

17.28.110 Driveways - Permits and Conditions.

Purpose Ensure that driveway locations promote the safe and orderly flow of pedestrians, bicycles, and vehicular traffic, preserve on-street parking, preserve or establish street trees, maximize opportunities for vegetated stormwater management, reduce conflicts with pedestrians and bicycles and enhance the pedestrian environment.

A. Definitions – For the purposes of this Section, the following definitions shall apply.

Driveway: a gravel or paved way for vehicular traffic extending from the roadway to the adjacent property line(s) for the purpose of providing access to legal parking as provided under PCC 33.266.

Residential Driveway: a driveway serving only Residential Use Categories as defined by PCC 33.920.100-110.

Industrial Driveway: a driveway serving only Industrial Use Categories as defined by PCC 33.920.300-360.

Commercial Driveway: A driveway that is not solely a Residential Driveway or Industrial Driveway as defined herein, shall be considered a Commercial Driveway. A driveway serving a mixed-use project, as defined by PCC 33.910, shall be considered a Commercial Driveway regardless of the type of development it serves.

B. Authority

The Director of Transportation, or their designee, may issue a permit to construct a driveway in the public right-of-way subject to the conditions and requirements herein.

The Director of Transportation may require an applicant for a driveway permit to provide evidence that the proposed driveway will access legal parking and maneuvering space on property as specified in PCC 33. The Director may refuse to issue a permit if the applicant cannot show evidence the Bureau of Development Services has determined that the driveway will access a legal parking space.

The Director of Transportation may require repair and/or reconstruction of an adjacent or abutting driveway, curb or sidewalk, or a portion thereof that will be impacted as a result of the construction of a new or reconstructed driveway. When on-site parking is required by PCC 33, a separate permit for the construction of the residential driveway will be issued if the application complies with the requirements of this code.

C. Driveway Operation and Location

C.1. Separation from Property Corner – No portion of a driveway, excluding wings if required, shall be located closer than 25 feet from the corner of a lot where two streets intersect. This includes the frontage along the top of a “T” intersection. See Figure 1. For corner lots with large radius property corners, driveway shall be placed fully within the tangent segment.

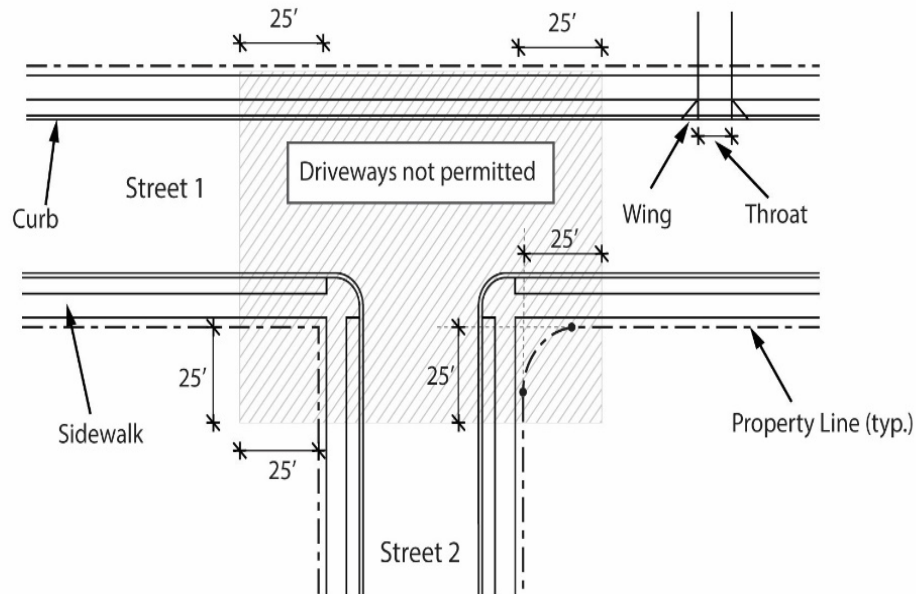


Figure 1

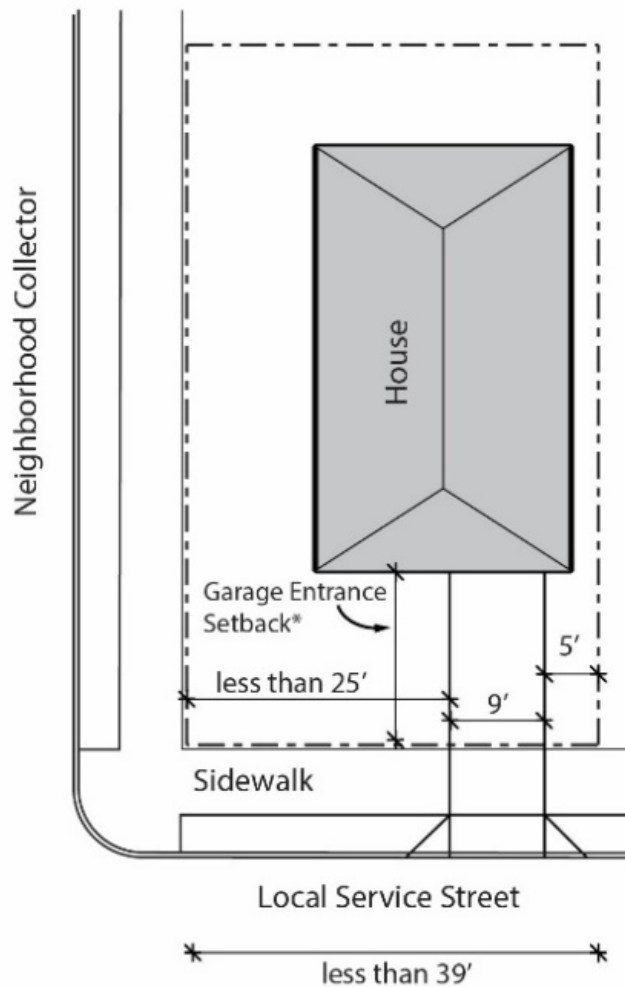
C.2. A driveway accessing a roadway classified as a Neighborhood Collector or higher traffic classification or a Local Service Street with centerline markings must be designed to allow forward motion ingress/egress. The Director of Transportation may require forward-motion to be demonstrated via vehicle turning movements prepared by an Oregon-licensed Traffic Engineer subject to review and approval by the City Engineer.

C.3. For any site with more than one frontage, access shall be required from the street with the lowest classification per the adopted Transportation System Plan. For a site with frontage on an alley, access via the alley shall be required.

C.4. Vision Clearance/Safety– For the safety of the traveling public, intersection sight distance shall be provided at the intersection of any driveway and public roadway. Upon request by the City Traffic Engineer, applicants will be required to demonstrate that sight distance is sufficient for any new driveway. Sight distance shall be determined in accordance with applicable procedures stated in the current AASHTO guidelines using “A Policy on Geometric Design of Highways and Streets” or “Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT <400)”, as amended. Residential driveways will be approved upon demonstration of intersection sight distance and compliance with all other requirements contained herein.

C.5. A driveway serving a house, as defined by PCC 33.910, that does not meet the minimum driveway separation requirement from a corner will be permitted provided the site meets **all** the following criteria below. See *Figure 2*

- Driveway is not within the legal crossing (both marked and unmarked);
- The lot width is less than 39-ft;
- The driveway is located as far from the corner as possible while meeting applicable setbacks as required by PCC 33;
- The driveway is a maximum of 9-ft wide;
- The driveway cannot be located on another adjacent right-of-way in a manner that would meet PCC 17.28.110.C.1. This shall not apply if the other adjacent right-of-way is classified higher than a Local Service Street; and
- The driveway meets all other requirements of PCC 17.

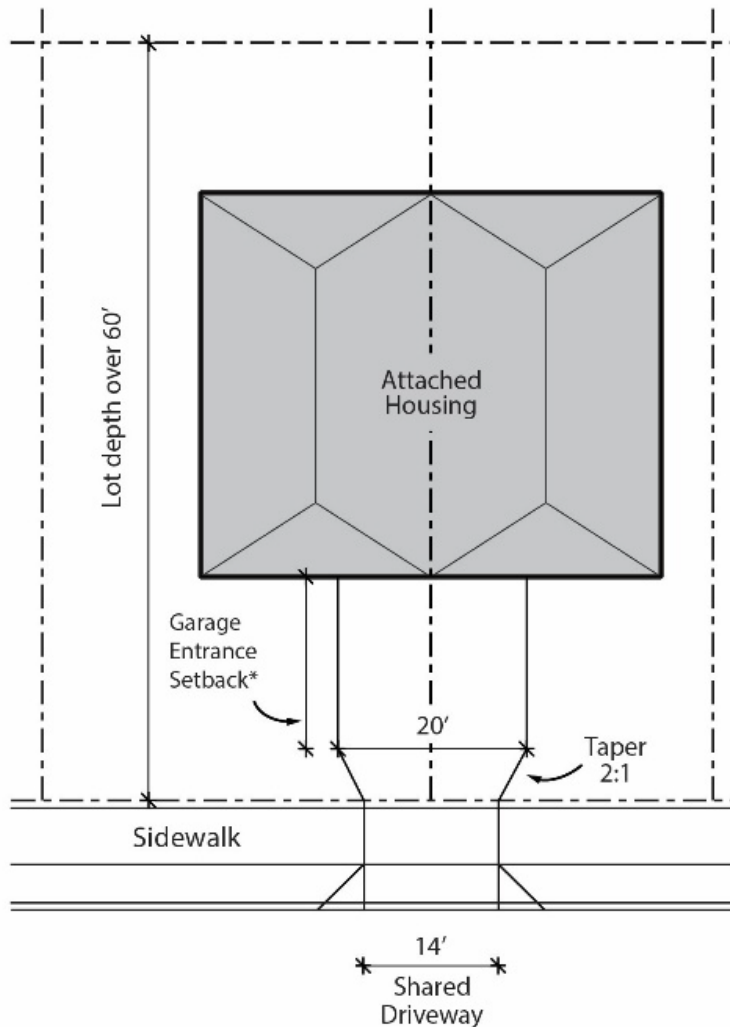


* Generally 18-ft; Refer to Portland Zoning Code

Figure 2

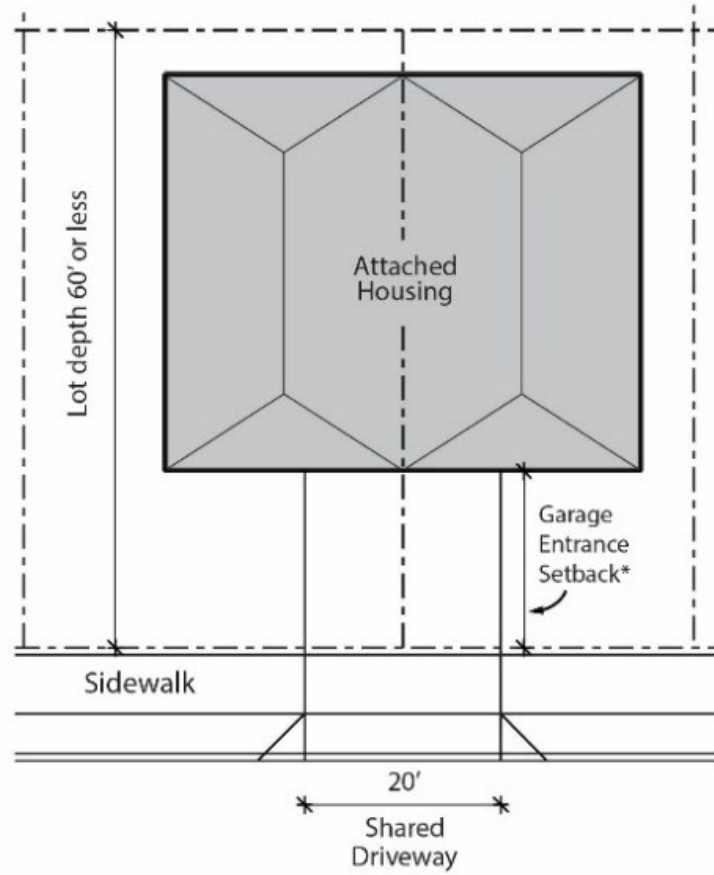
C.6. Attached Housing - Shared driveways are required with Attached Housing of two or more dwellings. The driveway design will be as identified in Figures 3 through 5. The following exceptions shall apply:

- For attached housing where on-site parking is required by PCC 33, driveways are required to be shared as identified in Figure 3.
- For attached housing on existing lots with a depth of 60-ft or less, driveways are required to be shared, however, the taper identified in Figure 3 shall not be required. The maximum driveway width shall be 20-ft without a taper (see Figure 4);
- For corner lots, shared driveways are not required provided each driveway is located on a separate frontage and both streets are classified as Local Service Traffic streets and the driveway meets all other dimension and locational requirements contained herein.



* Generally 18-ft; Refer to Portland Zoning Code

Figure 3 (typical lot)



* Generally 18-ft; Refer to Portland Zoning Code

Figure 4 (shallow lot)

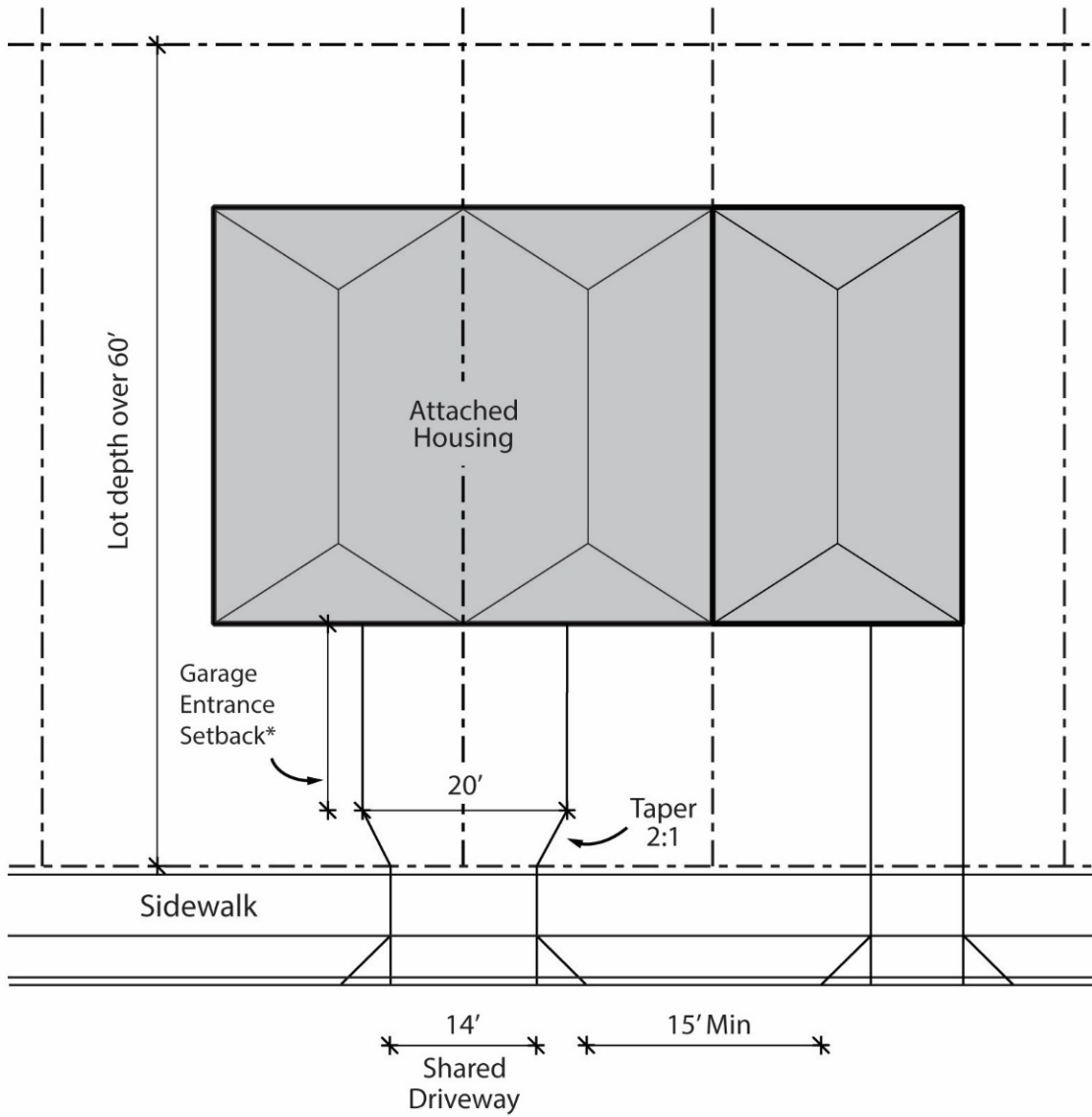


Figure 5

D. Driveway Dimensions

D.1. Driveway width shall be measured lengthwise along the property line side and such measurement shall not include the width of wings connecting the top of curb to the driveway throat. A permit to construct a driveway in the public right-of-way is subject to the width provisions as specified in the table below.

Table D-1 Driveway Widths

Driveway Type	Min	Max	Exemptions
House	9-ft	20-ft	N/A
Attached Housing	9-ft	14-ft or 20-ft	See Figures 3 and 4
Multi-dwelling	20-ft	20-ft	May be reduced to 10-ft subject to meeting <i>all</i> the following: <ul style="list-style-type: none"> • Provides access to 10 or fewer parking spaces • Located on a Local Service Traffic Street • Site is designed to allow vehicles to exit in a forward motion
Commercial	20-ft	20-ft	May be reduced to 10-ft for a driveway that only supports one-way vehicle movement.
Industrial	20-ft	40-ft	May be reduced to 12-ft for a driveway that only supports one-way vehicle movement.

D.2. A minimum of 5-ft of straight curb must separate driveways regardless of the type of driveway proposed or property ownership. Where no curb exists, a minimum of 11-ft must separate nearest driveway edges.

D.3. Maximum Driveway Grade - the maximum grade break (algebraic difference in running grade) within a driveway or driveway approach without requiring a vertical curve shall be 18% for a crest and 13% for a sag (as defined by AASHTO). Vertical curves may not encroach into the pedestrian corridor.

E. Driveways per Frontage/Lot

If more than one driveway is proposed per frontage, a minimum of 100-ft frontage must separate the driveway centerline located along the same street frontage. Additionally, through lots as defined by PCC 33, lots fronting an alley, or corner lots with a single dwelling unit will not be permitted to have a driveway on more than one frontage.

F. Reconstruction and Revocation of Existing Driveways

F.1. The Director of Transportation may revoke any driveway permit or require the modification of any driveway if:

- The area occupied by the driveway is needed for right-of-way purposes; or
- Continued operation of the driveway interferes with the safe and orderly flow of pedestrians, bicycles or vehicular traffic; or
- The abutting owner has failed to comply with all specifications and conditions of the permit; or
- The driveway does not access a legal parking space on abutting property per PCC 33.

F.2. Enforcement: Within 60 calendar days of written notice from the Director of Transportation to close or modify a driveway, the abutting property owner shall obtain any required permits and make the required corrections. If the abutting owner fails to make the required corrections within 60 calendar days, the City may perform the required work at the expense of the abutting property owner and the cost shall be determined and assessment made as provided in this Chapter.

G. Exceptions

For any driveway at variance with the requirements contained herein, formal review and approval through a Driveway Design Exception shall be required. Any applicant requesting a Driveway Design Exception shall provide information, as determined necessary by the City Engineer, to support the application. The Director of Transportation may establish conditions deemed necessary to insure the safe and orderly flow of pedestrian and vehicular traffic and the decision of the Director of Transportation is final and conclusive and may not be appealed.