

**HEBER CITY
ORDINANCE 2018-66**

**AN ORDINANCE AMENDING DRIVEWAY ACCESS STANDARDS ON PUBLIC
STREETS**

WHEREAS, the City finds it necessary to adopt reasonable driveway access standards on public streets to ensure traffic flow on major streets, while providing reasonable access to private property.

NOW THEREFORE, be it ordained by the Council of Heber City, in the State of Utah, as follows:

SECTION 1: **AMENDMENT** "18.68.210 Motor Vehicle Access" of the Heber Municipal Code is hereby *amended* as follows:

A M E N D M E N T

18.68.210 Motor Vehicle Access

Access to all lots and parcels of land having frontage on a public street shall be controlled as follows:

- A. **Number of Driveways.** Access shall be by not more than two driveways from any one street, except as may be permitted by the ~~Board of Adjustment~~ City Engineer, when it can be shown that additional driveways ~~approaches~~ will promote traffic safety;
- B. **Driveway setbacks**
 1. Driveway approaches shall be not closer than five feet to the side property line, measured from the curb opening, ~~to each other than twenty feet,~~ and no closer than ten feet to another driveway approach. When permitted along collector or greater streets, driveway approaches shall be setback at least 50 feet from another driveway approach.
- C. **Driveway Approach Width**
 1. **Non-Residential Uses.** ~~Each driveway~~ Driveway approaches for non-residential uses shall be not more than thirty feet in width, ~~in any commercial or industrial zone measured at right angle to the centerline of the driveway. In residential zones, driveways shall be not more than twenty feet in width except when approved for large-scale developments;~~
 2. **Residential Uses.** Driveway approaches shall not be more than thirty feet in width for residential uses.
- D. **Driveways on Corner Lots**

1. Non-Residential Uses. On corner lots, no non-residential driveway approach shall be closer than fifty feet to the point of intersection of the front property line with the side property line which abuts upon a street,;
2. Residential Uses. No residential driveway approach shall be closer than thirty feet on local streets, or forty feet on collector or greater street designation, when approved, to the point of intersection of the front property line with the side property line which abuts upon a street;

E. Driveways on Collector and Greater Streets

1. ~~When there is no existing curb and gutter or sidewalk, a curb or fence may be required by the city.~~ On Lots which contain frontage upon two different streets, driveway access shall be established from the street with the lesser street classification, as shown on the Master Plan. No driveway approach shall be established on collector or greater designation streets, or streets with a larger classification, except for non-residential and multifamily residential developments with common driveway approaches, which under certain situations the City deems appropriate and which include traffic mitigation measures acceptable to the City.
 - a. Such measures may include, but are not limited to, shared driveways and setbacks from other driveway approaches.

F. ~~Lots which contain frontage upon both a local street and a street designated as a Collector or Arterial Street within the Master Plan must establish the driveway access only from the local street.~~ Definitions

1. The "apron" is that portion of the driveway approach extending from the gutter flow line to the sidewalk section and lying between the end slopes of the driveway approach.
2. The "curb return" is the curved portion of a street curb at street intersections, or the curved portion of a curb in the end slopes of a driveway approach.
3. A "driveway" is an area on private property where automobiles and other vehicles are operated or allowed to stand.
4. "Driveway approach" is an area, construction, or improvement between the roadway of a public street and private property intended to provide access for vehicles from the roadway of a public street to a definite area of the private property, such as a parking area, a driveway, or a door at least seven feet wide intended and used for the ingress and egress of vehicles. The component parts of the driveway approach are termed the apron, the end slopes or curb return, and sidewalk section.
5. The "end slopes" are those portions of the driveway approach which provide a transition from the normal curb and sidewalk elevations to the grade of the apron, either by means of sloping surface or by means of a curb return, together with the area between the projected tangents of the curb return.
6. The "sidewalk section" is that portion of the driveway approach lying between the back edge of the sidewalk and the apron, plus the end slopes measured at the front edge of the sidewalk.

G.

EFFECTIVE DATE This Ordinance shall take effect immediately upon passage.

PASSED AND ADOPTED BY THE HEBER CITY COUNCIL

12/18/2018

	AYE	NAY	ABSENT	ABSTAIN
Jeffery Bradshaw	<u>X</u>	_____	_____	_____
Jeff Smith	<u>X</u>	_____	_____	_____
Wayne Hardman	<u>X</u>	_____	_____	_____
Ron Crittenden	_____	_____	<u>X</u>	_____
Heidi Franco	<u>X</u>	_____	_____	_____

Presiding Officer

Attest

Kelleen Potter
Kelleen Potter, Mayor, Heber City

Amy Bridge
Amy Bridge, City Recorder Heber City

