

13.0 PRIVATE STREETS, SHARED DRIVEWAYS AND LOOP LANES

Private Streets may be considered as an alternative to residential public streets without a specific design exception if the standards in this chapter are met. Private streets have historically posed problems over time as they deteriorate and property owners do not realize the burden of maintenance is theirs. Application of the criteria established in this chapter should avoid problems encountered in the past with private streets and provide property owners some protection through a maintenance agreement and funding.

The Shared Driveway (also called an “Autocourt”) is a private street. The Loop Lane is intended as an alternative public street.

13.1 Private Streets

The developer must conclusively demonstrate that a proposed private street(s):

1. provides flexibility in residential street access due to design or topographic conditions and
2. encourages more creative design including but not necessarily limited to the clustering of units in residential development and
3. provides an immediate and continuing public benefit *e.g.*, by reducing public street maintenance costs and
4. provides a safe residential environment and
5. promotes attractive streetscapes that give neighborhoods character and identity *e.g.*, by allowing alternative street surfaces, finishes and designs

Then private residential streets shall be allowed for residential development under the following conditions:

1. The maximum Annual Average Daily Traffic (AADT) of the proposed private street shall not exceed 250 trips per day as determined by the [*ITE – Trip Generation*](#) publication.
2. All traffic, including vehicular and pedestrian, exiting from private streets shall not adversely impact the existing and proposed transportation network. Pedestrian connections accessible by the general public shall be required within the proposed development. Pedestrian facilities shown on the Urban Trails Master Plan shall be provided by the developer.

3. A turnaround (*i.e.* cul-de-sac or other applicable and acceptable improvement) shall be required per the City or County's adopted street standard in effect at the time of the development. A "Y" or "T" turnaround may be acceptable if designed according to [Fire Department access](#) requirements.
4. Street cross sections shall conform to the adopted street standards. Streets with a minimum 20-foot wide pavement section may be allowed, if on-street parking is prohibited and adequate off-street parking is provided. Streets with no on-street parking shall be signed in accordance with the MUTCD. The developer shall execute and record an irrevocable covenant running with the land granting the City or County the right and power to enter the street for the purpose of enforcing the parking restriction.
5. If off-street parking is utilized, it shall conform to the following:
 - a. It shall be provided at a rate of one space per two units plus at least four on-site parking spaces per dwelling. Two of these spaces may be in a garage or carport.
 - b. Off-street parking shall be located within 200 feet of any unit the private street serves.
 - c. Off-street parking shall be included within the same tract as the private street and shall be maintained by the homeowner's association.
6. The finished surface of the private street may be composed of variable surfaces such as brick, interlocking pavers, cobblestones or other similar finishes, designed by a Professional Engineer and as approved by the City or County Engineer.
7. Any and all private street(s) shall include concrete curb and gutter constructed to the City Standard Details.
8. A pedestrian trail system may be substituted for an attached sidewalk if adjacent properties could easily access the trail and the trail system links to other transportation and recreational trails or facilities within and outside of the immediate development. Trail width shall be no less than equal to the standard for a two-way off street bicycle path and shall be designed to the City Standard Details.

9. All entrances to garages shall be set back from the private street or pedestrian trail a minimum distance of 20 feet.
10. Utility and/or multipurpose easements may be required for a portion of, or the full width adjacent to the street section when necessary.
11. Private streets shall be platted in a tract dedicated to the homeowner's association.
12. A single Homeowners Association for all phases of the development shall be formed and established with the Secretary of State's Office prior to the recordation of a final plat that contains a private street.
13. The Homeowners Association shall establish an annual maintenance fund for the private street(s) in accordance with the attached document titled "[Maintenance Agreement](#)." The agreement shall be recorded by the petitioner, with review and approval by the Public Works Department, prior to the recordation of the final plat.
14. The Homeowners Association shall be responsible to maintain a vegetation-free zone along the private street that is 20 feet in width (10' each side from the center of the street) and 13'-6" in height as measured from the paved surface of the street.
15. Each residential structure accessed from a private street shall have landscaped areas of at least ten (10) feet in width between the street and the structure except for the driveway to the garage.
16. An entrance design feature such as decorative paving, special signage or other conspicuous improvement shall be incorporated into the final design of the private street such that the design clearly distinguishes the private street from the public street.

13.2 Shared Driveways and Loop Lanes

The Shared Driveway or Autocourt is designed to provide access to lots where a full public street is not practical or economical. The number of shared driveways used in a subdivision is limited due to the undesirable lot layouts they often create, potential conflicts over shared common space, and private versus public maintenance cost issues. Shared driveways shall comply with the following standards.

13.2.1 Shared Driveway Standards

1. A shared driveway shall be owned and maintained by the owners of the parcels or lots that abut the shared driveway. The shared driveway shall be platted in a tract dedicated to the property owners of the parcels that abut the shared driveway.
2. Not more than four single-family lots shall abut or touch any portion of the shared driveway and no more than four single-family units may access a shared driveway.
3. Shared driveways shall be a minimum of 16 feet wide flowline to flowline and a maximum of 150 feet long.
4. Parking on a shared driveway shall be prohibited.
5. A shared driveway may be used only where it intersects a street with on-street parking.
6. Each lot abutting a shared driveway shall provide four on-site parking spaces. For homes on shared driveways that access a cul-de-sac, five on-site parking spaces shall be provided. These additional spaces may be provided on the shared driveway if it is widened to accommodate such parking.
7. Each lot abutting a shared driveway shall access off of the shared driveway unless approved otherwise at the time of subdivision.
8. Shared driveways shall be designed to permit the ASHTO "P" design vehicle to back out of an individual driveway and turn 90 degrees in either direction on the shared driveway without any portion of the vehicle:
 - a. leaving the individual driveway from which the vehicle is exiting or the shared driveway; or
 - b. entering on or over the individual driveways of any other residence.
9. The building setback adjacent to a shared driveway shall be the minimum setback required for that side of the property by the underlying zoning district or 15 feet, whichever is greater.

All entrances to garages shall be set back a minimum distance of 20 feet from the shared driveway.

10. No fences or hedging taller than 30 inches shall be located within the setback adjacent to the shared driveway. Open fences are acceptable.
11. No gateways, locked entries or other restrictive access constraints are allowed across a shared driveway.
12. Finished surface may be composed of variable hard surfaces such as brick, interlocking pavers, cobblestones or similar finishes, designed by a Professional Engineer and as approved by the City or County Engineer.

A Loop Lane is an alternate street design that provides a turnaround in place of a cul-de-sac. The loop lane is desirable because it allows for additional open space/park area instead of an expanse of asphalt paving found in a standard cul-de-sac. Loop Lanes shall comply with the following standards.

13.2.2 Loop Lane Standards

1. A maximum of seven homes may access off the loop.
2. The minimum loop lane is 16 feet from flowline to flowline and shall consist of a paved surface with roll-over curb and gutter on at least one side and a roll-over curb or vertical curb on the other side.
3. No curve on any portion of the flowline of the loop lane shall have an inside radius of less than 33' and an outside radius of less than 48'.
4. No portion of the loop lane shall extend more than 250' from the abutting street right-of-way.
5. A minimum separation of 66' is required between the right-of-way on each side of the loop.
6. Four guest-parking spaces, located in the public right-of-way, are required at the end of the loop. The parking area is

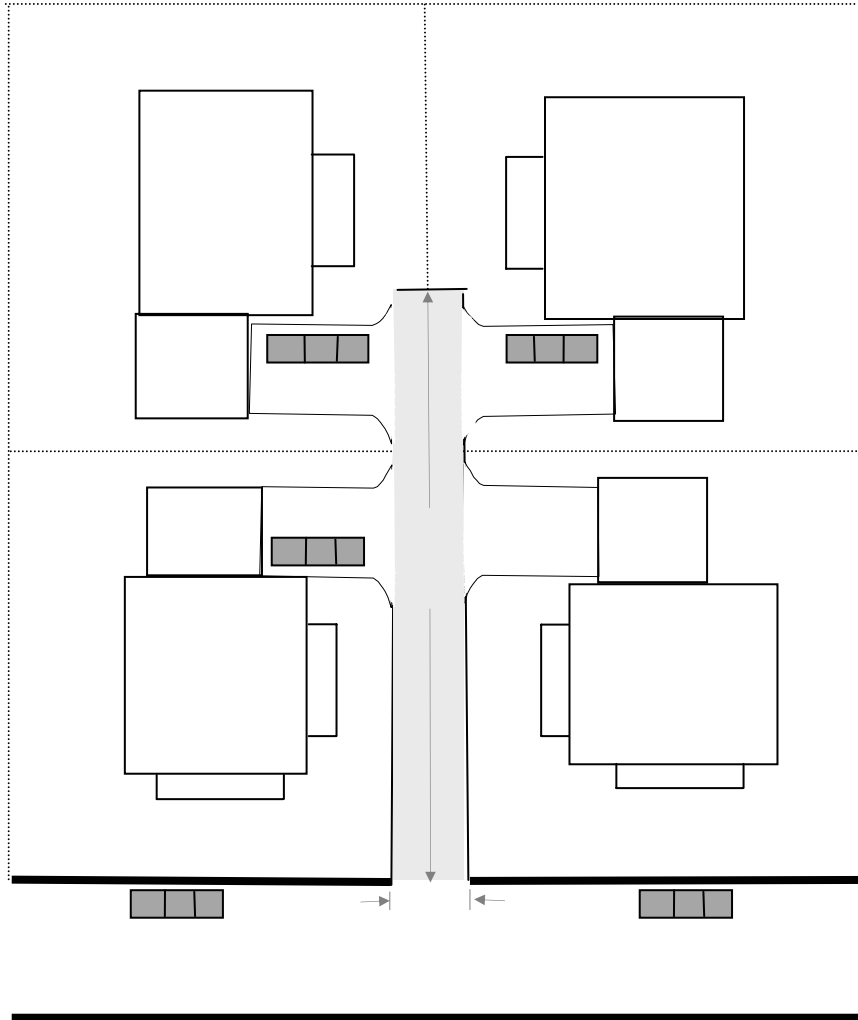
reserved for guest parking and shall not be used for the parking of residents' vehicles and/or recreation vehicles for more than a 24-hour period.

7. The loop lane and parking shall be dedicated to and maintained by the City. The right-of-way shall extend 1' beyond the curb on the park side of the lane and 1' beyond curb on outside edge of the lane.
8. A 14' multi-purpose easement shall be dedicated on the outside edge of the lane. The park may be used for stormwater detention.
9. The loop shall provide for two-way traffic.
10. 'No parking' signs shall be installed and maintained so that no parking is allowed between the curbs on any traveled portion of the loop lane, except the guest parking area.
11. Corner lots with frontage on the loop lane and the abutting street shall be required to access from the loop lane only.
12. Each residence shall provide and maintain four off-street parking spaces, two of which may be within a garage or carport. No front loading garage or carport may be closer than 30 feet to the front lot line. Side loading garages or carports may be 25' from the front property line. Individual driveways must have a 5' radius fillet on driveway corners.
13. The front yard setback for the house is 15' from the right-of-way (16' from the curb).
14. Lots on the loop lane may be 20% smaller and the rear setback can be 10' less (10' minimum) then as required by the zone district.
15. The park shall be owned and maintained by the Homeowner Association, subject to any easements.
16. No gateways, locked entries or other access constraints are allowed across the loop lane.

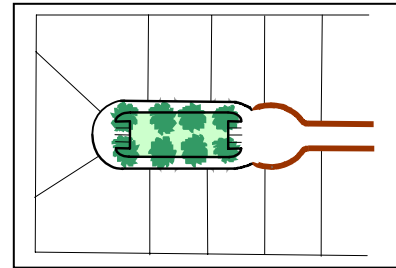
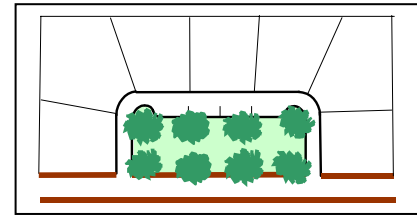
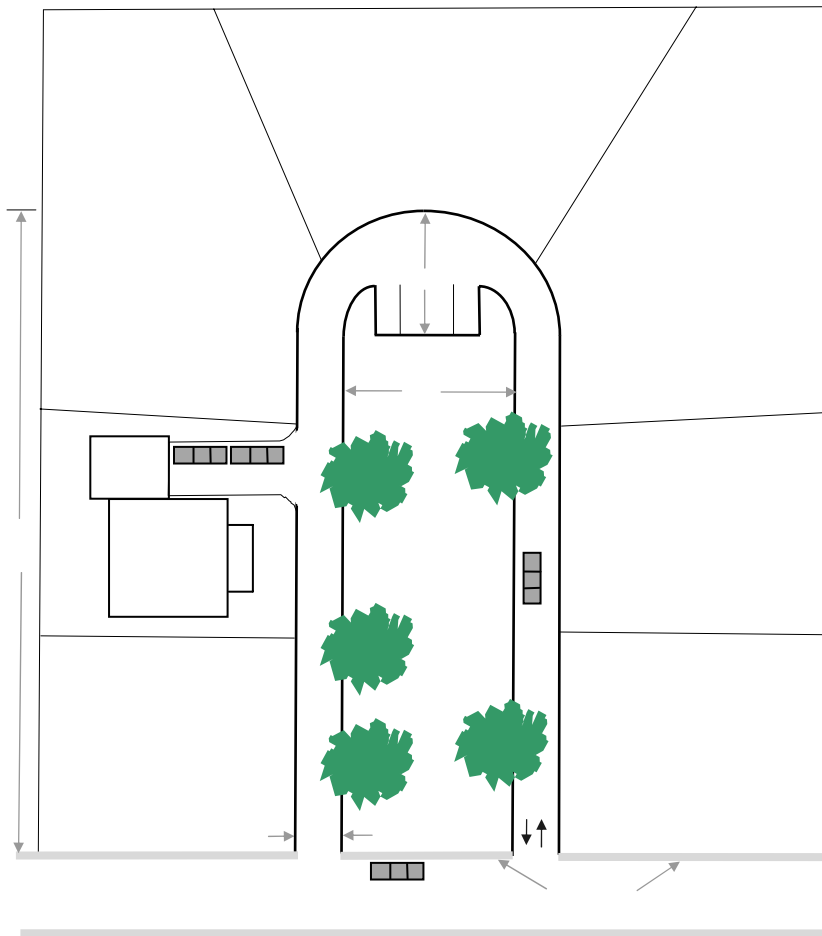
17. A sidewalk is required only where the park abuts a street other than the loop.
18. The developer shall landscape the park and provide an irrigation system in accordance with the Zoning and Development Code.

Any variation from these specifications shall require a Design Exception as described in [Chapter 14](#).

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Shared Driveways



Alternative
Configurations

Loop Lane