process, the Planning Board may take that into consideration when calculating the total number of homes for purposes of this provision.

- e) The Planning Board may require that a street sign designating “dead end” or “not a throughway” be approved by the Superintendent of Streets and installed.