
Sec. 156.094. Subdivision and Lot Access.

- (A) Minimum number of access points shall be provided to adequately serve the subdivision development, as outlined below, or as determined by a traffic study, or the Fire Marshall, whichever is more stringent. Additional access points may be required as determined by the Site Plan Review Committee.
- (1) One to 99 units. Site must provide a minimum of two access points. One access may operate as an emergency only and may utilize a stabilized, pervious surface approved by the City Engineer and Fire Marshall. The secondary access point shall be located on different public roadway than the primary access and on different sides of the development where feasible. Installation of a secondary access point shall be completed prior to 50 percent of building permit issuance. When the public roadway is not yet constructed to the secondary access point, installation of the secondary access point shall include construction of the public roadway up to the secondary access point at a minimum; and which shall be constructed in conformance with the City's Engineering Standards for Land Development.
- (2) 100 or more units. Site must provide a minimum of two access points with impervious surfaces suitable for all users and shall be located on public roadways independent of one another and on different sides of the development where feasible. Installation of the secondary access point shall be completed prior to the 75th building permit issuance. When the public roadway is not yet constructed to the secondary access point, installation of the secondary access point shall include construction of the public roadway up to the secondary access point at a minimum; and which shall be constructed in conformance with the City's Engineering Standards for Land Development.
- (B) In order to provide ease and convenience in ingress and egress to private property and the maximum safety with the least interference to the traffic flow on public streets, classified major collector and above, the number and location of driveways shall be regulated by the dedication of access rights to the City.
- (C) Street stubs to adjoining undeveloped areas shall be provided for proper traffic circulation. Street stubs in excess of two hundred fifty (250) feet shall be provided with a temporary cul-de-sac turnaround.
- (D) Tapers, deceleration lanes, left-turn lanes, bypass lanes, median modifications or other designed features may be required to protect the safe and efficient operation of the access street.
- (E) Every lot or parcel shall be served from a publicly dedicated street; however, a developer may retain as private a local street if the following conditions are met:
- (1) Public right-of-way is not required in order to serve adjacent development that is existing or proposed;
 - (2) A permanent access easement is granted for service and emergency vehicles and for maintenance of public and semi-public utilities; and
 - (3) A reciprocal easement for ingress and egress is granted all residents of the development.
- (F) All lots shall front on a paved road. A development shall abut, or have as its primary access, a street paved to City standards. This street shall be paved by the developer from the entrance of the development to the nearest public paved road, except as provided for in subsection 158.222(C) of Chapter 158.
- (Ord. 94-7, passed 3-14-94; Ord. No. 11-69, § 1, 9-12-11)