



# WHAT IS SITE ACCESS?

“Site access” describes a suite of rules adopted by AO 2023-50 that went into effect January 1, 2024. The intent was to make neighborhoods more pedestrian friendly while addressing issues with driveways and parking lots.

Unfortunately, the volume and complexity of the rules created significant obstacles to building new housing. Unintended consequences included front doors facing high-speed roads, large windows in bathrooms, requiring parking in alleys that didn't exist, and restricting parking in front of buildings.

In the second half of 2024, Mayor LaFrance and Assembly Members Brawley and Volland convened a working group of community members, developers, and staff to fix the ordinance's unintended consequences while still addressing its original goals.

The result of that collaboration is the proposal outlined in PZC Case 2025-0018, which is available for review on the CityView Portal and will be heard at the March 3, 2025 Planning and Zoning Commission meeting.

This proposal would establish that:

- When an alley exists, a car's primary access to the property must be from the alley (though properties are still allowed a narrow driveway on the street).
- Driveways may only be 28 feet wide.
- There must always be a safe walkway from the street to the front door.
- If sidewalks are disrupted by construction or a driveway, they must be repaired to the same condition and have a level grade.
- Parking lots must use landscaping or other barriers to protect pedestrians from cars.

## SUMMARY BY SECTION

The draft ordinance to fix site access issues has nine sections. Here's what each does.

SECTION: EFFECT:

**1** Repeals a special type of administrative variance that only applied to site access.

**2, 3, 5** Removes or updates references to repealed and moved sections.

**4** Replaces a complex *Pedestrian Amenities Menu* with a clearer *Building Frontage Standard*. Removes the *Urban Neighborhood Development Context Standards Area*, which applied stricter rules to some areas and was not a properly established overlay.

**6** Establishes general rules for building frontages (the side that faces the road):

- Main frontage must be 15% windows.
- Secondary frontages must be 10% windows.
- Requires a covered entrance, stoop, or landing.

Allows administrative relief if three directors (Development Services, Traffic Engineering, and Planning) agree.

**7** Parking areas must be landscaped and separated from sidewalks and the road. For predictability, which is key to safety, cars should only be able to access the parking area via a driveway (so they can't just drive over the sidewalk at any point).

**8** If there is an improved alley, the primary vehicle access should come from the alley. A 12 foot driveway is allowed on the street. If there is not an alley, then driveways are limited to a maximum width of 28 feet and a minimum of 10 feet.

**9** Updates names and links.