

**CITY OF STEVENSON
ORDINANCE 2019-1148**

**AMENDING SECTION 2.22 - DRIVEWAYS OF THE CITY
OF STEVENSON ENGINEERING STANDARDS VOLUME 1
– DESIGN AND PLANNING, CHAPTER 2 – STREETS.**

WHEREAS, The *City of Stevenson Engineering Standards for Public Works Construction*, herein after referred to as the “Standards”, establish expectations for the improvement of travel corridors including public streets, private streets, shared driveways, and driveways; and

WHEREAS, to differentiate between the requirements for different travel corridors, the Standards rely primarily on the number of “lots” served by the corridor. However, the requirements for shared driveways are an exception and rely on the number of “homes” served by the driveway; and

WHEREAS, this notable exception creates unintentional confusion during the construction process, for multi-family housing and accessory dwelling units; and

WHEREAS, the Standards for driveways contain guidance and scrivener’s errors and is formatted in such a way to create additional confusion; and

WHEREAS, the city desires to reduce this confusion and facilitate multi-family development; and

WHEREAS, amendments to the Standards are permitted according to Volume 1 – Design and Planning, Chapter 1 – General Planning, Design, and Approval Requirements, Section 1.15; and

WHEREAS, the amendments approved herein implement Objectives 2.13, 2.14, 3.2, 3.2-2, 3.6, 3.8, 7.1-5, 7.2, 7.5, 7.11, and 8.7 of the 2013 *Stevenson Comprehensive Plan*; and

WHEREAS, the City has decided a Threshold Determination under the State Environmental Policy Act is not necessary for these amendments; and

AND WHEREAS, after considering all public comments and evidence, the City Council determined that the proposed amendments 1) comply with all applicable laws and rules, and 2) are necessary to promote the health, safety, and welfare of the city;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF STEVENSON DO ORDAIN AS FOLLOWS:

Section 1 – Amendment to Standards. The *City of Stevenson Engineering Standards for Public Works Construction*, Volume 1 – Design and Planning, Chapter 2 – Streets, Section 2.22 – Driveways shall be amended by adding the underlined and deleting the ~~struck through~~ text as shown in “Exhibit A”.

Section 2 – Severability. If any section, subsection, sentence, clause, phrase, or other portion of this Ordinance, or its application to any person, is, for any reason, declared invalid, in whole or in part by any court or agency of competent jurisdiction, said decision shall not affect the validity of the remaining portions hereof.

Section 3 – Effective Date. This ordinance shall become effective following passage and publication as provided by law.

PASSED by the City Council of the City of Stevenson and approved by the Mayor this ____day of _____, 20__.

SIGNED:

ATTEST:

Scott Anderson
Mayor of Stevenson

Leana Kinley
Clerk/Treasurer

APPROVED AS TO FORM:

Kenneth B. Woodrich
City Attorney

Exhibit A

2.22 Driveways

A. General Requirements.

1. Standard residential or commercial driveways shall be required for all developments.
2. A private intersection opening shall be used in lieu of a conventional driveway in commercial areas where the following criteria as determined by the City are met:
 - a. Projected driveway usage is greater than two-thousand (2,000) vehicles per day.
 - b. In any case where traffic signalization is approved and provided.
 - c. A minimum one-hundred (100') foot storage area is provided between the street and any turning or parking maneuvers within the development.
 - d. The opening is at least one-hundred and fifty feet (150') from any other intersection opening.
 - e. The opening is at least one-hundred and fifty feet (150' away from any other driveway on the property frontage under control of the applicant.
 - f. Easement dedication is made for traffic control devices.
3. New driveway approach construction shall include a minimum 30' length of culvert installation, size as required.
4. ~~A shared driveway will be allowed for up to 2 homes being served provided that the driveway approach is surfaced with a minimum 2" Class A HMA over 6" crushed surfacing for a distance of 30'. Driveway approach shall be a minimum 20' wide, maximum 30' wide. The approval would be subject to shared roadway maintenance agreements. [Reserved].~~

B. Conditions of Approval.

1. Driveways directly giving access onto arterials or major collectors may be denied if alternate access is available.
2. All abandoned driveway areas on the street frontage to be improved shall be removed and new curb, gutter, and sidewalk shall be installed.
3. No commercial driveway shall be approved where backing onto the sidewalk or street will occur.
4. Left turns from and to a driveway may be restricted as a development condition or in the future if such maneuvers are found to be unduly hazardous.
5. Driveways shall be aligned wherever possible with existing driveways on the opposite side of the street ~~on two (2) or three (3) lane streets.~~
6. ~~Driveways shall be offset a minimum of one hundred feet (100') from existing driveways on the opposite side of streets with four (4) or more lanes whenever possible. [Reserved]~~

- 7. All driveways shall be angled ninety-degrees (90°) to the street, unless designated as right turn only with the approval of the Engineer.
- 8. A shared driveway serving 2 lots shall be approved subject to compliance with the width and surfacing criteria below and the recording of a roadway maintenance agreement.
- 7.9. Parking lot circulation needs shall be met on site. The public right-of-way shall not be utilized as part of a one way parking lot flow.

C. Design Criteria.

- 1. Width. Driveways within a public right-of-way or private road easement shall be subject to the width standards in Table 2.22A. Where a driveway extends onto private property, its width may be wider or narrower subject to compliance with the most recent version of the International Fire Code adopted by the City.

<u>Table 2.22A</u> <u>Driveway Widths</u>		
	<u>Minimum Width</u>	<u>Maximum Width</u>
<u>Residential Driveways</u>		
<u>One-Way Residential</u>	-	<u>10'</u>
<u>Two-Way Residential</u>	-	<u>20'[1]</u>
<u>Shared Residential</u>	<u>20'</u>	<u>30'</u>
<u>Commercial Driveways</u>		
<u>One-Way Commercial</u>	-	<u>22'</u>
<u>Two-Way Commercial</u>	-	<u>26'[2][3]</u>
<u>Shared Commercial</u>	<u>[4]</u>	<u>[4]</u>
<u>Private Intersection</u>	<u>[4]</u>	<u>[4]</u>
<u>Notes to Table 2.22A</u>		
<u>[1] Where serving a single family home from a local street, the City Engineer may approve a larger width up to 30'.</u>		
<u>[2] Where serving a commercial use from an arterial street, the maximum width shall be 30'.</u>		
<u>[3] Where a commercial driveway serves a substantial percentage of oversized vehicle traffic, the City Engineer may approve a larger width to accommodate the largest vehicles using the driveway.</u>		
<u>[4] As determined by the City Engineer.</u>		

The maximum two (2) way driveway width shall be twenty feet (20') for residential uses and thirty feet (30') for commercial uses. A wider commercial driveway width may be approved by the Engineer where a substantial percentage of oversized vehicle traffic exists. In this case the driveway should be sized to accommodate the largest vehicles. Commercial driveways shall be thirty feet (30') on any arterial, twenty-six feet (26' to thirty feet (30') on any local street. Where intersection openings are approved the width shall be as determined by the Engineer.

Maximum one way driveway width shall be ten feet (10') for residential and twenty-two feet (22') for commercial driveways. ~~Parking lot circulation needs shall be met on site. The public right of way shall not be utilized as part of a one way parking lot flow.~~

~~Driveways on local access streets serving single family homes may be up to 30 feet in width, subject to approval by the Engineer.~~

~~1-2.~~ Elevation.

Back edge of driveway shall be at the same elevation as the back of the sidewalk adjacent to the driveway approach.

~~3.~~ Clearance from structures.

~~a.~~ No object (including fire hydrants, light or power poles, street trees) shall be placed or allowed to remain within fifteen feet (15') of the driveway edge.

~~-b.~~ Where the building facade or other design element is less than ten feet (10') behind the sidewalk front setback both pedestrian and vehicular sight distance shall be maintained. ~~Vehicular sight distance shall be per section 2.15.~~

~~4.~~ Sight Distance.

~~a. Vehicular Sight Distance. Vehicular sight distance shall be per section 2.15.~~

~~a-b. Pedestrian Sight Distance.~~

Pedestrian sight distance shall be as follows: The driver of an exiting vehicle shall be able to view a one-foot (1') high object fifteen feet (15') away from either edge of the driveway throat when the driver's eye is fourteen feet (14') behind the back of the sidewalk.

~~3-5.~~ Maximum driveway grade shall be fifteen percent (15%).

~~4-6.~~ On sloping approaches, a landing as described in section 2.09, shall be provided.

~~7.~~ Approach grades and configuration shall accommodate future street widening to prevent major driveway reconstruction.

~~5-8.~~ Surfacing. All portions of a driveway within a public right-of-way and/or within 30' of a public right-of-way shall be surfaced with a minimum 2" Class A HMA, or suitable concrete alternative, over 6" compacted aggregate base. The Engineer may exempt driveways serving single-family residences from the asphalt surfacing requirement.