

BILL NO. 2277

ORDINANCE NO. 2103

**AN ORDINANCE ESTABLISHING ACCESS MANAGEMENT STANDARDS FOR THE CITY OF CHESTERFIELD**

**WHEREAS**, the City of Chesterfield has not previously had its own set of standards regarding access management, and

**WHEREAS**, the City of Chesterfield has determined that it is necessary for it to establish its own access management standards to be consistent in its review, to allow developers to know what requirements will be expected of their developments and to provide a specific set of entries and standards, which are to be met for access to public thoroughfares with the City of Chesterfield; and

**WHEREAS**, the City, having reviewed access standards of St. Louis County; the Transportation Research Board, and other standards and practices which are applied to developments accessing public roadways; and

**WHEREAS**, the Department of Public Works has determined that the proposed standards as set forth below are in the best interest of the public health, safety and welfare.

**NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:**

**Section 1.** The City of Chesterfield hereby adopts or incorporates by reference the attached Exhibit A, which is identified as the Chesterfield Driveway Access Location and Design Standards.

**Section 2.** This Ordinance and the requirements thereof shall be codified within the Municipal Code of the City of Chesterfield.

**Section 3.** This Ordinance shall be in full force and effect from and after its passage and approval.

Passed and approved this 21<sup>st</sup> day of JUNE, 2004.

  
MAYOR

**ATTEST:**

  
CITY CLERK

**Chesterfield Driveway Access Location and Design Standards**

- (1) Purpose. The purpose of the Chesterfield Driveway Access Location and Design Standards are to recognize the City’s desire to minimize the number of permitted access points in an effort to improve traffic flow, minimize congestion, and enhance the public safety. The number of access points may be restricted, even to the extent that all other criteria may be met.
  
- (2) Scope of Provision. The Chesterfield Driveway Access Location and Design Standards are supplemented and qualified by additional general regulations as published by the Department of Public Works, the Planning Department, and other appropriate departments of the City of Chesterfield and are incorporated as part of these design standards by reference.
  
- (3) General
  - (a) The specifications and guidelines set forth in this ordinance are to be applied to all roadways and properties that abut roadways within the City, unless otherwise indicated.
  
  - (b) This section shall be deemed to be supplemental to other sections regulating the use of public property, and in case of conflict, this section shall govern.
  
  - (c) Adequate sight distance to observe roadway traffic shall be provided for a vehicle entering a roadway from a driveway.
  
  - (d) Upon the Petitioner establishing unique and unusual circumstances that make it difficult to apply these standards, the Petitioner’s Engineer, after establishing the unique and unusual circumstances may apply for a variance to the recommended dimensions set forth in this Ordinance if warranted by specific traffic conditions. The City Engineer may approve said deviation only upon the establishment that it is in the public interest, that same be approved.
  
  - (e) It shall be unlawful for any person to cut, break, or remove any curb along a street except as granted by the issuance of a Special Use Permit, or the approval of improvement plans.
  
  - (f) It shall be unlawful for any person to construct, alter, or extend; or permit or cause to be constructed, altered, or extended any driveway approach adjacent to a public street that can be used as a parking space on the area between the curb and private property. No parking behind the curb, within public right of way, is permitted.
  
- (4) Location of Driveway Access
  - (a) In making a determination as to the location of driveway access, the City Engineer shall consider:
    - (i) The characteristics of the proposed land use;

- (ii) The existing traffic flow conditions and the future traffic demand anticipated on the development and the adjacent street system;
  - (iii) The location of the property;
  - (iv) The size of the property;
  - (v) The orientation of structures on the site;
  - (vi) The number of driveways needed to accommodate anticipated traffic;
  - (vii) The number and location of driveways on existing adjacent and opposite properties;
  - (viii) The location and carrying capacity of adjacent intersections;
  - (ix) Proper geometric design of driveways;
  - (x) The spacing between opposite and adjacent driveways;
  - (xi) Internal circulation between driveways;
  - (xii) The speed of traffic on the adjacent roadway;
  - (xiii) Pedestrians, sidewalks, cyclists, and other modes of transportation; and
  - (xiv) Surrounding terrain and vegetation, relative to sight distance.
- (b) Non-residential developments shall not be permitted driveway access that require backing maneuvers in a public street right-of-way for parking or loading areas.
  - (c) Single family housing unit's driveway access shall not be restricted relative to backing maneuvers; however, whenever possible, driveway access to arterial and collector streets for a single family housing unit shall utilize turnouts or a circular type driveway.
  - (d) One curb cut shall be allowed for access to single family residential lots. More than one curb cut may be allowed upon approval by the City Engineer.
  - (e) For corner tracts, access to residential lots shall be provided from the lesser (lowest classification) street. The determination as to the lesser (or greater) street shall be made by the City Engineer and based on the functional street classification and traffic.
  - (f) Driveway access to gated developments shall be as approved by the City Engineer. At a minimum, a stacking distance of sixty (60) feet shall be provided, and a turnaround for rejected vehicles, designed to accommodate a single unit truck, must be provided in advance of the gate.

- (g) No cuts through a left-turn reservoir of a median shall be permitted in order to provide for left turn movements to driveway approaches.
- (h) Driveways in right-turn lane transition areas shall be as approved by the City Engineer.
- (i) When a commercial, industrial or multi-family development abuts more than one public street, access to each abutting street may be allowed only if the following criteria are met:
  - (i) It is demonstrated that such access is required to adequately serve driveway volumes and will not be detrimental or unsafe to traffic operations on public streets. The City Engineer may require the submittal of a traffic study, which demonstrates that such access is required.
  - (ii) The minimum requirements, as set forth in Figure A2, for corner clearance for commercial or multi-family driveways are met.
  - (iii) The proposed access does not promote cut-through traffic.
  - (iv) It is demonstrated that such access is required to adequately provide access for emergency responders.

(5) Spacing of Driveway Access

(a) Definitions

**Arterial Street System.** This system, along with the State highway and interstate routes, must serve as the principal network for through traffic flows. Arterial streets should connect areas of principal traffic generation with the designated US and State Highways. The primary purpose of the arterial street system is to serve through traffic, local access should be kept to a minimum. A properly designed and developed major arterial street system should help define the residential neighborhoods, industrial sites, and commercial areas and minimize the conflicts with school and park development.

- Major arterials are streets and highways that provide service to traffic entering and exiting the City and between major activity centers.
- Minor arterials are streets that feed the major arterial system, support moderate trip lengths and serve activity centers.

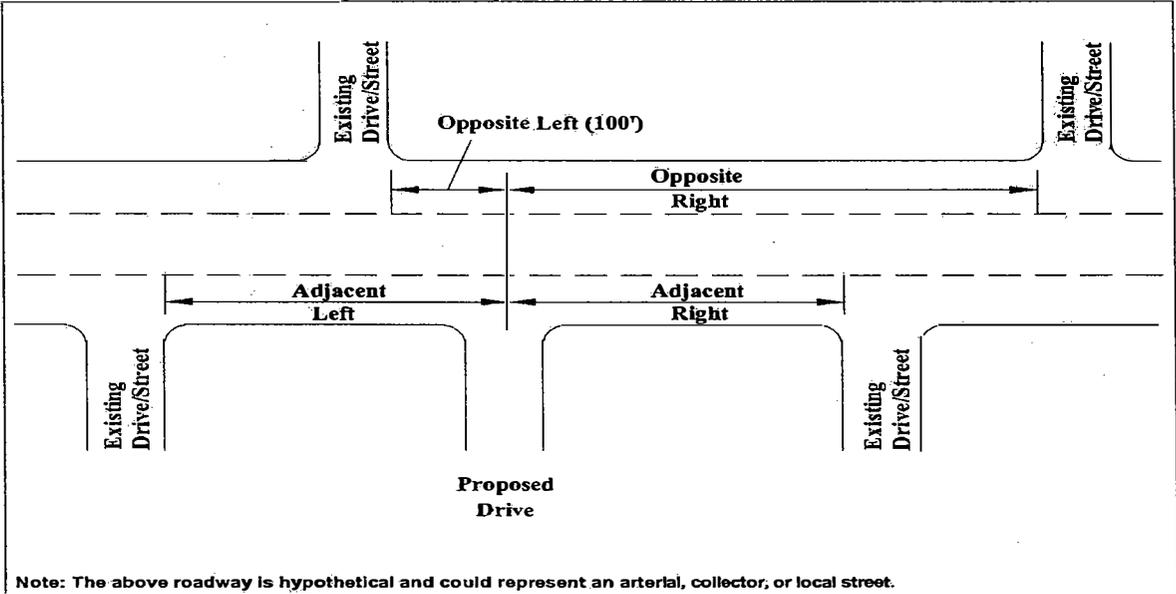
**Collector Street System.** This system includes all distributor and collector streets serving traffic between arterial and local facilities. This type of roadway basically serves an equal function for providing for through traffic movements and for access for abutting properties. These roads may also serve to connect adjacent neighborhoods. To discourage through traffic, some discontinuity of the collector

system through residential areas is often desirable. However, through commercial areas, the collector system should be more continuous.

**Local Street System.** Included in this system are all streets used primarily for direct access to residential, commercial, industrial, or other abutting properties. Continuity of the local street system in residential areas is necessary only to the extent required to provide easy and fairly direct access to adjacent properties and to connect with collector and arterial streets.

- (b) Application of the Chesterfield Driveway Access Location and Design Standards requires identification of the functional classification of the street on which access is requested and then application of the appropriate spacing requirements.
- (c) The functional classification of streets in the City are identified on street maps maintained by the Department of Public Works. The functional classification of any street in the City not indicated as an arterial or collector street on this plan shall be determined using the functional street classification defined by the American Association of State Highway and Transportation Officials (AASHTO) "green book," *A Policy on Geometric Design of Highways and Streets*.
- (d) Driveway access spacing shall be measured from the centerline of the proposed driveway pavement to the nearest edge of the roadway pavement (paved shoulder or back of curb) of the adjacent or opposite driveway or street as indicated in Figure A1. The driveway spacing requirements shall not apply to single family lots accessing local streets.

**Figure A1-Measuring driveway access**



- (e) Opposite Right Driveways shall be located no closer than the minimum requirements of Table A1.

**Table A1 – Opposite right (downstream) drive spacing**

Street Classification	Minimum Spacing (feet)	Desirable Minimum Spacing* (feet)
Major Arterial	300	400
Minor Arterial	225	350
Collector	175	300
Local Street **	125	225

\* Desirable minimum spacing will be required except in existing developments with insufficient frontage. Drives with higher volumes may require greater offsets.

\*\* The driveway spacing requirements shall not apply to single family lots accessing local streets.

- (f) Additional opposite right spacing over and above that set forth in Table A1 may be required if it is determined by the City Engineer that there is insufficient left turn storage or weave maneuver area between the opposite right and proposed driveway. This determination shall be made under peak traffic conditions.
- (g) A minimum of one hundred feet (100') shall be required for Opposite Left Drives for all street classifications where no centerline medians are constructed.
- (h) If the centerline of an opposite drive is less than fifteen feet (15') from the centerline of the proposed drive, the drives form an intersection and the minimum spacing requirements shall apply for the closest adjacent drive.
- (i) Adjacent drives shall be located no closer than the minimum requirements of Table A2.
- (j) When necessary, and to maximize spacing and limit access points, the City Engineer may require shared access.

**Table A2 – Adjacent drive spacing**

Street Classification	Minimum Spacing (feet)	Desirable Minimum Spacing* (feet)
Major Arterial	275	350
Minor Arterial	230	300
Collector	185	235
Local Street**	100	150

\* Desirable minimum spacing will be required except in older developments with insufficient frontage. Driveways with higher volumes may require greater offset.

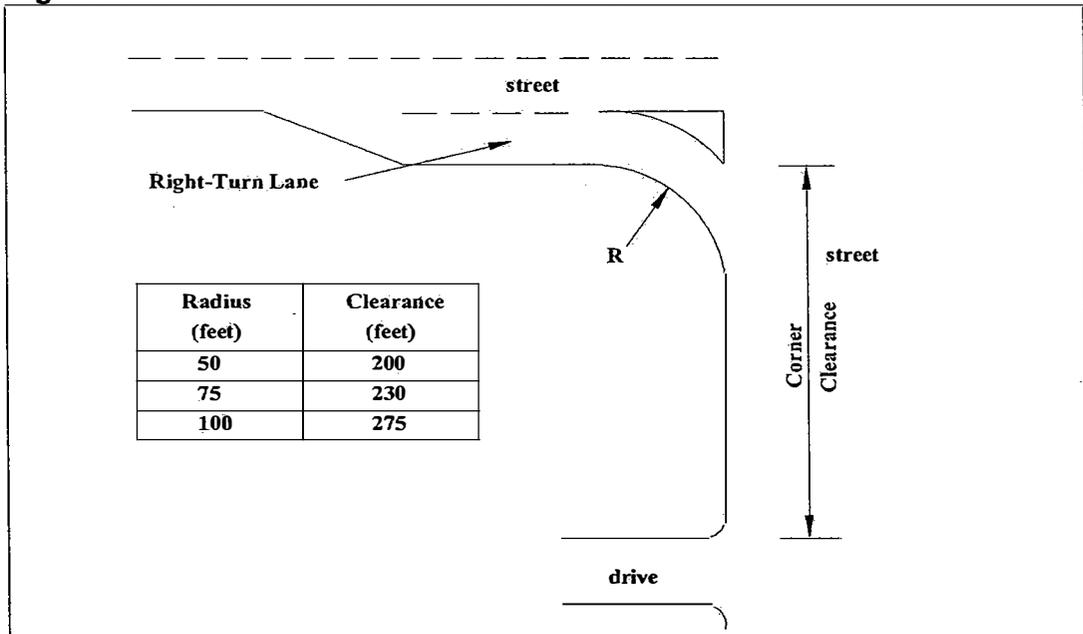
\*\* The driveway spacing requirements shall not apply to single family lots accessing local streets.

(6) Corner Clearance

Corner clearance for driveway access shall meet or exceed the minimum driveway spacing requirements for that roadway. When minimum spacing requirements cannot be met due to lack of frontage and all means to acquire shared access drives or cross access easements have been exhausted, the following requirements shall apply.

- (a) At intersections of arterials with channelized right-turn lanes with yield control, a corner clearance distance in accordance with those set forth in Figure A2 shall be required for the first downstream driveway. This distance shall be measured from the channelized median to the nearest edge of the proposed driveway as indicated in Figure A2.

**Figure A2- Downstream corner clearance**



- (b) No driveway approach on a corner lot may be located closer than 30 feet from local streets, 75 feet from collector streets, 100 feet from minor arterials and 120 feet from major arterials. This measurement shall be taken from the intersection of the prolonged property lines at the corner, as shown on Figure A2. Where applicable, easement lines shall be substituted for property lines. When these requirements cannot be met due to lack of frontage, the driveway may be located such that the radius or flare will begin at the farthest property line.

(7) Shared or Cross Access

- (a) A joint private access easement may be required between adjacent lots fronting on arterial and collector streets in order to minimize the total number of access points

along those streets and to facilitate traffic flow between lots. The location and dimensions of said easement shall be determined by the City Engineer.

- (b) Private cross-access easements may be required across any lot fronting on an arterial or collector street in order to minimize the number of access points and facilitate access between and across individual lots. The location and dimension of said easement shall be determined by the City Engineer.

(8) Maximum Number of Non-Residential Entrances

- (a) The number of non-residential entrances for each property or site shall be restricted on the basis of traffic requirements as determined by the City Engineer. The maximum number allowed, if all traffic requirements are satisfied, shall be as indicated in Table A3.

**Table A3 – Non-Residential Entrances**

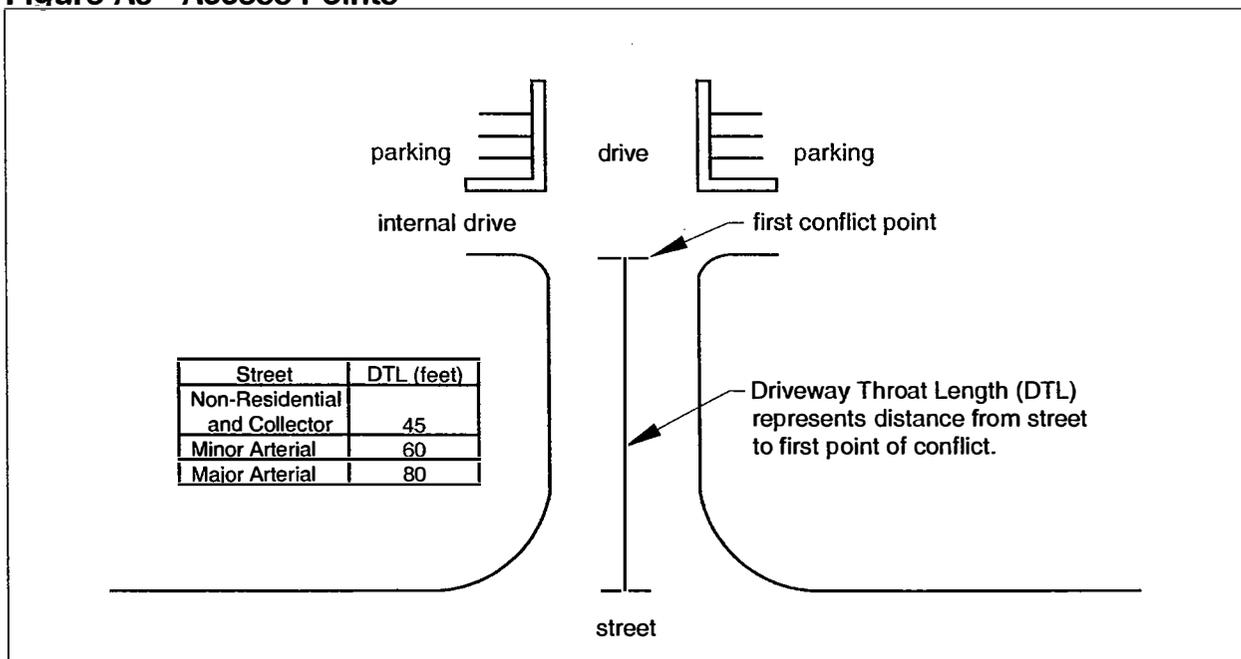
Frontage (feet)	Maximum Number Non-Residential Entrances
Less than 200	1
200-500	2
500-1,000	3

(9) Geometric Design of Driveway Access

- (a) Any driveway approach located within public right of way shall meet the City's standards.
- (b) Edges of curb openings for driveways shall be a minimum of five (5) feet clear distance from the nearest edge of street stormwater inlets and ten (10) feet clear distance from street corner radius point.
- (c) In the case of corner lots, no parts of a driveway shall be constructed within the sight distance triangle area bounded by the property lines of a corner lot and a line connecting two (2) points on the property lines each measured thirty (30) feet from the intersection of the two property lines at the intersection.
- (d) The maximum width of residential driveway approaches measured at the property line, shall not exceed twenty-six feet (26') in width, while the minimum width shall not be less than ten feet (10').
- (e) The maximum width of commercial, industrial and multi-family driveway approaches for two-way operation shall not exceed forty feet (40') except that the City Engineer may issue permits for driveway approaches greater than forty feet (40') in width on major streets to handle special traffic conditions. The minimum width of commercial and multi-family driveway approach for two-way operation shall not be less than twenty-four feet (24').

- (f) The combination of the width of two driveways for residential circular drives shall not exceed thirty-two feet (32'), if two curb cuts are approved per (4) (b).
- (g) The angle of driveway approach shall be between seventy degrees (70°) and ninety degrees (90°) degrees for one-way drives.
- (h) A minimum driveway throat length of forty-five feet (45') for non-residential local streets and collector streets, sixty feet (60') and eighty feet (80') for arterials, as shown in Figure A5 shall be required to allow free flow for traffic entering the site in order to avoid traffic into the development causing delays to the through traffic stream. A minimum driveway throat length of 125 feet shall be required on signalized driveways, or longer as may be recommended by a traffic study; and a minimum driveway throat length of 250 feet shall be required for commercial retail centers that have over 200,000 gross feet of leaseable floor area. The driveway throat length shall be defined as the distance from the street to the first point of conflict in the driveway.

**Figure A5 - Access Points**



- (i) For the benefit of traffic safety and flow on collector and arterial streets, tapered or channelized deceleration lanes for vehicles turning right into high volume or intersection type driveways may be required if warranted. Design of right-turn deceleration lanes shall be in accordance with the AASHTO *Green Book* on auxiliary lanes.

- (i) The spacing requirements for driveways not meeting the specifications in Tables A1 and A2 may be lessened or waived if tapered or channelized deceleration lanes are used.
- (j) Access points on arterial and collector streets may be required to be signalized in order to provide safe and efficient traffic flow. A development may be responsible for all or part of any right-of-way, design, hardware, and construction costs of a traffic signal if it is determined that the signal is necessitated by the traffic generated from the development.

(10) Street Structures

No driveway shall interfere with public facilities such as street light or traffic signal poles, signs, fire hydrants, cross walks, bus loading zones, utility poles, fire alarm supports, drainage structures, or other necessary street structures. The City Engineer is authorized to order and effect the removal or reconstruction of any driveway constructed prior to the adoption of these standards which is found to be a nonconforming structure and when the driveway needs to be reconstructed or relocated due to the evident public need. (Public need includes, but is not limited to, changes required for: public safety, traffic flow, pedestrian concerns, maintenance requirements, changes in street structure in the area, flood control and/or street drainage, etc.). The cost of reconstructing or relocating such driveways shall be at the expense of those creating the reconstruction or relocation need and/or those receiving the benefit.

(11) Permits

- (a) Any plans submitted for building approval which include or involve driveways shall be referred to the City Engineer for review and/or approval under one of the two following procedures before a building permit is issued:
  - (i) **New Property Development under Improvement Plans.** Approval of driveway location and design for new properties and/or developments included in the properties "improvement plan" shall be considered the "permit" for driveway installation as submitted.
  - (ii) **Special Use Permits.** Any property owner desiring a new and different driveway or an improvement to an existing driveway at an existing residential or non-residential property shall make application for a Special Use Permit, in writing, on such forms as are provided by the City, and designating the contractor who will do the work, to the City Engineer. The application shall be accompanied by a sketch or drawing clearly showing the driveway, parking area, or driveway to be connected and the measured location of the nearest existing driveways on the same or opposite sides of the roadway. The City Engineer will prescribe the construction procedure to be followed.
- (b) Special Use Permits are not required when an existing residential driveway is simply being removed or replaced in kind. (Note: Special Use Permits are required for any

significant structure change, land use change, or property boundary change to any specific identifiable parcel of land.)

- (c) All permits granted for the use of public property under the terms of this section shall be revocable upon a due cause showing of public need.

(12) Penalties

- (a) Any persons, firm, association, entity, or corporation violating any provisions of this Ordinance, or any employee, assistant, agent, or any other person participating or taking part in, joining or aiding in the violation of any provisions of this Ordinance shall be guilty of a misdemeanor punishable by fine of not less than \$5 and not more than \$500 for each and every day that such violation continues and the discretion of the Court. Each day will be considered a separate violation.
- (b) In addition to the penalties herein above authorized and established, the City may issue stop work permits and the City Attorney shall take such other actions at law, or in equity, as may be required to halt, terminate, remove or otherwise eliminate any violation of this Ordinance.