

# Proposed Edits to UDO Adoption Draft

20.04.060(g)(4) – Parking and Loading – Adjustments and 20.04.50(c)(1) – Access and Connectivity – Driveway and Access

## CURRENT LANGUAGE

### (4) On-Street Parking

Any on-street parking space in which more than one-half of the area of the parking space abuts the subject property, may be counted toward the minimum number of required vehicle parking spaces on a one-to-one basis, subject to the following:

- (A) On-street parking may not be used to meet the minimum off-street parking requirements for single-family, duplex, triplex, fourplex, mobile home, and manufactured home residential uses;
- (B) On-street parking that is subject to residential parking permit restrictions or other time restrictions shall not be used to meet any minimum vehicle parking requirements for any use;
- (C) Each on-street parking space may only be counted once toward the parking requirements of the abutting lot, regardless of the number of individual buildings or tenants on the lot.
- (D) On-street parking spaces shall be available for general public use at all times. No signage or actions limiting general public use of on-street spaces shall be permitted.
- (E) No development or use approved with an on-street parking credit shall be considered nonconforming if the on-street parking is later removed by City action and the remaining off-street vehicle parking does not meet the minimum off-street parking requirements of this chapter.

### (5) Modification of Minimum Parking Requirement Based on Parking Study

If a petitioner submits a parking demand study demonstrating that anticipated off-street vehicle parking demand for the proposed development, use, or combination of uses will be less than that calculated from Table 4-9: Minimum Vehicle Parking Requirements, and the City Planning and Transportation Department determines that the information and assumptions used in the study are reasonable and that the study accurately reflects anticipated off-street vehicle parking demand for the proposed development, use, or combination of uses, the City Planning and Transportation Department may authorize a reduction in required off-street parking spaces based on that study.

## (c) Driveways and Access

### (4) Number of Drives

#### (A) Single-Family, Duplex, Triplex, and Fourplex Residential Uses

For single-family, duplex, triplex, and fourplex residential uses, a maximum of one driveway access point shall be permitted, regardless of the number of street frontages, except that a circle drive shall be permitted according to the following standards:

- i. The maximum circle drive width shall be 10 feet;
- ii. The lot shall have at minimum of 120 feet of street frontage on the street the circle drive will access; and
- iii. The minimum distance between the driveway access points of a circle drive shall be 60 feet, measured from the inside edge of each driveway where it intersects the public right-of-way.

**(B) All Other Uses**

No property shall be permitted to have more than two driveway access points per street frontage.

**(5) Location and Separation of Drives**

**(A) Generally**

- i. No entrance or drive shall be installed:
  - 1. Within 50 feet of any intersection.
  - 2. Within the front parking setback running less than 45 degrees from parallel to the street right-of-way or ingress/egress easement.
- ii. For nonresidential uses located on corner lots, drive access shall be located on the street assigned the lower functional classification according to the Transportation Plan.
- iii. Multifamily dwelling developments may use garages with individual driveways accessing the street provided that the street being accessed is designated a local street and consistent with access management by the Transportation Plan or is a private street.

**(B) Street Classification**

The classification of all streets shall be as indicated on the Transportation Plan as contained in the Comprehensive Plan.

**(C) Distance Calculations**

- i. The distances applicable to the standards outlined in this Section 20.04.50 shall be determined as follows:
  - 1. By measuring from the intersection right-of-way line to the back of curb or edge of pavement (whichever is less) of the entrance or drive; or
  - 2. By measuring from the back of curb or edge of pavement of the first entrance or drive to the back of curb or edge of pavement (whichever is less) to the second entrance or drive.
- ii. If the parcel is not large enough to achieve the separation required below, then the drive shall be installed at a location farthest from the intersection subject to approval by the Transportation and Traffic Engineer.

**(D) Arterial or Collector Streets**

**i. Single-Family, Duplex, Triplex, and Fourplex Residential Uses**

No entrance or drive along an arterial or collector street shall be installed within 50 feet of any intersecting street.

**ii. All Other Uses**

- 1. No entrance or drive along an arterial or collector street shall be installed:

- [a] Within 150 feet of any intersecting street.
  - [b] Within 100 feet of another driveway entrance.
2. If the distance separation requirement cannot be met, then the entrance or drive shall be located equidistant from the two adjacent drives, or as approved by the City Engineer.

**(E) Neighborhood Streets**

**i. Single-Family, Duplex, Triplex, and Fourplex Residential Uses**

No entrance or drive along a neighborhood street shall be installed within 30 feet of any intersecting street.

**ii. All Other Uses**

1. No entrance or drive along a neighborhood street shall be installed:
  - [a] Within 100 feet of any intersecting street.
  - [b] Within 50 feet of another driveway entrance.
2. If the distance separation requirement cannot be met, then the entrance or drive shall be located equidistant from the two adjacent drives, or as approved by the City Engineer.

**(F) Improved Alley Access in the R3 and R4 District**

In the R3 zoning district, a driveway accessing the street shall be prohibited if the side or rear setback is accessible via an improved alley. Required parking spaces pursuant to Section 20.04.60 (Parking and Loading), shall be accessed directly from the adjacent alley.

**(6) Driveway and Access Design**

**(A) Generally**

- i. The City Planning and Transportation Department shall determine curb radii and other construction standards for all entrances based on the smallest design vehicle possible and to still accommodate the most common vehicle and occasional larger vehicles with appropriate encroachments, and whether an acceleration lane, deceleration lane, or passing blister is required.
- ii. Driveways shall not impede the flow of drainage. Where driveway culverts are necessary to accommodate drainage, the culvert pipe size shall be determined by a licensed engineer to prevent flooding.

**(B) Driveway Pavement Widths**

**i. Single-Family, Duplex, Triplex, and Fourplex Residential Uses**

1. The width of a driveway between the required front building setback and the street shall not exceed the width of the door of an attached garage or 22 feet where there is no attached garage.
2. In the R3 zoning district, the maximum width of a driveway shall be 18 feet regardless of the presence of a garage.

**ii. All Other Uses**

No entrance or drive shall exceed the following pavement widths for two-way traffic (if one-way, the measurements shall be one-half of the below requirements):

1. 24 feet if from a nonresidential use onto an arterial or collector street. The City Engineer may authorize a 34-foot entrance to accommodate heavy truck use.
2. 24 feet if from a nonresidential use onto a neighborhood street.
3. 24 feet if from a mixed-use multifamily residential use onto any type of street.

**(C) Surface Material**

- i. Unless specifically stated otherwise in this UDO, all entrances and drives shall be asphalt, concrete, or other material approved by the city.
- ii. The Planning and Transportation Director may approve structurally engineered, permeable parking pavers for entrances and drives provided these areas are intended for low intensity or intermittent vehicular use and pavers are designed and used to mitigate the negative environmental impacts of impervious surfaces.
- iii. Areas using permeable pavers shall not be counted in impervious surface calculations.
- iv. For new development, all driveway aprons onto a street shall be constructed of concrete.
- v. Enlargement or modification of an existing driveway shall require the driveway apron to be surfaced with asphalt or concrete.
- vi. Drive cuts shall ramp to meet the pedestrian and/or bicycle facility in order to keep the pedestrian and/or bicycle facility at the same grade, unless approved by the Transportation and Traffic Engineer due to site elevation constraints.
- vii. Surface materials for single-family residential driveways shall be as required in Section 20.04.060(i)(7).

**PROPOSED LANGUAGE – allow adjustment for on-street parking for duplex, triplex, and fourplex residential uses.**

---

**(c) Access**

---

**(1) Number of Drives**

**(A) ~~Single-Family, Duplex, Triplex, and Fourplex Residential Uses~~**

For single-family ~~duplex, triplex, and fourplex residential uses~~, a maximum of one driveway access point shall be permitted regardless of the number of street frontages, except that a circle drive shall be permitted according to ~~the following standards paragraph (D) below~~.

- ~~i. The maximum circle drive width shall be 10 feet;~~
- ~~ii. The lot shall have at minimum of 120 feet of street frontage on the street the circle drive will access; and~~
- ~~iii. The minimum distance between the driveway access points of a circle drive shall be 60 feet, measured from the inside edge of each driveway where it intersects the public right-of-way.~~

**(B) Duplex, Triplex, and Fourplex Residential Uses**

For duplex, triplex, and fourplex residential uses, a maximum of two driveway access points shall be permitted regardless of the number of street frontages. A circle drive shall be permitted according to paragraph (D) below.

**(B)(C) All Other Uses**

No property shall be permitted to have more than two driveway access points per street frontage.

**(C)(D) Circle Drive Standards**

Circle drives shall be permitted for any single-family, duplex, triplex, and fourplex residential use according to the following standards:

- i. The maximum circle drive width shall be 10 feet;
- ii. The lot shall have at minimum of 120 feet of street frontage on the street the circle drive will access; and
- iii. The minimum distance between the driveway access points of a circle drive shall be 60 feet, measured from the inside edge of each driveway where it intersects the public right-of-way.

**(4) On-Street Parking**

Any on-street parking space in which more than one-half of the area of the parking space abuts the subject property, may be counted toward the minimum number of required vehicle parking spaces on a one-to-one basis, subject to the following:

- (A) On-street parking may ~~not~~ be used to meet up to one-half of the minimum required off-street parking requirements for single-family, duplex, triplex, fourplex, mobile home, and manufactured home residential uses;
- (B) On-street parking that is subject to residential parking permit restrictions or other time restrictions shall not be used to meet any minimum vehicle parking requirements for any use;
- (C) Each on-street parking space may only be counted once toward the parking requirements of the abutting lot, regardless of the number of individual buildings or tenants on the lot.
- (D) On-street parking spaces shall be available for general public use at all times. No signage or actions limiting general public use of on-street spaces shall be permitted.
- (E) No development or use approved with an on-street parking credit shall be considered nonconforming if the on-street parking is later removed by City action and the remaining off-street vehicle parking does not meet the minimum off street parking requirements of this chapter.

**(5) Modification of Minimum Parking Requirement Based on Parking Study**

If a petitioner submits a parking demand study demonstrating that anticipated off-street vehicle parking demand for the proposed development, use, or combination of uses will be less than that calculated from Table 4-9: Minimum Vehicle Parking Requirements, and the City Planning and Transportation Department determines that the information and assumptions used in the study are reasonable and that the study accurately reflects anticipated off-street vehicle parking demand for the proposed development, use, or combination of uses, the City Planning and Transportation Department may authorize a reduction in required off-street parking spaces based on that study for any use or combination of uses that does not include duplex, triplex, and fourplex residential uses.