

## **ARTICLE 6.00**

# **ACCESS MANAGEMENT AND NON-RESIDENTIAL DRIVEWAY STANDARDS**

### **Section 6.01 Statement of Purpose**

The purpose of this Article is to provide access standards which will facilitate through traffic operations, ensure public safety along roadways, and protect the public investment in the street system, while providing property owners with reasonable though not always direct access. The standards are specifically designed for streets whose primary function is the movement of through traffic, as opposed to local streets whose primary function is access to adjacent properties. The standards are based on extensive research in Michigan and nationally that support access management standards such as those herein as an effective mechanism to achieve the purposes stated above.

### **Section 6.02 Application of Standards**

- A. Access management research demonstrates that standards need to vary in consideration of the function of the roadway. Thus, this Article sets forth two sets of standards, one for frontage along M-59; the other for other major thoroughfares in the Township. The M-59 standards are based on a specific evaluation and recommendations for that corridor in a plan prepared for the Michigan Department of Transportation. These standards recognize the primary function along M-59 is to accommodate longer distance, higher speed traffic, with a secondary function to access land uses. The standards for other thoroughfares are somewhat less stringent, in recognition those roads generally accommodate shorter duration trips at more moderate speeds.
- B. The standards of this Article shall not apply to driveways located in a Planned Development (PD) District because the PD allows modification of access when integrated with other elements of the project to achieve the stated purpose of that Article.
- C. The access standards contained herein shall be required in addition to, and where permissible shall supersede, the requirements of the Michigan Department of Transportation and the Livingston County Road Commission.
- D. The standards contained in this Section shall apply to all uses, except permitted single-family and two-family dwelling units.
- E. The standards herein refer to all access points (driveways, street intersections and private road intersections) except a driveway to a single family or two-family home on a single lot or parcel.

- F. For expansion and/or redevelopment of existing sites where the Planning Commission determines full compliance with standards of this Section is unreasonable or unnecessary, the standards shall be applied to the maximum extent possible. In such situation, suitable alternatives which substantially achieve the purpose of this Section may be accepted by the Planning Commission, provided that the applicant demonstrates all of the following apply:
1. The size of the parcel is insufficient to meet the dimensional standards.
  2. The spacing of existing, adjacent driveways or environmental constraints prohibit adherence to the access standards at a reasonable cost.
  3. The use will generate less than five-hundred (500) total vehicle trips per day or less than seventy-five (75) total vehicle trips in the peak hour of travel on the adjacent street, based on rates developed by the Institute of Transportation Engineers.
  4. There is no other reasonable means of access.
  5. Public safety will not be compromised by the modification sought.
  6. The requested modification is acceptable to the enforcing road agency (MDOT or LCRC).

## **Section 6.03 General Standards for Driveway Location**

- A. Driveways shall be located to minimize interference with the free movement of traffic, to minimize interruption of traffic operations at intersections, to minimize need for crossovers for any median, to reduce conflicts with existing access points on both sides of a roadway, to provide adequate sight distance, and to provide the most favorable driveway grade.
- B. Driveways, including the radii but not including right turn lanes, passing lanes and tapers, shall be located entirely within the right-of-way frontage, unless otherwise approved by the Michigan Department of Transportation or Livingston County Road Commission, as applicable, and upon written certification from the adjacent property owner agreeing to such encroachment.

## **Section 6.04 Standards for the Number of Commercial Driveways**

The number of commercial driveways shall be the minimum necessary to provide reasonable access for regular traffic, service vehicles and emergency vehicles, while preserving traffic operations and safety along the public roadway. Standards for M-59 frontage are specified in Section 6.08.

- A. A single means of direct or indirect access shall be provided for each separately owned parcel. Where possible, this access shall be via a shared driveway or a service drive. Where it is not possible to provide shared access, this access may be by a single driveway.
- B. An additional driveway(s) may be permitted only under one of the following:
1. One (1) additional driveway may be allowed for properties with a continuous frontage along one (1) roadway of over five hundred (500) feet, and one (1) additional driveway for each additional five hundred (500) feet of frontage, if the Planning Commission determines the design meets the purpose and standards of this Article.

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2. Two one-way driveways may be permitted along a frontage along a single road of at least one hundred twenty five (125) feet, provided the driveways do not interfere with operations at other driveways or along the street.
3. An additional driveway designed and designated for service vehicles may be considered for commercial or industrial uses of over 100,000 square feet where the location of the access will not unduly interfere with traffic operations along the roadway or conflict with nearby access points.
4. The Planning Commission may determine additional driveways are justified when a traffic impact study, submitted by the applicant and accepted by the township, clearly demonstrates that a poor Level of Service (E or F, as described in the Highway Capacity Manual, by the Transportation Research Board, Washington DC) would result at the access point and the additional access point will not compromise traffic operations along the roadway. The burden of such documentation is on the applicant.

## Section 6.05 Commercial Driveway Spacing Standards

- A. Minimum spacing requirements between a proposed commercial driveway and an intersection shall be measured from the near edge of the proposed driveway, measured at the throat perpendicular to the street, to the near lane edge of the intersecting cross road, in accordance with the table below:

<b>MINIMUM COMMERCIAL DRIVEWAY SPACING FROM STREET INTERSECTIONS</b>		
Location of Driveway	Minimum Spacing for a Full Movement Driveway	Minimum Spacing for a Channelized <sup>1</sup> Driveway or along a Median Cross Section
Along Major Thoroughfare <sup>2</sup> , Intersecting Street is a Major Thoroughfare (see Section 6.08 for M-59 standards)	250 feet	125 feet
Along Major Thoroughfare <sup>2</sup> , Intersecting Street is not a Major Thoroughfare	200 feet	125 feet
Along Other Roads	75 feet	50 feet

<sup>1</sup> Channelized driveway is one that includes a physical design that prevents left turns into and out of a site. This design may be supplemented by signs, but signs alone shall not meet the requirement for a channelized driveway.

<sup>2</sup> Major thoroughfares include: Old US-23, Clyde Road, Fenton Road, Commerce Road east of Pleasant Valley Road, Pleasant Valley Road, and Hacker Road south of M-59, and any other County primary roads, state trunklines or roads with a right-of-way of at least eighty six (86) feet.

- B. To reduce left-turn conflicts, new commercial driveways shall be aligned with those across the roadway where possible. If alignment is not possible, driveways should be offset a minimum of one hundred fifty (150) feet from those on the opposite side of the roadway. Longer offsets may be required depending on the expected inbound left-turn volumes of the driveways.

- C. Minimum spacing between two commercial driveways, measured from near edge to near edge of the driveways, shall be determined based upon posted speed limits along the parcel frontage. (Not applicable in the Planned Development District).

<b>SPACING BETWEEN COMMERCIAL DRIVEWAYS</b>	
<b>Posted Speed Limit (MPH)</b>	<b>Minimum Driveway Spacing (In Feet)</b>
25	125
30	155
35	185
40	225
45	300
50 and higher	330

## **Section 6.06 Standards for Shared Driveways and Service/Frontage Roads**

The use of shared driveways and service roads, in conjunction with driveway spacing, is intended to preserve traffic flow along major thoroughfares and minimize traffic conflicts, while retaining reasonable access to the property. Where noted above, or where the Planning Commission determines that reducing the number of access points may have a beneficial impact on traffic operations and safety while preserving the property owner's right to reasonable access, access from a side street, a shared driveway or service road connecting two or more properties or uses may be required.

- A. In particular, service drives, frontage roads or parking lot maneuvering lane connection between lots or uses may be required to be constructed by the applicant, or easements for such a drive in the future provided, in the following cases:
1. Where the spacing standards between driveways or from intersections can not reasonably be met.
  2. When the driveway could potentially interfere with traffic operations at an existing or potential traffic signal location.
  3. Where the site is along a portion of a major thoroughfare where congestion exists or there is a recorded history of a high number or rate of accidents in relation to similar locations in the Township or along similar roadways in the state.
  4. The property frontage has limited sight distance.
  5. The fire department recommends a second means of emergency access.
- B. Where the construction of the service drive will occur in the future, a timing mechanism and performance guarantee shall be provided.

- C. Service drives shall be constructed in accordance with the specifications of the Township Engineer. Generally, the pavement width shall be at least 24 feet, with no parking. Access points to the service drive shall be in accordance with the applicable spacing standards of this Article.

## **Section 6.07 Commercial Driveway Design**

Commercial driveways shall be designed according to the standards of the MDOT or the LCRC and in accordance with the following:

- A. For high traffic generators, (uses producing 50 peak hour left turns, or where left turn movements have Level of Service D or worse, as described in the Highway Capacity Manual, by the Transportation Research Board, Washington DC) or for commercial driveways along roadways experiencing or expected to experience congestion, as determined by the Planning Commission, two egress lanes may be required (one being a separate left turn lane).
- B. Where a boulevard entrance is designed by the applicant or required by the Planning Commission, a fully curbed island shall separate the ingress and egress lanes. The radii forming the edges on this island shall be designed to accommodate the largest vehicle that will normally use the driveway. The minimum area of the island shall be one hundred eighty (180) square feet. The Planning Commission may require landscaping on the island, however any portion within the public right-of-way shall conform to applicable road agency standards. Such landscaping shall be not less than ten (10) feet in width and tolerant of roadway conditions. Direct alignment of boulevard entrances shall be discouraged.
- C. All commercial driveways shall provide an unobstructed clear vision between a height of thirty (30) inches and six (6) feet in a triangular area measured ten (10) feet back from the point of intersection of the driveway and the street right-of-way, as more specifically described in Section 3.09.F.

## **Section 6.08 Access Spacing Standards for M-59**

### **A. Driveway Spacing Standards**

Specific spacing standards for spacing between a commercial driveways along M-59 are provided in the table below:

<b>MINIMUM ACCESS SPACING <sup>1</sup>: M-59</b>				
<b>Posted Speed Limit (MPH)</b>	<b>From Adjacent Access</b>	<b>From Cross Road Intersection</b>	<b>From Offset Access Point</b>	<b>Cross -over Spacing</b>
45	375 feet	350 feet	250 feet	660 feet
55	525 feet	350 feet	250 feet	660 feet

<sup>1</sup> These standards may be reduced by the Planning Commission if approved by the Michigan Department of Transportation or the Livingston County Road Commission, as appropriate. Longer offsets may be required depending on the expected inbound left-turn volumes of the driveways.

### **B. Number of Commercial Driveways**

The number of commercial driveways serving a property shall be the minimum necessary to provide reasonable access and access for emergency vehicles, while preserving traffic operations and safety along the public roadway. Access shall be provided for each separately owned parcel in the form of an individual driveway, shared driveway or via a service drive. Additional driveways may be permitted for property if at least one of the following conditions is met:

1. One (1) additional driveway may be allowed for properties with a continuous frontage of over three hundred (375) feet in 45 mph zones and five hundred twenty five (525) feet in 55 mph zones and one (1) additional driveway for each additional increment of frontage based on these same respective front footages, if the Planning Commission determines there are no other reasonable access opportunities.
2. The Planning Commission determines additional access is justified without compromising traffic operations along M-59, based upon a traffic impact study provided by the applicant and accepted by the Township and MDOT.

### **C. Shared Driveways, Frontage Roads and Service Drives**

It is the stated policy of the Township to encourage the use of shared driveways and service roads for commercial development. A shared driveway or service road connecting two or more properties or uses may be required. When a shared driveway or service road is required, the Planning Commission must determine that reducing the number of access points will have a beneficial impact on traffic operations and safety while preserving the property owner's right to reasonable access. Specifically, service drives may be required where recommended in the M-59 Corridor Plan or other sub-area master plans; near existing traffic signals or near locations having potential for future signalization; and along segments of M-59 with a relatively high number of accidents or limited sight distance.

### **D. Service Road Design Standards**

Service roads shall generally be parallel or perpendicular to the front property line and may be located either in front of, adjacent to, or behind, principal buildings. In considering the most appropriate alignment for a service road, the Planning Commission shall consider the setbacks of existing buildings, anticipated traffic flow for the site, locations of existing service roads or parking lot connections, and the M-59 Corridor Plan.

#### **1. Access Easement**

Shared driveways and service roads shall be within an access easement recorded with the Livingston County Register of Deeds which permits traffic circulation between properties. This easement shall be sixty (60) feet wide, except an access easement parallel to a public street right-of-way may be forty (40) feet wide, if approved by the Planning Commission. The required width shall remain free and clear of obstructions, and shall not be used for parking unless otherwise approved by the Planning Commission.

#### **2. Driveway Stacking Length**

A driveway stacking area shall be provided between the intersection of the service drive with M-59 and any internal circulation lane. The depth of the stacking area shall be sufficient to accommodate expected vehicles waiting. As a guideline, the minimum length of a stacking area should be at least 80 feet. A larger stacking area may be required depending upon the trip generation characteristics of uses to be served by the service drive.

**3. Construction and Materials**

Service roads shall have a base, pavement and curb with gutter in accordance Livingston County Road Commission standards for public streets, except the width of the service road shall have a minimum pavement width of twenty-six (26) feet.

**4. Temporary Access**

The Planning Commission may approve a temporary access where a continuous service road is not yet available and a performance bond or escrow is created to assure elimination of temporary access when the service road is continued. Land use permits shall not be issued until the financial guarantee has been conveyed to the local government.

**E. MDOT and LCRC Standards**

Except where specific recommendations are noted above, driveways along M-59 shall meet the general standards of this Article and those of the MDOT and LCRC.

## **Section 6.09 Modification of Standards for Special Situations**

During site plan review the Planning Commission shall have the authority to modify the standards of this Article upon consideration of all of the following:

- A. The standards would prevent reasonable access to the site.
- B. The site has insufficient frontage to meet the requirements of this Article.
- C. Access via a shared driveway or service/frontage road is not possible due to the presence of existing buildings or topographic conditions.
- D. Roadway improvements (such as the addition of a traffic signal, a center turn lane or bypass lane) will be made to improve overall traffic operations prior to project completion, or occupancy of the building.
- E. The use involves the redesign of an existing development or a new use which will generate less traffic than the previous use, and does not pose a significant problem to safe and efficient traffic operations.
- F. The proposed location and design is supported by the Michigan Department of Transportation or the Livingston County Road Commission depending on which agency has jurisdiction as an acceptable design under the existing site conditions. The Planning Commission may also request the applicant provide a traffic impact study to support the requested access design.
- G. The modification shall be for the minimum amount necessary, but in no case shall spacing of a full-access driveways be less than sixty six (66) feet width between the driveways, or less than fifty (50) feet between a driveway and an intersection.

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- H. Where there is a change in use or expansion at a site that does not comply with standards herein, the Planning Commission shall determine the amount of upgrade needed in consideration of the existing and expected traffic pattern and the capability to meet the standards herein to the extent practical.