

**PSC Parking and Driveway Subcommittee**  
**Recommendation Summary**

Three Commissioners (Spevak, Houck, Smith) discussed issues pertaining to residential parking in conjunction with the Residential Infill Project proposals. The subcommittee met once with PBOT, BDS and BPS staff, and held a subsequent conference call with BPS staff to formulate potential amendments and/or additional policy direction advice for City Council.

**Additional policy direction advice to City Council (out of Title 33 scope):**

1. **Restrict parking permits for sites that have on site parking.** The general idea is that sites that have on-site parking should not be given the same access to the limited on-street parking. This also recognizes that on street parking is lost when access to on-site parking is created.

PBOT is establishing pilot parking permit areas to develop and improve existing tools for their permit program. The appropriate set or combination of tools varies by district based on the particular land use, development, and street parking and loading conditions. This specific idea of restricting parking permits may not always be appropriate depending on the given location/condition but could be applied in other areas or in combinations with other approaches and tools. Thus PBOT staff agreed that having the authority to use the presence or lack of on-site parking as a consideration would be a helpful tool to add to their toolbox as they continue to enhance their program.

**PSC SUBCOMMITTEE RECOMMENDATION:** Include in letter of recommendation to City Council, support for the parking permit pilot program, with possible suggestions to exclude sites with on-site parking from permits, as an additional tool to consider in future pilots.

2. **Curb Cut Fee.** To further discourage curb cuts, and acknowledge the loss of on street parking when curb cuts are added explore the viability of applying a curb cut fee (one time charge). Consider a longer-term proposal for a curb cut tax (ongoing assessment).

PBOT staff are not developing a curb cut fee or curb cut tax proposal. There are a number of questions that would need to be resolved as part of such a proposal and were beyond the scope of this project. Additional stakeholder involvement and analysis would be needed before such a proposal could be brought forward for Council's consideration.

**PSC SUBCOMMITTEE RECOMMENDATION:** Include in letter of recommendation to City Council, support for studying a curb cut fee and/or tax proposal as part of a subsequent project.

### **Potential changes to Title 33:**

The subcommittee discussed several different approaches to either ensure that greater than one space on site was being replaced for the one on street space being removed. The subcommittee decided to instead focus on ways to maximize the availability of on street parking by limiting the location or width of the curb cut. After some additional discussion, the subcommittee proposed a spacing standard.

- 1. Driveway spacing development standard.** The aim of this change is to find ways that will result in maximizing preservation of on street parking when driveway curb cuts are allowed. When curb cuts are improperly spaced or are oversized, this can result in dead space between driveways that precludes parking. The subcommittee considered three options:
  - reduce allowable driveway paving
  - reduce driveway width at the street lot line,
  - require driveway spacing like in the community design standards

The subcommittee was interested in exploring a driveway spacing requirement. Not a minimum curb cut spacing requirement, but rather a requirement that new driveways must be a minimum distance (around 22 feet) from driveways on abutting lots. The standard would only apply to driveways serving 1-4 units. The driveway separation requirement would be in T33, and would apply specifically to the on-site vehicle area.

The subcommittee observed that a strict 22 foot spacing requirement generally resulted in driveways located near the center of the lot, which is not always the most suitable depending on the building form. The subcommittee also expressed interest in providing for flexibility to retain trees on the site, which becomes more challenging with a single spacing standard.

The proposed standard would generally state:

“The location of the driveway at the street lot line must be at least 22 feet from a driveway on abutting lots on either side. Alternatively, a driveway may be a maximum of 5 feet from a side lot line, when the driveway is not greater than 10 feet wide and is at least 22 feet from driveways on the opposite side”

**Opportunities:** This proposal addresses driveways on adjacent lots to ensure that adequate separation exists at the curb for at least one on-street parking space between driveways.

**Challenges:** A prescriptive standard is less able to adjust to specific site considerations or unique lot configurations. The alternative allows for some flexibility but could result in two driveways built side to side. It’s better, of course, to have a shared driveway in that situation, but that requires cooperation and financial entanglement between property owners that can be difficult to achieve with smaller scale residential development.

**PSC SUBCOMMITTEE RECOMMENDATION:** Require a minimum spacing standard for new residential driveways in single dwelling zones.