

H. Driveways.

- (1) In all residential districts, all driveways, including shared driveways and private roads, shall be designed, constructed and maintained to afford suitable access to the residential dwellings in a manner that avoids both adverse impact upon the intersecting public or private street or roadway from either storm water or erosion and provides reasonable access to such residential dwellings for routine or emergency access. For reasons of traffic and pedestrian safety, both on and off the street, as well as to provide for possible future road widening or other improvements, all new driveways and sidewalk crossings entering onto any street, whether private, shared or public, shall comply with all requirements of this chapter and shall be subject to the approval of the Town of Beekman Code Enforcement Officer, Town of Beekman Highway Superintendent, Dutchess County Department of Public Works or New York State Department of Transportation, whichever is applicable. Where such driveways are part of a use subject to special use permit, subdivision or site plan approval, they shall be subject to Planning Board approval. The Planning Board, Code Enforcement Officer and/or Highway Superintendent may seek the opinion of the Town of Beekman Fire Commissioners in reviewing and approving any driveways in excess of the standards listed herein.
- (2) No driveway centerline shall intersect a street line less than 70 feet from the intersection of any two street lines.
- (3) Shared driveways may be permitted by the Planning Board to serve up to three residences, provided that each lot served by such a driveway has sufficient, physically accessible road frontage to allow construction of a separate driveway for each residence, and subject to the following requirements:
 - (a) The shared driveway shall be paved and meet the requirements for alignment, width, cross-section and drainage as deemed acceptable by the Planning Board.
 - (b) The shared driveway shall be included in an easement area described by bearing and distance. Appropriate easement and maintenance agreements shall be filed with the Dutchess County Clerk for said shared driveways.
 - (c) The Planning Board may require a bond or equivalent surety covering the cost of construction for shared driveways and appurtenances.
 - (d) Plans are to be submitted demonstrating what would be needed to construct the additional driveways.
- (4) In the case of residential units, driveways shall extend to provide access to the interior of the dwelling.
- (5) Driveway grades.
 - (a) For driveways less than 200 feet, the maximum grade for any new driveway, or portion thereof, accessory to a single-family dwelling and connecting its off-street parking area to a street shall not exceed 10%, as measured between any two-foot contour interval.
 - (b) For driveways in excess of 200 feet, the maximum grade for the first 200 feet shall not exceed 10%. Within the remaining portion of the driveway, the Planning Board may approve a grade up to 15% with the minimum requirement that a plan be submitted demonstrating what would be necessary to reduce the grade to 10%. The Board shall seek the input of the Highway Superintendent and Fire Commissioners in such cases.
 - (c) If a portion of any driveway has a grade that exceeds 10%, a parking area for two (2) vehicles, that it is wholly contained outside of the travel way, shall be required, at the discretion of the Code Enforcement Office and Highway Superintendent, at the point of the excessive grade occurrence.
 - (d) The maximum grade for new driveways, of any length, accessory to uses other than single-family dwellings and connecting the required off-street parking area to the street shall not exceed 10%.
 - (e) Notwithstanding the maximum permitted grades specified above, no driveway shall have a grade in excess of 3% within 25 feet of the roadway edge, and within 25 feet of the dwelling.
- (6) All driveways shall be constructed so as to be in compliance with the following requirements:
 - (a) A minimum of 14 feet of unobstructed vertical clearance.
 - (b) Shall be designed with sufficient base to support emergency vehicles.

- (c) Shall be surfaced to provide all-weather driving capabilities.
 - (d) Any driveway where sections of the driveway have grades in excess of 4% shall be paved over its entire length.
 - (e) Shall have a minimum drivable width of 12 feet, and unobstructed travel way width of 15 feet.
 - (f) At the roadway edge, shall have a 15 foot wide by 10 foot deep asphalt driveway apron (3 inch minimum over 8 inches of well compacted R.O.B. gravel), with an extended unobstructed travel way width along this apron of 20 feet.
 - (g) May be required to have a negative grade near the roadway to control storm drainage as required by the Highway Superintendent or Town Engineer.
 - (h) Driveway curve radii will be determined at time of construction dependant upon site conditions.
 - (i) Shall have an Apparatus Operating Area (AOA) within 25 feet of the dwelling or structure with maximum grade of 5 percent, required driveway clearance and sufficient base to support emergency vehicles.
 - (j) Gates, utility boxes, driveway posts, stone walls, retention walls, pillars or other obstructions shall conform to the unobstructed width requirement and have a minimum setback from the roadway edge of 25 feet. Security gates shall be equipped with an appropriate "Knox" device, as approved by the Beekman Fire District.
 - (k) Clear visibility shall be provided and maintained in both directions at all exit points so that the driver of an automobile stopped on the platform portion of any new driveway will have an unobstructed view of the highway for a distance commensurate with the speed and volume of traffic on such highway, and so that there is a similar view of the automobile in the driveway.
- (7) Driveways greater than 500 feet in length:
 - (a) Shall have an Emergency Vehicle Pull-Off (EVPO). With the minimum requirements the area meets the required driveway-clearance and base requirements.
 - (b) Driveways exceeding 900 feet will require additional Emergency Vehicle Pull-Offs at a maximum of every 900 feet as measured from the dwelling.
 - (c) Depending on the nature of the driveway and type of structures it serves, additional AOAs and EVPOs may be required at time of review or construction.
 - (8) With the passage of this ordinance, all present driveways should minimally comply with the travel way width of 15 feet and the vertical clearance of 14 feet. All present gates and chains shall be equipped with a "KNOX" device as approved by the Fire District.
 - (9) Prior to the issuance of a Building Permit, a centerline profile of the proposed driveway, prepared by a licensed surveyor, may be required by the Highway Superintendent or Code Enforcement Officer.
 - (10) Driveways are subject to on-site inspection and final determination by the Code Enforcement Officer and Highway Superintendent at the time of construction with consultation provided by the Beekman Fire District, Town Engineer and/or Building Inspector as needed. Before the issuance of a Certificate of Occupancy (CO), an as-built plot of the driveway, showing grade profiles, prepared in acceptable format by the Code Enforcement Officer or Highway Superintendent may be required..

Add the definitions:

Apparatus Operating Area (AOA): A rectangular area adjacent to a driveway, near a dwelling, that allows for the containment of emergency vehicles during an emergency situation. The dimensions of which are 25 feet wide and 75 long. The AOA may contain the driveway or vehicle turning area adjacent to a garage.

Emergency Vehicle Pull-Off (EVPO): A rectangular area adjacent to a driveway used to allow for the passage of vehicles during an emergency situation. The dimensions of which are 75 long on the side adjacent to the driveway and 13 feet deep.

Travel way: The portion of a lot that contains the driveway and includes cleared areas on either side of the driveway to accommodate extensions of a vehicle that may protrude beyond the width of the driveway.