

DRIVEWAYS AND PARKING

City of Tacoma | Public Works Department

December 9, 2021





GETTING STARTED

- Topic Introduction – Chris Johnson, PDS - Site Review
- Driveways – Jennifer Kammerzell, PW, Traffic
- Parking – Jana Magoon, PDS – Land Use



TPATF - IN YOUR WORDS



- DRIVEWAYS
 - Non-conforming driveways – why do they have to be removed and relocated?
 - Curb cuts (Driveways) – a PW issue with new COT initiatives and the time it takes to get PW approval for them?
- PARKING
 - Non-conforming parking lots – same question
 - Need different requirements for an existing parking lot versus a new parking lot
- SHARED (PARKING) ASSETS FOR DEVELOPMENT
 - Should be able to permit work that utilizes shared assets – Parking specifically was targeted for this purpose
 - Are there any roadblocks to making the case for shared assets?



APPLICANTS IN THEIR WORDS



- What is the difference between a Court and an Alley and why are they considered the best access points when the majority of the City has residential driveways?
- Why did I have to rebuild/relocate a perfectly good driveway because of a permit action?
- My site had 3 driveways and now you want me to delete them and use the alley with a new driveway?
- I bought this lot because of its parking and now I'm told it's non-conforming and I have to modify change it beyond my vision, even though it's a less intense use?
- I want more parking not less, but I want smaller drive aisles?

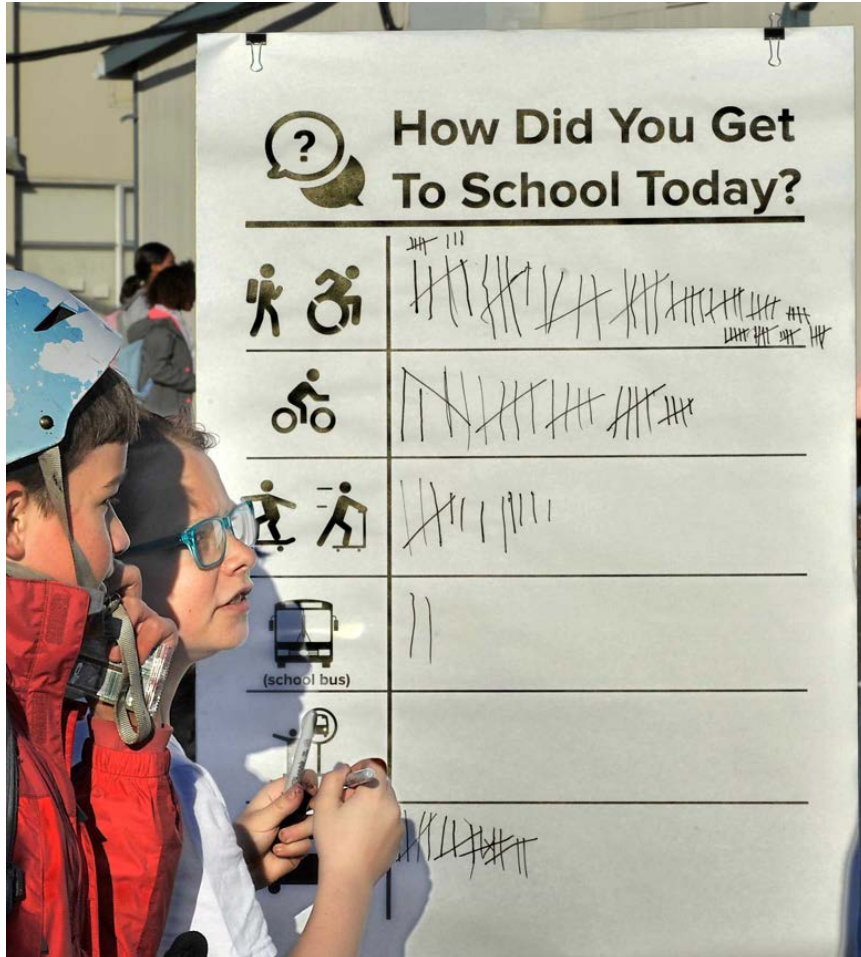


HIGH LEVEL



- BALANCE
- Driveways - Get you to on-site parking
- Parking - Land “use” requires and defines it
 - Highly dependent on Use and Zoning
 - Code defines minimums when required.
- City Standards (FOR BOTH)
 - Define safety, accessibility
 - Site distances, turning movements, intermodal conflicts
 - Minimums and Maximums

DRIVEWAYS OVERVIEW



- Background
- Purpose
- Design
- Options
- Exceptions

DRIVEWAY CODES



Guidance/Code

- TMC 10.14 Driveways
- TMC 13.06 Zoning
- (Multiple Sections Development Standards, Off-Site Pa
- Tacoma Right-of-Way Design Manual
- One Tacoma – Transportation Master Plan

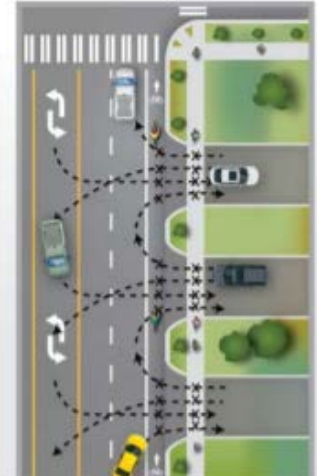
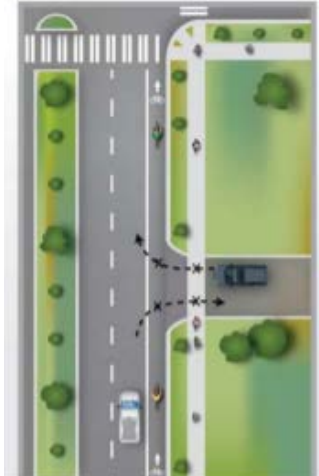


Purpose:

Driveways shall be located and developed in a manner that recognizes the overall goals for promoting pedestrian activity over vehicle orientation. They shall be limited in size and number and located in the preference order described.

PURPOSE

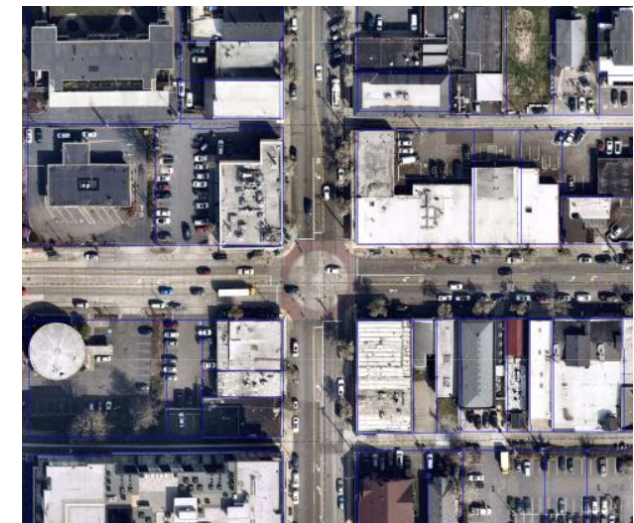
- Minimize conflicts with pedestrians and bicyclists
- Eliminate turning moving conflicts with vehicles on the roadway or from adjacent driveways or intersections
- Maintain ADA access
- Maximize public on-street parking – ADA parking, loading zones
- Maximize area for landscaping, amenities, utilities



DESIGN REQUIREMENTS



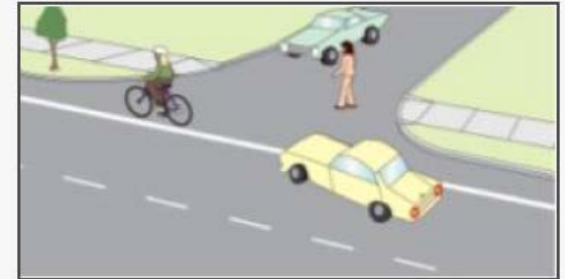
- Vehicular access shall be from the rear of the site whenever feasible.
 - Alley, Non-Pedestrian Core/Designated Street, Non-Designated School Walking Route, Residential, Arterial
- Maintain a level sidewalk across the driveway
- Clearly delineate the sidewalk
- Street access - maximum width shall be 20 feet
- Driveway approach widths for lots less than 45 feet wide shall be no greater than 14 feet
- Occupy no more than 50% of any lot frontage or more than 50% of the width of the front yard.



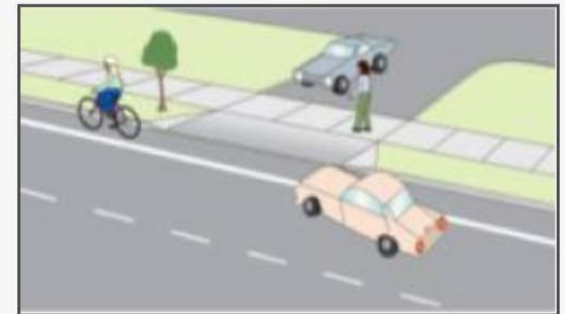
DESIGN OPTIONS & FUTURE IMPROVEMENTS



- Access from the alley is more flexible due to the limited use by pedestrians and bicyclists
- Shared driveway approaches may be appropriate for narrower lots.
- Shared parking agreements allowed
- Mountable C approach to minimize driveway wings
- Future Considerations
 - Narrower approaches to maximize building space
 - Shared parking facilities with the City



Driveways built like intersections encourage high-speed turns.



Driveways built like driveways encourage low-speed turns and encourage motorists to yield to pedestrians.



EXCEPTIONS



Land Use allows a “reasonable accommodation” to deviate from the above if there is a medical condition that prohibits access.

- Administrative review through written justification:
 - Address site constraints
 - How the location will not impact pedestrian/bicycle/vehicle-conflict safety
 - Why access is not feasible from the rear or another location
 - “Sale-ability” or cost of a development does not qualify as a reason



- **OPTIONAL:
QUESTIONS/DISCUSSION**



PARKING - OVERVIEW



- Parking regulations have been modified multiple times in the last 30 years.
- Over the last 15 years or so the number of required parking spaces has continually been decreased.
- The City balances impacts to adjacent residential areas versus “sea of parking”.

● ● ● PARKING - NONCONFORMING



- Tacoma Municipal Code 13.06.090.C regulates parking and TMC 13.05.010.L regulates nonconforming.
- Some parking regulations are governed by Traffic code.
- Generally, state and local law expects nonconforming uses/development to come into compliance. Parking is unique in that many districts do not require the number of parking spaces to be increased.

● ● ● PARKING – REDUCTIONS



- TMC 13.06.090.C.3 lists many ways/locations where parking requirements can be reduced (install additional bicycle parking, construct off-site parking, location to bus stop, etc).
- TMC 13.06.090.C.12 allows for “shared” parking between daytime and nighttime use or when nearby excess parking is available.

● ● ● PARKING – RESOURCES



- TMC 13.06.090.C
- Multiple Tip Sheets at:

<https://www.tacomapermits.org/tip-sheet-index>

- [Accessible Parking](#)
- [Bicycle Parking](#)
- [Parking Lot Changes](#)
- [Parking Quantity Reductions](#)
- [Parking Standards and Variances](#)

● ● ● PARKING – RESOURCES



- What can staff do to help?
 - Provide regulatory feedback on projects
 - Provide tip sheets and answers to general questions
- What can you do?
 - Don't like current policy and/or code? Please discuss recommendations with City Council.



- QUESTIONS/DISCUSSION