

1 **40.350 TRANSPORTATION AND CIRCULATION**

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3 **40.350.010 Pedestrian/Bicycle Circulation Standards**

4 **40.350.020 Transportation Concurrency Management System**

5 G. Level of Service Standards.

6 1. Level of service or LOS standards shall be as follows:

7 a. The minimum travel speeds for each designated transportation  
8 corridor are shown in Table 40.350.020-1. A map of designated  
9 transportation corridors is on file at the Public Works department  
10 transportation/concurrency offices in Vancouver, Washington.

11 b. Within the designated transportation corridors, individual movements  
12 at each signalized intersection of regional significance shall not  
13 exceed an average of two (2) cycle lengths or two hundred forty (240)  
14 seconds of delay (whichever is less). All signalized intersections  
15 located inside of incorporated cities shall be excluded from this  
16 requirement.

17 c. Outside of designated transportation corridors, all signalized  
18 intersections of regional significance shall achieve LOS D standards  
19 or better, except the intersections of SR-500/Falk Road and SR-  
20 500/NE 54th Avenue which shall achieve LOS E standards or better.

21 d. All unsignalized intersections of regional significance in the  
22 unincorporated county shall achieve LOS E standards or better (if  
23 warrants are not met). If warrants are met, unsignalized intersections  
24 of regional significance shall achieve LOS D standards or better. The  
25 signalization of unsignalized intersections shall be at the discretion of  
26 the Public Works director and shall not be obligated upon the county  
27 to meet this LOS standard.

28 e. The LOS standards shown in Table I shall be reduced by three (3)  
29 mph for those proposed developments that the Public Works director  
30 determines comply with the mitigated LOS standards for master  
31 planned developments pursuant to Section 40.350.020(O).

32 f. The LOS standards identified in this subsection shall be applied  
33 during peak hour traffic conditions.

34 2. The LOS standards established in this subsection shall be applied and  
35 interpreted as stated in the administrative manual prepared pursuant to  
36 Section 40.350.020(N).

37 3. The LOS standards and the operating levels for each transportation  
38 corridor and intersection of regional significance shall be evaluated and  
39 reviewed on an annual basis by the board.

40 4. Notwithstanding the provisions for the annual review of LOS standards  
41 pursuant to this section, the board reserves the authority to enact and  
42 renew emergency moratoria and interim zoning or other official controls  
43 upon development approvals affecting designated transportation corridors

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and intersections of regional significance pursuant to RCW 36.70A.390, and may specify qualifications or conditions for the application of such moratoria and interim zoning or other official controls.

| <b>Table 40.350.020-1. Travel Speed Standards</b> |                                 |                         |                             |                              |
|---|---------------------------------|-------------------------|-----------------------------|------------------------------|
| Corridors   | Corridor Limits Description     | Corridor Distance (mi.) | Minimum Travel Speeds (mph) | Equivalent Travel Time (min) |
| <b>North-South Roadways</b>                       |                                 |                         |                             |                              |
| Lakeshore Avenue                                  | Bliss Rd to NE 78th St          | 3.54                    | 22                          | 9.65                         |
| Hazel Dell Avenue                                 | Highway 99 to NE 63rd St        | 3.57                    | 17                          | 12.60                        |
| <b>Highway 99 and NE 20th Avenue</b>              |                                 |                         |                             |                              |
| NE 15th /20th Avenue (North)                      | NE 179th St to S of NE 134th St | 2.72                    | 17                          | 9.60                         |
| Central   | N of NE 134th St to NE 99th St  | 2.10                    | 13                          | 9.69                         |
| South   | NE 99th St to NE 63rd St        | 1.79                    | 13                          | 8.26                         |
| St. Johns Road                                    | NE 119th St to NE 68th St       | 2.53                    | 22                          | 6.90                         |
| NE 72nd Avenue                                    | SR-502 to NE 119th St           | 5.00                    | 27                          | 11.11                        |
| Andresen Road                                     | NE 119th St to NE 58th St       | 3.07                    | 13                          | 14.17                        |
| Gher/Covington Road/NE 94th Avenue                | NE 119th St/Padden to SR-500    | 3.46/1.76               | 17                          | 12.23/6.24                   |
| <b>SR-503</b>                                     |                                 |                         |                             |                              |
| North   | NE 199th St. to NE 119th St     | 4.07                    | 27                          | 9.04                         |
| South   | NE 119th St to Fourth Plain     | 2.80                    | 13                          | 12.92                        |
| NE 137th Avenue                                   | NE 119th St to Fourth Plain     | 2.46                    | 17                          | 8.68                         |
| Ward Road   | Davis Rd to SR-500              | 1.18                    | 13                          | 5.45                         |
| NE 162nd Avenue                                   | Ward Rd to NE 39th St           | 2.39                    | 13                          | 11.03                        |

|                                      |  |             |           |             |
|--------------------------------------|--|-------------|-----------|-------------|
| NE 182nd Avenue                      | Risto Rd to Davis Rd                       | 4.43        | 27        | 9.84        |
| East-West Roadways                   |  |             |           |             |
| SR-502                               | NW 30th Ave (Battle Ground) to NE 179th St | 6.52        | 27        | 14.49       |
| 179th Street                         |  |             |           |             |
| West                                 | NW 41st Ave to I-5                         | 2.40        | 22        | 6.55        |
| West Central                         | I-5 to NE 72nd Ave                         | 2.97        | 22        | 8.10        |
| 139th Street and Salmon Creek Avenue |  |             |           |             |
| 139th Street West                    | Seward Rd to I-5                           | 2.66        | 17        | 9.39        |
| Salmon Creek Avenue (West Central)   | I-5 to NE 50th Ave                         | 2.20        | 13        | 10.20       |
| 119th Street                         |  |             |           |             |
| West                                 | Lakeshore to Hazel Dell                    | 2.21        | 22        | 6.03        |
| West Central                         | Hwy 99 to NE 72nd Ave                      | 2.64        | 17        | 9.32        |
| East Central                         | NE 72nd Ave to SR-503                      | 2.26        | 22        | 6.16        |
| <u>East</u>                          | <u>SR-503 to NE 182nd Ave</u>              | <u>3.18</u> | <u>22</u> | <u>8.70</u> |
| 99th Street                          |  |             |           |             |
| West                                 | Lakeshore to I-5                           | 1.97        | 17        | 6.95        |
| West Central                         | I-5 to St. Johns Rd                        | 2.13        | 22        | 5.81        |
| East                                 | SR-503 to NE 172nd Ave                     | 2.76        | 22        | 7.53        |
| Padden Parkway                       |  |             |           |             |
| East Central                         | I-205 to SR-503                            | 1.91        | 17        | 6.74        |
| East                                 | SR-503 to Ward Rd.                         | 2.11        | 22        | 5.75        |
| 78th/76th Street                     |  |             |           |             |
| West                                 | Lakeshore to I-5                           | 1.31        | 17        | 4.62        |
| West Central                         | I-5 to Andresen (on Padden)                | 3.09        | 17        | 10.91       |
| East Central                         | Andresen to SR-503                         | 2.43        | 17        | 8.58        |
| East                                 | SR-503 to Ward Rd                          | 1.65        | 17        | 5.82        |

|                        |  |          |      |            |
|------------------------|--|----------|------|------------|
| Fourth Plain Boulevard |  |          |      |            |
| East Central           | I-205 to SR-503                              | 1.03     | 13   | 4.75       |
| NE 88th St             |  |          |      |            |
| West Central           | Hwy 99 to<br>Andresen SR-503<br>to 162nd Ave | 2.832-33 | 1743 | 10.0040.75 |
| 63rd Street            |  |          |      |            |
| West Central           | Hazel Dell to<br>Andresen                    | 3.25     | 22   | 8.86       |
| East Central           | Andresen to NE<br>94th Ave                   | 1.24     | 17   | 4.38       |

1 (Amended: Ord. 2004-09-02)

2 **40.350.030 Street and Road Standards**

3 A. Overview.

- 4 1. Purpose. It is the purpose of this section to establish minimum standards  
5 for public and private transportation facilities for vehicles, public transit,  
6 pedestrians, and bicycles, hereinafter constructed or improved as a  
7 condition of county approval of a development, or a transportation project  
8 constructed by the county. These standards are intended to preserve the  
9 community's quality of life and to minimize total costs over the life of the  
10 transportation facility.
- 11 2. Applicability. This section applies to any subdivision, short plat, site plan  
12 application, or conditional use permit; provided, that for the purposes of  
13 Sections 40.350.030(B)(4) and (B)(8), it shall also apply to applications for  
14 building permit or other applications for access to a public road, or to  
15 projects within the public right-of-way.
- 16 3. Relationship to Comprehensive Plan.
- 17 a. Clark County is required by RCW 36.70A.040(3) to ensure that any  
18 development regulations adopted subsequent to the comprehensive  
19 plan "...are consistent with and implement the comprehensive plan..."
- 20 b. This section is consistent with and implements the goals and policies  
21 listed in the comprehensive plan, ~~as hereafter amended by subarea~~  
22 ~~plans such as West Felida circulation plan and the Salmon~~  
23 ~~Creek/Fairgrounds regional road plan.~~ Particular attention has been  
24 paid to Chapter 5, Transportation Element.
- 25 c. Interpretations of this section shall be consistent with the effective  
26 Arterial Atlas. The Arterial Atlas identifies all arterials and collectors  
27 and specifies the design of these facilities in general terms.
- 28 d. This section implements the ~~pedestrian trails~~ and bikeways system  
29 plan ~~and through~~ the Arterial Atlas. The atlas requires pedestrian  
30 and/or bicycle facilities to be included as part of certain arterial and  
31 collector ~~road cross-sections designs~~ where the ~~pedestrian trails~~ and  
32 bikeways system plan indicates such facilities are to be located. This

1 section requires the inclusion of pedestrian urban trails and bikeway  
2 facilities in any frontage improvements based on the functional  
3 classification adopted in ~~constructed in accordance with~~ the Arterial  
4 Atlas.

- 5 4. Functional Classifications – Purpose. The purpose of a functional  
6 classification system for county roads is to define varying levels and types  
7 of transportation infrastructure and to provide for the safe and efficient  
8 movement of people and goods, while preserving residential areas and  
9 maintaining the economic vitality of commercial and industrial areas. The  
10 system classifies transportation facilities as either urban or rural roads.  
11 Within urban roads, they are further divided into arterials, collectors, and  
12 access roads; within rural roads, they are divided into arterials, collectors  
13 and access roads.

14 Existing and proposed arterials and collectors are shown on the current  
15 Arterial Atlas as hereafter amended. The county’s functional classification  
16 system for arterials is intended to be in compliance with the federal  
17 classification system.

- 18 5. Functional Classifications – Urban Roads. Urban roads are classified as  
19 outlined below:

20 a. Arterials.

21 (1) Parkway Arterial. “Parkway arterial” (the principal arterial  
22 parkway referred to in the Arterial Atlas) is the highest  
23 classification within the county’s functional classification system.  
24 The purpose of this county road is to carry high volumes of traffic  
25 through the urban area and between major activity centers of  
26 regional impact. This class of road is of great importance in the  
27 regional transportation system as it carries a high proportion of  
28 the total urban area travel. Access is normally limited to  
29 intersections with other arterials. Direct land access is prohibited.

30 (2) Principal Arterial. “Principal arterial” is the basic element of the  
31 county’s road system. All other functional classifications  
32 supplement the principal arterial network. Access is generally  
33 limited to intersections with other arterials and collectors. Direct  
34 land access is minimal and controlled, but less restrictive than  
35 access from parkway arterial.

36 (3) Minor Arterial. “Minor arterial” collects and distributes traffic from  
37 principal arterials to streets of lower classifications and may allow  
38 for traffic to directly access destinations. They provide for  
39 movement within subareas of the county, whose boundaries are  
40 largely defined by principal arterial roadways. They serve through  
41 traffic and provide direct access for commercial, industrial, office  
42 and multifamily development but, generally, not for single-family  
43 residential properties.

- 44 b. Collectors – Urban Collector. “Urban collector” provides for land  
45 access and traffic circulation within and between residential  
46 neighborhoods, and commercial and industrial areas. Direct access to  
47 adjacent land uses, however, is still subordinate to traffic movement.

1 Access to abutting properties is controlled through the use of raised  
2 channelization, driveway spacing and pavement markings. Typically,  
3 collectors are not continuous for any great length, nor do they form a  
4 connected network by themselves. Parking is allowed only on two-  
5 lane urban collectors (see the Standard Details Manual) where bike  
6 lanes are not specified.

7 c. Access Roads.

8 (1) Neighborhood Circulator. "Neighborhood circulator" serves to  
9 distribute traffic from collectors and provides direct access for  
10 abutting properties. Through trips are discouraged and parking is  
11 allowed. In general, these streets connect to collectors.

12 (2) Local Residential Access. "Local residential access" streets  
13 provide direct access to adjoining properties within a  
14 neighborhood. Through trips are discouraged and parking is  
15 allowed. In general, these streets do not directly connect to  
16 arterials or collectors.

17 (3) Residential Loop. "Residential loop" streets are a special  
18 category of local residential access streets with outlets that begin  
19 and end on the same street or on different streets but orientated  
20 in such a way that they would only be used for access to  
21 residences on that loop. They are less than one thousand two  
22 hundred (1,200) feet in length. Through trips are discouraged and  
23 parking is allowed.

24 (4) Cul-de-Sac. "Cul-de-sac" streets provide an outlet at one (1) end  
25 only and are constructed with a turnaround at the other. They are  
26 a maximum of six hundred (600) feet in length. Parking is  
27 allowed.

28 (5) Short Cul-de-Sac. "Short cul-de-sac" streets have a two (2) foot  
29 narrower roadway than cul-de-sacs. They are a maximum one  
30 hundred fifty (150) feet in length and serve no more than  
31 eighteen (18) dwelling units. Parking is allowed.

32 (6) Alley. "Alley" streets are secondary accesses to the back side of  
33 lots. This allows streets at the front of properties not to be  
34 encumbered with driveways and is an alternative to frontage  
35 access. Parking is not allowed.

36 (7) Infill A Roadway. "Infill A roadway" is a twenty (20) foot public or  
37 private roadway within a minimum twenty-five (25) foot easement  
38 used to serve up to eight (8) lots in an infill development. Parking  
39 is not allowed.

40 (8) Infill B Private Roadway. "Infill B private roadway" is a twelve  
41 (12) foot roadway within a minimum twenty (20) foot private  
42 easement for a maximum of one hundred fifty (150) feet in length  
43 used to serve a maximum four (4) lots. Parking is not allowed.

44 (9) Urban Industrial. "Urban industrial" streets serve to distribute  
45 traffic from arterials and provide direct access to abutting  
46 industrial properties. Primary industrial streets have three (3) or

1 five (5) lanes. Secondary industrial streets have two (2) lanes.  
2 Through trips are discouraged and parking is allowed.

3 (10) Fire Apparatus Access Road. Refer to Chapter 15.12.

4 6. Functional Classifications – Rural Roads. Following are the county rural  
5 road classifications as designated in the Arterial Atlas, as amended:

6 a. Collectors.

7 (1) Rural Arterial. “Rural arterial” roads are rural extensions of urban  
8 principal arterials and some urban minor arterials. Their primary  
9 purpose is to provide adequate right-of-way for future urban  
10 arterial routes. The provision of land access remains subordinate  
11 to providing for traffic movement. Parking is not allowed.

12 (2) Rural Major Collector. “Rural major collector” roads are rural  
13 extensions of urban principal minor arterials and some urban  
14 minor arterials collectors. Their primary purpose is to link rural  
15 centers with larger towns nearby, and to state arterial routes. The  
16 provision of land access remains subordinate to providing for  
17 traffic movement. Parking is not allowed.

18 (3) Rural Minor Collector. “Rural minor collector” roads serve the  
19 remaining rural area. They connect local traffic to rural major  
20 collectors and state arterial routes and may be rural extensions of  
21 urban minor arterials or urban collectors. They are spaced so as  
22 to be accessible to all developed areas within the county. The  
23 provision of land access is given the same priority as the  
24 provision of traffic movement. Parking is not allowed.

25 b. Access Roads.

26 (1) Local Access. “Local access” roads provide access from parcels  
27 to the rural collector system. Parking is not allowed unless an  
28 extra eight (8) feet wide paved area is provided.

29 (2) Loop. “Loop” roads are local access roads with outlets that begin  
30 and end on the same road. Parking is not allowed unless an  
31 extra eight (8) feet wide paved area is provided.

32 (3) Cul-de-Sac. “Cul-de-sac” roads are local access roads with an  
33 outlet at one (1) end only and are constructed with a turnaround  
34 at the other end. Parking is not allowed unless an extra eight (8)  
35 feet wide paved area is provided.

36 (4) Fire Apparatus Access Road. Refer to Chapter 15.12.

37 7. Scenic Routes.

38 a. Scenic routes are roadways with unique scenic or historical features,  
39 officially designated by the board. Scenic routes seek to enhance,  
40 preserve and facilitate the enjoyment of those scenic or historical  
41 features unique to each route.

42 b. Scenic route design may allow reduced design speed and modified  
43 roadway and right-of-way widths to preserve naturally occurring  
44 scenic beauty unique to the location of the route. When possible,  
45 existing alignment and roadway sections shall be used. Special  
46 features, such as vehicle turnouts for vista areas or bicycle/pedestrian  
47 facilities, may be provided. Urban or rural collector standards shall be

- 1 used for right-of-way and roadway sections. The Public Works  
 2 director may modify the standards to accommodate unique scenic or  
 3 historic design considerations.
- 4 c. A traffic analysis to determine the impacts on arterials, collectors, and  
 5 access roads shall be completed prior to designating a facility a  
 6 scenic route.
- 7 d. Scenic routes are designated as such in the Arterial Atlas, as  
 8 amended. The routes officially designated as scenic within Clark  
 9 County are the Evergreen Highway and Lucia Falls Road.
- 10 8. Urban Reserve, Urban Holding Areas and Rural Centers. The following  
 11 are special applications of the functional classifications. Chapter 5 of the  
 12 comprehensive plan lists additional transportation improvements required  
 13 in specific geographic areas.
- 14 a. New developments permitted outright within the urban holding and  
 15 urban reserve areas of the county shall meet rural road standards,  
 16 except that the right-of-way for rural local access roads shall be a  
 17 minimum of fifty-four (54) feet to allow a neighborhood circulator  
 18 street.
- 19 b. Conditional uses in the urban holding and urban reserve areas that  
 20 are urban in character shall meet urban road standards for frontage  
 21 improvements and provide additional right-of-way as needed to meet  
 22 urban road spacing requirements to ensure that the area can  
 23 transition efficiently to anticipated urban uses.
- 24 c. Where urban frontage improvements are required and the road to be  
 25 improved has a rural classification, Table 40.350.030-1 shall be used  
 26 to convert rural classifications to urban.
- 27 d. New developments within rural centers shall meet rural road  
 28 standards; provided, that all public roads, and all nonresidential  
 29 private roads, shall be paved and constructed with detached  
 30 sidewalks.

| Table 40.350.030-1. Rural/Urban Classification Conversion |             |  |
|---|-------------|--|
| Rural Classification                                      | Converts to | Urban Classification   |
| <u>Rural Arterial (RA)</u>                                | ◆ ∅         | <u>Principal or Minor Arterial</u>   |
| Rural Major Collector (R-2)                               | ◆ ∅         | <u>Urban Minor Arterial or Collector</u> : two lanes, center turn lane and bike lanes (M-2cb <u>or C-2cb</u> ) |
| Rural Minor Collector (RM-2)                              | ◆ ∅         | <u>Urban Collector Arterial</u> : two lanes (C-2)  |
| Rural Local Access  | ◆ ∅         | <u>Urban Neighborhood Circulator</u>   |
| Rural Loop  | ◆ ∅         | <u>Urban Local Residential Access</u>  |
| Rural Cul-de-Sac <sup>1</sup>                             | ◆ ∅         | <u>Urban Cul-de-Sac</u>  |

31 <sup>1</sup> No maximum length

32 B. Standards for Development Review.

1 1. Transportation Impact Study. The requirements for a transportation impact  
2 study are stated in Section 40.350.020(D).

3 2. Circulation Plan.

4 a. Purpose and Applicability. The purpose of this section is to ensure  
5 adequate cross-circulation in a manner which allows subsequent  
6 developments to meet these standards, and to provide a mechanism  
7 for integrating various streets into an efficient and safe transportation  
8 network.

9 Developments that are required to conduct a transportation impact  
10 study or construct frontage improvements shall meet the  
11 requirements of this section.

12 b. Information Requirements for a Circulation Plan. Applicants shall  
13 submit a circulation plan which includes the subject site and all  
14 adjacent parcels. Proposed streets must be shown to the point of  
15 connection with the existing street system within six hundred (600)  
16 feet. The circulation plan shall demonstrate feasibility with  
17 development of adjacent properties, or may revise the off-site portion  
18 of prior approved plans. Circulation plans shall also be consistent with  
19 the Arterial Atlas, as amended. A circulation plan shall be submitted  
20 at application. Draft circulation plans may be submitted at pre-  
21 application.

22 (1) Information Requirements for Developments in Urban Area.

23 Urban circulation plans shall be schematic in nature and to an  
24 engineering scale (e.g., 1" = 100', 1" = 200', 1" = 400'). The plan  
25 should include sufficient off-site and on-site conditions to  
26 evaluate it against the review criteria. It shall include:

27 (a) Proposed project boundary;

28 (b) Existing and proposed streets, transit routes and facilities,  
29 and other pedestrian/bicycle destinations within six hundred  
30 (600) feet of the project boundary;

31 (c) Site access points for vehicles, pedestrians, bicycles, and  
32 transit; and

33 (d) Sensitive lands (wetlands, shoreline, geologic hazard,  
34 floodplain, etc.), if they are contained in the county's  
35 information package.

36 The circulation plan should be prepared on eight and one-half  
37 (8 1/2) inch by eleven (11) inch (8 1/2" x 11") or eleven (11)  
38 inch by seventeen (17) inch (11" x 17") or twenty-four (24)  
39 inch by thirty-six (36) inch (24" x 36") format, and can be  
40 superimposed on the "arterials, C-Tran routes, parks and  
41 trails" and "elevation contours" page provided with the  
42 developer's GIS packet. Additional explanation or an  
43 additional legend may be required to adequately show  
44 proposed on-site facilities.

45 (2) Information Requirements for Developments in Rural Area.

46 Rural circulation plans shall be schematic in nature and based on  
47 the appropriate quarter-section map. The plan should include

1 sufficient on-site and off-site conditions to evaluate it against the  
2 review criteria. Rural circulation plans shall include:

- 3 (a) Proposed project boundary;
- 4 (b) How the project site connects to the existing street system;
- 5 (c) Any arterials identified in the arterials atlas, as amended,  
6 within eight hundred (800) feet of the site.

7 c. Review Criteria for an Urban Circulation Plan.

8 (1) Cross-Circulation. Cross-circulation shall be provided in a  
9 manner **that meets these standards and**, where possible, that will  
10 allow subsequent developments to meet these standards.

- 11 (a) Block Length. Block lengths shall be between one hundred  
12 (100) to eight hundred (800) feet; provided, that where a  
13 block is partially defined by an arterial or industrial road the  
14 block lengths along the arterial shall be no less than the  
15 minimum full access intersection spacing specified in Table  
16 40.350.030-2 through Table 40.350.030-6.
- 17 (b) Block Perimeter. The block perimeter shall not exceed three  
18 thousand two hundred (3,200) feet unless accessway(s) for  
19 pedestrian or bicycle circulation are provided or where  
20 topographic or other physical constraints preclude achieving  
21 this standard.

22 (2) Access Street System. The access street system shall:

- 23 (a) Provide convenient parcel access to and from adjacent  
24 arterials and/or collectors;
- 25 (b) Be designed to discourage external traffic from short-  
26 cutting;
- 27 (c) Be designed to discourage vehicular speeds in excess of  
28 legal speed limits;
- 29 (d) Be designed for convenient circulation of internal traffic  
30 without reliance on the arterial systems;
- 31 (e) Support direct travel by pedestrians, bicyclists, and transit  
32 users; and
- 33 (f) Discourage unnecessary streets and hard surfaces.

34 ~~d. Review Criteria for Rural Circulation Plan. Rural circulation plan shall~~  
35 ~~show how the development connects to arterials, within eight hundred~~  
36 ~~(800) feet of the site, that are defined in the Arterial Atlas.~~

37 3. Transportation Design Criteria. The design criteria set out in Table  
38 40.350.030-2 through 40.350.030-6 are adopted as a portion of the Clark  
39 County standard specifications. Such criteria are applicable to roads  
40 located within and adjacent to a development. These criteria are intended  
41 for normal conditions. The responsible official may require higher  
42 standards for unusual site conditions.

| <b>Table 40.350.030-2. Design Criteria For Urban Arterials and Urban Collectors</b> |   |   |                                       |   |
|---|---|---|---------------------------------------|---|
|   | <b>Arterials</b>                        |   |                                       | <b>Collector</b>                        |
| <b>Design Criteria</b>  | <b>Parkway Arterial<br/>Dwgs 1 – 1a</b> | <b>Principal Arterial<br/>Dwgs 2 – 5a</b> | <b>Minor Arterial<br/>Dwgs 6 – 10</b> | <b>Urban Collector<br/>Dwgs 11 – 12</b> |
| Maximum Spacing   |   | 2 – 5 miles                               | < 2 miles                             | < 2 miles                               |
| Minimum R/W (ft.) 2 lane  |   |   |                                       |   |
| 3 lanes w/bike  | N/A                                     | N/A                                       | N/A                                   | 60                                      |
| 4 lane  | N/A                                     | 80  | 80                                    | 70                                      |
| 4 lane w/CLT  | N/A                                     | N/A                                       | 80                                    | N/A                                     |
| 4 lane w/bike   | 90                                      | 90  | 90                                    | N/A                                     |
| 4 lane w/CLT and bike   | N/A                                     | N/A                                       | 90                                    | N/A                                     |
| 6 lane w/CLT  | 100                                     | 100                                       | 100                                   | N/A                                     |
| 6 lane w/CLT and bike   | 110                                     | 110                                       | N/A                                   | N/A                                     |
|   | 120                                     | 120                                       | N/A                                   | N/A                                     |
| Lane Width (ft.) 2 lane   |   |   |                                       |   |
| 3 lanes w/bike  | N/A                                     | N/A                                       | N/A                                   | 11                                      |
| 4 lane  | N/A                                     | 12  | 12                                    | 12                                      |
| 4 lane w/CLT  | N/A                                     | N/A                                       | 12 – 13                               | N/A                                     |
| 4 lane w/bike   | 11 – 12                                 | 11 – 12                                   | 11 – 12                               | N/A                                     |
| 4 lane w/CLT and bike   | N/A                                     | N/A                                       | 12                                    | N/A                                     |
| 6 lane  | 11 – 12                                 | 11 – 12                                   | 11 – 12                               | N/A                                     |
|   | 11 – 12                                 | 11 – 12                                   | N/A                                   | N/A                                     |
| Median Width (ft.) <sup>1</sup> 3 lanes w/bike                                      | N/A                                     | 12  | 12                                    | 12                                      |
| 4 lane  | 16                                      | 14  | 14                                    | N/A                                     |
| 6 lane  | 14                                      | 14  | N/A                                   | N/A                                     |
| Shoulder/Parking (ft.) <sup>2</sup> 2 lane  | 8                                       | N/A                                       | N/A                                   | N/A                                     |
| Roadway Width (ft.) 2 lane  |   |   |                                       |   |
| 3 lanes w/bike  | N/A                                     | N/A                                       | 44                                    | 38                                      |
| 4 lane  | N/A                                     | 46  | 46                                    | 46                                      |
| 4 lane w/CLT  | N/A                                     | N/A                                       | 50                                    | N/A                                     |
| 4 lane w/bike   | N/A                                     | 60  | 60                                    | N/A                                     |
| 4 lane w/CLT and bike   | N/A                                     | N/A                                       | 58                                    | N/A                                     |
| 6 lane  | 80                                      | 70  | 70                                    | N/A                                     |
|   | N/A                                     | N/A                                       | N/A                                   | N/A                                     |
|   | 82                                      | 82  | N/A                                   | N/A                                     |
|   | 92                                      | 92  | N/A                                   | N/A                                     |

|   |           |            |            |            |
|---|-----------|------------|------------|------------|
| 6 lane w/CLT and bike                                     |           |            |            |            |
| Design Speed (MPH)  | 50        | 50         | 40         | 35         |
| Maximum Grade (%) <sup>3</sup> Flat                       | 6         | 6          | 6          | 7          |
| Rolling   | 7         | 7          | 8          | 9          |
| Mountainous   | 9         | 9          | 10         | 10         |
| Minimum Centerline Radius (ft.) Flat                      | 1,145     | 1,145      | 955        | 575        |
| Rolling   | 715       | 715        | 560        | 440        |
| Mountainous   | 410       | 410        | 410        | 330        |
| Design Volume (ADT) 2 lane                                | N/A       | N/A        | 12,000     | 12,000     |
| 3 lane w/bike   | N/A       | 16,000     | 16,000     | 16,000     |
| 4 lane  | N/A       | N/A        | 18,000     | N/A        |
| 4 lane w/CLT  | 24,000    | 24,000     | 24,000     | N/A        |
| 6 lane  | 40,000    | 40,000     | N/A        | N/A        |
| Min. Full Access Intersection Spacing (ft.)               | 1,000     | 600        | 500        | 275        |
| Sidewalk (both sides) Curb and Gutter required            | 12' trail | 6' 18" C&G | 6' 18" C&G | 6' 18" C&G |
| Minimum Intersection Curb Return Radii (ft.) <sup>4</sup> | 35        | 35         | 35         | 35         |
| Minimum R/W Radius Chords                                 | 25        | 25         | 25         | 25         |

1 <sup>1</sup> Medians fourteen (14) foot wide or greater are raised; twelve (12) foot medians  
2 may include turn lanes.

3 <sup>2</sup> Shoulders may be widened for short distances where guardrail is planned.

4 <sup>3</sup> May be steeper for short distances where permitted by AASHTO Guidelines.

5 <sup>4</sup> Forty-five (45) foot radius will be required on roads where truck/transit will use,  
6 and there is only one (1) lane of traffic.  
7

8  
9  
10

| <b>Table 40.350.030-3. Design Criteria for Rural Arterials and Collectors</b> |             |                                   |                            |                            |
|---|-------------|-----------------------------------|----------------------------|----------------------------|
| Design Criteria   |             | <u>Rural Arterial Drawing 23A</u> | Major Collector Drawing 23 | Minor Collector Drawing 24 |
| Minimum Spacing   |             | <u>2-5 miles</u>                  | < 2 miles                  | < 2 miles                  |
| Minimum R/W (ft.)   | 2 lane      | <u>100</u>                        | 60                         | 60                         |
| Lane Width (ft.)  | 2 lane      | <u>12</u>                         | 12                         | 12                         |
| Median Width (ft.)  | 2 lane      | <u>N/A</u>                        | N/A                        | N/A                        |
| Shoulder/Parking (ft.)  | 2 lane      | <u>8</u>                          | 8                          | 8                          |
| Roadway Width (ft.)   | 2 lane      | <u>40</u>                         | 40                         | 40                         |
| Design Speed (MPH)  | Flat        | <u>50</u>                         | 50                         | 50                         |
|   | Rolling     | <u>40</u>                         | 40                         | 40                         |
|   | Mountainous | <u>30</u>                         | 30                         | 30                         |
| Maximum Grade (%)   | Flat        | <u>6</u>                          | 6                          | 6                          |
|   | Rolling     | <u>8</u>                          | 8                          | 8                          |
|   | Mountainous | <u>10</u>                         | 10                         | 10                         |
| Minimum Centerline Radius (ft.)   | Flat        | <u>955</u>                        | 955                        | 575                        |
|   | Rolling     | <u>560</u>                        | 560                        | 440                        |
|   | Mountainous | <u>410</u>                        | 410                        | 300                        |
| Design Volume (ADT)   | 2 lane      | <u>10,000+</u>                    | 10,000+                    | 5,000                      |
| Minimum Full Access Intersection Spacing (ft.)                                |             | <u>500</u>                        | 500                        | 275                        |
| Sidewalks (both sides) Curb and Gutter Required                               |             | <u>N/A<sup>1</sup></u>            | N/A <sup>1</sup>           | N/A <sup>1</sup>           |
| Minimum Radii (ft.)   |             | <u>35</u>                         | 35                         | 35                         |
| Minimum R/W Radius Chord  |             | <u>25</u>                         | 25                         | 25                         |

- 1 <sup>1</sup> In Rural Centers, eighteen (18) inch curb and gutter and a concrete sidewalk at  
2 least six (6) feet wide is required.

**Table 40.350.030-4. Design Criteria For Urban Access Roads**

| Design Criteria                               | Neighborhood Circulator <sup>7</sup><br>Drawing 13 | Local Residential Access <sup>7</sup><br>Drawing 14 | Residential Loop <sup>7</sup><br>Drawing 15 | Cul-de-Sac <sup>1,7</sup><br>Drawings 15 & 28 | Short Cul-de-Sac <sup>2,7</sup><br>Drawings 16 & 29 | Alley <sup>3,7</sup><br>Drawing 19 | Infill A Roadway <sup>4,7,11</sup><br>Drawing 17 | Infill B Private Roadway <sup>7,11</sup><br>Drawing 18 |
|---|--|---|---|---|---|------------------------------------|--|--|
| Minimum Right-of-Way (ft.)                    | 54   | 46  | 46  | 46  | 42  | 26                                 | 25   | 20   |
| Lane Width (ft.)                              | 2 lanes<br>10 ft. ea.                              | 1 lane<br>12 ft. ea.                                | 1 lane<br>10 ft. ea.                        | 1 lane<br>10 ft. ea.                          | 1 lane<br>10 ft. ea.                                | 1 lane<br>20 ft. ea.               | 2 lanes<br>10 ft. ea.                            | 1 lane<br>12 ft. ea.                                   |
| Parking Lane Width (ft.)<br>one or both sides | 8<br>both sides                                    | 8<br>both sides                                     | 8<br>both sides                             | 8<br>both sides                               | 7<br>both sides                                     | N/A<br>N/A                         | N/A<br>N/A                                       | N/A<br>N/A   |
| Roadway Width (ft.) <sup>5</sup>              | 36   | 28  | 26  | 26  | 24  | 20                                 | 20   | 12   |
| Design Speed (MPH)                            | 25   | 25  | 25  | 25  | 25  | N/A                                | N/A  | N/A  |
| Maximum Grade (%)                             | 15   | 15  | 18  | 18  | 18  | 18                                 | 18   | 18   |
| Minimum Centerline Radius (ft.)               | 150  | 70 <sup>6</sup>                                     | 70 <sup>6</sup>                             | 70 <sup>6</sup>                               | 70 <sup>6</sup>                                     | N/A                                | N/A  | N/A  |
| Maximum Number of Houses                      | 300  | 150   | 100   | N/A   | 18  | N/A                                | 8 Lots   | 4 Lots <sup>12</sup>                                   |
| Sidewalks (both sides) (ft.)                  | 5  | 5   | 5   | 5   | 5   | N/A                                | N/A  | N/A  |

|   |            |            |            |            |            |        |                |         |
|---|------------|------------|------------|------------|------------|--------|----------------|---------|
| Curb and Gutter <sup>8</sup>                              | 18 in. C&G | N/A    | N/A            | N/A     |
| Minimum Intersection Curb Return Radii (ft.) <sup>9</sup> | 25         | 25         | 20         | 20         | 20         | N/A    | N/A            | N/A     |
| Min. Full Access Intersection spacing (ft) <sup>10</sup>  | 150        | 100        | 100        | 100        | 100        | 100    | N/A            | N/A     |
| Public/Private  | Public     | Public     | Public     | Public     | Public     | Public | Public/Private | Private |
| Frontage Access   | Yes        | Yes        | Yes        | Yes        | Yes        | N/A    | N/A            | N/A     |

1 <sup>1</sup> *Cul-de-sac minimum R/W radius is fifty (50) feet with a constructed forty-five*  
 2 *(45) foot radius – OR – minimum R/W radius is forty (40) feet with constructed*  
 3 *thirty-five (35) foot radius and rolled curb and gutter with thickened sidewalk*  
 4 *construction in accordance with a standard drawing provided by the responsible*  
 5 *official.*

6 <sup>2</sup> *Short cul-de-sac minimum R/W is thirty-five (35) foot radius with a constructed*  
 7 *thirty (30) foot radius.*

8 <sup>3</sup> *Twenty (20) foot unobstructed width.*

9 <sup>4</sup> *Public Works director may approve the use of public infill A for new subdivisions*  
 10 *with design limitations or peculiar terrain or parcel configuration when*  
 11 *constructed with Portland cement concrete.*

12 <sup>5</sup> *Neighborhood circulator includes two (2) eight-foot parking lanes.*

13 <sup>6</sup> *Except for where the curb is between eighty (80) to one hundred ten (110)*  
 14 *degrees, a minimum thirty-five (35) foot radius may be used.*

15 <sup>7</sup> *All stubbed public roads greater than one hundred fifty (150) feet serving four*  
 16 *(4) or more lots shall provide a forty-five (45) foot minimum radius temporary*  
 17 *turnaround or other approved turnaround.*

18 <sup>8</sup> *Vertical curb and rolled curb also acceptable.*

19 <sup>9</sup> *Intersections with arterials require thirty-five (35) foot radii.*

20 <sup>10</sup> *Ten (10) foot maximum off-set may be allowed.*

21 <sup>11</sup> *Infill developments only: Infill Road A and Infill Private Road B standards may*  
 22 *be used in lieu of alley standards pursuant to Section 40.260.110.*

23 <sup>12</sup> *One hundred fifty (150) foot maximum length.*

| <b>Table 40.350.030-5. Design Criteria For Rural Access Roads</b> |   |                               |                         |  |
|---|---|-------------------------------|-------------------------|--|
| Design Criteria   | Private Road <sup>1</sup><br>Drawing 27 | Local<br>Access<br>Drawing 25 | Loop Road<br>Drawing 26 | Cul-de-sac <sup>2</sup><br>Drawings 26<br>and 30 |
| Minimum R/W (ft.)   | 30' Easement                            | 50 <sup>3</sup>               | 46                      | 42   |
| Lane Width (ft.)  | two 10' lanes                           | two 10' lanes                 | two 10'<br>lanes        | two 10' lanes                                    |
| Paved Shoulders   |   | 2 (2')                        | 2 (2')                  | 2 (2')   |
| Roadway Width<br>(include shoulders)<br>(ft) <sup>4</sup>         | 20                                      | 24                            | 24                      | 24   |
| Design Speed (MPH)  | 25 <sup>5</sup>                         | 30                            | 25                      | 25   |

|   |     |       |     |     |
|---|-----|-------|-----|-----|
| Maximum Grade (%)                               | 18  | 15    | 18  | 18  |
| Minimum Centerline Radius (ft.)                 | 60  | 150   | 60  | 60  |
| Maximum Length (ft.) <sup>6</sup>               | N/A | N/A   | N/A | N/A |
| Intersection Minimum Spacing (ft.) <sup>7</sup> | 100 | 150   | 100 | 100 |
| Design Volume (ADT)                             | 500 | 2,000 | 500 | 250 |
| Typical # Houses                                | 50  | 200   | 50  | 25  |
| Sidewalks (both sides) Curb and Gutter Required | N/A | N/A   | N/A | N/A |
| Minimum Intersection Radii <sup>8</sup>         | 25  | 25    | 20  | 20  |

- 1 <sup>1</sup> Private loop roads and cul-de-sacs may use public road standards for the  
2 respective categories except that the width of the road is twenty (20) feet.
- 3 <sup>2</sup> Cul-de-sac bulb minimum constructed radius is forty-five (45) feet with a fifty  
4 (50) foot right-of-way radius.
- 5 <sup>3</sup> Within the “urban reserve” areas of the county, the right-of-way shall be fifty-four  
6 (54) feet.
- 7 <sup>4</sup> Add ten (10) feet for bike lanes.
- 8 <sup>5</sup> Design speed for Rural Private road may be reduced to twenty (20) miles per  
9 hour without road modification, if topography imposes severe restriction and has  
10 approval from the County Engineer.
- 11 <sup>6</sup> The review authority may require a limitation to the length of a cul-de-sac or  
12 dead-end road in certain situations (see Section 40.350.030(B)(12)).
- 13 <sup>7</sup> A ten (10) foot maximum off-set may be allowed.
- 14 <sup>8</sup> Intersection of two (2) different street classifications shall use the larger  
15 intersection radius.

| <b>Table 40.350.030-6. Design Criteria For Urban Industrial Roads</b> |                                       |                                 |                  |
|---|---------------------------------------|---------------------------------|------------------|
| Design Criteria   | Primary Industrial Drawings 20 and 21 | Secondary Industrial Drawing 22 | Local Industrial |
| Maximum Spacing   |                                       | < 2 miles                       |                  |
| Minimum R/W (ft.) 2 lane  | N/A                                   | 60                              | 50               |
| 3 lane  | 60                                    | 70                              | 65               |
| 5 lane  | 80                                    | N/A                             | N/A              |

|  |             |                 |                |                 |
|--|-------------|-----------------|----------------|-----------------|
| Lane Width (ft.)                                   | 2 lane      | N/A             | 14-14-10       | 16              |
|  | 3 lane      | 14              | N/A            | 16-12-16        |
|  | 5 lane      | 13-12-14-12-13  | N/A            | N/A             |
| Median Width (ft.)                                 | 5 lane      | 14              | N/A            | 12              |
| Shoulder/Parking (ft.) <sup>1</sup>                | 2 lane      | N/A             | 0 <sup>1</sup> | (See Note 4)    |
|  | 3 lane      | N/A             | N/A            | N/A             |
|  | 5 lane      | N/A             | N/A            | N/A             |
| Roadway Width (ft.)                                | 2 lane      | N/A             | 38             | 32              |
|  | 3 lane      | 42              | N/A            | 44              |
|  | 5 lane      | 64              | N/A            | N/A             |
| Design Speed (MPH)                                 |             | 40              | 35             | 25              |
| Minimum Grade (%)                                  | Flat        | 0.4             | 0.4            | 0.4             |
|  | Rolling     | 0.4             | 0.4            | 0.4             |
|  | Mountainous | 0.4             | 0.4            | 0.4             |
| Maximum Grade (%) <sup>2</sup>                     | Flat        | 7               | 7              | 9               |
|  | Rolling     | 9               | 9              | 9               |
|  | Mountainous | 10              | 10             | 9               |
| Minimum Centerline Radius (ft.)                    | Flat        | 575             | 575            | 200             |
|  | Rolling     | 440             | 440            | 200             |
|  | Mountainous | 300             | 300            | 200             |
| Design Volume (ADT)                                | 2 lane      | N/A             | 4,000 – 10,000 | < 4,000         |
|  | 3 lane      | 8,000 – 12,000  | N/A            | N/A             |
|  | 5 lane      | 12,000 – 24,000 | N/A            | N/A             |
| Min. Full Access Intersection Spacing (ft.)        |             | 275             | 275            | N/A             |
| Design DTN Section                                 |             | 300 min.        | 200 min.       | 150             |
| Min. Pavement Section                              |             |                 | Soils Study    | Specific Design |
| Sidewalk Curb and Gutter Required                  |             | 6'<br>18" C&G   | 6'<br>18" C&G  | 6'<br>18" C&G   |
| Minimum Intersection Curb Radii (ft.) <sup>3</sup> |             | 50              | 45             | 45'             |
| Minimum R/W radius chords                          |             | 40              | 35             |                 |

- 1 <sup>1</sup> Shoulders shall be widened two (2) feet where guardrail is planned. Parking  
2 limited to one (1) side.

1 <sup>2</sup> *May be steeper for short distances where permitted by AASHTO Guidelines.*  
2 *Higher grade for local industrial standard can be approved by the review*  
3 *authority.*

4 <sup>3</sup> *Must meet state standards if intersecting state roads.*

5 <sup>4</sup> *No parking.*

6 4. Access Management.

7 a. Applicability. As noted in Section 40.350.030(A)(2), this subsection  
8 also applies to applications for building permits and applications for  
9 access to public roads.

10 b. Access to Local Access Roads.

11 (1) Spacing.

12 (a) Excepting the bulbs of cul-de-sacs, driveways providing  
13 access onto non-arterial streets serving single-family or  
14 duplex residential structures shall be located a minimum of  
15 five (5) feet from the property lines furthest from the  
16 intersection. Where two (2) driveways are permitted, a  
17 minimum separation of fifty (50) feet shall be required  
18 between the driveways, measured from near edge to near  
19 edge.

20 (b) Corner lot driveways shall be a minimum of fifty (50) feet  
21 from the intersecting property lines or in the case where this  
22 is impractical, the driveway may be located five (5) feet from  
23 the property line away from the intersection or as a joint use  
24 driveway at this property line. Where a residential corner lot  
25 is located at the intersection of a non-arterial street with an  
26 arterial street, the corner clearance requirements of Section  
27 40.350.030(B)(4)(c)(2)(f) shall apply to the non-arterial  
28 street.

29 (c) Flag lots and joint driveways serving two (2) or three (3) lots  
30 are exempt from the requirements of this subsection.

31 (d) Nonresidential driveways are prohibited from taking access  
32 from an urban access road as defined in Table 40.350.030-4  
33 unless no access exists or can be provided to a collector.

34 (2) Number and Width. A maximum of two (2) driveways may be  
35 permitted to a residential lot or individual duplex unit meeting the  
36 spacing requirements of Section 40.350.030(B)(4)(b). Joint use  
37 driveways may be allowed and will count as a driveway for each  
38 residential lot or duplex unit. For a joint use driveway, a minimum  
39 of a twenty (20) foot wide easement is required. Driveways shall  
40 have a minimum width of twelve (12) feet of clear unobstructed  
41 all weather driving surface and an overhead clearance of thirteen  
42 (13) feet, six (6) inches. The first, or only, driveway shall be  
43 twelve (12) feet to thirty-five (35) feet in width. If a second

1 driveway is allowed, the maximum width of the second driveway  
2 will be fifteen (15) feet.

- 3 (3) Length. All new driveways longer than three hundred (300) feet  
4 shall be provided with an approved turnaround at the terminus.  
5 There shall also be approved turnouts constructed such that the  
6 maximum distance from turnout to turnout, or from turnout to  
7 turnarounds does not exceed five hundred (500) feet. Turnouts  
8 shall comply with the Standard Details Manual. Construction of  
9 roads and driveways within the wild land urban interface/intermix  
10 area shall conform to Section 15.13.030.

- 11 (4) Maximum Dwelling Units Served by Access Roads.

- 12 (a) No road may serve more than one hundred (100) lots or  
13 dwelling units unless that road is connected by a second  
14 vehicle access to the same "feeder" road at a different  
15 location, or to another "feeder" road that functions at a level  
16 equal to at least an urban local residential access road or a  
17 rural local access road. The second access road may be a  
18 county emergency access road only, if it serves less than  
19 two hundred (200) lots.

20 The second access may be satisfied through the use of an  
21 existing roadway network in the existing adjacent  
22 neighborhood if:

- 23 (i) An existing road was previously stubbed indicating  
24 intent for future access; or  
25 (ii) An easement has been dedicated specifically for such  
26 purpose, and a roadway has been built to county  
27 standards or will be constructed with the development to  
28 county standards.

29 In either case, the increase in traffic volume on the existing  
30 roadway network must not cause the traffic volume to  
31 exceed the design volume of the existing roadway network.

- 32 (b) Urban neighborhood circulator roads within a development  
33 which meet the access requirements above may serve up to  
34 three hundred (300) lots or units if approved by the review  
35 authority. However, the review authority may require a traffic  
36 circulation study showing a balanced traffic flow of less than  
37 two thousand (2,000) vehicles per day past any dwelling unit  
38 accessing on a neighborhood circulator road or lesser  
39 classification upon full buildout.
- 40 (c) When required emergency or regular secondary access  
41 roads cannot be installed due to location on property,  
42 topography, waterways, nonnegotiable grades or other  
43 similar conditions, the county fire marshal may require  
44 additional fire protection as specified in Title 15 of this code.
- 45 (d) The standards contained in Section 40.350.030(B)(4)(b)(4)  
46 are waived in their entirety for developments in rural areas.

- 47 (5) Exceptions.

- 1 (a) The review authority may grant an exception to the  
2 requirements of Section 40.350.030(B)(4)(b)(3) to extend the  
3 maximum distance between turnouts/turnarounds or allow  
4 other appropriate relief where it is impractical or excessively  
5 costly to meet these requirements due to topography,  
6 sensitive areas, natural features, or where application of  
7 these standards would be disproportional.
- 8 (b) The review authority may grant an exception to the  
9 requirements of Section 40.350.030(B)(4)(b)(4)(a) in the  
10 case of a subdivision with more than one (1) phase, when it  
11 can be shown that the other necessary access roads will be  
12 constructed in a future phase of the same subdivision. Street  
13 stubs built to the property line of property not under the  
14 developer's control does not qualify for such an exception.
- 15 c. Access to Collectors.
- 16 (1) In order to limit the number of residential roads intersecting with  
17 collectors while providing adequate neighborhood circulation,  
18 residential roads intersecting with collectors shall be classified  
19 and constructed to standards applicable to local residential  
20 access road unless the review authority finds that a lesser  
21 classification adequately provides for the circulation needs of the  
22 surrounding area. Road approach permits not associated with  
23 development shall be reviewed using a Type I process.
- 24 (2) Driveways.
- 25 (a) Urban Collectors. No residential driveways in the urban  
26 area will be permitted to access collectors unless no other  
27 access to the site exists or can be made available; provided,  
28 this provision will not be interpreted to indirectly limit the  
29 number of lots in an infill development and the review  
30 authority may authorize either direct access and/or an infill  
31 private road serving a greater number of lots than otherwise  
32 authorized by Table 40.350.030-4.
- 33 (b) Rural Collectors. Residential driveways in the rural area will  
34 not be permitted to access collectors if direct lot access is  
35 available to an existing rural access road as defined in Table  
36 40.350.030-5.
- 37 (c) Spacing. When driveways on collectors are permitted, they  
38 shall be spaced in accordance with Table 40.350.030-7. The  
39 distance between adjacent one-way driveways with the  
40 inbound drive upstream from the outbound drive may be  
41 one-half the distance shown. Where raised channelization  
42 exists, only those driveways on the development side of the  
43 road will be considered for minimum separation  
44 requirements.
- 45 (d) Number of Driveways. The number of driveways and  
46 driveway lanes shall be based upon an estimate of site traffic  
47 generation in accordance with Table 40.350.030-8. Multiple

1 driveways are not permitted until the estimated ADT exceeds  
2 the number shown in the second column for the different  
3 types of land use. Then, an additional driveway is allowed  
4 each time the estimated ADT increases above the previous  
5 maximum ADT for each driveway as shown in the third  
6 column; provided, the additional driveways meet the spacing  
7 requirements specified in Table 40.350.030-7. Two (2)  
8 driveway exit lanes are allowed when the ADT exceeds  
9 seven hundred (700).

- 10 (e) Width. A single-family residential driveway onto a collector  
11 shall be fifteen (15) to thirty-five (35) feet in width; provided,  
12 that a joint use driveway serving two (2) residential lots shall  
13 not exceed thirty-six (36) feet in width. A nonresidential two  
14 (2) way driveway onto a collector shall be twenty-four (24) to  
15 forty (40) feet in width.
  - 16 (f) Corner Clearance. To provide adequate corner clearance,  
17 the tangent curb length between the nearest edge of a  
18 driveway on an intersecting side street and a collector  
19 roadway, or a driveway on a collector roadway and an  
20 intersection with a cross street shall be fifty (50) feet. Where  
21 the intersection is signalized or is planned for signalization,  
22 driveways shall be limited to right-turn movements if located  
23 within one hundred twenty-five (125) feet on a collector.
  - 24 (g) Additional Improvements. The installation of other  
25 improvements such as left-turn lanes, right-turn lanes and  
26 traffic signals may be required by the County Engineer  
27 where found necessary on the basis of a traffic engineering  
28 study.
  - 29 (h) Temporary Driveway. A temporary driveway may be  
30 allowed when, due to conditions beyond the control of the  
31 applicant, minimum driveway separation cannot be achieved  
32 at the time of application. The review authority may approve  
33 a temporary driveway when an access plan shows future  
34 removal of the temporary driveway and a new driveway  
35 which meets the spacing standards shown above.
- 36 d. Access to Arterials. In order to limit the number of residential roads  
37 intersecting with arterials while providing adequate neighborhood  
38 circulation, residential roads intersecting with urban arterials shall be  
39 classified and constructed to standards applicable to local residential  
40 access or collector road unless the review authority finds that a lesser  
41 classification adequately provides for the circulation needs of the  
42 surrounding area. In those cases in which an urban access street less  
43 than thirty-six (36) feet wide is approved, such street shall have a  
44 minimum width of thirty-six (36) feet at the intersection with the  
45 arterial and shall be tapered as shown on the standard plans. Road  
46 approach permits not associated with development shall be reviewed  
47 using a Type I process.

- 1 (1) Driveways. No driveways will be permitted to access onto urban  
2 or rural arterials unless no other access to the site exists or can  
3 be provided.
- 4 (a) Spacing. When driveways on arterials are permitted, they  
5 shall be spaced in accordance with Table 40.350.030-7.
- 6 (b) Number of Driveways. Where permitted, the number of  
7 driveways and driveway lanes on arterials shall be based  
8 upon an estimate of site traffic generation in accordance with  
9 Table 40.350.030-9.
- 10 (i) Multiple driveways are not permitted until the estimated  
11 ADT exceeds the number shown in the second column  
12 for the different type of land use. Then, an additional  
13 driveway is allowed each time the estimated ADT  
14 increases above the previous maximum ADT for each  
15 driveway as shown in the columns for minor arterials  
16 and principal arterials; provided, the additional  
17 driveways meet the spacing requirements specified in  
18 Table 40.350.030-7. As an example, a commercial land  
19 use on a minor arterial has one (1) driveway up to two  
20 thousand (2,000) ADT, then two (2) driveways for two  
21 thousand one (2,001) to five thousand five hundred  
22 (5,500) ADT, three (3) driveways for five thousand five  
23 hundred one (5,501) to nine thousand (9,000) ADT and  
24 so on.
- 25 (ii) A permit for exclusive use of a truck driveway in  
26 addition to the non-truck traffic may be granted for  
27 commercial uses that exceed thirty thousand (30,000)  
28 square feet of gross floor space.
- 29 (iii) Two (2) driveway exit lanes are allowed when the ADT  
30 exceeds one thousand (1,000).
- 31 (c) Width. A single-family residential driveway onto an urban  
32 arterial shall be fifteen (15) to thirty-five (35) feet in width;  
33 provided, that a joint use driveway serving two (2) residential  
34 lots shall not exceed thirty-six (36) feet in width. A  
35 commercial and multifamily two (2) way driveway onto an  
36 arterial shall be twenty-four (24) to forty (40) feet in width.
- 37 (d) Corner Clearance. To provide adequate corner clearance,  
38 the tangent curb length between the nearest edge of a  
39 driveway on an intersecting side street and an arterial  
40 roadway, or a driveway on an arterial roadway and an  
41 intersection with a cross street shall be fifty (50) feet. Where  
42 the intersection is signalized or is planned for signalization,  
43 driveways shall be limited to right-turn movements if located  
44 within two hundred fifty (250) feet on minor and principal  
45 arterials.
- 46 (e) Additional Improvements. The installation of other  
47 improvements such as left-turn lanes, right-turn lanes and

1 traffic signals may be required by the County Engineer  
2 where found necessary on the basis of a traffic engineering  
3 study.

4 (f) Temporary Driveway. A temporary driveway may be allowed  
5 when, due to temporary conditions beyond the control of the  
6 applicant, minimum driveway separation cannot be achieved  
7 at the time of application. The review authority may approve  
8 a temporary driveway when an access plan shows future  
9 removal of the temporary driveway and a new driveway  
10 which meets the spacing standards shown above is assured  
11 to be constructed.

12 (2) Medians and Channelization Policy. In order to preserve  
13 capacity and promote safety, **urban** arterials shall include raised  
14 medians to restrict cross traffic movements. In general, full-  
15 access intersections, signalized and non-signalized, on arterials  
16 will be permitted only with other county, state and city roads as  
17 are designated on the Arterial Atlas, as amended. Circulation  
18 from such intersections in most cases will satisfy the access  
19 needs of adjacent land. However, in the event an applicant  
20 requests a median opening along an arterial or left-turn  
21 channelization access (in cases where the arterial is not  
22 designed with a median) which does not conflict with proper  
23 intersection spacing, such request shall be accompanied by a  
24 traffic study performed under the requirements of Section  
25 40.350.020. The proposed median opening or left-turn  
26 channelization may be approved only if the study shows:

- 27 (a) The existing or projected level of service on the arterial or at  
28 the nearest arterial intersection is at or above the minimum  
29 level of service established in Section 40.350.020.  
30 (i) No existing or planned intersection is located within six  
31 hundred (600) feet of the proposed opening; or  
32 (ii) The average daily trips (ADT) projected for the  
33 driveway using the proposed opening exceeds six  
34 thousand (6,000).  
35 (b) The level of service on the arterial will significantly improve  
36 as a result of the proposed opening.  
37 (c) The proposed location of the opening will increase service  
38 to surrounding properties.

39 The study also shall address such items as capacity, signalization,  
40 channelization and storage needs of the proposed median  
41 opening or left-turn channelization and how it can service  
42 surrounding properties as well. Information used in the study  
43 shall include both current traffic counts to determine immediate  
44 need for the median opening or left-turn channelization and  
45 projected counts to determine the future need therefor. Traffic  
46 projections shall be taken from existing studies where available  
47 and designated by the County Engineer; provided, that in no

event shall projections be for a period longer than twenty (20) years. The cost of a median opening or left-turn channelization, approved under the above criteria, shall be borne by the developer.

- e. Access to State Routes. If the access serving a development is onto a state road or highway, required dedication and/or improvements thereto must meet the requirements of the Washington Department of Transportation. In no case may the requirements be less than the access requirement to a principal arterial in urban areas or a major collector in rural areas.

| <b>Table 40.350.030-7. Driveway Spacing on Arterials/Collectors</b> |                           |
|---|---------------------------|
| Arterial and Collector Posted Speed (MPH)                           | Minimum Separation (Feet) |
| 20  | 85                        |
| 25  | 105                       |
| 30  | 125                       |
| 35  | 150                       |
| 40  | 185                       |
| 45 and over   | 230                       |

| <b>Table 40.350.030-8. ADT Carried by Each Driveway onto Collectors</b> |                        |  |
|---|------------------------|--|
|   | ADT for First Driveway | Maximum ADT for Each Additional Driveway |
| Access from:  |                        |  |
| Commercial use  | 0 to 1,000             | 2,000                                    |
| Office use  | 0 to 1,500             | 2,000                                    |
| Multifamily use   | 0 to 1,000             | 2,000                                    |
| Industrial use  | 0 to 1,500             | 2,000                                    |

| <b>Table 40.350.030-9. ADT Carried by Each Driveway onto Arterials</b> |                        |  |                    |
|--|------------------------|--|--------------------|
|  |                        | Maximum ADT for Each Additional Driveway |                    |
| Access from:   | ADT for First Driveway | Minor Arterial                           | Principal Arterial |
| Commercial use   | 0 to 2,000             | 3,500                                    | 5,000              |
| Office campus  | 0 to 2,000             | 3,000                                    | 5,000              |
| Multifamily use  | 0 to 1,500             | 3,000                                    | 5,000              |
| Industrial use   | 0 to 1,500             | 3,000                                    | 4,000              |

5. Frontage Roads/Improvement.

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a. General Requirement. Unless already fully developed to the transportation standards and subject to the limitations set forth in this section and in Sections 40.350.030(B)(15) and 40.550.010, a partial-width road shall be established and constructed to the applicable right-of-way or easement and improvement standards set out in Section 40.350.030 to that portion of a frontage public or private road which abuts a parcel being developed as a condition of development approval.

(1) The right-of-way or easement width shall be a minimum of one-half (1/2) of that specified in Table 40.350.030-2 through 40.350.030-6; provided, that such minimum width may be increased where necessary to accommodate the minimum roadway improvement provided below to allow a minimum three (3) feet of right-of-way beyond the back of the sidewalk for urban public roads unless the sidewalk is detached from the curb with sufficient room to provide for utilities and signing, or for needed construction clearance, slopes or other features.

In the case of a development containing an urban arterial or fronting on an urban arterial street, the developer shall only be required to construct improvements up to forty-four (44) feet in width, or twenty-two (22) feet on a partial-width frontage, together with curbs and sidewalks, unless a wider section is necessary to accommodate the development.