

CITY OF RANCHO CUCAMONGA - ENGINEERING DIVISION
DRIVEWAY POLICY

A. Project Submittals: A map (plan) to scale shall be provided showing the location of existing, approved, and proposed driveways and streets within the vicinity of the driveways proposed for the project. The required distance offsite will vary with the project type and location. As a general rule, 600' from the project boundaries will be sufficient; however, in some cases more or less distance will be required.

B. Arterial Streets: 4-Lane (64' curb to curb width) or larger:

1. Spacing (measured between driveway centerlines):
 - a. Same side of street - 300'
 - b. Opposite side of street - align or separate by 300' (preferred), 235' minimum. Does not apply to streets with medians.
 - c. Additional service only driveways may be allowed.
 - d. Foothill Blvd. (east of Haven Ave.) - spacing shall be 660'.
2. Distance from intersections (measured from BCR to near edge of driveway):
 - a. Signalized (existing or future) - 200'
 - b. Other - 100'
3. For corner properties, driveways shall be restricted to the smaller side street whenever possible.
4. Stacking (distance from street face of curb to nearest edge of a parking stall perpendicular to the drive aisle):
 - a. Commercial, service, and truck drives - 75'
 - b. Others - 50'
5. Deceleration lanes for driveways shall be provided as required by the City Engineer.
6. Shared driveways with adjacent properties shall be used where appropriate for the proposed site or master plan, to meet spacing requirements, or where located near property lines.
7. Single family residential shall not take direct access.

C. Local Industrial / Commercial Streets 2 Lane (44' curb to curb width)

1. Spacing (measured between driveway centerlines)
 - a. Same side of street - 150'
 - b. Opposite side of street - align or separate by 150'.
2. Distance from intersections - same as B.2.
3. Stacking - 25'.
4. Shared driveways - same as B.6.

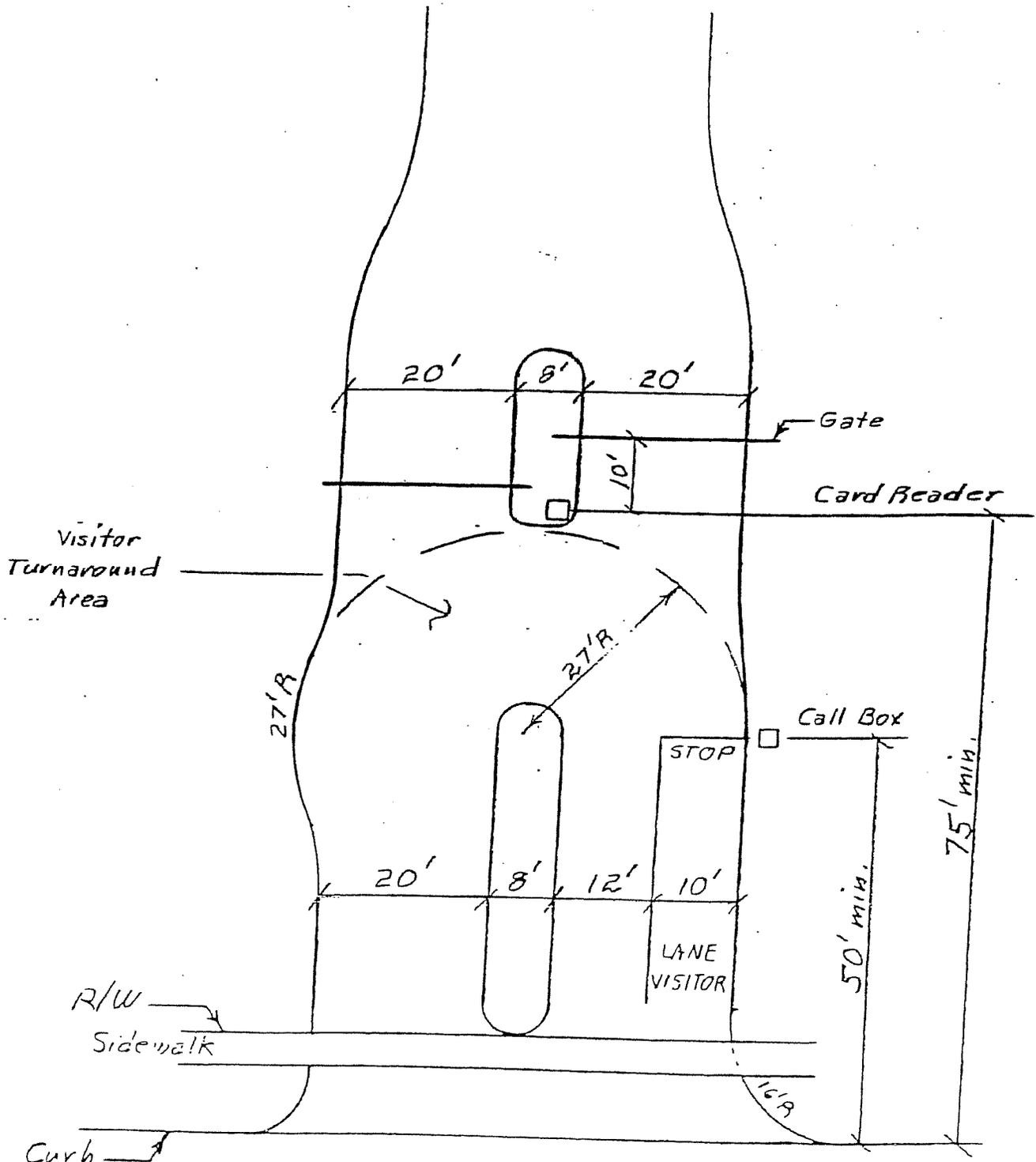
D. Residential Collectors 2 Lane (44' curb to curb width):

1. Single family residential shall not take direct access. When absolutely necessary, provide a circular drive (preferred) or hammerhead to prevent backing into the street.
2. Driveways for larger projects (other than single and duplex residential) shall conform to Section 'C' above.
3. This criteria shall also apply to local residential streets (36' curb to curb) that act as functional collectors carrying 1500+ ADT (now or in the future).

E. General:

1. Construct Drive Approaches in accordance with Standard Drawing No.101 ,a, b, or c. Driveways with medians shall have two 20' wide drive aisles separated by a 10' wide median. The median shall not extend into the public right-of-way.
2. Driveways and the projected onsite drive aisles shall be perpendicular to the street.
3. Project site plans shall provide for backing onsite to prevent backing from and into public streets, except for single family residential fronting local residential streets.
4. Gated entries for residential projects shall conform to the separate "Residential Project Gated Entrance Design Guide". Other projects will require a special design allowing for visitor truck turning.
5. In general, driveways serving corner single family units shall be placed on the approach, versus away streets, to reduce conflicts between backing out and blind right turn movements, except where the approach street is a functional collector. Driveways on away streets shall be located 50' minimum from the BCR to the near edge or the maximum distance allowed by the lot size.
6. More restrictive requirements than stated herein may be imposed on occasion to insure traffic safety as deemed necessary by the City Engineer.

CITY OF RANCHO CUCAMONGA
ENGINEERING DIVISION



PUBLIC STREET

RESIDENTIAL PROJECT
GATED ENTRANCE