Title 12 Roads and Bridges Amendments

12.50.150 Transportation system and frontage improvements.

Transportation system and frontage improvements in accordance with this Chapter maintain and enhance public safety, vehicular travel, property values, storm water mitigation, and infrastructure maintenance. County roads serving development shall meet the current standards of this Chapter, including road widening, additional right-of-way, paving, geometric improvements, additional lanes, traffic control devices, bridge and drainage structure modifications, pedestrian facilities, bike paths and intersection improvements away from the development. Frontage improvements are required for all improvement and development projects that have frontage on a public road that does not meet current standards. Transportation system and frontage improvements necessary to meet current standards of this Chapter shall exist or be in place prior to completion of development, shall be in place, paid or be secured by means of an approved deferred improvement agreement no later than time of final plat approval or certificate of occupancy, whichever occurs first, for that development or phase. If the improvements are not listed on the county transportation improvement plan, they shall be installed prior to final plat approval. Development within urban growth areas shall meet current standards adopted by the City or Town as may be required by coordination and consistency under the Growth Management Area and interlocal cooperation agreements on coordinated planning under the Growth Management Act.

A. Transportation Improvements—Off Site. Off-site transportation improvements such as road widening, additional right-of-way, paving, geometric improvements, additional lanes, traffic control devices, bridge and drainage structure modifications, pedestrian facilities, bike paths and intersection improvements away from the development shall be required where identified by a traffic impact analysis or otherwise be determined by the county to be necessary as part of the development review process.

The county engineer may eliminate or limit transportation system improvements if the development has no measurable impacts to county road system or full improvements are disproportional to the size and scope of the proposed development.

The Douglas County department of transportation and land services will also review the right-of-way status of abutting and adjoining county roads to determine if additional right-of-way is needed to meet the current road standards as set forth in these standards.

All such required off-site improvements must be completed or other financing arrangements made as approved by the county prior to final development approval. Alternate financing methods such as use of road benefit assessment reimbursement areas as set forth in DCC Chapter 12.45 may be used.
B. Frontage Improvements—General Requirements.

1. Frontage improvements may be required for all improvement and development projects that have frontage on a public county road. “Frontage on a county road” means the proposed development directly abuts or adjoins county-right-of-way or is separated from the county right-of-way by a non-buildable parcel or strip of land under substantially the same ownership as the development project. Frontage improvements shall consist of, but not be limited to, dedication of right-of-way, road widening, turn lanes, traffic signals, bus stop pads, bus shelter pads, passenger shelters, bus pullouts, pedestrian facilities, and bike paths where designated in the current county comprehensive plan, and safety and drainage improvements, including all tributary runoff.

2. Required dedication of right-of-way and frontage improvements, including the dedication of right-of-way, shall be dedicated and installed complete at the time of development unless otherwise approved by the county.

3. The developer property owner shall coordinate the design and construction with the county and Link Transit when frontage improvements include bus stop pads, shelter pads and bus shelters. Prescription of a passenger shelter shall also incorporate the condition that the shelter meets Link Transit’s standard passenger shelter specifications.

The county engineer may eliminate or limit frontage improvements if the development has no measurable impacts to the county road or full frontage improvements are disproportional to the size and scope of the proposed development.

C. Deferral of Improvements Exceptions. The county engineer may approve an alternative, as set out in subsection D. of this section, to the immediate installation of transportation system and/or frontage improvements, other than not including dedication of right-of-way, if one or more of the following conditions apply:

1. The design grade and alignment of the abutting roads cannot be determined at the time of construction of the development.

2. The installation of frontage improvements required for the development would create or intensify a hazard to public safety.

3. The installation of transportation system and/or frontage improvements required for the development could be more safely, efficiently, and effectively implemented if done concurrently with the installation of improvements required for other developments along the same road frontage.

4. The proposed development is a county engineer may defer road frontage improvements for county roads for family farm support divisions as defined in DCC Section 18.16.220(B). The deferral of improvements shall be executed in accordance
with the provisions contained in this chapter and shall be conditioned upon the deferred frontage improvements being constructed along the entire parent parcel of the family farm support division upon further division or commercial or industrial development of any of the lots, parcels or remainder parcel created. Dedication of right-of-way shall not be deferred.

D. Deferral Agreements of Improvements. Any deferred completion of transportation system and/or frontage improvements shall be secured for installation at a later date by a written agreement and covenant between the county and the property owner whereby the property owner’s obligation for frontage improvements will arise in the future upon one or more conditions occurring. by agrees to two methods of installation of the deferred frontage improvements. This agreement and covenant shall be executed before the issuance of any improvement and development permits. The county engineer shall select which method to enforce against the property owner at the time when the deferred frontage improvements are required to be installed. Two methods the property owner shall agree to are: The conditions shall include participation of the subject property in any local improvement district (Chapter 35.43 RCW), road improvement district (Chapter 36.88 RCW), or transportation benefit district (Chapter 36.73 RCW) formed for the construction of such frontage improvements. The conditions shall also include participation of the subject property in any improvement project, not supported by an improvement district, which encompasses the deferred frontage improvements by the person then owning the property paying the cost of the property’s frontage improvements.

The property owner and the county may agree upon additional conditions. The agreement and covenant shall run with the land and bind the property and the owner and the owner’s assignees, heirs, transferees, donees, and/or successors in interest. The agreement and covenant shall be effective for a period of ten years after the date of recording.

1. Commitment to Participate in an Improvement District. The property owner shall execute and record an agreement with the county and covenant running with the land that ensures the participation of the subject property owner in any local improvement district (Chapter 35.43 RCW), road improvement district (Chapter 36.88 RCW), or transportation benefit district (Chapter 36.73 RCW) formed for the construction of such frontage improvements. Said document shall be in a form acceptable to the county prosecuting attorney’s office and shall be effective for a period not exceeding ten years from the date of recording. This document shall bind the owner and its designees, heirs, transferees, donees, and/or successors in interest.

2. Agreement to Participate in Improvement Project. The property owner shall execute and record an agreement with the county and covenant running with the land that ensures the participation of the subject property owner in an improvement project not supported by an improvement district that encompasses the said deferred frontage improvements by paying their share thereof. Such share shall be equal to the county’s costs for installing the deferred frontage improvements. The county shall provide a nonbinding total cost estimate to the property owner at the time the
agreement is entered into including a disclaimer that the total cost of the project at the time of construction may vary due to inflation, changes in design standards or other governmental laws and regulations. A contract shall be developed at the time the improvement project is developed outlining the level of participation by the subject property owner in said project and the manner in which payment is to be made; provided, that the financial responsibility of the subject property owner shall not exceed the cost of said deferred frontage improvements at the time of the improvement project. Such an agreement and covenant shall bind the owner and its assignees, heirs, transferees, donees, and/or successors in interest. The agreement and covenant document shall be effective for a period of ten years from the date of recording.

E. Voluntary Payments. In lieu of transportation system improvements, dedication of right-of-way and/or frontage improvements required at the time of development, a property owner and the County may enter into an agreement for the property owner’s current payment for future improvements to be made by the County. See RCW 82.02.020.

12.52.040 Design requirements—New and reconstructed roads.

M. Intersections. All intersections shall be designed in accordance with the most current edition of Chapter 9, “Intersections,” in the AASHTO Green Book or Chapter 910, “Intersections at Grade,” in the current edition of the WSDOT “Design Manual M22-04,” which requires plus or minus four percent for fifty feet. All intersections with a state highway shall require approval from the WSDOT.

Corner lots located on local roads with no parking and parking one side shall be rounded with a 25-foot minimum radius, all others shall be designed to accommodate the specific roadway section. Corner lots, located at road intersections, shall be rounded with a minimum twenty-foot radius adjacent to roads with sixty-foot or more rights-of-way and twenty-five-foot radius adjacent to roads with less than sixty-foot rights-of-way.

12.53.010 Driveways and access easement.

C. Standards.

1. Common to All Driveways and Access Easements.

c. Sight Distance. Sufficient sight distances for vehicles to safely enter onto a public road or street as well as for other vehicles on the road or street to avoid accidents with entering or exiting vehicles is required for all driveways and access points. For all
driveways and access easements, stopping sight distance in accordance with the AASHTO Green Book and the current WSDOT Design Manual:

Situations with sight distances less than those specified in the WSDOT Design Manual must be approved by the county engineer. In these cases, the applicant may also be required to obtain the services of a professional traffic engineer to assess the situation and provide written justification for lesser sight distances.

Title 18 Zoning Amendments

18.80.315 Recreational facilities

J. Emergency response. An analysis shall be conducted by the applicant for emergency assistance which may include fire, law enforcement, and medical services. The analysis shall include conformation that the minimum local and state codes and regulations have been met including WAC Chapter 248-73 246-374 when applicable. Any additional costs of providing such services shall be the applicant’s expense.

Title 19 Environment Amendments

19.18.110 Drainage and erosion control plan

C. All drainage and erosion control plans shall be prepared using the Type 2 SCS model, taking into account a storm event equal to or exceeding two inches of rainfall in ninety minutes, a SCS Type 2, 100 year storm.

19.18E Aquifer Recharge Areas

19.18E.060 Specific standards.
The following standards shall apply to the activity identified below, in addition to the general standards outlined in DCC Section 19.18E.050.

E. Minor Developments. All minor developments, which are processed according to Section 14.10.020 of this code, proposed within an aquifer recharge area shall comply with the following standards:

1. Connection to a public sanitary sewer system or an approved community sewer system shall be required. If connection to sanitary sewer is not feasible, on-site septic systems proposed on lots of record legally existing on the date this chapter was enacted are permitted provided:
   a. All development shall be consistent with Section 4.20.100, as may be amended, of the Chelan-Douglas Health District Code. The public health
officer has designated the aquifer recharge area as an "area of special concern" in accordance with WAC 246-272-21501.

b. The type of on-site system is approved by the Chelan-Douglas health district upon finding that the design of the system will not be detrimental to the community water supply.

c. The property owner shall enter a no protest agreement with the Douglas County sewer district, or other sanitary sewer provider as appropriate to the property location, agreeing to not protest the formation of a local improvement district for the extension of sanitary sewer. This agreement shall be recorded with the Douglas County auditor.

2. The connection to an approved public water service shall be required.

F. Major Developments. All major developments processed according to Sections 14.10.030 or 14.10.040 of this code authorized within an aquifer recharge area shall comply with the following minimum standards:

1. Connection to a public sanitary sewer system or an approved community sewer system shall be required unless the public health officer has designated the aquifer recharge area as an "area of special concern" in accordance with WAC 246-272-21501.

2. Connection to an approved public water system shall be required.

3. All existing wells located on the subject property shall either be properly abandoned in accordance with the requirements of the Chelan-Douglas health district and the Department of Ecology or designated for irrigation purposes only. If an existing well is designated for irrigation purposes, then the following shall apply:
   a. Evidence of a water right issued by the state of Washington for the use of the well shall be presented to the review authority. An application for a water right is not acceptable evidence of an actual right to appropriate water.
   b. Certification from the public health officer stating that the well is properly constructed and sealed to prevent any contaminants from entering the wellhead shall be submitted to the review authority.

4. Stormwater detention and retention facilities shall be designed using best available science and management practices to separate chemical and biological pollutants from the water prior to infiltration. The use of injection wells is prohibited in accordance with Section 19.18E.050(C) of this chapter.

5. An analysis shall be conducted to assess the impact to groundwater quality from the potential of nitrate loading to the groundwater.

6. Areas highly susceptible of transporting contaminants to the groundwater (i.e., natural drainages, springs, wetlands, etc.), as determined by the review authority, shall be designated as open space. All impervious surfaces shall maintain a fifteen foot setback from areas identified as being highly susceptible and no amount of stormwater runoff shall be directed towards the susceptible area(s).
7. All development shall be consistent with Section 4.20.100, as may be amended, of the Chelan-Douglas Health District Code.