

# CHAPTER X

## ROCHESTER ROAD ACCESS MANAGEMENT OVERLAY ①

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### SECTION X.1: INTENT

The intent of the access management is to improve traffic operations; reduce potential for crashes; improve pedestrian and transit environments; and preserve the vehicular carrying capacity of roads through regulations on the number, spacing, placement and design of access points (driveways and intersections). Published reports and recommendations by the Michigan Department of Transportation (MDOT) show a relationship between the number of access points and the number of crashes.

#### Planning Commission Option ①

This ordinance is written as an overlay zoning district, but the provisions can be added as an amendment to existing parking or access requirements. If a separate overlay district is preferred, the district boundary should also be shown on the zoning map.

### SECTION X.2: APPLICABILITY

This overlay zone shall apply to all land with frontage along Rochester Road ②, except for single-family homes, duplexes or essential service facility structures. The following applications must comply with the standards in this Chapter:

A. **MDOT Permit Review.** In accordance with P.A. 200 of 1969, as amended, applicants may need to have a review of the current MDOT access permit to determine if a new permit is required [R 247.214 Rule 14(4)].

B. **Land Division, Subdivision or Site Condominium**

Any land division or subdivision or site condominium development, including residential developments.

C. **Site Plan Review or Changes in Use.** Any activity that requires review at the State or Local level shall be submitted for review. Activities subject to site plan review, changes in use or expansions on sites where any of the following will result:

1. Any increase in intensity of use of any building, structure, or lot through the addition of dwelling units, increase in floor area, increase in seating capacity, or through other means ③.
2. The amount of parking required will increase by 20 spaces or by more than 10%, whichever is less.
3. The existing driveway(s) does not meet current geometric engineering design standards enforced by MDOT or city, as applicable [see P.A. 200 of 1969, as amended, and published *Rules Regulating Driveways, Banners and Parades on and Over Highways*].
4. The site is located along a segment that experiences congestion.
5. The site is located along a segment that has experienced high crash rates.

#### Planning Commission Option ②

As written, these access standards apply to sites on Rochester Road only. Are there other major roads where your community feels access management is needed? If so, they should be specified here.

#### Planning Commission Option ③

As written, any increase or expansion would require a review of access, but these triggers can be quantified as percentages if desired. We suggest access be reviewed for expansions over 25%, but this trigger can be greater or less.

6. Any access that is within 250 feet of a signalized intersection (measured at the edge of the right-of-way).
7. The change will increase auto trips into and out of the site by more 25% or 50 total trips in the peak hour, as estimated using the most recent edition of the ITE Trip Generation Manual.
8. Any access that does or is expected to exceed 100 total trips per peak hour, or 1,000 total trips daily.

**SECTION X.3: STANDARDS**

Unless otherwise noted, spacing and offsets shall be measured from centerline to centerline. The following regulations of this Section shall be considered by the Planning Commission:

**A. Compliance with Sub-Plans**

Where specific sub-plans have been adopted, such as the Rochester Road Access Management Plan, access shall generally adhere to the recommendations and standards contained therein. Where conflicts arise, the standards and specific recommendations of the plan shall prevail.

**B. Number of Driveways**

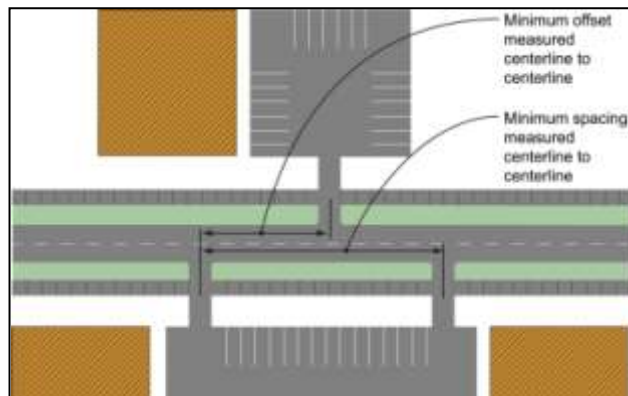
The number of resulting driveways shall be the fewest necessary to provide reasonable access to the site. Each lot shall be permitted reasonable access, which may consist of an individual driveway, a shared access with an adjacent use, or access via a service drive.

**C. Offsets and Spacing from Intersections**

Driveways shall be either directly aligned or spaced/offset as far from intersections as practical, especially signalized intersections. A minimum spacing or offset of 150 feet, measured from the edge of the intersection to the centerline of the driveway, is preferred.

**D. Driveway Spacing**

Access points shall be spaced as far as practical from other driveways on the same side of the road, considering the posted speed limit along the road segment. The spacing listed in *Table 1* is preferred.



**Table 1**  
Minimum Driveway Spacing\* - Same Side

Posted Speed (mph)	Driveway Spacing (in feet)	
	Arterial Road	Other Roads
25	130	90
30	185	120
35	245	150
40	300	185
45	350	230
50 +	455	275

\*Unless greater spacing is required by MDOT or Oakland County.

**Table 2**  
Minimum Driveway Offset – Opposing Side

Posted Speed (mph)	Driveway Spacing (in feet)
25	255
30	325
35	425
40	525
45	630
50 +	750

**E. Driveway Offsets on Undivided Roads**

Driveways shall be either aligned with driveways on the opposite side of the road or offset to the greatest distance practical. Consideration for weaving across travel lanes shall be given, especially where signalized intersections are present. The offsets listed in *Table 2* are preferred.

**F. Driveway Locations on Divided Roads ④**

Access points along divided roads shall be located in consideration of median crossovers. Access points shall directly align with or be offset a sufficient distance from median crossovers to allow for weaving across travel lanes and storage within the median. A minimum offset of 250 feet, measured from the edge of the driveway to the nose of the crossover, is preferred.

**Planning Commission Option ④**  
 This subsection addresses divided roads. This subsection should remain only if:

1. The portion of Rochester Road in your community is divided.
2. You plan to regulate other divided roads in the community.

**G. Consideration of Adjacent Sites**

Where the subject site adjoins land that may be developed or redeveloped in the future, the access shall be located to ensure the adjacent site(s) can also meet the access location standards in the future.

**H. Shared Driveways**

Where direct access consistent with the above regulations cannot be achieved, access should be provided via a shared driveway or service drive. Conditional driveway permits may be issued in these situations [R 247.234 Rule 34].

**I. Access Design**

Where practical given right-of-way constraints, driveways shall be designed with radii, tapers and other geometrics as determined by MDOT that are required to minimize the impacts of inbound right turns on traffic flow.

**SECTION X.4: ADMINISTRATION**

Applications subject to review shall be processed according to the following:

**A. Submittal Information**

Along with any other information required in *Section [insert appropriate reference to the city’s site plan review application requirements]*, developments subject to review according to this Section shall submit:

1. Detailed information showing nearby intersections; existing driveways on adjacent sites; proposed driveways; changes to existing access; and any information requested by the City necessary to review site access.
2. The Planning Commission may require submittal of a traffic impact report, prepared by a qualified traffic engineer, to verify the need for additional driveways or to justify a modification.
3. Evidence that MDOT and the Oakland County Road Commission have been sent a copy of the proposed plan for review and approval, where applicable.

**B. Allowed Modifications**

It is recognized that certain existing site conditions may prohibit full compliance with this Section. The Planning Commission may, after considering the criteria in (iii) below, modify the standards of this Section in the following situations:

1. The modification will allow an existing driveway to remain that does not meet the standards of this Section but that has, or is expected to have very low traffic volumes (less than 50 in- and out-bound trips per day) and is not expected to significantly impact safe traffic operations.
2. The use is expected to generate a relatively high number of trips and an additional driveway will improve overall traffic operations.
3. Practical difficulties exist on the site that make compliance unreasonable (sight distance limitations, existing development, topography, unique site configuration or shape), or existing off-site driveways make it impractical to fully comply with the standards.
4. Because of restricted turning movements or presence of a median that restricts turning movements, the driveway does not contribute to congestion or an unsafe situation.

**C. Modification Criteria**

The Planning Commission ⑤ may waive certain requirements of this Section upon consideration of the following:

1. The proposed modification is consistent with the general intent of the standards of this overlay zone, the recommendations of the Access Management Plan, and published MDOT guidelines.
2. MDOT staff endorses the proposed access design.
3. Driveway geometrics have been improved to the extent practical to reduce impacts on traffic flow.
4. Shared access has been provided, or the applicant has demonstrated it is not practical.
5. Such modification is the minimum necessary to provide reasonable access, will not impair public safety or prevent the logical development or redevelopment of adjacent sites and is not simply for convenience of the development.

**Planning Commission Option ⑤**

This draft gives the Planning Commission authority to grant modifications to the above standards during site plan review, but the city can require variances from the ZBA instead. If this is the city’s preferred approach, these criteria should be modified into specific variance standards for access-related applications.

If desired, the city may wish to form an Access Management Review Committee to advise the Planning Commission on access and/or modification decisions. Such committee should include, but need not be limited to:

- Local planning & engineering staff
- Planning Commission representative
- Neighboring Community representative (especially if the application is within ¼ mile of border)
- Road agency staff (MDOT or OCRC)