

PLANNING BOARD

TOWN OF NEW BOSTON

SUBDIVISION REGULATIONS

PROPOSED AMENDMENTS AUGUST 26, 2014

NOTE: **BOLD ITALICS** INDICATE LANGUAGE PROPOSED TO BE ADDED
~~STRIKETHROUGH~~ INDICATES LANGUAGE PROPOSED TO BE DELETED
YELLOW HIGHLIGHT INDICATES ADDITIONS/AMENDMENTS FROM 7/22/14

Proposed Amendment #1

Adopted at July 22, 2014, public hearing.

Proposed Amendment #2

Adopted at July 22, 2014, public hearing.

Proposed Amendment #3

Amend Section IX, Improvement Construction Requirements, sub-section IX-B, 1. a) to define requirements for cul-de-sac streets in more detail, to delete existing sub-section IX-B, 1. b) as the language will be moved to Section V-G, and to add a new sub-section IX-B, 1. b) to require bonding the whole road if a temporary cul-de-sac street is proposed, as follows:

- IX-B** The New Boston Planning Board, in its efforts to promote responsible and well planned development for the Town of New Boston, has established objectives and standards with relation to the construction of proposed public right-of-ways:
1. a) In order to maintain acceptable life safety considerations for its citizens and to compose a convenient and coordinated street system **and to balance those considerations with citizens' desire to live along cul-de-sac streets**, the New Boston Planning Board **prefers subdivision streets with multiple connections to the existing street network. The Board will consider subdivisions with non-connecting public streets (loop roads or cul-de-sac streets) with conditions, including, but not necessarily limited to, the following:** ~~does not allow for the construction of non-connecting public rights-of-way.~~
 - i). ~~Exception: If the subdivider has presented information and data to the Board, showing that the connection to an existing town road by any method is not possible, and upon confirmation of the facts by the consulting engineer of the Town, if appropriate, at that time only will the Board consider the construction of a non-connecting~~

~~public right-of-way (loop or cul-de-sac road)
within said subdivision.~~

- i) *No non-connecting street shall be longer than 1,000 feet measured from the intersection of the centerlines of the non-connecting street and the existing road to throat of turnaround.*

The Planning Board will only consider waiver requests beyond the maximum length of a non-connecting street with a positive majority recommendation from the Fire Wards, Police Chief and Road Agent. Also any such waiver request shall comply with the standards for granting waivers as set forth in Section XI.

A waiver request beyond the maximum length of a non-connecting street shall be submitted in writing to the Planning Board. The Planning Board will receive said waiver request at a regularly scheduled meeting and/or public hearing and forward said request to the Fire Wards, Police Chief and Road Agent for their review and discussion. The Fire Wards, Police Chief and Road Agent shall submit their response(s) in writing to the Planning Board. The Planning Board shall review the response at a regularly scheduled meeting/public hearing and act thereon.

- ii) *No more than 12 lots shall be permitted on a non-connecting street of the maximum 1,000 feet. This figure is based on the average frontage and lot size in the Residential-Agricultural District. However, all other requirements of the Town's ordinances and regulations must be met and this may result in less than 12 lots.*

For non-connecting streets shorter than the maximum 1,000 feet, the number of lots shall be prorated based on frontage and all other ordinance and regulation requirements. Fractions of lots shall be rounded down to the nearest whole lot.

~~*Open Space Developments shall be subject to the same density requirements as stated in this section. No density enhancements will be permitted for an Open Space Development on a non-connecting street.*~~

- iii) *Back lots shall be prohibited along non-connecting streets.*

- iv) *All proposed utilities shall be underground from no more than 100 feet from the edge of the through roadway to the end of the non-connecting street.*
 - v) *No non-connecting streets are permitted to connect to an existing or proposed non-connecting street even if the total distance is less than 1,000 feet.*
 - vi) *A 30,000 gallon cistern shall be required on any non-connecting street longer than 600 feet, unless an applicant can demonstrate to the satisfaction of the Fire Chief/Fire Wards an equivalent level of fire protection by other means.*
 - vii) *There shall be no more than three curb cuts that intersect the non-connecting street's turnaround beyond the throat.*
- ~~b) Roads shall be designed with regard to existing topography and the suitability of the land.~~
- b) *The New Boston Planning Board will not consider any through road phasing plan that creates a temporary non-connecting street that is longer than 600 feet without a bond for the full roadway build-out and will not consider any phasing plan that creates a temporary non-connecting street longer than 1,000 feet.*

Proposed Amendment #4

Amend Section IX, Improvement Construction Requirements , sub-section IX-B, 3., to add a new sub-section 3a. regarding the depth and materials for drainage structures under roadways, and a new sub-section 3b. to provide a measurement for drainage in the center island of a cul-de-sac, as follows:

- 3. *All proposed drainage facilities, culverts and erosion and sediment controls shall be installed in accordance with the approved plan as required under Section V-U. Natural water courses shall be cleaned and increased in size when necessary to take care of storm run-off. Drainage swales below centerline grade shall be constructed in the street right-of-way on both sides of the paved roadway.*
- 3a. *No drainage structures shall be permitted under the roadway deeper than eight feet to the bottom of the pipe and all pipe shall be concrete, unless the applicant can demonstrate to the satisfaction of the Road Agent and/or Town's Consulting Engineer that an alternative is appropriate.*

Proposed Subdivision Regulation Amendments
For Public Hearing August 26, 2014

- 3b. For cul-de-sac roads, the drainage in the center island ~~should be elevated but in no case~~ shall the grade be no more than 30 inches below the adjacent roadway grade.**

Proposed Amendment #5

Adopted at July 22, 2014, public hearing.

NS/
8/6/14