

APPENDIX A: SANFORD AND WELLS ACCESS MANAGEMENT REGULATIONS

(some access management-related information not included (eg. drainage/turn-around requirements))

	Sanford Ordinance	Sanford Subdivision Regulations	Wells Ordinance	Wells Subdivision Regulations
Access Restrictions	15.3.1: Any new residential lots created adjacent to Rte. 109 shall have vehicular access to an existing local, collector, new street in subdivision or an existing private way. Waiver available (15.3.2) 15.3.3: access for existing lots shall be permitted one vehicular access point on Rte. 109 16.4.5b: for residential cluster developments, vehicular access to buildings & lots shall be from a street within the development and not from an existing public road.	12.2A1: Any new residential lots created adjacent to Rte. 109 shall have vehicular access to an existing local, collector, new street in subdivision or an existing private way (refers to Zoning Ordinances 15.3 & 15.3.2). 12.2A2: if double frontage, the access shall be from street where there is less potential for traffic congestion.	201.11B2: for driveways, if lot occupied by or proposed residential use abuts more than one street the driveway entrance to the lot shall be on the less traveled street unless Road Commissioner determines that it is unfeasible or unsafe.	260.11D3: Lots with multiple frontages shall be avoided. When lots have frontage on two or more roads, vehicle access shall be located on less traveled way. 260.11D11: Proposed lots shall not be permitted to have driveway entrances onto existing arterial streets unless Planning Board determines no alternative exists.
Curb Cut Restrictions per Lot	15.4.2a: for existing residential lots, one curb cut allowed on Rte. 109 15.4.2b: for other uses, up to two curb cuts allowed, if 200+ feet frontage 2 cuts are allowed		145.75A: "safe access shall be assured by providing an adequate number of exits and entrances"	260.11G2: Any subdivision expected to generate average daily traffic of 200 trips per day or more shall have at least two street connections with existing public streets. Said street connection center lines shall be no closer than 400 feet apart.
Curb Cut Widths	15.4.3b: between 20-30 feet depending on use (res, com, or ind) Single Family = 20 feet Multifamily = 26 feet Commercial = 26 feet Industrial = 30 feet		145.75A: "curb cuts shall be limited to the minimum width necessary for safe entering and exiting" 201.14A: No street (private or public) opening is allowed without getting a street-opening permit, except the placement of driveways which are less than 16 feet in width	
Curb Cut Location in relation to Intersections	15.4.3a: 50 feet from unsignalized intersection; 100 feet from signalized intersection	12.2B5a: 50-250 feet for unsignalized intersection depending on subdivision land use; 150-500 feet for signalized intersection depending on subdivision land use.		
Curb Cut Separation from other Curb Cuts	15.4.3c: between 20-50 feet depending on circumstances	12.2B5b: 50-400 feet depending on subdivision land use, and direction of turn.		
Required Sight Lines	15.9: 25 feet except Downtown Business Zone which is 10 feet 17.7c1: any exit driveway or proposed street will be designed to provide minimum sight distance to meet MDOT standards.	12.2B25: for two lane roads, minimum sight distance of 10 feet 12.2B25b: for four lane roads, 130-700 feet depending on road mile per hour and direction of sight distance.	145.75A: "safe access shall...have adequate sight distances" 201.11B: "driveways shall have a minimum sight distance equal to a distance of 10 feet for every mile per hour of posted speed limit"	
Off Street Parking	15.11.3: Parking areas for uses other than single and two family dwellings shall be designed so vehicles don't back out into street.			
Internal Vehicular Circulation	17.7d3: Layout & design of parking areas will provide for safe & convenient circulation of vehicles & prohibit vehicles from backing out onto the street.	11.5A3: Development must provide safe and convenient circulation on adjacent streets and within the subdivision. 11.5B4: Accessways to non-residential subdivisions or multifamily developments shall be designed to avoid queuing of entering vehicles on any street. 201.10E: Any dead-end street shall have a cul-de-sac at its end, having a paved area with a radius of 50 feet.	201.11B3a: for driveways, on sight vehicular turnaround shall be provided so that vehicles do not have to back onto street.	
Adjoining/ Combining Lots	From Zoning District Ordinances: Commercial Centers, Suburban Business & Industrial Business: Any non-residential use on Route 109 shall obtain vehicular access from existing or proposed local street or coordinate with abutting properties to share access through drives, roads or parking areas.			260.11D10: If Board finds safety considerations require, "driveways of adjoining lots shall be combined or joined so as to minimize the number of driveway entrances & maximize the distance between entrance points"
Level of Service Rules	17.7b: For Site Plan Review: For developments that generate over 100 peak hour trips, major intersections functioning at LOS of C or better prior to development must be an LOS of C after development. If intersection functioning at LOS of D, the project cannot reduce current LOS. Waiver available (17.7b1&2)	11.5B2: Intersections on major access routes to the site which are functioning at LOS C or better will function at a minimum of LOS C after development. If LOS is D, it will not function lower than a LOS D.		