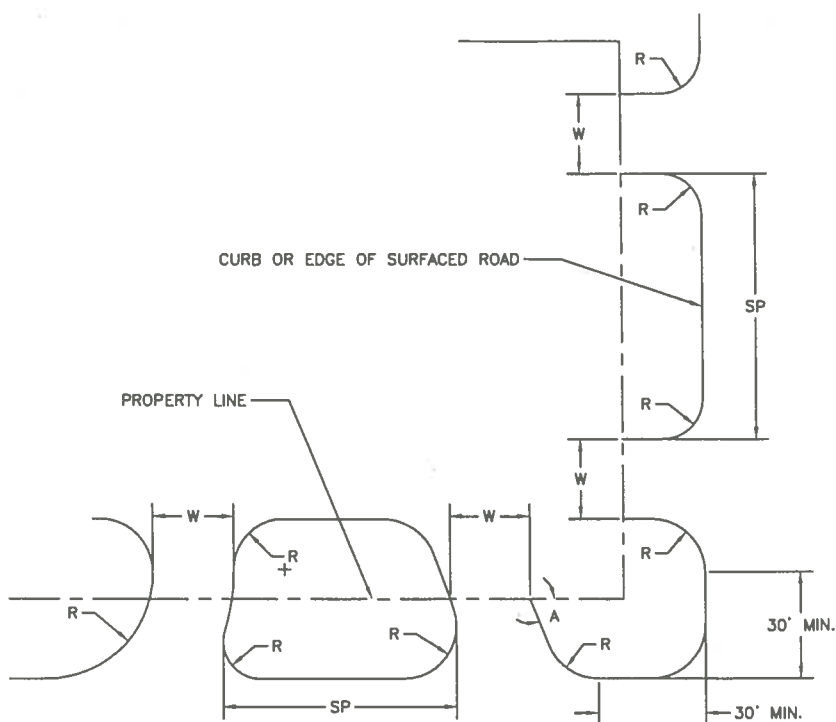


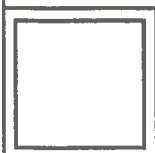


### DRIVEWAY APPROACH STANDARDS:

| Type               | Width (W) ft. |      | Radius (R) ft. |            | Min. Spacing (SP) ft.<br>Between Drives |
|--------------------|---------------|------|----------------|------------|-----------------------------------------|
|                    | Min.          | Max. | Min.           | Max.       |                                         |
| <u>Residential</u> |               |      |                |            |                                         |
| Single Family      | 10            | 24   | 5 (FLARE)      | 10 (FLARE) | 10                                      |
| Multi-family       | 24            | 36   | 10             | 15         | 20                                      |
|                    |               |      |                |            |                                         |
| <u>Commercial</u>  |               |      |                |            |                                         |
| Office             | 24            | 36   | 10             | 15         | 20                                      |
| Retail             | 24            | 36   | 10             | 15         | 40                                      |
| Industrial         | 24            | 50   | 10             | 20         | 40                                      |

### GENERAL REQUIREMENTS

1. One-way commercial driveways shall meet the same standards as two-way driveways, except for width (minimum 15 ft. — maximum 25 ft.). Proper signs will be posted and maintained by the owner.
2. Driveways shall not be constructed within the curb return of street intersection. A minimum distance of 30 feet will be maintained between the point of a curb cut for driveway and the point of intersection of the projected curb lines at an intersection.
3. The angle of driveway approach shall be approximately 90 degrees to the street curb line for all two-way driveways. One-way driveways and service station driveways shall be 30 to 90 degrees.
4. No head-in-parking will be permitted for commercial driveways.
5. The Transportation Manager shall have the authority to alter these design standards or to deny issuance of a permit if, in the opinion of the Transportation Manager, it is in the best interest of public safety. Deviation from the driveway approach standards would take into consideration the peak driveway approach volume and the driveway storage capacity in conjunction with the peak street volume and the street storage capacity.



TRANSPORTATION DIVISION  
CITY OF MENLO PARK  
DRIVEWAY DESIGN GUIDELINES

dwapstd.dwg  
APPROVED: *[Signature]*  
Transportation Manager  
DATE: 3/28/96