

Planning and Zoning Commission

March 3, 2025

Case #: **2025-0018**

Case Title: **Title 21 Site Access Update**

Agenda Item #: **G.1.** Supplementary Packet #: **1**

Comments submitted after the packet was finalized

Additional information:

Other: Addition to Appendix A comment table (pages 9-20).
MOA Traffic Engineering comment was left out.
Comment submitted is on page 123 of the staff
packet.

Sent by email: X yes no

APPENDIX A

Commenter	Comment	Response
MOA Traffic Engineering Department	<p>Traffic Engineering recommends of the proposed ordinance that modifies desi standards as it relates to site access, building frontage standards and drivewa requirements with the following comments.</p> <p>Traffic Engineering staff was involved with the working group that proposed these modifications to Title 21 that seem to limit development in regard to site access and pedestrian connectivity requirements. Traffic engineering support the following modification include in the amendment.</p> <ul style="list-style-type: none"> • Determination by Traffic Engineer Department on condition and functionality of a platted alley way to support access to parcel for residential development. • Ability to review justification and provide administrative relief by the department directors when a parcel is unable to meet the requirement provide sidewalks due to the lack of available right of way, existing topology of the site that previously required developers to seek a forma variance • Elimination of Urban Context zoning areas and making these requirements applicable throughout the Municipality • Major modifications to the pedestrian frontage standards that made building design and placement difficult for majority of parcels. <p>Traffic Engineering is not supportive of the reduction to a 10-foot minimum driveway width currently proposed in 21.07.090 H11.d.iii which change the minimum width from 12 feet to 10 feet. Current Municipal Driveway Standards require a minimum width of 12 feet. Municipal Driveway Standards along with AMC 21.07.090 H.11.d.vi already allow for Traffic Engineer to allow for exceptions to this minimum width requirement. Traffic Engineering would recommend that the 12-foot minimum widths remain and allow for case by case exceptions to be approved in lieu of specified dimension.</p>	<p>The reduction from a 12-foot minimum width to 10-foot minimum width provides more flexibility but does not preclude a 12-foot driveway. Municipal driveway standards are based on policy from the Traffic Engineering Department, while this standard is based on the zoning code.</p>