



## Access Guidelines

***ACCESS GUIDELINE***  
***FOR***  
***REGIONAL ROADS***



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## DEFINITIONS

**Access** - A means of vehicular or pedestrian approach, entry to, or exit from property.

**Access Connection** - Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public street system.

**Cross Access** - A service drive providing vehicular access between two or more contiguous sites to facilitate travel without a driver using the public street system.

**Corner Clearance** – The distance between a driveway and a signalized intersection or major access connection, measured from the extension of the curb of the intersection to the centre-line of the driveway.

**Driveway** - A private roadway or service drive providing for the movement of vehicles within a development and connecting to a public street.

**Influence Area (Intersection)** - That area beyond the physical intersection of two streets that comprises decision and maneuver distance, plus any vehicle storage length, that is to remain free of any driveway or side street connection.

**Intersection Sight Distance** - The generally unobstructed view along an uncontrolled street from a side street or driveway wherein drivers have sufficient view to safely enter or cross the uncontrolled street.

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

**Major access connection** - Unsignalized intersection of a Regional road with another Regional road or municipal road. Includes also private driveways to large developments that generate traffic of sufficient volume to have a significant impact on traffic operations and/or safety of the Regional roadway.

**Median Break** - A break in a raised median that is designed to allow drivers to cross or turn into or from either direction of travel separated by the raised median.

**Minor access connection** - Private driveways to small developments that generate low traffic volumes.

**Raised Median** - A physical barrier in the roadway that separates traffic traveling in the opposite directions, that is intended to exclude drivers from traveling across it except where designated openings are provided.

## **1. WHAT IS ACCESS MANAGEMENT?**

Comprehensive access management is an approach to address traffic congestion, collisions, and loss of arterial vehicular capacity. Access management programs address the location and design of public road and entrance connections to the roadway, as well as land use, subdivision and site design practices.

Since access management involves land use and transportation planning, it is required that there is co-operation within and between government agencies responsible for transportation and land development decisions. That is, there must be co-operation between the Ministry of Transportation, the City of Toronto, and the Regions of Peel and Durham. Co-operation is also required of the nine local municipalities (City of Vaughan, Towns of Aurora, East Gwillimbury, Georgina, Markham, Newmarket, Richmond Hill, Whitchurch-Stouffville, and the Township of King), as well as the Regional Municipality of York's Transportation and Works, and Planning and Development Services Departments.

Communication with the Ministry of Transportation, abutting Regions and the nine local area municipalities is also imperative for those corridors that are currently under their respective control, but may eventually be transferred to the Region. In the interest of providing for future optimal traffic movement efficiency and safety, the Ministry and the local municipalities are encouraged to follow the Region's guidelines when reviewing development proposals that directly impact potential future Region roads.

In addition to impacting the safety and efficiency of travel on the Regional road network, well-designed access management systems for existing and planned corridors can help preserve community character, advance economic development goals, and protect the substantial public investment in roads.

Roadways are classified for access control based upon their importance to local and regional mobility. The greatest access control is applied to roadways intended to serve more through traffic, such as freeways or expressways, followed by arterials and collectors. The least access control is applied to local streets - including minor collectors, residential access streets, frontage roads, lanes and cul-de-sac. In most cases, the Regional road network comprises roads that serve a blend of land access and traffic movement function; however, all Regional roads serve an arterial road function with emphasis on the traffic movement function.

The overall access management process involves the classification of a corridor according to the desired level of access control, review of access conditions, implementation of access management techniques according to the policies contained herein, and recognition of non-conforming access features. In some cases, staged phasing of access control measures (movement between road

categories) may be implemented to achieve the ultimate desired access management techniques.

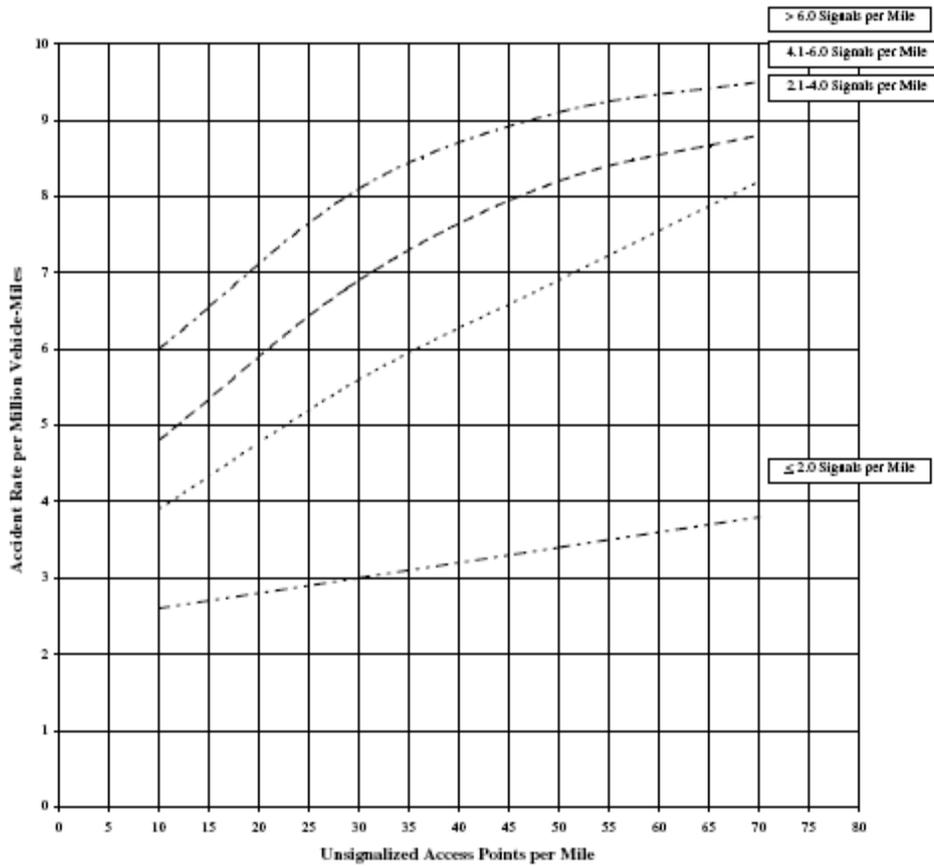
## **2. BENEFITS OF ACCESS MANAGEMENT**

Public purposes behind access control include improved safety of vehicular and pedestrian travel, preservation of roadway level of service, and enhanced community character. By preserving roadway level of service, access management helps protect the substantial public investment in transportation and reduces the need for expensive improvements. Studies suggest that poor spacing, design, and location of driveways increases travel delay and collision potential. Improvements in access management would increase roadway capacity substantially.

Research (see Figure 1) has shown that access management helps reduce the rate and severity of traffic collisions. Good definition and spacing of driveways as well as municipal streets also improves pedestrian and bicycle safety, by reducing the potential for conflicts with turning vehicles. Safety hazards on transportation corridors translate into significant social and economic costs.

From a land development perspective, access management requirements further the orderly layout and use of land and help discourage poor subdivision and site design. The quality of site access is also important to the success of a development project.

Reducing the number and frequency of driveways/streets and median openings also improves the appearance of major corridors. More area is available for landscaping, the appearance of asphalt is reduced, and scenic or environmental features can be protected. For this reason, access management is a part of many plans aimed at improving the image of streetscapes and gateways and attracting economic development.



**Figure 1: Safety vs. Access Density: Urban Roads<sup>1</sup>**

### 3. DISCLAIMER

The reader is advised that this manual is intended as a guideline only. It is recommended that unique or special situations be substantiated by a Traffic Engineering Study to be undertaken by a suitably experienced Professional Engineer.

<sup>1</sup> Source : Papayannoulis, V, Gluck, J.S., Feeney, K.; Access Spacing and Traffic Safety; TRB Circular E-C019 : Urban Street Symposium; Dallas, Texas; June 1999.

#### **4. REGIONAL ROAD DESIGNATIONS**

The Regional road system encompasses an extensive range of road forms and characteristics. For the purpose of these Guidelines, Regional roads are divided into six classes.

**Table 1  
Road Classification Categories**

<b>Class</b>	<b>Description</b>
I	Rural – 2 Lane
II	Rural – Multilane
III	Main Street
IV	Commercial/Commuter
V	Commuter
VI	Expressway

Appendix “A” describes and summarizes the attributes of each road class.

#### **5. SUBMISSION REQUIREMENTS**

Site plans shall identify the following information:

- Driveways and intersections on both sides of the road within 100 metres of the development proposal;
- Distances to adjacent driveways, median openings, intersections, and traffic signals;
- Pavement markings/lane configuration on the Regional road(s);
- Access configuration for the site, including number and direction of lanes;
- All proposed transportation elements such as signals, auxiliary lanes, and medians;
- Parking and internal circulation plans; and,
- Proposed and/or existing land uses

These site plan requirements are applicable for all Regional road classes (i.e. Classes I to VI).

Additionally, it is highly advisable that the developer or their agent contact Regional staff prior to the submission of a formal site plan application to discuss Regional issues and/or concerns.

## **6. ACCESS CONTROL**

### **6.1 Direct Access**

Direct access to a Regional road will be considered for the following site conditions:

- Subject lands are landlocked, notwithstanding the provisions of this Access Guideline regarding outparcels, and joint and cross access;
- Subject site has unique land constraints that preclude access via a local street, such as environmental, historical or archaeological features, insufficient lot depth, conflicting footprint of existing buildings, gradient or minimal frontage onto a local road;
- Alternative access creates unacceptable traffic operations, (as defined by the Region) on or in close proximity to a Regional road or Provincial highway;
- Alternative access, such as a joint driveway and cross access system cannot be established or planned, as per the provisions of this Access Guideline regarding joint and cross access; or
- Land parcels are developed with uses which rely solely on pass-by traffic, i.e., service stations.

This guideline is applicable for all Regional road classes.

### **6.2 Alternative Access**

Where minimum driveway spacing requirements cannot be achieved for a particular property, driveways shall be consolidated or a joint and cross access system shall be established or planned, provided that the adjacent land use(s) is complementary in nature.

A system of joint use driveways and cross access easements shall be established wherever feasible along the subject Regional road. The site design shall incorporate the following:

- A continuous service drive or cross access corridor extending the entire length of each block served, to provide for driveway separation consistent with this Access Guideline;
- A design width sufficient to accommodate two-way travel, accommodating private automobiles, service vehicles, loading vehicles, and emergency vehicles; and
- Easements and potentially stub-outs and other design features to provide for cross access to abutting properties via a service drive, where cross access can not be immediately obtained (see Appendix “C” for diagram).

Pursuant to this section of the Access Guideline, affected property owners shall:

- Record an easement allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;
- Record an agreement that remaining access rights along the subject corridor will be dedicated to the Region and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway and cross access; and
- Record a joint maintenance agreement defining maintenance responsibilities of property owners.
- Local municipalities are encouraged to permit a reduced parking supply where peak demand periods do not occur simultaneously for adjacent lands connected by cross access.
- Consolidated access requirements are applicable for all Regional roads.

### **6.3 Number of Access Connections**

Where determined that direct access to a Regional roadway can, or should be permitted, only a single access connection per subject site will be permitted.

Additional driveways would be subject to special considerations such as traffic analyses justifying the need for additional access to improve safety, flow and/or circulation.

This guideline is applicable for all Regional road classes.

### 6.4 Access Restrictions

On certain Regional roadways, such as future *Great Regional Streets* (6 or 7 lane cross-sections with HOV lanes) or *VIVA Rapid Transit* routes, the Region may permit a full moves driveway on condition that the Owner does not object to the access be restricted to a right-in/right-out movements driveway only upon construction. This condition may be imposed on sites that abut Regional roadways for which there are **completed** and **approved** Environmental Assessment studies that identify a median island or an exclusive transitway in the vicinity of the subject site. Consideration will not be given to amending completed and approved Environmental Assessment studies to accommodate requests for full moves access connections.

In these cases it shall be required of the Owner to agree that it shall not initiate any action, suit, or any other proceeding against the Region before any court or tribunal as a result of these restrictions of access to and from the site; including, but not limited to, any action for injurious affection.

Median breaks to allow for a full moves access connections shall not be permitted at locations where there are existing raised medians or dedicated transitways in the median of the roadway.

Even if direct access to a site is permitted, the Region may, in the interest of safety and traffic operations, impose movement restrictions e.g. left-in and/or left-out restrictions. The reconfiguration of the driveway and the construction of median islands to facilitate these restrictions shall be the responsibility of the Owner.

## **6.5 Access Control**

Proposed access connections shall only be signalized when:

- i. Traffic count studies have determined that traffic signals are warranted in terms of the Region's Traffic Signal Warrant Policy.
- ii. If the proposed signal location fully complies with the minimum spacing criteria outlined in Section 6.6.1 of this Access Guideline.

The activation of traffic signals concurrent to site Opening will only be permitted if a traffic study has shown, to the satisfaction of the Director: Operations, that there will be sufficient traffic volumes at the time of site opening to warrant traffic signals, and/or that traffic signals will be required to ensure safe traffic operations.

## **6.6 Access Connection Spacing**

There are three types of access connections to Regional roads:

- Signalized intersections / Signalized Driveways
- Major access connections (intersections and major driveways)
- Minor access connections (driveways)

All access connections on Regional roads shall meet or exceed the connection spacing requirements of the appropriate road class as specified in Tables 2 to 6 (see Appendix "B" for diagram).

### **6.6.1 Signalized Intersections / Driveways**

Table 2 contains the desirable and minimum allowable spacing for signalized intersections on Regional roads.

On Class I, II and VI roadways the desirable signal spacing may be reduced from 800 m to 400 m if the subject signal, to the satisfaction of the Region, maintains the capacity and safety of the arterial corridor, or if the signal does not impact signal progression excessively.

On Class III, IV and V roadways the signal spacing may only be reduced to a minimum of 215 m if substantiated through the submission of a comprehensive corridor analysis and transportation impact study, analysing all possible alternatives and taking into consideration land use and community factors.

**Table 2**  
**Spacing between signalized intersections / driveways**

Class		Desirable	Minimum
I	Rural – 2 Lane	800 m	400 m
II	Rural – Multilane	800 m	400 m
III	Main Street	300 m	215 m
IV	Commercial Commuter	300 m	215 m
V	Commuter	400 m	215 m
VI	Expressway	800 m	400 m

### 6.6.2 Major Access Connections

#### a) Spacing from signalized intersections

On Class III, IV and V the minimum spacing between a major access point and a signalized intersection is 215 m. This is to allow for the potential future signalization of the major access connection without compromising the minimum spacing requirements between signalized intersections, as per Table 2.

**Table 3**  
**Spacing from Signalized Intersections**

Class		Desirable	Minimum
I	Rural – 2 Lane	800 m	400 m
II	Rural – Multilane	800 m	400 m
III	Main Street	300 m	215 m
IV	Commercial Commuter	300 m	215 m
V	Commuter	400 m	215 m
VI	Expressway	800 m	400 m

**b) Spacing between major access connections**

The following minimum spacing guidelines apply to all major access connections.

**Table 4  
Minimum spacing between major access connections**

Class		Full Moves	Right-in / Right-out
I	Rural – 2 Lane	200 m	---
II	Rural – Multilane	300 m	150 m
III	Main Street	70 m	40 m
IV	Commercial Commuter	150 m	75 m
V	Commuter	200 m	100 m
VI	Expressway	---	---

**Note:**

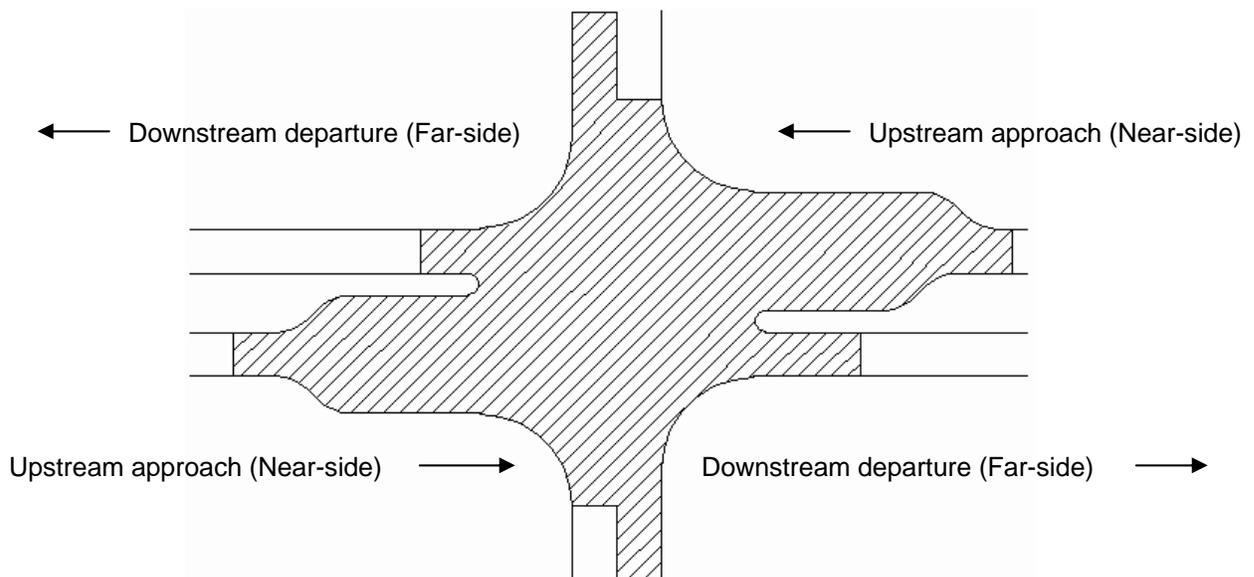
- i. Intersection / driveway spacing shall be measured from centre-line to centre-line.
- ii. Additional *spacing* over and above that set forth in Table 4 may be required if determined that there is insufficient left turn queue storage or weave manoeuvre area between adjacent intersections. This determination shall be made under peak conditions.
- iii. Major access connections are not permitted on Class VI (Expressway) roadways.

**6.6.3 Minor Access Connections**

**a) Corner clearance**

Corner clearance is the distance between a driveway and a signalized or major access connection.

Driveways to Regional roads should not be located along turning lanes at intersections. Moreover, no access shall be permitted within the taper section of the turn lane.



**Figure 2:** Intersection Influence Area

Corner clearance is measured from the extension of the curb line at an intersection to the centreline of the nearest driveway.

Corner clearance for driveways shall meet or exceed the minimum driveway spacing requirements for Regional roads as summarized in Table 5, unless:

- No other reasonable access to the property is available;
- Effective joint use and cross access with adjacent properties cannot be achieved; and

- The Region determines that the connection does not create a safety or operational problem.

Where no other alternatives exist, the Region may permit a driveway along the property line farthest from the intersection. In these cases only, directional movements for connections on Regional roads may be permitted where the minimum corner clearance meets or exceeds the requirements of the appropriate road classification. In such cases, directional prohibitions (i.e. right-in/right-out, right-in only, or right-out only) may be implemented.

**Table 5**  
**Corner Clearance for Minor Driveways**

CLASS		Full Moves	Right-in/Right-out		Right-in only		Right-out only	
			Near Side	Far Side	Near Side	Far Side	Near Side	Far Side
I	Rural – 2 Lane	100 m	---	---	---	---	---	---
II	Rural – Multilane	100 m	70 m	70 m	50 m	70 m	70 m	50 m
III	Main Street	40 m	35 m	35 m	30 m	35 m	35 m	30 m
IV	Commercial Commuter	70 m	35 m	70 m	30 m	70 m	35 m	30 m
V	Commuter	100 m	70 m	70 m	50 m	70 m	70 m	50 m
VI	Expressway	----	---	---	---	---	---	---

**Note:**

- i. Minor driveways are not be permitted onto roads classed as Expressways (Class VI).

**b) Spacing between Minor Driveways**

In all cases, subject to the constraints of the subject site e.g. location of existing driveways, lot frontage etc., spacing between the subject driveway and adjacent driveways should be maximised to the extent possible.

Table 6 provides guidelines for the desirable spacing of minor driveways.

**Table 6  
Desirable Spacing between minor driveways**

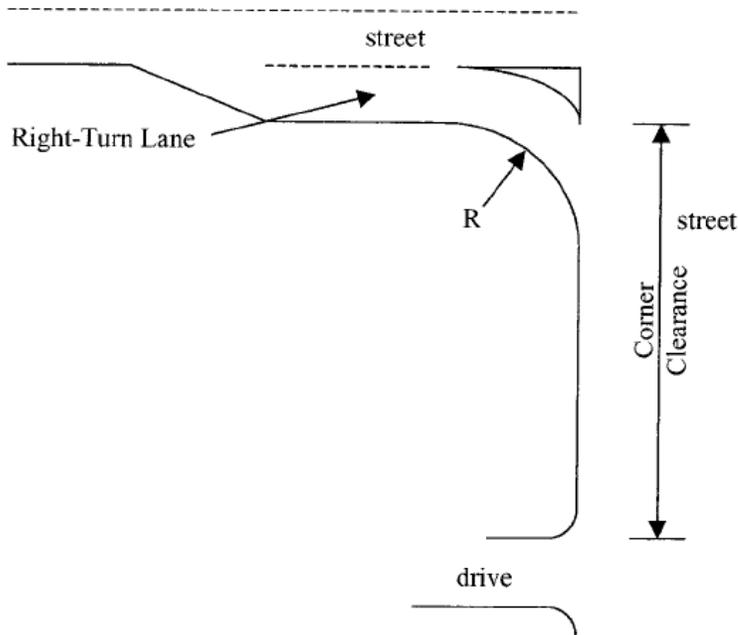
Class		Full Moves	Right-In and Right-Out (RIRO)	Right-In (RI) or Right-Out (RO)
I	Rural – 2 Lane	100 m	---	---
II	Rural – Multilane	100 m	70 m	50 m
III	Main Street	40 m	35 m	30 m
IV	Commercial Commuter	70 m	35 m	30 m
V	Commuter	100 m	50 m	40 m
VI	Expressway	---	---	---

**Note:**

- i. Driveway spacing shall be measured from centre-line to centre-line.
- ii. Additional *spacing* over and above that set forth in Table 6 may be required if determined that there is insufficient left turn queue storage or weave manoeuvre area between adjacent driveways. This determination shall be made under peak conditions.
- iii. The desired spacing between a RIRO, RI or RO driveway and a full moves driveway shall be as per the guidelines in Table 5.
- iv. Spacings less than the values in Table 5 and Table 6 will require a Traffic Engineering Study to be conducted by a suitably experienced Professional Engineer. This study should satisfy the Region that left turn queues between driveways, under peak conditions, can be accommodated, that these queues will not cause driveway sight distances to become sub-standard, and that conflicts between vehicles present a low collision risk.
- v. The absolute minimum spacing between driveways is 40 m.

**c) Downstream corner clearance**

At intersections of arterials with channelized right turn lanes no driveway shall be permitted within the acceleration lane and taper, or within 100m from the channelized median island, whichever distance is greater.



**Figure 3 : Downstream Corner Clearance**

## 6.7 Driveway Sight Distance

All connections on Regional roads should meet or exceed the minimum sight distance requirements of the appropriate road classification as specified in the Table 7.

**Table 7  
Minimum Sight Distance Requirements**

Condition	Design Speed	Sight Distance	Applicability (Road Type)
Rural	70 km/h	110 m	I and II
	80 km/h	135 m	I and II
	90 km/h	160 m	I and II
Urban	50 km/h	130 m	III and IV
	60 km/h	165 m	IV and V
	70 km/h	200 m	IV and V
	80 km/h	235 m	VI

The minimum ‘Rural’ Sight Distance is a measure of the Stopping Sight distance on wet pavement. The minimum ‘Urban’ Sight Distance is a measure of the Decision Sight distance as identified in the TAC Manual, 1999 Edition. **In rural areas Decision Sight Distance is desirable; however, at an absolute minimum Stopping Sight Distance must be provided.**

## 6.8 Medians

Where a non-traversable median is to be implemented to limit turning and cross opportunities on a Regional road, the corridor should provide for the following:

- At full-moves driveways: median breaks providing adequate left and U-turn storage, comprising a minimum of 15 metres; and
- At right-in/right-out driveways: extension of the median at least 30 metres beyond both sides of the centre line of the subject access.

The minimum spacing between two adjacent median openings should be determined by the distance required to accommodate exclusive left turn lanes between them, or the spacing guidelines in Table 4, whichever is greater.

If one of two adjacent median openings may become signalized in the future then the minimum spacing between these median openings should be determined by

the distance required to accommodate exclusive left turn lanes between them, or the spacing guidelines in Table 3, whichever is greater.

If there is a likelihood that adjacent median openings may both become signalized in the future then the minimum spacing between these median openings should be determined by the spacing guidelines in Table 2.

Refer to Regional standard drawings DS-101 to DS-104 for the recommended design standards for exclusive left turn lanes.

## **6.9 Auxiliary Lanes**

### **6.9.1 Left turn lanes**

#### **a) *Signalized Intersections***

At all signalized intersections there shall be exclusive left turn lanes on all approaches and shall be designed to the satisfaction of the Region's Transportation and Work Department.

Double left turn lanes shall only be permitted if warranted in terms of the Region's policy for double left turn lanes and approved by the Transportation and Work Department.

#### **b) *Unsignalized driveways and intersections***

The warrant for left turn lanes on 2-lane roads shall be based on Section E.A. 1 of the *Geometric Design Standards for Ontario Highways* by the Ministry of Transportation, Ontario.

The warrant for left turn lanes on 4-lane roads shall be based on Section E.B. 1 of the *Geometric Design Standards for Ontario Highways* by the Ministry of Transportation, Ontario.

Left turn lanes shall be designed and constructed to the satisfaction of Transportation and Work Department.

All warrant analysis shall be based on the worst peak hour of the 10-year horizon.

### **6.9.2 Right turn lanes**

Right turn auxiliary lanes should be considered where the volume of decelerating and accelerating vehicles compared with the through traffic volume causes undue hazard. In particular, right turn auxiliary lanes should be considered where:

- Internal site design and circulation leads to backups on the Regional roadway
- The driveway or intersection would be difficult for approaching drivers to see
- The driveway or intersection can only be entered at lower than normal speeds
- Right turning traffic consists of an above average number of trailers or other large vehicles

Unless otherwise supported by a traffic engineering study and agreed to by the Director, Operations:

- Right turn lanes shall be exclusive i.e. shall not be shared with through traffic.
- Right turn lanes shall terminate at the intersection/driveway i.e. they shall not align with any receiving lane on the opposite leg of the intersection.

Right turn lanes shall be designed to the satisfaction of the Transportation and Works Department.

## **7. ACCESS DESIGN CONTROL**

### **7.1 Driveway Angle at Intersection**

The angle of intersection for accesses on Regional roads should be 90°, 3° minimum -7° maximum (see Appendix “D” for diagram).

This guideline is applicable for all Regional roads.

### **7.2 Driveway Gradient**

The maximum change in grade for the access component located within the right-of-way from the Regional road cross-slope is 3% for high volume accesses (>1,500 vehicles per day) and 5% for low-moderate volume accesses (≤1,500 vehicles per day).

This guideline is applicable for all Regional roads.

### 7.3 Corner Radii

All connections on Regional roads shall meet the radius and width requirements as specified in the Table 8 (see Appendix “G” for Diagram).

**Table 8  
Minimum corner radii**

Land Use	Width (m)		Radius (m)
	One-way	Two-way	
<b>Residential</b>	3.0 – 5.0	6.0 – 7.5	5.0 – 9.0
<b>Commercial, Institutional, or Light Industrial</b>	4.5 – 7.5	7.2 – 12.0	8.0 – 15.0
<b>Heavy Industrial</b>	5.0 – 9.0	9.0 – 15.0	9.0 – 18.0

Moderate-high volume accesses ( $\geq 750$  vehicles per day) should incorporate design dimensions at the upper end of the specified design ranges. Moreover, corridors designated as Classes IV and V should incorporate access design dimensions at the upper end of the specified design ranges as well. Signalized intersections shall provide 15.0m radii.

The Region may permit a flared-style access (minimum of 3-metre flare on each side) in lieu of a curb return-style (with radius) on corridors designated as Type III and IV if the following criteria are satisfied.

- Low-moderate volume accesses (<750 vehicles per day);
- An adjacent sidewalk abuts the curb of the Regional road; and
- Flare design meets or exceeds the appropriate design vehicle turning path requirements.

### 7.4 Driveway Clear Throat Distance

Clear throat distance is measured from the street line through to the first point of on-site vehicular conflict. The access clear throat distance shall be designed to reflect the anticipated storage length for ingress and egress vehicles, in order to prevent these vehicles from interfering with the safety and operations of the Regional Road. The minimum values are as follows (See Appendix ‘F’ for diagram):

- 8.0m for access corridors designated as Type III
- 15.0m for access corridors designated as Type I, II, IV, V and VI

Notwithstanding the above, specific site requirements vary depending on the severed land use and projected traffic volumes. These requirements should be assessed in a traffic study. These distances shall be maximized when ever possible, and increased according to site traffic volumes.

## **8. LOT CRITERIA**

### **8.1 Lot Dimensions**

To provide for proper site design and prevent the creation of irregularly shaped parcels, the depth of any lot or parcel should not exceed 2½ times its width along corridors designated as Type III, IV or V, or 4 times its width along corridors designated as Type I, II or VI.

To provide for adequate driveway spacing, lot frontages should be a minimum of 55 metres wide on corridors designated as Type I, II, V or VI, or a minimum of 40 metres wide on corridors designated as Type III or IV.

### **8.2 Flag Lot Standards**

Flag lots are parcels of land resembling a “flag and pole” configuration, where the primary land component is an internal lot and a narrow land strip provides for access to a Regional Road. Flag lots shall not be permitted, except in unique cases, when their effect would be to increase the number of properties requiring direct and individual access connections to the Regional road network.

Flag lots may be permitted for unique cases, when deemed necessary to achieve planning objectives, such as reducing direct access to Regional roads, providing internal lots with access to a local residential street, or preserving natural, historic or archaeological features.

The consolidation of existing adjacent flag lot driveways shall be encouraged.

These flag lot requirements are applicable for all Regional roads.

### **8.3 Reverse Frontage Lots**

Access to corner or reverse-frontage lots shall be required on the street with the lower functional classification. This requirement is applicable for all Regional roads.

## **8.4 Frontage Road Lots**

Frontage roads are roads within the public right-of-way (either Regional or local) which are adjacent to and generally parallel to Regional roads. Frontage roads with connections to cross streets in proximity to Regional roads shall have a minimum separation distance of 60 metres.

## **8.5 Local Street Connectivity**

York Region encourages the development of local road networks that connect with existing surrounding local streets to permit the convenient movement of traffic between residential neighbourhoods or facilitate emergency access, except where such connections would promote traffic infiltration. This guideline is applicable for all Regional roads.

# **9. VARIANCE CONTROL**

## **9.1 Existing Non-conforming Driveways**

Existing non-conforming access driveways shall be brought into compliance with the applicable requirements of the Regional Access Guideline under the following conditions:

- When new access permits are requested
- 10 per cent or more increase in existing floor area
- Significant increase in Trip Generation
- As roadway improvements allow

## **9.2 Variance to Above**

Variance guidelines and procedures allow deviations from the requirements outlined within Regional Access requirements when justified.

The application of all access management standards or strategies should be applied consistently and based on a test of reasonability. A review of the potential access, impacts to the property, long-term development and traffic growth should be undertaken in consideration of Regional road access. Unique locations, unusual land use conditions or specific access needs may necessitate access designs, locations or spacings that vary from the requirements within this Regional Access Guideline. Justification for relief should be substantiated by a Traffic Engineering

Consultant and should demonstrate that access will work in a substandard location without negative impact on Regional roadway operations.

The granting of a variation shall be in harmony with the purpose and intent of the Regional Access Guideline and shall not be considered until every feasible option for meeting the provisions of the Regional Access Guideline is explored.

Applicants for a variance from these standards must provide proof of unique or special conditions that make strict application of the provisions of the Regional Access Guideline impractical. This shall include proof that:

- Indirect or restricted access cannot be obtained;
- No engineering or construction solutions can be applied to mitigate the condition; and
- No alternative access is available from a street with a lower functional classification than the primary roadway.

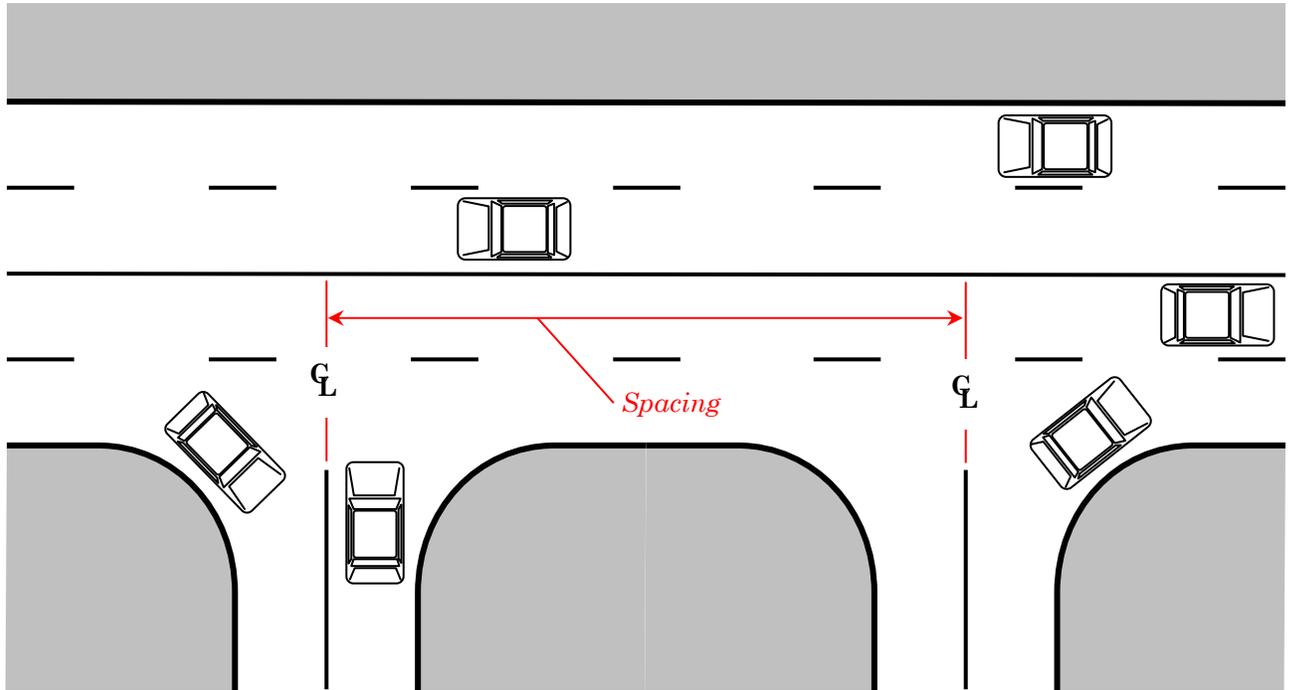
Under no circumstances shall a variance be granted, unless not granting the variance would deny all reasonable access, endanger public health, welfare or safety, or cause an exceptional and undue hardship on the applicant. No variance shall be granted where such hardship is self-created.

This guideline is applicable for all Regional roads.

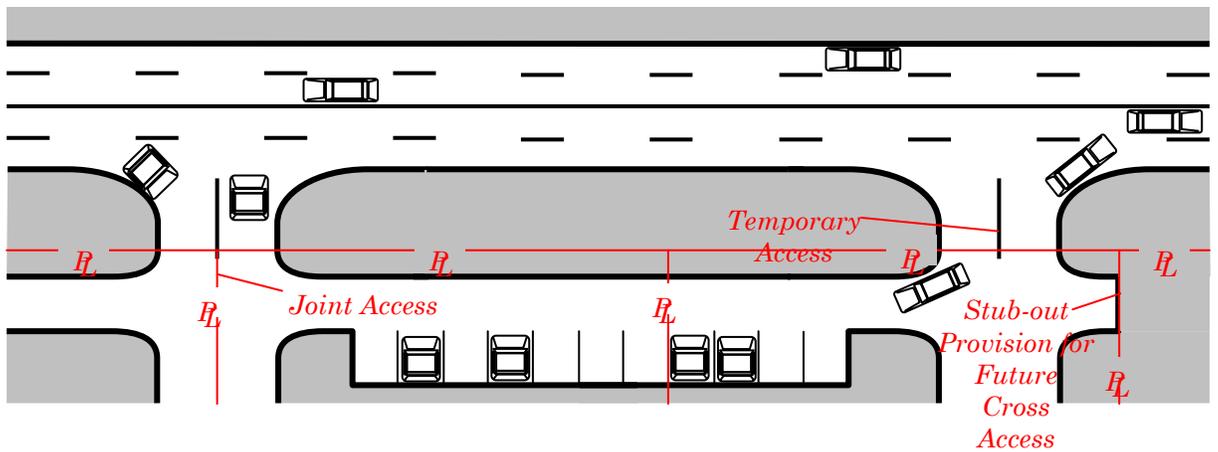
**Appendix 'A'  
Road Classification Chart**

	<b>TYPE I Rural – 2 Lane</b>	<b>TYPE II Rural – Multilane</b>	<b>TYPE III Main Street</b>	<b>TYPE IV Commercial/Commuter</b>	<b>TYPE V Urban Commuter</b>	<b>TYPE VI Expressway</b>
<b>Examples</b>		Green Lane : Hwy 404 to Bathurst	Yonge Street: Oakridges Davis Drive : Newmarket Highway 7 : Unionville MM : Yonge - Bayview 14 <sup>th</sup> Ave: Kennedy - McCowan	Hwy 7 : Yonge - Hwy 404 Leslie : Hwy 7 - 16 <sup>th</sup> Ave. Rutherford : Keele - Jane Yonge: Mulock - Green Ln	MM : Warden - Hwy 48 Don Cousens Parkway Woodbine Bypass Jane St : MM - Teston	Hwy 7 :Centre - Yonge
<b>Master Plan Cross-section</b>	2 Lanes	4 Lanes	2 – 5 Lanes	4 – 7 Lanes	4 – 7 Lanes	>= 6 Lanes
<b>Appearance</b>			In mature business, residential areas, high driveway density, narrow frontages	Medium driveway density, direct commercial access	Access at signalized intersections, low driveway density	Access only at traffic signals, very low driveway density
<b>Driveway Density</b>	Low	Low	High	Medium	Low	Low
<b>Operating Speed</b>	High	Very High	Low to Medium	Low to Medium	High	Very High
<b>Traffic Pattern</b>				Pronounced AM peaks, similar midday & PM peaks, high weekend peak, truck traffic	Pronounced AM and PM peaks, pronounced tidal flows	
<b>Surrounding Land-Use</b>	Agricultural, open space, industrial, institutional	Agricultural, open space, industrial, institutional	Mainly residential, condominiums OR commercial, office, institutional, industrial and retail.	Mainly large commercial, office, institutional, industrial and retail.	Mainly residential, institutional, open space	
<b>Design</b>			Sidewalks	HOV lane, median, sidewalks	HOV Lane, median, cyclist lane, sidewalks	Median
<b>Pedestrians</b>	Very low	Low	Very High	High	Medium	Low

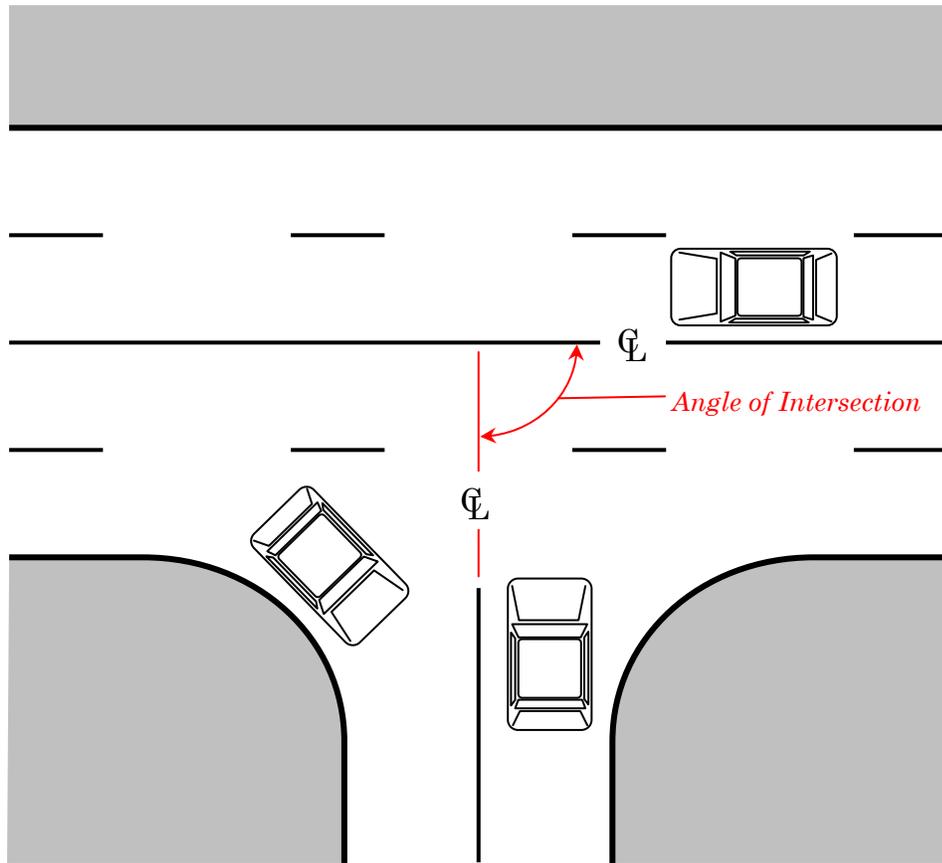
**Appendix 'B' - Driveway Spacing**



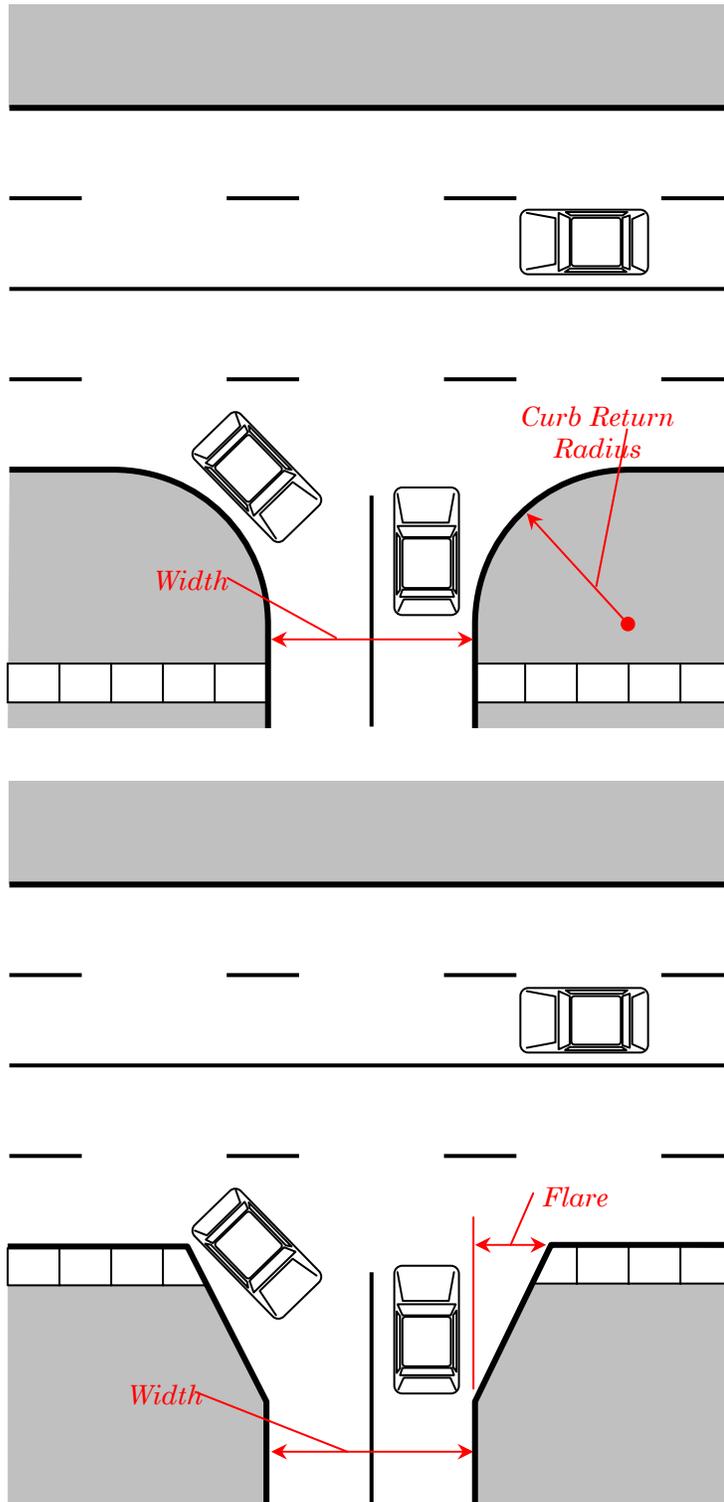
**Appendix 'C' - Shared Access**



**Appendix 'D' – Angle of Intersection**



**Appendix 'E' – Curb Return**



**Appendix 'F' – Clear Throat Distance**

