

**ORDINANCE NO. 2017-01**

**ORDINANCE AMENDING FOREST GROVE DEVELOPMENT CODE ARTICLE 8  
§10.8.130 WIDTHS AND LOCATIONS OF DRIVEWAYS  
AND CURB CUTS  
FILE NO. 311-16-000189-PLNG**

**WHEREAS**, Development Code §10.8.130(B) limits driveway width in residential zones to not more than 24 feet; and

**WHEREAS**, Venture Properties, Inc. has witnessed a strong demand for homes with three-car garages; and

**WHEREAS**, Venture Properties, Inc. filed a Development Code text amendment request to allow residential driveway widths of up to 30 feet if a lot has at least 60 feet of street frontage; and

**WHEREAS**, notice of the Planning Commission hearing on this ordinance was published in the *News Times* on January 11, 2017; and

**WHEREAS**, the Planning Commission held a public hearing on the proposed amendment on February 20, 2017, and

**WHEREAS**, the Planning Commission adopted Planning Commission Findings and Decision Number 2017-03 recommending approval of the proposed amendments; and

**WHEREAS**, the City Council held a duly-noticed Public Hearing on the proposed ordinance on March 20, 2017, and continued the hearing on April 10, 2017.

**NOW THEREFORE, THE CITY OF FOREST GROVE ORDAINS AS FOLLOWS:**

**Section 1:** The City Council hereby adopts the Planning Commission's Findings and Decision dated February 22, 2017 as shown on Exhibit A.

**Section 2:** The City Council of the City of Forest Grove hereby adopts the text amendments to Development Code Article 8 §10.8.130 as shown on Exhibit B.

**Section 3:** The City Council hereby finds that the proposed amendments are consistent with and meet the provisions of Development Code §10.2.630 *Review Criteria Pertaining to Zoning Text Amendments* as shown on Exhibit C.

**Section 4:** This ordinance is effective 30 days following its enactment by the City Council.

**PRESENTED AND PASSED** the first reading this 20<sup>th</sup> day of March, 2017.

**PASSED** the second reading this 10<sup>th</sup> day of April, 2017.

  
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Anna D. Ruggles, City Recorder

**APPROVED** by the Mayor this 10<sup>th</sup> day of April, 2017.

  
\_\_\_\_\_  
Peter B. Truax, Mayor

Exhibit A  
Planning Commission Findings and Decision Number 2017-03  
To Recommend Approval of an Ordinance Amending Forest Grove  
Development Code §10.8.130 That Would Provide Flexibility  
For Residential Zone Driveway Widths  
File Number 311-16-000189-PLNG

**WHEREAS**, Development Code §10.8.130(B) limits driveway width in residential zones to not more than 24 feet; and

**WHEREAS**, Venture Properties, Inc. has witnessed a strong demand for homes with three-car garages; and

**WHEREAS**, Venture Properties, Inc. filed a Development Code text amendment request to allow residential driveway widths of up to 30 feet if a lot has at least 60 feet of street frontage; and

**WHEREAS**, notice of the Planning Commission hearing on this ordinance was published in the *News Times* on January 11, 2017; and

**WHEREAS**, the Planning Commission held a public hearing on the proposed amendment on February 20, 2017.

The City of Forest Grove Planning Commission does hereby recommend to the City Council approval of the Development Code amendments as provided in Exhibit A, making the following specific findings in support of this decision:

Development Code §10.2.630 *Review Criteria* lists two standards to be satisfied to adopt a text amendment:

**A. The text amendment is consistent with relevant goals and policies of the Forest Grove Comprehensive Plan; and**

Applicant's Response: *As described in the parking section of the Comprehensive Plan's Chapter 11 (Transportation), "parking standards shall be updated to reflect evolving needs and best management practices." Venture Properties, Inc. has witnessed a stronger demand for three-car garages that can accommodate large recreational vehicles. These large vehicles require a wider driveway approach in order to navigate into a driveway. This increase in demand for RV parking demonstrates an evolving need, which is justification for a text amendment to allow for wider driveways.*

*Additionally, numerous goals and policies within the Comprehensive Plan support creating recreational opportunities. The proposed text amendment would indirectly promote greater recreational opportunities by providing homeowners the ability to park their recreational vehicles on their own property. Specifically, Community Sustainability Goal 8 states: "Create complete neighborhoods, through land use regulations, with [...] recreational opportunities." Policy 6.1 states: "Support local efforts designed to capitalize on Forest Grove's location near agricultural and recreational amenities." Health Services Goal 3 also promotes good health through land development policies that encourage recreational opportunities.*

*Therefore, the proposed text amendment is consistent with relevant goals and policies of the Forest Grove Comprehensive Plan. This criterion is met.*

Finding: There are no specific Comprehensive Plan goals and policies pertaining to driveway widths. The Transportation System Plan (a component of the Comprehensive Plan) does however, identify some *Access Management* strategies. Those strategies include:

- *Work with land use development applications to consolidate driveways where possible.*
- *Limit new single-family residential access on arterials and collectors.*

Finding: The intent of both of the above provisions is to limit the number of access points on all streets, but in particular on collector and arterial streets. The text amendment to allow wider driveways would not conflict with these provisions. A text amendment to limit the number of driveways serving a single lot would serve to limit the number of access points. A text amendment to require minimum spacing requirements between driveways serving a single lot could also limit the number of access points, if a lot didn't have sufficient width to meet the minimum spacing standard.

Finding: The TSP also lists several *Neighborhood Traffic Management* strategies that may pertain to this proposal. They include *"the following examples of neighborhood traffic management strategies:*

- *Curb extensions*
- *Narrow streets*
- *On-street parking"*

Finding: One purpose of implementing the above strategies is that traffic speeds are often reduced. Streets with curb extensions could limit where driveways may be located, as well as their widths, because curb extensions consume greater street frontage.

Finding: Streets widths can be as narrow as 24 feet, which can limit the maneuvering space for vehicles. Increasing driveway width could permit easier access since additional vehicular maneuvering space would be available.

Finding: The City has allowed 30-foot-wide driveway widths in certain planned developments such as Pacific Crossing. There have not been any issues associated with this allowance.

Finding: On-street parking is generally allowed on all local and collector streets, which also can limit maneuvering space. Increasing driveway width would permit easier access since additional maneuvering space would be available. However, while wider driveways would increase the amount of on-site parking available for that resident, it would also reduce the amount of on-street parking available to the neighboring properties and the general public.

Finding: Other public infrastructure improvements must also be taken into consideration to ensure that their functionality is not compromised. To ensure that driveways maintain a safe minimum distance from fire hydrants, utility poles, electrical transformers and other public infrastructure, the City Engineer should review and approve the location of all driveways.

Finding: The Development Code does not at present restrict the number or spacing of driveways serving a single residential lot. As a result, multiple lots have been developed with two side-by-side driveways whose total width exceeds not only a 24-foot-width, but a 30-foot width as well. Absent an additional text amendment to either limit the number of driveways per residential lot or the spacing required between driveways, this practice would continue. If 30-foot-wide driveways are permitted, two such driveways could entirely occupy a 60-foot-wide lot.

Finding: Increasing the allowable widths for residential driveways would reduce the area available for the installation of street trees.

Summary and Conclusion: Adoption of the amendment to allow residential driveway widths of up to 30 feet would still be less than the maximum widths allowed in other jurisdictions, and would not conflict with the goals and policies of the Comprehensive Plan. However, it would reduce the availability of on-street parking, decrease the area available for street tree installation, could conflict with public infrastructure, and could result in a lot's frontage being entirely developed as a driveway. Therefore, the Planning Commission is recommending two revisions to the proposed amendment:

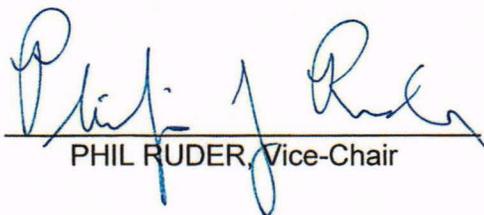
1. To require a minimum separation between driveways on the same residential lot of at least 30 feet; and
2. Requiring that all driveways be reviewed and approved by the City Engineer to ensure that all driveways do not conflict with public infrastructure.

**B. The text amendment is consistent with relevant statewide and regional planning goals, programs and rules.**

Applicant's Response: *The proposed text amendment supports the Statewide Planning Goals. For instance, Statewide Planning Goal 12 (Transportation) specifies: "To provide and encourage a safe, convenient and economic transportation system. Wider driveways (would) allow for a safer transportation system and provides a greater convenience to Forest Grove's homeowners. RV owners who are unable to park their vehicle on their own property will have to pay to store it at a storage facility. This inconvenience generates additional vehicle trips and places a greater impact to the local transportation system. The proposed text amendment also supports the Goals of Metro's Regional Framework Plan Goal 1 of Chapter 2 (Transportation). This goal specifies that land use and transportation decisions are linked to optimize and support a variety of community needs, including recreational opportunities. Allowing for certain transportation facilities, such as wider driveways, does indirectly create an opportunity for Forest Grove residents to enjoy Oregon's recreational offerings, through the convenience of storing a recreational vehicle at one's own home.*

*Therefore, the proposed text amendment is consistent with relevant goals of the region and state. This criterion is met.*

Finding: No Statewide Planning Goal pertains to the width of driveways, nor do any regional planning goals, program or rules.

  
PHIL RUDER, Vice-Chair

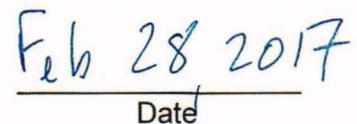
  
Date

Exhibit B  
AMENDMENT TO DEVELOPMENT CODE SECTION 10.8.130  
New Text in **Bold**; Deleted Text is ~~Struck-Through~~

§10.8.130 WIDTHS AND LOCATIONS OF DRIVEWAYS AND CURB CUTS

- A. Minimum Driveway Widths at the street right-of-way line shall be fifteen (15) feet for institutional, commercial, industrial, and multi-family residential uses, and ten (10) feet for single-family and two-family residential uses.
- B. Maximum Driveway Widths at the street right-of-way line shall be as follows:
1. In residential zones –
    - a. ~~24 feet in residential zones~~ **for lots with less than 60 feet of street frontage**
    - b. **30 feet for lots with street frontages of 60 feet or greater**
    - c. **There shall be a minimum distance of 30 feet between any two adjacent curb cuts on the same lot**
  2. 36 feet in institutional, town center or commercial zones
  3. 40 feet in industrial zones
- C. Location of Curb Cut. *No amendments proposed.*
- D. Minimum Distance between Curb Cuts (on arterial and collector streets). *No amendments proposed.*
- E. In measuring the distance between curb cuts on arterial and collector streets, existing curb cuts, or accesses serving single-family and two-family dwellings shall not be considered. *No amendments proposed.*
- F. **City Engineer's Authority to Restrict Driveway Widths and Locations. To ensure that driveways do not conflict with public infrastructure, the City Engineer has the authority to restrict the width and location of any driveway.**

## Exhibit C

### Development Code Text Amendment Review Criteria – Findings

Development Code §10.2.630 *Review Criteria* lists two standards to be satisfied to adopt a text amendment:

**C. The text amendment is consistent with relevant goals and policies of the Forest Grove Comprehensive Plan; and**

Applicant's Response: *As described in the parking section of the Comprehensive Plan's Chapter 11 (Transportation), "parking standards shall be updated to reflect evolving needs and best management practices." Venture Properties, Inc. has witnessed a stronger demand for three-car garages that can accommodate large recreational vehicles. These large vehicles require a wider driveway approach in order to navigate into a driveway. This increase in demand for RV parking demonstrates an evolving need, which is justification for a text amendment to allow for wider driveways.*

*Additionally, numerous goals and policies within the Comprehensive Plan support creating recreational opportunities. The proposed text amendment would indirectly promote greater recreational opportunities by providing homeowners the ability to park their recreational vehicles on their own property. Specifically, Community Sustainability Goal 8 states: "Create complete neighborhoods, through land use regulations, with [...] recreational opportunities." Policy 6.1 states: "Support local efforts designed to capitalize on Forest Grove's location near agricultural and recreational amenities." Health Services Goal 3 also promotes good health through land development policies that encourage recreational opportunities.*

*Therefore, the proposed text amendment is consistent with relevant goals and policies of the Forest Grove Comprehensive Plan. This criterion is met.*

Finding: There are no specific Comprehensive Plan goals and policies pertaining to driveway widths. The Transportation System Plan (a component of the Comprehensive Plan) does however, identify some *Access Management* strategies. Those strategies include:

- *Work with land use development applications to consolidate driveways where possible.*
- *Limit new single-family residential access on arterials and collectors.*

Finding: The intent of both of the above provisions is to limit the number of access points on all streets, but in particular on collector and arterial streets. The text amendment to allow wider driveways would not conflict with these provisions. A text amendment to limit the number of driveways serving a single lot would serve to limit the number of access points. A text amendment to require minimum spacing requirements between driveways serving a single lot could also limit the number of access points, if a lot didn't have sufficient width to meet the minimum spacing standard.

Finding: The TSP also lists several *Neighborhood Traffic Management* strategies that may pertain to this proposal. They include *"the following examples of neighborhood traffic management strategies:*

- *Curb extensions*
- *Narrow streets*
- *On-street parking"*

Finding: One purpose of implementing the above strategies is that traffic speeds are often reduced. Streets with curb extensions could limit where driveways may be located, as well as their widths, because curb extensions consume greater street frontage.

Finding: Streets widths can be as narrow as 24 feet, which can limit the maneuvering space for vehicles. Increasing driveway width could permit easier access since additional vehicular maneuvering space would be available.

Finding: The City has allowed 30-foot-wide driveway widths in certain planned developments such as Pacific Crossing. There have not been any issues associated with this allowance.

Finding: On-street parking is generally allowed on all local and collector streets, which also can limit maneuvering space. Increasing driveway width would permit easier access since additional maneuvering space would be available. However, while wider driveways would increase the amount of on-site parking available for that resident, it would also reduce the amount of on-street parking available to the neighboring properties and the general public.

Finding: Other public infrastructure improvements must also be taken into consideration to ensure that their functionality is not compromised. To ensure that driveways maintain a safe minimum distance from fire hydrants, utility poles, electrical transformers and other public infrastructure, the City Engineer should review and approve the location of all driveways.

Finding: The Development Code does not at present restrict the number or spacing of driveways serving a single residential lot. As a result, multiple lots have been developed with two side-by-side driveways whose total width exceeds not only a 24-foot-width, but a 30-foot width as well. Absent an additional text amendment to either limit the number of driveways per residential lot or the spacing required between driveways, this practice would continue. If 30-foot-wide driveways are permitted, two such driveways could entirely occupy a 60-foot-wide lot.

Finding: Increasing the allowable widths for residential driveways would reduce the area available for the installation of street trees.

Summary and Conclusion: Adoption of the amendment to allow residential driveway widths of up to 30 feet would still be less than the maximum widths allowed in other jurisdictions, and would not conflict with the goals and policies of the Comprehensive Plan. However, it would reduce the availability of on-street parking, decrease the area available for street tree installation, could conflict with public infrastructure, and could result in a lot's frontage being entirely developed as a driveway. Therefore, the amendment includes these additional provisions:

3. A requirement to have a minimum separation of at least 30 feet between driveways on the same residential lot; and
4. A requirement that all driveways be reviewed and approved by the City Engineer to ensure that all driveways do not conflict with public infrastructure.

**D. The text amendment is consistent with relevant statewide and regional planning goals, programs and rules.**

Applicant's Response: *The proposed text amendment supports the Statewide Planning Goals. For instance, Statewide Planning Goal 12 (Transportation) specifies: "To provide and encourage a safe, convenient and economic transportation system. Wider driveways (would) allow for a safer transportation system and provides a greater convenience to Forest Grove's homeowners. RV owners who are unable to park their vehicle on their own property will have to pay to store it at a storage facility. This inconvenience generates additional vehicle trips and places a greater impact to the local transportation system. The proposed text amendment also supports the Goals of Metro's Regional Framework Plan Goal 1 of Chapter 2 (Transportation). This goal specifies that land use and transportation decisions are linked to optimize and support a variety of community needs, including recreational opportunities. Allowing for certain transportation facilities, such as wider driveways, does indirectly create an opportunity for Forest Grove residents to enjoy Oregon's recreational offerings, through the convenience of storing a recreational vehicle at one's own home.*

*Therefore, the proposed text amendment is consistent with relevant goals of the region and state. This criterion is met.*

Finding: No Statewide Planning Goal pertains to the width of driveways, nor do any regional planning goals, program or rules.



# Forest Grove Code Text Amendment Staff Report and Recommendation

Community Development Department, Planning Division

**REPORT DATE:** January 9, 2017

**HEARING DATE:** January 17, 2017

**REQUEST:** A legislative amendment to Forest Grove Development Code §10.8.130 *Widths and Locations of Driveways and Curb Cuts*. The purpose of the amendment would be to provide flexibility for driveway widths in residential zones. The current maximum driveway width is 24 feet; the amendment, if approved, would allow some driveways to have a maximum width of 30 feet.

**FILE NUMBER:** 311-16-000189-PLNG

**PROPERTY LOCATION:** Not applicable

**LEGAL DESCRIPTION:** Not applicable

**APPLICANT:** Venture Properties, Inc., 4230 Galewood Street #100, Lake Oswego, Oregon 97035

**APPLICABLE STANDARDS AND CRITERIA:** City of Forest Grove Development Code:  
 §10.1.700 et. seq. *Legislative Land Use Decision*  
 §10.2.600 et. seq. *Development Code Text Amendment*

**REVIEWING STAFF:** James Reitz, AICP, Senior Planner

**RECOMMENDATION:** Staff recommends approval of the amendment

## I. BACKGROUND

Forest Grove's regulations pertaining to driveway width have changed several times over the past few decades. The current driveway width standards date from 2009 with the adoption of the Development Code (DC). Driveways for residential properties can be up to 24 feet wide (DC §10.8.130(B)).

The Zoning Ordinance (ZO) in effect from 1980 to 2009 allowed residential driveway widths of up to 30 feet (ZO §9.833), while the ZO in effect from 1971-1980 apparently did not specify a maximum width. Instead "Maximum curb cut width shall be as determined by the City Engineer." This code did however, have an additional provision: that driveways on the same lot had to be separated by at least 30 feet. See Exhibit C for the text of both ZO sections.

The applicant is currently building homes in both the Pacific Crossing and Silverstone subdivisions. Pacific Crossing is a planned development approved in 2005; at that time 30-foot-wide driveways were permitted. Because the project was a phased subdivision approved prior to the 2009 DC taking effect, the City has continued to allow wider driveways in that project.

Silverstone is also a planned development. It was approved in 2014. Driveway widths in this project are subject to current DC requirements.

The applicant notes that there is demand for homes with three-car garages, and has requested an amendment to the DC to allow a commensurate driveway width.

Public notice of this proposal was provided to the Plans Review Board, the Department of Land Conservation and Development (DLCD), and published in the *News Times* on January 11, 2017. As of the date of this report, no comments have been received from the public. City department comments are noted below.

## II. DESCRIPTION OF PROPOSAL

The applicant has submitted the following proposal description:

*Venture Properties, Inc. proposes to expand the maximum driveway widths for residential lots that have a street frontage of 60 feet or greater. This increase will allow property owners to have sufficient access to their homes on larger lots that have three-car garages. This increase will also allow for at least one (likely more) additional off-street parking spaces, which would balance or make up for any loss to on-street parking created by the wider driveway approach. Therefore, we propose the following change in language (**in bold**) to the Forest Grove Development Code Section 10.8.130(B):*

### 10.8.130 WIDTHS AND LOCATIONS OF DRIVEWAYS AND CURB CUTS

- A. Minimum Driveway Widths at the street right-of-way line shall be fifteen (15) feet for institutional, commercial, industrial, and multi-family residential uses, and ten (10) feet for single-family and two-family residential uses. *No amendments proposed.*
- B. Maximum Driveway Widths at the street right-of-way line shall be as follows:
  1. 24 feet in residential zones **for lots with less than 60 feet of street frontage**
  2. **30 feet in residential zones for lots with street frontages of 60 feet or greater**
  - 2.3. 36 feet in institutional, town center or commercial zones
  - 3.4. 40 feet in industrial zones
- C. Location of Curb Cut. No portion of a curb cut shall be located closer to an intersecting street right-of-way line than:
  1. 100 feet on an arterial street with four or more travel lanes
  2. 50 feet on an arterial street with two or three travel lanes
  3. 50 feet on a collector street
  4. 20 feet on a local street
- D. Minimum Distance between Curb Cuts. On arterial and collector streets, minimum distances shall be maintained as follows between adjacent curb cuts on the same side of any such street:
  1. 85 feet where the speed limit is 20 mph or less
  2. 105 feet where the speed limit is 25 mph

3. 125 feet where the speed limit is 30 mph
4. 150 feet where the speed limit is 35 mph
5. 185 feet where the speed limit is 40 mph
6. 230 feet where the speed limit is 45 mph
7. 275 feet where the speed limit is 50 mph or greater

E. In measuring the distance between curb cuts on arterial and collector streets, existing curb cuts, or accesses serving single-family and two-family dwellings shall not be considered.

Because homes do take access from Collector streets, Subsection (E) permits those driveways to be closer than Subsection (D) would normally permit, based on the speed limit.

It should be noted that any amendment to the Development Code would apply to all residentially-zoned property, not just those sites in new subdivisions. Under this proposal, all residential lots with greater than 60 feet of street frontage could have wider driveways.

### III. REVIEW AND ANALYSIS

This proposal was routed to the Plans Review Board, a staff-level group consisting of members of the Building, Engineering, Fire, Light and Power, Planning, Police and Public Works departments. This group reviews all development proposals and code amendments. Three departments had comments.

The Engineering Department does not object to the proposed amendment, but notes that each request would be unique because each lot is unique. While lots in a new subdivision may exhibit a certain dimensional uniformity, they are unique because of the variable locations of catch basins, fire hydrants, intersections, water meters, etc., all of which must be taken into account to ensure that their functionality is not compromised. Put another way, while the Development Code may be amended to allow wider driveways, there may be circumstances whereby wider driveways still could not be permitted. The Engineering Department has also observed that since there is no code restricting the number of driveways serving a single lot, nor a requirement that driveways are separated by a certain minimum distance, it is not uncommon for homebuilders to place two driveway approaches side-by-side, effectively doubling the driveway width. Several recent examples of side-by-side driveways can be found in The Parks subdivision and Pacific Crossing, among others (see example photo in Exhibit B).

The Light and Power Department has noted similar concerns about expanding driveway widths. Wider driveways would limit the area available to site electrical facilities such as transformers and junction boxes.

The Planning Division further notes that wider driveways would also reduce the area available for street trees, and further limit the availability of on-street parking.

Staff researched how some other local jurisdictions regulate the width of residential driveways. While all stipulate minimum widths, not all stipulate maximum widths. Of those that do, there is no consistency. With the exception of Cornelius, the other jurisdictions allow driveway widths ranging from between 30 and 40 feet. Some also regulate how many are allowed or how close driveways may be located to one another.

Jurisdiction	Maximum Width	% of 60 Feet	Minimum Separation / Comments
Canby	40 feet	66%	30 feet required between driveways
Cornelius	25 feet	42%	None
Forest Grove	24 feet	40%	None
Lake Oswego	30 feet	50%	Only 1 driveway permitted on lots with less than 75 feet of frontage
McMinnville	24 feet	40%	Lots 75 to 100 feet wide are allowed a 30-foot-wide driveway; lots with more than 100 feet of frontage are allowed a 34-foot wide driveway
Oregon City	30 feet	50%	None
Tualatin	37 feet	62%	None
Washington County	35 feet	58%	For lots with greater than 60 feet of frontage

With the exception of Cornelius and McMinnville, all other jurisdictions allow at least 50% of the street frontage of a 60-foot-wide lot to be used as driveway.

As noted in the *Background* section above, Forest Grove also used to regulate how close residential driveways could be located to one another. Not having such a regulation has resulted in multiple examples of two approaches being installed serving the same driveway, separated by a small hump (see photos in Exhibit B). The result is an even greater driveway expanse. If the Planning Commission recommends amending the Development Code to allow wider residential driveways, it should also consider restricting how closely residential driveways may be spaced.

#### IV. APPROVAL CRITERIA AND FINDINGS

Development Code §10.2.630 *Review Criteria* lists two standards to be satisfied to adopt a text amendment:

**A. The text amendment is consistent with relevant goals and policies of the Forest Grove Comprehensive Plan; and**

*Applicant's Response:* As described in the parking section of the Comprehensive Plan's Chapter 11 (Transportation), "parking standards shall be updated to reflect evolving needs and best management practices." Venture Properties, Inc. has witnessed a stronger demand for three-car garages that can accommodate large recreational vehicles. These large vehicles require a wider driveway approach in order to navigate into a driveway. This increase in demand for RV parking demonstrates an evolving need, which is justification for a text amendment to allow for wider driveways.

Additionally, numerous goals and policies within the Comprehensive Plan support creating recreational opportunities. The proposed text amendment would indirectly promote greater recreational opportunities by providing homeowners the ability to park their recreational vehicles on their own property. Specifically, Community Sustainability Goal 8 states: "Create complete neighborhoods, through land use regulations, with [...] recreational opportunities." Policy 6.1 states: "Support local efforts designed to capitalize on Forest Grove's location near agricultural and recreational amenities." Health Services Goal 3 also promotes good health through land development policies that encourage recreational opportunities.

*Therefore, the proposed text amendment is consistent with relevant goals and policies of the Forest Grove Comprehensive Plan. This criterion is met.*

Finding: There are no specific Comprehensive Plan goals and policies pertaining to driveway widths. The Transportation System Plan (a component of the Comprehensive Plan) does however, identify some *Access Management* strategies. Those strategies include:

- *Work with land use development applications to consolidate driveways where possible.*
- *Limit new single-family residential access on arterials and collectors.*

Finding: The intent of both of the above provisions is to limit the number of access points on all streets, but in particular on collector and arterial streets. The text amendment to allow wider driveways would not conflict with these provisions. A text amendment to limit the number of driveways serving a single lot would serve to limit the number of access points. A text amendment to require minimum spacing requirements between driveways serving a single lot could also limit the number of access points, if a lot didn't have sufficient width to meet the minimum spacing standard.

Finding: The TSP also lists several *Neighborhood Traffic Management* strategies that may pertain to this request. They include "*the following examples of neighborhood traffic management strategies:*

- *Curb extensions*
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Finding: One purpose of implementing the above strategies is that traffic speeds are often reduced. Streets with curb extensions could limit where driveways may be located, as well as their widths, because curb extensions consume greater street frontage.

Finding: Streets widths can be as narrow as 24 feet, which can limit the maneuvering space for vehicles. Increasing driveway width could permit easier access since additional vehicular maneuvering space would be available.

Finding: On-street parking is generally allowed on all local and collector streets, which also can limit maneuvering space. Increasing driveway width would permit easier access since additional maneuvering space would be available. However, while wider driveways would increase the amount of on-site parking available for that resident, it would also reduce the amount of on-street parking available to the neighboring properties and the general public.

Finding: Other public infrastructure improvements must also be taken into consideration to ensure that their functionality is not compromised. To ensure that driveways maintain a safe minimum distance from fire hydrants, utility poles, electrical transformers and other public infrastructure, the City Engineer should review and approve the location of all driveways.

Finding: Increasing the allowable widths for residential driveways would reduce the area available for the installation of street trees.

Finding: The Development Code does not at present restrict the number or spacing of driveways serving a single residential lot. As a result, multiple lots have been developed with two side-by-side driveways whose total width exceeds not only a 24-foot-width, but a 30-foot

width as well. Absent an additional text amendment to either limit the number of driveways per residential lot or the spacing required between driveways, this practice would continue. If 30-foot-wide driveways are permitted, two such driveways could entirely occupy a 60-foot-wide lot.

Summary and Conclusion: Adoption of the proposed amendment to allow residential driveway widths of up to 30 feet would still be less than the maximum widths allowed in other jurisdictions, and would not conflict with the goals and policies of the Comprehensive Plan. However, it would reduce the availability of on-street parking, decrease the area available for street tree installation, could conflict with public infrastructure, and could result in a lot's frontage being entirely developed as a driveway. Staff is therefore proposing **two revisions** to the proposed amendment: to require a minimum separation between driveways on the same residential lot of at least 30 feet; and requiring that all driveways be reviewed and approved by the City Engineer to ensure that all driveways do not conflict with public infrastructure.

**B. The text amendment is consistent with relevant statewide and regional planning goals, programs and rules.**

Applicant's Response: *The proposed text amendment supports the Statewide Planning Goals. For instance, Statewide Planning Goal 12 (Transportation) specifies: "To provide and encourage a safe, convenient and economic transportation system. Wider driveways allows for a safer transportation system and provides a greater convenience to Forest Grove's homeowners. RV owners who are unable to park their vehicle on their own property will have to pay to store it at a storage facility. This inconvenience generates additional vehicle trips and places a greater impact to the local transportation system. The proposed text amendment also supports the Goals of Metro's Regional Framework Plan Goal 1 of Chapter 2 (Transportation). This goal specifies that land use and transportation decisions are linked to optimize and support a variety of community needs, including recreational opportunities. Allowing for certain transportation facilities, such as wider driveways, does indirectly create an opportunity for Forest Grove residents to enjoy Oregon's recreational offerings, through the convenience of storing a recreational vehicle at one's own home.*

*Therefore, the proposed text amendment is consistent with relevant goals of the region and state. This criterion is met.*

Finding: No Statewide Planning Goal pertains to the width of driveways, nor do any regional planning goals, program or rules.

#### IV. ALTERNATIVES

The Planning Commission may recommend that the City Council approve the proposal as submitted, approve it with modifications, deny it, or the Commission may continue deliberations to a date certain.

#### V. RECOMMENDATION

Based on the findings above, staff recommends approval of the proposal with the revisions below (proposed new text in **bold**), as well as with any revisions found appropriate by the Planning Commission.

#### 10.8.130 WIDTHS AND LOCATIONS OF DRIVEWAYS AND CURB CUTS

- A. Minimum Driveway Widths at the street right-of-way line shall be fifteen (15) feet for institutional, commercial, industrial, and multi-family residential uses, and ten (10) feet for single-family and two-family residential uses.
- B. Maximum Driveway Widths at the street right-of-way line shall be as follows:
1. In residential zones –
    - a. ~~24 feet in residential zones~~ **for lots with less than 60 feet of street frontage**
    - b. **30 feet for lots with street frontages of 60 feet or greater**
    - c. **There shall be a minimum distance of 30 feet between any two adjacent curb cuts on the same lot**
  2. 36 feet in institutional, town center or commercial zones
  3. 40 feet in industrial zones
- C. Location of Curb Cut. *No amendments proposed.*
- D. Minimum Distance between Curb Cuts (on arterial and collector streets). *No amendments proposed.*
- E. In measuring the distance between curb cuts on arterial and collector streets, existing curb cuts, or accesses serving single-family and two-family dwellings shall not be considered. *No amendments proposed.*
- F. **City Engineer's Authority to Restrict Driveway Widths and Locations. To ensure that driveways do not conflict with public infrastructure, the City Engineer has the authority to restrict the width and location of any driveway.**

## VI. LIST OF EXHIBITS

The following exhibits were received, marked, and entered into the record as evidence for this application at the time this staff report was written. Exhibits received after the date of this report will be marked beginning with the next consecutive letter and will be entered into the record at the time the public hearing is opened, prior to oral testimony.

<b>Exhibit A</b>	Proposed Development Code Text Amendments
<b>Exhibit B</b>	Photo Examples of Wide Residential Driveways
<b>Exhibit C</b>	FG Driveway Code From 1980-2009 and 1971-1980 Zoning Ordinances

Date: APRIL 10, 2017

Agenda Item: 6.

Subject: CONTINUE PUBLIC HEARING FROM MARCH 20, 2017: SECOND READING OF ORDINANCE NO. 2017-01 AMENDING FOREST GROVE DEVELOPMENT CODE ARTICLE 8, SECTION 10.8.130, WIDTHS AND LOCATIONS OF DRIVEWAYS AND CURB CUTS; FILE No. 311-16-000189-PLNG

# CITY COUNCIL MEETING

## Request to Testify at Public Hearing

**Public Hearings – Public hearings are held on each matter required by state law or City policy. Anyone wishing to testify should sign-in for the Public Hearing prior to the meeting. The Mayor or presiding officer will review the complete hearing instructions prior to testimony. The Mayor or presiding officer will call the individual or group by the name given on the sign-in form. When addressing the Mayor and Council, please move to the witness table (center front of the room). Each person should speak clearly into the microphone and must state their first and last name and provided a mailing address for the record. All testimony is electronically recorded. In the interest of time, Public Hearing testimony is limited to three minutes unless the Mayor or presiding officer grants an extension. Written or oral testimony is heard prior to any Council action.**

*Please sign-in below to testify.*

**PROPONENTS:** *(Please print legibly)*

**First & Last Name:**

**Address:**

**City, State & Zip Code:**

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**OPPONENTS:** *(Please print legibly)*

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**OTHERS:** *(Please print legibly)*

**First & Last Name:**

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A place where families and businesses thrive.

CITY RECORDER USE ONLY:	
AGENDA ITEM #:	6
MEETING DATE:	3/20/17
FINAL ACTION:	for reading 2nd Reading 4/10/17 Ord no. 2017-01

**CITY COUNCIL STAFF REPORT**

**TO:** City Council

**FROM:** Jesse VanderZanden, City Manager

**MEETING DATE:** March 20, 2017

**PROJECT TEAM:** Jon Holan, Community Development Director  
James Reitz (AICP) Senior Planner

**SUBJECT TITLE:** Adoption of an Ordinance to Revise the Allowable Driveway Widths in Residential Zone Districts

**ACTION REQUESTED:**  Ordinance  Order  Resolution  Motion  Informational

*X all that apply*

**ISSUE STATEMENT:** Forest Grove’s driveway standards for residential properties allow for widths of up to 24 feet (Development Code (DC) §10.8.130(B)). Venture Properties and Stonebridge Homes – developers of the Pacific Crossing and Silverstone projects – have noted demand for homes with three-car garages, and have requested an amendment to the DC to allow a for a 30 foot driveway width, provided that the lot width is at least 60 feet. In addition, staff has proposed an amendment to require a minimum 30-foot separation between driveways on the same lot and allow the City Engineer to modify requests where public infrastructure may be impacted.

**BACKGROUND:** Forest Grove’s regulations pertaining to driveway width have changed several times over the past few decades. The current driveway width standards date from 2009 with the adoption of the Development Code (DC). Driveways for residential properties can be up to 24 feet wide (DC §10.8.130(B)).

The Zoning Ordinance (ZO) in effect from 1980 to 2009 allowed residential driveway widths of up to 30 feet (ZO §9.833), while the ZO in effect from 1971-1980 apparently did not specify a maximum width. Instead “Maximum curb cut width shall be as determined by the City Engineer.” This code did however, have an additional provision: that driveways on the same lot had to be separated by at least 30 feet.

The applicant is currently building homes in both the Pacific Crossing and Silverstone subdivisions. Pacific Crossing is a planned development approved in 2005; at that time 30-foot-wide driveways were permitted. Because the project was a phased subdivision approved prior to the 2009 DC taking effect, the City has continued to allow wider driveways in that project. Silverstone is also a planned development. It was approved in 2014. Driveway widths in this project are subject to current DC requirements.

The applicant notes that there is demand for homes with three-car garages, and has requested an amendment to the DC to allow a commensurate driveway width provided that the lots in question have a street frontage of at least 60 feet.

The Planning Commission held a public hearing on this proposal on February 20, 2017. Staff noted that:

- Each request would be unique due to the variable locations of catch basins, fire hydrants, intersections, water meters, transformers, junction boxes, etc., all of which must be taken into account to ensure that their functionality is not compromised.
- There currently is no code restricting the number of driveways providing access to a single lot.
- There currently is no code to require that driveways are separated by a minimum distance, and it is not uncommon for homebuilders to place two driveway approaches side-by-side, effectively doubling the driveway width. Several recent examples of side-by-side driveways can be found in The Parks subdivision and Pacific Crossing, among other projects.
- Wider driveways would reduce the area available for street trees, and somewhat limit the availability of on-street parking.

Staff researched how some other local jurisdictions regulate the width of residential driveways. While all stipulate minimum widths, not all stipulate maximum widths. Of those that do, there is no consistency.

The applicant testified in favor of the proposed amendment, and also testified in favor of staff's recommendations to require at least a 30-foot separation between driveways on the same lot and to require City Engineer review and approval to ensure that there would be no conflicts with public infrastructure.

No opposition testimony was received, and the Planning Commission voted unanimously to recommend approval of the amendment, including the revisions recommended by staff to require separation between driveways and City Engineer review.

**FISCAL IMPACT:** Adoption of this ordinance does not obligate the expenditure of any City funds.

**STAFF RECOMMENDATION:** Staff recommends that the City Council adopt the attached ordinance.

**ATTACHMENTS:**

- A. PowerPoint Presentation Slides
- B. Ordinance Amending Forest Grove Development Code §10.8.130 *Widths and Locations of Driveways and Curb Cuts*
- C. Planning Commission Findings and Decision Number 2017-03
- D. Planning Commission Staff Report Dated January 17, 2017



# City Council Meeting March 20, 2017

## FOREST GROVE DEVELOPMENT CODE DRIVEWAY WIDTH TEXT AMENDMENT

James Reitz (AICP), Senior Planner

*A place where families and businesses thrive.*

# “Standard” 3-Car Garage & Driveway

The Parks at Forest Grove Subdivision  
30-Foot-Wide Driveway & Drive Approach



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# RV Garage and Driveway

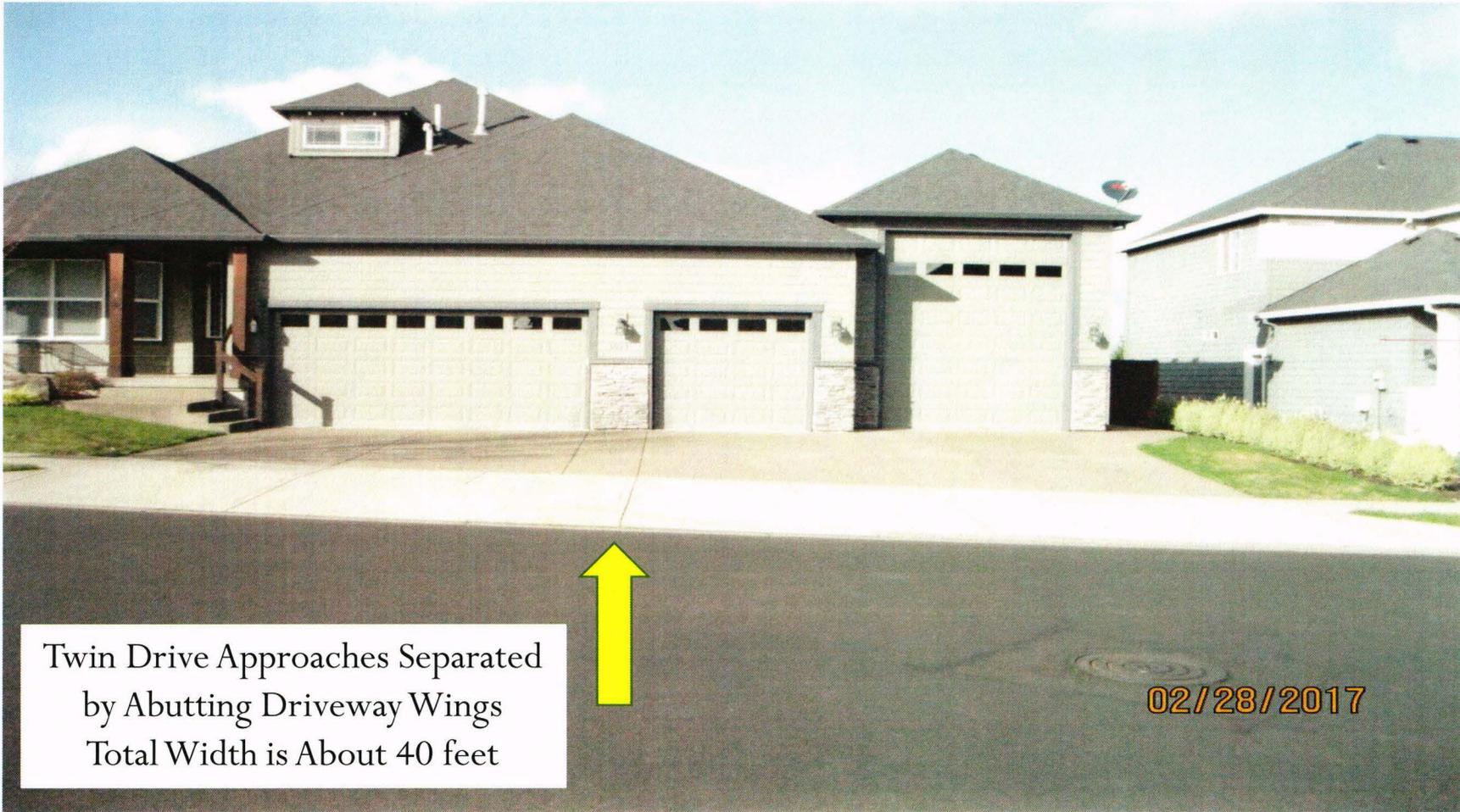
The Parks at Forest Grove Subdivision  
30-Foot-Wide Drive Approach



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# RV Garage & Double Drive Approach

The Parks at Forest Grove Subdivision



Twin Drive Approaches Separated  
by Abutting Driveway Wings  
Total Width is About 40 feet

02/28/2017

A place where businesses and families thrive.

# Double Drive Approach

Pacific Grove Subdivision



Twin Drive Approaches Separated by  
Abutting Driveway Wings  
Total Width Exceeds 40 Feet

02/28/2017

A place where businesses and families thrive.

# Proposed Amendments to Development Code §10.8.130

Maximum Driveway Widths at the street right-of-way line shall be as follows:

In residential zones —

- 24 feet ~~in residential zones~~ for lots with less than 60 feet of street frontage
- 30 feet for lots with street frontages of 60 feet or greater
- There shall be a minimum distance of 30 feet between any two adjacent curb cuts on the same lot
- City Engineer's Authority to Restrict Driveway Widths and Locations. To ensure that driveways do not conflict with public infrastructure, the City Engineer has the authority to restrict the width and location of any driveway.



*A place where families and businesses thrive.*

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## NOTICE OF PUBLIC HEARING FOREST GROVE CITY COUNCIL

**NOTICE IS HEREBY GIVEN** that the Forest Grove City Council will hold a Public Hearing on **Monday, March 20, 2017, at 7:00 p.m.** or thereafter, at the Forest Grove Community Auditorium, 1915 Main Street, to review the following proposal:

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**PROPOSAL:** A legislative amendment to Forest Grove Development Code §10.8.130 *Widths and Locations of Driveways and Curb Cuts*. The purpose of the amendment is to provide flexibility for driveway widths in residential zones. The current maximum driveway width is 24 feet; the amendment, if approved, would allow some driveways to have a maximum width of 30 feet.

**Applicant:** Venture Properties, Inc.  
**File Number:** 311-16-000189-PLNG

The proposal will be reviewed based on the following Development Code Review criteria:

1. The text amendment is consistent with the relevant goals and policies of the Comprehensive Plan; and
  2. The text amendment is consistent with the relevant statewide and regional planning goals, programs and rules.
- 

At this time and place, all persons will be given reasonable opportunity to give testimony about this proposal responding to the review criteria. If an issue is not raised in the hearing (by person or by letter) or if the issue is not explained in sufficient detail to allow the City Council to respond to the issue, then that issue cannot be used for an appeal to the Land Use Board of Appeals.

If additional documents or evidence are provided in support of the application, any party shall be entitled to a continuance of the hearing. Unless there is a continuance, if a participant so requests before the conclusion of the initial evidentiary hearing, the record shall remain open for at least seven days after the hearing. Information pertaining to this request, including requesting a continuance or submitting written comments, may be obtained from Senior Planner James Reitz at the Community Development Department, PO Box 326, 1924 Council Street, (503) 992-3233 between 9 a.m. and 5 p.m. (jreitz@forestgrove-or.gov). The staff report will be available seven days prior to the hearing. A copy of the report is available for inspection before the hearing at the City Recorder's Office or by visiting the City's website at [www.forestgrove-or.gov](http://www.forestgrove-or.gov).

**Anna D. Ruggles, CMC, City Recorder**  
**City of Forest Grove**  
**Published Wednesday, March 15, 2017**  
**NewsTimes**



6605 S.E. Lake Road, Portland, OR 97222  
 PO Box 22109 • Portland, OR 97269-2109  
 Phone: 503-684-0360 Fax: 503-620-3433  
 E-mail: [legals@commnewspapers.com](mailto:legals@commnewspapers.com)

**AFFIDAVIT OF PUBLICATION**

State of Oregon, County of Washington, SS I, Charlotte Allsop, being the first duly sworn, depose and say that I am the Accounting Manager of the *Forest Grove News-Times*, a newspaper of general circulation, published at Forest Grove, in the aforesaid county and state, as defined by ORS 193.010 and 193.020, that

**City of Forest Grove**  
**Notice of Public Hearing** – 311-16-000189-PLNG; Widths & Locations of Driveways & Curb Cuts  
**FGNT87414**

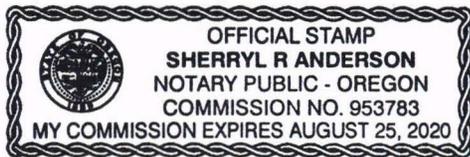
a copy of which is hereto attached, was published in the entire issue of said newspaper for

**1**  
 week in the following issue:  
**March 15, 2017**

*Charlotte Allsop*  
 Charlotte Allsop, Accounting Manager

Subscribed and sworn to before me this  
 March 15, 2017.

*Sherryl R Anderson*  
 NOTARY PUBLIC FOR OREGON



Acct #298024  
 PO #: 20165070  
**Attn: Anna Ruggles**  
 City of Forest Grove  
 PO Box 326  
 Forest Grove, OR 97116  
 Size: 2 x 8.20"  
 Amount Due: **\$156.64\***  
 \*Please remit to the above address.

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**Anna D. Ruggles, CMC, City Recorder**  
**City of Forest Grove**  
**Published Wednesday, March 15, 2017**  
**NewsTimes**  
 Publish 03/15/2017.

FGNT15887414



Date: MARCH 20, 2017

Agenda Item: 6.

Subject: PUBLIC HEARING AND FIRST READING OF ORDINANCE NO. 2017-01 AMENDING FOREST GROVE DEVELOPMENT CODE ARTICLE 8, SECTION 10.8.130, WIDTHS AND LOCATIONS OF DRIVEWAYS AND CURB CUTS; FILE No. 311-16-000189-PLNG

# CITY COUNCIL MEETING

## Request to Testify at Public Hearing

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**First & Last Name:**

**Address:**

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ORDINANCE NO. 2017-01ORDINANCE AMENDING FOREST GROVE DEVELOPMENT CODE ARTICLE 8  
§10.8.130 WIDTHS AND LOCATIONS OF DRIVEWAYS  
AND CURB CUTS  
FILE NO. 311-16-000189-PLNG

**WHEREAS**, Development Code §10.8.130(B) limits driveway width in residential zones to not more than 24 feet; and

**WHEREAS**, Venture Properties, Inc. has witnessed a strong demand for homes with three-car garages; and

**WHEREAS**, Venture Properties, Inc. filed a Development Code text amendment request to allow residential driveway widths of up to 30 feet if a lot has at least 60 feet of street frontage; and

**WHEREAS**, notice of the Planning Commission hearing on this ordinance was published in the *News Times* on January 11, 2017; and

**WHEREAS**, the Planning Commission held a public hearing on the proposed amendment on February 20, 2017, and

**WHEREAS**, the Planning Commission adopted Planning Commission Findings and Decision Number 2017-03 recommending approval of the proposed amendments; and

**WHEREAS**, the City Council held a duly-noticed Public Hearing on the proposed ordinance on March 20, 2017, and continued the hearing on April 10, 2017.

**NOW THEREFORE, THE CITY OF FOREST GROVE ORDAINS AS FOLLOWS:**

**Section 1:** The City Council hereby adopts the Planning Commission's Findings and Decision dated February 22, 2017 as shown on Exhibit A.

**Section 2:** The City Council of the City of Forest Grove hereby adopts the text amendments to Development Code Article 8 §10.8.130 as shown on Exhibit B.

**Section 3:** The City Council hereby finds that the proposed amendments are consistent with and meet the provisions of Development Code §10.2.630 *Review Criteria Pertaining to Zoning Text Amendments* as shown on Exhibit C.

**Section 4:** This ordinance is effective 30 days following its enactment by the City Council.

**PRESENTED AND PASSED** the first reading this 20<sup>th</sup> day of March, 2017.

**PASSED** the second reading this 10<sup>th</sup> day of April, 2017.

---

Anna D. Ruggles, City Recorder

**APPROVED** by the Mayor this 10<sup>th</sup> day of April, 2017.

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Peter B. Truax, Mayor