

**Proposed Ordinance Changes to  
Article 2 Definitions, Article 3 Zoning District Standards Sub-Sections 3.2.E(2)  
and 3.3.E(2) and Article 16 Driveway Standards Sections 1, 2 and 4**

**Why are we proposing changes to Article 2?**

Our current ordinances require that lot frontage be on a street which is defined in our ordinance as a public way. See definition of **Street** in Article 2 page 11 and **Minimum street frontage** in Articles 3.2.E(2) pg 15, 3.3E(2) pg 19 and 3.9.E(2) pg 28. This means that lots that do not abut public ways are unbuildable. We propose to fix this by adding a definition of **Street Frontage** to Article 2 that includes both public and private ways.

**ARTICLE 2 DEFINITIONS**

**Street Frontage - The portion of a lot property line, measured in horizontal distance, that directly abuts a public or private way.**

**Why are we proposing changes to Article 16?**

Article 16 Section 3.A currently requires a driveway for all new building construction. It also includes standards in Section 4 but these standards do not ensure that a driveway is designed, constructed and maintained so as to be sufficient to permit the delivery of municipal fire and emergency services. The delivery of fire and emergency is important. Note that this is a very general requirement, “sufficient to permit”, and requires that the CEO, Public Works Director or Fire Chief or a combination of these officials approve a driveway permit applicant’s driveway plan.

**ARTICLE 16 DRIVEWAY STANDARDS**

**16.1 Purpose.** This ordinance is adopted by the Town of Long Island to establish standards for the construction of new and or relocation of existing driveways ~~for residential use~~.

**16.2 Definitions.**

**Driveway** - A private or joint or commercial drive, road, field road, paper street, or other avenue used primarily for vehicular travel that runs through any land and that connects or will connect to a public ~~or private~~ way. For purposes of this definition driveways shall also include the apron area where a driveway connects with a public ~~or private~~ way and any associated drainage improvements, including but not limited to drainage ditching and culverts and related structures or other structures or improvements that control or influence storm water runoff.

**Residential Driveway**- A driveway the sole purpose of which is to provide access from a public ~~or private~~ way to a single or multi-family dwelling.

**16.4 Driveway Standard.**

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**A. General Design.** Driveways shall be located and designed in profile and grade to afford safe and convenient access to and from public and private ways, and to maintain to and preserve the integrity of adjoining public ways. With They shall have a clear line of site to and from adjoining public and private ways, with proper erosion controls, so that storm-water-stormwater run off or associated debris will not flow onto public or private ways or adjacent properties, and with proper measures to prevent damage or erosion to the

public or private way or adjacent properties. As conditions to Driveway Permits applicant will be required to site all driveways and employ all necessary and appropriate construction, erosion and storm-water stormwater control and techniques for improvement to these ends. Driveway apron areas connecting with public ways shall not extend any further into the public way than the edge of the improved surface of the public way. Driveways shall be designed, constructed and maintained so as to be sufficient to permit the delivery of municipal fire and emergency services.

**Why are we proposing changes to Article 3?**

Note that the last 2 sentences of subsections E(2) in both 3.2 and 3.3 address driveway standards and require that they permit the delivery of municipal services. These sentences should be deleted as the proposed changes to Article 16 take care of these requirements.

**3.2 IR-1 ISLAND RESIDENTIAL ZONE**

**E. Dimensional requirements**

**(2) Minimum street frontage:**

One hundred (100) feet, except that a lot of record as of the date of the adoption of these ordinances and held under separate and distinct ownership from adjacent lots need not provide street frontage. if access is available by means of a permanent easement or right-of-way which existed as of the date of the adoption of these ordinances. Such easement or right-of-way shall have a minimum width of sixteen (16) feet and a minimum travel width of eight (8) feet except that an easement or right-of-way providing access for three (3) or more lots or providing the only means of access to a parcel or parcels of three (3) acres or more, shall be a minimum thirty-two (32) feet wide. Such easement or right-of-way shall be sufficient to permit municipal service delivery.

**3.3 IR-2 ISLAND RESIDENTIAL ZONE**

**E. Dimensional Requirements**

**(2) Minimum street frontage:**

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One hundred (100) feet, except that a lot of record as of the date of the adoption of these ordinances and held under separate and distinct ownership from adjacent lots need not provide street frontage. if access is available by means of a permanent easement or right-of-way which existed as of the date of the adoption of these ordinances. ~~Such easement or right-of-way shall have a minimum width of sixteen (16) feet and a minimum travel width of eight (8) feet except that an easement or right-of-way providing access for three (3) or more lots or providing the only means of access to a parcel or parcels of three (3) acres or more, shall be a minimum thirty-two (32) feet wide. Such easement or right-of-way shall be sufficient to permit municipal service delivery.~~

**Note regarding presentation of these changes at Town Meeting.**

Changes to Article 2 should be presented as a single warrant article. This change can stand by itself and fixes a long standing, and ignored, requirement.

Changes to Articles 3 and 16 should be presented together in a single warrant articles since the changes to Article 3 depend on the changes also being made to Article 16.