DRIVEWAYS AND PARKING

City of Tacoma | Public Works Department

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• Topic Introduction – Chris Johnson, PDS - Site Review

• Driveways – Jennifer Kammerzell, PW, Traffic

• Parking – Jana Magoon, PDS – Land Use
• 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?
• 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 it’s 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?
• 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 Parking)
- 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
• 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
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