

**APPENDIX C. STREET DESIGN AND ACCESS CRITERIA
TOWN OF FLORENCE**

STREET DESIGN AND ACCESS CRITERIA – TOWN OF FLORENCE

FUNCTIONAL CLASSIFICATIONS

The functional classifications for the Town of Florence consist of: Major Arterial, Minor Arterial, Major Collector, and Minor Collector further classified by urban, suburban, rural character. Figure C-1 illustrates the cross-sections for each classification for urban, suburban, and rural character. Minimum intersection spacing will be at 1/8 mile spacing and minimum traffic signal spacing will be 1/4 mile spacing where warranted.

DRIVEWAYS

Driveway types are determined by land use type and street classification.

Right-In, Right-Out driveways on arterial streets are where left-turns out of the driveway are prohibited by a median or an island. Full access driveways on arterial streets align with an approved median opening. Modifications to these standards are allowed by approval of Town staff.

DRIVEWAY SPACING

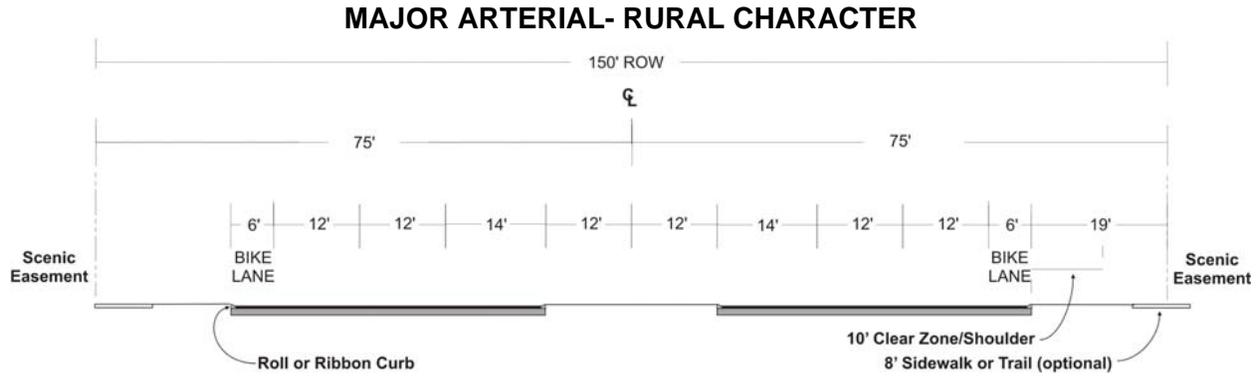
Minimum driveway spacing will generally conform to the following standards (Table C-1). This minimum spacing applies to proposed site driveway separation as well as separation from existing or planned driveways on adjacent parcels.

For sites that have frontage on two streets, primary access should be onto the minor street frontage. A maximum of two driveway openings is permitted to a particular site or parcel from the abutting street(s). The Engineering Department may permit additional driveway entrances when projected travel demands indicate it is in the interests of good traffic operation, and when adequate street frontage exists to maintain the above guidelines.

TABLE C-1. DRIVEWAY SPACING

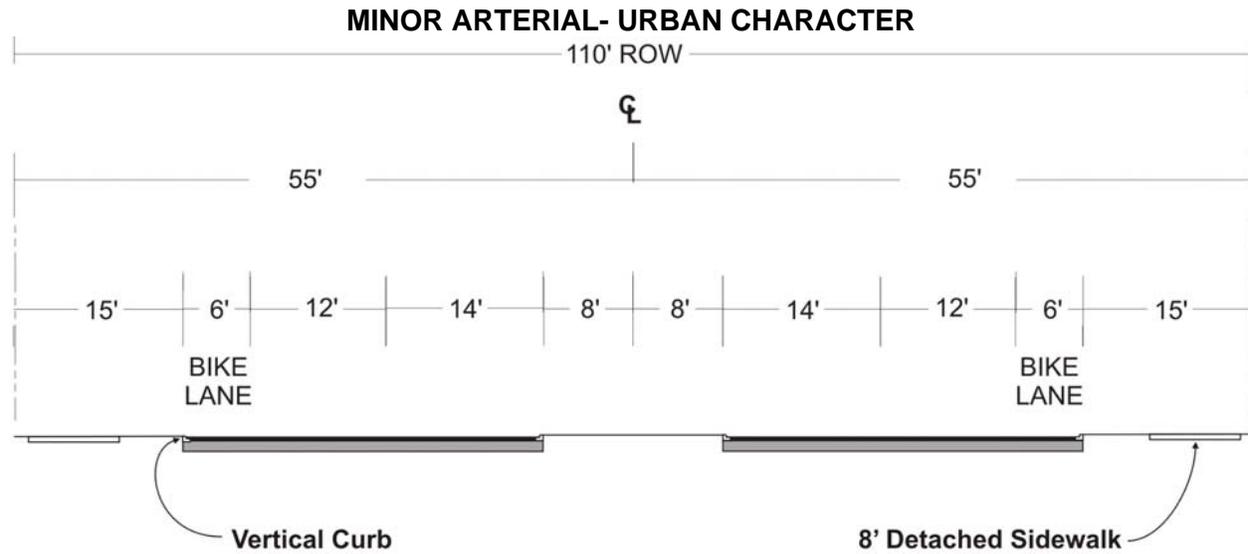
Street Type	Minimum Distance Spacing
Local Residential/Local Collector	50 feet
Local Industrial/Local Commercial	165 feet
Minor Collector	165 feet
Major Collector	250 feet
Minor Arterial	330 feet
Major Arterial	660 feet

FIGURE C-1. ROADWAY CROSS SECTIONS (Continued)



- A. Rural Character**
- Auxiliary turn lanes may be required at intersections with additional ROW requirements.
 - Cross-sections may vary to fit surrounding topography.
 - ADT: 35,000 - 55,000 vpd
 - Design Speed: 55 m.p.h.
 - Maximum Grade: 9.0%
 - Minimum Grade: 0.4%

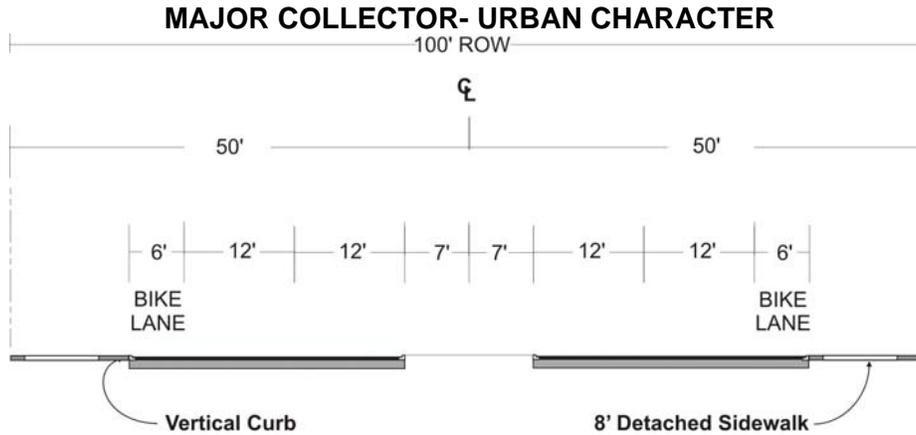
Note: Sidewalks could be modified by the Town to accommodate paths or trails as may be recommended by the Town's Parks, Trails, and Open Space Master Plan and per AASHTO guidelines.



- C. Urban Character**
- Auxiliary turn lanes may be required at intersections with additional ROW requirements
 - Cross-sections may vary to fit surrounding topography
 - ADT: 25,000 - 35,000 vpd
 - Design Speed: 45 - 55 m.p.h.
 - Maximum Grade: 9.0%
 - Minimum Grade: 0.4%

Note: Sidewalks could be modified by the Town to accommodate paths or trails as may be recommended by the Town's Parks, Trails, and Open Space Master Plan and per AASHTO guidelines.

FIGURE C-1. ROADWAY CROSS SECTIONS (Continued)

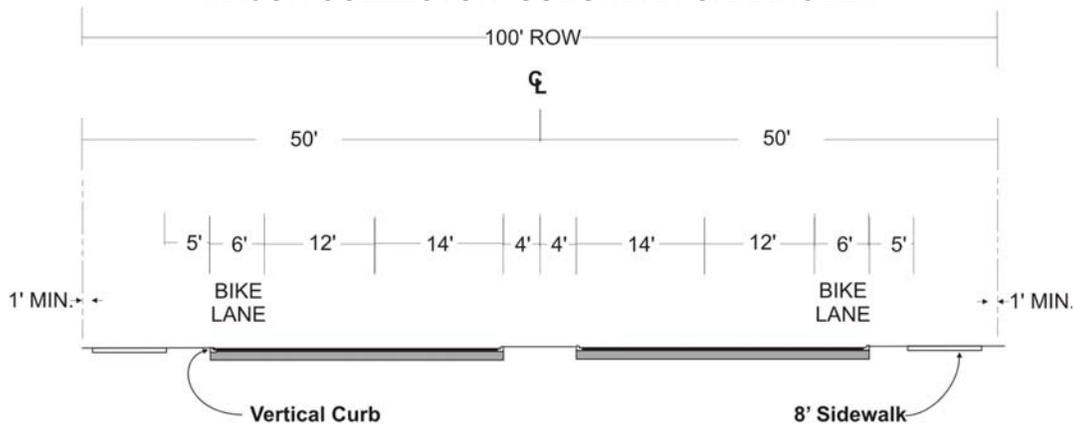


C. Urban Character

- Auxiliary turn lanes may be required at intersections with additional ROW requirements.
- Cross-sections may vary to fit surrounding topography.
- ADT: 15,000 - 30,000 vpd
- Design Speed: 35 - 45 m.p.h.
- Maximum Grade: 9.0%
- Minimum Grade: 0.4%

Note: Sidewalks could be modified by the Town to accommodate paths or trails as may be recommended by the Town's Parks, Trails, and Open Space Master Plan and per AASHTO guidelines.

MAJOR COLLECTOR- SUBURBAN CHARACTER



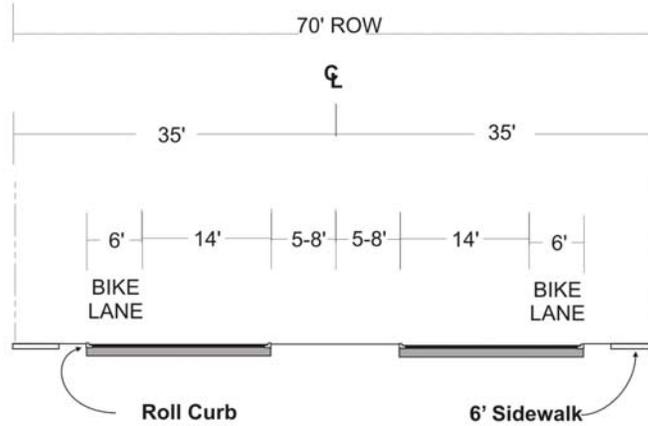
B. Suburban Character

- Auxiliary turn lanes may be required at intersections with additional ROW requirements.
- Cross-sections may vary to fit surrounding topography.
- ADT: 15,000 - 30,000 vpd
- Design Speed: 35 - 45 m.p.h.
- Maximum Grade: 9.0%
- Minimum Grade: 0.4%

Note: Sidewalks could be modified by the Town to accommodate paths or trails as may be recommended by the Town's Parks, Trails, and Open Space Master Plan and per AASHTO guidelines.

FIGURE C-1. ROADWAY CROSS SECTIONS (Continued)

MINOR COLLECTOR- SUBURBAN CHARACTER

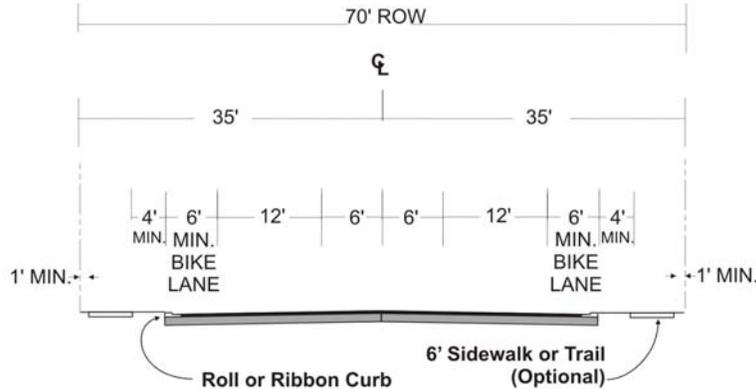


C. Suburban Character

- Auxiliary turn lanes may be required at intersections with additional ROW requirements.
- Cross-sections may vary to fit surrounding topography.
- ADT: 5,000 - 15,000 vpd
- Design Speed: 35 m.p.h.
- Maximum Grade: 12.0%
- Minimum Grade: 0.4%

Note: Sidewalks could be modified by the Town to accommodate paths or trails as may be recommended by the Town's Parks, Trails, and Open Space Master Plan and per AASHTO guidelines.

MINOR COLLECTOR- RURAL CHARACTER

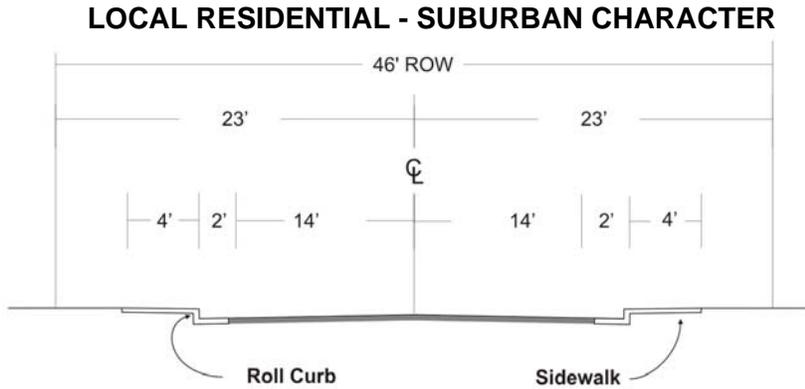


B. Rural/ESL Character

- Auxiliary turn lanes may be required at intersections with additional ROW requirements.
- Cross-sections may vary to fit surrounding topography.
- ADT: 5,000 - 15,000 vpd
- Design Speed: 35 m.p.h.
- Maximum Grade: 12.0%
- Minimum Grade: 0.4%

Note: Sidewalks could be modified by the Town to accommodate paths or trails as may be recommended by the Town's Parks, Trails, and Open Space Master Plan and per AASHTO guidelines.

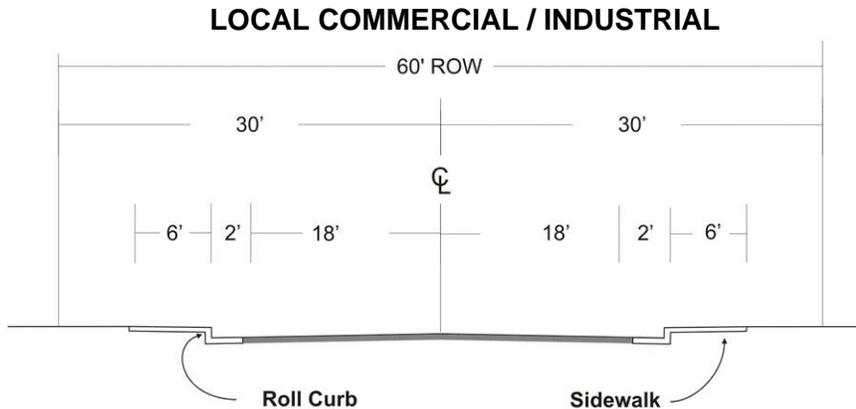
FIGURE C-1. ROADWAY CROSS SECTIONS (Continued)



C. Suburban Character

- Auxiliary turn lanes may be required at intersections with additional ROW requirements.
- Cross-sections may vary to fit surrounding topography.
- ADT: 1,500 vpd Max.
- Design Speed: 20 m.p.h.
- Maximum Grade: 15.0%
- Minimum Grade: 0.4%

Note: Sidewalks could be modified by the Town to accommodate paths or trails as may be recommended by the Town's Parks, Trails, and Open Space Master Plan and per AASHTO guidelines.



LOCAL COMMERCIAL / INDUSTRIAL

- Auxiliary turn lanes may be required at intersections with additional ROW requirements.
- Cross-sections may vary to fit surrounding topography.
- ADT: 1,500 - 5,000 vpd
- Design Speed: 20 m.p.h.
- Maximum Grade: 15.0%
- Minimum Grade: 0.4%

Note: Sidewalks could be modified by the Town to accommodate paths or trails as may be recommended by the Town's Parks, Trails, and Open Space Master Plan and per AASHTO guidelines.

Where new development adjoins other similarly zoned property or compatible land uses, a cross access easement may be required to permit vehicular movement between the parcels and reduce the number of access points required onto the adjacent public street. This may be required regardless of the development status of the adjoining property, unless the cross access is determined to be unfeasible by Town staff.

DRIVEWAY LOCATION LIMITATIONS

A new access driveway will not be allowed (measured to the driveway centerline):

1. Within 30 feet of any commercial property line, except when it is a joint-use driveway serving two abutting commercial properties and access agreements have been exchanged between, and recorded by, the two abutting property owners;
2. When the total width of all driveways serving a property exceeds 50% of the curb line frontage;
3. Within 50 feet of the rights-of-way line of an intersecting non-arterial street;
4. Within 100 feet of the rights-of-way line of an intersecting arterial street;
5. Within 100 feet of an approved median opening location on an arterial street;
6. Less than the minimum spacing as established under Town standards.
7. When adequate sight distance cannot be provided to vehicles on the driveway attempting to access the street as per Town standards.

PROTECTION OF ACCESS

For proper control of driveway access, a vehicular non-access easement (V.N.E.) is to be granted to the city, except at approved access points, along all collector and arterial streets when abutting property develops.

RESIDENTIAL DEVELOPMENT DRIVEWAYS

A. Single Family Residential Development

Driveways serving single-family residential units should be S-1 driveways as shown in Town standards. Only one driveway per lot street frontage is allowed except where the street frontage is of sufficient length to maintain a separation of 50 feet between driveways. The minimum driveway length is 18 feet, measured from the face of the garage opening to the back of sidewalk or the back of curb if no sidewalk is provided.

B. Multifamily Residential Development

Driveways serving multifamily residential units should be CL and CH type driveways. CL-1 and CL-2 are low-volume driveways to be used on local streets. Type CH-1, -2

and -3 are high volume driveways to be used on collector and arterial streets. The minimum driveway length is 50 feet, measured from the entrance to the off-street parking area to the back of sidewalk, or to the back of curb if no sidewalk is provided.

C. Limitations on Residential Access

Residential properties that have frontage on a local street, an arterial, or collector street are limited to local street access.

In some instances, residential parcels front only on arterial or collector streets and may be given access if alternate public access is not available. When such access is allowed, the driveway must be circular or it must have a turn-around area to ensure there is no need of backing onto the street.

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

The minimum length for a commercial or industrial driveway is 50 feet, measured from the entrance to the off-street parking area to the back of sidewalk or the back of curb if no sidewalk is provided. Driveway designs need to include a level path of travel across the driveway for pedestrians in conformance with ADA requirements.

A. Commercial Driveways

The “CL” and “CH” typed driveways are designed to service commercial properties. A “CL” type driveway is used for low-volume driveways on low volume streets. A “CH” driveway is used for driveways on arterials, major collectors and high volume minor collectors, or at other locations when required by the Engineering Department. The CH-2 and CH-3 driveways are used at all access driveways opposite median openings.

B. Industrial Driveways

Normally industrial access is not permitted on arterial or major collector streets; however, if such access is allowed, commercial driveway standards apply.