



Residential Driveway Policy

These standards are for residential driveway approaches on local and neighborhood classified facilities

1. Driveway approaches shall be designed to allow safe and efficient movement of vehicles, cyclists and pedestrians to and from the intersecting street.
2. The City Engineer may establish conditions regarding the number, configuration, and use of driveway approaches necessary to ensure the safe and orderly flow of pedestrians, bicycles, and vehicular traffic, preserve on-street parking supply, preserve or establish street trees, maximize opportunities for vegetated stormwater management, and reduce conflicts with, and enhance, the pedestrian environment.
3. Property owners are responsible for relocating and restoring any utilities or public infrastructure that may be damaged during driveway construction.
4. A residential driveway approach provides access to a residence with four or less units including an accessory dwelling unit (ADU). The residences can be either attached or detached. More than four residential units shall follow multifamily and commercial driveway standards.
5. The following residential driveway approaches are allowed:
 - a. Single-family residence (detached/attached): one approach
 - Single-family residence
 - Single-family residence with ADU: one shared driveway approach
 - Two-plex residence: one shared driveway approach
 - b. Single-family residence (detached/attached) on a corner lot: two approaches
 - Single-family residence with ADU: one driveway approach to primary structure, one to side-loaded ADU if intersection distance provisions met (per 6 below).
 - Three-plex residence: one driveway approach plus one shared driveway approach
 - Four-plex residence: two shared driveway approaches
 - c. Additional approaches may be allowed if the following conditions are met:
 - The maximum width of all approaches along a parcel frontage is 35 feet
 - The total approach width covers less than 50 percent of a parcel frontage (each side if on a corner)
6. No portion of a residential driveway approach shall be located closer than 50 feet from the corner of a lot where two public or private streets intersect. For lots that are less than 50 feet in width, the driveway shall be located as far from the intersection as possible.
7. Residential driveway approach locations are measured from the face of curb or edge of pavement to the closest edge of the driveway.

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8. The driveway wings shall be completely on the subject parcel and shall not encroach on the adjoining lot.
9. Multiple residential driveway approaches on the same parcel shall provide a minimum of 20 feet of spacing at the street, to provide one on-street parking space
10. No less than 10 feet of curb should separate residential driveways regardless of ownership. For lots that have a frontage less than 50 feet wide, the separation between residential driveway approaches shall be as much as practical.
11. Unless approved by the City, the top edge of the driveway wing must be located a minimum distance from the following:
 - 5.0 feet from any fire hydrant
 - 5.0 feet from a street tree
 - 5.0 feet from the edge of a striped crossed walk
 - 5.0 feet from the top edge of an ADA ramp wing or curb
 - 5.0 feet from the edge of a pedestrian pathway (paved or unpaved)
12. Unless approved by the City, residential driveway approach widths shall be limited based on parcel frontage:
 - 25 feet or less: 12 feet wide maximum
 - 26 to 50 feet: Maximum driveway width shall not exceed half the parcel frontage
 - Greater than 50 feet: 35 feet wide maximum