

## Access Management Classification System

Standard	Kentucky Model	Michigan Model	Lapel Ordinance	Comments
Roadway Classification System	Principal (Major) Arterials; Minor Arterials; Collectors; Local Streets	Limited Access Highways; Major Arterials; Minor Arterials; Major Collectors; Minor Collectors; Local Streets	Defined by Thoroughfare Plan or MPO Functional Classification Map; Arterials; Collectors; Local Streets (V12.1.6 Street Geometric Standards A; Town of Lapel Thoroughfare Plan, 20)	
Connection Spacing	Three tiers, spacing based on presence of signals and speed limits; See Table A1-1	Based on speed limit of road driveway connects to; see Table A2-2	Varies by zoning district and road classification but ranges from 25 to 100 feet (VX.2. Entrance/Drive Standards G or I)	
Spacing Measurement	Closest edge of pavement to next closest edge of pavement	Centerline to Centerline	Curb or edge of pavement to curb or edge of pavement, whichever is less (VX.2. Entrance/Drive Standards)	
Spacing Flexibility	May be reduced to 85% of applicable standard, with exceptions	May be reduced, but in no case may spacing be less than 60-75 feet depending on lot size		The flexibility is intended to provide relief for lots with limited access options without resort to BZA
Commission Discretion	Plan Commission may allow variations from the standards that enhance safety or operation of roadway	Plan Commission may modify spacing requirements or grant temporary access permits		

## Corner Clearance

Standard	Kentucky Model	Michigan Model	Lapel Ordinance	Comments
Distance from Intersection	Meet or exceed minimum connection spacing	At least 50 feet from intersection for single or two-family houses; all others according to Table A2-3	Varies by zoning district and classification of road but ranges from 50 to 200 feet (VX.2. Entrance/Drive Standards G)	
Intersection Clearance	No connections within functional area of intersection or interchange, with exceptions	Driveways shall be located so as not to interfere with safe traffic operations at intersections; see Table A2-3	Varies by zoning district and classification of road but ranges from 50 to 200 feet (VX.2. Entrance/Drive Standards G)	Ideally, this would be covered by the required distance from intersection (and it is currently)
Lot size	Adequate size to provide for front set back and corner clearance			Ensures that any new subdivisions create parcels that meet spacing requirements
Location on or near curves			At the discretion of Town Council based on design speed/speed limit and visibility; minimums vary by zoning district (VX.2. Entrance/Drive Standards A)	

## Joint and Cross Access

Standard	Kentucky Model	Michigan Model	Lapel Ordinance	Comments
Requirement for joint/cross access	Adjacent commercial/office properties that are “major traffic generators”; includes pedestrian cross access	May be required based on connection spacing; must be centered on the property line unless written agreement for other placement	Direct vehicular access from arterials is prohibited; PC may require marginal access street, service drive, etc. (V12.1.6 Lot Standards I; Street Location and Arrangement Standards F)	
Design speed	10 mph			
Requirement for anticipatory design	Stub-outs and other such features required so that adjacent developments can tie into existing connections	For developments adjacent to vacant properties, the site shall be designed to provide for a future connection		Suitable for non-residential developments on arterials
Unified Access Coordination Plan	Encouraged wherever feasible			Reasonable for common holdings
Shared Parking	Shared parking areas permitted reduction in minimum parking if peak demand periods are out of sync	Adjacent parking lots of similar uses shall be connected where physically feasible as determined by the PC; access easement required before any final zoning approval	Two or more uses for which the normal hours of operation do not overlap may share parking either on or off-site. (VX.2. Parking Standards J)	
Easements and Agreements	Access easement; joint maintenance agreement; dedication of remaining access	Shared driveways, cross access driveways, connected parking lots, and service drives shall	Permanent documentation of any shared driveway / private road agreement	Current standards seem most robust

	rights to Town; agreement to close and eliminate pre-existing driveways after construction of joint- use driveway	be recorded as an access easement running with the land	must be signed by all involved property owners or take the form of covenants on all applicable property. The documentation shall include, but is not limited to maintenance, snow removal, ownership, and liability (V12.1.3 Minimum Standards for Administrative Subdivision B.ix)	
Permitter's discretion	Permitter may waive or alter requirements given alternative meets requirements, or the requirements are impractical			This makes sense if driveway review is handled by a traffic engineer or transportation planner experienced in such reviews

## Access Connection/Driveway Design

Standard	Kentucky Model	Michigan Model	Lapel Ordinance	Comments
Approach	Designed and located to provide an exiting vehicle with unobstructed view	All access points shall maintain clear vision; backing onto streets not allowed	Designed to promote the maintenance of the sight visibility triangle requirements (V12.1.6. Street Geometric Standards C)	
Channelization	Driveways with more than one entry or exit lanes shall incorporate such features to separate entry and exit lanes; double yellow lines are allowed in some cases			Curbs or medians for channelization make most sense for Lapel when goal is to control access/exit directions
Location with respect to in-road median openings	Coordinate and consolidate openings to minimize median openings	According to access management plan or corridor improvement plan; see Table A2-5 for recommended spacing		No medians in Lapel currently, but INDOT improvements will add them
Width and Flare	Minimum level required to serve traffic volume without posing safety hazards; see Table A1-2	9-16 feet for single- or two-family; max width of 30 feet for commercial with increasing max width for greater traffic volumes; flare no more than 1.5x width	Depends on zoning district and classification of road but generally between 22 and 32 feet (VX.2. Entrance/Drive Standards B)	Current maximums only support 3 lanes for access connections, allowing for up to 2 entrance, 1 exit or 1 entrance, 2 exits
Throat Length	Designed in accordance with	A minimum of 20 ft, with increasing length		Intention is to prevent queue of cars trying to

	anticipated storage length for entering and exiting vehicles; see Table A1-3	for higher traffic throats as determined by traffic study; see Table A2-4		enter or exit from blocking circulation on the lot or trailing into the ROW
Lot width		Suggests at least 300 feet, but prefers 400 ft minimum unless served by shared access		Intention is to require lots so wide that driveway spacing always exceeds requirements
Structure setback		No structures besides signs, telephone poles, and other non-building utility structures allowed within 75-100 feet		Provides snow storage and prevents construction of ATMs and other drive-up structures in access connections
Parking Setback and Landscaped Area	50 feet	Suggests 50 feet; requires planting with grass and salt-tolerant trees and shrubs	Buffer zone varies according to road classification from 10 to 50 feet (VX.2.7.L)	For snow storage and beautification
Street Structures		Zoning Admin authorized to order the removal and reconstruction of any driveway that interferes with the placement of municipal facilities at the expense of the property owner		Such regulations would allow structures like streetlights, telephone poles, fire hydrants, and traffic signs to take precedence over driveways in such conflicts
Location with respect to lot lines	Permitted adjacent to lot line if spacing and clearance standards require and shared access not possible	Permitted adjacent to lot line if shared driveway		Allows lots too narrow to provide adequate clearance without encroachment to have private drives

Signalization		Developer responsible for all or part of any of the costs associated with signalization if it is warranted by traffic generation from the development		May be accomplished as a condition of development approvals or through ordinance
Max Number of Driveways	Minimum number required for safe operation	One 2-way driveway or 2 one-way driveways per parcel; exceptions for parcels with long frontage, corner parcels, and developments that generate lots of traffic; see Table A2-1	May vary by zoning district, but generally single and two-family lots may have a max of 2 driveways; commercial lots are allowed 1 drive unless there are more than 25 parking spots; industrial lots must have 2 access points (VX.2. Entrance/Drive Standards D)	
Access alignment		Two-way driveways prohibited across from expressway ramp; must be offset per spacing requirements or aligned with access points on opposite side of street without median (unless this isn't safe)	Proposed new intersections along one side of existing street shall, whenever practicable, coincide with any existing or proposed intersection on other side (V12.1.6. Street Geometric Standards C.iii)	Lapel's current standards refer to new ROWs, but could and should be applied to entrance drives for non-residential uses
Curb Radii	Depends on traffic volume and required	Minimum 25-ft radii for passenger vehicles; minimum 30-ft radii for	Minimum 25 feet for local; 30 feet for collector; 35 feet for	

	clearance; see Figure A1-3 and Table A1-2	sites where truck traffic is expected	arterial (V12.1.6. Street Geometric Standards C.iv)	
Grading	Grading to follow local and state standards	Maximum of 1.5% for the 25 feet nearest the pavement edge or shoulder where feasible; elsewhere see Figure A2-6		
Snow Storage Area (along service drives)		Minimum of 15 feet on either side of drive; minimum of 30 feet between frontage road and ROW; minimum of 60 feet from ROW at throat; all measured from pavement edge		Setbacks may not provide enough space on their own for storage of snow removed from service drives
Design Basis	Required driveway design based largely on access management plan and supplemented by traffic studies	Required driveway design based largely on traffic studies		Creating an access management plan for the Town would require hiring a consultant



## Phased Development and Outparcels

Standard	Kentucky Model	Michigan Model	Lapel Ordinance	Comments
Consolidation of lots	All contiguous lots owned by the same entity considered single parcel or property for purposes of determining access requirements	Contiguous properties under one ownership or consolidated for unified development considered one parcel		These standards are intended for situations where you have multiple adjacent parcels owned by the same entity that will be developed in phases; e.g. three large retailers adjacent to one another, each with its own building and parking
Outparcel access	Must be internalized/make use of joint/cross access			
Outparcel number	Allowed 1 outparcel per 10 acres of site area			

## Nonconforming Access Features

Standard	Kentucky Model	Michigan Model	Lapel Ordinance	Comments
Requirements to bring into compliance	When new access permits are requested; substantial enlargements or improvements; significant change in trip generation; as roadway improvements allow	Noncompliant driveways will be closed upon submission of petition for special use or site plan requiring PC approval, after approval of new access; Use of the driveway or property is changed or expanded in number of vehicle trips per day or in the type of vehicles using the driveway		Lapel's UDO doesn't make explicit reference to non-conforming driveways, but they would be treated as any other non-conforming development standard; that is, if there are substantial changes to the lot or use, it would need to be made to comply with the ordinance
End of grandfathered protections	Principal activity discontinued for set period or discontinued indefinitely without present intention to resume	Driveway ceases to be used for its intended purpose for at least 12 months		

## Reverse Frontage

Standard	Kentucky Model	Michigan Model	Lapel Ordinance	Comments
Access to double frontage/through lots	Street with lower functional classification (local < collector < arterial)	Rear service drives encouraged	Through lots to be avoided except when separating residential development from arterials (V12.1.6. Lot Standards E)	
Reverse frontage on arterial	Access rights on arterial dedicated to Town; planting buffer and/or berm encouraged	Rear service drives encouraged	Landscaped common area at least 15 feet wide between rear yard of lot and adjacent ROW; must contain trees and a wall, opaque fence, or berm (V12.1.6. Lot Standards E)	

## Flag Lots

Standard	Kentucky Model	Michigan Model	Lapel Ordinance	Comments
Permission	Generally not permitted		Shall be avoided (V12.1.6. Lot Standards B)	If the Town's main opposition to flag lots is access control, provisions like this one might alleviate that concern
Conditions for permission	Driveway separation at least twice minimum frontage requirement; width of 20-50 ft; can't make up more than 10% of lots in a subdivision; driveway not counted towards minimum lot area requirements; no more than one per access easement			

## Shared Access

Standard	Kentucky Model	Michigan Model	Lapel Ordinance	Comments
To State Highways	Required for subdivisions with frontage on state highway; maximum of 2 access points			This standard would be for smaller subdivisions like the recent Clark Homestead or Knoxson Miles Estates; it conflicts with current ordinance prohibition on shared access to more than 3 lots
Dead-end Residential Street	No more than 25 lots or dwelling units and cul-de-sac must have minimum cartway radius of 30 ft	No more than 25 lots or dwelling units may gain access from a service drive to a single public street	Subdivisions of 20 lots or less are limited to one point of access on collectors or arterials (V12.1.6 Street Location and Arrangement Standards I)	

## Connectivity

Standard	Kentucky Model	Michigan Model	Lapel Ordinance	Comments
Relationship to existing, proposed, and planned streets	Subdivision street system shall be designed to coordinate		Subdivision streets shall provide for continuation of existing and proposed streets on immediately adjacent properties or conform to street plan (V12.1.6. Street Location and Arrangement Standards C)	
Stub-outs or temporary dead ends	As deemed necessary by Plan Commission where development abuts unplatted land or future phase of same development; stubs must have temporary turn-arounds or cul-de-sacs.		Permitted; any dead-end street longer than 300 feet must have a turn-around consistent with requirements of the Engineer; temporary turn-arounds must be in roadway easement which will be vacated when no longer needed (V12.1.6. Street Location and Arrangement Standards C.iii)	
Pedestrian Pathways	Shall be provided between adjacent properties	Shall be provided between adjacent properties and along service drives	Shall connect a cul-de-sac to adjacent cul-de-sacs or roads (V12.1.6. Cul-de-Sac Standards B.viii);	This standard is not the same as requiring sidewalks in the ROW

## Regulatory Flexibility, Variations, and Variances

Standard	Kentucky Model	Michigan Model	Lapel Ordinance	Comments
Plan Commission Discretion	Plan Commission may permit departure from lot, yard, and bulk requirements to encourage creativity in design, protect natural resources, and advance access objectives without variance approval by BZA	Zoning Admin may accept suitable alternatives provided certain conditions are met; these conditions change based on the number of vehicle trips generated	Plan Commission may impose additional requirements to better protect public health, welfare, and safety and may waive certain requirements with proof of hardship or unique site conditions.	
Variance Consideration	Only after all other remedies provided by code have been explored and exhausted	Only after all other remedies provided by code have been explored and exhausted	Variances of Entrance/Drive Standards may be considered by BZA	
Application Requirements	Applicants must provide proof of unique or special conditions including inability to obtain indirect or restricted access; absence of engineering or construction solutions; lack of alternative access	Applicants must provide proof of practical difficulties unique to parcel including inability to obtain indirect or restricted access; absence of engineering or construction solution; lack of alternative access	Applicants must show that, if granted, the requested variance will not be injurious to public health, morals, safety, and general welfare; will not have a substantially adverse impact on surrounding property values; and will relieve practical difficulties caused by strict application of the ordinance	

Variance Standards	Variance only granted if denial would deny all reasonable access to the site; endanger public health, welfare, or safety; or cause an exceptional and undue hardship, excluding where hardship is self-created	Variance only granted if denial would deny all reasonable access to site; endanger public health, welfare or safety; or cause unnecessary, excluding where hardship is self-created; variance must be minimum necessary to provide reasonable access	Variance granted if the above conditions are met; BZA can impose conditions on approval to ensure the above	
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## Permitting Process and Professional Review

Standard	Kentucky Model	Michigan Model	Lapel Ordinance	Comments
Fees in Escrow		Requires Zoning Admin to get estimate from licensed professional to set escrow amount; escrow must be deposited before application is reviewed		Provisions like this extend the timeline for review
Driveway Permit	Treats approval of driveways as part of approval of overall site plan/plat	Treats driveway as separate from other development	Treats approval of driveways as part of approval of overall site plan/plat	
Temporary Access Permit		May be granted to lots until surrounding lots provide joint/cross access that is more appropriate per the standards of the code		

**Table A1-1: Minimum Driveway and Signal Spacing**

Access Category	Unsignalized Intersection and Driveway Spacing						Ideal Signal Spacing	Minimum Acceptable Bandwidth for Deviation from Ideal Signal Spacing
	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph		
Tier 1	200	250	305	360	425	495	½ mile	Urban areas = 45% Rural areas = 50%
Tier 2	200	250	305	360	425	495	½ mile	Urban areas = 40 % Rural areas = 45%
Tier 3	200	250	305	360	425	495	½ mile	Urban areas = 35% Rural areas = 40%

*Commentary:* The spacing within this table reflects the draft criteria identified for the state highway system. The standards are to provide a starting point for other government agencies to use in developing acceptable local standards. Spacing for state roads must be equal to or greater than the INDOT criteria.

**Table A1-2: Suggested Access Connection Design**

Trips/Day	1-20		21-600		601-4,000*	
Trips/Hour	Or 1-5		Or 6-60		Or 61-400	
	Urban	Rural	Urban	Rural	Urban	Rural
Connection Width (2-way)	12' min 24' max	12' min 24' max	24' min 36' max	24' min 36' max	24' min 36' max	24' min 36' max
Flare	10' min	N/A	10' min	N/A	N/A	N/A
Returns (Radius)	N/A	15' min 25' std 50' max	Small radii may be used	25' min 50' std 75' max	25' min 50' std 75' max	25' min 50' std 75' max
Angle of Drive			60-90	60-90	60-90	60-90
Divisional Island			4-22' wide	4-22' wide	4-22' wide	4-22' wide

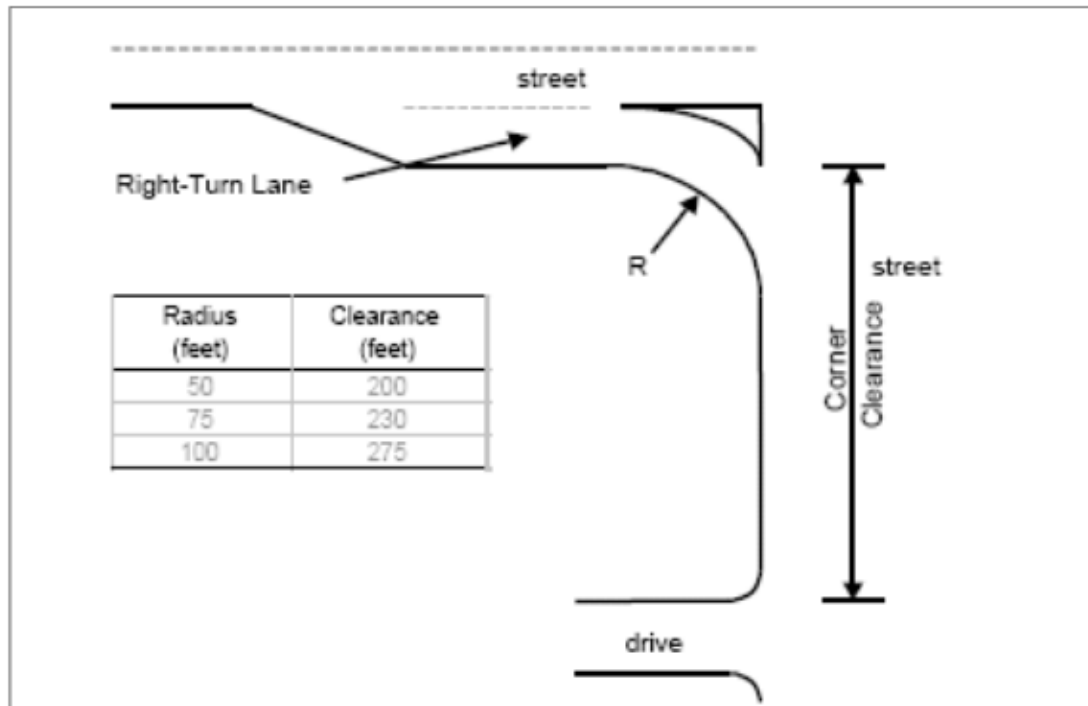
\*Note: These standards are not intended for major access connections carrying over 4,000 vehicles per day.

**Table A1-3: Generally Adequate Driveway Throat Lengths**

Signalized with 2 egress lanes	75 feet
Signalized with 3 egress lanes	200 feet
Signalized with 4 egress lanes	300 feet
Unsignalized driveways with 2 egress lanes	50 to 75 feet

*Commentary:* The throat lengths in Table A1-3 are provided to assure adequate stacking space within driveways for general land use intensities. This helps prevent vehicles from stacking into the thoroughfare as they attempt to access the site. High traffic generators, such as large shopping plazas, need much greater throat length than smaller developments or those with unsignalized driveways. The guidelines here for larger developments refer to the primary access drive. Lesser throat lengths may be permitted for secondary access drives serving large developments.

**Figure A1-3: Downstream Corner Clearance**



**Table A2-1**  
**Developments That May Warrant Consideration of an Additional Driveway**

- Multi-family developments with over 250 units;
- A grocery store of over 30,000 square feet gross floor area (GFA);
- A shopping center with over 40,000 square feet GFA
- A hotel or motel with over 400 rooms;
- Industrial developments with over 300,000 square feet GFA or 350 employees (although a secondary entrance for trucks should be allowed);
- Warehouses of over 750,000 square feet GFA or 350 employees;
- A mobile home park with over 300 units;
- General office building of 150,000 square feet GFA or 500 employees;
- Medical office building of 60,000 square feet GFA or 200 employees;
- Fast-food restaurant of over 6,000 square feet GFA;
- Sit-down restaurant of over 20,000 square feet GFA.

**Table A2-2**  
**Minimum Access Spacing Between Adjacent Access Points**

<b>Posted Speed Limit (MPH)</b>	<b>Minimum Access Spacing between Adjacent Access Points (feet)</b>
25	130
30	185
35	245
40	300
45	350
50	455

Note: The values in Table A2-2 above are considered minimums, based on the distances required to avoid conflicts between vehicles turning right or left from adjacent driveways. [THESE STANDARDS ARE SIGNIFICANTLY LESS THAN IN VARIOUS NATIONAL PUBLICATIONS. GREATER SPACING MAY BE ESPECIALLY APPROPRIATE IN RURAL AREAS. LESSER SPACING MAY BE APPROPRIATE ON NON-ARTERIAL ROADS THAT ARE ALREADY LARGELY DEVELOPED.]

**Table A2-3**  
**Minimum Access Point Spacing from Street and Other Intersections\***

<b>Location of Access Point</b>	<b>Minimum Spacing for a Full Movement Driveway or other Access Point</b>	<b>Minimum Spacing for a Driveway Restricting Left-turns (channelized for right-turn-in and right-turn-out only)</b>
Along Arterial or from • Expressway Ramps • Railroad crossings • Bridges • Median openings	300 feet [600 FEET IS BETTER] Contact INDOT for a site specific determination 100 feet 75 feet	300 feet [600 FEET IS BETTER] Contact INDOT for a site specific determination 100 feet 75 feet
Along Arterial or from another Intersecting Arterial	300 feet	125 feet
Along Arterial Intersecting a Collector or Local Street	200 feet	125 feet
Along a Collector	125 feet	75 feet
Along a Local Street or Private Road	75 feet	50 feet

\* Arterials and Collectors are as classified in the \_\_\_\_\_ Comprehensive Plan (Thoroughfare Plan or on Map \_\_\_\_\_ in this Ordinance).

**Table A2-4**  
**Minimum Driveway Throat Length**

Land Use	Building Site	Minimum Throat Length (Feet)	
		Collector	Arterial
Apartments	<100 Units	25	50
	100-200 Units	50	75
	>200 Units	75	125
Office	<50,000 Sq ft	25	50
	50,001 - 100,000 Sq ft	25	75
	100,001 - 200,000 Sq ft	50	100
	200,001 - 500,000 Sq ft	100	150
	<500,000 Sq ft	125	250
Retail	<30,000 Sq ft	25	50
	> 30,000 Sq ft	25	75
Shopping Center	< 250,000 Sq ft	25	50
	250,001 - 500,000 Sq ft	50	75
	500,000 - 750,000 Sq ft	75	200
	> 750,000 Sq ft	125	250
Supermarket	<20,000 Sq ft	50	75
	>20,000 Sq ft	75	125
Restaurant	<15,000 Sq ft	25	50
	>15,000 Sq ft	25	75
Drive-in Restaurant	<2,000 Sq ft	25	75
	>2,000 Sq ft	50	100
Motel	<150 Rooms	25	75
	>150 Rooms	25	100
Light Industrial	<100,000 Sq ft	25	50
	100,001 - 500,000 Sq ft	50	100
	>500,000 Sq ft	50	200

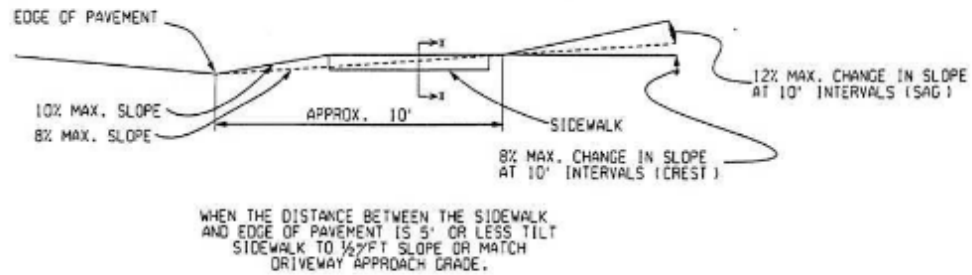
Source: *Ozhtemo Township Zoning Ordinance*, Section 67, Access Management Guidelines, 1991

**Table A2-5**  
**Minimum Directional Median Opening Spacing**

Location	Directional crossover spacing
Urban	660 feet
Rural	1,320 feet

**Figure A2-6**

**LOW VOLUME COMMERCIAL OR RESIDENTIAL**  
**DRIVEWAY SLOPES**



Source: MDOT, *Geometric Design Guide VII-680A*, Sheet 3.

**Access:** a way or means of approach to provide vehicular or pedestrian entrance or exit to a property.

**Access connection:** any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.

**Access point:** a) the connection of a driveway at the right-of-way line to a road, or (b) a new road, driveway, shared access, or service drive.

**Alley:** A public right-of-way, other than a street, road, crosswalk, or easement, that provides secondary access for the abutting property.

**Block:** Property abutting on one side of a street and lying between the two (2) nearest intersecting or intercepting streets, intersecting railroad, intersecting waterway, or the end of a dead end street.

**Connection spacing:** the distance between connections.

**Corner clearance:** the distance from an intersection of a public or private road to the nearest access connection.

**Cross access:** a service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.

**Cul-De-Sac:** A street having one (1) end open to traffic and being permanently terminated by a vehicular turnaround.

**Dedication:** The setting apart of land or interests in land for use by the municipality or public by ordinance, resolution, or the recording of a plat.

**Drive / Driveway:** Any entrance or exit used by vehicular traffic to or from land or buildings abutting a road.

**Easement:** A grant by a property owner to specific persons, the general public, corporations, utilities, or others, for the purpose of providing services or access to the property.

**Frontage Road:** a public or private drive which generally parallels a public street between the right-of-way and the front building setback line. The frontage road provides access to private properties while separating them from the arterial street.

**Joint (or Shared) Access:** a driveway connecting two or more contiguous sites to the public street system.

**Limited Access Highway:** Any roadway that operates at a high service level, consists of limited access, is divided, carries region- wide traffic and is generally classified as part of the interstate system.

**Local Road:** A road designed primarily to provide access to abutting properties and discourage through traffic.

**Lot:** A contiguous area of land separated from other areas of land by separate description for purpose of sale, lease, transfer of ownership or separate use. It may be a single parcel separately described or a combination of such parcels when adjacent to one another and used as one (1) lot.

**Lot, Through:** A lot fronting on two (2) parallel or approximately parallel streets, or abutting two (2) streets which do not intersect at the boundaries of the lot. Also includes lots fronting on both a street and a watercourse or Lake.

**Outparcel:** A parcel of land abutting and external to the larger, main parcel, which is under separate ownership and has roadway frontage.

**Public Road:** All property dedicated or intended for public highway, freeway, or roadway purpose and subject to public easements therefore.

**Reasonable Access:** The minimum number of access connections, direct or indirect, necessary to provide safe access to and from the thoroughfare, as consistent with the purpose and intent of this code and any applicable plans and policies of the Town.

**Right-of-Way:** A strip of land occupied or intended to be occupied by transportation facilities, public utilities, or other special public uses. Rights-of-way intended for any use involving maintenance by a public agency shall be dedicated to the public use by the maker of the plat on which such right-of-way is established.

**Road:** Any vehicular route that:

- A. is an existing state, county, or municipal roadway;
- B. is shown upon a plat approved pursuant to law;
- C. is approved by other official action; or
- D. is shown on a plat duly filed and recorded in the office of the Recorder prior to the appointment of a planning board and the grant to such board to review plats; includes the land between the street lines, whether improved or unimproved.

**Road, Collector:** A road designed to facilitate the collection of traffic from local streets and to provide circulation within neighborhood areas and convenient ways to reach arterial streets.

**Road, Primary Arterial:** A road with access control, restricted parking, and that collects and distributes traffic to and from collectors.

**Road, Private:** Vehicular streets and driveways which are wholly within private property except where they intersect with other streets within public rights-of-way and are maintained by the owner(s). Driveways that serve only one (1) lot and are contained on that lot shall not be considered private roads.

**Service Road:** A public or private street or road, auxiliary to and normally located parallel to a controlled access facility, that maintains local road continuity and provides access to parcels adjacent to the controlled access facility.



**Stub-out (stub-street):** A portion of a street or cross access drive used as an extension to an abutting property that may be developed in the future.

**Temporary Access:** Provision of direct access to the controlled access facility until that time when adjacent properties develop, in accordance with a joint access agreement or frontage road plan.