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5 **ORDINANCE NO. 2006-61s**
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8 **An Ordinance of the Pierce County Council Amending Chapter 17B.30 of**
9 **the Pierce County Code, "Roads and Bridges," by Specifying**
10 **Minimum Existing Offsite Public Roadway Width**
11 **Requirements for New Development; Requiring Traffic**
12 **Impact Analysis for Proposed Development Activities;**
13 **Requiring Site Plan Review For Proposed Development; and**
14 **Setting an Effective Date.**
15

16 **Whereas**, the Pierce County Council (the Council) finds and determines that
17 development activity in Pierce County, including but not limited to new residential,
18 commercial, retail, office, and industrial development in Pierce County, will create
19 additional demand and need for public road facilities; and

21 **Whereas**, the Council finds that it is in the public interest for Pierce County to
22 adopt guidelines and standards for analysis of development's impact on traffic that are
23 in addition to the impacts mitigated pursuant to Title 4A Pierce Count Code (PCC); and
24

25 **Whereas**, it is in the best interest of the citizens of Pierce County to adopt
26 requirements pertaining to analysis of traffic impacts of development; **Now Therefore**,

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28 **BE IT ORDAINED by the Council of Pierce County:**
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30 Section 1. Chapter 17B.30 PCC, "Roads and Bridges," is hereby amended as
31 shown in Exhibit A attached hereto and incorporated herein by reference.
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1 Section 2. The effective date of this Ordinance is ninety calendar days after
2 adoption by the Council.

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4 PASSED this 3rd day of October, 2006.

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6 ATTEST:

PIERCE COUNTY COUNCIL
Pierce County, Washington

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10 *Denise D. Johnson*
11 **Denise D. Johnson**
12 Clerk of the Council

Shawn Bunney
Shawn Bunney
Council Chair

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15 *John W. Ladenburg*
16 **John W. Ladenburg**
17 Pierce County Executive
18 Approved Vetoed , this
19 9 day of Oct,
20 2006.

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22 Date of Publication of
23 Notice of Public Hearing: September 6, 2006

24
25 Effective Date of Ordinance: January 1, 2007

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.30.070 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



1 required to improve the existing roadway up to current County standards.
2 (3) No new commercial development shall be allowed access using an unpaved Road.

3 C. Proposed Developments that do not meet the above outlined Offsite Public Roadway
4 Width Requirements shall be required to improve the existing roadway consistent with
5 Table 17B.30-3. Any deviation from these requirements shall require the approval of
6 the County Engineer following the prescribed deviation process in 17B.10.090.A.
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8 **17B.30.080 Traffic Impact Analysis Requirements for Proposed Development – Public**
9 **Roads**

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

18 B. Applicability. The provisions of this Section shall apply to all Proposed Developments.

19 C. County Engineer Authorization for Administrative Policies and Technical Procedures.
20 The County Engineer is authorized to adopt administrative policies and technical
21 procedures in order to administer this Section. The administrative policies and technical
22 procedures may include, but are not limited to, such subjects as the contents and scope
23 of the TIA, the methodologies to be used in preparing the TIA, and the nature and extent
24 of the improvement(s) necessary to mitigate the Traffic Impacts caused by a Proposed
25 Development. The administrative policies and technical procedures shall be available
26 for inspection at the Office of County Engineer during normal business hours or may be
27 purchased, for a reproduction fee, as specified in Pierce County Code.

28 D. Definitions. In addition to the definitions contained in Section 17B.10.050, the
29 following definitions shall apply in the interpretation and enforcement of this Section:

30 1. “Applicant” means a person, individual or organization seeking a permit or approval
31 to develop land within unincorporated Pierce County.

32 2. “Arterial” means a County Road classified as a major, secondary, or collector
33 Arterial.

34 3. “Arterial Intersection” means the intersection of two or more Arterials.

35 4. “Commercial” means any land use other than a single-family or duplex lot.

36 5. “Development Activity” means any type of construction or placement or conversion
37 or expansion of a building, structure, or use, or the siting of a mobile home, or any
38 change in use of a building or structure, or any changes in the use of land, that
39 creates additional demand and need for public facilities.

40 6. “Development Traffic” means the traffic generated by a Proposed Development.

41 7. “Impact Fee Project” means a traffic improvement project contained within the
42 traffic impact fee program established pursuant to Title 4A of the PCC.

43 8. “Local Road” means a County Road classified as a local road.

44 9. “Mitigation” means a Traffic Improvement that is intended to change a Traffic
45 Impact to a level of non-significance.

46 10. “Peak-Hour Trip” means a vehicle trip end generated by a Proposed Development
47 during the specific 60-minute period in the day within which the highest traffic
48 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 forty (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.



1 e. For Proposed Developments that contain commercial uses, analysis of all
2 Arterial Intersections through which at least 500 trips of Development Traffic
3 pass during the peak hour. The analysis shall include the identification of any
4 Traffic Impacts and the associated mitigation at these intersections, as directed
5 by the County Engineer.

6 2. The County Engineer may require a more detailed TIA for a Proposed Development
7 that is anticipated to generate substantial Peak-Hour trips that are in addition to trips
8 included within the County's traffic model that was used to develop the Traffic
9 Impact Fee Program and/or Traffic Impact Fee assumptions. The County Engineer
10 will consider such factors as the relationship of the Proposed Development to the
11 Comprehensive Plan, proximity of the Proposed Development to sensitive County
12 roads and intersections, and likelihood of mitigation not addressed by Impact Fee
13 Projects.

14 3. The County Engineer may require an Applicant to provide additional data and/or
15 analysis to evaluate special or unique traffic concerns.

16 4. The TIA shall document Traffic Improvements that are proposed by the Applicant
17 for access to the Proposed Development, or to mitigate Traffic Impacts created by
18 Commercial Proposed Developments. The Applicant, in developing
19 recommendations for Mitigation, should consider the following:

20 a. Current and programmed County Road improvement projects, including the
21 timing and/or funding of those projects;

22 b. Traffic improvements planned by other Proposed Developments;

23 c. Traffic improvements planned by other agencies or jurisdictions;

24 d. The feasibility of the proposed Traffic Improvements;

25 e. Consistency of proposed improvements with County design and construction
26 standards, policies, and practices;

27 f. Relationship of the proposed Traffic Improvements to any Impact Fee Project;

28 h. Any other condition with a probable likelihood of being an adverse Traffic
29 Impact.

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

32 1. For all TIAs, the County Engineer shall review the Applicant's proposed Traffic
33 Improvements related to the Proposed Development's access points to any County
34 Road, Local Roads between the Proposed Development and the Arterial Road
35 system, and Local Road intersection(s) with the Arterial Road system.

36 2. For TIAs prepared for Commercial Proposed Developments, the County Engineer
37 shall also review the analysis of all Arterial Intersections through which at least 500
38 trips of Development Traffic pass during the peak hour, and the Applicant's proposal
39 of Traffic Improvements to mitigate any Traffic Impacts identified by the Applicant
40 at these intersections.

41 3. The County Engineer shall determine which transportation improvements shall be
42 required of the Development Proposal as a result of the review. If a required Traffic
43 Improvement is included as part of the County's current Traffic Impact Fee project
44 list, the Applicant will be eligible for Traffic Impact Fee credits for those respective
45 improvements implemented as part of the Proposed Development.

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47 **17B.30.090 Site Plan Review for Proposed Development**



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- 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.