



REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE

APPLICATION NUMBER(S)

TA 26-06

APPLICATION NAME:

Driveways (Text Amendment)

APPLICANT NAME:

City of Collinsville
125 S. Center St.,
Collinsville, IL 62234

APPLICANT'S REQUEST:

A City-initiated request for approval of amendments to Title 17 (Zoning) as it relates to requirements for residential driveways.

COMMISSION MEETING DATE:

August 13, 2026

CASE MANAGER:

Cole Filges, Planning Technician / Caitlin Rice, AICP, Senior Planner

RECOMMENDATION:

APPROVAL

REQUEST

The City of Collinsville has initiated a request to amend Title 17 (Zoning) as it relates to residential driveway standards. The intent of this amendment is to set maximum lot coverage standards for private driveways in front yards, clarify existing requirements such as surface materials, width in the right-of-way, and organize the ordinances to be clear and effective for staff and residents. The following sections are proposed to be amended:

- ⇒ *Section 17.088.300—Parking in Front Yards*
- ⇒ *Section 17.070—Off-street Parking and Loading Regulations*

BACKGROUND

In recent years, the City of Collinsville has noticed gaps in the zoning ordinance that would permit excessively-sized residential driveways and parking areas in front yards. This has implications for stormwater management, as well as aesthetic and heat absorption impacts. Each of the city's zoning districts provides maximum lot coverage requirements for structures on each lot with some districts including parking areas. Single and one and two family residential districts (R-1, R-1A, R-2) do not include parking areas or pavement in lot coverage maximums. This gap in the current ordinance may allow residents to pave their entire yard areas with little restriction.

The following sections of this report include an example of a large driveway/parking area in the front yard recently permitted by the existing ordinance and research into other cities' zoning codes to see how they manage residential driveways and parking areas.

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BACKGROUND

The current ordinance, under Section 17.088.300, states: "...The private driveway shall be of an adequate dimension to allow safe ingress and egress from a public street or other public way, shall not exceed thirty (30) percent of the width of a lot, shall not be wider than thirty (30) feet and must access only one public right-of-way....". The existing ordinance is interpreted to only regulate the driveway width and size within the public right-of-way, leaving a gap where residents can potentially pave their entire front yard.

Figure 1 shows an example of a homeowner on Carl Street utilizing this gap. The hatched areas show the new proposed paved area and the red line shows the property line. The property is one hundred (100) feet wide, permitting a maximum of thirty (30) feet of driveway access in the right-of-way (ROW). Once the driveway crosses the property line, onto private property, the homeowner can expand their driveway and parking area in any dimension. In this example, by adding an additional forty (40) feet by twenty-five (25) feet, paving almost sixty-nine (69) percent of the total front yard.

Figure 2 illustrates the maximum permitted width in the ROW for the Carl property. Figure 3 shows an instance of a large driveway/parking area that has already been built at a single family residence; this shows what is potentially permissible under the current ordinance, provided the width in the right-of-way is thirty (30) percent the width of the lot, or thirty (30) feet, whichever is less.

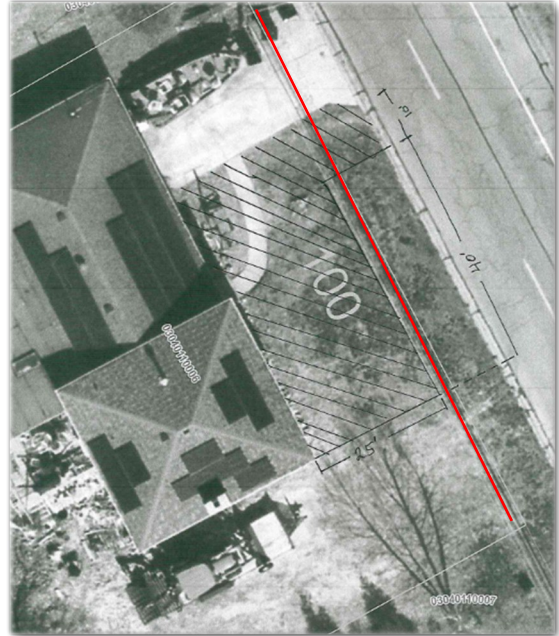


Figure 1: Carl Street—Example of Current Ordinance



Figure 2: Example of Maximum Width in ROW

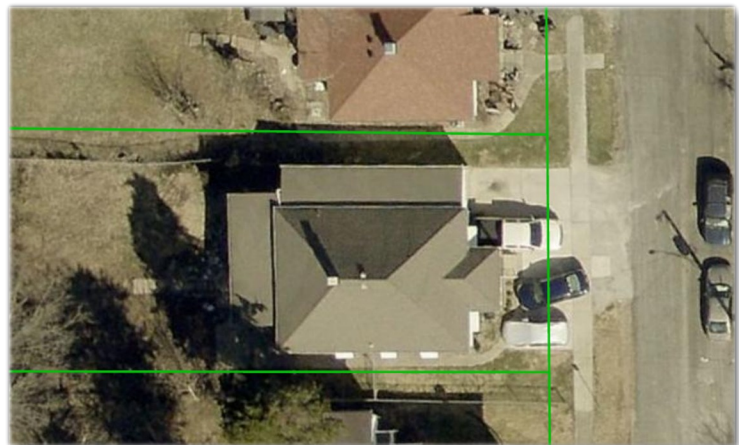


Figure 3: Example of Fully Paved Front Yard



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BACKGROUND

Staff has researched similar communities in our region to compare with Collinsville's standards. Many cities regulate private driveways or parking areas with maximum lot coverage standards for buildings and impervious areas or minimum greenspace standards. These methods help prevent residents from paving egregious amounts of their yards or greenspace into a driveway or parking lot, as well as to maintain a sense of character for a neighborhood.

The City of Carbondale, Illinois has restrictions related to driveway lot coverage and off-street parking. Driveways in Carbondale *...shall not exceed twenty four feet (24') in width at the right of way line;* as well as that *...no more than forty percent (40%) of any front yard may be used as a driveway or parking area.* Sunset Hills, MO also has similar regulations, enforcing a forty (40) percent front yard coverage maximum, and Clayton enforcing a forty-five (45) percent minimum greenspace requirement. Below is a table summarizing these requirements. Lot coverage maximums serve as a cap on driveway area, while greenspace minimums specifically require a threshold of greenspace.

Table 1. Surrounding Municipality Driveway Standards

City	Area and Width Standards for Private Driveways
Clayton, MO	45% greenspace lot coverage minimum
Collinsville, IL	Shall not exceed 30% the width of a lot, shall not be wider than 30' in the ROW (Zoning) Maximum 24' in ROW (Engineering)
Peoria, IL	Width shall not exceed 15' for single driveway 20' for double, 34' for triple driveway
Sunset Hills, MO	40% front yard driveway coverage maximum
Carbondale, IL	40% front yard driveway coverage maximum

The City of Collinsville regulates private driveways by limiting width in the ROW and mandating that it accesses only one public right-of-way. Municipalities like Carbondale, Clayton, and Sunset Hills provide either a minimum lot coverage requirement specific to driveways or a minimum greenspace requirement that is somewhat more open to interpretation.

It is worth noting that the City's Infrastructure Design Manual, adopted in January of 2025, restricts the maximum width of residential driveways access to twenty-four (24) feet, permitting a standard two car driveway access as shown in Table 2.10 below. This is less than Zoning's maximum of thirty (30) feet, permitting a three car driveway access. Since this adoption, staff has enforced Zoning's regulations instead with plans to update the Infrastructure Design Manual (IDM), however, the Planning Commission can consider any changes to the Zoning code to align with the IDM with this amendment.

Use	Drive Width (feet)	
	Minimum	Maximum
Residential (to individual dwelling units)	12	24
Nonresidential - One Way Traffic	15	24
Nonresidential - Two Way Traffic ¹	24	35

NOTE: 1. Multilane driveways may be wider subject to approval of the City Engineer.

Driveway Width Requirements

Table 2.10

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PROPOSED TEXT AMENDMENTS

The first part of the proposed amendments is to clean up Section 17.088.300 *Parking in Front Yards*. This section establishes violations of residential parking. This section is also the only location in the zoning ordinance that sets width requirements for private driveways. All other standards for private parking areas such as materials, parking stall sizes, aisle widths etc. is located in Section 17.070—Off-Street Parking and Loading Regulations. This organization causes confusion for staff and residents by needing to swap between sections. The proposed amendments will remove width requirements from the violations definition section and into a new section of Sec. 17.070. Designated Residential Driveway Standards. Below are the proposed amendments to Section 17.088.300 of the City's zoning code, text in green is new language and in red is to be removed.

Sec. 17.088.300. *Parking in Front Yards Residential Parking Violations*

Sec. 17.088.300-310. *Prohibited; violations; enforcement.*

- A. In all zoning districts, for any real estate used for residential purposes, it shall be unlawful for any vehicle, or part thereof, *to be parked in any area other than a private driveway per Section 17.070.090*, except for a currently registered vehicle that is parked for one time of up to twelve (12) hours during a fourteen-day (14) period so long as it does not display a sign "For Sale," or such other similarly purposed graphic. It shall further be unlawful to park a vehicle, or any part thereof, on a vacant lot.
- B. If any vehicle is found in violation of this section and the driver thereof is not present, the owner or person in whose name such vehicle is registered in the records of the City, County or State, shall be responsible for such violation. Proof of ownership, as aforesaid, shall be prima facie evidence that such vehicle with an absent driver was being operated with permission of the owner.
- C. In addition to Subsection B of this section, the owner or manager of the building or premises where a violation of this provision exists, or the lessees or tenants of an entire building or entire premises where such violation has been committed or shall exist, shall be responsible for such violation, when such person constructively or actually knows of such violation or has been served with an order to remove any such violation and after five (5) days following service of such order has failed to remove any such violation, or allows any violation of this provision to exist.
- D. Nothing herein shall be deemed to prevent the owner of a premises from altering the driveway *and front yard configuration* or configuration of a premises, so long as detailed plat plans for such are submitted to the Building Inspector for his approval and all other provisions of the City Code are complied with for such alterations.
- E. Definitions.

Private driveway means a minor private roadway used for *private parking and/or* vehicular access onto residential lots to provide access to a private garage, carport or private parking area that is accessory to the primary residential use. *The private driveway shall be of adequate dimension to allow safe ingress and egress from a public street or other public way, shall not exceed thirty (30) percent of the width of a lot, shall not be wider than thirty (30) feet and must access only one public right-of-way. At the time of passage of this section, private driveways not in compliance with regard to dimension, access, and construction materials shall be exempted from such requirements, but not from the remaining provisions of this section.*

Vehicle shall be defined as provided for in the Illinois Vehicle Code (625 ILCS 5/1-217), as amended, as well as all terrain vehicles, camping trailers, farm tractors, motor homes, van campers, boats, motorcycles, road tractors, semi trailers, trailers, truck tractors, and construction related vehicles and/or equipment.

- F. The enforcement of the provisions of this section may be exercised by either the City's Police Department, Zoning Administrator or Code Compliance Officer in the manner provided for in *Section 17.104.110. Section 17.140*. Notwithstanding the foregoing, nothing herein shall be construed as to prevent or preempt enforcement of this section in any other manner provided for in this title.
- G. Any person who is convicted of a violation of this section shall be fined not more than seven hundred fifty dollars (\$750.00) plus court costs. Each day that a violation continues shall be considered a separate offense.

Summary of proposed amendments to Section 17.088.310. *Parking in Front Yards*.

- 1. Changing title from *Parking in Front Yards* to *Residential Parking Violations* to clarify that this is a violation section and ensure this section can be applied to all yards instead of just front yards.
- 2. Changing number sequence to stack appropriately.
- 3. Clarifying that it is a violation to park on an unapproved surface by referring to the new private driveway section 17.070.090.
- 4. Replacing Section 17.104.110 with Section 17.140. Violations and Penalties as the original section no longer exists.



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PROPOSED TEXT AMENDMENTS

Section 17.070.—Off-Street Parking Requirements establishes minimum requirements for design and construction of off-street parking and loading areas. Currently, this section is referenced for surfacing requirements for single and two family residential parking areas, although the section is heavily tailored for commercial or multifamily parking areas. Staff is proposing to create a new section, 17.070.090, to clearly separate requirements for single and one and two family residential driveway standards from all other developments, as well as provide clear standards for driveway materials and lot coverage. Text in green is new language and text in purple is language carried over from Section 17.088.300 and language with strikethrough is proposed to be removed.

Section 17.070. – Off-Street Parking and Loading Regulations

Sec. 17.070.090. One and Two Family Residential Driveway Standards

A. Definitions.

Private driveway means a minor private roadway used for private parking and/or vehicular access onto residential lots to provide access to a private garage, carport or private parking area that is accessory to the primary residential use.

B.) Private driveway shall not cover more than forty (40) percent of the front yard.

C.) The private driveway shall be of adequate dimension to allow safe ingress and egress from a public street or other public way and shall not exceed thirty (30) percent of the width of a lot, or thirty (30) feet whichever is less, nor narrower than twelve (12) feet. ~~and must access only one public right-of-way.~~

D.) Ribbon driveways, or Hollywood driveways, consisting of two parallel paved tracks separated by an unpaved area, are permitted.

E.) All private driveways and parking areas shall be graded and improved with a permanent, all-weather, dust-free surface such as asphalt, concrete, or pavers.

F.) Legally nonconforming private driveways may be continued so long as it remains otherwise lawful. Nonconforming driveways must be regularly maintained and shall not be expanded, extended, or enlarged. Nonconforming driveways in a state of disrepair or abandon shall be subject to the requirements of this section.

G.) Use of private driveways shall be in compliance with Section 17.088.300.

Summary of proposed amendments to Section 17.070:

The proposed amendment will create a section under Section 17.070.—Off-Street Parking and Loading Regulations specific to driveway standards for one and two family residential properties. Other than clarifying existing regulations, the amendment includes several significant changes, specific to one and two family properties. Key features of the proposed amendment include:

1. Set a maximum lot coverage specific to driveways and parking areas to forty (40) percent in the front yard.
2. Permit ribbon driveways, or Hollywood driveways.
3. Keep the maximum width in right-of-way to thirty (30) percent the width of the lot, or thirty (30) feet whichever is less.
4. Removing the language “*must access only one public right-of-way*” to permit through driveways.

As discussed in the beginning of this report, the City currently has no limitations for lot coverage of paved areas or parking areas for one and two family residential properties. Based on the research from surrounding municipalities, staff recommends implementing a maximum forty (40) percent in the front yard.

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PROPOSED TEXT AMENDMENT ANALYSIS

Figure 4 below depicts the approved sixty-nine (69) percent lot coverage for parking area in the front yard, as the City's current ordinance has no area restrictions. The front yard area of the Carl Street property is approximately 2,750 sq. ft. in area as shown in Figure 5. Forty (40) percent of this area is 1,100 sq. ft. The existing driveway is approximately 600 sq. ft. and the approved addition is 1,300 sq. ft. for total parking area of 1,900 sq. ft., sixty-nine (69) percent of the front yard. Figure 6 provides an example of what forty (40) percent coverage in the front yard could look like, limiting to 1,100 sq. ft. in area for the Carl Street property under the proposed amendment. Figure 7 is an example It is important to note that front yard and lot coverage calculations for any property commercial or residential, and as proposed, does not include area in the public right-of-way.

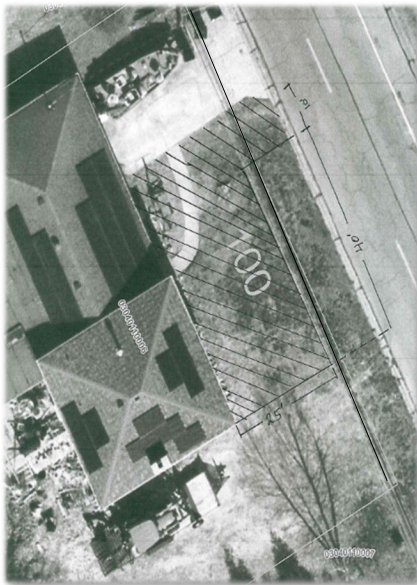


Figure 4: Carl Street—
Example of Current Ordinance



Figure 5: Carl Street—Front Yard Area



Figure 6: Carl Street—40% maximum area (1,100 sq. ft.)



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PROPOSED TEXT AMENDMENT ANALYSIS

Like many cities, Collinsville is a mix of older and new subdivisions that have very different lot sizes, widths, setbacks etc., that reflects planning during that time. It is important to consider how the proposed forty (40) percent regulation will impact the various property types in Collinsville.

Below is a comparison of a newer subdivision, Red Pine Court (constructed in 2017) and Alice Street (constructed in 1965). In Figure 6, the Red Pine Court property has a front yard area of 2,644 sq. ft. Forty (40) percent of this front yard is 1,058 sq. ft. The existing three (3) car driveway is 30'x30', for a total of 900 sq. ft. and approximately thirty-four (34) percent of their front yard. Alice Street, being an older subdivision, has much more narrow lots, and smaller front yards. In Figure 7, the Alice Street property has a front yard area of 650 sq. ft. Forty (40) percent of this front yard is 260 sq. ft. The existing driveway is 10'x12', for a total of 120 sq. ft., for approximately eighteen (18) percent of the front yard. Figure 8 depicts the 6' feet of access in the ROW that would have to be removed, in red, from Red Pine Court to meet the IDM's maximum width of twenty-four (24) feet.

Figure 6. Red Pine Court Example



Figure 7. Alice Street Example



The proposed amendment also seeks to permit ribbon driveways, or Hollywood driveways, which are two paved parallel tracks with green space in between as shown in Figure 9. Staff's current interpretation defer to the City's ordinances in Section 17.070-Off-Street Parking and Loading Regulations, that requires 10'x19' paved parking spaces, which removes the possibility of these driveway types. Staff receives requests for this driveway style fairly often, and is seeking to clarify the ordinance to permit them. Ribbon driveways can be a cost savings to residents and decreases impervious area to help mitigate stormwater mitigation. If approved, it's staff's interpretation that the full parking area, paved or not, would be considered for the forty (40) percent coverage rather than just the paved tracks.

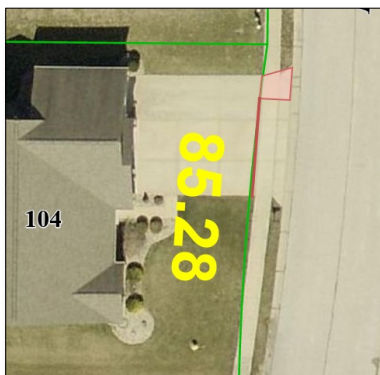


Figure 8. Red Pine Court 24' Example

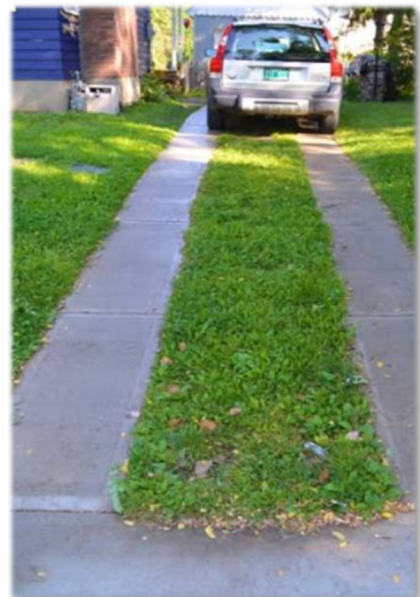


Figure 9. Hollywood Driveway Example

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PROPOSED TEXT AMENDMENT ANALYSIS

The proposed amendments includes removing the language “*access only one public right-of-way*”. This language is currently in the City’s ordinances for private driveways and restricts the new development of through driveways as shown in Figure 10. This driveway style is more commonly seen in older subdivisions of the City where alleys are present or where a parcel is bound by roadways on multiple sides. Reasons for prohibiting these styles of driveways is generally intended to prevent cut through traffic, however, staff finds that this driveway style can benefit the property owner for safer ingress and egress rather than backing out onto busier roads. Circle driveways, which typically access the same right-of-way, as shown in Figure 11, are not expressly prohibited by zoning or engineering, however limitations on widths of access based on lot frontage, distance from intersections, and limits on number of access points generally restrict this style of development.



Figure 10. Through Driveway Example



Figure 11. Circle Driveway Example

COMPREHENSIVE AND STRATEGIC PLAN GOALS:

Comprehensive Plan: Applicable Goals, Objectives, and Policies:

Neighborhoods, Housing & Historic Preservation, (Institute additional land use regulations to guide residential development.)

Staff finds the proposed amendments will further the Comprehensive Plan as limiting parking areas in front yards preserves the character of residential neighborhoods by ensuring that driveways and parking areas are proportional to lot sizes. Driveways made of non-porous materials like concrete and asphalt increases stormwater runoff. Minimizing paved surface areas on residential lots can reduce flooding and stress on stormwater management infrastructure during high rainfall events.

Strategic Plan Goals:

Achieve Strategic Plan Goal #1: Preserve and improve existing neighborhoods.

“Rewrite zoning ordinance to make more contemporary, effective, and efficient.”

Zoning ordinance will be altered to ensure that driveways in R-1, R-1A, and R-2 zones will have consistent driveway standards, that will protect the residential character of the neighborhood.

“Increase effectiveness of code enforcement in neighborhoods.”

Proposed amendments will allow more efficient code enforcement regarding residential driveway violations by modernizing the



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ZONING ANALYSIS

Section 17.150.090. Amendments to text.

When a proposed amendment would result in a change in the text of these regulations, but would not result in a change of zoning classification of any specific property, the recommendation of the Planning Commission shall contain a statement as to the nature and effect of such proposed amendment and determination as to the following items:

A. Whether such change is consistent with the intent and purpose of these regulations.

The proposed text amendment furthers the intent and purpose of the City's Zoning Ordinance (Section 17.010—Title and Intent), specifically:

- *To promote the health, safety, quality of life, comfort and general welfare of the City and its planning area, which includes the area within the City corporate limits and unincorporated territory lying outside the City forming the total community of which Collinsville is a part;*
- *To preserve and protect property values throughout the City and its planning area;*
- *To regulate and restrict the location and use of structures and land within each district and zone;*
- *To lessen or avoid congestion in public streets and rights-of-way.*
- *To restrict and regulate the height, number of stories, and size of structures; the percentage of lot coverage; the size of yards, courts, and other open spaces; and the density of population.*
- *To provide for the elimination of incompatible and nonconforming uses of land, buildings and structures which are adversely affecting the character of desirable development in each district.*

Staff finds that based on the above criteria, the proposed amendments to Title 17 Zoning will further the intent of the City's Zoning Ordinance.

B. The areas which are most likely to be directly affected by such change and in what way they will be affected.

Staff finds that the amendment will affect all single, and two-family residences except properties within the Uptown Planning Area, which are primarily regulated under Uptown Collinsville District (UCD).

C. Whether the proposed amendment is made necessary because of changed or changing conditions in the areas and zoning districts affected, or in the area of jurisdiction of such changed or changing conditions.

Staff finds that the proposed amendments are necessary due to requests by homeowners to pave a majority of front yards for vehicle parking via a gap in the current ordinance. The City argues that the intent of Zoning Ordinance was not to permit residential front yards to be used as parking lots. As proposed, driveways may comprise only forty (40) percent of a front yard, allowing flexibility for residents to design their parking areas, while preserving the majority of the front yard. The proposed amendments intend to keep the maximum width in right-of-way of the Zoning Ordinance of thirty (30) percent the width of the lot, or thirty (30) feet, whichever is less, however, the Planning Commission may consider revising the Zoning Ordinance to meet the Infrastructure Design Manuals maximum width of twenty-four (24) feet as adopted in 2025.

ZONING RECOMMENDATION

Staff finds that the proposed text amendment meets or exceeds the review criteria for zoning text amendments. Further, staff finds that the proposed text amendment advances the intent of the City's Zoning Ordinance. Based on these findings and research from surrounding municipalities, staff recommends 'Approval' of Text Amendment Application TA 26-06 Residential Driveways.



EXHIBITS

A. DRAFT ORDINANCE



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EXHIBIT A: DRAFT ORDINANCE

ORDINANCE NO. _____

**AN ORDINANCE AMENDING
TITLE 17 (ZONING) OF THE CODE OF ORDINANCES
OF THE CITY OF COLLINSVILLE, ILLINOIS AS IT RELATES TO
RESIDENTIAL DRIVEWAYS**

WHEREAS, the City of Collinsville, Illinois, a home rule municipality (hereinafter the "City"), has enacted Municipal Code regulations for the purpose of improving and protecting the public health, safety, comfort, convenience, and general welfare of the people.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLLINSVILLE as follows:

Section 1. Section 17.088.300 – Parking in Front Yards of Title 17 (Zoning) of the Code of Ordinances of the City of Collinsville, Illinois, shall be repealed and replaced as follows:

"Section 17.088.310 – Prohibited; violations; enforcement

- A. In all zoning districts, for any real estate used for residential purposes, it shall be unlawful for any vehicle, or part thereof, to be parked in any area other than a private driveway per Section 17.070.090, except for a currently registered vehicle that is parked for one time of up to twelve (12) hours during a fourteen-day (14) period so long as it does not display a sign "For Sale," or such other similarly purposed graphic. It shall further be unlawful to park a vehicle, or any part thereof, on a vacant lot.
- B. If any vehicle is found in violation of this section and the driver thereof is not present, the owner or person in whose name such vehicle is registered in the records of the City, County or State, shall be responsible for such violation. Proof of ownership, as aforesaid, shall be prima facie evidence that such vehicle with an absent driver was being operated with permission of the owner.
- C. In addition to Subsection B of this section, the owner or manager of the building or premises where a violation of this provision exists, or the lessees or tenants of an entire building or entire premises where such violation has been committed or shall exist, shall be responsible for such violation, when such person constructively or actually knows of such violation or has been served with an order to remove any such violation and after five

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EXHIBIT A: DRAFT ORDINANCE

(5) days following service of such order has failed to remove any such violation, or allows any violation of this provision to exist.

- D. Nothing herein shall be deemed to prevent the owner of a premises from altering the driveway and front yard configuration or configuration of a premises, so long as detailed plat plans for such are submitted to the Building Inspector for his approval and all other provisions of the City Code are complied with for such alterations.

E. Definitions.

Private driveway means a minor private roadway used for private parking and/or vehicular access onto residential lots to provide access to a private garage, carport or private parking area that is accessory to the primary residential use.

Vehicle shall be defined as provided for in the Illinois Vehicle Code (625 ILCS 5/1-217), as amended, as well as all terrain vehicles, camping trailers, farm tractors, motor homes, van campers, boats, motorcycles, road tractors, semi trailers, trailers, truck tractors, and construction related vehicles and/or equipment.

- F. The enforcement of the provisions of this section may be exercised by either the City's Police Department, Zoning Administrator or Code Compliance Officer in the manner provided for in Section 17.140. Notwithstanding the foregoing, nothing herein shall be construed as to prevent or preempt enforcement of this section in any other manner provided for in this title.

- G. Any person who is convicted of a violation of this section shall be fined not more than seven hundred fifty dollars (\$750.00) plus court costs. Each day that a violation continues shall be considered a separate offense.



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EXHIBIT A: DRAFT ORDINANCE

Section 2. Section 17.070. Off-Street Parking and Loading Regulations of Title 17 (Zoning) of the Code of Ordinances of the City of Collinsville, Illinois, shall be amended as follows:

Section 17.070.090. One-and Two-Family Residential Driveway Standards

A. Definitions

Private driveway means a minor private roadway used for private parking and/or vehicular access onto residential lots to provide access to a private garage, carport or private parking area that is accessory to the primary residential use.

B. Private driveway shall not cover more than forty (40) percent of the front yard.

C. The private driveway shall be of adequate dimension to allow safe ingress and egress from a public street or other public way and shall not exceed thirty (30) percent of the width of a lot, or thirty (30) feet whichever is less, nor narrower than twelve (12) feet.

D. Ribbon driveways, or Hollywood driveways, consisting of two parallel paved tracks separated by an unpaved area, are permitted.

E. All private driveways and parking areas shall be graded and improved with a permanent, all-weather, dust-free surface such as asphalt, concrete, or pavers.

F. Legally nonconforming private driveways may be continued so long as it remains otherwise lawful. Nonconforming driveways must be regularly maintained and shall not be expanded, extended, or enlarged. Nonconforming driveways in a state of disrepair or abandon shall be subject to the requirements of this section.

G. Use of private driveways shall be in compliance with Section 17.088.300.

Section 3. In the event any section or provision of this Ordinance shall be held unconstitutional or invalid by any Court, in whole or in part, such holding shall not affect the validity of this Ordinance or any remaining part of this Ordinance, other than the part held unconstitutional or invalid.

Section 4. All ordinances, or parts thereof, which are inconsistent with the provisions of this Ordinance, are hereby repealed to the extent of their inconsistencies.