



CITY OF ORLANDO

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P. 1

December 13, 2013

RE: Zoning Official's Interpretation Concerning Driveways for Internal Duplex Lots
(LDC2013-00438)

To Whom It May Concern:

From time to time we get requests to approve driveways for front loaded duplexes on internal lots. In the past there has been some confusion whether these duplexes may have two front yard curb cuts. This confusion is amplified on the smaller, 50-foot wide duplex lots. We are also in the process of considering code changes to bout the parking and duplex sections of the City Code that will provide celerity to this issue. This Determination is being written to provide clarity as to this issue in the interim.

Duplex Design – There are three main ways to design an internal duplex. They are:

- Side-by-side Garage Doors (with one combined driveway)
- Separated garage doors duplexes (this is where the garage doors are on the outside ends requiring two independent driveways), and
- Front-to-back duplexes (duplexes built in tandem with one driveway serving both units).

Of the separated garage door duplex design, there are two sub-sets. They are::

- Separated Driveways with two driveway cuts on one street ,and
- "Tuning Fork" driveways (where the driveway aisle are combined in the middle of the lot to make only one driveway approach)

See the attached examples.

Code - In review of the LDC, I find the following:

- **Max Mean Parking Width** - Section 61.302 limits the additional parking within any one- or two-family dwellings required front yard on a 50-foot lot to 16 feet wide. This limitation is calculated based on the average width of the driveway five (5) feet from the property line and at the required minimum front yard setback line.

- **Max ISR** - Section 61.302 also limits the maximum ISR in the required front yard for vehicular use to 40%.

Both of the above rules makes the tuning fork design challenging to do.

- **Driveway Approaches** – The driveway approaches (or curbcuts) are regulated by Section 61.240 which states:

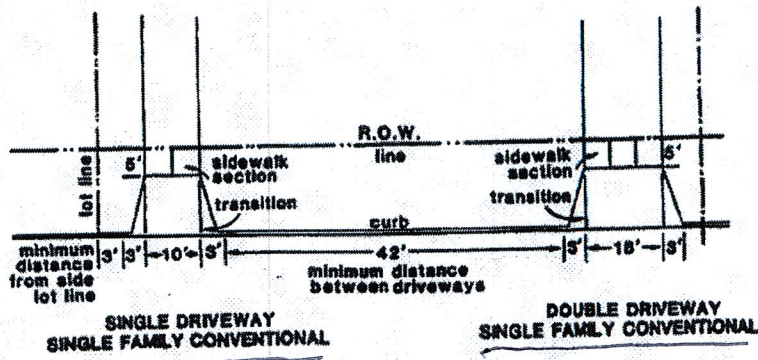
Sec. 61.240. Standards for Construction of Driveway Approaches, Curb cuts, Driveways and Similar Alterations.

Except where specific approval is granted by the Public Works Director due to unique and peculiar circumstances or needs resulting from the size, location or special size of property requiring a modification of standards as set forth below, the minimum standards for the construction of driveway approaches, curb cuts, driveways and other similar alterations shall be as follows:

Width (Residential Except Multifamily). In properties developed for residential use (except multifamily), curb cuts and driveway approach shall conform to the following,

	<i>Minimum Curbcut (a)</i>	<i>Minimum Driveway Width</i>	<i>Maximum Driveway Width (b)</i>
<i>Single driveway</i>	<i>13 ft.</i>	<i>7 ft.</i>	<i>12 ft.</i>
<i>Double driveway--SF</i>	<i>16 ft.</i>	<i>10 ft.</i>	<i>18 ft.</i>
<i>Double driveway--other</i>	<i>22 ft.</i>	<i>16 ft.</i>	<i>24 ft.</i>
<i>Joint-Use driveway</i>	<i>20 ft.</i>	<i>14 ft.</i>	<i>24 ft.</i>
<i>Ribbon Driveways</i>	<i>16 ft.</i>	<i>23" Width Per Ribbon 28" Width Between Ribbons</i>	<i>36" Per Ribbon</i>

- **Flare** – Section 61.240 (a) requires the driveway approach to have a 3-foot flare at the street as illustrated below.



- **Separation on the Same Property** – This same section limits the separation of driveway approaches to a minimum of 42 feet on the same property as measured from flare to flare. This would prohibit the separated driveway duplexes on 50 – foot wide lots.
- **Sideyard Setbacks** – Section 61.302 (g) requires a 2 foot setback for the driveway from the side yard property lines. Section 61.240 also requires a 3-foot separation from the extended lot line to the edge of the flare (see the illustration above).

Analysis – In review of the above, internal duplex lots would need the following to have the separated driveways:

3-foot flare setback
 7-foot driveway
 3-foot flare setback
 42-foot separation
 3-foot flare setback
 7-foot driveway
 3-foot flare setback

 74 feet

These separation requirements and setbacks would require either the front to back duplex design with only one driveway (which is preferred by Staff) or the “tuning fork” design (which is not preferred by Staff).

MODs – Section 65.302 (b) 4 allows for some relief through a Modification of Standards for duplex driveways with:

Sec. 65.302. Where Modification of Standards Procedures Apply.

The Modification of Standards procedures of this Part shall apply to the following types of uses and activities:

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(b) *The modification of standards requirements shall apply to the following land development standards:*

4. *Parking, Loading, and Driveways. ****

Modification of driveway and driving aisle width, parking space width and depth, and loading berth requirements shall be permitted. Driveway and driving aisle width modifications shall also require approval by the Public Works Director or designee.

Determination – In consideration of the above, I will consider allowing the separated driveway design for internal duplex development (i.e. two driveway cuts) by Modification of Standards providing they meet the following criteria:

1. Only on local roads
2. The flare-to-flare distance at the street must be at least 20-feet (see the attached examples).
3. The Modification receives approval from the Director of Public Works or his designee.

I hope this letter has clarified the various requirements for front loaded duplex development. Please provide this to you duplex developers and offer the Modification of Standards as a possible means to do the separated driveway duplexes.

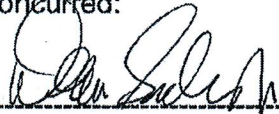
If you have any questions, please see Karl Wielecki or myself.

Signed:



Mark Cechman, AICP , Zoning Official

Concurred:



Dean Grandin, Jr., AICP , Planning Official