

VENTURA COUNTY PLANNING COMMISSION

Meeting of February 28, 1965

RESOLUTION NO. 4590

ADOPTING DRIVEWAY ACCESS POLICY FOR SERVICE STATIONS ON PRIMARY AND SECONDARY HIGHWAYS.

WHEREAS, representatives of the Ventura County Departments of Public Works and Planning, and Western Oil and Gas Association have held meetings to discuss the problems concerning driveway access for service stations, and

At a meeting of the Planning Commission held February 8, 1965, this matter was considered, and it was found that:

1. By tradition, practice and history, service stations have been located at major street intersections.
2. ~~This choice offers ease of access, maximum visibility for the motorist and maximum expose for the station operator.~~
3. The location, because of the volume and speed of automobiles past these intersections, has created an attendant problem; i.e., increased traffic collisions by those selecting a particular station irrespective of their traffic lane and drivers thrusting their cars into the lane of traffic when leaving service station.
4. It was felt that service stations should still be located at corners with regulations to protect the public.

This matter was further considered by the Planning Commission and it was

RESOLVED, that the following policy be adopted:

1. Where land is appropriately zoned to permit service stations, they will be permitted at the intersections of primary and secondary highways, controlled or free access, with the following provisions:
  - a. Two driveways on each street may be permitted with the approval of the Department of Public Works if a median strip, not less than 175 feet in length and designed in accordance to the Department of Public Works standards, is constructed or cash posted by the applicant with the Department of Public Works.
  - b. The construction of the driveway entrance to the service station shall not be within the curb return but shall be five (feet) beyond the end of the curb return (curb radius plus five feet).
  - c. At all intersections, whenever possible, combined driveways servicing both service station and shopping center, shall be designed and provided.
  - d. At the intersection of controlled access roads where a service station is not proposed at the corner of the parcel, then access to the shopping center shall be located not less than 100 feet from the end of the curb return.