

TRN-10.40 Driveways – Operation and Location

Administrative Rule Adopted by City Council

A. 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.

B. Definitions

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

1. 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 Chapter 33.266.
2. Residential Driveway: a driveway serving only Residential Use Categories as defined by PCC Sections 33.920.100-110.
3. Industrial Driveway: a driveway serving only Industrial Use Categories as defined by PCC Sections 33.920.300-360.
4. Commercial Driveway: A driveway that is not solely a Residential Driveway or Industrial Driveway as defined herein, shall be considered a Commercial Driveway.

C. Authority

Code authority for this section can be found in PCC Section 17.28.110 Driveways-Permits and Conditions. Portland City Code Section 3.12.010 establishes the authority of the Director of the Bureau of Transportation to adopt administrative rules.

D. Administrative Rule for Driveway Operation and Location

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, including alley intersections. This includes the frontage along the top of a “T” intersection. See Figure 1. For a corner lot with large radius property corners, a driveway shall be placed fully within the tangent segment. Narrow corner lots as referenced in Portland City Code Title 33 with a single house are exempt per Paragraph D.3., below.

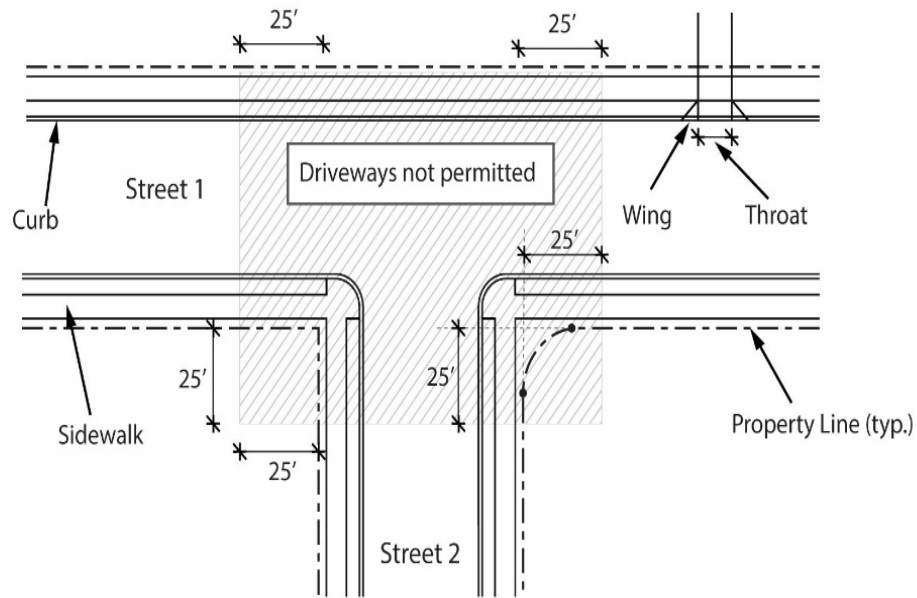
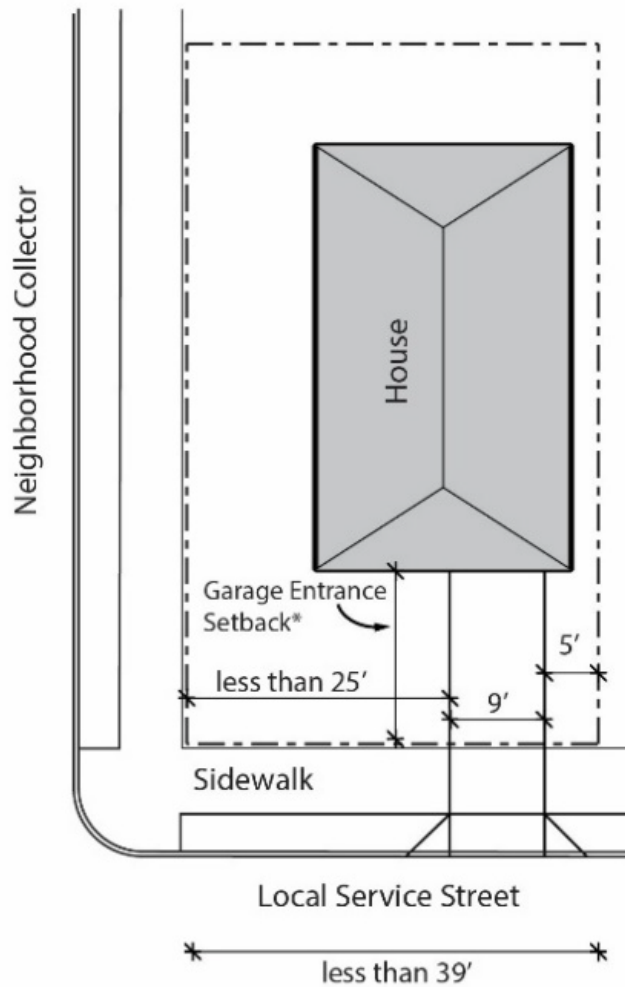


Figure 1

2. Driveways per Frontage/Lot – If more than one driveway is proposed per frontage on a property under one ownership, a minimum of 100 feet of frontage must separate the centerlines of those driveways. Lots in single dwelling zones, including but not limited to through-lots, lots fronting an alley, or corner lots, are not permitted to have a driveway on more than one frontage.
3. Narrow corner lots with a single house – A driveway serving a single house located on its own corner lot that does not meet the minimum driveway separation requirement from a corner per Paragraph D.1., above, will be permitted, provided the site meets all the following criteria. See Figure 2.
 - a. Driveway is not within the legal crosswalk (both marked and unmarked);
 - b. The lot width is less than 39 feet;
 - c. The driveway is located as far from the property corner where two streets intersect as possible while meeting applicable setbacks as required by PCC Title 33;
 - d. The driveway is a maximum of 9 feet wide;
 - e. The driveway cannot be located on another adjacent right-of-way in a manner that would meet Paragraph D.1., below. This shall not apply if the other adjacent right-of-way is classified higher than a Local Service Street; and
 - f. The driveway meets all other requirements of Title 17.



* Generally 18-ft; Refer to Portland Zoning Code

4. Forward Motion Requirement – A driveway accessing a roadway classified as a Neighborhood Collector or higher traffic classification or a Local Service street with centerline pavement markings must be designed to allow forward motion ingress and egress. The City Traffic Engineer will require forward-motion on-site be demonstrated via turning movements using no more than a three-point turn and prepared by an Oregon-licensed Engineer according to AASHTO’s Policy on Geometric Design of Highways and Streets standards with a minimum of an 18-foot centerline turning radius.
5. Location on lowest classified street – For any site with more than one frontage, driveway access is permitted only from the street with the lowest classification per the adopted Transportation System Plan.
 - For a site with frontage on an alley, driveway access is only permitted via the

alley.

- For commercial driveway permits with adjacent frontages of equivalent classifications, driveway location may require review and approval by the City Traffic Engineer.
- 6. Clear Sight Triangle** – For the safety of all modes used by the traveling public, clear sight triangles shall be provided at the intersection of any driveway and public roadway for vehicle maneuvering from subject driveway.
- a.** For residential driveways along local service streets, frontage improvements and setbacks shall maintain a 15-foot by 15-foot clear sight triangle on each side of the driveway surface, measured along the near edge of pavement of the travel surfaces. Exemptions include driveways in alleys and buildings built at the property line.
 - b.** For residential driveways on higher classified streets and for commercial driveway permits, the clear sight triangle is determined using current AASHTO guidelines for intersection sight distance or stopping sight distance, minimum. Driveway design shall include mitigations deemed appropriate and must be approved by the City Traffic Engineer.
 - c.** Within the clear sight triangle, vegetation and structures shall provide unobstructed visibility between 42 inches above the ground to 10 feet above the ground. Authorized utility structures (i.e., streetlight, signal cabinet) are exempt.
 - (i) References: Vegetation and structure dimensions shall comply with vision clearance standards of Title 16, Vehicles and Traffic; Section 33.248, Landscaping and Screening, including maintenance activities per Chapter 29.20, Property Nuisances; and Title 32, Signs and Related Regulations.

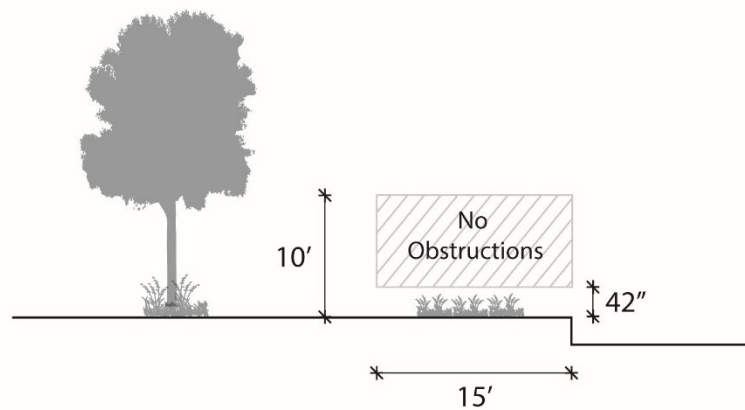
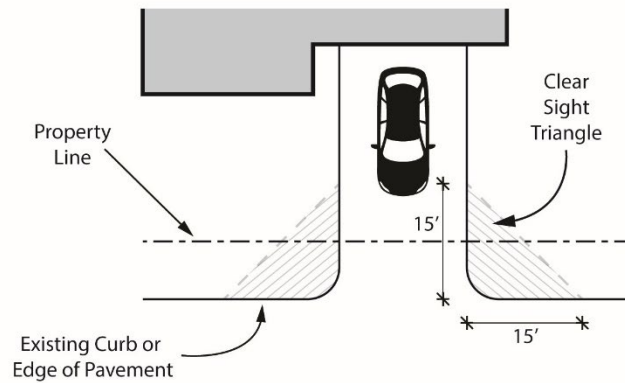
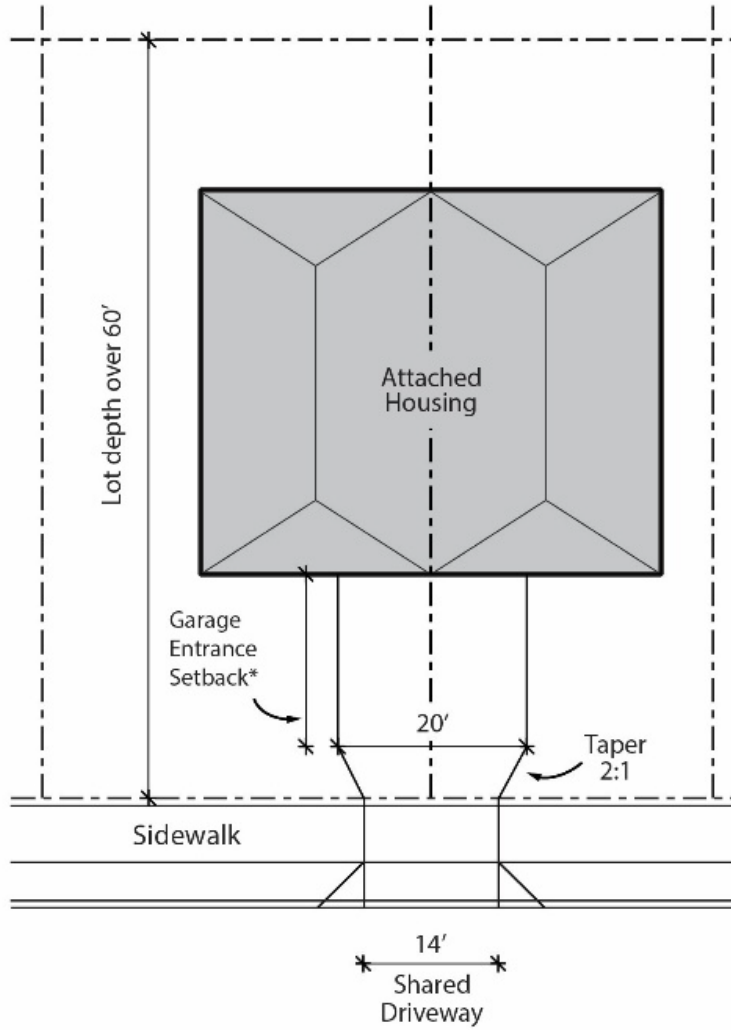


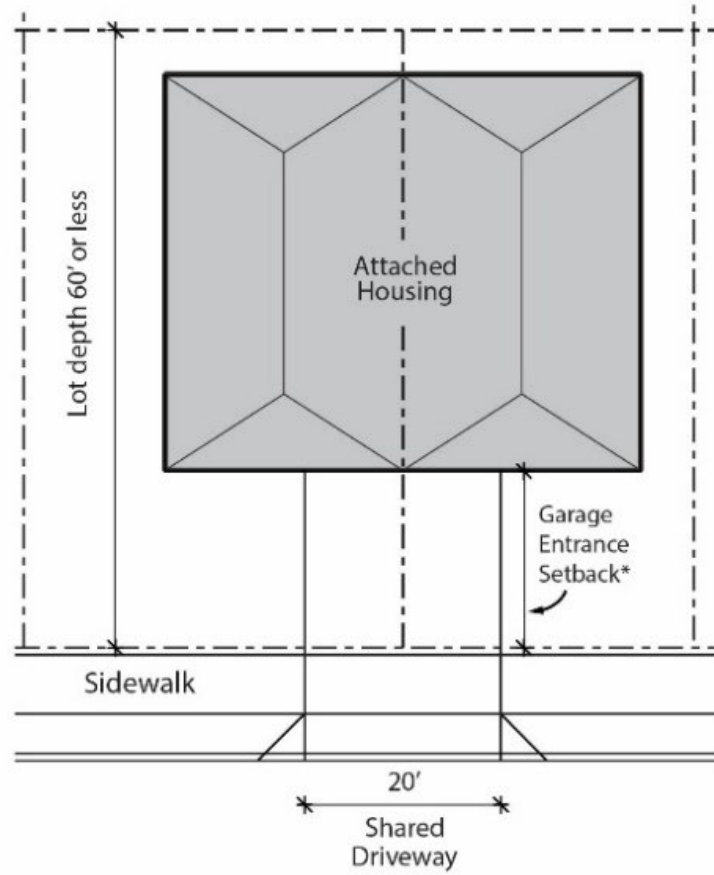
Figure 3

7. Shared Driveways for attached housing- Shared driveways are required with Attached Housing of two or more dwellings, regardless of ownership. The driveway design will be as identified in Figures 4 through 6. The following exceptions shall apply:
 - a. For attached housing, driveways are required to be shared using a taper as identified in Figure 4, with a maximum driveway width of 14 feet.
 - b. For attached housing on existing lots with a depth of 60 feet or less, driveways are required to be shared, however, the taper identified in Figure 4 shall not be required. The maximum driveway width shall be 20 feet without a taper (see Figure 5).
 - c. For residential driveway permits on corner lots, shared driveways are not required provided each driveway is located on a separate frontage, both streets are classified as Local Service Traffic streets, and the driveways meet all other dimension and locational requirements contained herein.



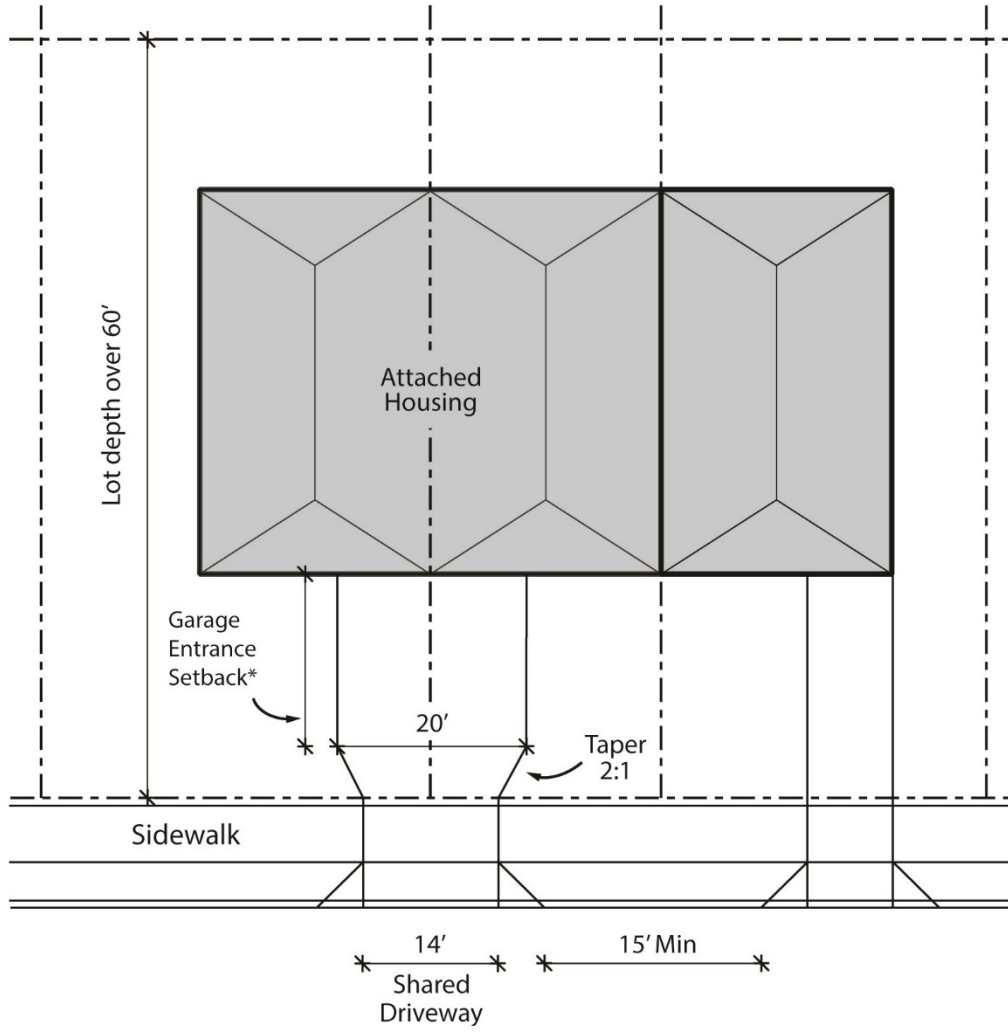
* Generally 18-ft; Refer to Portland Zoning Code

Figure 4 (typical lot)



* Generally 18-ft; Refer to Portland Zoning Code

Figure 5 (shallow lot)



* Generally 18-ft; Refer to Portland Zoning Code

Figure 6

E. Driveway Dimensions

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 lowered curb or apron. A permit to construct a driveway in the public right-of-way is subject to the width provisions as specified below.

a. Driveway Types:

(1) Residential: House.

- a.** For single-width vehicle parking area and tandem parking space width between 8 feet and 12 feet, a driveway width between 9 feet minimum and 12 feet maximum will be permitted.
- b.** For double-width vehicle parking area up to 20 feet, a driveway width up to 20 feet maximum will be permitted.

(2) Residential: Shared Driveway for Attached Housing. Width 9 feet minimum to 14 feet maximum or 20 feet maximum, per Paragraph D.7. See Figures 4 and 5.

(3) Residential: Multi-dwelling (greater than 6 units), excludes mixed-use. Width 20 feet minimum to 24 feet maximum. Exemptions:

- a.** The required driveway width may be reduced to 10 feet if:
 - (i)** The driveway provides access to 10 or fewer parking spaces;
 - (ii)** The driveway is located on a Local Service Traffic Street; and
 - (iii)** The site is designed to allow vehicles to exit in a forward motion.

(4) Commercial: Includes mixed-use properties. Width 20 feet minimum to 24 feet maximum. Exemptions:

- a.** The required driveway width may be reduced to 10 feet if:
 - (i)** The driveway only supports one-way vehicle movement; or
 - (ii)** The driveway only provides access to a required on-site loading space; or
 - (iii)** All of the following are true:
 - (a)** The driveway provides access to 10 or fewer parking spaces;

- (b) The driveway is located on a Local Service Traffic Street;
- (c) The site is designed to allow vehicles to exit in a forward motion.

(5) Industrial. Width 20 feet minimum to 40 feet maximum. Exemption:

- a. The required driveway width may be reduced to 12 feet for a driveway that only supports one-way vehicle movement.

2. A minimum of 5 feet of straight curb must separate driveways regardless of the type of driveway proposed or property ownership. Where no curb exists, a minimum of 11 feet must separate driveway edges that face each other.

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 percent for a crest and 13 percent for a sag (as defined by AASHTO). Vertical curves may not encroach into the pedestrian corridor.