

# KITTTAS COUNTY ROAD STANDARDS 2012 UPDATE

Prepared by Kittitas County Public Works January 25, 2012

	<b>Current Chapter</b>	<b>Current Standards</b>	<b>Proposed Chapter</b> <small>(if changed)</small>	<b>Proposed Standards</b>	<b>Rationale</b>
<b>1</b>	Entire KCRS	References and section numbering incorrect. Some language is unclear.		References and section numbering corrected. Language clarified.	The current KCRS has references to many documents that are not published anymore or are from a different state, incorrect reference to County Code, and incorrect section numbering.
<b>2</b>	12.01.090 12.01.095	Unclear road improvement requirements.		Clarified when, how, and the timing of private and public roadway improvements; added concurrency language; added UGA clarification; added gate requirements; specified plat notes.	Will be easier for staff to apply and developers to interpret and follow.
<b>3</b>	12.01.090	Development activities that are responsible for providing roadway improvements are limited to parcel creations.		Broadened the types of development activities that require roadway improvements to all land use development activities.	Parcel creation limited the scope of roadway improvements to subdivisions only. GMA and concurrency require all development activities to be subject to roadway improvements.
<b>4</b>	12.01.095 (B)	A paved second access is required for roads that serve more than 40 lots.		Second access is required at 100 lots. Second access or all buildings must be sprinkled is required at 30 lots. Second access may be a gravel all-weather surface.	The Citizen Advisory Committee feels that the 40 lot requirement is too restrictive and not consistent with the Fire Code.
<b>5</b>	12.01.095 (E)	A cul-de-sac is required at the end of all roads serving more than two lots.		Three lots may be served on a road without construction of a cul-de-sac if the road is less than 150' long. Hammerheads are allowed for roads serving four or fewer lots.	The Citizen Advisory Committee feels that the cul-de-sac requirement is too restrictive. This gives developers more flexibility when developing private roads that will serve only a few lots while remaining consistent with the Fire Code.
<b>6</b>	N/A	Private road signing and naming procedures are not in code.	12.01.095 (G, H and I)	Added road naming and signing requirements.	Will allow staff to enforce signage on private roads which will increase safety.
<b>7</b>	12.01.130	Variance requirements and process is unclear.		Added new variance guidelines similar to the zoning variance issued by CDS; allows appeals by the general public and not just the applicant through the appeals process in KCC 15A.07 and 15A.08.	Provides a clearer process for staff to apply, the Road Variance Committee to make decisions, and developers to interpret and follow.
<b>8</b>	12.01.150	Bonding requirements are unclear. Roads must be built or bonded for prior to building permit.		Adds private road bonding requirements; requires build or bond prior to final approval; clarifies requirements.	The timing of bonding requirements has negative impacts when developers do not make the roadway improvements prior to selling the lots. Build or bond prior to final approval provides protection for the purchasers of lots and prevents disputes. Ensures roads and other infrastructure are able to be constructed as proposed, and variances will not be required after final approval.

9	12.01.170	Requests to bring roads onto the county road system are not considered until the road is constructed.		Developers can receive provisional acceptance of the public road to be constructed. The road will not receive final approval until the testing and inspection reports indicate the road has been constructed to county standards.	The requirement that on-system road requests are not considered until a road is constructed has resulted in a reduced public benefit. Developers have been building their roads to a lower private standard because there is no assurance that the increased investment of a public road will result in it being brought on-system. Also, Public Works has not been involved in review and inspection. This prevents PW from approving the plans and design, inspecting during construction, and properly testing the new roadway. If on system requests are provisionally accepted, the county will be able to ensure all new roads have been constructed to county standards (12.08 and 12.09).
10	12.01.170 (B)	Unclear joint review process.	12.01.180	Clarifies the process in which the County jointly reviews application with other agencies; requires a permit or agreement from other agencies prior to preliminary approval.	Will be easier for staff to apply and developers to interpret and follow. Provides more authority to other agencies.
11	12.01.170 (C)	Design standards are not consolidated in one location, but are listed in the general information chapter as well as the design criteria chapter.	12.04.050	Design standards moved to 12.04.050 to be within the road design criteria chapter.	All road design criteria is located in one place.
12	12.02	Incorrect definitions, missing information, and words defined that are not within the document.		Corrected definitions, added or removed definitions.	Will be easier for staff and developers to interpret and follow.
13	12.03	Outdated road classification information.		Updated classification definitions and on-system roads.	Will be easier for staff and developers to interpret and follow.
14	12.04	Chapter only refers to public roads.		Both public and private road standards are included in this chapter.	All road design criteria is located in one place.
15	12.04.030	Outdated references for design requirements and information.		Updated references and clarified requirements.	Will be easier for staff and developers to interpret and follow.
16	12.04 Tables 4-1 to 4-4	Tables 4-1 to 4-4 are confusing and poorly formatted.		Tables re-formatted, simplified and updated. References to design manuals updated. Table 4-2 removed because of repeat information. Number of lots changed to ADT.	Will be easier for staff and developers to interpret and follow. The change to ADT allows the requirements to be applied to commercial and multi-family projects.
17	12.04.040	Unclear requirements for development within a UGA.		Simplified requirements by removing confusing language.	Will be easier for staff and developers to interpret and follow.
18	12.12.010	Private Road standards are located in a separate chapter (12.12). Requirements are confusing and outdated.	12.04.070	Private road design criteria moved to be within the road design chapter. Updated requirements and added information about stormwater and cul-de-sacs.	All road design criteria is located in one place. Will be easier for staff and developers to interpret and follow. Helps ensure private roads will be constructed correctly.

19	12.12.020 Table 12-1	This table is located within a separate chapter (12.12) and requirements are insufficient and outdated.	12.04.080 Table 4-4	Moved to be within road design chapter. Changed high density road average lot size to 10 acres or less; increased the easement width of a 3-14 lot road to 60' and a joint-use driveway to 30'; updated design elements to include crushed surfacing depth; added dwelling units with parcel count.	All road design criteria is located in one place. Requiring all new lots to have a 60' easement will avoid problems in the future when more than 14 lots are developed. Existing 40' easement will be allowed until the lot count is greater than 14. Multi-family and condo units currently count as one parcel; counting dwelling units will allow KCRS to be applied to all projects. Driveways longer than 150' are required to be 16' wide so easement width was increased from 20' to 30'.
20	12.12.020 Table 12-1	Driveway width for a joint-use driveway is 8' to 12'.	12.04.080 Table 4-4	Driveway width is dependent on the length of the driveway. Changed to be 12' if length is less than 150' and 16' if longer than 150'.	Aligns with KCC 20.02.020 Fire and Life Safety. Increased width ensures emergency vehicle access.
21	12.12.020 Table 12-1	Maximum grade is 12%.	12.04.080 Table 4-4	Maximum grade reduced to 10%. A variance request is required for grades between 10-12%.	Grades above 10% may be too steep in some situations. This ensures safer private roads and emergency vehicle access.
22	N/A	The requirements of a private road certification are not explained.	12.04.090	Added private road certification requirements and guidelines. Placed in 12.04 to be with private road design criteria.	Currently there are no requirements for road certifications and some certifications are submitted containing a minimal amount of information. This will require all roads to be certified to the same standards, requires engineers to submit compaction and bridge load testing results, and requires stormwater management. It will create safer private roads.
23	12.05.030	Unclear requirements for driveway accesses.		Clarifies access location requirements, allows more than one access per parcel if the new access is for ag use only.	Will be easier for staff and developers to interpret and follow.
24	12.05 Table 5-1	High access spacing requirements, no site distance information.	12.05 Table 5-1 and Table 5-2	Reduced access spacing requirements and added a table showing site distance requirements.	Access spacing requirements have shown to be too restrictive and were changed to meet site distance requirements for major collectors.
25	12.06	Outdated stormwater requirements.		Section completely rewritten to conform to the requirements of the Stormwater Management Manual for Eastern Washington (SWMMEW). Includes a Notice to Title to ensure repairs and maintenance to the system.	The SWMMEW was not complete during the last update of the road standards. This update aligns the County's stormwater requirements with the SWMMEW.
26	12.07	Outdated and incorrect bridge and major drainage structure requirements.		Updated requirements and regulations. Clarified requirements for private bridges and require load ratings to be posted. Includes Fire and Life Safety KCC 20 requirements.	Requires safer bridges for private roads and protects fire fighting and other large equipment by requiring signage which details the load rating of the bridges.
27	12.08	Outdated and incorrect submittal requirements for constructions plans.		Updated submittal requirements. Requires private roads serving more than 4 lots to be designed by an engineer.	Will be easier for staff and developers to interpret and follow. Ensures public road plans will be prepared correctly. Ensures safer private roads.
28	12.08	Construction plan submittal requirements for private roads are not clear.		Includes private roadways. Requires engineering drawings for roads serving more than 4 lots.	Ensures safer private roads.
29	12.09	Outdated control and inspection requirements.		Updated control and inspection requirements. Included new guidelines for haul route analysis.	Will be easier for staff and developers to interpret and follow. Ensures public roads will be inspected correctly.
30	12.10.080	Determination of concurrnecy finding appeal process updated.	12.10.050(B)(4)	Appeals process will follow the guidelines of KCC 15A.07 and 15A.08 based on the underlying land use decision.	The change was made to be in accordance with RCW 36.70B Local Project Review.