

**CITY OF PIEDMONT  
POLICIES AND PROCEDURES**

**SUBJECT:** Residential Parking and Driveways  
**SECTION:** Planning

**PURPOSE:** The purpose of this policy is to provide guidance to Planning Commissioners, staff, residents, and designers concerning appropriate parking and driveway configurations proposed in applications subject to Planning Commission, Staff or Administrative Design Review.

**POLICY:** It is the policy of the City of Piedmont to apply the requirements of the Piedmont Municipal Code and the existing criteria in the Residential Design Review Guidelines concerning the design of proposed new, replacement, and modified vehicular parking enclosures and driveways, but it is the further policy to provide the Planning Commission and staff additional criteria to support the zoning code requirements when considering such projects. The standards below are intended to be used as a guideline, with the recognition that all Piedmont properties are “unique” and as a consequence, every lot will be evaluated on its own merits with regard to parking, turnaround and driveway dimensions. This policy, while discretionary, provides guidelines to assist in the documentation and planning for uniform variation for different parking situations on different types of properties and is not intended to indicate the “optimum” dimensions for each and every application.

**1. DIMENSIONS AND TURNING RADII OF STANDARD VEHICLE (see Diagram A):**

Vehicle width: 6’-0”

Vehicle length: 16’-0”

Minimum inside turning radius: 13’-0” from pivot point to side of car at inside rear wheel

Minimum outside clearance radius: 22’-6” from pivot point to outer front corner of car

**2. DRIVEWAY STANDARDS**

DESCRIPTION	MINIMUM WIDTH	OPTIMUM WIDTH	MAXIMUM WIDTH
For a residential driveway leading to a single car garage, single car carport or one unenclosed space	8.5 feet <sup>2</sup>	10 feet	12 feet
For a residential driveway leading to a double car garage, double car carport or unenclosed spaces	8.5 feet <sup>2</sup>	12 feet	18 feet
	MIN. BACKUP DISTANCE <sup>1</sup>	MAX. BACKUP DISTANCE <sup>1</sup>	
For a residential driveway less than 10 feet in width	18 feet	50 feet	
For a residential driveway 10 feet or greater in width	18 feet	75 feet	

1. Backup distance is measured between inside edge of sidewalk to front wall of parking enclosure.

2. For a single family dwelling, the closest portion of which is located in excess of 75 feet from the closest street, the minimum driveway width is 12 feet (§ 5.2.10).

**3. TURNAROUND STANDARDS**

Driveways that exceed the maximum backup distance shall have a turnaround area immediately adjacent to the front wall of the garage or carport. Said turnaround shall be adequate in size so as to allow a standard vehicle one (1) two-point maneuver and an exit onto a public street in a forward direction. One (1) two-point maneuver consists of one (1) forward motion and one (1) backward motion. (See Diagram B.)

DESCRIPTION	MINIMUM WIDTH	MINIMUM LENGTH
For a turnaround in front of a one car garage or carport	25 feet	44.5 feet
For a turnaround in front of a two car garage or carport	34 feet	44.5 feet

4. DRIVEWAY GRADIENT STANDARDS

Section 17.16.6 of the Piedmont Municipal Code limits the grade of driveways to a maximum of twenty percent (20%). In addition, the following standards are recommended in order to prevent vehicles from “bottoming out”:

- At the street, the ramp shall start 5 feet from the face of curb and at the same elevation as street pavement.
- 10% maximum ramp slope for the first 10 feet of ramp.
- 15% maximum ramp slope for the last 10 feet of ramp.
- 20% maximum ramp slope for the remainder of ramp.

(See Diagram C)

APPROVED BY: City Council

APPROVED: December 5, 2005

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Diagram A:  
STANDARD VEHICLE AND TURNING RADII DIMENSIONS

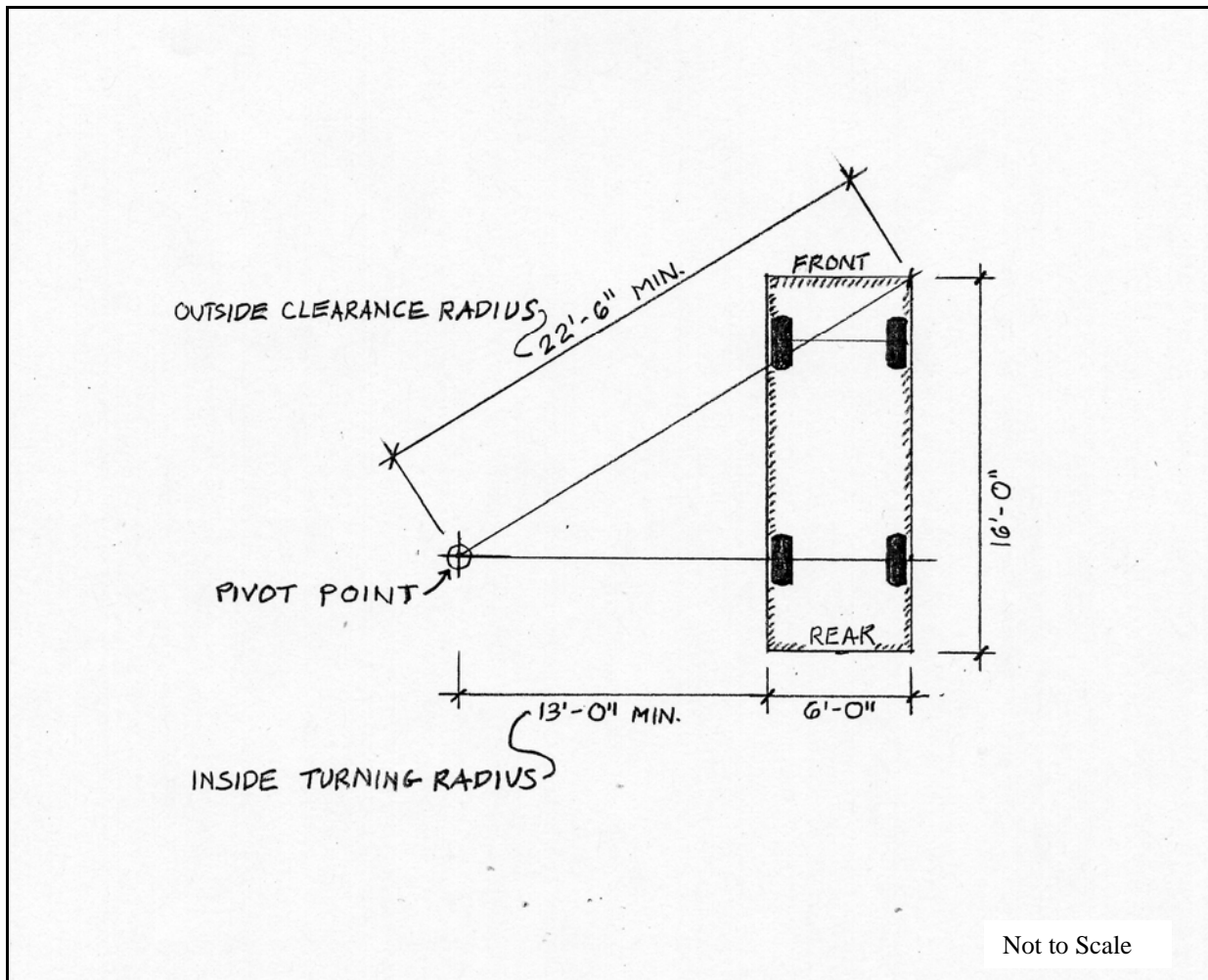
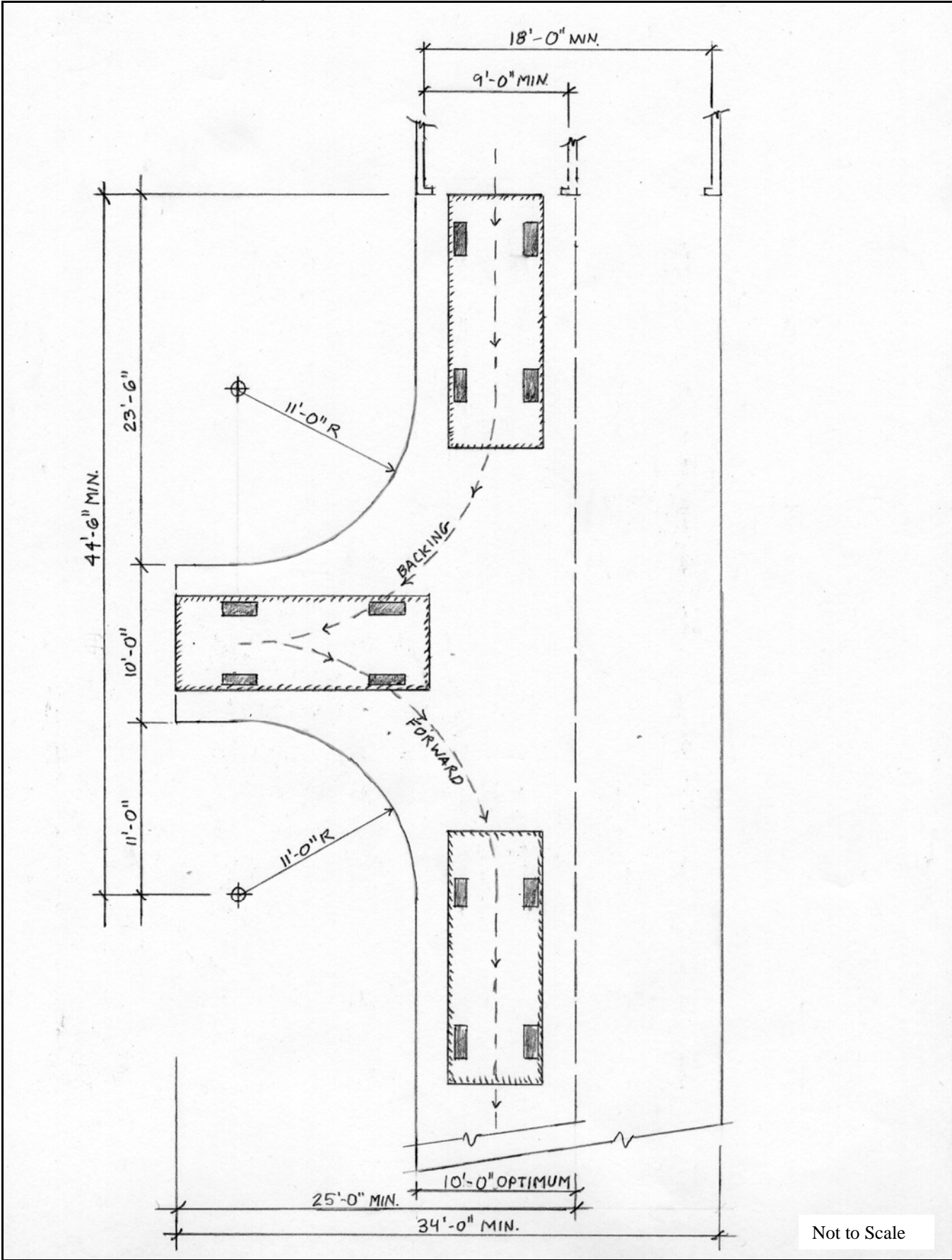


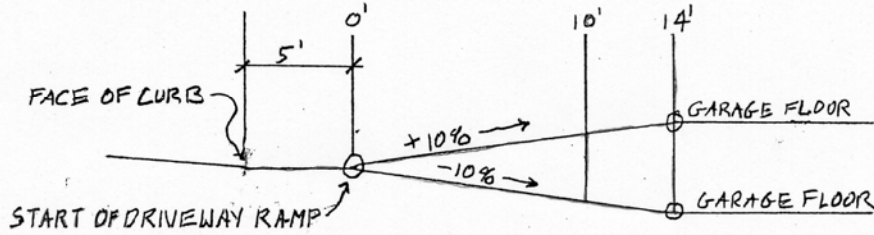
Diagram B: DRIVEWAY TURNAROUND STANDARDS



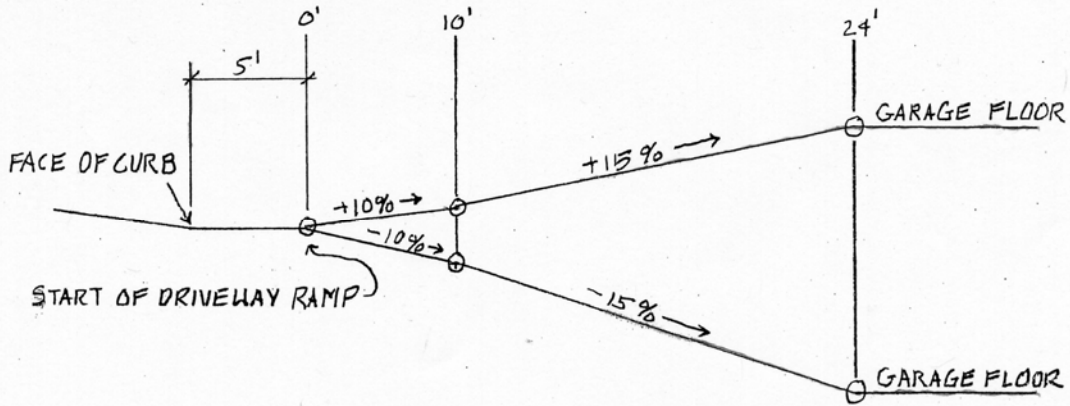
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Diagram C:  
DRIVEWAY GRADIENT STANDARDS

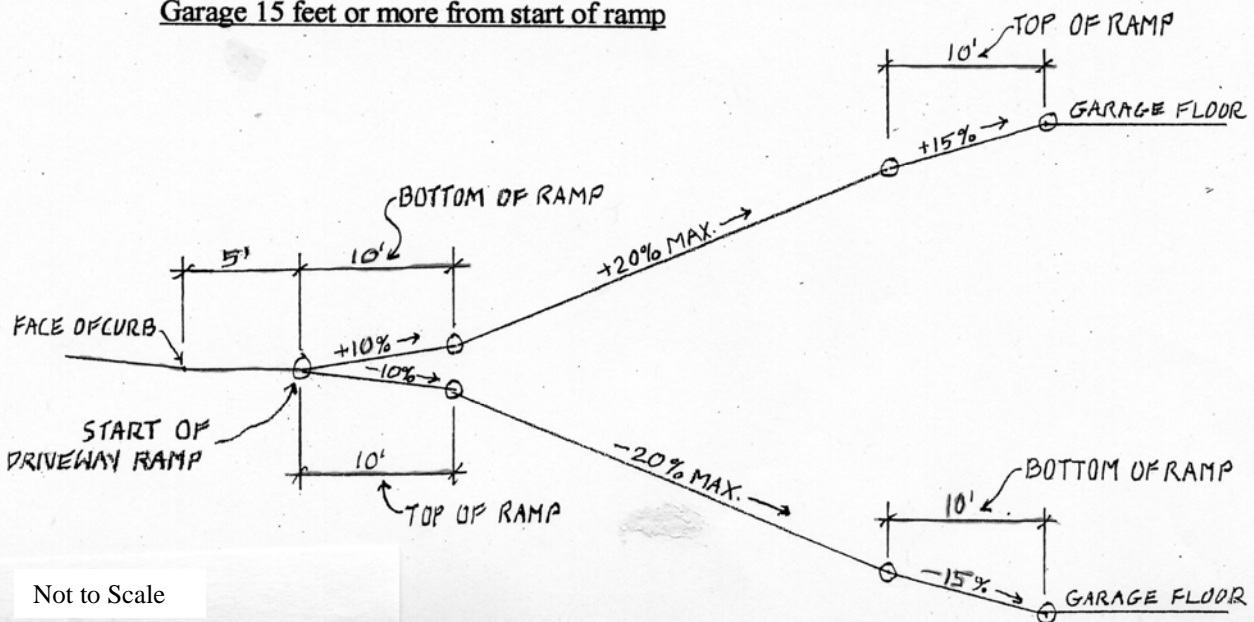
Garage 0 to 14 feet from start of ramp



Garage 15 to 24 feet from start of ramp



Garage 15 feet or more from start of ramp



Not to Scale