

ORDINANCE NO. 2073

INTRODUCED BY: AMADOR, BULLOCK, CARSON, DIAZ, DOUGLAS, ELLIOTT,
FORD, MCELLOWNEY, TETER

**AN ORDINANCE AMENDING SEVERAL SECTIONS OF THE LAND
DEVELOPMENT CODE REGARDING SHARED DRIVEWAYS**

WHEREAS, the City Council of the City of Commerce City adopted the Land Development Code by Ordinance 1720; and

WHEREAS, the Land Development Code became effective March 1, 2009; and

WHEREAS, the ongoing application and interpretation of the Land Development Code continues to identify areas where clarification or modifications are needed or appropriate; and

Whereas, the City Council of the City of Commerce City believes that the standards relating to shared driveways require expansion and clarification.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COMMERCE CITY, COLORADO AS FOLLOWS:

SECTION 1. Section 21-7205(1) of the Land Development Code is hereby amended to read as follows:

Sec. 21-7205 Driveways

(1) Width. The width of driveway openings (or curb cuts) shall be:

(a) Single-Family Residential.

i. Non-shared driveways. For buildings with two or less garage spaces, no curb cut shall be less than 12 feet wide or more than 20 feet wide. For buildings with more than two garage spaces, no curb cut shall be less than 12 feet wide or more than 24 feet wide. Although wider driveways may be necessary to accommodate approved paved recreational vehicle pads, curb cuts shall not be wider than the standards provided herein.

ii. Shared driveways. No curb cut shall be less than 20 nor more than 24 feet in width.

(b) Multi-Family Developments. No curb cut nor driveway shall be less than 24 feet wide. No curb cut shall be more than 36 feet wide unless the city engineer determines that a wider curb cut is required based on the number of trips generated or the need for turning lanes. The exact width of the curb cut shall be determined by the city engineer. \

- (c) Other Uses. Access widths for all other uses shall be based on 12 feet of width for every travel lane.
 - (d) Transitions. Driveways shall not dominate the streetscape and front of housing units. The driveway may transition to the width of the garage starting ten feet behind the sidewalk or front property line.
- (2) Total Coverage. Except as may be necessary to comply with (1) above, driveways and other impervious surfaces shall not comprise more than the percentage of the front yard specified in the table below. Parking may be provided in the rear or side yards, and access may be provided through alleys where the front yard is insufficient to accommodate a driveway.

Table VII-1. Front Yard Side-on-Street Maximum Paving

| Use | Maximum Percent of Front Yard (Paving) |
|------------------------|--|
| Single-Family Detached | 50 |
| Single-Family Attached | 50 |
| Multi-Family | 60 |
| Commercial | N/A |
| Industrial | N/A |
| Public/Institutional | N/A |

- (3) Materials. In order to reduce run-off and increase stormwater travel times, alternative materials for driveway surfaces, such as pervious pavers, are permitted in any residential zoning district.
- (4) Driveway Aprons. Driveway aprons shall be installed between the street and private drive. Driveway apron design and location shall conform to the ECSS and the Americans with Disability Act (ADA) standards for sidewalks and walkways. Driveway aprons serving industrial uses and heavy commercial uses may be as wide as 50 feet.
- (5) Visibility. Driveways shall be designed and located to provide a vehicle in the driveway with an unobstructed view of the roadway in compliance with the ECSS.
- (6) Loading Area Design. The design of driveways and on-site maneuvering and loading areas for commercial and industrial developments shall include the anticipated storage length for entering and exiting vehicles, in order to prevent vehicles from

backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. In addition, all loading areas shall comply with section 21-7243 (Loading Requirements).

(7) Shared Driveway- Additional Standards and Recommendations.

- (a) A concept and/or site plan depicting how the driveway will sit on the affected properties shall be submitted in conjunction with the building permit. The plan must demonstrate compliance with the setback requirements outlined in this section.
- (b) Based on the width of the driveway at the intersection of the right of way, the setback between garage doors for the adjacent properties shall be:

| Driveway Width | Setback between Garage Doors (minimum door-to- door) | Garage Setback from Driveway Aisle (minimum) |
|----------------|--|--|
| 20 feet | 30 feet | 5 feet |
| 22 feet | 32 feet | 5 feet |
| 24 feet | 34 feet | 5 feet |

- (c) The driveway shall extend a minimum of 2 feet beyond the garage door along the rear of the driveway.
- (d) A taper for the driveway is recommended and may be beneficial.

(Exhibit Following)

- (8) Exceptions. Exceptions to the requirements of this section may be approved by the city engineer on a case-by-case basis.

SECTION 2. Section 21-7622 of the Land Development Code is hereby amended by the addition of paragraph (3)(e) which shall read as follows:

- (e) For any single-family detached residential structure with a non-shared side-loaded garage that is accessed from a public street, the minimum garage door setback shall be 15 feet measured from the garage door face to the side lot line.

SECTOIN 3. Section 21-7634(3) of the Land Development Code is hereby amended to read as follows:

- (3) Garage Doors Perpendicular to the Street.

(a) Garages that are adjacent to the street but that have side-facing garage doors (perpendicular to the street) shall have architectural details, masonry, and/or windows that mimic the features of the living portion of the dwelling on the side of the garage facing the street.

(b) For all single-family detached residential structures with a non-shared side-loaded garage that is accessed from a public street, the minimum garage door setback shall be 15 feet measured from the garage door face to the side lot line.

SECTION 7. Except as specifically modified herein, the provisions of the Land Development Code shall remain unchanged and in full force and effect.

INTRODUCED, PASSED ON FIRST READING AND PUBLIC NOTICE
ORDERED THIS 21st DAY OF DECEMBER, 2015.

PASSED ON SECOND AND FINAL READING AND PUBLIC NOTICE ORDERED
THIS _____ DAY OF _____, 20__.

CITY OF COMMERCE CITY, COLORADO

Sean Ford, Mayor

ATTEST:

Laura J. Bauer, MMC, City Clerk