

**CITY OF CHANHASSEN
CARVER AND HENNEPIN COUNTIES, MINNESOTA**

ORDINANCE NO. 507

AN ORDINANCE AMENDING CHAPTER 20
ZONING
CHANHASSEN CITY CODE

THE CITY COUNCIL OF THE CITY OF CHANHASSEN, MINNESOTA ORDAINS:

Section 1. Section 20-5 is hereby amended to read as follows:

Identification of arterial and collector streets.

For purposes of this chapter, the following are identified as arterial and collector streets:

Arterial Streets:

- County Road 14 (Pioneer Trail)
- County Road 17 (Powers Boulevard)
- County Road 17 (Audubon Road south of Lyman Boulevard)
- County Road 18 (Lyman Boulevard, west of Trunk Highway 101)
- County Road 19 (Galpin Boulevard south of ~~Trunk-Highway- 5~~)
- County Road 61 (Flying Cloud Drive)**
- Dell Road (Highway 5 south to corporate city limits)**
- Trunk Highway 5
- Trunk Highway 7
- Trunk Highway 41
- Trunk Highway 101
- ~~Trunk Highway 169~~
- ~~Trunk~~ U.S. Highway 212

Collector Streets:

- 82nd Street**
- Audubon Road (north of Lyman Boulevard)
- Bluff Creek Boulevard
- Bluff Creek Drive
- Century Boulevard (from West 78th St. to 82nd St.)
- Coulter Boulevard
- County Road 117 (Galpin Boulevard north of ~~Trunk-Highway- 5~~)
- Dell Road (**Trunk Highway 5 north to corporate city limits**)
- Great Plains Boulevard (West 78th Street to Grandview Road)**
- Kerber Boulevard
- Lake Drive
- Lake Drive East

Lake Drive West
Lake Lucy Road
Longacres Drive
Lyman Boulevard (east of Trunk Highway 101)
Market Boulevard
Minnewashta Parkway
Park Road
Pleasant View Road
West 78th Street (**Trunk Highway 41 to Trunk Highway 101**)

Section 2. Section 20-1119 is hereby amended to read as follows:

Computing requirements.

In computing the number of parking spaces required, the following shall govern:

- (1) "Floor space" means the gross floor area of the specific use as defined by article II.
- (2) Where fractional spaces result, ~~the parking spaces required shall be construed to be the next largest whole number~~ **each fraction of one-half or more shall constitute another space.**
- (3) Parking standards for uses not specifically mentioned in this division shall be determined by the city. The factors to be considered in such determination shall include size of building, type of use, number of employees, expected volume and turnover of customer traffic and expected frequency and number of delivery or service vehicles.

Section 3. Section 20-1122 is hereby amended to read as follows:

Access and driveways.

The purpose of this section is to provide minimum design criteria, setback and slope standards for vehicular use. The intent is to reduce interference with drainage and utility easements by providing setback standards; reduce erosion by requiring a hard surface for all driveways; to limit the number of driveway access points to public streets and to direct drainage toward the street via establishment of minimum driveway slope standards. Parking and loading spaces shall have proper access from a public right-of-way. The number and width of access drives shall be located to minimize traffic congestion and abnormal traffic hazard. All driveways shall meet the following criteria:

- (1) Driveways shall be setback at least ten feet from the side property lines, **except on lots that access off of a cul-de-sac "bubble", neck or flag lot where the lot frontage may prohibit meeting the side yard setback requirement.** Beginning 20 feet from the front property line, driveways may be setback a minimum of five feet from the side property line **or the distance of the existing drainage and utility easement on the particular lot or parcel.** Encroachment **into** a side yard drainage and utility easement must be reviewed and approved by the city and may require an encroachment agreement.

- (2) Driveway grades shall be a minimum of one-half of one percent and a maximum grade of ten percent at any point in the driveway.
- (3) Within the right-of-way driveways should access city streets at 90 degrees.
- (4) In areas located within the Metropolitan Urban Services Area (MUSA) as identified on the comprehensive plan, driveways shall be surfaced with bituminous, concrete or other hard surface material, as approved by the city engineer. In areas outside the MUSA, driveways shall be surfaced from the intersection of the road through the right-of-way portion of the driveway with bituminous, concrete or other hard surface material, as approved by the city engineer.
- (5) On corner lots, the minimum corner clearance from the roadway right-of-way line shall be at least 30 feet to the edge of the driveway.
- (6) For A-2, PUD-R for single-family detached houses, RR, RSF, R-4 and RLM for single-family detached residential uses, the width of the driveway access shall not exceed 24 feet at the right-of-way line. No portion of the right-of-way may be paved except that portion used for the driveway. Inside the property line of the site, the maximum driveway width shall not exceed 50 feet. The minimum driveway width shall not be less than ten feet.
- (7) For all other uses, the width of the driveway access shall not exceed 36 feet in width measured at the roadway right-of-way line. No portion of the right-of-way may be paved except that portion used for the driveway.
- (8) Driveway setbacks may be reduced subject to approval by the city engineer and the following criteria:
 - a. The driveway will not interfere with any existing drainage swale or easement in which a utility is contained;
 - b. Shall require an easement encroachment agreement from the engineering department;
 - c. The driveway must be designed to maintain stormwater drainage runoff on the property to ensure that it will not cause runoff onto adjacent properties; ~~and~~
 - d. Snow storage may not be placed on adjacent properties; **and**
 - e. **Lot frontage on lots that access off of a cul-de-sac “bubble”, neck or flag lot do not permit adequate driveway access width or side yard setback.**
- (9) Accessory driveways shall be maintained as natural grass or be constructed of bituminous, concrete, or paver surface.
- (10) One driveway access is allowed from a single residential lot to the street.
- (11) A turnaround is required on a driveway entering onto a state highway, county road or collector roadway as designated in the comprehensive plan, and onto city streets where this is deemed necessary by the city engineer, based on traffic counts, sight distances,

street grades, or other relevant factors. If the engineer requires a turnaround, this requirement will be stated on the building permit.

- (12) Separate driveways serving utility facilities are permitted.
- (13) **All driveways must be constructed in accordance with current construction requirements/details. A driveway permit is required when any alteration is made to a driveway in the public right of way. A zoning permit may be required for any other driveway work not in the public right-of-way along with other requirements to determine if the improvement will meet zoning ordinance requirements of the particular lot or parcel.**

Section 4. 20-1255 (2) b. is hereby amended to read as follows:

- (2) *Directional signs*
 - b. **Permanent** off-premise signs shall be allowed only in situations where access is confusing and traffic safety could be jeopardized or traffic could be inappropriately routed through residential streets. The size of the sign shall be no larger than what is needed to effectively view the sign from the roadway and shall be approved by the city council. **Temporary off-premise signs are prohibited, unless otherwise specified in this chapter.**

Section 5. Section 20-1255 is hereby amended to add subsection (13) to read as follows:

- (13) **Corporate flags are limited to one per business.**

Section 6. Section 20-1267 of the City Code, City of Chanhassen, Minnesota, is hereby amended to add subsection 2 to read as follows:

Uniformity of construction, design, etc.

- 1. All permanent signs shall be designed and constructed in a uniform manner and, to the extent possible, as an integral part of the building's architecture. Multi-tenant commercial and industrial buildings shall have uniform signage. When buildings or developments are presented for site plan review, proposed signs for the development shall be presented concurrently for staff review. All planned centers and multi-tenant buildings shall submit a comprehensive sign plan for approval by the Planning Commission and City Council.
- (1) a. All wall signage shall use individual dimension letters, at least one-half inch deep. Company symbols, display messages (not greater than 6 inches tall), pictorial presentations, illustrations, or decorations (anything other than wording) and less than 20 percent of the total sign display area are exempt from the individual dimension letter requirement.
- (2) b. Wall signs shall be backlit if a wall sign is illuminated, and be architecturally compatible with the building and other signage if in a multi-tenant building.

- (3) c. Company logos shall not occupy more than 30 percent of the sign display area and are exempt from the individual dimension letter requirement.
2. **All permanent monument or pylon signs shall be designed and constructed in a uniform manner and, to the extent possible, as an integral part of the building's architecture. Multitenant commercial and industrial buildings shall have uniform signage. When buildings or developments are presented for site plan review, proposed signs for the development shall be presented concurrently for staff review. All planned centers and multi-tenant buildings shall submit a comprehensive sign plan for approval by the Planning Commission and City Council.**
- a. **All center, development name or an individual tenant building signage on a monument or pylon sign shall use individual dimension letters, at least one-half inch deep.**
- b. **Registered trademarks, company symbols, display messages (less than 6 inches tall), pictorial presentations, illustrations, or decorations (anything other than wording) and less than 20 percent of the total sign display area are exempt from the individual dimension letter requirement.**
- c. **In multi-tenant buildings, tenant panels may be used and shall be exempt from the individual dimension letter requirement.**
- d. **Company logos shall not occupy more than 30 percent of the sign display area and are exempt from the individual dimension letter requirement.**

Section 7. This ordinance shall be effective immediately upon its passage and publication.

PASSED AND ADOPTED this 28th day of June, 2010, by the City Council of the City of Chanhassen, Minnesota.

Todd Gerhardt, City Manager

Thomas A. Furlong, Mayor

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