

Houser, Karena

From: Rick Perez [Rick.Perez@cityoffederalway.com]
Sent: Friday, August 22, 2008 11:00 AM
To: Houser, Karena
Cc: Marwan Salloum; Cary Roe
Subject: Access Management Standards
Attachments: Code.pdf; WSDOT Transmittal.pdf

It has come to my attention that the City of Federal Way never responded to WSDOT's request dated October 3, 2007 for information on the status of the City's adoption of access management standards in conformance with WAC 468-51 and -52.

Attached are the requested materials. If you need additional information, feel free to contact me.

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Instructions: If your jurisdiction has adopted the required access permitting standards described in the enclosed letter, please complete Section A. If not, please complete Section B. Please submit the completed form with original signatures no later than November 30, 2007 to: Karena Houser, WSDOT Policy Development & Regional Coordination, PO Box 47370, Olympia, WA, 98504-7370. Thank you!

SECTION A

CONFIRMING ADOPTION OF REQUIRED ACCESS PERMITTING STANDARDS:

I, Richard A. Perez, P.E. confirm by my signature below that
Name of City Representative
Federal Way has adopted standards for access permitting on
City or Town
streets designated as state highways in Ordinance 98-330 adopted December 15, 1998 and
Number Month and Day Year
that these standards meet or exceed the access standards adopted by the Washington State Transportation in
Chapters 468-51 and 52 of the Washington Administrative Code (<http://apps.leg.wa.gov/wac>).

Richard A. Perez
Signature of City Representative

22 Aug 2008
Date

City Traffic Engineer
Title of City Representative

SECTION B

DETAILING PROGRESS TOWARD ADOPTING REQUIRED STANDARDS:

Please briefly describe (1) why your jurisdiction has not yet adopted the required access permitting standards for managed access state highways within city boundaries, (2) where your jurisdiction is in the process of adopting the required standards, and (3) what date you anticipate the required standards will be adopted.

22-1529 – 22-1540 Reserved.

Division 4. Access Management

22-1541 Scope.

This division establishes requirements for the location and width of intersections and driveways. See also provisions of FWCC 22-1376 et seq. for other related requirements. (Ord. No. 90-43, § 2(110.50), 2-27-90; Ord. No. 98-330, § 3, 12-15-98; Ord. No. 07-554, § 5(Exh. A(12)), 5-15-07)

22-1542 Width of driveways.

The maximum width of driveways, excluding flaring as approved by the public works director, is as follows:

(1) For driveways that serve only single-family residential uses and zero lot line townhouse developments, the maximum driveway width is the greater of 20 feet for a two or more stall driveway, or ten feet for each parking stall, and 10 feet for a one-stall driveway.

(2) For other private driveways, refer to the city of Federal Way public works development standards for requirements.

(3) For driveways that serve uses other than single-family residential uses and zero lot line townhouse development, the maximum driveway width is 30 feet for a two lane two-way driveway and 40 feet for a three-lane two-way driveway. Driveway widths may be increased in order to provide adequate width for vehicles that may be reasonably expected to use the driveway, as determined by the public works director. (Ord. No. 90-43, § 2(110.50(1)), 2-27-90; Ord. No. 98-330, § 3, 12-15-98; Ord. No. 07-554, § 5(Exh. A(12)), 5-15-07)

22-1543 Separation of intersections and driveways.

(a) Access to arterials and collectors may be permitted consistent with the following table. On state highways that are not designated as limited access, the minimum spacing is 250 feet, or as shown in the following table, whichever is greater. Left-turn and crossing movements through standing queues of traffic may be prohibited, as determined by the public works director.

City of Federal Way Access Management Standards

Access classification	Median	Through traffic lanes	Minimum spacing (feet)**				Minimum signal progression efficiency***	
			Crossing movements	Left-turn out	Left-turn in	Right-turn out		Right-turn in
1	Raised	6	Only at signalized intersections	Only at signalized intersections	330	150	150	40%
2	Raised	4	330	330	330	150	150	30%
3	Two-way left-turn lane	4	150	150*	150*	150*	150*	20%
4	Two-way left-turn lane	2	150*	150*	150*	150*	150*	10%

* Does not apply to single-family residential uses.

** Greater spacing may be required in order to minimize conflicts with queued traffic.

*** If the existing efficiency is less than the standard, new traffic signals may not reduce the existing efficiency.

(1) Raised medians will be required if any of the following conditions are met:

- a. There are more than two through traffic lanes in each direction on the street being accessed.
- b. The street being accessed has a crash rate over 10 crashes per million vehicle miles, and currently has a two-way left-turn lane.

(2) Two-way left-turn lanes will be required if the street being accessed has a crash rate over 10 crashes per million vehicle miles, and currently does not have a left-turn lane.

(b) Driveways that serve any use other than detached dwelling units may not be located closer than 150 feet to any street intersection or to any other driveway, whether on or off the subject prop-

erty. Driveways that serve only residential use may not be located closer than 25 feet to any street intersection.

(c) There may be no more than one driveway for each 330 feet of lot frontage. The city may further limit or prohibit access to or from driveways onto arterial streets.

(d) Separation distances shall be measured from centerline to centerline of roadways and driveways. (Ord. No. 90-43, § 2(110.50(2)), 2-27-90; Ord. No. 98-330, § 3, 12-15-98; Ord. No. 07-554, § 5(Exh. A(12)), 5-15-07)

22-1544 Modification procedures.

Modifications to the standards in FWCC 22-1543 may be made as determined by the public works director under the following procedures:

(1) The director may grant a modification administratively to reduce spacing standards by up to 20 percent of the tabular values. Criteria are existing accident rates and suspected low number of turning conflicts.

(2) A formal request for modification shall include documentation of topographical constraints, or inability to secure alternative means of access through easements, dedicated tracts, or roadways of lower classification, and granting the modification will not appreciably reduce roadway safety and capacity.

(3) The director may condition modification requests to require that accesses be closed, or further restricted, when alternative means of access become available through development or redevelopment of other properties. (Ord. No. 98-330, § 3, 12-15-98; Ord. No. 07-554, § 5(Exh. A(12)), 5-15-07)

22-1545 – 22-1560 Reserved.

Article XVII.

LANDSCAPING*

Sections:

- 22-1561 Purpose.
- 22-1562 Applicability.
- 22-1563 Landscape plan approval.
- 22-1564 General landscaping requirements – All zones.
- 22-1565 Landscaping types.
- 22-1566 Landscaping requirements by zoning district.
- 22-1567 Parking lot landscaping.
- 22-1568 Significant trees.
- 22-1569 Performance and maintenance standards.
- 22-1570 Modification options.
- 22-1571 – 22-1595 Reserved.

22-1561 Purpose.

The purpose of this article is to:

(1) Provide minimum standards for landscaping in order to maintain and protect property values and to enhance the general appearance of the city.

(2) Encourage creative landscaping designs that utilize native vegetative species, drought-tolerant species, and retain natural vegetation, in order to reduce the impact of development on the water resources of the city.

(3) Respond to state-level mandates for action in such areas as water conservation, energy conservation, enhancement of water quality, and improvement of air quality.

(4) Reflect current city planning goals, urban design standards, and ecological awareness.

(5) Provide an appropriate amount and quality of landscaping related to all land use in the city.

(6) Establish a minimum level of regulation that reflects the purposes of this chapter.

(7) Provide for design flexibility.

(8) Retain significant trees, a valuable natural resource of the community.

*Editor's note – Ord. No. 93-170, § 3, adopted April 20, 1993, repealed former Art. XVII, §§ 22-1561 – 22-1577, relative to landscaping, and § 4(Exh. A) of said Ord. No. 93-170 enacted a new Art. XVII to read as herein set out. The provisions of former Art. XVII derived from Ord. No. 90-43, § 2, adopted Feb. 27, 1990.