

## Commentary

### ATTACHMENT D – LEWIS COUNTY CODE 12.60

#### 12.60 Amendments

The county road standards define a driveway as an access that serves “one to two lots or parcels,” whereas a private roadway is “constructed to access more than two parcels.” Private roadway standards require more regulatory compliance and expense than driveway standards. Because most developments in rural Lewis County consist of single-family residences, the common conception is that adding a third house on a driveway requires that the driveway be upgraded to private road standards. Although technically this is true only for the third *lot or parcel* being accessed, not the third *dwelling unit*, it is useful to clarify that all RHA units, combined, be treated as one single-family residence for purposes of driveway and private road standards. This is fair because the RHA units are constrained to match the form and impacts of such rural single-family residences.

The changes to LCC 12.60.280 and 12.60.640 are designed to treat each RHA development analogously to a single-family residence for purposes of driveway, road approach, and road standards.

**Chapter 12.60  
ROAD DEVELOPMENT STANDARDS**

**12.60.280 Driveways and private roads.**

- (1) A driveway is defined as an access from a public right-of-way or private access easement serving one to two lots or parcels constructed to the requirements in Standard Detail 3-2, Rural Road Section. If the driveway is longer than 300 feet, it shall be dimensioned to safely accommodate local fire safety and emergency vehicles, and approved by the county engineer. Driveway construction as required for a single family residential building permit or an RHA development under LCC 17.143 is exempt from the requirements of LCC 12.60.140.
- (a) Easements are required where parcels require legal access to the road over and across another parcel, or where the same access is shared between one or more parcels. Single parcels which front a county road and have safe and legal access do not require a separate easement for a driveway.
- (2) Private roadways are constructed to access more than two parcels.
- (3) A road approach permit shall be obtained from Lewis County public works prior to accessing any county road per Article VI of this chapter. Location, horizontal and vertical alignment, and width of the approach shall be as designated by the county engineer and stated on the permit.
- (4) All driveways and private roadways shall have an approved residential or commercial road approach constructed per Standard Detail 3-3, Residential and Commercial Driveway Approaches. The dwelling units of an RHA development under LCC 17.143, combined, shall be treated as one single family residence for road-approach purposes.
- (5) The location of driveways and private roadways shall be on property owned or with approved easement rights to serve the applicant. Joint use driveways are encouraged, and may be needed to meet vehicular safety. Minimum dimensions shall be per Standard Detail 3-3, Residential and Commercial Driveway Approaches, or as required by the county engineer.
- (6) Driveways and private roadways shall be of sufficient length so a vehicle in the driveway does not project into the road right-of-way, sidewalk, or pathway.
- (7) Access to a county road will normally be limited to one approach for each parcel. Multiple approaches for one parcel shall be approved only by the county engineer if public vehicular safety is met.

## Commentary

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- (8) Surface drainage shall be consistent with the current stormwater regulations in Chapter 15.45 LCC unless otherwise stated in the road approach permit or by the county engineer. The applicant shall construct improvements to roadway ditches and replace affected roadway structures should the approach impact county road drainage.
- (9) Driveways and private roadways shall not be permitted to access arterials or collectors unless the parcel has no other reasonable access to the public roadway. The parcel shall only be allowed to access an arterial or collector if located at the appropriate distance from the nearest intersecting road as per the Highway Access Management Guidelines in Chapter 468-52 WAC. A driveway or private roadway shall access the arterial or collector road with the lower functional classification.

#### **12.60.640 Subdivision/commercial access.**

- (1) Commercial or subdivision approaches are constructed on private property to serve commercial, industrial, subdivision, or multi-family projects, except RHA developments under LCC 17.143, and must meet the following conditions:
  - (a) Access to a county road shall be limited to one road approach connected to the lowest classified roadway for each tract of property separately owned. Property fronting more than one public road may be permitted an access to each public road if the traffic impact analysis supports multiple accesses. Two or more county approaches accessing a public street will only be allowed with the approval of the county engineer. Properties contiguous to each other and owned by the same person are considered to be one tract.
  - (b) Commercial approaches shall be constructed with safety as the primary design criteria and to provide internal connections between neighboring properties. Developments must give priority to internal access before access to the county roadway system is permitted. Cross access allows vehicles to circulate between commercial properties without having to re-enter the county road system. All approaches shall meet the access spacing standards in LCC 12.60.650.
  - (c) No commercial approach shall be approved where backing onto the roadway, sidewalk, or pathway will occur.
  - (d) Urban style commercial approaches shall be constructed to Standard Detail 3-6, Reverse Slope and Gutter Driveway Section, at the end of this chapter.
  - (e) Rural commercial approaches shall be constructed to Standard Detail 3-3, Residential and Commercial Driveway Approaches, at the end of this chapter.

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- (2) For access proposed as part of subdivision or commercial development, the county engineer may require a review under traffic impact analysis guidelines.
- (3) For subdivisions of 20 units or more, at least two ingress/egress routes may be required by the county fire marshal or fire protection agency. A secondary access is required for developments where the ADT is greater than 1,000.