

**Houser, Karena**

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**From:** Siipola, Rosemary [rsiipola@cwccog.org]  
**Sent:** Monday, May 12, 2008 10:15 AM  
**To:** Simonson, Kay  
**Cc:** Barsness, Jeff; Houser, Karena  
**Subject:** FW: Highway Access standards  
**Attachments:** PC 051308 Highway Access Permitting Amendment.doc

This looks great. Thanks for getting this done. I'm sure Jeff and Karena will be glad to mark you off the list soon.  
Rosemary

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**From:** Simonson, Kay  
**Sent:** Thursday, May 08, 2008 5:30 PM  
**To:** nlockett@g-o.com; mkitz@centurytel.net  
**Cc:** Siipola, Rosemary  
**Subject:** Highway Access standards

FYI – this will be going to the Planning Commission next week and is tentatively scheduled for City Council on June 2. Please let me know if you have any comments. Thanks.

Kaye Simonson  
Community Development Director  
[planner@longbeachwa.gov](mailto:planner@longbeachwa.gov)

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**City of Long Beach  
Department of Community Development**

**STAFF REPORT**

**TO:** Planning Commission  
**SUBJECT:** Unified Development text amendments for Highway Access Permitting Standards  
**APPLICANTS:** City of Long Beach  
**DATE:** May 7, 2008

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**BACKGROUND**

The Pacific Council of Governments has advised the City that standards for highway access permitting must be adopted. While the City has standards for streets (in Title 11, Unified Development) and driveways (in Title 12, Zoning) that apply generally to the city, there are no specific standards for access to the state highway system.

**CURRENT REQUIREMENTS**

Municipal Code Section 11-5A-1 provides standards for streets. It references the city's "Development Guidelines and Public Works Standards" and stipulates that a permit is required for any work in the right-of-way. Municipal Code Section 12-11-2(B)(3) contains standards for driveway widths for off-street parking lots. The Municipal Code does not have standards specific to access to and from the state highway.

**PROPOSED CHANGES**

Zoning text amendments should be made to the following sections:

**Municipal Code Section 11-5A-1, Streets:**

- A. Purpose: The purpose of this section is to define the requirements for street planning and construction to be followed in the development, review, and approval of site plans, subdivisions, and short subdivisions, as well as new development in existing plats. (Ord. 732-A, 10-4-1999)
- B. Construction Standards And Specifications: Construction and design standards and specifications for streets are contained in the document entitled "Development Guidelines For Public Works Standards", and all streets must be completed in accordance with these standards. (Ord. 799, 6-15-2005)
- C. Right Of Way Permit Required: Prior to performing any work within a right of way, the person performing the work must obtain a right of way permit from the clerk-treasurer, who may condition the permit as necessary to protect the public health, safety, and welfare. (Ord. 732-A, 10-4-1999; amd. 2007 Code)
- D. State Highway Access: R.C.W. Chapter 47.50 is hereby adopted by reference to provide for the regulation and control of vehicular access and connection points of ingress to, and egress

from, the state highway system within the incorporated area of the City of Long Beach. In order to implement the requirements of R.C.W. 47.50, the provisions of W.A.C. Chapter 468-51 and W.A.C. Chapter 468-52, as may be amended, are adopted by reference, with the following exceptions and standards:

1. Driveways accessing the state highway shall be located at least twenty five (25) feet from street intersections.
2. There shall be no more than one driveway per property accessing the state highway.
3. Wherever possible, access shall be from city side streets instead of the state highway. The reviewing authority may grant access to the state highway in addition to side street access if it is determined that the size, type and intensity of use, and traffic volumes are such that multiple driveways are necessary.
4. Driveways accessing the state highway are also subject to the driveway width requirements contained in Title 12, Chapter 11, Parking, of the City of Long Beach Municipal Code.

### **ANALYSIS**

The state criteria contained in the Washington Administrative Code (W.A.C.) provides criteria for different classifications of highways. State Route 103 (Pacific Avenue) would generally be considered a Class 5 highway (W.A.C. 468-52-040(5)). However, corner clearance – the distance between a driveway and an intersection – is recommended to be 125 feet, which, given our traditional block length of 200 feet, would not work. The W.A.C. sets lesser standards for certain conditions, but without a restrictive median, the closest that would be allowed is still 100 feet. Even using that standard, no property on traditional blocks would be able to construct access. Therefore, it is necessary to provide standards that work with our parcel size; 25 feet of separation would allow a 25-foot wide driveway on a standard 50-foot lot. The W.A.C. limits access to one point on the state highway for each property. It is preferable to have access off side streets instead of the state highway whenever possible, but in some cases, access from both streets may be preferable, due to the type and volume of traffic associated with the use. One example would be a gas station. Most conventional commercial uses, if located on a corner, would be expected to take access from the side street instead of the highway.

### **STAFF RECOMMENDATION**

Staff recommends that the Planning Commission recommend City Council adopt the revisions to Municipal Code Section 11-5A-1, Streets, to adopt standards for highway access permitting, with the following findings:

### **FINDINGS**

- (1) The proposed changes are necessary to protect the health, safety, general welfare and orderly development of the community.
- (2) The proposed changes are consistent with the City's adopted Comprehensive Plan.
- (3) The proposed changes further the implementation of the city's adopted Comprehensive Plan.
- (4) The proposed changes are necessary to provide safe ingress to and egress from the state highway system, while reasonably allowing access to properties.