

ARTICLE 10

ACCESS MANAGEMENT

Section 10.01 Purpose.

The purpose of this Article is to protect the substantial public investment in the City's street system by preserving the traffic capacity of existing streets. It is the further intent of this Article to promote safe and efficient travel within the City; minimize disruptive and potentially hazardous traffic conflicts; establish efficient standards for driveway spacing and the number of driveways; and ensure reasonable vehicular access to properties, though not always the most direct access.

The standards are specifically designed for public streets classified as collector streets, arterials or thoroughfares in the master transportation plans for the City, county or state road authorities, whose primary function is the movement of through traffic.

Section 10.02 Scope.

The standards of this Article shall apply to all sites, uses, and developments subject to Planning Commission review that abut a public street classified as a collector or thoroughfare in the master transportation plans for the City, county or state road authorities. This Article shall not apply to sites, uses, and developments exclusively abutting local streets whose primary function is to provide vehicular access to abutting lots.

The provisions of this Article shall be applied to the extent determined reasonable and appropriate by the Planning Commission, in addition to any requirements of the Michigan Department of Transportation (MDOT) or county road authorities. If a conflict arises in the application of these provisions in conjunction with county or state road authority requirements, the more stringent standard shall apply.

Section 10.03 Number of Permitted Driveways.

The number of non-residential driveways permitted per zoning lot shall be the minimum necessary, as determined by the Planning Commission, to provide reasonable access for regular traffic and emergency vehicles, while preserving traffic operations and safety along the public roadway. Such determinations shall be based on the street frontage of the zoning lot and the provisions of Section 10.04 (Driveway Offsets and Spacing Standards), and the following:

1. Where an existing site includes driveways that are not in conformance with the standards of this Article, the Planning Commission may require the closing of one (1) or more nonconforming driveways as part of any site plan approval.
2. Where feasible, new vehicular access to a site shall be provided by a shared driveway, cross-access drive or service drive in accordance with Section 10.05 (Shared Access).
3. Additional driveways may be permitted where determined by the Planning Commission to adequately accommodate traffic or ensure public safety.

Section 10.04 Driveway Offsets and Spacing Standards.

Driveways along collector streets, arterials or thoroughfares accessory to multiple-family and non-residential uses and developments shall be located so as to minimize interference with the free movement of traffic, to provide adequate sight distance, and to provide the most favorable driveway grade. Vehicle access from public streets classified as a collector or thoroughfare in the master transportation plans for the City, county or state road authorities shall be subject to the following:

A. Driveway Offsets along Public Rights-of-Way.

Where feasible, new driveways shall be aligned with existing driveways or streets on the opposite side of an collector or thoroughfare (see illustration).

1. If such alignment is not feasible, new driveways shall be offset from existing driveways or streets a minimum of 250 feet along arterials or thoroughfares, and 150 feet along collector streets.
2. Greater offsets may be required in accordance with the findings and recommendations of a traffic impact study conducted in accordance with Section 10.06 (Traffic Impact Studies).
3. The Planning Commission may modify these standards based upon site and use locations and conditions.

B. Driveway Spacing Standards.

The minimum spacing between driveways and street intersections, and between separate driveways without traffic lights, shall be determined based upon the posted speed limit of the abutting collector street or thoroughfare.

The following minimum spacing standards are based on Michigan Department of Transportation (MDOT) standards and shall be measured from the centerlines of the driveways or street right-of-way:

POSTED SPEED LIMIT	MINIMUM DRIVEWAY SPACING
25 mph	130 feet
30 mph	185 feet
35 mph	245 feet
40 mph	300 feet
45 mph	350 feet
50+ mph	455 feet

Where a site has insufficient street frontage to meet the above standards, the Planning Commission may approve any of the following alternatives:

1. The closing of at least one (1) existing nonconforming driveway on the site, or construction of a new driveway access on an abutting local street.
2. Location of a new driveway at a point that maximizes driveway spacing and separation distance.
3. Indirect access via a shared driveway, service drive, or cross-access connection with an adjacent lot or use.

Section 10.05 Shared Access.

The development and use of shared driveways, cross-access drives, service drives, and similar means of shared access connecting two (2) or more lots or uses shall be encouraged, in accordance with the purpose of this Article. Upon determination that the number of vehicular access points along a collector street or thoroughfare is excessive based on the standards of this Article, the Planning Commission may require the use of a shared driveway, cross-access drive or service drive to provide primary or secondary vehicular access as part of a site plan approval.

A. Location.

New shared driveways, cross-access drives, and service drives shall be aligned with existing drives on adjacent lots where feasible, and parallel or perpendicular to the street right-of-way.

B. Cross-Access Easement.

Shared driveways, cross-access drives, and service drives shall be located within a dedicated access easement that permits traffic circulation between lots, which shall be recorded with the county Register of Deeds office.

C. Construction and Materials.

Shared driveways, cross-access drives, and service drives shall be paved with concrete, bituminous asphalt or similar hard-surfacing materials, in accordance with the construction and design standards established by the City. The grade of such drives shall be coordinated with existing or planned drives on adjacent lots.

D. Temporary Access.

The Planning Commission may approve temporary driveways on the arterial street or thoroughfare as part of a site plan approval where continuation of shared access is not currently feasible, but is anticipated to be constructed within the next five (5) years.

A performance guarantee shall be submitted by the applicant in accordance with Section 1.06 (Performance Guarantees), to ensure closure and removal of the temporary access when the new shared access is constructed.

E. Maintenance.

The easement area shall remain clear of obstructions, and shall not be used for parking unless otherwise approved by the Planning Commission. Each property owner shall be responsible for

maintenance of the shared access. A maintenance agreement may be required by the Planning Commission, subject to review and approval by the City Attorney.

Section 10.06 Traffic Impact Studies.

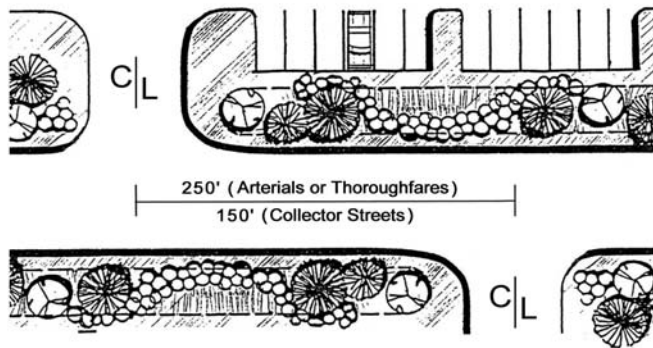
Where authorized by this Ordinance or determined necessary by the Planning Commission, a traffic impact study (TIS) shall be prepared by an applicant to determine the potential future traffic conditions on the adjacent roadways once a proposed use is established or development is completed. The City may utilize its own traffic consultant to review the TIS, with the cost of the review being borne by the applicant per Section 1.05 (Fees).

The results of the TIS shall be used in the final design of access points and internal circulation and may identify necessary off-site road improvements. At a minimum, the TIS shall meet standards of the Southeastern Michigan Council of Governments (SEMCOG) and Michigan Department of Transportation (MDOT) handbook entitled *Evaluating Traffic Impact Studies*. The Planning Commission may modify the TIS requirements or scope based upon site and use location and conditions.

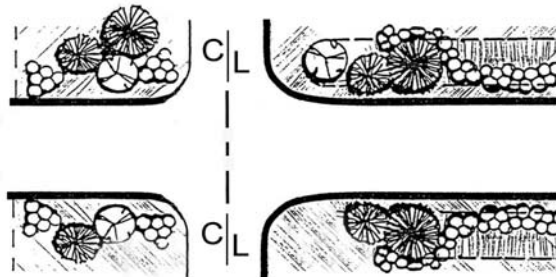
At a minimum, the TIS shall include the following:

1. An analysis of existing traffic conditions and/or site restrictions using current data.
2. Projected trip generation at the subject site or along the subject service drive based on the most recent edition of the Institute of Transportation Engineers' *Trip Generation* manual. The City may approve use of other trip generation data if based on recent studies of at least three (3) similar uses within similar locations in Michigan.
3. Illustrations of current and projected turning movements at access points, including identification of potential impacts of the development on the operation of the abutting streets. Capacity analysis shall be based on the most recent edition of the of the Transportation Research Board's *Highway Capacity Manual*, and shall be provided in an appendix to the TIS.
4. Description of the internal vehicular circulation and parking system for passenger vehicles and delivery trucks, as well as the circulation system for pedestrians, bicycles and other users.
5. Prediction of the peak-hour operational conditions at site driveways and road intersections affected by the development.
6. Justification of need, including statements describing how any altered or additional access points will meet the intent of this Article, preserve public safety and road capacity, and be consistent with the adopted master transportation plans for the City, county or state road authorities.
7. Qualifications and documented experience of the author in preparing traffic impact studies in Michigan. The preparer shall be either a registered traffic engineer (P.E.) or a transportation planner, with at least three (3) years of experience preparing traffic impact studies in Michigan. If the TIS includes geometric design, the study shall be prepared or supervised by a registered engineer with adequate experience in traffic engineering.

ILLUSTRATIONS



Minimum Horizontal Offset Distance Across Street Right-of-Way



Aligned on Driveway Centerline Across Street Right-of-Way

Driveway Offsets

