

Topic: Driveway Width (Driveway materials)

Date Introduced: November 24, 2009

Why on the list: Conflict with the City's code requirement for a 12-foot minimum driveway width, and the character of the Country Club District. The average driveway width in the Country Club District is 9.73 feet.

History: Variances are often necessary, and have been granted to allow a lesser driveway width to access garages behind single-family homes on 50-foot wide lots.

Decision Points:

1. Conflict between heritage preservation principals in the Country Club District and the zoning ordinance for driveway width.
2. The Code requirement may have been intended for commercial uses. The driveway standard is found in the "Parking and Circulation" chapter of the Zoning Ordinance. (See attached.) The Code requires a minimum driveway width of 12 feet from back of curb to back of curb for a one-way drive. This provision applies to all zoning districts.
3. Should the City regulate driveway material?

Options:

1. Continue with the existing 12-foot minimum requirement.
2. Recommend a lesser or larger width.
3. Have no minimum width requirement; continue the current requirement that a driveway be paved.
4. Regulations on materials.

4. Increased street width.
5. Warning lights.
6. Stacking lanes.
7. Location, number and width of curb cuts.

C. Circulation Within Parking Areas.

1. Unobstructed access to each parking space from a drive aisle shall be provided.
2. Traffic moving from one part of a parking area to another shall be capable of doing so without using a street.
3. Dead end drive aisles shall not be permitted.
4. Parking spaces oriented at an angle of less than 90 degrees to the drive aisle shall be served only by way of one-way drive aisles.



D. Driveway Design.

1. Driveway width (back of curb to back of curb):

	<u>Maximum</u>	<u>Minimum</u>
One-way	20 feet	12 feet
Two-way	30 feet	24 feet

2. Maximum driveway width at street curb: 30 feet exclusive of returns as measured along the curb line of the street.
3. Minimum distance between driveways in all districts except R-1 and R-2: 20 feet between ends or returns as measured along the curb line of the street.
4. Minimum distance of driveway from street intersections: 50 feet between ends or returns of the driveway and the returns of the intersection as measured along the curb line of the street.
5. Minimum distance between end of the driveway return and side lot line in all districts except R-1 and R-2: 10 feet.
6. A permit must be obtained for curb cuts pursuant to Section 1205 of this Code.

850.09 Loading Facilities.

Subd. 1 **Definition.** A loading facility means and includes the dock to or from which the transport vehicle is being loaded or unloaded, the berth for the vehicle while it is being

Planning Commission Minutes for Meeting of November 24, 2009

TOPIC: Driveway Width

DATE INTRODUCED: November 24, 2009

DISCUSSION 11/24/2009:

Introduction

Planner Teague explained the ordinance requires a 12 foot wide drive aisle. He explained this width standard has been problematic, especially in the smaller lot neighborhoods and the Country Club District. Continuing, Planner Teague reported that a driveway width survey was conducted in the Country Club District and it was found that the average driveway width in the district was 9.7 feet. Another issue to consider would be the regulation of driveway materials. Planner Teague concluded that there are four options to consider:

1. Continue as is. Code requires a 12-wide driveway width minimum for all zoning districts.
2. Create a lesser or larger width standard.
3. No minimum driveway width; continue to require that a driveway be paved.
4. Consider driveway materials.

Discussion:

Commissioners had the following observations:

- Should a maximum driveway width be established? This is especially true in the residential neighborhoods.
- Paving. This is an interesting topic because materials have changed and there are environment issues to consider.

Chair Fischer said he agrees that driveway materials should be addressed further and more research compiled on new materials; however at this time he would like the focus to be on driveway width.

Commissioner Scherer said she sees another option; implementing different driveway width standards for different areas. The "one size fits all" doesn't work in this instance.

A discussion ensued with Commissioners discussing the best ways to regulate driveway width. It was suggested that at least for the residential R-1 lots it may

be best not to have a minimum. Commissioners asked Planner Aaker her opinion.

Planner Aaker said in her opinion driveway width in the residential zoning district should not be regulated. She said for all practical purposes no one would pour a driveway to access a detached garage if their vehicle couldn't get through. Planner Aaker said she has seen some driveways in Edina's smaller lot neighborhoods as narrow as 7 ½ feet. Concluding, Planner Aaker said if the City no longer required a minimum driveway width on residential lots the number of properties currently without garages would finally be able to have one.

Action

Preliminary Recommendation is not to require a minimum driveway width in the residential zoning district. The 12-foot driveway width should continue in other zoning districts. Materials used in driveway construction should be studied further.

Residential Driveway widths	Minimum	Maximum	Max curb cut [†]
Apple Valley	N/A	40 Ft	24Ft
Blaine	N/A	36 Ft	24 Ft
Bloomington	10 Ft	30 Ft/gar width	30 Ft
Columbia Heights	12 Ft	N/A	24 Ft
Coon Rapids	10 Ft	36 Ft	24 Ft
Cottage Grove	12 Ft	28 Ft	28 Ft
Eagan	N/A	N/A	24 Ft
Lakeville	N/A	28 Ft	28 Ft
New Brighton	N/A	30 Ft	24 Ft
Plymouth	N/A	N/A	24 Ft
St. Louis Park	N/A	N/A	22 Ft
Richfield	N/A	22 Ft	32 Ft
Eden Prairie	N/A	N/A	30 Ft
Wayzata	N/A	N/A	24 Ft
Edina	12 Ft	N/A	30 Ft

<u>TOPIC</u>	Driveway Widths
<u>DATE INTRODUCED</u>	November 24, 2009
<u>CONTINUED DISCUSSION</u>	December 9, 2009

Discussion

The issue was raised regarding driveway width in not only the Country Club Overlay District but in all small lot neighborhoods in Edina. Mr. Knutson clarified that the Country Club District Overlay District is required to maintain the same driveway width as stipulated in the zoning ordinance. Mr. Knutson explained if driveway width is an issue the ordinance as it is written today would need to be amended across the board. If the Country Club District wants different standards it may be best to rezone the district and establish new standards.

A brief discussion ensued on even having a driveway width requirement with the opinion that on balance more people would benefit from not requiring a minimum driveway width. Members also suggested that staff check with the Engineering Department on how often the 30 foot wide curb cut standard is applied and if it is “working”.

Further discussion focused on driveway materials with the suggestion that materials need to be addressed as part of the ordinance update to allow pervious surfaces. Further study on materials is needed.

Action

The ZOUC agreed to a final draft recommendation to not require a minimum driveway width in the R-1 Zoning District. Acceptable materials for driveways will include pervious pavers.

Topic: Driveway Width (Driveway materials)

Date Introduced: November 24, 2009

Date of Final Recommendation: December 9, 2009

Date of Discussion: September 1, 2010

Why on the list: Conflict with the City's code requirement for a 12-foot minimum driveway width, and the character of the Country Club District. The average driveway width in the Country Club District is 9.73 feet.

History: Variances are often necessary, and have been granted to allow a lesser driveway width to access garages behind single-family homes on 50-foot wide lots.

This topic has been review and a final recommendation by the Planning Commission/ZOUC. (Zoning Ordinance Update Committee.) (See attached.)

The ZOUC agreed to a final draft recommendation to not require a minimum driveway width in the R-1 Zoning District. Acceptable materials for driveways will include pervious pavers. Attached is a "draft" ordinance amendment that would institute those recommendations.

Staff did some on-line research and noted in the attached examples, that a permeable paver driveway can have the visual appearance of a gravel driveway, which is currently prohibited within the City of Edina.

Therefore, in regard to the regulation pervious pavers, the draft ordinance is suggesting that the permeable pavers must be brick or concrete, and may not have the appearance of a gravel driveway.

The ZOUC may wish to consideration making a recommendation on the current width standard and asking the Environmental Commission make a recommendation on this issue along with the current review and discussion regarding impervious surface.

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Discussion

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A brief discussion ensued on even having a driveway width requirement with the opinion that on balance more people would benefit from not requiring a minimum driveway width. Members also suggested that staff check with the Engineering Department on how often the 30 foot wide curb cut standard is applied and if it is "working".

Further discussion focused on driveway materials with the suggestion that materials need to be addressed as part of the ordinance update to allow pervious surfaces. Further study on materials is needed.

Action

The ZOUC agreed to a final draft recommendation to not require a minimum driveway width in the R-1 Zoning District. Acceptable materials for driveways will include pervious pavers.

ORDINANCE NO. 2010-_____

**AN ORDINANCE AMENDING THE ZONING ORDINANCE CONCERNING
DRIVEWAY WIDTH WITHIN THE GENERAL REQUIREMENTS AND
PERFORMANCE STANDARDS**

The City Of Edina Ordains:

Section 1. Sub Section 850.08 Subd. 5 and 6 is hereby amended as follows:

**850.08 General Requirements Applicable to all Districts Except as
Otherwise Stated.**

**Subd. 5 Design and Construction. (Off-street driveways and parking
lots.)**

A. Size

1. Full Size Spaces.

Space Angle	Space Width	Drive Length	Aisle Width
90 degrees	8.5'	18'	24'
60 degrees	9'	18'	18'
45 degrees	9'	18'	12'

2. Compact Spaces.

Space Angle	Space Width	Drive Length	Aisle Width
90 degrees	7.5'	16'	24'
60 degrees	8'	16'	18'
45 degrees	8'	16'	12'

B. Compact Parking Spaces. Within the Planned Office District, Regional Medical District and Planned Industrial District only, not more than 20 percent of all required parking spaces may be compact spaces. In all other districts, no compact spaces shall be counted as required parking. Compact spaces shall be clearly identified by signs mounted on sign posts in order that they are visible at all times. Signs which are painted on

the pavement shall not be permitted for this purpose. Compact parking spaces shall be located in one contiguous area to the greatest possible extent and, where possible, limited to proposed employee parking areas. It is the purpose and intent to limit compact parking spaces to areas used for long-term employee parking rather than short-term visitor parking.

- C. Bumper Overhangs. The minimum parking space length as required may be decreased by 1.5 feet for full size parking spaces and 1.0 foot for compact spaces which allow the bumper of the automobile to project beyond the terminus of the parking space without obstructing other parking spaces or vehicle circulation areas.
- D. Joint Parking Facilities in the Planned Commercial District and Mixed Development District. Parking spaces serving two or more buildings, lots or uses in the Planned Commercial District and the Mixed Development District may be located in the same off-street parking area, provided that:
 - 1. The total number of spaces furnished shall not be less than the sum of the separate requirements for each use; and
 - 2. All parking spaces shall comply with all requirements as to location and control as provided by paragraph A. of Subd. 3 of Subsection 850.08.
- E. Nighttime Uses. Nighttime uses, as below defined, which share parking facilities with daytime uses may reduce their required number of parking spaces by 50 percent, provided that:
 - 1. The total number of spaces normally required for nighttime uses is provided within the parking area in combination with parking spaces provided for daytime uses;
 - 2. The total number of parking spaces normally required for nighttime use conforms to all requirements as to location and control as provided by paragraph A. of Subd. 3 of Subsection 850.08; and
 - 3. In the opinion of the Planner, the peak hours of operation of the nighttime use will not coincide with

the peak hours of other uses sharing the joint parking facility so as to cause a parking shortage.

For the purposes hereof, nighttime uses are limited to theaters; facilities for athletic, health and weight control including handball courts, racquet courts, tennis courts, reducing salons and aerobic dance studios; bowling alleys; and club and lodge assembly halls. Provided, however, that uses which are located within a shopping center or Mixed Development District shall not be deemed nighttime uses and shall not be eligible for reduction of parking requirements due to nighttime uses.

F. Construction.

1. **Commercial, Industrial and Multiple-Family Residential Development.** Off-street parking spaces and circulation areas shall be surfaced and maintained with a hard, all-weather, durable and dust-free surfacing material composed of bituminous asphalt, or concrete installed over a well compacted subgrade and gravel base. ~~Except for residential uses in the R-1 District and R-2 District,~~ Each parking space shall be clearly delineated by lines painted on or imbedded in the surface of the parking area.

2. **Low-Density Residential Development (R-1 and R-2 Districts.)** Off-street parking spaces and circulation areas shall be surfaced and maintained with a hard, all-weather, durable and dust-free surfacing material.

G. Parking Ramps. In addition to the general requirements described in Subsection 850.07, the following special requirements shall apply to parking ramps:

1. The front street and side street setback shall be not less than 20 feet and the interior side yard and rear yard shall be not less than 10 feet. The minimum setbacks shall be increased by one foot for every foot that the parking ramp exceeds 20 feet in height. No parking ramp or any part thereof shall be located within 50 feet of the nearest lot line of any property in an R-1 District used for residential purposes.
2. The front street or side street setbacks for parking ramps and garages, and other structures, shall be increased to 50 feet when the ramp, garage or

structure is located across the street from a property in an R-1 District used for residential purposes.

3. All exterior wall finishes of a parking ramp shall be of materials that architecturally complement the building or buildings that the parking ramp serves through the use of exterior materials, architectural elements and colors and shall be one or a combination of the following:
 - a. Face brick.
 - b. Natural stone.
 - c. Specially designed precast concrete units if the surfaces have been integrally treated with an applied decorative material or texture.
4. Parking ramps must include architectural elements that enhance the structure, reduce its perceived mass and complement the building or buildings that it serves. Architectural elements shall include decorative pilasters, banding, reveals, accents, wall plane articulation, facade treatments, and ornamental grillwork as appropriate.
5. Parking ramps must include screening or other appropriate design elements to screen visibility of vehicle headlights from outside of the parking ramp.
6. The City encourages parking ramp designs that include ground floor retail, service and other uses, allowed by the zoning district in which the parking ramp is located. Such uses which are integrated into the parking ramp structure need not maintain front street and side street setbacks greater than that required for the parking ramp.

Subd. 6 Traffic and Circulation.

- A. General Requirements. Vehicular traffic shall be channeled and controlled in a manner that will avoid congestion and traffic hazards on the lot or tract or on adjacent streets. Traffic generated by the use shall be directed so as to avoid excessive traffic through residential areas. No parking area, stacking area or circulation area, except for driveway ingresses and egresses, shall be located within a street, alley or highway.

B. Review by Engineer. The adequacy of any proposed traffic circulation system on a lot or tract shall be subject to the review of the Engineer who may require additional measures for traffic control to accomplish the orderly and safe movement of traffic including, but not limited to, the following:

1. Directional signalization.
2. Channelization.
3. Turn lanes.
4. Increased street width.
5. Warning lights.
6. Stacking lanes.
7. Location, number and width of curb cuts.

C. Circulation Within Parking Areas.

1. Unobstructed access to each parking space from a drive aisle shall be provided.
2. Traffic moving from one part of a parking area to another shall be capable of doing so without using a street.
3. Dead end drive aisles shall not be permitted.
4. Parking spaces oriented at an angle of less than 90 degrees to the drive aisle shall be served only by way of one-way drive aisles.

D. Driveway Design.

1. Driveway Width.
 - a. **Commercial, Industrial and Multiple-Family Residential Development.** (back of curb to back of curb):

	Maximum	Minimum
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One-way	20'	12'
Two-way	30'	24'

b. Low-Density Residential Development (R-1 and R-2 Districts.) There shall be no minimum or maximum width in the R-1 or R-2 District. Driveways in those districts must be constructed per Section 850.08, Subd. 5, F above.

2. Maximum driveway width at street curb: 30 feet exclusive of returns as measured along the curb line of the street.
3. Minimum distance between driveways in all districts except R-1 and R-2: 20 feet between ends or returns as measured along the curb line of the street.
4. Minimum distance of driveway from street intersections: 50 feet between ends or returns of the driveway and the returns of the intersection as measured along the curb line of the street.
5. Minimum distance between end of the driveway return and side lot line in all districts except R-1 and R-2: 10 feet.
6. A permit must be obtained for curb cuts pursuant to Section 1205 of this Code.

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Columbia Heights	12 Ft	N/A	24 Ft
Coon Rapids	10 Ft	36 Ft	24 Ft
Cottage Grove	12 Ft	28 Ft	28 Ft
Eagan	N/A	N/A	24 Ft
Lakeville	N/A	28 Ft	28 Ft
New Brighton	N/A	30 Ft	24 Ft
Plymouth	N/A	N/A	24 Ft
St. Louis Park	N/A	N/A	22 Ft
Richfield	N/A	22 Ft	32 Ft
Eden Prairie	N/A	N/A	30 Ft
Wayzata	N/A	N/A	24 Ft
Edina	12 Ft	N/A	30 Ft



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- Working on the "snowshoe principle", our grid disperses the weight of the vehicle over a larger surface area. Thus preventing compaction and improving water drainage.
- Improved water drainage and no compaction means that ruts and potholes simply don't develop.
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division at



levels and the detrimental "Heat Island Effect". EcoGrid provides an economical and environmentally sustainable alternative. [Read more about how EcoGrid is helping the environment.](#)

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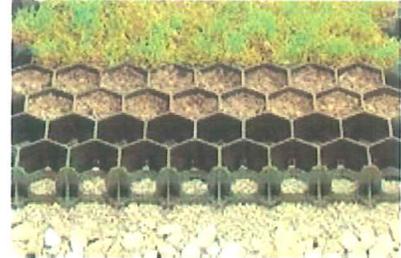
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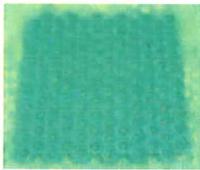
PERMEABLE PAVERS COME IN SEVERAL TYPES OF MATERIALS ...

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When it rains, water hits a road or a pavement that is not permeable and will automatically flow downwards to a low point, normally a drain of some type. Then this water is transported through pipes and flows into rivers, streams and channels. After heavy storms and rainfall, the water will flow through the channels at amazing speeds and will in turn take with them a lot of sediment, pollutants, chemicals and oils into our catchment areas.



High speeds of water flow will also increase the risk of flooding, erosion and perhaps even damages to the natural environment. The consequences are serious for both human beings and our natural flora and fauna. Storm water runoff can cause grave environmental problems.



If more and more homeowners, contractors, builders, designers and architects were to use Permeable Pavers for their driveways, street pavements, public grounds, parks and parking lots, then we could help protect our precious natural resources, such as water, the natural environment and all the flora and fauna that goes into it.

DIFFERENT TYPES OF PERMEABLE PAVING SURFACES

When choosing the types of permeable paver that's best for your particular application, there are a few things to consider, like what the area will be used for and how you want the overall appearance to look.

Mulches

Mulches are good for areas that will not be used very much at all. They are a good pervious material and are cost effective and readily available, they are also extremely easy to install and do not require the help of a professional. You can purchase mulches such as; pebbles, barks, gravel or sod, it's up to you.



They are also available in a wide range of colors, so there is something for all individual tastes. Mulches do however require regular maintenance and you will also have to top up their levels quite often.

Grass Pavers



Grass Pavers are becoming very popular, for they have great permeable qualities. These pavers are made with voids on the pavers, which is where once installed, grass or vegetation is planted inside and allowed to grow through the paver. The pavers themselves can be made from plastic, concrete or gravel, and can be used in high traffic areas. They allow grass to grow where it would normally not be a possibility.

Interlocking Concrete Pavers

There are a range of Interlocking Concrete Pavers that are also Permeable Pavers. These pavers are made to resemble a type of grid, where each paver interlocks into each other but has a void or a hole in the surface. This is where it is possible to plant vegetation or fill it with other pervious materials like gravel or mulches. These voids allow for the filtration of rainwater back into the sub-soils, rather than in our waterways.

