



PLANNING AND ZONING COMMISSION MEMORANDUM

FROM: Planning & Zoning Department **DATE:** July 15, 2021
SUBJECT: Discuss residential driveway standards
PRESENTER: Clayton Comstock, Planning Director

SUMMARY:

Staff is seeking input and direction from the Planning and Zoning Commission regarding potential code revisions related to residential driveway standards.

Residential driveway standards are included in both the subdivision regulations and the public works design manual. While the subdivision regulations establish the policy and standards for plat, the regulations also require that public improvements be designed and constructed in accordance with public works design standards.

Subdivision regulations. [Section 110-412\(1\)](#) generally discourages, where possible, the creation of residential lots that would have direct driveway access to collector streets or major thoroughfares.

Public works design manual. [Section 1-04.D\(1\)](#) provides standards for the design, construction, and location of residential driveway approaches.

The standard for discussion is related to the location of residential driveway approaches at street intersections, which primarily affects corner lots.

Residential driveway approaches at street intersections: The drive approach on corner lots must be located to approximately line up with the side of the house or garage that is farthest from the intersection, or the drive approach edge farthest from the street intersection must be within three feet of the far side of the house or garage.

Only drive approaches in accordance with the above criteria will be allowed onto residential streets or the minor street at a street intersection. If both streets are residentially classified, a circular drive will be allowed on a corner lot if one of its two approaches meets the above location criteria. The other drive approach can have its near side no closer than 15 feet to the property corner closest to the intersection. If both streets have the same classification, other than residential per the currently adopted city master thoroughfare plan, the public works director shall make the determination as to which street access will be allowed. The city may require a traffic impact analysis (TIA) be provided to justify a property owner's request.

The DRC identified where improvements could be made in the code standards to simplify and streamline the requirements for residential driveways. Additional details and discussion will be provided at the work session.