
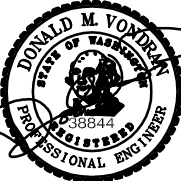


| | MIN. CORNER CLEARANCE | DRIVEWAY WIDTH | |
|---------------------------|-----------------------|----------------|---------|
| | | MINIMUM | MAXIMUM |
| RESIDENTIAL | 30' | 15' | 25' |
| COMMERCIAL/ INDUSTRIAL | 70' | 30' | 40' |
| ONE-WAY | — | 25' | 30' |

NOTES:

1. DRIVEWAYS SHALL BE LOCATED AS FAR FROM THE INTERSECTION AS POSSIBLE.
2. NO PORTION OF ANY DRIVEWAY SHALL ENCROACH INTO THE CURB RETURN.
3. RESIDENTIAL INTERIOR BUILDING SETBACKS ARE 7.5 FEET. THEREFORE, THE TYPICAL DRIVEWAY SEPARATION FROM SIDE PROPERTY LINE SHOULD BE 7.5 FEET.
4. COMMERCIAL/INDUSTRIAL DRIVEWAYS MUST BE APPROVED BY THE CITY ENGINEER, CONSIDERING BOTH TRAFFIC SAFETY AND THE ACTIVITY BEING SERVED. ALL COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL HAVE AN EXPANSION JOINT LOCATED MID-WIDTH. SEE SECTION 3.04.
5. NO CATCH BASINS, METER BOXES, SEWER MANHOLES, STORM DRAIN MANHOLES OR CLEANOUTS SHALL BE LOCATED WITHIN THE DRIVEWAY WIDTH.
6. DRIVEWAY TO STREET TREE SPACING SHALL FOLLOW STANDARD DETAIL 524.

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|  <p>City of Covington Public Works Community Development</p> |  <p>DONALD M. VONDRA STATE OF WASHINGTON PROFESSIONAL ENGINEER 038844</p> | <p>LOCATION AND WIDTH OF NEW DRIVEWAYS</p> <p>This document has been signed electronically in accordance with WAC 196-23-070 and Chapter 19.34 RCW. Unauthorized alteration of any of the information on this document will invalidate the document, my certification and signature.</p> | <p>302</p> <p>Revision Date July 2009</p> |
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