



TO: Planning Commission Ordinance Committee
FROM: Scott Gustin
DATE: March 5, 2020
RE: Front Yard Parking

Sec. 8.1.12 (c) *Front Yard Parking Restricted* is intended to limit parking spaces within the front yard setback in all residential zones. The same language dates to the 1994 Zoning Ordinance. This provision has consistently been administered to prevent parking spaces within the front yard except for instances wherein the driveway or driveway and garage are long enough to contain at least one parking space outside of the front yard setback. In such instances, parking within the front yard setback is allowed because the driveway or driveway and garage are long enough to access at least one space outside of the front yard setback (i.e. “access drive”). More recently, the Development Review Board has ruled that all parking may be located within the front yard in residential zones so long as the driveway is 18’ wide or less. The DRB found that the administration of Sec. 8.1.12 (c) does not match how it is actually written.

This section has been the subject of various attempted revisions over the past two years with none actually being adopted. This latest iteration attempts to address the consistent concerns over the potential for parking between a residential structure and the street, even when not actually within a front yard setback. The proposed language steers driveways and related parking spaces to the side or rear of principal residential structures.

Sec. 8.1.12 Limitations, Location, Use of Facilities

(a) Off-Site parking facilities:

As written.

(b) Downtown Street Level Setback:

As written.

(c) Front Yard Parking Restricted and Residential Driveways:

~~Required p~~ **Parking spaces** in all residential zoning districts shall ~~not~~ be located **to the side or rear of the principal residential structure. Parking spaces shall not be located within a front yard setback except within a driveway of up to 18 ft. wide and located to the side or rear of the principal residential structure.** ~~in a required front yard setback area abutting a public street, except alleys. This prohibition extends from the edge of the public right-of-way into the required front yard setback for the entire width of the property with the exception of a single access drive no more than eighteen feet (18’) or less in width.~~

Notwithstanding the above paragraph, parking in a driveway within the front yard setback due to garage conversions to habitable space is permissible.

The provisions of this subsection shall not be applicable during such times as when the winter parking ban pursuant to Section 20-56 of the Code of Ordinances is in effect.

~~Where parking is provided outside the front yard setback, but either partially or entirely between the principle structure and the street, such parking shall be screened to the extent practicable~~

from view from the public street.

Residential driveways shall be a minimum of 7 feet in width or consist of two 2' driveway strips made of pavement or pervious pavement. The maximum width for single or shared access driveways shall be 18'. In a residential district, driveways and parking areas shall be set back a minimum of 5' from side and rear property lines. Driveways that have a slope of 5% or greater (towards the right of way) shall be made of a solid surface including conventional pavement, pavers or pervious pavement. [This language is relocated from Sec. 6.2.2 (i), *Vehicular Access*, and is otherwise unchanged.]

(d) Shared Parking in Neighborhood Parking Districts:

As written.

(e) Single Story Structures in Shared Use Districts:

As written.

(f) Joint Use of Facilities:

As written.

(g) Availability of Facilities:

As written.

(h) Compact Car Parking:

As written.