



CITY OF HIGH POINT
North Carolina

DRIVEWAY
ORDINANCE

EFFECTIVE DATE NOV. 15, 1990

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ADOPTED - 11/15/90

PURPOSE OF THE DRIVEWAY ORDINANCE

The safety and efficiency of a roadway is impacted by the amount and type of interference experienced by the vehicles moving on it. Some interference may result from other vehicles on the roadway, moving in either the same or the opposite direction. The major form of interference, however, is from vehicles entering, leaving, or crossing the roadway at intersecting streets and driveways. In order to reduce interference with traffic flow, minimize accidents and assure the best overall utilization of the roadway by the motoring public, it is necessary to regulate vehicles entering and leaving roadside developments and intersecting streets.

The City of High Point recognizes the legal rights of the abutting property owners to have access to their property. However, it must also consider the right of other roadway users to travel with relative safety and freedom from interference. Since these rights are at times in conflict, it is the City's responsibility to reconcile and, to the extent feasible, satisfy the needs and desires of all roadway users.

To accomplish this, the critical areas of driveway location turn lanes, design and operation must be addressed. The City of High Point has therefore adopted this driveway ordinance to establish standards for the location and design of driveways providing access from public roadways to developments on abutting property. This ordinance has been established to meet the following objectives:

- (a) to provide maximum safety and protection to the public through the regulation of vehicles entering and exiting public streets, and
- (b) to provide a uniform ordinance for the design, location, operation and construction of driveways throughout the City, and
- (c) to provide owners of abutting property with the maximum service feasible, consistent with the safe and efficient use of the City streets.

The City's intent is to further increase safety and decrease congestion along specified major thoroughfares. In order to accomplish these objectives, certain goals have been identified. These goals are:

- to prohibit driveways within a certain distance of intersecting streets unless alternate access is not available;
- to minimize the number of driveways along major thoroughfares, and
- to increase the distance between adjacent driveways along major thoroughfares.

DRIVEWAY PERMIT APPLICATION PROCEDURE

The procedure for driveway permit application differs according to the type of parcel, tract or development.

Driveway permits for detached, single-family residential construction may be obtained from the Department of Inspections. Driveway permits for detached single-family residences exclusive of any building construction may be obtained from the Department of Transportation. The Department will attempt to accommodate these applications on a walk-in basis. This is the only type of permit application that the Department will issue on a walk-in basis.

To apply for a driveway permit for a commercial, industrial or multi-family residential development, two (2) copies of an adequate site plan showing all required information must be submitted to the Department of Inspections. A minimum of three (3) working days is required for the initial review of the site plans. No building permit will be issued by the Inspections Division for any new construction, building addition or change in use, unless a valid driveway permit has been issued. It is therefore advised that application for a driveway permit be made concurrently with submission of building plans, even if no work is planned on the public right-of-way.

In that the permit issued under this ordinance is actually a permit for use of public right-of-way, the permitting process also applies to any and all work or activity performed in the public right-of-way other than normal daily vehicular and pedestrian traffic. Such uses include but are not limited to street and sidewalk cuts, turn lanes, private street intersections with public streets and structure moving. Please consult the Department of Transportation for information about permit requirements for any of these activities.

The North Carolina Department of Transportation (NCDOT) is required to review all connections to state system streets. This includes both driveway and street connections, with the exception of single-family residential driveways, which are exempt from state review requirements. State system streets are those streets within the City for which the state retains the ultimate responsibility. If a drainage pipe is required as part of a driveway access to a state system street, a pipe inspection fee is charged by the state.

Any questions concerning the application procedure or the requirements of this ordinance should be directed to the City of High Point Department of Transportation, (336) 883-3225.

ARTICLE D DRIVEWAY REGULATIONS

Sec. 6-1-71 Definitions

For the purpose of this article, the following definitions shall apply:

- (1) **Access:** Ingress and egress to property bordering on public roadways.
- (2) **Apron:** The paved area between the gutter flow line of the roadway and the sidewalk section.
- (3) **Commercial Driveway:** A driveway providing vehicular access to property used for purposes other than residential.
- (4) **Corner Clearance:** The distance measured along the right-of-way line from the intersection of the projected right-of-way lines to the nearest edge of the driveway approach.
- (5) **Curb Return:** That section of radius or flare on a driveway between the gutter flow line and the abutting property.
- (6) **Driveway:** An area on private property providing access for motor vehicles to a public right-of-way.
- (7) **Driveway Angle:** The acute angle between the driveway centerline and the curbline.
- (8) **Driveway Approach:** The improved area between the roadway of a public street and private property intended to provide access for motor vehicles to a well-defined area on private property.
- (9) **Driveway Width:** The width of the driveway measured at the right-of-way parallel with the roadway centerline.
- (10) **Frontage:** The length of property adjoining the street right-of-way line and lying along the edge of the sidewalk section nearest the street right-of-way line.
- (11) **Outside Sidewalk Line:** The line generally parallel to the right-of-way line and lying along the edge of the sidewalk section nearest the street right-of-way line.
- (12) **Residential Driveway:** A driveway providing vehicular access to property used for residential purposes. This includes driveways for single family, duplex and triplex uses.
- (13) **Right-of-Way:** The land within legally defined property boundaries whose title rests with the City or State and is designated or intended for use as a public street or roadway.
- (14) **Side Clearance:** The distance measured along the street right-of-way line from the nearest side property corner to the nearest edge of the driveway approach.
- (15) **Sidewalk:** An area on public or private property where pedestrians walk or stand, generally parallel to the edge of the street, roadway or face of curb.
- (16) **Sidewalk Section:** That portion of a driveway between the outside sidewalk line and the driveway apron.

- (17) **Service Station Driveway:** A driveway providing access to property used as a service station for the retail sale of motor fuels.
- (18) **Spacing:** The closest distance between two driveways, measured along the right-of-way line from inside edge of drive to inside edge of drive.

Section 6-1-72 Conformance prerequisite to issuance of building permit.

- (a) Driveway approaches hereinafter constructed in the City on public streets and roadways shall be designed and constructed in conformance with this article.
- (b) It shall be unlawful for any person or firm to construct, cut, break out, or remove any curb along a public street or alley except as authorized by the provisions of this article.
- (c) No building permit shall be issued for the erection, construction, reconstruction, or change in use of any building, structure, or land unless all driveway approaches are reviewed and approved by the Director of Transportation.
- (d) Failure to construct any driveway approach(es) in conformance with the provisions of this article or failure to correct or remove any existing driveway approach(es) found to be nonconforming may result in the removal of the driveway approach(es) by the City, at the property owner's expense.

Section 6-1-73 Permit required.

- (a) No person, firm or corporation shall remove, alter or construct any curb, driveway approach, gutter, pavement or perform any other improvement in any public street or other property owned by or dedicated to the City without first obtaining a permit from the Department of Transportation authorizing such improvements.
- (b) A driveway permit is required prior to the issuance of a building permit for new construction, additions, or changes in use.
- (c) Existing driveways shall not be altered within the right-of-way until a permit is obtained. The maintenance of driveways located in or on the right-of-way shall be the responsibility of the property owner.
- (d) Failure to secure a permit as described herein or failure to construct the driveway to City standards or failure to correct or remove existing nonconforming driveway approaches is a violation of the Code of Ordinances and a penalty of fifty dollars (\$50.00) per day may be imposed on the owner after a thirty (30) day written notification has been given by the City Engineer. If the driveway is not removed or brought into compliance within the thirty (30) days, the person, firm or corporation doing the original work shall be denied further permits to work on public streets within the City limits of High Point.

- (e) Minor variations of the minimum requirements may be permitted only in unusual circumstances. Any variations of the minimum requirements must be based on sound traffic engineering principles and be approved by the Director of Transportation.
- (f) Variations from the required number of driveways and width requirements of this Ordinance concerning incidental additions to existing developments may be permitted only upon approval by the City Council upon each of the following findings:
 - (1) The proposed addition does not exceed 1,000 square-feet.
 - (2) The addition is constructed to accommodate only space for current operations and not to accommodate expansion or change in nature of operations of the development;
 - (3) The addition does not increase any of the following:
 - a) trip generation
 - b) number of employees
 - c) non-conformance with any other City Ordinances;
 - (4) The existing driveway(s) and parking area meet current design standards and are in safe condition.
 - (5) No variation shall be allowed for any site before any other required review by the Technical Review Committee and/or City Council.

Sec. 6-1-74 Submission of plans; information required.

- (a) No permit shall be issued until there is filed with Director of Transportation for his approval two (2) copies of plans showing the location and dimensions of all proposed improvements.
- (b) Additional plans may be required for driveway approaches to state highway system streets.
- (c) A minimum of three (3) working days shall be required for the initial review of the site plans by the Director of Transportation.
- (d) Information that must be shown on plans submitted shall include:
 - (1) Location of the property, including street name and address;
 - (2) The character of the present and future property use and the current zoning;
 - (3) Location of all existing and proposed buildings;
 - (4) Pavement and right-of-way widths;
 - (5) For commercial and/or industrial facilities, the proposed location of off-street loading and unloading facilities;
 - (6) Interior parking arrangements and traffic circulation patterns and number of spaces required;

- (7) Locations of existing utilities, retaining walls, storm drainage facilities, poles, and other physical features which affect the driveway location;
- (8) All existing driveways, property lines, and driveways to be closed;
- (9) All proposed driveways, including all parcels reserved for future development;
- (10) Location of existing and proposed sidewalks, curbs and wheelchair ramps on or adjacent to the property;
- (11) Street and driveways on the opposite side of the street;
- (12) All existing and/or required turn lanes and transition tapers;
- (13) Proposed median openings with storage lanes and transitions tapers;
- (14) Location of all easements;
- (15) North arrow;
- (16) Scale, not greater than 1" = 10', or less than 1" = 40', 1" = 20' is preferred;
- (17) Major developments may require a traffic impact analysis prepared by a transportation professional. Such studies shall include trip generation, existing and proposed traffic assignments, complete demographics of the development and other information helpful in evaluating the proposed development.

Section 6-1-75 Permit fee.

Fees for permits shall be fixed from time to time by the City Council. A copy of the fee schedule is on file in the office of the city clerk and the city Department of Transportation.

Section 6-1-76 Inspections.

Once the permit is duly issued, the supervisor on the driveway construction site shall keep the permit available for on-the-job inspection by authorized personnel of the City.

The Applicant shall request an inspection by the City Engineer 24 hours in advance of any concrete pouring.

The City Engineer or his authorized representative shall have the authority to require the immediate stoppage of work not performed under the requirements of this article (Code 1958, Section 18-44).

In the event of failure to comply with the provisions of this article or the terms of the permit or, in the case of faulty workmanship or materials, the City may remove the non-complying driveway at the property owner's expense.

Section 6-1-77 Width of driveway approaches.

- (a) The width, in feet, of a driveway approach and curb return flare or radius shall be within the minimum and maximum limits as specified below:

<u>Land Use/Driveway Type</u>	<u>Driveway Width, ft.</u>		<u>Flare/Radius, ft.</u>	
	<u>Minimum</u>	<u>Maximum</u>	<u>Minimum</u>	<u>Maximum</u>
Residential -Single-Family	12	20	1	3
-Multi-Family	25	35	1	10
Commercial or Industrial	15*	35***	5	10
Service Station	25	35	5	10
Private Street Entrance	22	48	30**	30**
Street-Type Driveway	25	35#	10	30

for street-type drives with median, see section 6-1-79 (b)

* one-way drive only; two-way minimum 25 feet

** radius only

*** In areas exempt from the off-street parking requirements, the Director of Transportation, following an engineering investigation, may increase the maximum width of driveway approaches to a maximum of seventy two (72) feet under the following conditions:

- The driveway approach serves required loading docks that are internal to the structure and adjacent to the street right of way; and
- The maximum individual loading dock width shall be twelve (12) feet; and
- The total width of the driveway shall not exceed the width of the number of required loading docks; and
- The width increase requested will not adversely affect public safety.

- (b) All driveway approach widths shall be measured at the street right-of-way lines and the width of any driveway shall not increase when crossing the right-of-way, except at properly designated curb returns.
- (c) Radii for private street entrances and street-type driveways may exceed the maximums of this section, based upon sound traffic engineering principles and approval by the Director of Transportation.

Section 6-1-78 Number and spacing of driveway approaches.

- (a) Driveways shall be allocated and spaced as outlined below per parcel, tract or development, provided all other requirements of this article are met:

<u>Number of Driveways Permitted Per Parcel, Tract, or Development</u>	<u>Spacing, Inside edge to Inside Edge</u>
1	N/A
2	30
3	100
4*	100*

*Upon approval of the City Council subject to findings of fact pertaining to public safety such as traffic volumes, sight distance, street widths, zoning factors, etc. in accordance with driveway requirements as set out in policy guidelines.

- (b) The number, spacing and location of driveways on major thoroughfares listed in Title 10, Article P, Schedule 20 are subject to the restrictions beginning in section 6-1-86.
- (c) In areas exempt from the off-street parking requirements, driveway spacing may be reduced by the Director of Transportation following an engineering investigation, if the following conditions are met:
 - The driveway approaches serve required loading docks that are internal to the structure and adjacent to the street right of way; and
 - The spacing decrease requested will not adversely affect public safety.

Section 6-1-79 Driveway design.

- (a) All driveway approaches shall be concrete apron section ("ramp" type), except that street-type driveway entrances may be required to public or private developments that have parking spaces for two hundred (200) or more vehicles or when special conditions exist as determined by the Director of Transportation.
- (b) Medians or islands may be permitted for street-type driveways and private street entrances only, upon approval of the Director of Transportation and subject to the following conditions:
 - (1) the raised median or island shall be constructed on private property to the rear of the right-of-way line;
 - (2) the minimum width of the median or island as measured nearest the right-of-way line (excluding the nose) shall be fifteen (15) feet; the minimum length shall be fifty (50) feet;

- (3) for street-type driveways with a median or island, the combined width of pavement of the separated driveway segments shall not exceed forty-eight (48) feet.
 - (4) Medians and islands shall not be permitted for ramp-type driveways.
- (c) Ramp style driveway approaches may use either a standard drop curb opening or a curb radius from the street curb to the inside sidewalk line. If a curb radius is used,
- (1) The top elevation of the curb radius must be held level with the elevation of the street curb, and
 - (2) The driveway apron must be raised to meet the elevation of the curbline at the inside sidewalk line.
- (d) Driveway approaches shall cross the sidewalk area at the sidewalk grade established by the City Engineer.
- (e) The sidewalk shall be constructed separately from the driveway apron.
- (f) The driveway angle shall be ninety (90) degrees, unless engineering considerations dictate otherwise, as approved by the Director of Transportation.
- (g) Where special pedestrian or vehicular hazards may be encountered, driveway approaches may be restricted to one-way operation. Such driveways shall be clearly signed and marked as one-way driveways using pavement arrows and directional signs. Failure to erect and maintain such signs or the failure to use these driveways in accordance with the signing and marking shall be considered a violation of this article.

Section 6-1-80 Location of driveway approaches.

- (a) All driveway approaches shall have a minimum side clearance as specified below:

<u>Land Use</u>	<u>Minimum Side Clearance, ft.</u>
Single Family Residential	3
All Others	10

- (b) All driveway approaches shall have a minimum corner clearance as specified below:

<u>Land Use</u>	<u>Minimum Corner Clearance, ft.</u>
Single Family Residential (attached and detached)	50
All Others	60

- (c) At street intersections where the radius is sixty (60) feet or more, driveway approaches may encroach upon either end of the radius for a distance up to five (5) percent of the total length of the arc of the curb radius, thereby leaving at least ninety-five (95) percent of the arc

length of the radius free from driveway encroachment, provided that all other requirements of this article are met (Code 1958, Section 18-48).

- (d) No driveway approach shall be permitted to encompass any municipal facility, including but not limited to traffic signal standards, catch basins, fire hydrants, crosswalks, loading zones, utility poles, fire alarm supports, meter boxes, and sewer cleanouts.
- (e) Landowners of adjacent property may, by written mutual agreement, construct a joint driveway to service both properties, provided that all other requirements of this article are met with the exception of the side clearance restriction.
- (f) The number, spacing, and location of driveways on major thoroughfares listed in Title 10, Article P, Schedule 20 are subject to the restrictions beginning in Section 6-1-86.

Section 6-1-81 Use and protection of property.

- (a) Street right-of-way may not be used for private or commercial purposes. The area to which the driveway provides access shall be sufficiently large to store any vehicles using the driveway completely off the right-of-way and must be of sufficient size to allow the necessary function to be carried out completely on private property.
- (b) Except for driveway approaches to residences, a six (6) inch raised curb shall be constructed a minimum distance of three (3) feet behind the street right-of-way line in the vicinity of street corners, sidewalk safety zones, entrance driveways and other points in such a manner as to prevent vehicles from crossing sidewalks other than by means of a driveway as herein prescribed, to prevent vehicular overhang on the right-of-way and to provide for proper drainage and control of water on private property.
- (c) Parking areas and loading areas shall be constructed and properly curbed so that all movements to park and unpark, load and unload will take place back of or within property lines. In the Central Business District, the Director of Transportation is hereby granted the authority to waive requirements set forth in this subsection after an engineering investigation and provided the following conditions are present:
 - (1) The area is within the parking exempt area of the city;
 - (2) The waiver requested arises from peculiar physical conditions not ordinarily existing in other areas of the City;
 - (3) Due to the nature or operation of the business on the applicant's property the requirements of subsection (c) above causes unnecessary hardship;
 - (4) The waiver requested is not against the public interest, safety, convenience and general welfare; and;
 - (5) The granting of the waiver will not adversely affect the rights of adjacent property owners.

- (d) Except as may be provided for under Title 9, Chapter 3, Article M, Signage Regulations, no part of the right-of-way or the area between the curb or edge of pavement and the property line shall be used to place private signs, fences, walls, post lights, or any other item. All such items shall be placed on private property in such a manner as not to interfere with vehicular or pedestrian traffic or visibility.

Section 6-1-82 Specifications.

All work done and all materials used in the construction of driveway approaches shall conform to the current "Standard Specifications for Concrete Sidewalk and Driveway Approaches, City of High Point," as established by the city engineer (Code 1958, Section 8-50).

Section 6-1-83 Existing driveway approaches.

- (a) Existing driveway approaches shall not be relocated, altered, or reconstructed without a permit approving the relocation, alteration, or reconstruction and such driveway approaches shall be subject to the provisions of this article.
- (b) When the use or layout of any property is changed, making any portion or all of the driveway approach unnecessary, or when the driveway is nonconforming, the owner of the abutting property shall, at his expense, replace all necessary curbs, gutters and sidewalks, or correct all nonconforming features within thirty (30) days after written notice from the Director of Transportation. Failure to do so may result in a penalty being imposed as described in Section 6-1-73, subsection (d).
- (c) City Council may approve reduced corner and side clearances for existing driveways not on a major or minor thoroughfare as designated in the latest adopted Thoroughfare Plan, under the following conditions:
 - (1) City Council is satisfied that the use or reuse of the structure will maintain or enhance the historic significance of the structure and
 - (2) existing driveway is critical to the use or reuse of a structure with significant historic value to the entire community and conformance to the Driveway Ordinance would require removal of the driveway and
 - (3) property of historic significance must have at least one co-terminus property line with an existing historic district or a property on the Historic Register and
 - (4) driveway must have less than 30 total (in and out) trips per day and driveway is in good condition and owner agrees to maintain driveway in a condition acceptable to City.

Section 6-1-84 Protecting the public from injury.

Whenever any person or firm shall do or undertake any of the items set forth in this article, it shall be the duty of such person(s) or firm(s) to protect from harm and damage all persons or vehicles which may be using any street, sidewalk, right-of-way or other public area where such work is in progress. To that end, all persons or firms shall erect and maintain suitable barricades, signs, lights, flares and other appropriate warning devices at the proper locations where such work is in progress in accordance with the current policy and regulations for street construction and maintenance operations, City of High Point, as established by the Director of Transportation and in accordance with the Manual on Uniform Traffic Control Devices for Streets and Highways.

Section 6-1-85 Turn Lanes and tapers, deceleration lanes.

- (a) Turn lanes and tapers may be required by the Director of Transportation where it is anticipated that the volume of traffic using the proposed driveway(s) or street(s) may significantly interfere with the flow of traffic on the abutting public street. Requests for turn lanes and transition tapers shall be considered as part of the driveway permitting process and must be shown on the submitted site plans, in addition to the other required site plan elements. Minimum turn lane specifications are:

Minimum Length: 100 feet

Minimum Taper: 150 Feet

- (b) Dedication and construction of turning lanes to serve one or more entrances into a development shall be required in any conditional use, special use, or driveway permit or subdivision approval for a use or development which is adjacent to a two-lane public street with average daily traffic (ADT) exceeding five thousand (5,000) vehicles per day, or a four-lane or larger public street with ADT exceeding ten thousand (10,000) vehicles per day, if any one of the following conditions are also present:
 - (1) The use or development requires one-hundred (100) or more off-street parking spaces. The use or development will generate more than fifty (50) entering trips during the peak hours of 7 - 9 AM, 11 AM - 1 PM and 4 - 6 PM through a single driveway. Data shall be based on the Institute of Transportation Engineers manual titled Trip Generation and based upon the highest land use permitted by the zoning classification as affected by any restrictions imposed by any conditional use permit, special use permit, or other legally enforceable restriction.
 - (2) The use or development, as it may be affected by such restrictions, is reasonably expected to generate more than twenty-five (25) trucks (more than 13,000 G.V.W.) trips per day through a single driveway.

- (3) The use or development, as it may be affected by such restrictions, creates special safety or traffic conditions due to limited sight distance and/or posted speeds in excess of thirty-five (35) miles per hour along the adjacent public street. Such conditions shall be determined in writing by the Director of the Department of Transportation.
- (4) The use or development consists of at least fifty (50) attached or detached residential dwelling units.
- (c) Right-turn lanes shall be twelve (12) feet in width plus a minimum thirty (30) inch curb and gutter. However, where ribbon pavement exists the improvements may be constructed to match. Right-of-way shall be a minimum of ten (10) feet from the back of the curb.
- (d) For any use or development meeting the conditions set forth above, but having less than sufficient frontage on a public street to construct the turn lane, according to adopted City standards, then right-of-way sufficient to construct such future improvements shall be dedicated to the City of High Point and a fee shall be paid to the City equivalent to the cost of construction of a turn lane along such frontage. The fee shall be according to a schedule adopted by the City Council and shall be based on the current estimated cost for the City to have the lane installed.
- (e) The Director of Transportation may require additional side clearance to accommodate required turn lanes and/or tapers.
- (f) The cost of all required turn lanes and transition tapers shall be paid for by the property owners. Property owners shall not be entitled to any claims or reimbursement for expenditures involved in construction on public rights-of-way. All constructed improvements required herein shall be the property of the City of High Point.
- (g) For requirements of turn lanes, tapers, and deceleration lanes on major thoroughfares, refer to Section 6-1-90.

Section 6-1-86 Requirements for major thoroughfares.

The major thoroughfares or portions thereof to which the following sections apply are listed in Title 10, Chapter 1, Article P, Schedule 20. A copy of this schedule is on file in the Office of the City Clerk and the Department of Transportation. These requirements apply to all driveways except single family residential approaches constructed in the right-of-way along the major thoroughfare or along the intersecting side streets. Additional single family driveways may be permitted as described in section 6-1-78 if there are no sight distance or other safety concerns with the additional access. The requirements become effective on the date of designation by City Council.

Section 6-1-87 Number of driveways permitted along major thoroughfares.

The number of driveways allowed along a major thoroughfare is based on property frontage, pursuant to the following table:

<u>Property Frontage, F, in feet</u>	<u>Number of Driveways Allowed</u>
0 < F < 350	1
F > 350	2

Two driveways is the maximum number of driveways allowed per street frontage for any parcel, tract or development, including access to any and all properties designated as out parcels or to be leased or sold for future development. The Director of Transportation may recommend to City Council for their approval three driveways provided the parcel has at least one thousand feet (1000') of frontage and a Traffic Impact Analysis is performed by a qualified engineer, at the property owner's expense, justifying an additional driveway.

The number of driveways shall be further limited as required by this article.

Section 6-1-88 Location and spacing of driveways along major thoroughfares.

- a) All driveway approaches for both mid-block and corner lots along major thoroughfares shall have both minimum corner and side clearances as below:

	<u>Along Major Thoroughfare</u>	<u>Along Side Street</u>
Corner Clearance, ft.	250	100
Side Clearance, ft.	30	10

No driveways shall be allowed along a major thoroughfare within two hundred fifty (250) feet of any intersection, as measured from the intersection of the projected right-of-way lines, except for properties which cannot meet this restriction due to limited frontage within the desired corner clearance (see Section 6-1-89 (d)) of the Driveway Ordinance.

Corner lots must have a minimum of three hundred five (305) feet of frontage along the major thoroughfare before access can be permitted to the major thoroughfare.

- (b) In cases where more than one driveway approach is allowed by Section 6-1-87, the driveways shall be spaced as follows:

<u>Number of Driveways</u>	<u>Minimum Spacing</u>
2	100
3**	200

**Where permitted under 6-1-87 of Driveway Ordinance

- (c) The minimum distance between the centerline of driveways into shopping centers and similar developments that generate high traffic volumes shall be 400 feet.

Section 6-1-89 Special provisions along major thoroughfares.

- (a) Two one-way driveways may be considered as a single driveway provided that:
 - (1) The minimum spacing between the two driveway segments is sixty (60) feet;
 - (2) The driveway segments are clearly signed and marked as one-way driveways, using pavement arrows and directional signs;
 - (3) The maximum combined pavement width of both driveway segments at the right-of-way line is forty (40) feet and the minimum width of a single segment is fifteen (15) feet;
 - (4) All other requirements of this section are met.
- (b) For parcels, tracts or developments which have previously met the requirements of this article, any subdivision of property, for sale or for lease, shall necessitate a reassessment of the number and location of driveway approaches for the entire parcel, tract or development based on the original frontage measurements before an additional driveway permit may be issued. Any existing driveway approaches found to be nonconforming based on these requirements shall be removed or relocated at the property owner's expense prior to the issuance of a new driveway permit.
- (c) No additional driveways will be permitted along major thoroughfares due to the subdivision of property; either developed or undeveloped.
- (d) Any parcel, tract or development which is not a corner lot and which fails to meet the corner clearance requirement of Section 6-1-88 (a) shall be allowed one access point located as far as possible from the nearest intersection, but in no case less than ten (10) feet from the side property corner, as approved by the Director of Transportation.
- (e) Any parcel, tract or development greater than two hundred fifty (250) feet from the nearest intersection with less than eight-five (85) feet of frontage shall be allowed one access point, the location and design of which shall be determined by the Director of Transportation. In no case shall side clearance be less than ten (10) feet.
- (f) In the event that any property is affected by scenic corridor overlay, zoning or any other zoning which includes access restrictions, the more restrictive of the two regulations (the Driveway Ordinance or the zoning) shall apply.

- (g) For shopping centers and similar developments, a minimum storage of 100 feet shall be required before any crossing or left turning conflicts can be allowed. The 100 feet is measured from the street curb.

Section 6-1-90 Turn Lanes, tapers, deceleration lanes on major thoroughfares.

- (a) Turn lanes and tapers are subject to the regulations in Section 6-1-85 of the Driveway Ordinance in addition to those regulations indicated below:
- (b) Minimum turn lanes specifications for major thoroughfares are:

Minimum Storage Length: 100* feet

Minimum Taper Length: 150* Feet

* The storage length and taper may vary depending upon the existing roadway geometry, traffic conditions and the impacts of the proposed land use.

- (c) Turn lanes and tapers on major thoroughfares may be required by the Director of Transportation where it is anticipated that the volume of traffic using the proposed driveway(s) or street(s) may significantly interfere with the flow of traffic on the abutting public street. Requests for turn lanes and transition tapers shall be considered as part of the driveway permitting process and must be shown on the submitted site plans, in addition to the other required site plan elements.
- (d) Turn lanes for either or both left and/or right turns into a commercial or industrial site and residential subdivisions shall be required where there are high roadway and/or turn volumes of traffic, where the roadway speeds are moderate to high or where needed due to limited sight distance.
- (e) In the event any property is affected by overlay district requirements or any other zoning requirements which includes turn lanes; the more restrictive of the two regulations (the Driveway Ordinance or the zoning) shall apply.

**Title 10
Transportation And Traffic**

**Article P
Section 10-1-291**

Schedule 20

**Major Thoroughfares Designated for Supplemental Regulations
Under Title 6, Article D, Section 6-1-86
through Section 6-1-89**

<u>Thoroughfare</u>	<u>Boundary</u>	<u>Adoption Date</u>
Brentwood Street	From US 29-70 to Fairfield Road	10-16-86
Eastchester Drive	From N. Main Street to City Limits	10-16-86
Fairfield Road	From Brentwood Street to I-85 Business/US 29-70	10-01-09
Intermediate Loop	From Kivett Drive to Westover Drive	10-01-09
S. College Drive	From Surrett Drive to Kivett Drive	10-01-09
N. Main Street	From NC 68 to City Limits	10-01-09
S. Main Street	From Market Center Drive to City Limits	10-01-09
W. Market Center	From English Road to Kearns Avenue	10-01-09
Piedmont Parkway	From Eastchester Drive to City Limits	11-02-89
Wendover Avenue	From Eastchester Drive to City Limits	11-02-89
Westchester Drive	From N. Main Street to English Road	10-16-86
Kivett Drive	From Centennial Street to Jackson Lake Road	10-01-09
Green Drive	From US 311/I-74 to S. College Drive	10-01-09
Triangle Lake Road	From US 311/I-74 to Hickory Chapel Road	10-01-09
Greensboro Road	From Montlieu Avenue to Penny Road	10-01-09
Lexington Avenue	From N. College Drive to Montlieu Avenue	10-01-09
Clinard Farms Road	From Eastchester Drive to Johnson Street	10-01-09

Sandy Ridge Road	From Johnson Street to I-40	10-01-09
Johnson Street	From Eastchester Drive to Sandy Ridge Road	10-01-09
Skeet Club Road	From Eastchester Drive to Johnson Street	10-01-09
English Road	From Phillips Avenue to City Limits	10-01-09
W. Green Drive	From W. Market Center Drive to I-85 Business/US 29-70	10-01-09

DRIVEWAY PERMIT FEE SCHEDULE

Section 6-1-75 Permit fee.

Fees for permits shall be fixed from time to time by the City Council. A copy of the fee schedule is on file in the Office of the City Clerk and the City Department of Transportation.

Fee Schedule

Cost Per Driveway

Single Family Residential

\$30.00

Multi-Family Residential

\$50.00

Commercial/Industrial

\$50.00

Private Street Entrance

\$50.00

Type of Permit

Cost Per Permit

Structure Moving

\$100.00

Street/Lane/Sidewalk Closure, Street/Sidewalk Cut

\$30.00 for first three (3) days
and \$60 for a period of up to
two (2) weeks.

Standards for Directional Signs and Pavement Markings for Designated Entrance and Exit Driveways

The Driveway Ordinance imposes strict limitations on the number, location and spacing of driveways on designated major thoroughfares; however, it allows for two one-way driveway approaches to be considered as a single driveway approach provided that the approaches are clearly signed and marked using directional signs and pavement arrows. Other provisions of the ordinance requires signs and markings where special pedestrian or vehicular hazards necessitate the one-way operation of driveways. The following standards apply to all instructional or directional signs and pavement markings used to designate private driveways as entrances and exits.

Sign Standards

Location: At a minimum, one double faced sign shall be located on private property at least 10 feet back from the curb to the right of each driveway approach. Additional signs may be placed on the opposite side of the approach. The sign should not be blocked from view by vegetation or other obstacles.

Size: The area of the sign shall be no less than three (3) square feet and no more than six (6) square feet.

Letters: Minimum letter size, uppercase: 6" (8" preferred)
Minimum letter size, lowercase: 4" (6" preferred)

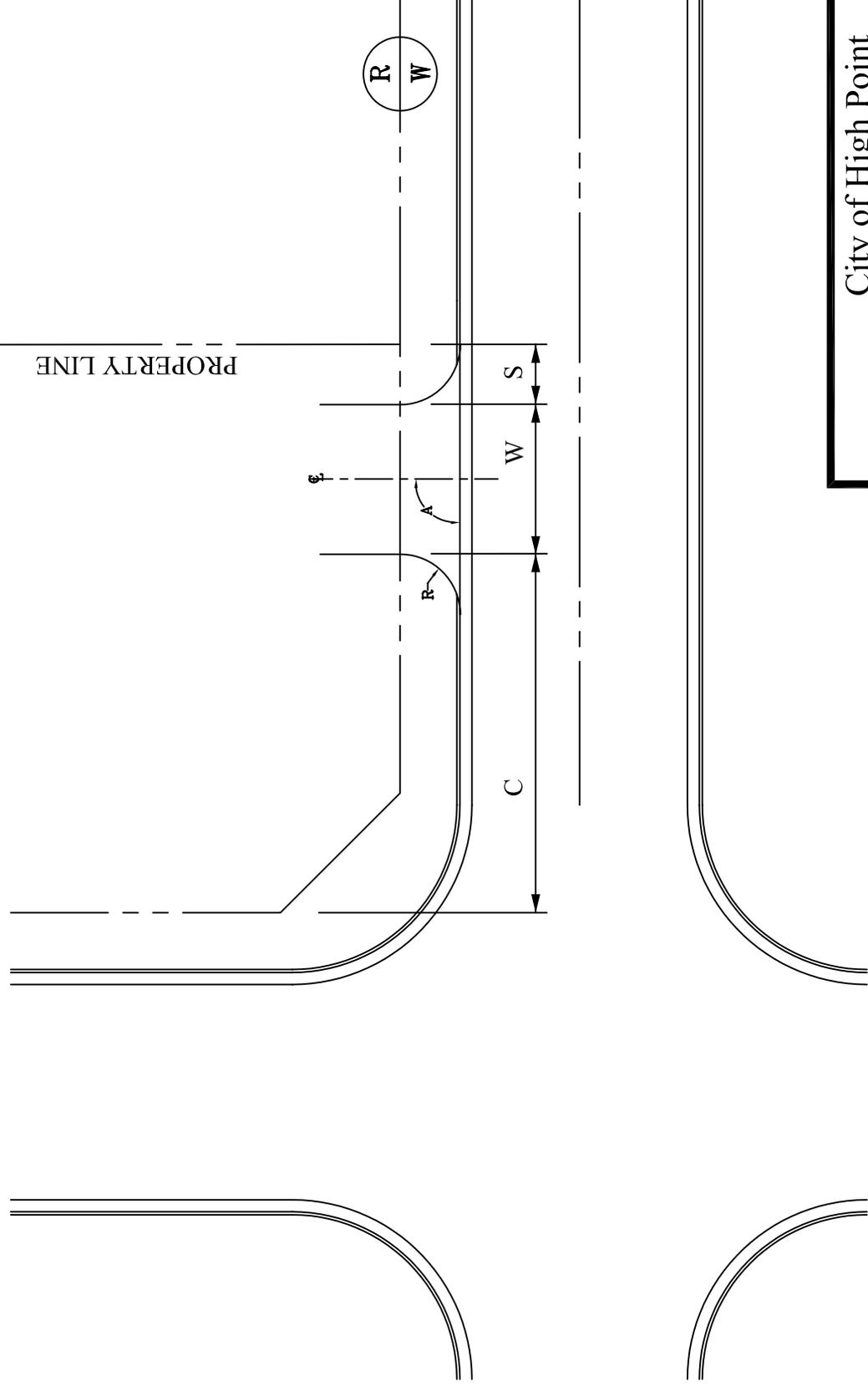
Letters shall be black or white, on a reflectorized or illuminated background of contrasting color. The first letter of each word shall be uppercase.

Copy Material: Only the words "enter" and "exit" or "in" and "out" with appropriate arrow shall be used. Arrow dimensions shall be a minimum of six (6) inches long with a shaft width of at least two (2) inches. The arrow head shall be at least twice as wide as the shaft. Business logos may be used but shall not exceed 33 1/3% of the sign area.

Pavement Arrows

Location: A sufficient number of pavement arrows designating the appropriate direction of traffic shall be installed in the driveway approach and driveway so that they are clearly visible from the street.

Size: Pavement arrows shall be a minimum of 8 feet in length and shall conform in size and proportion to the standards set forth in the Manual on Uniform Traffic Control Devices (MUTCD). All signs and markings shall be installed and maintained by the property owner. Failure to install and maintain required signs and markings shall be considered a violation of the City Code and may be subject to a fine and/or correction by the City at the property owner's expense.

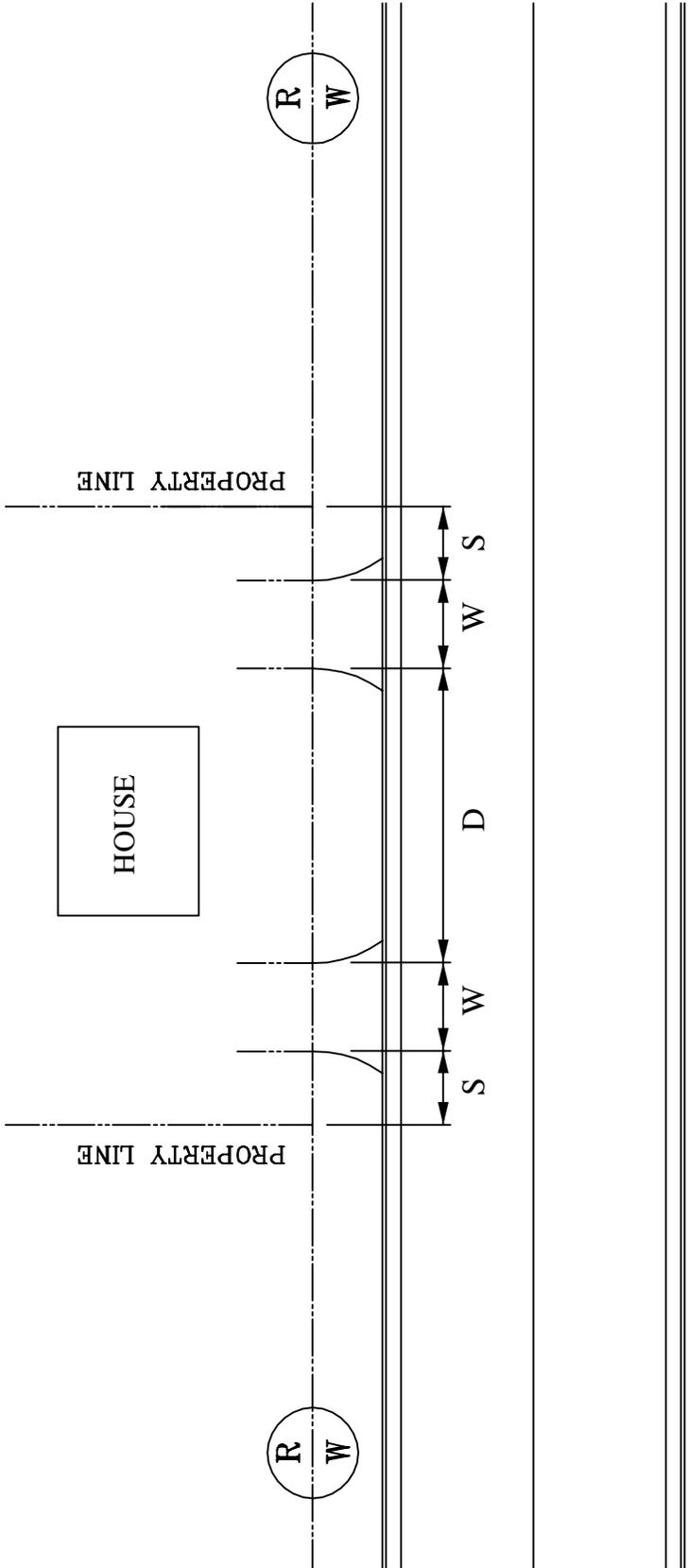


- C = CORNER CLEARANCE = 50' min.
- S = SIDE CLEARANCE = 3' min.
- W = WIDTH = 12' min. 20' max.
- A = APPROACH ANGLE = 90°
- R = RADIUS OR FLARE = 1' min. 3' max.

City of High Point
 Department of Transportation

**Single Family Residential
 Driveways**

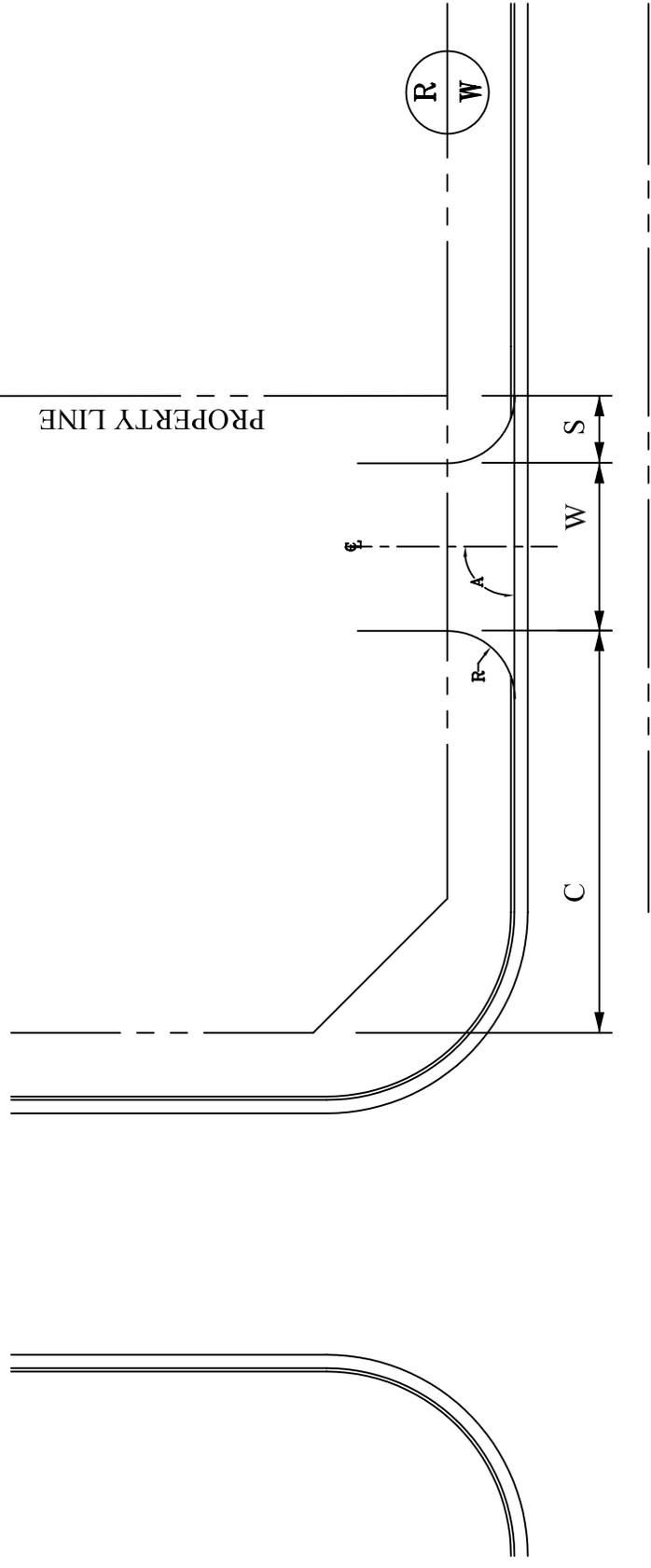
Date: 8/24/04 Name: Driveway Examples



	<u>Standard Requirements</u>
D = DISTANCE BETWEEN DRIVEWAYS	= 30' min.
S = SIDE CLEARANCE	= 3' min.
W = WIDTH	= 12' min 20' max

City of High Point
 Department of Transportation
 Spacing Between
 Single Family Double
 Driveways

Date: 10/01/09 Name: Driveway Examples

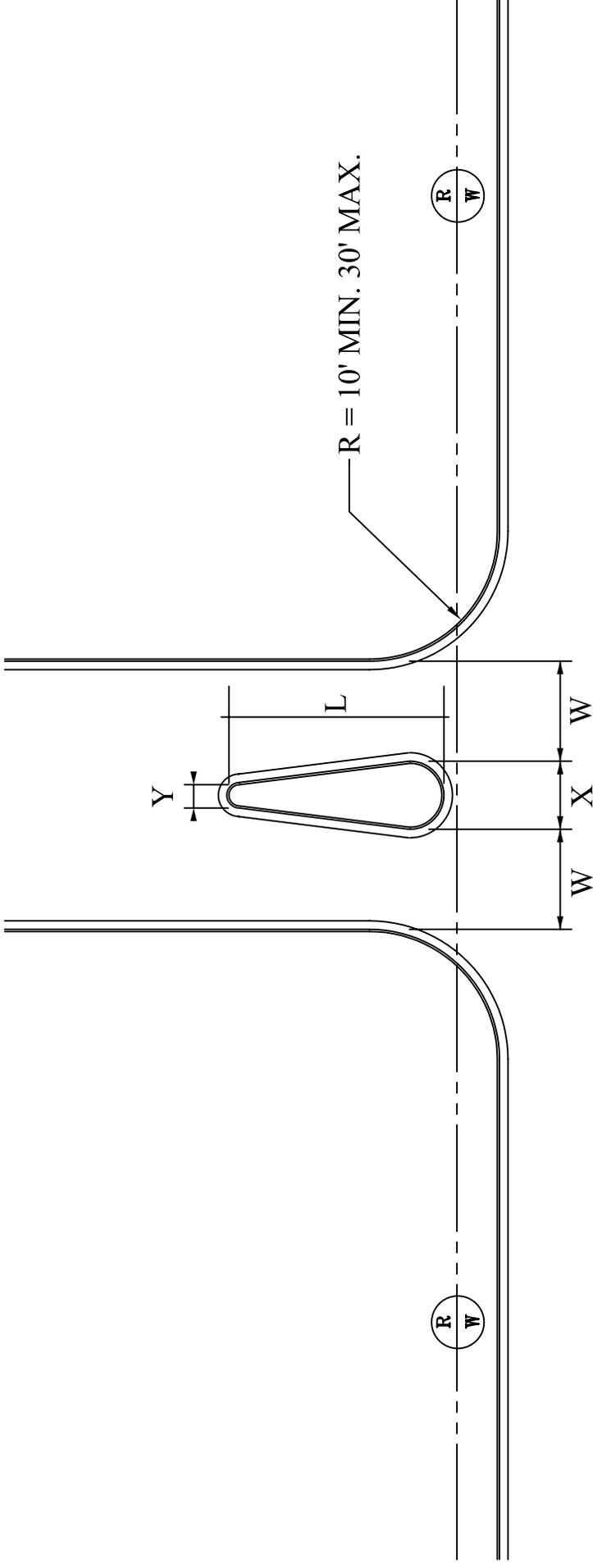


- C = CORNER CLEARANCE = 60' min.
- S = SIDE CLEARANCE = 10' min.
- W = WIDTH = 25' min. 35' max.
- A = APPROACH ANGLE = 90°
- R = RADIUS OR FLARE = 5' min. 10' max.

City of High Point
Department of Transportation

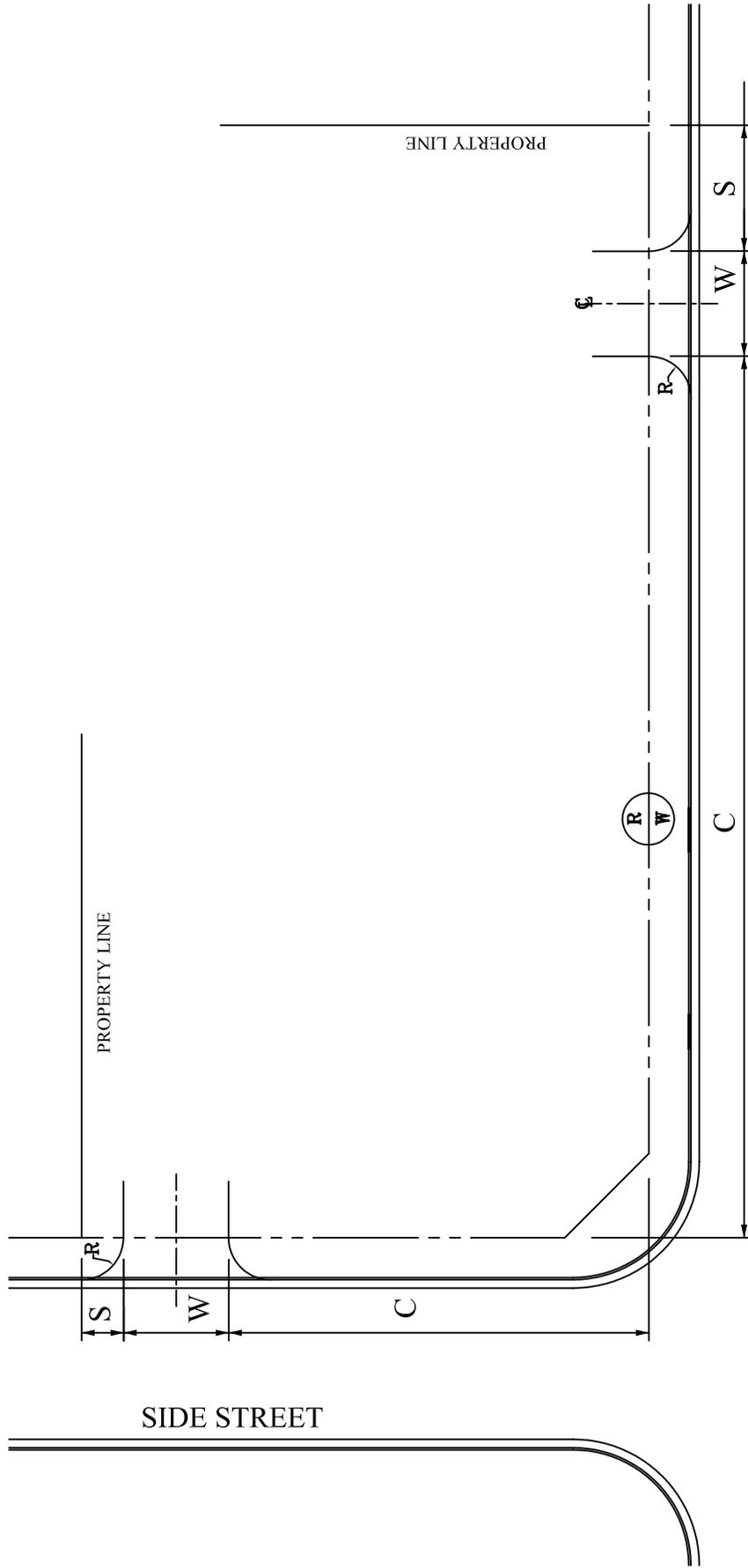
**All other Driveways except on
Major Thoroughfares**

Date: 8/24/04 Name: Driveway Examples



- W = ENTRANCE AND EXIT WIDTH = 15' MIN. 24' MAX
- X = MEDIAN WIDTH = 15' F-F MIN.
- Y = INTERIOR MEDIAN WIDTH = 5' F-F MIN.
- R = RADIUS = 10' MIN. 30' MAX.

City of High Point Department of Transportation	Date: 8/24/04	Name: Driveway Examples
<h2 style="margin: 0;">Street type Entrance with median</h2>		



MAJOR THOROUGHFARE



City of High Point
 Department of Transportation
**Requirements for Major
 Thoroughfares**

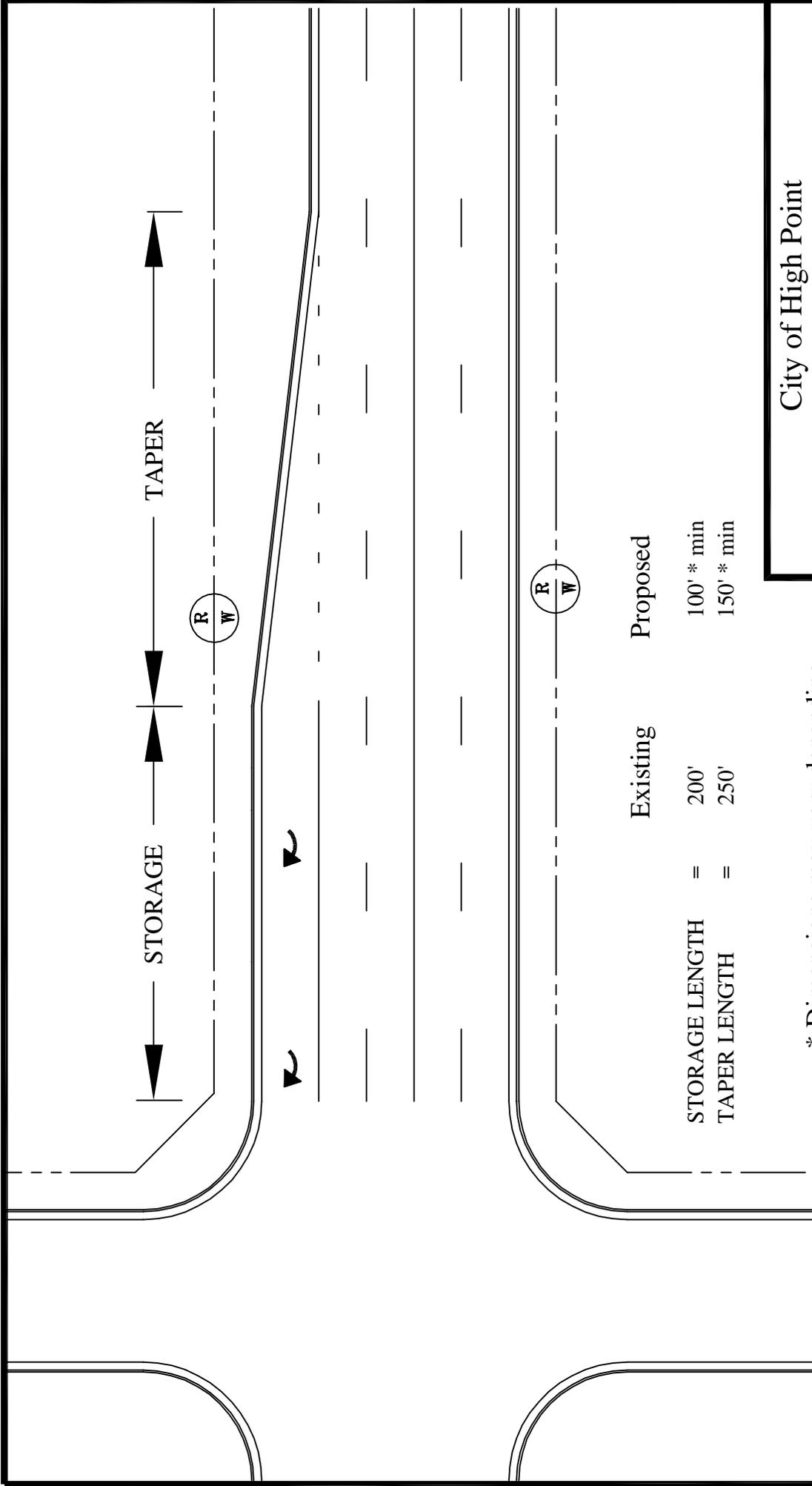
Major Thoroughfare Side Street

C = CORNER CLEARANCE = 250' min.
 S = SIDE CLEARANCE = 100' min.
 W = WIDTH* VARIES*
 R = RADIUS OR FLARE*

* Dimensions vary by driveway type

Date: 8/24/04

Name: Driveway Examples

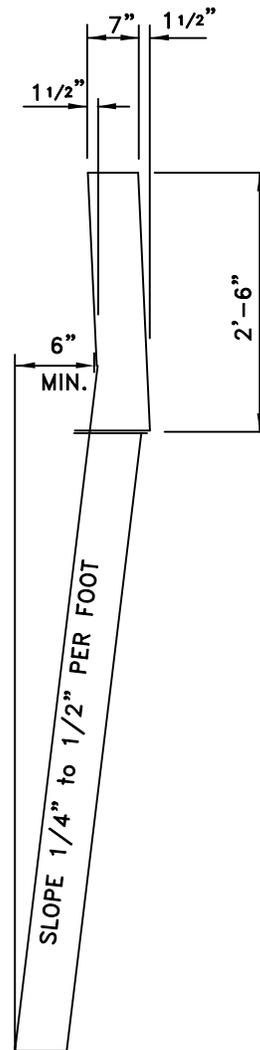
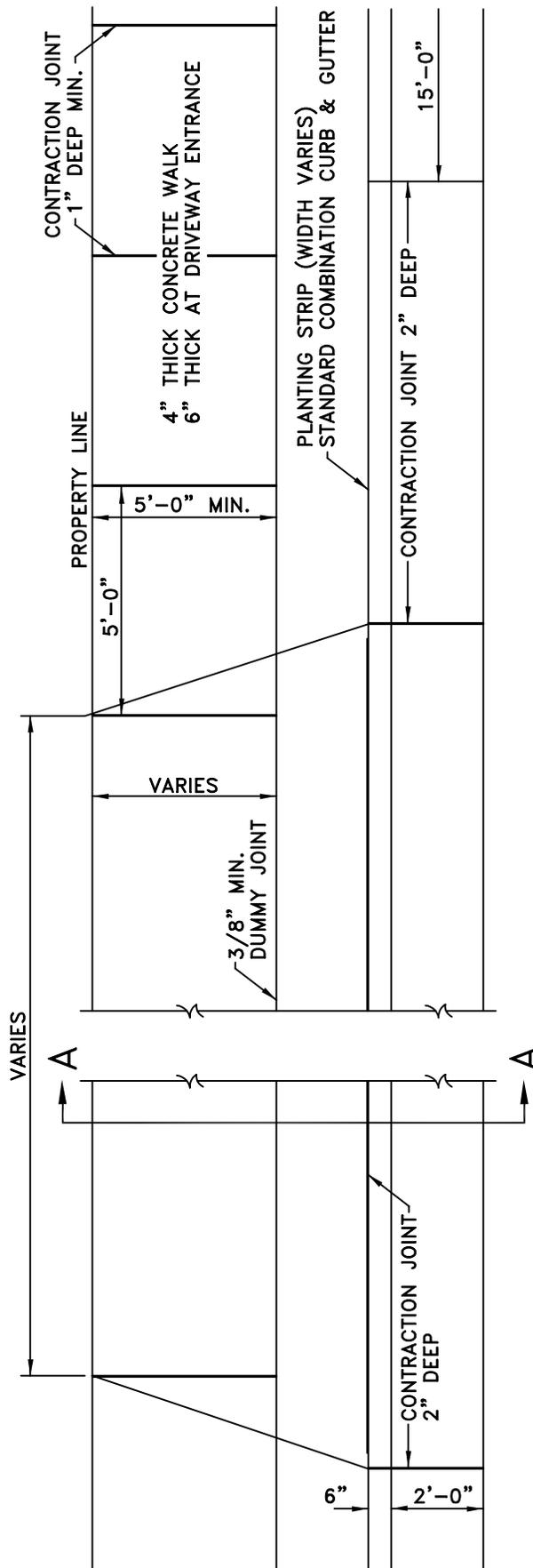


	Existing	Proposed
STORAGE LENGTH	= 200'	100' * min
TAPER LENGTH	= 250'	150' * min

* Dimensions may vary depending upon the existing roadway geometry, traffic conditions and the impacts of the proposed land use.

City of High Point
 Department of Transportation
**Requirements for Turn Lanes
 on Major Thoroughfares**

Date: 10/01/09 Name: Turn Lane Example



SECTION A-A

NOTES:

1. USE 1/2" EXPANSION JOINT EVERY 45' IN SIDEWALK. ALL EXPANSION JOINTS TO BE FILLED WITH BITUMINOUS FIBER.
2. WHEN FRONT EDGE OF WALK IS PLACED ADJACENT TO CURB, OR BACK OF WALL IS PLACED ADJACENT TO A BUILDING OR EXISTING CONCRETE, A 1/2" EXPANSION JOINT SHALL BE PLACED BETWEEN NEW WALK AND NEW STRUCTURES.
3. WHEN A DRIVE CROSSES A SIDEWALK, THE WALK SHALL HAVE A DEPTH OF 6" WITH 1/2" EXPANSION JOINT ON EACH SIDE OF DRIVE.
4. ALL DRIVEWAY WIDTHS ARE TO BE DETERMINED BY THE HIGH POINT DRIVEWAY ORDINANCE.
5. ALL CONSTRUCTION PRACTICES INCLUDING COMPACTION, CURING, FINISHING, ETC. SHALL BE IN ACCORDANCE WITH SPECIFICATIONS OF THE CITY ENGINEER.
6. ALL CURB AND GUTTER AND SIDEWALK MUST BE EITHER REMOVED TO NEAREST JOINT BEYOND NEW CONSTRUCTION OR CUT WITH A SAW AND REMOVED.
7. ANY VARIATION FROM THIS STANDARD MUST BE APPROVED BY THE CITY ENGINEER OR HIS REPRESENTATIVE.
8. ALL CONCRETE TO BE 3,000 PSI MINIMUM OR AS DIRECTED.
9. DRIVES ON R/W MUST BE CONCRETE IF ROAD IS CURB/GUTTER.

CITY OF HIGH POINT
 NORTH CAROLINA
 CENTRAL ENGINEERING

STANDARD DRIVEWAY ENTRANCE
 ON A CURBED STREET

DATE: AUG 04

ENTRANCE.DWG

NO.