

**ARTICLE 28            ACCESS MANAGEMENT**

**2800    PURPOSE**

Access Management provides for efficient access and to maintain a safe level of service on all roads and highways in Sylvania Township.

**2801    REQUIREMENTS**

Access Management shall be required for all proposed commercial, industrial, multi-family developments and for all single-family developments exceeding 100 dwelling units.

- A.**    A Traffic Impact Study and Access Management Plan shall be required for all developments generating one hundred (100) or more peak hour trips regardless of lot coverage.
- B.**    Any proposed development on State Highways (Alexis Rd., Central Ave., Monroe St., Reynolds Rd.) shall be subject to the review, policy, standards and regulations of Ohio Department of Transportation (ODOT).
- C.**    Any proposed development on a County Highway or Township Road shall be subject to the review, policies, standards and regulations of the Lucas County Engineer.
- D.**    An Access Management Plan and Traffic Impact Study may not be required if any of the following have been completed in the past:
  - Access and circulation has been addressed as part of a Planned Unit Development.
  - A Traffic Impact Study and/or Access Management plan has been completed and/or implemented for adjacent sites and addresses the Access Managements requirements of the subject site.
  - The subject site is within a platted subdivision in which an Access Management Plan or Traffic Impact Study has been previously submitted which addresses the access and circulation requirements.

**2802    ACCESS MANAGEMENT PLAN**

The Access Management Plan shall accompany the site plan for review and consideration as set forth in Article 27-Project Plan Review. The following shall be indicated in the Access Management plan:

- A.**    Proposed and/or existing building size and use, driveways, parking areas, and drive aisles.
- B.**    Current use, parking areas, drive aisles and driveways from all properties opposite and adjacent to the proposed site.
- C.**    Road details, such as public right-of-way within the limits of the traffic impact, including the number and type of vehicular traffic lanes, traffic signal locations, and traffic control signs, such as “STOP” and “YIELD.”

**D.** Anticipated daily and peak hour traffic volumes at site access points.

### **2803 TRAFFIC IMPACT STUDY**

A Traffic Impact Study shall be required when any development, expansion, or change of use is proposed pursuant to Article 27-Project Plan Review, and generates one hundred (100) or more peak hour trips (as defined by the Institute of Transportation Engineers (ITE) Trip Generation. This study shall document the development's impact on internal and external vehicular and pedestrian circulation and safety. Based on the findings and recommendations of the Traffic Impact Study, an access drive, shared driveway approach for adjoining parcels, signal improvements, pedestrian walks, turn lanes, and limited direction driveways may be required as part of site plan approval.

### **2804 REQUIREMENTS**

The Traffic Impact Study shall be prepared by a Professional Engineer at the expense of the property owner or developer and include all elements of an Access Management Plan. The study shall also investigate and recommend the feasibility and benefits of improvements such as signals, turn lanes, and driveway movement limitations to protect the safety and welfare of the traveling public. The Traffic Impact Study analysis shall include descriptions for the following:

- A.** Site and area within the limits of the traffic impact area.
- B.** Roadway network within the limits of the traffic impact area; the proposed site, adjacent roadway and the nearest major intersection in each direction; shall include traffic volumes, levels of service, and physical features such as number and type of lanes and traffic control devices.
- C.** Existing development adjacent to and surrounding the subject site and a description of future development as proposed by the Sylvania Township Land Use Plan.
- D.** Trip generation consistent with the current ITE Trip Generation and distribution, including a description of all assumptions/predictions used to generate findings of trip distribution.
- E.** Projected future traffic conditions within the limits of the traffic impacts, including opening day of the proposed development; ten (10) year and twenty (20) year projections.
- F.** Evaluation of the effects the proposed development will have on the existing level of service for site driveways, public rights-of-way, roadways and adjacent intersections in each direction including traffic volumes.
- G.** Recommendations for site access and transportation improvements needed to mitigate site-generated traffic within the limits of the traffic impacts, to at least the level of service that currently exists.

## **2804 REQUIREMENTS**

- H.** Signal warrant analysis and highway capacity analysis shall be conducted, consistent with the current Ohio Manual of Uniform Traffic Control Devices (OMUTCD) and Transportation Research Boards (TRB), Highway Capacity Manual (HCM) and associated software, at all multi-movement driveways. Determination of a signal installation will be based on the signal warrant analyses with consideration for system capability and signal spacing.
- I.** Access Management and Traffic Impact Studies shall be prepared in accordance with local agency and the Ohio Department of Transportation (ODOT) standards.

## **2805 REVIEW ELEMENTS**

Such review may require that all, some, or none of the specific review elements be included in the Access Management Plan. The review elements to be considered:

- Access drives (front or rear)
- Reciprocal easement agreements (on-site only)
- Driveway geometry for proposed development
- Limited number of driveways
- Left turn lane improvements
- Limited left/right turn direction driveways
- Restricted left/right turn
- Reduction/elimination/shared driveways
- Road/drive alignment
- Traffic control devices associated with site access
- Right turn deceleration lanes

## **2806 ACCESS DRIVES**

The preferred type of access to a lot is a drive that is located in the rear of a property and which connects adjoining parcels. In those instances where a rear access drive is not feasible, a front access drive to connect adjoining parcels may be considered.

- A.** An access drive may be a publicly dedicated right-of-way, constructed at the owner's expense and built to Lucas County standards. If a private access road is proposed, requirements such as curbing, width of rights-of-way, and road width may be modified or approved by the Township. If a private access road is permitted pursuant to this Section, reciprocal easement agreements between adjoining parcels are required.

**2806 ACCESS DRIVES (cont'd)**

- B.** The distance between the adjacent road and an access drive shall be subject to the jurisdictional authority of the roadway as determined by ODOT or the Lucas County Engineer. When a front access drive is permitted, the required landscape area may be located between the existing roadway and the front access drive.
- C.** The access drive shall be constructed before any occupancy or use is permitted. A bond, escrow or other assurance shall be provided to the Township for the completion of the access drive. Where access drives are not appropriate, driveway sharing and/or cross access between parking areas of adjacent parcels may be approved.

**2807 CURB CUTS, SIGNALS**

**A. Township Roadways**

As part of the site plan review process, Sylvania Township, with recommendations from the Lucas County Engineer, Ohio Department of Transportation, or other traffic professional as designated by the Township, may approve a site plan with a specific driveway location on condition that an agreement be made between the property owner and the Township requiring that such driveway(s) be closed when specific conditions are met. Such conditions may include the completion of an access drive or shared drive approach on adjacent lots or for other road specific circumstance.

When public roadway improvements are required by a proposed development such as the construction of left or right turn lanes or installation of traffic signals, completion of such improvements shall be assured by the owner by posting a bond or escrow. The bond or escrow shall be established with the Lucas County Engineer's Office.

**B. State Routes**

New traffic signals and new curb cuts located on state routes shall be in accordance with Ohio Department of Transportation (ODOT) Standards and Policies which may include a Traffic Impact Study and signal studies consistent with ODOT requirements. State routes located within the Township include:

- Alexis Road (SR 184)
- Central Avenue (US 20/SR 120)
- Monroe Street (SR 51)
- Reynolds Road (SR 20)