



PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Dan Saltzman Commissioner Leah Treat Director

TO: PBOT Development Review Staff

FROM: Lewis Wardrip, City Traffic Engineer 
Kurt Krueger, Development Review Division Manager 

DATE: May 31, 2017

SUBJECT: DRP 6.03 Shared Driveways

Purpose Statement:

To clarify the requirements for shared driveways.

Background:

In the R3, R2, R1 and R2.5 zones, dense side-by-side developments of attached dwelling units¹ are allowed. Where on-site parking is provided with these developments, PBOT has observed that the series of driveways that serve the on-site parking result in most or all on-street parking opportunities being eliminated. This not only impacts the quantity of public parking available, but also removes the traffic calming effect that parked cars provide. PBOT has the authority to require shared use of a driveway by two dwelling units and to establish conditions regarding the configuration of these driveways in an effort to preserve on-street parking, among other considerations.²

Therefore, PBOT has developed shared driveway requirements to minimize the impact to on-street parking from these developments while limiting impacts to the front setback. The shared driveway approach widths are either 14ft with an on-site taper (see Figure 1) or 20ft with no on-site taper (see Figure 2). The objective is to provide at least 15ft of full-height curb along the frontage of each dwelling unit or, if that cannot be achieved, at least 15ft of full-height curb between driveways. The minimum length of full-height curb needed to accommodate a single compact car is 15ft. Where frontages are less than 18ft or greater than 28ft, a 14ft driveway approach width does not result in an increase in on-street parking supply and therefore, is not required.



DR Policy:

Shared driveways are required with attached housing or as otherwise required by Portland Zoning Code. The driveway design will be as identified in the table below and shown in the attached figures. Any variance from these standards requires formal review and approval by PBOT through a Driveway Design Exception request. Proposed site plans must be revised as needed so that garages and/or parking areas are located immediately adjacent to one another as shown in the attached figures.

Street Frontage Length per Dwelling Unit	Driveway Approach Width	Figure #
Less than 18 feet	max. 20 feet – min. 18 feet	2
18 feet to 28 feet	14 feet	1
Greater than 28 feet	max. 20 feet – min. 18 feet	2

¹ Attached dwelling units include duplexes, triplexes, attached housing, and multi-dwelling structures as defined in section 33.910 of the Portland Zoning Code where the dwelling units are divided by shared common walls. The individual dwelling units may or may not be situated on individual lots.

² See Section 17.28.110.C.5 of the Portland City Code.

