

1. Off-street motor vehicle parking spaces must be rented, leased, or sold as a separate option rather than a requirement of the rental, lease, or purchase of a residential unit or non-residential floor space.
2. Bicycle parking must be provided at no cost or fee to customers, visitors, employees, tenants, and residents.

D. Parking Design.

The design of all parking is subject to Article 8 of this Ordinance.

E. Driveway Access.

1. Driveways must be paved with paving stones, grass pavers, pervious concrete, or porous asphalt unless graded to direct runoff onto onsite permeable areas or granted a waiver by the City Engineer to mitigate adverse site conditions.

**Commented [A105]:** Generally there was support for controlling driveways, in some fashion, to further limit the impact of garages/cars on the public realm

- a. Ribbon driveways are highly encouraged

**Commented [A106]:** Language to be coordinated with the updated Stormwater Ordinance currently being revised.

2. Ribbon Driveways must have paved tracks that are at least 2 feet in width and 5 feet on center with an unpaved area that is at least 3 feet in width.
3. Driveways may provide access from a front, side, or rear lot line and may be located within required front or rear setback areas. Driveways may be located within the required side setback area provided the driveways are located at least 3 feet from the side lot line.

**Commented [A107]:** Building professionals feel that engineered systems combined with standard paving (i.e. asphalt) work better than pervious engineered systems for controlling runoff.

4. No parking stall may be located within any required setback area, with the exception that up to 2 parking stalls may be located in a side setback area. No parking stall may be located between the building Front Elevation and the street.

**Commented [A108]:** Does this negatively impact narrow lots?

5. Residential buildings with eight units or less are limited to a one-way driveway.
6. One-way driveways may be no wider than 12 feet at the property line. Two-way driveways may be no wider than 20 feet at the property line. These maximum driveway widths must be maintained for a minimum distance (measured perpendicularly from the property line) based upon the following:

**Commented [A109]:** Will not allowing parking within the rear setback impact the feasibility of certain developments (ex. Townhomes with parking in the rear or a triplex/multiplex? In areas closer to village centers we have a goal of moving parking out of view, allowing parking in the rear setback seems to achieve that and offers greater flexibility. Further review of prohibiting parking between the front elevation and the street is also needed as it may prevent parking in a driveway.

District	Distance Measured from the Lot Line
	Min
R1, R2	10 ft
R3, R4, N	5 ft

7. Driveways may provide access in whole or in part on or across an abutting lot(s), provided that an access easement exists among all affected property owners.

8. Only one curb cut is permitted per Lot, except:

**Commented [A110]:** Should a second curb cut only be allowed by Special Permit?

- a. A maximum of two curb cuts are permitted on a Lot with a residential Building Type with two-units or more, when a minimum distance of 35 feet between each curb cut is maintained.
- b. Corner Lots and Through Lots may have a maximum of one curb cut per Front Lot Line.

9. Curb cuts must be located to minimize conflict with pedestrians, bicyclists, and motor vehicles on the thoroughfare they provide access to and from.

- a. Curb cuts for residential driveways must be at least 20 feet from an unsignalized intersection and at least 40 feet from a signalized intersection unless otherwise approved by the City Engineer.

10. Curb cuts may be no wider than 12 feet if providing access to a one-way driveway and no wider than 22 feet if providing access to a two-way driveway.