

CITY OF MOSES LAKE
W A S H I N G T O N

December 30, 2007



City Manager	766-9201	Municipal Serv.....	766-9217
City Attorney	766-9203	Municipal Court	766-9201
Community Dev.....	766-9235	Parks & Rec.....	766-9240
Finance Dept.....	766-9249	Police Dept	766-9230
Fire Dept.....	765-2204	Fax.....	766-9392

Paul Mahre
Local Programs Engineer
WSDOT District 2
PO Box 98
Wenatchee, WA 98807-0098

RE: **Access Management Permitting**

Dear Paul:

Attached is a copy of the Moses Lake Municipal Code Chapter 12.10 entitled "Driveway Access Control Standards." This applies to all streets within the city limits (including SR-171) except for I-90 and SR-17, which are limited access highways. All additional access points on SR-171 are approved using this code.

I hope this suffices for the City's requirement for access management for SR-171.

If you have any questions or comments, please telephone me at 766-9221.

Sincerely,

A handwritten signature in blue ink that reads "Gary G Harer". The signature is written in a cursive style.

Gary G Harer, PE/PLS
Municipal Services Director

cc: City Engineer

**CHAPTER 12.10
DRIVEWAY ACCESS CONTROL STANDARDS**

Sections:

- 12.10.010 Driveway Set Back and Separation
- 12.10.020 Deviations
- 12.10.030 Common Driveways
- 12.10.035 Restricted Access Control Locations
- 12.10.036 On-Site Access Points
- 12.10.040 Conflicting Ordinances or Standards

12.10.010 Driveway Set Back and Separation: All driveways shall be constructed in accordance with the following table:

DRIVEWAY SEPARATION				
	PRIMARY STREET	SECONDARY STREET	COMMERCIAL TERTIARY COLLECTOR	RESIDENTIAL TERTIARY COLLECTOR OR RESIDENTIAL STREET
DISTANCE FROM STREET RIGHT-OF-WAY AT INTERSECTION	100 FEET	75 FEET	50 FEET	30 FEET
DISTANCE FROM INTERIOR LOT LINES	30 FEET	20 FEET	20 FEET	6 FEET
SEPARATION BETWEEN DRIVEWAYS ON ONE LOT	100 FEET	75 FEET	60 FEET	12 FEET

(Ord. 2221, 8/9/05; Ord.1457, 1990)

12.10.020 Deviations:

- A. The Municipal Services Director may approve a reduction of the minimum driveway setback and separation distance standards from those distances shown in the *Community Street and Utility Standards*. For volume traffic areas or for low-volume traffic-generating uses, the Municipal Services Director may approve reductions to driveway setback and separation distances of up to thirty-five percent (35%). For other traffic areas or uses, the Municipal Services Director may approve a reduction to the minimum driveway setback and separation distances up to twenty-five percent (25%). And, the Municipal Services Director may approve a deviation to the driveway standards if a property has insufficient frontage to allow for the construction of a standard driveway.
- B. The Municipal Services Director may also require an increase in driveway setback and separation distances for high-volume traffic areas or for high-volume traffic-generating developments.
- C. The City Council may grant a deviation to the standards set forth in this chapter upon their finding that the granting of a deviation is in the best interest and welfare of the community and that a traffic hazard will not be created.
- D. The City Council or the Municipal Services Director may require a traffic study to be submitted prior to any approval for driveway setback and separation distances. All required traffic studies shall be prepared by a professional engineer. (Ord. 2221, 8/9/05; Ord. 1537, 1992; Ord. 1507, 1991; Ord. 1457, 1990)

CITY OF MOSES LAKE MUNICIPAL CODE
CHAPTER 12.10 - DRIVEWAY ACCESS CONTROL STANDARDS

12.10.030 Common Driveways: Common driveways may be constructed within the right-of-way for the joint use by adjoining owners. All common driveways shall provide for the minimum driveway width on both sides of the property line, as required by the *Community Street and Utility Standards*; and the maximum width of a common driveway shall not exceed the maximum width of a single driveway as allowed per the *Community Street and Utility Standards*. Common driveways shall count toward the maximum number of driveways that are allowed per the *Community Street and Utility Standards*. (Ord. 2221, 8/9/05)

12.10.035 Restricted Access Control Locations: Driveways are restricted as listed on the following streets:

- A. Valley Road: Crestview Drive to Stratford Road. No additional driveways are allowed.
- B. Yonezawa Boulevard: Division Street to SR-17. No additional driveways are allowed.
- C. Central Drive: North of Valley Road to Grape Drive. No additional driveways are allowed.
- D. East Third Avenue: Block Street to East Broadway Avenue. No additional driveways are allowed.
- E. Division Street: Nelson Road to the south corporate limits. No additional driveways are allowed for single family residential units.
- F. Wheeler Road: SR-17 east to the city limits. Approval of access locations will be subject to the following criteria:
 - 1. Common driveways shall be used wherever possible.
 - 2. No more than one (1) driveway per platted lot or tax parcel will be allowed unless it is shown that an additional access point would not adversely affect traffic flows or create a safety hazard. A common driveway counts as the one (1) driveway for each of the lots that it serves.
 - 3. The minimum distance between driveways shall be two hundred and fifty feet (250') from centerline to centerline, except when affected lot widths are less than one hundred twenty five feet (125'). (Ord. 2221, 8/9/05; Ord. 2003, 12/28/00)

12.10.036 On-Site Access Points: On-site access points to driveways that extend onto private property along Yonezawa Boulevard from SR-17 to Division Street, Wheeler Road from SR-17 east to the city limits, and Central Drive from Valley Road north to Grape Drive are restricted to the following minimum setbacks:

<u>Average Daily Traffic (ADT) - On a Weekday</u>	<u>Minimum Set Back</u>
1 - 1,500	30 feet
1,500 - 5,000	50 feet
5,000+	75 feet

These setback restrictions do not apply to residential driveways in R-1 and R-2 Zones.

The setbacks will be measured from the front face of the existing or projected curb.

The average daily traffic will be calculated by using the expected use for the entire lot that the driveway serves, for a projected twenty (20) year design life. (Ord. 2221, 8/9/05; Ord. 2003, 12/28/00)

12.10.040 Conflicting Ordinances or Standards: If a conflict exists between the provisions of this chapter and other provisions of this code or *Community Street and Utility Standards*, the provisions of this chapter shall prevail. (Ord. 2221, 8/9/05; Ord. 2003, 12/28/00; Ord. 1457, 1990)