

Title 17B

***CONSTRUCTION AND INFRASTRUCTURE REGULATIONS -
ROAD AND BRIDGE DESIGN AND CONSTRUCTION STANDARDS***

CHAPTERS:

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Chapter 17B.10

GENERAL PROVISIONS

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17B.10.010 Authority.

This Title is established pursuant to RCW Chapter 36.86, which authorizes the County legislative authority to establish design and construction standards for all road and bridge construction, and other improvements within the County when such standards have been prepared by the County Engineer as specified in RCW Chapter 36.80.030, and pursuant to RCW Chapter 36.75, which authorizes the County legislative authority to adopt reasonable rules for the construction of approaches to County roads, with such construction under the supervision of the County Engineer as specified in RCW Chapter 36.75.140. (Ord. 99-24S § 6 (part), 1999)

17B.10.020 Title.

This Title shall be known as "Title 17B, Construction and Infrastructure Regulations - Road and Bridge Design and Construction Standards." (Ord. 99-24S § 6 (part), 1999)

17B.10.030 Purpose.

This Title provides uniform technical requirements to govern road and bridge design, construction, and reconstruction; access from private property to any public or private road; and shared access facilities and alleyways located on private property. (Ord. 99-24S § 6 (part), 1999)

17B.10.040 Applicability.

These Regulations apply to the design and construction of all new public and private roads, new shared access facilities, new alleyways, gate construction on existing and proposed shared access facilities, and gate construction on existing and proposed private roads in unincorporated Pierce County, and as far as practicable and feasible to the reconstruction, resurfacing,

restoration, and rehabilitation of existing public or private roads, existing shared access facilities, and existing alleyways in unincorporated Pierce County; and to the design and construction of all new private driveway approaches to public or private roads in unincorporated Pierce County. These Regulations also apply to projects that are designed under a low impact development concept. (Ord. 2004-56s § 3 (part), 2004; Ord. 99-24S § 6 (part), 1999)

17B.10.050 Definitions.

The following definitions shall apply in the interpretation and enforcement of this Title:

- A. "Access" means the ability to enter or leave the general public road system from an adjacent driveway, shared access facility, alleyway, or private road.
- B. "Alleyway" means a privately owned narrow passageway intended for vehicular traffic to serve as rear access to lots or buildings within a Planned Development District.
- C. "County" means the Pierce County Executive or authorized representative; and the jurisdictional boundaries of Pierce County.
- D. "County Engineer" means the Pierce County Engineer or authorized representative, having authorities specified in RCW 36.75.050 and 36.80.
- E. "Department" means the Pierce County Department of Public Works and Utilities - Transportation Services, Office of County Engineer.
- F. "Driveway" means an access facility between the driveway approach point on a roadway, shared access facility, or emergency vehicle access, and the abutting property used by vehicular traffic.
- G. "Driveway Approach" means any area, construction or facility between the roadway and the driveway, shared access facility or emergency vehicle access serving the abutting property which provides access for vehicular traffic.
- H. "Engineer" means a professional civil engineer, licensed by the State of Washington.
- I. "Gravel Surface" means a two inch crushed surfacing top course per Washington State Department of Transportation specifications.
- J. "Low Impact Development (LID)" is a land use development strategy that emphasizes protection and use of on-site natural features integrated with engineered, small-scale hydrologic controls at the parcel and subdivision scale to manage stormwater and more closely mimic pre-development watershed hydrologic functions. LID techniques are considered an alternative to traditional, structural stormwater management solutions.
- K. "Newly constructed road" means: proposed private or public roads, improvements in existing County right-of-way that substantially change vertical or horizontal alignment or add additional through lanes or are intended to improve a roadway to a higher classification. "Newly constructed road" does not mean: existing off-site private roads that need to be upgraded to meet Section 17B.30.060, channelization within existing County right-of-way at project access points, channelization within existing County right-of-way at intersections, correction of entering sight distance improvements within existing County right-of-way at project access points or impacted intersections, or correction of singular sight distance deficiencies or safety concerns within existing County right-of-way.
- L. "Offsite Existing Private Road" means an existing private road or access created through a subdivision process or by recordation of an access easement with the County Auditor prior to the effective date of this Title. An offsite existing private road provides access from a proposed division of land to a public road. In order for the private road to be considered "offsite" it must be located outside of the proposed subdivision's boundaries.

- M. "One-Lot Subdivision" means the creation of one additional lot through the platting process from an original tract so long as the private road or Shared Access Facility accessing it complies with PCC 17C.60.150.
- N. "PCC" means Pierce County Code.
- O. "Private Road" means a roadway facility in private ownership providing private access and used for travel of vehicles by the owner(s) or those having express or implied permission from the owner(s), but not by other persons.
- P. "RCW" means Revised Code of Washington.
- Q. "Rural" means those areas not included within an urban growth area, or designated as Resource Lands as defined by the Pierce County Comprehensive Plan adopted in Pierce County Code Titles 19 and 19A.
- R. "Shared Access Facility" means a privately-owned drivable surface which serves up to and including four lots in the rural area or two lots in the urban area for access to single family and two family dwelling units.
- S. "Single Family Dwelling Unit" means a structure used to house one family, including appurtenant structures such as a garage, storage shed, or other structure not used for living purposes, all for the private, non-commercial use of the property owner or renter.
- T. "Two Family Dwelling Unit" means a structure used to house two families, including appurtenant structures such as a garage, storage shed, or other structure not used for living purposes, all for the private, non-commercial use of the property owner or renter.
- U. "Urban" means all areas identified within urban growth areas defined by the Pierce County Comprehensive Plan adopted in Pierce County Code Title 19A, meeting the statutory requirements of urban as defined by the Growth Management Act, Chapter 36.70A RCW.

(Ord. 2005-37 § 1 (part), 2005; Ord. 2004-56s § 3 (part), 2004; Ord. 99-24S § 6 (part), 1999)

17B.10.060 Standards Adopted.

- A. The "Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County," as published by the Pierce County Engineer is adopted for use on all road, bridge, and other new construction of public and private roads in unincorporated Pierce County, and as far as is practicable and feasible to reconstruction, resurfacing, restoration, and rehabilitation of existing public or private roads in unincorporated Pierce County.
- B. The "Manual on Accommodating Utilities in Pierce County Right-of-Way," 4th Edition, as published by the Pierce County Engineer is adopted as the policy for accommodation of utilities for road and bridge construction of public and private roads in unincorporated Pierce County.
- C. Projects that propose private roads, shared accesses, or alleyways, that intend to utilize low impact development techniques for managing stormwater runoff, must utilize the design criteria contained in Section 10.5.4 of the Pierce County Stormwater Management and Site Development Manual (Title 17A). These criteria shall be utilized for the design of all private roads, alleyways, or shared accesses within the project. Section 10.5.4 supersedes certain standards, criteria, and requirements contained in PCC Section 17B.10.060 A. and 17B.10.060 B. above. Standards, criteria, and requirements within PCC Sections 17B.10.060 A. and 17B.10.060 B. not specifically superseded by

Section 10.5.5 are still applicable to low impact developments. Low impact development techniques are not acceptable for projects that propose public roads. (Ord. 2004-56s § 3 (part), 2004; Ord 2004-71 § 3, 2004; Ord. 2000-57s § 3, 2001; Ord. 99-24S § 6 (part), 1999)

17B.10.070 Manuals Available.

The latest edition of the "Manual on Design Guidelines, Specifications, and Standard Drawings for Road and Bridge Construction in Pierce County," and the "Manual on Accommodating Utilities in Pierce County Right-of-Way," shall be available for inspection at the Department during normal business hours or may be purchased, for a reproduction fee, as specified on the document. (Ord. 99-24S § 6 (part), 1999)

17B.10.080 Changes to Manuals.

Chapter 36.80 RCW, requires that the County Engineer be a registered and licensed professional civil engineer under the laws of the State of Washington, and charges the County Engineer with the responsibility to prepare standards of construction for roads and bridges. In the event that standards change to the degree that it becomes necessary to amend the adopted standards contained in PCC 17B.10.060, the County Engineer shall prepare and submit such recommendations for amendment to the County Council for their review and adoption in accordance with RCW 36.86.030. (Ord. 99-24S § 6 (part), 1999)

17B.10.090 Deviations.

- A. **Public Roads.** No deviation from the adopted standards, contained in PCC 17B.10.060, on public roads may be made without first obtaining the approval of the County Engineer.
1. Request. The Engineer making a request to gain approval for alternative designs which deviate from the adopted standards shall submit the request directly to the Office of County Engineer.
 2. Review. The County Engineer will review the Engineer's deviation request, together with all supportive material provided to justify the deviation request, and any staff review and recommendations. When reviewing a deviation request, the County Engineer will evaluate the request to determine if the proposal produces a compensating or comparable result which is in the public interest and that the proposal meets the requirements for safety, function, fire protection, appearance and maintainability utilizing the evaluation criteria outlined in PCC 17B.10.090 A.3. The County Engineer shall prepare written findings of fact and conclusions concerning the deviation request. The County Engineer will grant or deny a deviation request in full or in part based on these findings of fact and conclusions. When granting a deviation, the County Engineer may attach specific conditions to the deviation which will serve to accomplish the intent of standards, criteria, and established policies. Deviations must receive the approval of the County Engineer before road construction plans can be approved.
 3. Evaluation Criteria.
 - a. The County Engineer recognizes that State of Washington has set minimum standards in accordance with Chapter 35.78.030 RCW, and is required to meet these standards when granting a deviation. Before any deviation may be granted, it shall be shown:

- (1) That the granting of such deviation will produce compensating or comparable results, adequate for the road users and the general public;
 - (2) That the granting of such deviation will not violate any development related conditions imposed upon the project;
 - (3) That the granting of such deviation will not be materially detrimental to the public welfare or injurious to the property or improvement in such vicinity in which the subject property is located;
 - (4) That such deviation is based on sound engineering judgement, and that requirements for safety, function, appearance, environmental protection, and maintainability are fully met.
 - b. The County Engineer may grant a deviation from the minimum technical requirements only upon submittal of additional information, plans and/or design data by an Engineer showing that the requested deviation is safe, in the best interest of the public, and will not impose undue maintenance costs on Pierce County, if applicable.
4. **Re-examination Procedure.** The Engineer may seek a re-examination of the original request by transmitting a letter to the County Engineer outlining exceptions taken to the County Engineer's findings. The Engineer shall provide additional details specifically addressing the exceptions being taken in order to enable the County Engineer to conduct additional evaluation of the request. The County Engineer will be the final authority in resolving disputes concerning questions of fact in connection with the adopted standards contained in PCC 17B.10.060, as set forth in Chapter 36.75.020 RCW, County roads--County Legislative Authority as Agent of State--Standards.
- B. Private Facilities.** No deviation from the adopted standards contained in PCC 17B.10.060 or 17B.30.020, on private roads; in PCC 17B.20.020, on shared access facilities; in PCC 17B.20.030 on alleyways; or in PCC 17B.30.040 regarding urban development standards on private roads, may be made without first obtaining the approval of the Director of Planning and Land Services.
1. **Request.** The Engineer making a request to gain approval for alternate designs which deviate from the adopted standards shall submit the request to the Department of Planning and Land Services.
 2. **Review.** The Director of Planning and Land Services will review the Engineer's deviation request, together with all supportive material provided to justify the deviation request, and any staff review and recommendations. When reviewing a deviation request, the Director of Planning and Land Services will evaluate the request to determine if the proposal produces a compensating or comparable result which is in the public interest and that the proposal meets the requirements for safety, function, fire protection, appearance and maintainability utilizing the evaluation criteria outlined in PCC 17B.10.090 B.3. The Director of Planning and Land Services shall prepare written findings of fact and conclusions concerning the deviation request. The Director of Planning and Land Services will grant or deny a deviation request in full or in part based on these findings of fact and conclusions. When granting a deviation, the Director of Planning and Land Services may attach specific conditions to the deviation which will serve to accomplish the intent of standards, criteria, and established policies. Deviations must receive the approval of the Director of Planning and Land Services before road construction plans can be approved.

3. Evaluation Criteria. When reviewing a request for alternate designs, the Director of Planning and Land Services will evaluate the proposal under the following criteria:
 - a. That the granting of such deviation produces a compensating or comparable results, adequate for the road users and/or the general public interest;
 - b. That the granting of such deviation will not violate any development related conditions imposed upon the project;
 - c. That the granting of such deviation will not be materially detrimental to the public welfare or injurious to the property or improvement in the vicinity in which the subject property is located;
 - d. That such deviation is based upon sound engineering judgement, and that requirements for safety, function, appearance, fire protection, environmental protection, and maintainability are fully met;
 - e. That the granting of such deviation will not violate any other development conditions, standards, or regulations imposed upon the project.
4. Approval.
 - a. When granting a deviation, the Director of Planning and Land Services may attach specific conditions to the deviation which will serve to accomplish the intent of standards, criteria, and established policies. These conditions will be incorporated into the site development permit requirements.
 - b. Any requests for deviations must receive final approval before site development permits can be approved.
 - c. Decisions of the Director of Planning and Land Services are final and conclusive and may not be appealed separately from the final decision on the site development permit.

- C. **Planned Development District.** Planned Development District proposals which contain road and/or bridge designs which otherwise require a deviation as provided in PCC 17B.10.090 A. or B. will be considered requested upon submittal of the Planned Development District, provided, specific approval for each deviation is given by the County Engineer, in the case of public roads, and by the Director of Planning and Land Services, in the case of private roads, prior to the Planned Development District receiving preliminary approval.

(Ord. 99-24S § 6 (part), 1999)

17B.10.100 General Right-of-Way Permits.

Except as provided for in Chapter 12.32 PCC, no person, party, firm, corporation, or entity, not otherwise authorized by the County Engineer, shall conduct any activity within County right-of-way unless the work is in accordance with a valid General Right-of-Way Permit from the County Engineer issued pursuant to the provisions of these Regulations and Chapter 12.28 PCC. A copy of each General Right-of-Way Permit shall be available for inspection at the activity site during the life of the permit. (Ord. 99-24S § 6 (part), 1999)

17B.10.105 Permit Time Limits.

Except as provided for in Chapter 12.32 PCC, any permit issued to conduct activities within rights-of-way shall be valid for a period of 90 days from and after the date of issuance. The County Engineer has the discretion to extend this time limit. (Ord. 2005-40s § 1 (part), 2005)

17B.10.110 General Right-of-Way Permit Fee.

Fees for a General Right-of-way Permit application filed pursuant to PCC 17B.10.100, shall be paid prior to the issuance of the permit. The fee is set at \$75.00 per application. Fees collected for issuance of any General Right-of-Way Permit shall be deposited in the County Road Fund. (Ord. 99-24S § 6 (part), 1999)

17B.10.112 Temporary Road Closure Permit Fee.

The fee for processing of Temporary Road Closure Permits shall be \$500.00. This fee shall compensate the Department of Public Works and Utilities, Transportation Services, for review time, posting of public notices, publication of legal notices, and all other labor, vehicle and signage expenses associated with the permit approval. (Ord. 2005-40s § 1 (part), 2005)

17B.10.114 Financial Guarantee.

Prior to the issuance of any Temporary Road Closure Permit or of any General Right-of-Way Permit, the applicant may, at the discretion of the Department of Public Works and Utilities, Transportation Services, be required to provide a financial guarantee, to assure completion of the permitted activity within the permit time limit. Failure to complete the permitted activity within the permit time limit will cause Pierce County to assess liquidated damages as provided for in the latest version of Standard Specifications for Road, Bridge, and Municipal Construction as published by the Washington State Department of Transportation. In the Liquidated Damages formula, the original contract amount shall be defined as the value of the private or public contract. The financial guarantee may be either a bond or assignment of funds, on a form provided by Pierce County, and shall be in the amount determined by the Department of Public Works and Utilities, Transportation Services, but not less than \$5,000.00. (Ord. 2005-40s § 1 (part), 2005)

17B.10.115 Waiver of Permit Fees.

The permit fees provided for in Sections 17B.10.110 and 17B.10.112 may be waived by the Director under the following conditions:

- A. The applicant can show proof of non-profit status as defined by Internal Revenue Code Section 501(c); and
- B. The road or right-of-way to be used or closed is not a major or secondary arterial.

(Ord. 2006-31 § 1, 2006)

17B.10.120 Penalties and Enforcement.

Any person, party, firm, corporation, or entity who violates the provision of this Title shall be guilty of a misdemeanor, and shall be punished by fine not to exceed \$1,000.00 or by imprisonment not to exceed 90 days, or by both such a fine and imprisonment. (Ord. 99-24S § 6 (part), 1999)

17B.10.130 Severability.

If any provision of this Title or its application to any person or circumstances is held invalid, the remainder of this Title or the application of the provision to other persons or circumstances shall not be affected. (Ord. 99-24S § 6 (part), 1999)

Chapter 17B.20

ACCESS AND DRIVEWAYS

Sections:

17B.20.010 Driveway Approach Permit Required.

17B.20.020 Shared Access Facility.

17B.20.030 Alleyway.

17B.20.010 Driveway Approach Permit Required.

No person, party, firm, corporation, or entity shall construct, repair, alter, maintain or use any approach from any abutting property to any public road located in unincorporated Pierce County, permanently or on a temporary basis, without first obtaining or having a Driveway Approach Permit from the County Engineer issued pursuant to the provisions of these Regulations and Chapter 12.28 PCC. A copy of each Driveway Approach Permit shall be available for inspection at the site during the life of the permit. Any change of use or any improvement that increases the traffic volumes using an existing driveway approach will require the obtaining of a new Driveway Approach Permit and otherwise complying with all standards and requirement set forth in these Regulations.

Fees for a Driveway Approach Permit application filed pursuant to PCC 17B.20.010, shall be paid prior to the issuance of the permit. Fees are set forth in Chapter 2.05 PCC. (Ord. 99-24S § 6 (part), 1999)

17B.20.020 Shared Access Facility.

- A. **Applicability.** With the exception of one lot subdivisions in unincorporated Pierce County submitted pursuant to Chapter 58.17 RCW or Title 16 of the Pierce County Code after the effective date of this Title, all existing and proposed easements which will contain the shared access facility that will serve as access to and within all proposed divisions of land, including short subdivisions and large lot subdivisions, shall comply with this Section and the requirements of Title 17B. In the event multiple easements are available to provide a shared access facility to a proposed division of land, a shared access facility will need to be constructed in each easement unless it can be shown to the satisfaction of the County that the other easements will not be utilized.
- B. **General.** Shared access facilities may be utilized in the following situations:
1. As a single driveway approach which serves up to and including four residential lots in the rural area or two residential lots in the urban area. A shared access facility may serve any combination of dwelling units. However, the number of residential lots served by a shared access facility may be increased through a planned development district review process.
 2. To serve any number of lots in a proposed division of land that is intended for non-residential uses if:
 - a. The intent of the shared access facility is to provide access through interlinked or shared parking facilities as are commonplace in commercial centers (e.g. shopping malls).
 - b. The manner and locations of connections to private roads or public roads is acceptable to the County Engineer.

- c. Provisions are implemented (curbing, signing, striping, increased shared access facility width, etc.) that assures that vehicle parking will not impact the shared access facility.
 - d. Adequate provisions are made for separation of pedestrians and vehicles, such as sidewalks, curbing, or separated pathways.
 - e. Adequate provisions are made for mass transit when deemed necessary by the County.
- C. **Design Requirements.** Construction of a shared access facility shall conform to the following criteria:
1. **Length.** The facility shall extend from the public or private road a length not greater than 500 feet, as measured along the centerline. The length of a shared access facility serving non-residential lots shall extend from a public or private road for a length not greater than 500 feet as measured along the centerline unless provisions are implemented that assure vehicle speeds of less than 20 miles per hour.
 2. **Width.** The facility shall not be less than 24 feet in width. The easement width for a Shared Access Facility shall exceed by a minimum of 2 feet on each side of the facility width.
 3. **Vertical Clearance.** The facility shall have an unobstructed vertical clearance of not less than 13 feet 6 inches. The County, after conferring with the local fire chief, may allow a reduction in the vertical clearance, provided such reduction does not impair access by emergency vehicles, and approved signs are installed and maintained indicating the established vertical clearance.
 4. **Construction Guidelines.** The facility shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a paved surface within the urban area and a gravel or paved surface within the rural area.
 5. **Turning Radii.** A minimum outside turning radius of 45 feet shall be provided for all curves or turns in the facilities alignment.
 6. **Turnarounds.** A dead-end facility in excess of 150 feet in length shall be provided with a turnaround with geometric capabilities comparable with the cul-de-sac designs contained in the standards adopted in PCC Section 17B.10.060 A.
 7. **Bridges and Structures.** All bridges and structures, including drainage structures, on the facility shall be capable of carrying a minimum design load of HS-20 per "Standards Specifications for Highway Bridges," published by the American Association of State Highway and Transportation Officials. The design and record drawings for all bridges shall be certified by a licensed structural engineer.
 8. **Gates (If Applicable).** A building permit issued by the County is required when gates are installed over private driveways or shared access facilities. The County shall provide notice to the appropriate Fire District of the existence of the new gate. In order for the County to issue the building permit, the following requirements must be met:
 - a. Locked gates shall have rapid entry capabilities compatible with the local fire district requirements per the Uniform Fire Code.
 - b. All electrically-activated gates will have default capabilities to the unlocked position.
 - c. The minimum clear width of a gate shall be 24 feet.

- d. Gates that might be obstructed by the accumulation of snow shall not be installed.
 - e. Gate posts, keypads, and other gate appurtenances shall not be located within the 24-foot wide clear width area.
 - f. A vehicular turn-around sufficient to allow a car to maneuver shall be provided in front of the gate.
9. **Grade.** The maximum road grade (vertical profile grade) of the facility shall be 15 percent. All sections of the facility with grades of over 12 percent shall be paved with 2 inches, compacted depth, of asphalt concrete Class "B" per "Standard Specifications for Road, Bridge and Municipal Construction," as published by the Washington State Department of Transportation and the American Public Works Association.
10. **Obstruction.** The required width of the facility shall not be obstructed in any manner, including parked vehicles. Minimum required widths and clearances established under these standards shall be maintained at all times.
11. **Signs.** When required by the County, approved signs or other approved notices shall be provided and maintained for the purposes of identifying such shared access facility.

D. Shared Access Facility Maintenance.

- 1. All shared access facilities providing access to or within a proposed division of land shall have a maintenance covenant recorded with the Pierce County Auditor's Office prior to or concurrent with the recording of the subdivision or plat.
- 2. Maintenance of the shared access facility shall include but not be limited to road surfacing, shoulders, gates, signs, storm drainage facilities, and vegetation control.

E. Owners' Organization Required to Guarantee Maintenance.

- 1. All shared access facilities shall be maintained by the owners of the property served by them and kept in good repair at all times. In order to ensure the continued good repair, a declaration of covenant requiring maintenance of the shared access facility shall be recorded with the Pierce County Auditor's Office concurrent with the recording of the plat, short subdivision or large lot division.
- 2. The declaration of covenants shall include the following terms:
 - a. The agreement for maintenance shall be enforceable by any property owner served by the shared access facility.
 - b. A means shall be established for assessing maintenance costs equitably to property owners served by the shared access facility.
 - c. The declaration of covenants shall run with the land.
 - d. "Maintenance" shall include, but not be limited to, road surfacing, shoulders, gates, signs, storm drainage facilities, and vegetation control.

(Ord. 99-24S § 6 (part), 1999)

17B.20.030 Alleyway.

- A. **General.** An Alleyway is permissible, where appropriate, for the provision of vehicular access to the rear of lots located in a Planned Development District created after the effective date of this Title. All lots served by the alleyway shall also abut a public or private road. If emergency vehicle access requirements are not met by public or private roads, shared access facilities, or driveways to any of the lots served by the alleyway,

then that alleyway shall meet all the requirements of the emergency access standards contained in Title 17C PCC. An Alleyway shall conform to the following design requirements:

- B. **Design Requirements.** Construction of an Alleyway shall conform to the following criteria:
1. Length. The facility shall extend between a minimum of two connection points with public or private roads for a length not greater than 750 feet.
 2. Width. One way alleyways with a minimum width of 12 feet will be allowed if approved as a part of a Planned Development District. Two-way alleyways shall have a width of 16 feet. The easement width for an alleyway shall exceed by a minimum of 2 feet on each side of the alleyway width.
 3. Vertical Clearance. The facility shall have an unobstructed vertical clearance of not less than 13 feet 6 inches. The County, after conferring with the local fire chief, may allow a reduction in the vertical clearance, provided such reduction does not impair access by emergency vehicles, and approved signs are installed and maintained indicating the established vertical clearance.
 4. Construction Guidelines. The facility shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a paved surface.
 5. Turning Radii. Alleyways shall be constructed to allow for reasonable ingress and egress from each residence, with minimum turning movements as described for a design passenger vehicle by the American Association of State Highway and Transportation Officials design standards.
 6. Turnarounds. A dead-end alleyway shall not be allowed. An alleyway shall be connected to a public or private road at two locations with an appropriate driveway approach to each road, allowing through movement of traffic along the alleyway.
 7. Bridges and Structures. An alleyway shall not be constructed which would require the use of a bridge or other structures, including drainage structures.
 8. Gates. Gates shall not be allowed on, or at the entrances or exits to the alleyway.
 9. Grade. The maximum grade (vertical profile grade) of the facility shall be 10 percent and shall be paved with 2 inches, compacted depth, of asphalt concrete Class "B" per "Standard Specifications for Road, Bridge and Municipal Construction," as published by the Washington State Department of Transportation and the American Public Works Association."
 10. Obstruction. The required width of the facility shall not be obstructed in any manner, including parked vehicles. Minimum required widths and clearances established under these standards shall be maintained at all times.
 11. Signs. When required by the County, approved signs or other approved notices shall be provided and maintained for the purposes of identifying such alleyway. Approved one-way alleyways shall be signed with a "Do Not Enter" sign, meeting the requirements outlined in the "Manual on Uniform Traffic Control Devices," as published by the U.S. Department of Transportation, Federal Highway Administration, as amended and approved by the Washington State Department of Transportation, placed at the exiting end of the alleyway.
- C. **Alleyway Maintenance.**
1. All alleyways shall have a maintenance covenant recorded with the Pierce County Auditor's Office prior to or concurrent with the recording of the subdivision or plat.

2. Maintenance of the alleyway shall include but not be limited to road surfacing, shoulders, gates, signs, storm drainage facilities, and vegetation control.

D. Owners' Organization Required to Guarantee Maintenance.

1. All alleyways shall be maintained by the owners of the property served by them and kept in good repair at all times. In order to ensure the continued good repair, a declaration of covenant requiring maintenance of the alleyway shall be recorded with the Pierce County Auditor's Office concurrent with the recording of the plat, short subdivision or large lot division.
2. The declaration of covenants shall include the following terms:
 - a. The agreement for maintenance shall be enforceable by any property owner served by the alleyway.
 - b. A means shall be established for assessing maintenance costs equitably to property owners served by the alleyway.
 - c. The declaration of covenants shall run with the land.
 - d. "Maintenance" shall include, but not be limited to, road surfacing, shoulders, gates, signs, storm drainage facilities, and vegetation control.

(Ord. 99-24S § 6 (part), 1999)

Chapter 17B.30

ROADS AND BRIDGES

Sections:

- 17B.30.010 Public Roads.**
- 17B.30.020 Private Roads.**
- 17B.30.030 Private to Public Road Dedication.**
- 17B.30.040 Development Standards Within Urban Growth Areas**
- 17B.30.050 Inspections, Right of Entry, Access.**
- 17B.30.060 Minimum Existing Offsite Private Road Requirements.**
- 17B.30.070 Minimum Existing Offsite Public Roadway Width Requirements for Proposed Development.**
- 17B.30.080 Traffic Impact Analysis Requirements for Proposed Development – Public Roads.**
- 17B.30.090 Site Plan Review for Proposed Development.**
- 17B.30.100 Access to Public Facilities.**

17B.30.010 Public Roads.

- A. **County Roads.** All work within existing and proposed County right-of-way shall be in accordance with Chapter 17B.10 PCC.
- B. **Dedicated, But Unopened, County Road Right-of-Way.**
 - 1. No development, except a single-family residential building, shall be allowed which proposes to use a dedicated, but unopened, County right-of-way.
 - 2. If right-of-way exists and/or right-of-way can be deeded to provide right-of-way widths in accordance with PCC 12.24.040, the development will be required to construct roads within the unopened right-of-way adjacent to the development boundaries and for distances necessary to provide access to the development.
- C. **Extending County Roads.** Proposed new County roads must be connected directly with existing County roads.
- D. **Striping or Marking on County Roads.** All proposed roadway striping, buttoning, marking or delineation placed on a public road shall receive the approval of the County Engineer prior to commencing the proposed work. Before any work takes place, the Engineer shall contact the County Engineer and arrange for an on-site meeting to review the proposed work and anticipated method of construction. At the discretion of the County Engineer, the County may choose to do any or all proposed striping and/or marking work on a reimbursable basis for actual costs incurred by the County when said work does not exceed \$7,000.00. Reimbursement to the County shall be made before the County accepts the overall project, related to the proposed striping and/or marking work, for dedication or maintenance and before the County releases any financial guarantee related to the overall project. The County Engineer will make the determination relative to reimbursement at the conclusion of the on-site meeting. If the County Engineer elects to have the work performed by the County, a financial guarantee shall be submitted to the County in an amount established by the County before the proposed work is commenced.

(Ord. 99-24S § 6 (part), 1999)

17B.30.020 Private Roads.

- A. **Applicability.** With the exception of one lot subdivisions in unincorporated Pierce County submitted pursuant to Chapter 58.17 RCW or Title 16 of PCC after the effective date of this Title, proposed private roads and easements which serve as accesses to and within all proposed divisions of land, including short subdivisions and large lot divisions, or accesses to public facilities pursuant to 17B.30.100, shall meet this Section and the requirements of Title 17B. All existing private roads and easements which serve as accesses within all proposed divisions of land, including short subdivisions and large lot divisions, or accesses to proposed public facilities pursuant to 17B.30.100, shall be reconstructed, as necessary, to meet this Section and the requirements of Title 17B. All existing offsite private roads and easements which serve as accesses to all proposed divisions of land, including short subdivisions and large lot divisions, or accesses to proposed public facilities pursuant to 17B.30.100, shall meet the minimum requirements contained in PCC Section 17B.30.060. Existing offsite private roads and easements that do not meet Section 17B.30.060 must be improved/reconstructed to meet the requirements of PCC Section 17B.30.060. In the event that multiple existing offsite private roads or easements are available to provide access to a proposed division of land or proposed public facility, only the existing offsite private road or easement which will carry the majority of the project's traffic will need to meet PCC 17B.30.060 unless a second connection to a public road is necessary. All proposed lots must have access to the existing offsite private road(s) or easement(s) that meet PCC 17B.30.060.
- B. **Private Roads.** All private roads shall:
1. Be constructed using public road standards contained in Chapter 17B.10 PCC, and storm drainage standards contained in Title 17A PCC.
 2. Be constructed in accordance with the procedures outlined in PCC Chapter 17A.10, and the Pierce County Stormwater Management and Site Development Manual.
 3. Have an unobstructed vertical clearance of not less than 13 feet 6 inches. The County, after conferring with the local fire chief, may allow a reduction in the vertical clearance, provided such reduction does not impair access by emergency vehicles, and approved signs are installed and maintained indicating the established vertical clearance.
 4. Design all bridges and structures, including drainage structures, capable of carrying a minimum design load of HS-25 per "Standard Specifications for Highway Bridges," as published by the American Association of State Highway and Transportation Officials. The design and record drawings for all bridges shall be certified by a licensed structural engineer.
 5. Provide all appropriate utility easements on the proposed project or recorded with the Pierce County Auditor if utilities are placed outside the private road easement. All above ground and below ground utilities located within the private road easement shall be placed and constructed in conformance to the provisions contained in Chapter 17B.10 PCC.
- C. **Private Road Easements.**
1. All private roads must have easement widths which conform to the public road right-of-way requirements outlined in Chapter 12.24 PCC.

D. Private Road Maintenance.

1. All private roads providing access to or within a proposed division of land, including short subdivisions or large lot divisions, or proposed public facility pursuant to 17B.30.100, shall have a road maintenance covenant recorded with the Pierce County Auditor's Office prior to or concurrent with the recording of the subdivision or plat, or in the case of a public facility, the issuance of a site development permit or building permit.
2. Maintenance of the private road shall include but not be limited to road surfacing, shoulders, gates, signs, storm drainage facilities, and vegetation control.

E. Owners Organization Required to Guarantee Maintenance.

1. All private roads shall be maintained by the owners of the property served by them and kept in good repair at all times. In order to insure the continued good repair, a declaration of covenant requiring maintenance of the private road shall be recorded with the Pierce County Auditor's office concurrent with the recording of the plat, short plat or large lot division.
2. The declaration of covenants, shall include the following terms:
 - a. The agreement for maintenance shall be enforceable by any property owner served by the road.
 - b. A means shall be established for assessing maintenance costs equitably to property owners served by the private road.
 - c. The declaration of covenants shall run with the land.
 - d. "Maintenance" shall include, but not be limited to, road surfacing, shoulders, gates, signs, storm drainage facilities, and vegetation control.

F. Gates.

1. A building permit issued by the County is required when gates are installed over private roads. In order for the County to issue the building permit, the following requirements must be met:
 - a. Gates which serve ten or more dwelling units shall have an Opticom activation system or an equivalent and compatible system that is approved by the Pierce County Fire Marshal.
 - b. Gates shall have rapid-entry key capabilities compatible with the local fire district per the Uniform Fire Code.
 - c. All electrically-activated gates shall have default capabilities to the unlocked position.
 - d. The minimum clear width of a gate shall be compatible with the road required width. Gate posts, keypads and other gate appurtenances shall be located outside of the traveled way, shoulder area, sidewalk, or paved walkway.
 - e. Gates that might be obstructed by the accumulation of snow shall not be installed.
 - f. A vehicular turn-around sufficient to allow a car to maneuver must be provided in front of the gate.
 - g. The private road being gated shall not provide access to an existing or proposed public facility.
2. The County shall provide notice to the appropriate Fire District of the existence of the new gate.
3. Gates shall not be permitted to be installed over private roads that provide access to existing or proposed public facilities.

G. Obstructions In/Adjacent to Easements.

1. Obstructions normally found located on private property, including but not limited to fences, landscaping retaining walls, basketball hoops, or yard fixtures, shall not be permitted within the private road easement.
2. Obstructions normally found within a public right-of-way, including but not limited to, street lighting poles, power poles, utility boxes, telephone boxes, street trees, and/or landscaping material shall not be allowed in a manner or location that will interfere with the traveled surface, pedestrian area, and shoulder area.
3. Sight-obscuring objects must be located to provide sight distances as required in the road standards contained in PCC Chapter 17B.10.

H. Traffic Signs.

1. Road Signs and Road Names. All private roads shall have private road name signs installed and maintained by the property owners in accordance with requirements outlined in PCC 17B.10.060, at the time of final inspection. All private roads shall be named and/or numbered in accordance with Chapter 10.44 PCC.
2. Stop Signs. All private road approaches to county arterial roads shall have a STOP sign installed and maintained by the property owners, in accordance with requirements outlined in PCC Section 17B.10.060, at the time of the Engineer's final inspection.

(Ord. 2007-48s § 1 (part), 2007; Ord. 99-24S § 6 (part), 1999)

17B.30.030 Private to Public Road Dedication.

- A. Pierce County has no obligation to accept any private road or storm drainage facilities into the County road system for dedication or maintenance. It shall be the responsibility of the owner(s) of the private road to submit a preliminary site plan showing the road(s) proposed for dedication to the County.
- B. If re-construction of the private road is necessary to bring the existing private road into conformance with County standards, then road construction plans, prepared in accordance with Chapter 17A.10 PCC, shall be submitted for review and must be approved by the County Engineer before road construction activity commences.
- C. All construction work must be completed to Pierce County standards before Pierce County will accept the road for dedication and maintenance.
- D. The owner(s) of the private road must submit all necessary deeds, easements, etc., to the County Engineer for acceptance and recording by the Pierce County Auditor's Office.
- E. Once the road has been dedicated to the County and accepted for maintenance, the road shall remain open for public use and may not be closed except by the County, as provided by RCW 47.48.010, 47.48.020 and 47.48.031.
- F. Right-of-way widths must conform to the requirements outlined in PCC 12.24.040.

(Ord. 99-24S § 6 (part), 1999)

17B.30.040 Development Standards Within Urban Growth Areas

- A. The provisions of this Section shall apply to all urban growth areas located in Pierce County.
- B. The following urban development standards shall be required for all urban developments and shall apply to all new development in urban growth areas, except for one-lot subdivisions, and except as provided in 17B.30.040 C PCC.
 1. Public and Private Roads. Public and private roads constructed through the development process shall be required to include curbs, gutters, and sidewalks on both sides of the newly constructed road.

2. **Street Lighting.** Street lighting shall be required at traffic signalized intersections created as a result of the new subdivision. Street lighting within the boundary of a new subdivision, including each intersection which is abutting the boundary of the new subdivision and used to access the new subdivision, shall be provided at all intersections controlled by a traffic signal, "Stop" sign, or "Yield" sign; at all uncontrolled intersections; and at the end of cul-de-sacs. Installation and maintenance of street lighting in subdivisions shall be the responsibility of the developer or homeowner's association unless the local jurisdiction assumes responsibility. When ownership of the street lighting has not been assumed by the local jurisdiction, the structure upon which street lighting is mounted shall be located on private property.
 - C. **Deviation from Urban Development Standards.** Deviations to these urban development standards on public roads may be granted pursuant to PCC 17B.10.090, for those limited circumstances necessary to allow for recognition of community plans and goals, recognized historic character, or special physical or engineering circumstances, as long as such deviation is otherwise consistent with these standards.
 - D. **Projects that contain private roads and are developed under the low impact development techniques of Chapter 10 of the Pierce County Stormwater Management and Site Development Manual** are not required to install curb and gutter and sidewalks on both sides of the road. Pedestrian needs for projects developed under the low impact development techniques must meet the criteria contained in Section 10.5.4.2 of the Manual. In the event that Section 10.5.4.2 does not address certain criteria for a proposed pedestrian facility, the standards contained in PCC 17A.10.060 A. and 17B.10.060 B. shall be utilized.
- (Ord. 2004-56s § 3 (part), 2004; Ord. 99-24S § 6 (part), 1999)

17B.30.050 Inspections, Right of Entry, Access.

- A. **Authority.** The County Engineer is authorized to make such inspections and take such actions as may be required to enforce the provisions of this Title.
- B. **Right of Entry.** Whenever necessary to make an inspection to enforce any of the provisions of this Title, or whenever the County Engineer has reasonable cause to believe that violations of this Title are present or operating on a subject property or portion thereof, the County Engineer may enter such premises at all reasonable times to inspect the same or perform any duty imposed upon the County Engineer by this Title; provided that, if such premises or portion thereof is occupied, the County Engineer shall first make a reasonable effort to locate the owner or other person having charge or control of the premises or portion thereof and demand entry.
- C. **Access.** Proper ingress and egress shall be provided to the County Engineer to inspect or perform any duty imposed upon the County Engineer by this Title. The County Engineer shall notify the responsible party in writing of a failure to provide access. If the responsible party fails to respond within seven days from the receipt of notification, the County Engineer may order the work required completed or otherwise address the cause of improper access. The obligation for the payment of all cost that may be incurred or expended by the County in causing such work to be done shall be imposed on the person holding title to the subject property.

D. Inspections.

1. On all private road, shared access facilities, and alleyway construction, on all road construction proposed to be dedicated to public roads, and on all proposed improvements within an existing County right-of-way, the applicant will be responsible for retaining an Engineer to conduct inspections. Unless otherwise instructed by the County, inspections will be made as follows:
 - a. Inspection No. 1: Clearing and grubbing, embankment and excavation, underground drainage, at that state where trenching and placing of pipe are complete but prior to backfilling, and temporary water detention/retention and siltation control in accordance with the approved plans.
 - b. Inspection No. 2: General roadway/shared access facility/alleyway, at that state where the drainage system, underground utilities, and roadway/shared access facility/alleyway grading to suitable subgrade is complete, including gravel ballast if required. This inspection shall include proof rolling and/or compaction testing to verify that the sub-grade has been properly prepared.
 - c. Inspection No. 3: General roadway/shared access facility/alleyway, at that state where the crushed gravel surfacing has been placed.
 - d. Inspection No. 4: General roadway/shared access facility/alleyway, while the paving is in progress.
 - e. Inspection No. 5: Overall roadway/shared access facility/alleyway, after paving, cleaning of drainage system and all necessary clean-up, striping, buttoning, monumentation, and all roadway delineation work.
2. The Engineer shall perform inspections and document their findings per Appendix N, Engineer's Inspection Report Form, Pierce County Stormwater Management and Site Development Manual.
3. The County may perform inspections in addition to the inspections performed by the Engineer. The contractor must contact the County inspector prior to beginning construction to coordinate any County inspections.
4. If adequate inspection is not called for before completion of the roadway/shared access facility/alleyway construction the Engineer or the County may require core drilling and testing to be performed to assure acceptable roadway quality.
5. Certification.
 - a. Upon completion of construction, the Engineer must provide a stamped certification to the County. By the act of providing the certification the Engineer will be verifying:
 - (1) That the public road, private road, shared access facility, and/or alleyway has been constructed in accordance with the Engineer's design and the standards established by this Title.
 - (2) That the road signs are in place (private roads, shared access facilities and alleyways only).
 - (3) The gate (if applicable) has been installed in conformance with the requirements of this title.
 - (4) Existing and new bridge structures, if any, comply with this Title.
 - b. The certification shall be stamped, signed, and dated by the Engineer and shall be submitted as part of Appendix N, Engineer's Inspection Report Form, of the Pierce County Stormwater Management and Site Development Manual.
6. The County may perform additional inspections prior to acceptance of the letter of certification and the County reserves the right to reject the letter of certification and construction when deficiencies are noted.

- E. **Materials Acceptance List.** It shall be the Engineer's responsibility to provide the County with a materials acceptance list for all materials used on the project when required by the County. The materials acceptance list shall confirm by supplier's verification, materials testing reports or reports stamped and signed by the Engineer that the particular item(s) meet County and/or State specifications.
 - F. **Substitutions.** When substituting existing material for Gravel Base Class "B," the County may require a report from a materials testing laboratory verifying the quality of the material.
 - G. All reports, materials verifications, or other documents submitted to the County for acceptance shall be stamped and signed by the Engineer.
- (Ord. 99-24S § 6 (part), 1999)

17B.30.060 Minimum Existing Offsite Private Road Requirements.

- A. The provisions of this Section shall apply to all existing offsite private roads and easements which serve as accesses to all proposed divisions of land, including short subdivisions and large lot divisions, and proposed public facilities subject to the requirements of 17B.30.100.
- B. Existing offsite private roads and easements must meet the following minimum standards:
 - 1. Minimum Geometric Criteria - See Tables 17B.30-1 and -2.

| Table 17B.30-1. Minimum Existing Offsite Private Road Geometric Criteria by Average Daily Traffic | | | |
|--|-------------------------------|------------------|---------------------|
| ADT(4) | Traveled Surface Width | Surfacing | Shoulder(3) |
| <40 | 25 ft | gravel(1) | not required |
| 41-100 | 30 ft | gravel(1) | not required |
| 101-300 | 22 ft | paved(2) | 5 ft wide each side |
| 301-1000 | 24 ft | paved(2) | 5 ft wide each side |
| >1000 | 24 ft | paved(2) | 6 ft wide each side |

- (1) "Gravel surface" is defined as two inches minimum of crushed surfacing top course over suitable gravel base per Washington State Department of Transportation specifications. Must be able to support the imposed loads of fire apparatus and must provide all-weather driving capabilities.
- (2) "Paved surface" is defined as two inches of "class B" asphalt concrete pavement over suitable gravel base or six inches of Portland cement concrete over suitable gravel base per Washington State Department of Transportation specifications.
- (3) "Shoulder" must consist of two inches minimum of crushed surfacing top course over suitable gravel base per Washington Department of Transportation specifications, or native materials. Must be able to support the imposed loads of fire apparatus and must provide all-weather driving capabilities.
- (4) "Average daily traffic or A.D.T." for the purposes of this Table is equivalent to 10 vehicle trips per day for each dwelling unit or each existing or proposed lot that accesses onto the private road or access easement. Traffic generation for other uses (commercial, non-residential, etc.) will be in accordance with the latest publication of "Trip Generation", by the Institute of Traffic Engineers or other County approved sources. The A.D.T. figure shall include the existing A.D.T., the A.D.T. from the proposed development, as well as the A.D.T. from other proposed projects. Other proposed projects will only be included in the A.D.T. figure if they submitted a complete application prior to the proposed development being reviewed. A.D.T. can vary along certain segments for any given roadway. For purposes of the above table, the highest A.D.T. for any given segment on a private road shall be utilized as the basis for determining the necessary improvements for the entire roadway. There shall be no fluctuation in improvement requirements along the entire roadway due to changes in A.D.T. along the roadway.

| Table 17B.30-2. Minimum Existing Offsite Private Road Geometric Criteria by Design Speed | | | | |
|---|---|---|---|----------------------|
| Posted/Design Speed | Horizontal and Vertical Curves | Minimum Stopping Sight Distance (SSD)(1) | Minimum Entering Sight Distance (ESD)(2) | Maximum Grade |
| < 25 mph | sufficient to provide necessary minimum ESD and SSD | 150 | 160 | 15% |
| 30 mph | sufficient to provide necessary minimum ESD and SSD | 200 | 210 | 15% |
| 35 mph | sufficient to provide necessary minimum ESD and SSD | 225 | 260 | 5% |
| 40 mph | sufficient to provide necessary minimum ESD and SSD | 275 | 310 | 15% |
| 45 mph | sufficient to provide necessary minimum ESD and SSD | 325 | 360 | 15% |
| 50 mph | sufficient to provide necessary minimum ESD and SSD | 400 | 415 | 15% |

- (1) "Stopping Sight Distance" or "SSD" is based on an object height of 0.5 feet and a driver's eye height of 3.5 feet.
 (2) "Entering Sight Distance" or "ESD" is based on an eye height of 3.5 feet for the driver of an entering vehicle and an approaching vehicle height of 4.25 feet. Entering sight distance is measured from a point in the driveway 10 feet back from the edge of the traveled way.

2. Vertical Clearance. The private road or easement must have an unobstructed vertical clearance of not less than 13 feet 6 inches. The County, after conferring with the local fire chief, may allow a reduction in the vertical clearance, provided such reduction does not impair access by emergency vehicles, and approved signs are installed and maintained indicating the established vertical clearance.
3. Bridges and Structures. All bridges and structures, including drainage structures must be capable of carrying a minimum design load of HS-25 per "Standard Specifications for Highway Bridges," as published by the American Association of State Highway and Transportation Officials. The County may require that the capacity of bridges and structures be certified by a licensed structural engineer.
4. Gates. A building permit issued by the County is required when gates are installed across private roads. Gates must meet the following requirements:
 - a. Gates which will serve 10 or more dwelling units shall have an Opticom activation system or an equivalent and compatible system that is approved by the Pierce County Fire Marshall.
 - b. Gates shall have rapid-entry capabilities compatible with the local fire district per the Uniform Fire Code.

- c. All electronically-activated gates shall have default capabilities to the unlocked position.
 - d. The minimum clear width of the gate shall be compatible with the road required width. Gate posts, keypads, and other gate appurtenances shall be located outside of the traveled way or shoulder area.
 - e. A vehicular turnaround sufficient to allow a car to maneuver must be provided in front of the gate.
5. Easements or Tracts. Private road easements or tracts must be of sufficient width so as to completely contain the minimum required traveled way, minimum shoulder and any associated drainage features. The County may require survey information to verify that the traveled way, shoulder area and associated drainage features are located within the documented easement or tract.
 6. Obstructions. Obstructions, including but not limited to street lighting, poles, power poles, utility boxes, telephone boxes, street trees, retaining walls, fire hydrants, and/or landscaping material, shall not be located within the required minimum traveled way or minimum shoulder area. Sight obscuring objects must be removed or relocated to provide sight distance as required in Table 17B.30-2.
 7. Traffic Signs.
 - a. Road Signs and Road Names. All private roads must have private road name signs that meet the requirements outlined in PCC 17B.10.060. All private roads shall be named and/or numbered in accordance with Chapter 10.44 PCC.
 - b. Stop Signs. All private road approaches to County arterial roads shall have a stop sign installed and maintained by the property owners, in accordance with the requirements outlined in PCC 17B.10.060.
 - c. Speed Limit Signs. Speed limit signs are required and must be maintained by the property owners. Speed limit signs must meet, and must be installed according to the engineer's recommendation. The posted speed limit must be consistent with the available entering sight distance and stopping sight distance.
 8. Grades. Road grades in excess of 12 percent must have a paved surface meeting the requirements of Table 17B.30-1.
 9. Medians. A road separated by a median shall have a minimum traveled surface width of 20 feet on each side of the median. Fire hydrants must be located on both sides of the median or accessible from both sides.
 10. Turnarounds. Cul-de-sacs or intersections are required at a minimum of 1,500 feet measured along the road centerline from intersection/cul-de-sac to intersection/cul-de-sac.
- C. The County may require the applicant's engineer to inspect/analyze existing offsite private road accesses to a proposed division of land to verify that the requirements of this Section have been met. Field survey information must be provided if requested by the County.

(Ord. 2007-48s § 1 (part), 2007; Ord. 99-24S § 6 (part), 1999)

17B.30.070 Minimum Existing Offsite Public Roadway Width Requirements for Proposed Development.

- A. The provisions of this Section shall apply to all Proposed Development, with definitions as listed in Sections 17B.30.080 D. and 17B.10.050.

- B. The requirements listed in Table 17B.30-3 apply to existing local and collector arterial County Roads that serve as access to Proposed Development and which show an increase of 25 or more daily trips.

| Table 17B.30-3 Minimum Existing Offsite Public Roadway Width Requirements for Proposed Development | | | | |
|---|--------------------------------|---------------------------------|----------------------------------|---|
| Average Annual Daily Traffic Volume Including New Development Traffic⁽¹⁾ | 50-400 vehicles per day | 401-800 vehicles per day | 801-1200 vehicles per day | Over 1200 vehicles per day⁽²⁾ |
| Paved Road | | | | |
| Pavement width (not including shoulder) | 14' | 16' | 18' | 20' |
| Total roadway width | 16' | 20' | 24' | 28' |
| Unpaved Road | | | | |
| Road width ⁽³⁾ | 16' | | | |

- (1) If Average Annual Daily Traffic including new Development Traffic (existing traffic volume plus proposed traffic generation) is less than 50 vehicles per day, then no improvement is necessary. For collector arterial roadways, the above table shall only apply if the Proposed Development adds 800 or more daily trips to the roadway.
- (2) If Average Daily Traffic including new Development Traffic is greater than 2500 vehicles per day, then the Proposed Development shall be subject to review by the County Engineer and may be required to improve the existing roadway up to current County standards.
- (3) No new commercial development shall be allowed access using an unpaved Road.

- C. Proposed Developments that do not meet the above outlined Offsite Public Roadway Width Requirements shall be required to improve the existing roadway consistent with Table 17B.30-3. Any deviation from these requirements shall require the approval of the County Engineer following the prescribed deviation process in 17B.10.090 A. (Ord. 2006-61s § 1 (part), 2006)

17B.30.080 Traffic Impact Analysis Requirements for Proposed Development – Public Roads.

- A. **Purpose.** The provisions of this Section are intended to promote and assist in the timely and orderly review of Traffic Impacts caused by Proposed Developments, and to create, to the extent possible, uniform requirements for submittal by Applicants. Such submittals shall be called Traffic Impact Analyses (TIAs). This Section authorizes the County Engineer to develop procedures for conducting a Traffic Impact Analysis (TIA), specifies the conditions under which a TIA is required, and defines the general contents of the TIA. These requirements are in addition to an applicant's obligation to pay traffic impact fees pursuant to Title 4A PCC.
- B. **Applicability.** The provisions of this Section shall apply to all Proposed Developments.

- C. **County Engineer Authorization for Administrative Policies and Technical Procedures.** The County Engineer is authorized to adopt administrative policies and technical procedures in order to administer this Section. The administrative policies and technical procedures may include, but are not limited to, such subjects as the contents and scope of the TIA, the methodologies to be used in preparing the TIA, and the nature and extent of the improvement(s) necessary to mitigate the Traffic Impacts caused by a Proposed Development. The administrative policies and technical procedures shall be available for inspection at the Office of County Engineer during normal business hours or may be purchased, for a reproduction fee, as specified in Pierce County Code.
- D. **Definitions.** In addition to the definitions contained in Section 17B.10.050, the following definitions shall apply in the interpretation and enforcement of this Section:
1. "Applicant" means a person, individual or organization seeking a permit or approval to develop land within unincorporated Pierce County.
 2. "Arterial" means a County Road classified as a major, secondary, or collector Arterial.
 3. "Arterial Intersection" means the intersection of two or more Arterials.
 4. "Commercial" means any land use other than a single-family or duplex lot.
 5. "Development Activity" means any type of construction or placement or conversion or expansion of a building, structure, or use, or the siting of a mobile home, or any change in use of a building or structure, or any changes in the use of land, that creates additional demand and need for public facilities.
 6. "Development Traffic" means the traffic generated by a Proposed Development.
 7. "Impact Fee Project" means a traffic improvement project contained within the traffic impact fee program established pursuant to Title 4A of the PCC.
 8. "Local Road" means a County Road classified as a local road.
 9. "Mitigation" means a Traffic Improvement that is intended to change a Traffic Impact to a level of non-significance.
 10. "Peak-Hour Trip" means a vehicle trip end generated by a Proposed Development during the specific 60-minute period in the day within which the highest traffic volumes occur for a Proposed Development .
 11. "Proposed Development" means a Development Activity and all proposed divisions of land, including short subdivisions and large lot divisions.
 12. "Road" means a public street or Road, or similar right-of-way including avenue, place, way, drive, lane, boulevard, highway, bridge, ferry and other thoroughfare, and intersections thereof, except an alley, shared access facility, or driveway, which enables motor vehicles, transit vehicles, bicycles and/or pedestrians to travel between destinations, and affords the principal means of access to abutting property. A Road includes the right-of-way, Road base, paved surface, and associated appurtenances such as traffic signals, streetlights, curb, gutter and sidewalk, and storm drainage.
 13. "TIA" means the Traffic Impact Analysis as described and required by this Section.
 14. "Traffic Impact" means the effects or consequences of Proposed Developments that changes or alters the demand for services on any public Road.
 15. "Traffic Improvement" means an action that improves the operations or conditions of a Road or intersection.
 16. "Trip Assignment" means the number of Peak-Hour Trips from a Proposed Development expected to use specific County Roads.

17. "Trip Distribution" means the directional orientation of Peak-Hour Trips from a Proposed Development.
 18. "Trip Generation" means the Peak-Hour Trips generated by a Proposed Development.
- E. **Traffic Impact Analysis – When Required.** An Applicant shall prepare and submit a TIA for all Proposed Developments that are projected to generate 40 or more Peak-Hour Trips. The County Engineer may require a TIA for a Proposed Development that generates fewer than forty Peak-Hour Trips to evaluate special or unique traffic concerns, such as, but not limited to, developments that generate a high proportion of heavy truck traffic. The requirements for a TIA may be waived if the County Engineer determines that there is sufficient information available from previous Traffic Impact analyses to determine Traffic Impacts and Mitigation needs for a Proposed Development.
- F. **Traffic Impact Analysis – Scope and Contents.**
1. The scope of the TIA shall be developed by the Applicant and approved by the County Engineer prior to submittal of the TIA. At a minimum the scope of the TIA shall include the following:
 - a. Identification and description of the Proposed Development
 - b. Trip Generation and Distribution for the Proposed Development
 - c. Trip Assignment at all Arterial Intersections through which at least 40 trips of Development Traffic pass during the peak hour.
 - d. An access analysis, which shall include the analysis of all driveway, alleyway, shared access facility, and private Road access points from the Proposed Development to any County Road, and along any Local Roads between the Proposed Development and the Arterial Road system, including the Local Road intersection(s) with the Arterial Road system. At a minimum, the access analysis shall determine the need for left-turn pockets or two-way left turn lanes using the warrant methodology published in Highway Research Record 211, Highway Research Board, 1967. The access analysis shall also determine the need for additional capacity improvements using the latest version of the Highway Capacity Manual, as published by the Transportation Research Board.
 - e. For Proposed Developments that contain commercial uses, analysis of all Arterial Intersections through which at least 500 trips of Development Traffic pass during the peak hour. The analysis shall include the identification of any Traffic Impacts and the associated mitigation at these intersections, as directed by the County Engineer.
 2. The County Engineer may require a more detailed TIA for a Proposed Development that is anticipated to generate substantial Peak-Hour trips that are in addition to trips included within the County's traffic model that was used to develop the Traffic Impact Fee Program and/or Traffic Impact Fee assumptions. The County Engineer will consider such factors as the relationship of the Proposed Development to the Comprehensive Plan, proximity of the Proposed Development to sensitive County roads and intersections, and likelihood of mitigation not addressed by Impact Fee Projects.
 3. The County Engineer may require an Applicant to provide additional data and/or analysis to evaluate special or unique traffic concerns.

4. The TIA shall document Traffic Improvements that are proposed by the Applicant for access to the Proposed Development, or to mitigate Traffic Impacts created by Commercial Proposed Developments. The Applicant, in developing recommendations for Mitigation, should consider the following:
 - a. Current and programmed County Road improvement projects, including the timing and/or funding of those projects;
 - b. Traffic improvements planned by other Proposed Developments;
 - c. Traffic improvements planned by other agencies or jurisdictions;
 - d. The feasibility of the proposed Traffic Improvements;
 - e. Consistency of proposed improvements with County design and construction standards, policies, and practices;
 - f. Relationship of the proposed Traffic Improvements to any Impact Fee Project;
 - h. Any other condition with a probable likelihood of being an adverse Traffic Impact.

G. Traffic Impact Analysis – Review. The Applicant shall submit the TIA to the County Engineer, who shall review each TIA for accuracy and proper methodology.

1. For all TIAs, the County Engineer shall review the Applicant's proposed Traffic Improvements related to the Proposed Development's access points to any County Road, Local Roads between the Proposed Development and the Arterial Road system, and Local Road intersection(s) with the Arterial Road system.
2. For TIAs prepared for Commercial Proposed Developments, the County Engineer shall also review the analysis of all Arterial Intersections through which at least 500 trips of Development Traffic pass during the peak hour, and the Applicant's proposal of Traffic Improvements to mitigate any Traffic Impacts identified by the Applicant at these intersections.
3. The County Engineer shall determine which transportation improvements shall be required of the Development Proposal as a result of the review. If a required Traffic Improvement is included as part of the County's current Traffic Impact Fee project list, the Applicant will be eligible for Traffic Impact Fee credits for those respective improvements implemented as part of the Proposed Development.

(Ord. 2006-61s § 1 (part), 2006)

17B.30.090 Site Plan Review for Proposed Development.

- A. The provisions of this Section shall apply to all Proposed Development, with definitions as listed in Sections 17B.30.080 D. and 17B.10.050. The purpose of this Section is to ensure the preservation and implementation of needed transportation infrastructure as identified in the County's transportation plans and programs.
- B. Access roads, internal site roads, and overall site plan layout for Proposed Development shall be designed so as to be consistent with planned and/or programmed transportation facilities within the County. Transportation facilities shall include arterial roads, local road connectivity, road right-of-way, sidewalks, and/or easements for slopes and utilities. All proposed buildings and constructed site features shall be set back and/or designed to not be in conflict with the County's plans for road alignments and widths as intended by one or more of the following:
 1. Current Traffic Impact Fee Program project list.
 2. County's Transportation Improvement Program (TIP)
 3. County's adopted Comprehensive Plan

- C. These provisions shall apply to one or more of the following portions of the Proposed site plan:
 - 1. Access roads between the Proposed Development and existing or planned County Roads
 - 2. Internal roads within the Proposed Development that provide connections between County Roads
 - 3. County Roads external but adjacent to the Proposed Development
 - D. The County Engineer shall review those portions of the proposed site plan that could affect the County's planned transportation facilities. The County Engineer shall work with the Applicant to determine the method under which the planned transportation facilities would be preserved or implemented as part of the Proposed Development.
 - E. The County Engineer shall consider one or more of the following options:
 - 1. Preservation, dedication, or acquisition of right-of-way
 - 2. Set-back of site buildings or constructed site-related features
 - 3. Construction of all or portions of the planned transportation facilities
 - 4. Phasing
 - F. The County Engineer shall determine, as part of the site plan approval, which option(s) is most appropriate to meet the County's transportation needs. If a proposed transportation improvement is included as part of the County's current Traffic Impact Fee Program project list, the Applicant will be eligible for Traffic Impact Fee credits for those respective improvements implemented as part of the Proposed Development.
- (Ord. 2006-61s § 1 (part), 2006)

17B.30.100 Access to Public Facilities.

- A. **Purpose.** The purpose of this Section is to ensure that access to public facilities is open to all members of the public and is properly designed and maintained.
 - B. **Applicability.** This Section shall apply to all proposed public schools, fire stations, police stations, public libraries, public parks, and public recreational facilities.
 - C. **Exemptions.** This Section shall not apply to the following facilities:
 - 1. Facilities owned and operated by a public school district that are not public schools. Examples include administration buildings, maintenance facilities, and other support facilities.
 - 2. Existing public facilities, including additions, remodels, and reconstruction of such facilities.
 - 3. New public schools constructed on property owned by a public school district prior to June 1, 2007.
 - 4. Educational skill centers located within commercial shopping centers or similar commercial complexes.
 - D. **Access Requirements.** Public facilities which are subject to the requirements of this Section shall be accessed by a public roadway or private road. When a private road provides access to the facility, the private road shall meet the following:
 - 1. The private road shall have a minimum traveled surface width of 24 feet from the public facility to the nearest public road.
 - 2. The private road shall meet all applicable standards for private roads set forth in Title 17B including, but not limited to, the requirements set forth in Sections 17B.30.020, 17B.30.040, and 17B.30.060.
 - 3. The easement establishing the private road shall not be gated and the easement shall not prohibit or otherwise limit access to the public facility.
- (Ord. 2007-48s § 1 (part), 2007)

