

AMENDMENTS TO THE LAND USE ORDINANCE RE: STREET CONNECTION REQUIREMENTS

Subdivision (§120-911M(5)(b)[7])

[7] Street connection requirements. The following standards determine the number of connections a residential subdivision street must have with an existing public street. The cumulative number of lots or dwelling units created through the addition of lots or dwelling units to an existing subdivision shall be included in the minimum number of required street connections.

Number of Lots or Dwelling Units (<u>in single-family or two-family dwellings</u>)	Minimum Connections
Lots: 30 or fewer	1
Lots: 31 or more	2
Units: 30 or fewer	1
Units: 31 or more	2

[a] Street connection separation requirements. Subdivisions with two or more connections to an existing public street shall be separated according to the standards in Table 2 [see Table 2 in § 120-911M(4)^[19]].

[19] *Editor's Note: See Table 2 in Appendix B, Street Design and Construction Standards, included as an attachment to this chapter.*

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Site Plan (§120-814B(6))

(6) Access drive standards. Multifamily developments in which the property will be held in common ownership shall be served by an access drive. Access drives shall remain private and shall not be maintained or repaired by the Town. Access drives shall meet the following standards:

<u>Number of Multifamily Dwelling Units</u>	<u>Minimum Connections</u>
<u>Dwelling Units: 100 or less</u>	<u>1</u>
<u>Dwelling Units: 100 or more</u>	<u>2</u>

[17] *Editor's Note: See Table 3 in Appendix B, Street Design and Construction Standards, included as an attachment to this chapter.*

(a) C1 and C2 Districts.

[1] Design standards. Access drives shall be designed to conform to the standards for commercial street, curbed lane or residential street standards.

[2] Rights-of-way. The minimum right-of-way width for a commercial street, curbed lane or residential street in Appendix B is not applicable to

an access drive. When the Planning Board determines that a right-of-way is required to connect to a surrounding street, an existing right-of-way on an abutting property, or to provide continuation of the road to allow for connectivity with expected future development, a public access easement across the access drive shall be offered to the Town in order to comply with the Article 4, Block Standards.

[3] Setbacks. There shall be no required setback between an access drive and a structure.

(b) Other districts.

[1] Design standards. Access drives shall be designed to conform to the standards for ~~“major private roads”~~ the applicable private road standard in these regulations, including the standards contained in Table 3, Table 4, and the applicable cross sections in **Appendix B** Street Standards.

Access drives constructed to the “minor private road” standard shall also include the Hot Bituminous Pavement required for a “major private road”.

[2] Rights-of-way. The minimum right-of-way width for a "major private road" or “minor private road” in Table 3 of **Appendix B** is not applicable to an access drive.

[3] Setbacks. There shall be no minimum setback required between an access drive and a structure.

(c) Curb cuts on the access drive must be separated by a minimum of 75 feet where possible and aligned with curb cuts on the opposite side of the access drive to the greatest extent possible.

(d) Access drives shall remain private and shall not be maintained or repaired by the Town. A note shall appear on the site plan: All internal access roads and driveways shall remain private and shall be maintained by the developer, lot owners, homeowners/condominium association, or road association and shall not be offered for acceptance, or maintained, by the Town of Windham unless they meet all municipal street design and construction standards at the time of offering.

(e) Street connection requirements. The following standards determine the number of connections a multifamily development must have with an existing public street. The cumulative number of lots or dwelling units created through the addition of lots or dwelling units to an existing subdivision shall be included in the minimum number of required street connections.

[1] Single and Two-Family Dwellings. Developments of single-family and two-family dwellings where the number of dwelling units exceeds 30 shall provide two separate access drive connections.

[a] Where there are more than 30 dwelling units on a single access drive and all units are equipped throughout with an approved automatic sprinkler system and the development is served by public water, access from two directions shall not be required except that an additional connection shall be provided when it is determined by the Fire Chief that access by a single access drive could be impaired by vehicle congestion, condition of terrain, climate conditions, or other factors that could limit access.

[2] Multifamily Dwellings. Developments consisting of multifamily dwellings having more than 100 dwelling units shall provide two separate access drive connections.

[a] Where there are 100 or fewer dwelling units on a single access drive and all units are equipped throughout with an approved automatic sprinkler system and the development is served by public water, access from two directions shall not be required except that an additional connection shall be provided when it is determined by the Fire Chief that access by a single access drive could be impaired by vehicle congestion, condition of terrain, climate conditions, or other factors that could limit access.

[3] Access drive street connections shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.