

ORDINANCE NO. 230

AN ORDINANCE relating to public and private road standards.

WHEREAS, the Town Council of Yacolt, Washington is in regular session this 4th day of August, 1981; and

WHEREAS, each member of the Council has had notice of the time, place and purpose of this matter; and

WHEREAS, the adoption of minimum public and private road standards, as provided for herein, is found to be in the public interest; now, therefore,

BE IT ORDAINED AND RESOLVED BY THE TOWN COUNCIL OF YACOLT, WASHINGTON, as follows:

Section 1. Definitions.

(1) "Access road" means a public or private road providing vehicular access to the boundary of a parcel of real property being proposed for development.

(2) "Collector arterial" means a public road whose function is to collect traffic from neighborhoods and local streets and which connects to another public road of equal or greater classification. A collector arterial also may provide direct access to adjacent properties.

(3) "Commercial access" means a road providing access to commercial properties in business, commercial, manufacturing and industrial areas.

(4) "County or public road" means a road maintained for public travel by Clark County or Town of Yacolt.

(5) "Cul-de-sac" means a dead-end road of limited length having a primary function of serving adjoining land and constructed with a turnaround at its end.

(6) "Designing engineer" means an individual licensed by the State of Washington to practice civil engineering and who has been retained by the Town or private party(s) to design roadway improvements including utilities.

(7) "Development" means any subdivision, short subdivision, rezone, construction requiring a building permit, conditional use permit or other project requiring a land use permit or approval from Clark County

or the Town; Provided, that "development" shall not include construction of a Group R Division 3 or Group M occupancy as defined in the 1976 Uniform Building Code.

(8) "Director" means the Director of the Public Works Department of Clark County, or his designee from the Town of Yacolt.

(9) "Easement" means an interest in land owned by another that entitles its holder to a specific limited use or enjoyment.

(10) "Grading permit" means the permit required under Chapter 70 of the Uniform Building Code.

(11) "Half road" means any public or private road right-of-way or easement which is less than the full required width specified in this chapter, and which is established so as the additional half-width right-of-way or easement may be provided at a later date to complete the full-width roadway.

(12) "Loop road" means a road of limited length forming a loop, having a beginning and ending on the same road, having no other intersecting road, and having as its primary function the provision of direct access to adjoining properties.

(13) "Major arterial" means a road connecting two or more towns or communities, connecting two highways of equal or greater capacity, or serving as the primary access to a large land area. A major arterial may also serve a large traffic generator (e.g., an industrial area) and perform a secondary function of providing local access.

(14) "Neighborhood access" means a road whose primary function is to provide direct access to adjoining properties, but which also provides for traffic circulation within and through a neighborhood.

(15) "Private road" means a road not maintained by Clark County or the Washington State Department of Transportation or the Town of Yacolt.

(16) "Public road" means a road maintained by Clark County or the Washington State Department of Transportation or the Town of Yacolt.

(17) "Roadside" means the portion of an easement or right-of-way lying on either side of the roadway, including curbs, sidewalks and ditches.

(18) "Roadway" means the improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches.

(19) "Rural area" means land not located within an urban area as designated in the Clark County Comprehensive Land Use Plan.

(20) "Rural road" means a road located within the rural area of Yacolt.

(21) "Scenic route" means a road affording a view of a scenic area and constructed in a manner to retain natural road side characteristics.

(22) "Secondary arterial" means a public road connecting two or more roads of equal or greater classification, or connecting two or more communities. A secondary arterial may serve as an alternate route to a higher classified road or a traffic generation of medium importance, and serves an additional function of land service.

(23) "Sidewalk" means a pedestrian access adjacent to or within the right-of-way of a public road.

(24) "Special provisions" means road construction requirements peculiar to a specific project and which are not otherwise thoroughly or satisfactorily detailed and set forth in the standard specifications.

(25) "Standard specifications" means those specifications adopted for road construction in Section 2.

(26) "Structure" means that which is built or constructed, an edifice or building of any kind, or any piece of work, artificially built up or composed of parts joined together in some definite manner, but not to include utility poles for purposes of this ordinance.

(27) "Urban area" means land located within an urban area as designated in the Clark County or Yacolt Comprehensive Land Use Plan.

(28) "Urban road" means a road located within the urban area of Yacolt.

(29) "Walkway" means a pedestrian access which is within the building site envelope, total building complex or between lots, but not adjacent to or within the right-of-way of a public road.

Section 2. Town road--standard specifications adopted. The standards for Town of Yacolt roads and bridges, and all other construction within publicly owned right-of-way shall consist of the following: ~~the Standard Specifications for Road and Bridge Construction 1977 edition as published by the Washington State Highway Commission, Department of Transportation, Olympia, Washington and all subsequent revisions thereto: the Standard Specifications for Municipal Public Works Construction as prepared by the Washington State Chapter of the American Public Works Association 1977 edition and all subsequent~~

revisions thereto the Washington State Department of Transportation Design Manual (current edition); and those drawings of typical sections for roadway construction and design criteria attached hereto and incorporated herein by this reference.

The director shall specify which of the standard specifications will apply to each construction project.

Copies of the standard specifications are available at the Town of Yacolt.

Section 3. Town Roads - plans for construction of roads and utilities. The designing engineer shall submit to the director plans and specifications for street and utility construction for the proposed development. The plans and specifications shall include a vicinity map, a plan and profile, special provisions, and reference to the standard specifications, including the typical sections.

(1) The Plan. The plan shall include the road alignment at a scale of not less than 1" to 100', showing bearings on centerline, curve data on all horizontal curves (unless shown on an accompanying plat), right-of-way lines, topography within the right-of-way, relevant topography adjacent to the right-of-way, existing and proposed utility location, street names in the development and adjoining the development, typical roadway section showing placement of utilities, existing and proposed drainage structures, and such further data as may be required by the director.

(2) The Profile. The profile shall show the original ground lines, same stationing as in the plan, control elevations, grade line showing the grades, horizontal and vertical curves, all bench marks, the data plane, and such further information as may be reasonably required by the director. The ground lines for roads extending to the perimeter of any development shall be extended a sufficient distance beyond the perimeter to include any change in contours which would affect the profile of the proposed road, which extension shall in no event be less than 200 feet. Plan and profile may be shown on the same sheet with the profile on the bottom half. Sheets shall measure twenty-two to twenty-four by thirty-four to thirty-six inches with a borderline of two and one-half inches on the left side and one-half inch on the remaining sides.

(3) Special Provisions. The cover sheet of all plans shall include a statement identifying which standard specifications will apply to the project. Any special technical provisions will also be shown on the plans.

(4) Format. When more than two plan sheets are used, an overall development layout shall be submitted showing the relationship of roads and utilities.

Section 4. Town roads - general specifications.

(a) Typical Roadway Section. Written approval is required from the director for the typical roadway section to be used on each street or road. The roadway section shall be detailed on the construction plans submitted for each new roadway or improvement to an existing roadway.

The typical section shall show the width of right-of-way, width of roadway, type and compacted depth of base material, type and compacted depth of surfacing, type and compacted depth of paving, and such other dimensions as may be necessary or required. Shown also shall be the location and width of sidewalks, walkways, area, curbs or curb and gutter, where applicable.

(b) Surfacing - depth determination. The depth of materials shall be as shown on the typical sections for roadway construction adopted in Section 2 unless modified as follows:

(1) The director, after conducting soil tests in the area, determines a heavier section is required, or;

(2) The developer provides a soil test report to the director, prepared by a qualified soils engineer, indicating a lesser depth is satisfactory, and the director approves the lesser depth. Any modification approved by the director under this subsection shall be based upon the standard specifications taking into consideration anticipated traffic loading characteristics, soils types, surfacing materials, and other relevant factors.

(c) Construction revisions. Changes after approval may be made only upon written request of the owner approved by the director, or request by the director approved by the owner. If there is a contract between the owner and a contractor, the contractor must be involved in the revision.

(d) Grades and Drainage Structures. Written approval is

required from the Director of Public Works for all proposed grade and drainage structures. Drainage details and street centerline profile grades shall be shown on the construction plans. Centerline profile street grades shall not be less than five-tenths percent unless an integral curb and gutter section is used in which case the minimum grade shall not be less than three-tenths percent. If any grading or filling to lots or other areas outside the streets is to be done which exceeds those amounts specified in Chapter 70, Uniform Building Code, an overall grading plan shall be submitted as a part of the plans.

(e) Construction. Construction shall not start prior to both the construction plans having been signed by the director and the final plat survey computations having been approved by the director; except that rough grading operations may proceed before the plans are approved by the director under the following conditions: (1) that the grading plan is submitted separately along with an application for a grading permit, (2) the grading plan is in conformance with the approved preliminary plat, (3) the grading plan will not be in substantial conflict with the street profiles and drainage structure plans, and (4) the grading permit is issued.

Section 5. Town roads - inspections.

(a) General. No construction shall begin until the written approval provided for in Section 4 has been obtained. The director's office shall be notified not less than twenty-four hours prior to the start of any phase of construction.

(b) Subgrade. The subgrade must be inspected and approved by the director prior to application of the base material.

(c) Materials. The standards specifications shall apply to all materials and workmanship. Approval of the source of surfacing materials must be obtained from the director prior to using the materials on the roadway. The base course shall be thoroughly compacted with approved construction equipment prior to the application of top course. Inspection and approval of the finished base course is required prior to the application of the top course.

(d) Paving. The office of the director shall be notified not less than twenty-four hours in advance of the application of any type of paving and, in accordance with the standard specifications, the

director may stop or delay paving operations when, in his opinion, the weather or other conditions indicate that suitable results cannot be obtained.

(e) Alternate Surface Treatment. Alternate surface treatment may be used only upon written permission of the director. Specifications for materials and application rates will be supplied by the designing engineer subject to approval by the director.

Section 6. Town roads - general roadway and right-of-way standards. (1) The minimum right-of-way and roadway widths for all county urban and rural roads shall be as shown on the design criteria adopted by reference in Section 2 as standard specifications. Additional right-of-way may be required where necessary to accommodate slopes.

(2) Scenic route design shall allow reduced design speed and modified roadway and right-of-way widths to preserve naturally occurring scenic beauty unique to the location of the route. When possible, existing alignment and roadway section shall be used. Special features, such as vehicle turnouts for vista areas or bicycle/pedestrian facilities, may be provided. Scenic routes shall be designated by the board of county commissioners in the Clark County Arterial Road Plans, and the director shall establish standards for such routes.

(3) Except where needed for public circulation, roads within Planned Developments and multi-family developments may be private and can serve more than eight (8) units when allowed under the modifications process of Section 23. Required or proposed county roads shall be built to those standards adopted by reference in Section 2. Private roads shall additionally be built in accordance with the conditions of Section 10. Right-of-way and roadway widths may be reduced pursuant to the modification procedure contained in Section 23.

(4) Except where public circulation requires otherwise, roads within commercial, manufacturing or industrial areas providing access to individual parcels or buildings may be private roads, but shall be constructed in alignment and width to permit convenient access by emergency vehicles. Unless designated as a major arterial in the Clark County Arterial Road Plans, or modified pursuant to Section 23, public roads providing access to or through commercial manufacturing or industrial areas shall be built in accordance with the construction specifications for secondary arterials, except that minimum right-of-way

and roadway widths shall be governed by the design standards applicable to the appropriate classification of such public road.

Section 7. Town roads - pedestrian circulation. (1) Requirement. Sidewalks and/or surfaced walkways shall be constructed adjacent to and/or within a parcel being developed, as provided below.

(a) Urban areas.

(i) Sidewalks shall be constructed along the frontage of all public roads in the urban area in accordance with the following guidelines:

(A) Along both sides of arterials.

(B) Along both sides of roads serving residential multi-family, commercial, or industrial developments.

(D) Along both sides of neighborhood, loop, and cul-de-sac roads serving single family residential developments. Provided that sidewalks are not required in cul-de-sacs of lengths shorter than 400 feet except when a pedestrian walkway is located within the cul-de-sac.

(ii) Sidewalks, when required in accordance with the above, shall be constructed along the frontage of all public roads adjacent to a parcel located within the urban area whenever any one of the following occurs:

(A) A residential multi-family, commercial or industrial building, or a public facility or private recreational facility is hereinafter constructed on the parcel; or

(B) The parcel is hereinafter granted plat or short plat preliminary approval; or

(b) Rural areas.

Sidewalks may be required for a proposed commercial or industrial development along arterials in the rural areas of the county which would generate substantial pedestrian traffic.

(2) Constructions standards. Materials and construction for sidewalks adjacent to county roads shall conform with the standard specifications.

(3) Construction. Unless earlier installation is required by the director, required sidewalks shall be installed in conjunction with either the construction of an adjacent public road or the construction of a building structure. That portion of any required sidewalks adjacent to any lot shall be constructed prior to issuance of a certificate of occupancy for a building constructed on such lot.

(4) Construction bond. If the director determine that construction is not feasible when a building is ready for occupancy. A construction bond or other security acceptable to the director of public works shall be posted guaranteeing the construction of required sidewalks. The amount of such construction bond, or other security, shall be set by the director based upon the estimated cost of installation at the time when the sidewalk is to be constructed.

(5) Procedure. Except as modified herein, the reviews, approval, inspection and acceptance procedures established elsewhere in this chapter shall similarly apply to sidewalks.

Section 8. Town roads - construction bonds. In lieu of the completion of any required public improvements prior to approval of a final plat, short plat or the issuance of building permits, the director may accept a bond, in an amount and with surety and conditions satisfactory to him, or other secure method as the director may require, providing for and securing to the Town of Yacolt the actual construction and installation of such improvements within a period specified by the director and specified in the bond or other agreement, and to be enforced by the director by appropriate legal and equitable remedies.

Section 9. Town roads -- acceptancy by Yacolt. Roads will be accepted for provisional maintenance by Yacolt upon recommendation of the director. Final acceptance will not be made for one year from the date of provisional acceptance and the owner and/or his contractor and the utilities must repair any failure within the one year period at the expense of the owner or his contractor or the utilities responsible:✓ Provided, prior to such acceptance, a bond in an amount and with surety acceptable to the director or other secure method, may be required providing for and securing to Clark County the satisfactory performance and maintenance of such road improvements for a two year period when, in the director's opinion, all specifications have not been fully met.

Section 10. Private roads serving subdivisions and short subdivisions - general specifications.

(a) General requirements, applicable to all plat and short plat private roads.

(1) Private roads shall be allowed only for such roads that have no public interest for traffic circulation and are to be built in accordance with the standards adopted herein. Private roads are not allowed when in conflict with the adopted road circulation plans or studies.

(2) The county shall not maintain roads or signs within private rights-of-way.

(3) The face of any plat or short plat containing a private road shall bear the following language: "Town of Yacolt has no responsibility to improve or maintain the private roads contained within or private roads providing access to the property described in this plat."

(4) When three or more lots are served, a cul-de-sac having a radius of twenty-five feet, or an equivalent, workable turnaround area, shall be provided at the end of the private road unless modified pursuant to Section 23. Easements may be required to be expanded to accommodate turnaround requirements.

(5) A private maintenance agreement shall be required for any plat or short plat.

(6) Private roadway signs with street designations shall be provided by the developer at the intersection of private roads with private roads. Such signs shall meet the specifications shown on the typical drawing adopted hereby as a portion of the standard specifications.

(7) Private roads are the responsibility of the developer to construct in accordance with the criteria of this section and Section 11. Upon completion of the required improvements, certification by the developer and his contractor shall be required stating that the improvements have been completed in accordance with the adopted standards and any required construction plans and with approved materials as specified in Sections 2 and 4.

(b) Reduced private road requirements, when permitted.

(1) The right-of-way width requirements for extensions of existing private roads which were created before the effective date of this ordinance may be reduced in accordance with the provisions of Section 23 so long as the following is found.

(i) No traffic hazard will result; and

(ii) No additional extensions will be necessary or permitted; and,

(iii) There is no public road access alternative available to serve the additional lots; and,

(iv) The right-of-way of the existing private road cannot be expanded.

(2) The limitation on the number of lots which may be served by a plat or short plat private road may be waived in accordance with the provisions of Section 23 when extending private roads created before the effective date of this ordinance, or when subdividing property which abuts such a road, provided;

(i) The road would be consistent with required findings in subsection (b) (1), set forth above; and

(ii) The right-of-way will be improved consistent with county standards and specifications for public roads.

(c) Units served - determination of.

(1) The potential number of lots or units used for determination of applicable standards shall be based on the potential number of lots or units that could reasonably be served, using the base zone under Title 18 of this code to calculate density.

(2) Lots abutting and having a legal right of access to a private road but gaining access to another private road or a public road, shall be included in the calculation of lots or units being served by each abutting private road.

(3) Where potential additional lots are planned to be served by the private road, there shall be established on the plat an easement for roadway and utility installations which provides for future extensions of the private road to serve the remainder of the potential lots for which the road is designed.

(4) The actual number of lots used for determination of applicable standards shall be based on the number of lots along the private road, as shown on the records of Clark County, and shall include those lots within a proposed development. All lots shown having access to the private road shall be counted, regardless of size or date of creation.

Section 11. Private roads serving subdivision and short subdivisions - design and construction standards. Private roads serving subdivisions or short subdivisions, when allowed, shall conform to the following minimum standards:

(a) Urban private road standards: (1) Easement, Private road easement widths shall depend on the potential number of lots or units that may be served, in accordance with the following schedule:

<u>Potential number of lots/units to be served</u>	<u>Required easement width</u>
2	20 feet,
3-4	30 feet
5-8	40 feet
9 or more	public road required

(2) Roadway. Private roadway construction shall depend on the actual number of lots or units to be served, in accordance with the following schedule:

<u>Actual number of lots/units</u>	<u>Minimum center- line radius</u>	<u>Minimum sight distance (ft)</u>	<u>Minimum surfacing width required</u>
2	-	-	12 feet
3-4	-	-	12 feet for roads not longer than 120 feet in length 16 feet for roads longer than 120 feet in length, reduced to 12 feet at point where only 2 lots are served.
5-8	70	160	20 feet with restriction set forth in subparagraph (4) below; or 28 ft.
9 or more			Public roads required constructed to public road standards.

(3) Construction. Urban private roads shall be constructed in accordance with the applicable typical section adopted as a portion of the standard specifications.

(4) Plans. Plans for final plat or final short plat private roads shall be prepared and submitted for approval in accordance with the provisions of Section 2 through 4 herein.

(b) Rural Private road standards: (1) Easement. Private road easement widths shall be sixty feet in all cases, except as provided otherwise in Section 13 or in the design standards adopted by reference

in Section 2 or as modified pursuant to Section 23.

(2) Roadway. Private roadway sections shall depend on the actual number of lots or units to be served, in accordance with the following schedule:

<u>Actual number of lots/units</u>	<u>Maximum Grade</u>	<u>Minimum surfacing width required</u>
20 or more	20	16 feet

Section 12. Private roads - serving subdivision and short subdivisions - maintenance. (a) Each lot, tract, or parcel in a subdivision or short subdivision utilizing a private road for access shall have a disclosure statement on the face of the plat or short plat and in the form of a deed covenant running with the land identifying the mutual maintenance responsibilities of each property owner, establishing easements for access and for necessary utilities.

(b) The developer of said plat or short plat shall be responsible to insure the maintenance of the private road for a period of two (2) years from the date of certification of such private road, or recording of the plat or short plat, whichever occurs later. Thereafter, the developer's maintenance responsibility will depend upon the number of lots under the developer's continuing ownership.

Section 13. Access roads - required width. All road easements, private roads or dedicated rights-of-way providing access to a parcel being developed shall have a minimum easement or right-of-way width of sixty (60) feet unless otherwise designated in the standard specifications or modified pursuant to Section 23: PROVIDED, that in situations where the property being developed does not permit full roads, half roads having a minimum right-of-way or easement width of thirty (30) feet may be permitted when placed adjacent to adjoining property so long as there is no physical obstruction or structure prohibiting the completion of the road on such adjoining property; and, PROVIDED FURTHER, that no more than five (5) actual parcels or units may be served by a half-width public road unless the minimum roadway width is at least twenty-five (25) feet.

Section 14. Development - access road - compliance required. No development shall occur on any parcel which does not abut a public road, easement, private road or dedicated right-of-way shall meet the

minimum right-of-way standards set out in this chapter; PROVIDED, that this prohibition shall not apply to the construction, remodeling or enlargement of any Group R, Division 3 or Group M occupancy (as defined in the Uniform Building Code), to the construction of any accessory residential structure, to any sign, or to the structural addition, alteration or repair to any existing structure within any twelve-month period which neither exceeds twenty-five percent of the value of the existing structure nor increases the total floor space of the structure by more than ten percent.

If the lot abuts an existing publicly maintained road, the requirements of this section shall be deemed satisfied if the half width of the entire abutting portion of such public road meets the minimum right-of-way standards set forth herein. If the lot abuts a private easement or road, such private easement or road shall meet the minimum standards set forth herein along the entire frontage of such lot and along the full length of the private easement or road from such lot to an opened, constructed and maintained public road; PROVIDED, that a half-width private easement or road may be approved pursuant to Section 13.

Section 15. Developments - access roads - frontage improvements.

Unless already fully developed, and subject to the provisions of Section 14 and the modification provisions of Section 23, a half-width road improvement shall be constructed to the applicable standards set out in this chapter to that portion of an access road which abuts the parcel being developed, as a requirement of approval of a final plat, final short plat; Provided, that rural residential developments shall make intersection frontage improvements in accordance with the applicable typical section adopted by reference in Section 2. Required private access road improvements shall be completed prior to issuance of final plat or short plat approval; prior to issuance of certificate occupancy. Required public access road improvements shall either be completed in like manner or construction thereof shall be guaranteed as provided for.

Nothing herein shall be construed to preclude the imposition of additional requirements for off-site access road improvements as a condition of approving a preliminary plat, preliminary short plat, rezone, site plan, conditional use or other discretionary land use permit or approval, where such additional improvements are found by

the town approving authority to be necessary in order either to provide adequate road access to the proposed development or to mitigate traffic hazards caused or aggravated by the proposed development.

Section 16. Developments - access - drainage. Access road drainage facilities shall be sufficient to prevent water damage or impairment from normal rain flow or surface water.

Section 17. Developments - crossroads. On all dedicated rights-of-way exceeding eight hundred feet in length cross streets shall be provided at intervals not greater than eight hundred feet in the urban area: Provided, in order to minimize through traffic in residential neighborhoods, an overall development plan may be submitted showing approximate 1320 foot spacing which provides adequate vehicular circulation in the vicinity of the development and; Provided further, that when cross street spacing exceeds 800 feet, pedestrian walkways connecting streets may be required: and, Provided further that alternative crossroad design may be required. The cross street shall extend the full depth of the property at approximate right angles to the dedicated right-of-way and shall provide for a minimum width as specified in Section 6 or Section 10. Cross streets shall be aligned to join the existing streets at the terminal points for developing circulation of traffic.

Section 18. Intersection design. Private and public roads shall be laid out so as to intersect at an angle as near to a right angle as practicable, but in no case less than 60 degrees for residential road intersections and no less than 75 degrees for roads intersecting arterials unless modified pursuant to Section 23. Intersections shall have a minimum corner radius of 10 feet along the right-of-way lines for residential roads and a minimum corner radius of 20 feet at the right-of-way line at the intersection of arterials, unless road improvements require a greater radius.

Section 19. Intersection sight distances. Unless modified pursuant to Section 23, the intersection of a private access road with the nearest open and constructed public road shall comply with the following sight distance requirements:

(a) Stopping sight distance. The public road at the location of such intersection shall have adequate stopping sight distance, as measured from a driver's eye height in a standard passenger car to a

roadside target nominally six inches (6") in height, in accordance with the following table:

DESIGN SPEED (1) (MHP)	DESIRABLE MIN. (2) STOPPING DISTANCE (FEET)	MIN. STOPPING (3) DISTANCE (FEET)
25	200	160
30	240	200
35	275	240
40	350	275
50	475	350

(1) "Design speed" shall be the posted speed limit unless evidence exists which shows that actual traffic speeds are significantly greater than the posted speed limit. Such evidence may include radar speed studies or traffic accident history.

(2) "Desirable minimum stopping distance" shall normally be in the minimum sight distance required.

(3) "Minimum stopping distance" shall be the absolute minimum sight distance required and shall be permitted only when it is impossible to obtain the "desirable minimum stopping distance" through redesign, access relocation, or frontage and right-of-way improvements.

(b) Sight distance triangle. The intersection shall have an unobstructed sight distance triangle as defined by the American Association of State Highway and Transportation Officials (AASHTO'S), A Policy on Geometric Design of Rural Highways (1965), "Case II - Enabling Vehicles to Stop". As defined by AASHTO, the purpose of this sight distance triangle is to provide an "unobstructed sight along both roads at an intersection and across their included corner for distances sufficient to allow the operators of vehicles approaching simultaneously to see each other in time to prevent collision at the intersection". The stopping distances in Subsection (a) shall be used to determine the necessary sight triangle in accordance with AASHTO's Case II.

(c) Signing. In addition to redesign, intersection relocation, frontage or right-of-way improvements, and removal of obstructions, the director may require installation of appropriate

warning or stop signs as a condition of approving a private access road intersection with a public road. Such installation shall be at the applicant's expense.

Section 20. Street extensions. Where a public road has been constructed or created in such a manner as to be able to be extended or widened in accordance with adopted road plans or this ordinance, then:

(a) All residences, buildings, or structures shall be constructed in such a position on the property that they will not interfere with the extension or widening of the roadway to adjacent areas and shall be so situated that such extension will make orderly and planned development for additional road installations to meet the reasonable minimum requirements of good and safe traffic circulation, and;

(b) Such road shall be extended or widened unless a modification is granted pursuant to Section 23. Construction shall be to current standards and shall conform to the requirements of Section 6 herein. Public road extensions shall either be constructed or their construction bonded or otherwise secured in accordance with Section 8, prior to the issuance of a building permit for any parcel so affected.

Section 21. Developments - arterials. Dedication of arterial right-of-way shall occur within developments in accordance with the transportation element of the Clark County comprehensive plan. In the case of a development containing an arterial or fronting on an arterial street, the developer shall only be required to construct improvements up to forty-four (44) feet in width, or twenty-two (22) feet on a half-width frontage, including curbs and sidewalks, unless a wider section is necessary to accommodate the development.

Section 22. Developments - state access roads. If the access road serving a development is a state road or highway, required dedication and/or improvements thereto shall be governed by the provisions of this ordinance dealing with town access roads unless specified otherwise by the Washington State Department of Transportation.

Section 23. Modifications. In cases where unusual topographic conditions, nature of existing construction, unique development design or similar factors would make adherence to the width, design or alignment standards of this chapter undesirable or impracticable, the requirements of this ordinance may be modified upon written request as follows:

(a) Up to ten percent (10%) variation from any numerical standard contained within this ordinance by:

(1) The director or Town Council;

Any decision granting or denying a modification request shall be in writing and supported by findings of fact and conclusions. Conditions may be attached to a modification approval which are necessary to protect the public interest and carry out the purpose of this ordinance.

Section 24. Sidewalks. Sidewalks, surfaced walkways and other improvements shall be installed in conjunction with construction pursuant to a building permit to the extent required by this ordinance.

Section 25. Private roads - right of use. Where access to a lot is by a private road or easement, the building permit applicant or lot owner may be required to submit proof of right to use such private road or easement. Such proof may include a certificate from a title company doing business in Yacolt.

Section 26. Road Improvements. Public and/or private road improvements shall be made in accordance with the standards contained in this ordinance.

Section 27. Construction bonds. In lieu of the completion of the actual construction of any required public improvements prior to approval of a final short plat, the engineer may accept a bond, in an amount and with surety and conditions satisfactory to him, or other secure method, providing for and securing to Yacolt the actual construction and installation of such improvements within a period specified by the engineer and expressed in bonds, and the engineer may enforce such bonds by appropriate legal and equitable remedies.

Section 28. Timing of construction. No construction shall be begun or undertaken to develop land which is the subject of a short subdivision until preliminary approval thereof has been received. Required private improvements shall be completed prior to approval of the final short plat.

Section 29. Effective Date. This ordinance shall become effective at midnight on the day of its adoption.

Section 30. Adoption. This ordinance is adopted this 4th day of August, 1981.

PASSED by the following votes:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

Howard Cahoon
Jeanette C. Tester

ATTEST:

Ined Cahoon by Pat Krehser
Ined Cahoon, Town Clerk *pro tem*

Emily Riley Jones
Mayor Emily Jones