

§ 15.03.106. Driveways into private property.

All driveways into private property shall be paved from the street curb line to the property line. The design and construction of such driveways shall be in accordance with section 15.03.091 of this code, and the following:

- (1) The number of driveways on thoroughfares shall be limited to a maximum of one (1) for the first one hundred (100) feet of frontage on a street and a maximum of one (1) additional driveway for each additional two hundred (200) feet of frontage except at intersecting thoroughfares. At intersecting thoroughfares there shall be no driveway within the first one hundred and fifty (150) feet of frontage on the thoroughfare approaching the intersection and one hundred (100) feet of frontage on the thoroughfare exiting the intersection.
- (2) To comply with subsection (1), above, shared driveways and on-site access easements may be required dependent on lot size and configuration.
- (3) No driveway access to “R-1” residential property shall be permitted from a street which is designated as a thoroughfare (“E” or “T”) by the master thoroughfare plan except when the planning and zoning commission shall have approved such access by site plan.
- (4) When deemed necessary by the city engineer due to traffic volume, trips generated, and/or other relevant means, an acceleration/deceleration lane adjacent to the property line and connecting to the property’s driveway shall be considered during the platting process.
- (5) All paved surfaces of city streets cut for the construction of commercial driveways shall be replaced by the city at the expense of the contractor who caused the street cut. The contractor shall pre-pay the city for the estimated cost of repairing the paving at all proposed commercial driveways at the time of issuance of the building permit. The rate shall be as established by ordinance. In the event no repairs are necessary, such payment will be returned to the contractor.
- (6) The board of adjustment may authorize upon request in specific cases of unnecessary hardship a variance of the driveway location, distance and width regulations as may be necessary to secure appropriate development of a parcel of land which differs from other parcels under like circumstances and where such parcel cannot be reasonably developed or used without such modification. In exercising its power to grant a variance, the planning and zoning commission shall make findings and show in its minutes such facts and/or special conditions by which each of the following conditions has been satisfied:
 - (A) There are special circumstances existing on the property on which the application is made related to size, shape, area, topography, surrounding condition or location that do not apply generally to other property under the same or similar circumstances and that said circumstances or conditions are such that the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of such land or building;
 - (B) That granting of the variance on the specific property will not cause an unreasonable traffic safety or traffic control problem to be created upon the property or the streets and rights-of-way abutting such property;
 - (C) That the variance to be granted is the minimum variance that will relieve the proven

hardship; and

- (D) A raised median designed and constructed by the developer separating traffic of opposing directions will be included in any variances to the driveway requirements at thoroughfare corner lots. The median shall have a minimum width of three (3) feet, a minimum length of one hundred twenty-five (125) feet, and shall have a cutout in the crosswalk for pedestrian access. Planning and zoning commission may waive the median requirement if existing site conditions are incompatible with driveway location requirements.

(Ordinance 565 adopted 4/5/21)