

## Chapter 5 - Access Requirements and Criteria

### 5.1 General Application Process

Access requests to City of Castle Pine (City) streets and roadways are processed through one of the following methods:

#### 5.1.1 Access for Planned Unit Development

Unit Development Process (and Site Improvement Plan, if applicable) may set general locations for access points.

#### 5.1.2 Access for New Subdivisions

For new subdivisions, access is granted through the platting process.

#### 5.1.3 Access for Commercial, Industrial Properties

For commercial, industrial, multifamily, and single-family developments, access is granted through the Development Process. For all new developments, the final driveway location shall be determined at the time of building Permit and shall meet these requirements.

#### 5.1.4 Special Circumstances

Single-family residential driveway permits shall be issued through the City offices for special circumstances.

#### 5.1.5 Other

In some circumstances, the City may require a Right-of-Way Permit for subdivision, commercial, industrial, or multifamily access. City staff are available to provide assistance on the extent of technical justification required for any access request. It is recommended that this assistance be sought prior to submitting any Application.

### 5.2 Criteria for Access onto Streets within the City

#### 5.2.1 Freeways

New freeway access in the City shall meet the requirements of the Colorado Department of Transportation (CDOT) or the appropriate governing authority. Access requests are made through CDOT and must follow CDOT's established process.

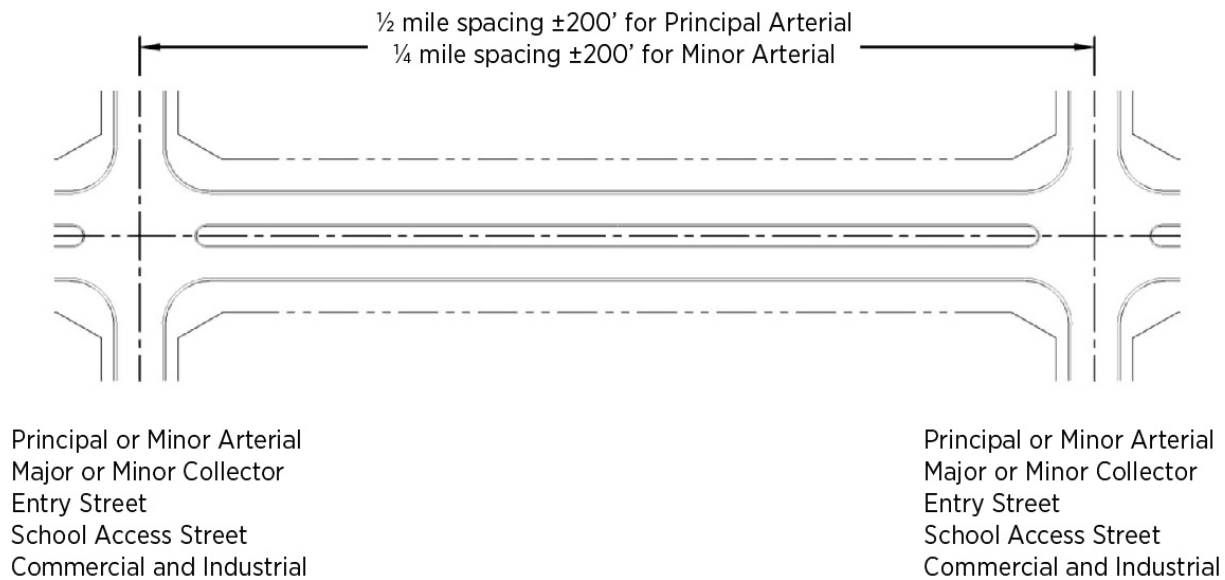
#### 5.2.2 State Highways

Access to State Highways is governed by the State Highway Access Code.

#### 5.2.3 Principal and Minor Arterials

Figure 5-1 shows different types of Principal and Minor Arterial access.

**Figure 5-1. Principal and Minor Arterials**



### 5.2.3.1 Private Access

Generally, no private, full-movement access shall be allowed onto Principal and Minor Arterials unless a signal progression plan has been reviewed and accepted by the City. This plan must prove that this private access will not reduce progression bandwidth or otherwise degrade traffic operations for the Principal or Minor Arterials. Private direct access to Principal and Minor Arterials may be permitted only when the property in question has no other reasonable access to the general street system, or when denial of direct access to the Principal and Minor Arterials and alternative direct access to another roadway would cause unacceptable traffic operation and safety problems to the overall traffic flow of the general street system. When private access must be provided, the following shall be considered:

- 1) Such access shall continue only until such time that some other reasonable access to a lower classification street is available and permitted. This street must be included in the City's Master Transportation Plan. The Permit should specify the future reasonable access location(s), circumstances, and modifications required to change the access location. The timing of the modifications and a funding commitment by the Applicant to enact the changes must be specified in the Permit.
- 2) No more than one access shall be provided to an individual parcel or to contiguous parcels under the same ownership unless it can be shown that (1) allowing only one access conflicts with safety regulations (such as fire access), or (2) additional access would significantly benefit the safety and operation of the highway or street and is necessary for the safe and efficient use of the property.
- 3) An access shall be limited to right-in/right-out movements only unless (1) it has the potential for signalization, and (2) left turns would not create unreasonable congestion or safety problems and lower the level of service. The City may require provision of deceleration and acceleration lanes for the right-in/right-out only movements. The Applicant should discuss this potential with the City prior to submitting the Permit.

### 5.2.3.2 Public Access

Where left turns are to be permitted, public direct access to Principal and Minor Arterials must meet the City's signal spacing criteria. Those that do not meet these requirements shall be limited to right-in/right-out movements only, unless they meet the requirements described previously. No Local Streets shall be permitted to intersect Principal and Minor Arterials.

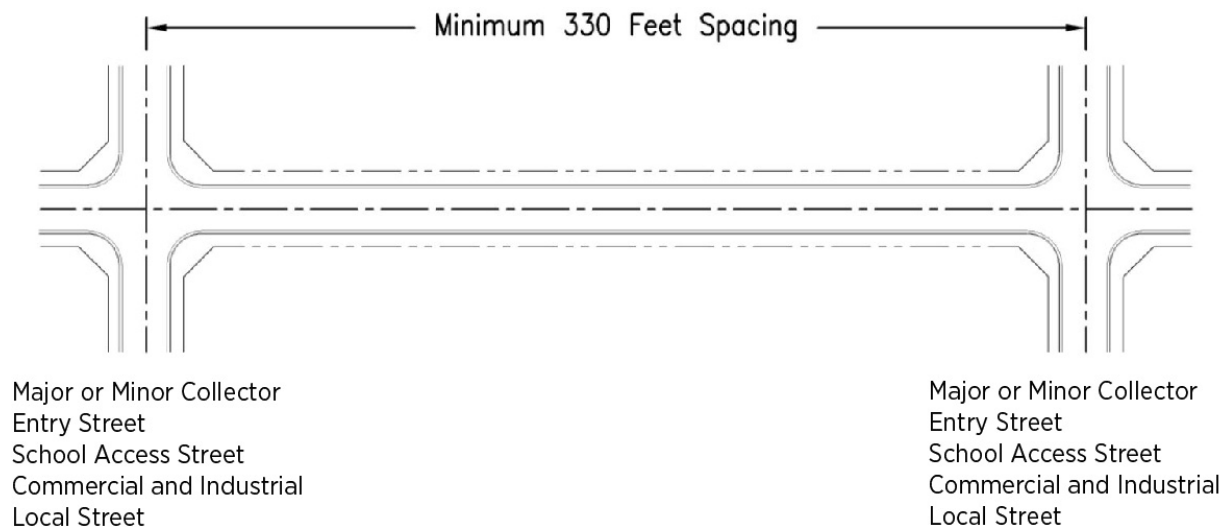
Full-movement access (from Principal and Minor Arterials, Major and Minor Collectors, Entry Streets, School Access Streets, Commercial Streets, and Industrial Streets) to Principal and Minor Arterials shall be limited to half-mile intervals (for Principal Arterials), and quarter-mile intervals (for Minor Arterials), plus or minus 200 feet, to achieve good speed, capacity, and optimal signal progression. To provide flexibility for both existing and future conditions, an accepted engineering analysis of signal progression shall be made to properly locate any proposed access that may require signalization. The specifics of this analysis are detailed in the "Traffic Impact Study Criteria" (refer to Chapter 6).

If the access location is not accepted through the Land Development Process, a Right-of-Way Permit must be obtained from the City for any private access requested to an Arterial.

### 5.2.4 Major and Minor Collectors

Figure 5-2 shows different Major and Minor Collector access.

**Figure 5-2. Major and Minor Collectors**



Private access to Major and Minor Collectors shall be governed by the following curb opening and driveway criteria. Single-family residence access to Major and Minor Collectors is not permitted unless access to a lower classification street is not available.

The minimum centerline-to-centerline spacing between Major and Minor Collectors and Local Streets is 330 feet.

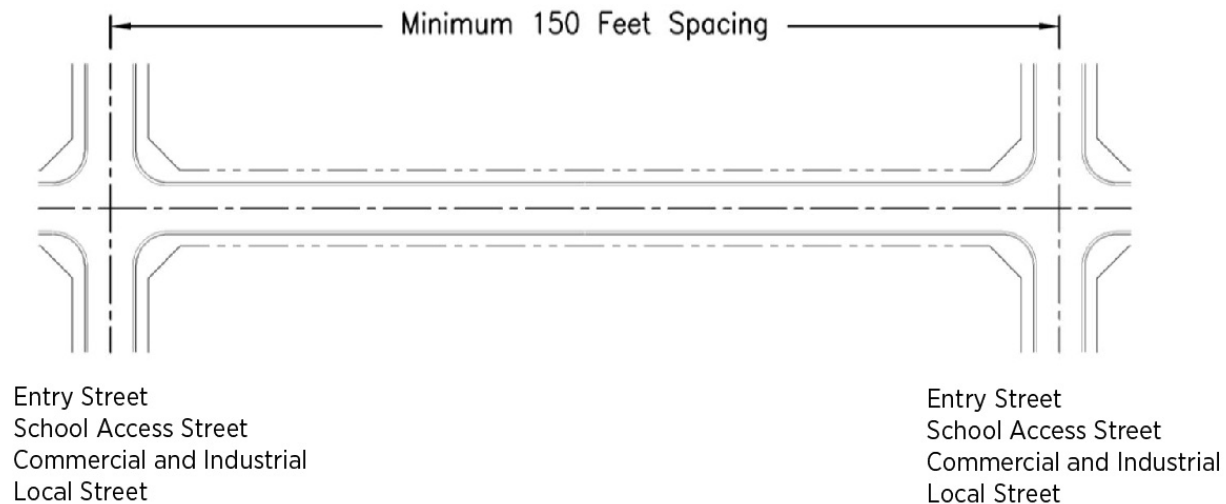
The closest Local Street intersection to a Principal or Minor Arterial along a Major or Minor Collector shall be 330 feet as measured from the Principal or Minor Arterial right-of-way line to the centerline of the Local Street.

If the access location is not accepted through the general Application process, a Permit must be obtained from the City for any private access requested to a Minor Collector.

### 5.2.5 School Access Street

Figure 5-3 shows different types of School Access Streets.

**Figure 5-3. School Access Streets**



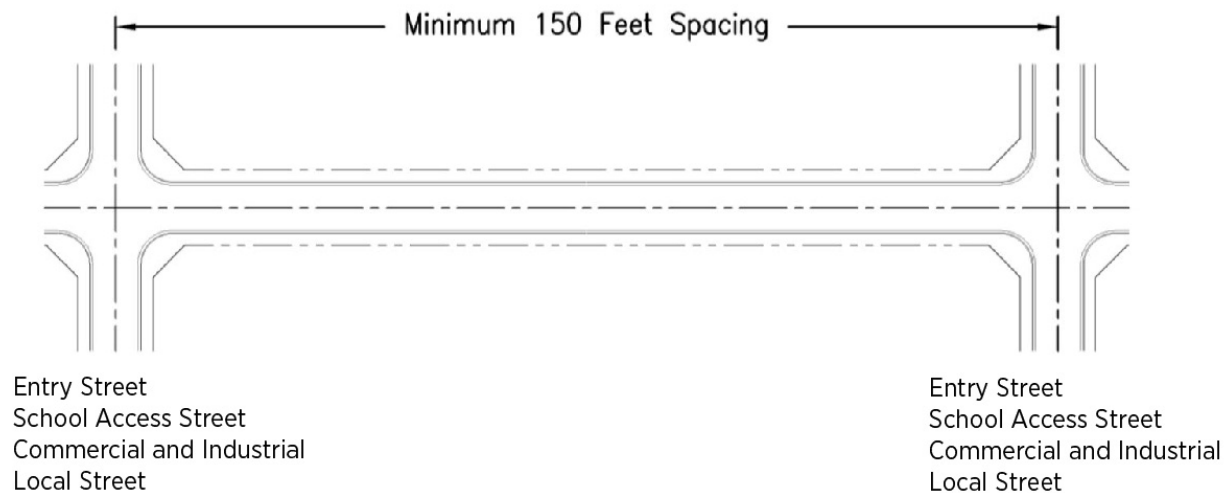
Private access to a School Access Street shall be governed by the following curb opening and driveway criteria as well as Douglas County criteria:

- 1) Streets should not intersect a School Access Street closer than 150 feet from each other (centerline to centerline). On a School Access Street, the closest intersection to a Major or Minor Collector Street shall be at least 200 feet (centerline to centerline).
- 2) No signalization shall be allowed on a School Access Street.
- 3) A Permit must be obtained from the City for any access other than single-family residential access to a School Access Street.

### 5.2.6 Commercial and Industrial

Figure 5-4 shows different types of Commercial and Industrial access.

**Figure 5-4. Commercial and Industrial Access**



Private access to Commercial and Industrial Streets shall be governed by the following curb opening and driveway criteria:

- 1) Streets shall intersect Commercial and Industrial Streets not closer than 150 feet from each other (centerline to centerline). The closest Local Street intersection along a Commercial and Industrial Street to a Major or Minor Collector shall be 200 feet (centerline to centerline). Refer to Figure 5-5.
- 2) Signalization shall not be allowed on Commercial and Industrial Streets.
- 3) A Permit may be required from the City for any private access requested to Commercial and Industrial Streets.
- 4) In an effort to limit the number of "Points of Conflict" on Commercial and Industrial Streets, access to these streets should be limited to shared driveways located at common lot lines.

### 5.2.7 Entry Streets

Private access to Entry Streets is not allowed.

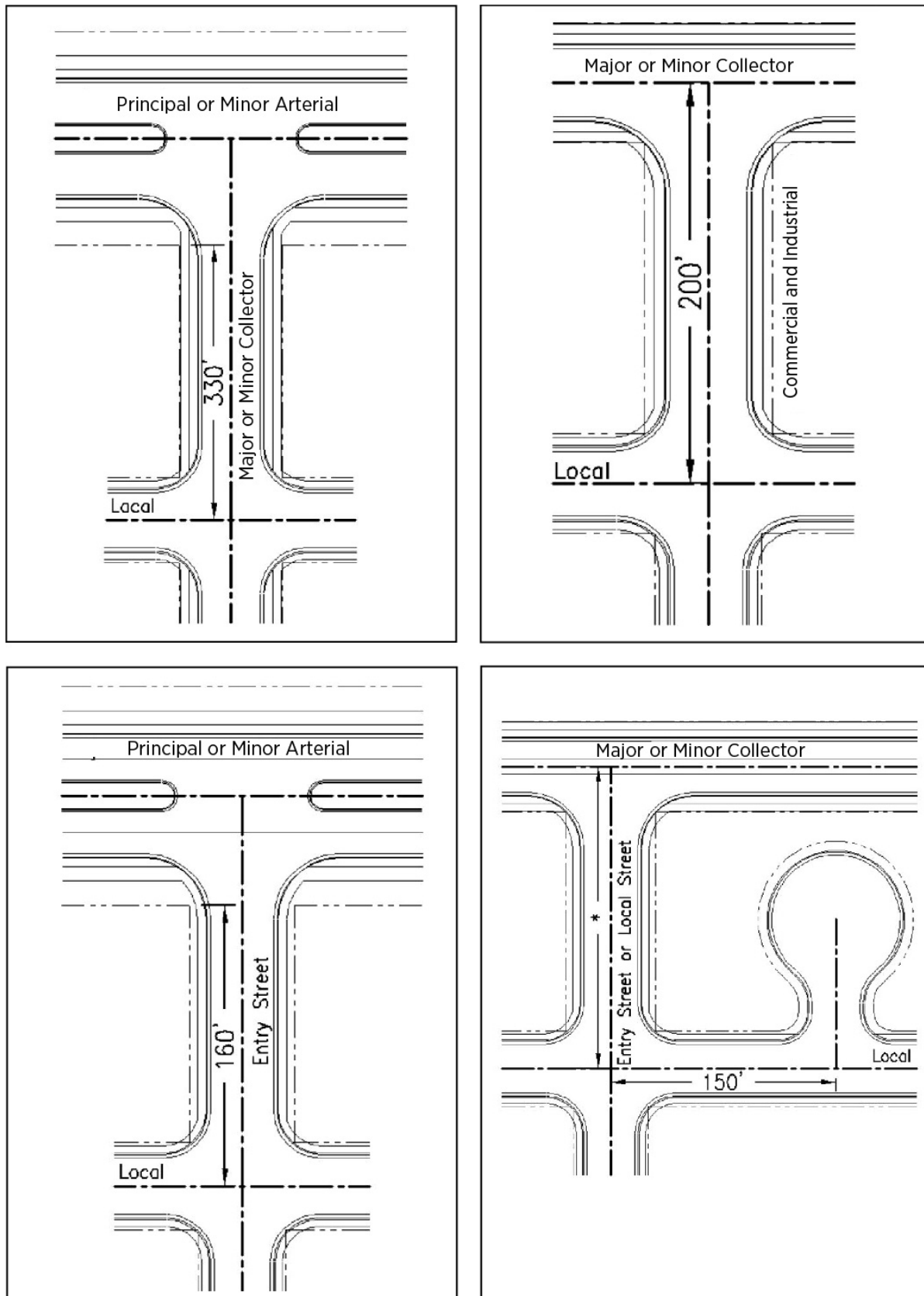
- 1) The closest Local Street intersection along an Entry Street to a Principal or Minor Arterial shall be 160 feet as measured from the Principal or Minor Arterial right-of-way line to the centerline of (the Local Street). The closest Local Street intersection along an Entry Street to a Major or Minor Collector shall be 160 feet (centerline to centerline). Refer to Figure 5-5.
- 2) Signalization shall not be allowed on an Entry Street.

### 5.2.8 Local Streets

Private access to Local Streets shall be governed by the following curb opening and driveway criteria:

- 1) Intersections between shall be spaced no closer than 150 feet (centerline to centerline). The closest Local Street intersection along a Local Street to a Major or Minor Collector shall be 200 feet (centerline to centerline).
- 2) Signalization shall not be allowed on a Local Street.
- 3) Single-family residential accesses to Local Streets are issued by the Building Department in accordance with this chapter.

Figure 5-5. Intersection Separation for Entry Street and Local Streets



### 5.3 Basic Principles for Curb Openings and Driveways

By controlling the location and width of curb openings or driveways along the street, it is possible to avoid or eliminate long, open stretches where motorists can indiscriminately drive onto the street. In case of conflict between requirements in the various sections of this chapter, the more restrictive will apply. The opening or driveway width should be adequate to properly handle the anticipated traffic volumes and types of vehicles expected to use the driveway. Its location should be completely within the property boundary lines.

Driveway openings shall be located at the point of optimum sight distance along the street. For openings and driveways to commercial establishments, there shall be sufficient space cleared of any obstructions so that drivers entering or exiting the property are given sufficient sight distance to enable them to make proper and safe turning movements. The profile of a driveway approach and the grading of the adjacent area shall be designed so that when a vehicle is located on the driveway outside the travel lanes of the street, the driver can see a sufficient distance in both directions to enable the driver to safely enter the street without impeding traffic flow.

Any adjustments that must be made to utility poles, streetlight standards, fire hydrants, inlets, traffic signs and signals, utility boxes, or other public improvements or installations that are necessary as the result of the curb openings or driveways shall be accomplished without any cost to the City. Any curb opening or driveway that has been abandoned shall be restored by the property owner to previous conditions but at a minimum shall include obliteration of the opening such that the edge of the roadway or curb and gutter is connected on both sides of the opening being abandoned.

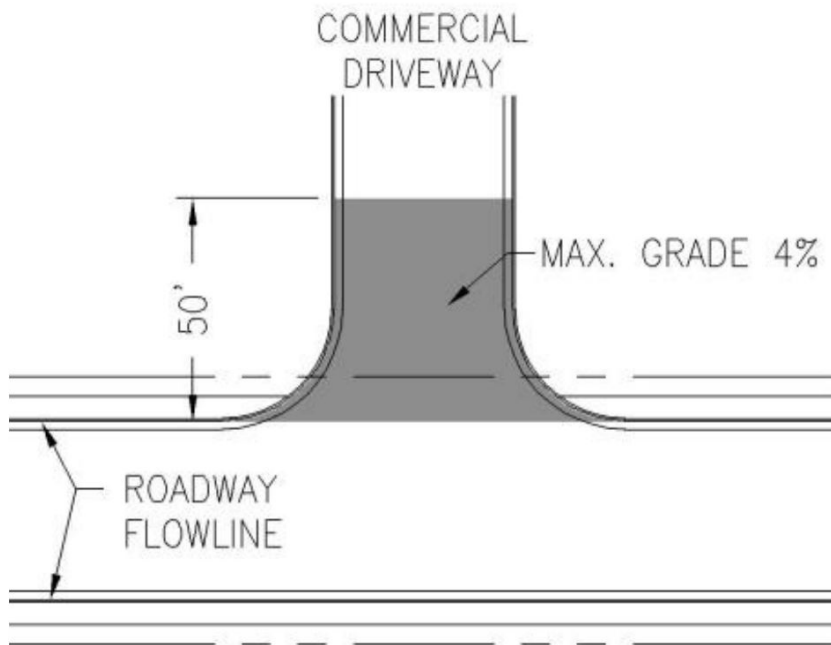
If the driveway is to serve only specific turning movements into and out of the property, the Owner or Developer will be required to provide some means of ensuring that motorists will use the driveway as designed. This is typically done using a raised median in the through street. If access is limited at the driveway location (right-in/right-out or three-quarters movement), the island design shall follow American Association of State Highway and Transportation Officials design criteria.

The City may limit or modify access points if concerns arise related to congestion or safety, or if road improvements necessitate removal or modification of raised median islands.

The length of the maximum grade of 4% along the centerline for a commercial driveway shall be a minimum of 50 feet measured from the flowline intersection of the roadway.

Figure 5-6 illustrates the maximum grade for a commercial driveway.

Figure 5-6. Commercial Driveway Maximum Grade



## 5.4 General Requirements

### 5.4.1 Number of Driveway Openings

Single-Family Residential – Single-family residential property shall be limited to one access point.

Multifamily Residential, Commercial and Industrial – If located on a Commercial and Industrial, Major Collector or Minor Collector roadway, assume the driveway functions as a Local Street and use the information provided on Figure 5-6. If access is located on a roadway classified other than Commercial and Industrial, driveway openings shall be determined on a case-by-case basis.

### 5.4.2 Driveway Entrance Angle

The driveway entrance angle for all approaches shall be 90 degrees, plus or minus 10 degrees, to the centerline of the street. Refer to Figure 7-25.

### 5.4.3 Joint Driveway Access

Joint driveway access must be considered to serve two adjacent properties for Commercial and Industrial Developments. Joint driveway accesses are typically centered on the common property line, and cross-access easements are required. These easements must be obtained by the property owners, and any related documentation shall be submitted with the access Permit.

### 5.4.4 Minimum Space Between Driveway Openings

If Joint Access is not used, the minimum spacing between driveways shall be 50 feet, measured between the inside edges of the two adjacent driveways. New driveways shall align with existing driveways on opposite sides of the street or be offset as noted previously. This does not apply to single-family residential projects. Refer to Figure 5-7.



### 5.4.5 Driveway Movements

Projects shall be designed to prohibit backing maneuvers in the right-of-way. Driveways accessing roadways shall not allow parking within 50 feet from the edge of the adjacent road.

### 5.4.6 Change in Use or Traffic Volume

If the use changes or volume increases by 20% for an existing access to a City right-of-way, or if there is a change in the use or developed size of the property, a Permit and additional improvements may be required, or the access may be limited. Change in access or property use may include, but is not limited to, change in the amount or type of traffic, structural modifications, remodeling, change in type of business, expansion in existing business, change in zoning, or change in property division creating new parcels. Consult with the City to determine whether a Permit will be required.

### 5.4.7 Auxiliary Lanes (Acceleration/Deceleration Lanes)

See Chapter 7 of these Roadway Standards.

## 5.5 Access Design

### 5.5.1 Width of Driveway Opening

The total width of driveway openings for properties measured at the curb line for various Street Classifications shall be in conformance with Table 5-1.

**Table 5-1. Width of Driveway Openings**

Roadway Class	Single-Family Residential (feet)	Multifamily Residential (feet)	Commercial and Industrial (feet)
Principal and Minor Arterials	N/A	38 (if allowed)	38 (if allowed)
Major and Minor Collectors	N/A	38	24 to 36
Local	16 to 30	38	24 to 36

Notes:

1. Driveway openings of 30 feet or more must be constructed as a radius curb return.
2. If a radius curb return is used, the width of the allowed driveway does not include the curb return radius.
3. The width of the driveway opening does not include the tapers. refer to Curb Opening detail in Appendix A.
4. The dimensions in Table 5-1 may need to be increased if a Traffic Impact Study accepted by the City indicates different vehicle types or volumes would require modification of the dimensions.

### 5.5.2 Driveway Edge Clearance

This clearance is the distance measured along the curb line from the nearest edge of the curb opening to a point where the property line is extended to the curb line. Refer to Figure 5-8.

Note: Joint access with adjoining property must be considered. Joint access shall be the only justification for eliminating the minimum edge clearance dimension.

### 5.5.3 Corner Clearance

This clearance is the distance measured along the curb line from the nearest edge of the curb opening to the adjacent street right-of-way line. Refer to Figure 5-7.

Figure 5-7. Corner Clearances for Non-Single-Family Driveways

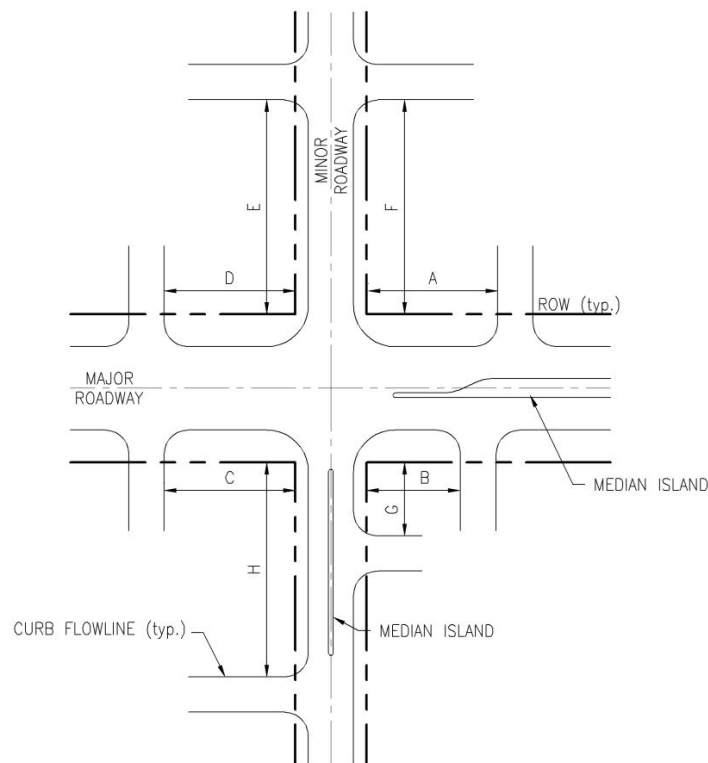


Table 5-2. Legend for Figure 5-7 – Minimum Corner Clearances Based on Class of Major Roadway

Row	Arterial (feet)	Collector (feet)	Local (feet)
A	115	75	50
B	85	85	50
C	115	75	50
D	115	75	50
E	210	115	50
F	210	115	50
G	50	50	50
H	210	115	50

**Note:**

This table does not apply to single-family residential driveways. Single-family residential driveways must access on the street of the lowest classification and at the side of the lot farthest away from the intersection.

Driveways should be located as far away from major intersections as possible. This constraint is as much for the ability to enter and leave the property as for the benefit of intersection safety and operations. Exiting a driveway during peak-hour conditions at traffic signals is difficult where the queue of standing or slow-moving vehicles does not allow a sufficient gap for entry from the driveway.

### 5.5.4 Sight Distance

Sight distance for curb openings to private property shall consist of a sight triangle conforming to the requirements of these Roadway Standards.

## 5.6 Unpermitted Access

Any access, driveway, or curb cut constructed within public right-of-way without an access issued by the City or by an accepted site plan shall be subject to a Stop Work order and shall be removed immediately. Failure to obey the Stop Work order may result in the prosecution of the violators. Failure to remove the unapproved access may result in the removal of said access by the City, and the cost of removal shall be charged to the property owner from which the access originates. In the event the property owner fails to reimburse the City within 30 days after submission of the bill for the costs incurred, the City shall have the right to enforce such obligation by appropriate legal action.

Note: Single-family residential driveways must access on the street of the lowest classification and at the side of the lot farthest away from the intersection. Any deviations from these criteria require approval through the City. These dimensions only apply to the road classifications shown on Figure 5-8; if access is to a different classification of road, then intersection spacing shall apply.

Figure 5-8. Curb Openings and Driveway Spacing

