

Chapter 12.01

CONSTRUCTION OF PUBLIC WORKS IMPROVEMENTS

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12.01.010 Purpose.

The purpose of this chapter is to establish requirements and standards for the design and construction of public works improvements in conjunction with subdivision, development, or redevelopment of real property, and to establish procedures for the city engineer's review of design documents for and inspection of public works improvements. (Ord. 2001-13 § 1, 2001: Ord. 95-6 § 2, 1995).

12.01.020 Applicability--Compliance.

(1) Any person or entity which undertakes to construct any public works improvement in the city of Yakima, including, without limitation, applicants who are granted a permit or approval that is conditioned on or otherwise requires construction of public works improvements in the city of Yakima, shall comply with the provisions of this chapter.

(2) Repairs and/or minor alterations to existing curbs or gutters, sidewalks, street pavement, driveway approaches, and alleys are regulated by Title 8 of this code and are excepted from the requirements of this chapter. (Ord. 95-6 § 3, 1995).

12.01.030 Design documents.

(1) Design documents for design and construction of public works improvements shall, without limitation, include plan drawings and profile drawings, engineering calculations, and specifications. Design documents shall be submitted by the applicant to the city engineer before any construction is started. The city engineer may require the applicant to submit multiple sets of design documents. All drawings shall be of sufficient clarity and detail to indicate the location, nature, and extent of the public works improvements. Design documents shall show in detail that construction work and public works improvements shall conform to applicable laws and regulations including this title. Plans shall be drawn on substantial velum or mylar capable of reproduction on standard engineering reproduction equipment and shall conform to engineering standards satisfactory to the city engineer. Applicants may request to submit design documents on computer media compatible with the city engineer's data processing system.

(2) Design documents shall be prepared by a civil engineer licensed by the state of Washington. The city engineer may waive preparation by a licensed civil engineer if the nature of the work contemplated is such that preparation by a licensed civil engineer is not necessary to obtain compliance with applicable laws and regulations including this title. Submittal of appropriate design documents shall not be waived. (Ord. 2001-13 § 2, 2001: Ord. 95-6 § 4, 1995).

12.01.040 Review process.

(1) The city engineer shall review design documents for public works improvements. No public works improvements may be constructed before appropriate fees are paid and the city engineer has provided written approval of the pertinent design documents. If the city engineer determines that proposed public works improvements and the related design documents conform to applicable requirements including this chapter, then the city engineer shall mark the original design documents "Approved" and affix his/her signature thereto, and these actions shall constitute written approval.

(2) Proposals will ordinarily be reviewed and inspected in the order they are submitted to the city engineer. An applicant may request expedited review or inspection; however, an applicant shall have no right to such expedited review or inspection. The city engineer may determine the terms and conditions of such expedited review or inspection, including, without limitation, compensation for city employee overtime work.

(3) Public works improvements described by approved design documents must be constructed in conformity with the approved design documents and may not be changed, modified or altered without written approval of the city engineer.

(4) The applicant shall, during construction, maintain a neatly marked, full-sized set of record drawings showing the layout and final location of all public works improvements involved in new construction. Prior to final acceptance by the city of Yakima of public works improvements, reproducible record drawings prepared by the civil engineer of record and clearly identified as record drawings shall be delivered to the city engineer for acceptance.

(5) The applicant shall submit for written approval by the city engineer a detailed summary of the construction cost of approved public works improvements, which may include the contractor's bid, the engineer's estimate, or other items which may assist the city engineer to determine the cost of construction.

(6) The applicant shall, upon the city engineer's written approval of completed public works improvements, transfer ownership of such public works improvements to the city of Yakima.

(7) Final acceptance by the city of Yakima of the actual public works improvements shall not occur before the applicant has satisfied all applicable requirements, including, without limitation, those of this chapter. (Ord. 2001-13 § 3, 2001: Ord. 95-6 § 5, 1995).

12.01.050 Procedures manual for construction of public improvements.

(1) The city engineer shall establish and maintain a manual describing procedures for the city engineer's review, permitting and inspection of public improvements constructed by private parties. This manual shall include a schedule of fees for such review, permitting and inspection approved by the city council.

(2) All public improvements financed by owner/developer private contracts shall comply with this procedures manual.

(3) The procedures specified in the procedures manual shall apply to public improvements within a subdivision or planned development or other new development or redevelopment. (Ord. 2001-13 § 4, 2001).

12.01.060 Phased improvements.

(1) The city engineer may determine that actual construction of specified improvements is not immediately useful and may be deferred until a period of time has passed, a development milestone has been reached, or some other event makes actual construction of such specified improvement useful. The person or entity responsible for actual construction of such specified improvements may enter into a written agreement with the city engineer to complete such specified improvements at some later time when, in the judgment of the city engineer, actual construction of such specified improvements will become useful.

(2) Improvements the city engineer determines will be useful immediately must be constructed as part of the initial phase of a project or development and may not be included in the written agreement allowing specified improvements to be constructed at some later time, and shall be constructed prior to final approval of the initial phase of the proposed development. (Ord. 2001-13 § 6, 2001).

12.01.070 Severability.

If any section, subsection, paragraph, sentence, clause or phrase of this title is declared invalid or unconstitutional for any reason, such decision shall not affect the validity of the remaining portions of this title. (Ord. 2001-13 § 7, 2001: Ord. 95-6 § 7, 1995).

Chapter 12.02

PUBLIC UTILITY EASEMENTS

Sections:

12.02.010	Establishment of easements.
12.02.020	Easement location and width.
12.02.030	Easement pattern.
12.02.040	Drainage easements.
12.02.050	Other facilities.
12.02.060	Excavation--Compaction.

12.02.010 Establishment of easements.

Public utility easements shall be established for the location of new and proposed public utility lines serving

new land divisions and land development. Public utility easements shall also be established across the front of new lots and redeveloped lots to provide future utility access as determined necessary by the city engineer. Public utility easements shall be dedicated (granted) at the time that subdivision and/or land use approval is granted. (Ord. 2001-13 § 8, 2001: Ord. 98-64 § 1 (part), 1998).

12.02.020 Easement location and width.

Eight-foot-wide utility easements shall be dedicated along the front of each lot in subdivisions and short subdivisions. Easements for new and/or future utility lines shall be a minimum of eight feet in width, or twice the buried depth of the utility, whichever is greater. (Ord. 2001-13 § 9, 2001: Ord. 98-64 § 1 (part), 1998).

12.02.030 Easement pattern.

Utility easements shall be continuous and aligned from block to block within a subdivision and with easements in adjoining subdivisions to facilitate the extension of public utilities. (Ord. 98-64 § 1 (part), 1998).

12.02.040 Drainage easements.

Drainage easements shall be provided to protect natural water courses, drainage ways, and stream channels and to accommodate drainage facilities. Alignment and width of drainage easements shall be determined by the city engineer. (Ord. 98-64 § 1 (part), 1998).

12.02.050 Other private utility facilities.

Easements for unusual facilities such as high-voltage electrical transmission lines, higher-capacity natural gas transmission lines, and other private facilities may be provided at the direction of the city engineer. (Ord. 2001-13 § 10, 2001: Ord. 98-64 § 1 (part), 1998).

12.02.060 Design approval and adjustment.

The engineering design of easements is subject to approval by the city engineer. The city engineer may, in his/her discretion, adjust these standards as necessary to facilitate establishment of easements. (Ord. 2001-13 § 12, 2001).

Chapter 12.03

SEWER

Sections:

12.03.010	Sewer service required.
12.03.020	Sewer line extensions.
12.03.030	Sewer line location.
12.03.040	Minimum line size.
12.03.050	Line termination.
12.03.060	Manholes required.
12.03.070	Side sewer service.
12.03.080	Side sewer maximum length.
12.03.090	Gravity flow required.
12.03.100	Design approval and adjustment.

12.03.010 Sewer service required.

All new lots and development shall be served by a sanitary sewer line located adjacent to the lot or development site. (Ord. 98-64 § 1 (part), 1998).

12.03.020 Sewer line extensions.

Sewer lines shall be extended to the point where the adjoining property owner's responsibility for further extension begins. This typically requires extension across the street or easement frontage of the developing property. In some cases it will require dedication of an easement and a line extension across the property or extension along two or more sides of the developing property. Extensions will be consistent with and implement the city's adopted sewer comprehensive plan. (Ord. 98-64 § 1 (part), 1998).

12.03.030 Sewer line location.

Sewer lines shall be located in streets to serve abutting properties. When necessary, sewer lines may be located within public easements. Sewer mains located in streets will be offset from the street centerline by six feet and manholes shall not be located within a vehicle tire path. Sewer lines located in easements shall generally be located in the center of the easement, but may, with the approval of the city engineer, be offset to accommodate the installation of other utilities or to satisfy special circumstances. (Ord. 2001-13 § 13, 2001: Ord. 98-64 § 1 (part), 1998).

12.03.040 Minimum line size.

The minimum size for public sewer lines is eight inches in diameter. (Ord. 98-64 § 1 (part), 1998).

12.03.050 Line termination.

Sewer lines shall be terminated with a flush-end (clean-out) or a manhole as directed by the city engineer. Manholes will generally be used when extension of the sewer line is anticipated and manhole spacing will be appropriate for the future. (Ord. 98-64 § 1 (part), 1998).

12.03.060 Manholes required.

Manholes shall be installed at intervals of no greater than three hundred fifty feet and at all vertical and horizontal angle points. (Ord. 2001-13 § 14, 2001: Ord. 98-64 § 1 (part), 1998).

12.03.070 Side sewer service.

Each building containing sanitary facilities shall be served by a separate private side sewer line from a public main. Branched side sewers serving multiple buildings and properties shall not be permitted. Single side sewers serving multi-unit buildings are permitted. (Ord. 2001-13 § 15, 2001: Ord. 98-64 § 1 (part), 1998).

12.03.080 Side sewer maximum length.

The maximum side sewer length within public right-of-way shall be one hundred feet unless otherwise approved by the city engineer. (Ord. 2001-13 § 16, 2001: Ord. 98-64 § 1 (part), 1998).

12.03.090 Gravity flow required.

Sewer lines shall be designed for gravity flow operation. Lift stations and force mains (pressurized lines) shall be limited to those locations and circumstances where they are consistent with the comprehensive sewer plan and are the preferable short-term solution to service of the development site and other properties in the vicinity. (Ord. 2001-13 § 17, 2001: Ord. 98-64 § 1 (part), 1998).

12.03.100 Design approval and adjustment.

The engineering design of sewer facilities is subject to approval by the city engineer. The city engineer may, in his discretion, adjust these standards as necessary to facilitate installation of sewer facilities, in cooperation with the wastewater division manager. (Ord. 2001-13 § 18, 2001: Ord. 98-64 § 1 (part), 1998).

Chapter 12.04

DOMESTIC AND NONPOTABLE IRRIGATION WATER

Sections:

- 12.04.010 Service required.
- 12.04.020 Water line extension required.
- 12.04.030 Looping required.
- 12.04.040 Minimum size and material standards.
- 12.04.050 Design approval and adjustment.
- 12.04.060 Replacement of wooden mains.

12.04.010 Service required.

All new lots and development shall be served by a public water supply line maintained by the city of Yakima, Nob Hill Water Company, or other water purveyor, and located adjacent to the lot or development site. The water line shall be capable of providing sufficient flow and pressure to satisfy the fire flow and domestic service requirements of the proposed lots and development as approved by the city engineer in cooperation with the code administration

manager and water irrigation division manager. (Ord. 2001-13 § 20, 2001: Ord. 98-64 § 1 (part), 1998).

12.04.020 Water line extension required.

Water lines shall be extended to the point where the adjoining property owner's responsibility for further extension begins. This typically requires extension across the street or easement frontage of the developing property. In some cases it will require dedication of an easement and a line extension across the property or extension along two or more sides of the developing property. Extensions will be consistent with and implement the city's adopted water comprehensive plan. (Ord. 98-64 § 1 (part), 1998).

12.04.030 Looping required.

All water lines shall be looped. Temporary dead-end water lines may be permitted based upon an agreement between the developer and the city with provisions for timely completion of looping. (Ord. 98-64 § 1 (part), 1998).

12.04.040 Minimum size and material standards.

New water lines in the city of Yakima water system shall be constructed of Class 52 ductile iron and shall be a minimum of eight inches in diameter. Improvements and additions to the Nob Hill Water Company system shall conform to the requirements of Nob Hill Water Company. (Ord. 98-64 § 1 (part), 1998).

12.04.050 Design approval and adjustment.

The design of water lines and appurtenances is subject to approval by the city engineer. The city engineer may, in cooperation with the water/irrigation division manager in his/her discretion, adjust these standards as necessary to facilitate installation of water lines and appurtenances. (Ord. 2001-13 § 21, 2001: Ord. 98-64 § 1 (part), 1998).

12.04.060 Replacement of wooden mains.

(1) When development or construction activities cause an existing wooden water main to be covered by impervious surfacing, or to be exposed for other construction activities, the wooden main shall be replaced.

(2) When replacement of existing wooden water mains is required, the replacement material shall be PVC pipe, class 200, or cement lined ductile iron pipe, class 50.

(3) The replacement pipe shall be the same diameter as the existing pipe.

(4) The City shall supply the pipe and fittings. The developer shall excavate and install the replacement pipe. The city shall supply the labor to connect the replacement pipe to the existing system.

(5) The replacement main may be relocated in compliance with the water/irrigation division standards and requirements as approved by the city engineer.

(6) When existing irrigation water mains are available to a site development or redevelopment, the irrigation mains should be extended to serve the development. (Ord. 2001-13 § 22, 2001).

Chapter 12.05

SIDEWALKS

Sections:

12.05.010 Sidewalk installation required.

12.05.020 Sidewalk location, thickness and width.

12.05.010 Sidewalk installation required.

Sidewalks shall be installed along both sides of all new, improved, and reconstructed streets. Projects which repair small portions of or maintain existing street shall not be considered "improvement" for the purpose of this section and shall not trigger the requirements of this section. Sidewalks shall also be installed across the frontage of all newly developed or redeveloped lots where feasible.. (Ord. 2001-13 § 23, 2001: Ord. 98-64 § 1 (part), 1998).

12.05.020 Sidewalk location, thickness and width.

Sidewalks shall be located in the street right-of-way or, when necessary, in a public easement. They shall be constructed of cement concrete and be a minimum of four inches thick. Sidewalks at driveway approaches shall be a minimum of six inches thick. Sidewalks which are in need of repair or replacement may be reconstructed at their existing width. Otherwise, minimum sidewalk width for all new development shall be:

A. Residential streets 5 feet

- B. Arterial and collector streets 7 feet
- C. Central business district streets 12 feet

On arterial and collector streets five feet of sidewalk may be allowed with two feet of buffer such as planter strip. (Ord. 2001-13 § 24, 2001: Ord. 98-64 § 1 (part), 1998).

12.05.030 Obstructions.

The full width of sidewalks shall be maintained free of any obstructions such as utility poles, meters, or manholes where feasible. (Ord. 2001-13 § 25, 2001).

12.05.040 Design approval and adjustment.

The design of sidewalks and appurtenances is subject to approval of the city engineer. The city engineer may, in cooperation with the streets manager, adjust these standards as necessary to facilitate installation of sidewalks and appurtenances. (Ord. 2001-13 § 26, 2001).Chapter 12.06

STREETS

Sections:

- 12.06.010 Street types, functional classification.
- 12.06.020 Right-of-way and pavement width standards.
- 12.06.030 Design standards, adjustment of standards.
- 12.06.040 Bicycle and pedestrian facilities.
- 12.06.050 Cul-de-sac streets.
- 12.06.060 Pattern.
- 12.06.070 Provision of street curbing.
- 12.06.080 Street lighting.
- 12.06.090 Private access streets.

12.06.010 Street types, functional classification.

Map V-1, functional classification of the Yakima urban area comprehensive plan, designates principal arterial, minor arterial and collector streets and establishes their functional classification. All other streets are classified as local residential access.. (Ord. 2001-13 § 27, 2001: Ord. 98-64 § 1 (part), 1998).

12.06.020 Right-of-way and pavement width standards.

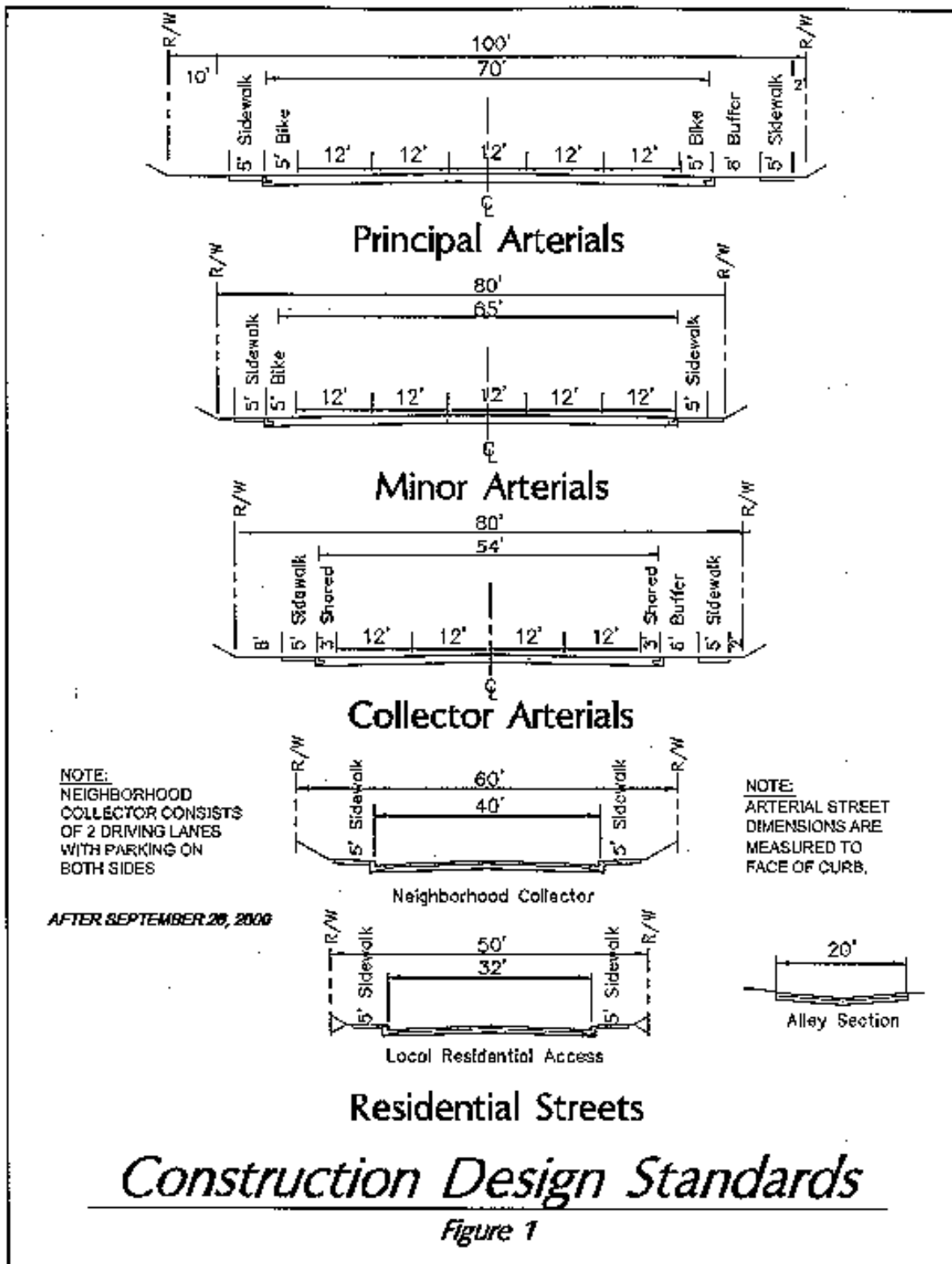
Right-of-way shall be dedicated and street surfacing provided in accordance with the following:

	Right-of-Way (feet)	Pavement Width (feet)
Principal arterial	100	70
Minor arterial	80	65
Collector arterial	80	54
Neighborhood collector	60	40
Residential access	50	32
Alley ways	20	20

(Ord. 2001-13 § 28, 2001: Ord. 98-64 § 1 (part), 1998).

12.06.030 Design standards, adjustment of standards.

The preferred construction design standards for each class of street are depicted in Figure 1. Final design of street improvements is subject to approval by the city engineer. The city engineer, at his discretion, is authorized to adjust these standards as necessary to facilitate the construction of new streets and improvement of existing streets. Projects which repair small portions of or maintain existing streets shall not be considered “improvements” for the purposes of this section (Ord. 2001-13 § 30, 2001: Ord. 98-64 § 1 (part), 1998).



.06.040 Bicycle and pedestrian facilities.

Bicycle lanes and pedestrian sidewalks shall be provided along all new or reconstructed arterial and collector arterial streets, where feasible. (Ord. 2001-13 § 31, 2001: Ord. 98-64 § 1 (part), 1998).

12.06.050 Cul-de-sac streets.

Cul-de-sacs shall be constructed within a street right-of-way eighty feet in diameter and have an improved diameter of sixty-five feet. The maximum length of a cul-de-sac street shall be six hundred feet measured along the street centerline from the nearest street intersection to the center of the cul-de-sac. (Ord. 98-64 § 1 (part), 1998).

12.06.060 Pattern.

- A. Street pattern shall provide for the continuation or appropriate projection of existing and new streets.
- B. Residential streets shall be planned to discourage their use by nonlocal traffic.
- C. Right-of-way boundaries at intersections of access streets shall be rounded with a minimum radius by the city engineer to be necessary. When determined necessary by the city engineer, the boundary line intersection shall be truncated with a chord having a nominal deflecting angle of forty-five degrees.
- D. Streets shall be designed to intersect as nearly as possible at right angles and in no case shall streets intersect at an angle of less than eighty degrees.
- E. Local access streets with centerlines offset less than one hundred eighty feet shall not be allowed.
- F. Temporary dead-end streets shall be provided with a temporary cul-de-sac at the closed end and the design shall provide for continuation of the full right-of-way width to the property boundary.
- G. Alleys, if used, shall be centered on the rear lot lines and shall serve only as secondary access to lots. Dead end alleys are not permitted.
- H. The hearing examiner and city council may, upon recommendation from the city engineer, require such other design standards as deemed appropriate to ensure a safe and efficient street system. (Ord. 2001-13 § 32, 2001; Ord. 98-64 § 1 (part), 1998)

12.06.070 Provision of street curbing.

Barrier curbs shall be installed along all public access streets. Rolled mountable curbs may be permitted along residential access streets. Curb design shall be consistent with the standards of the city engineer. (Ord. 2001-13 § 33, 2001; Ord. 98-64 § 1 (part), 1998).

12.06.080 Street lighting.

A street light shall be installed at each street intersection and at mid block if the block exceeds five hundred feet in length. Street lights shall meet the design and placement standards of the city engineer. Lighting improvements shall become the property of the city of Yakima upon installation and will thereafter be maintained by the city. (Ord. 98-64 § 1 (part), 1998).

12.06.090 Private access streets.

Private streets may be used as sole access to new lots and development and for internal circulation within manufactured home parks and residential planned developments.

Private streets shall be constructed in conformance with following standards:

Potential Density	Easement Width	Engineere d Street Plans	Surface Width	Surface Type
3	30	No	20	Paved
8	40	No	24	Paved
16	50	Yes	30	Paved

Private streets shall be constructed with curbs, sidewalks, and street lighting and shall otherwise conform to the standards for public streets. Private streets shall provide cul-de-sac/hammer head turnaround to accommodate emergency and refuse collection vehicles (Ord. 2001-13 § 34, 2001; Ord. 98-64 § 1 (part), 1998).

Chapter 12.07

TRAFFIC STUDIES

Sections:

- 12.07.010 When required.
- 12.07.020 Professional qualifications.
- 12.07.030 Scope of study.

12.07.010 When required.

In order to provide sufficient information to assess a development impact on the transportation system and level of traffic service, the city engineer may require a traffic study to be completed at the developer's expense. This decision will be based upon the size of the development proposal, existing roadway condition, traffic volumes, accident history, expressed community concern, and other factors relating to transportation. (Ord. 98-64 § 1 (part), 1998).

12.07.020 Professional qualifications.

Traffic studies shall be conducted under the direction of a civil engineer or civil engineering firm licensed in the State of Washington and possessing special training and experience in traffic engineering and, preferably, with membership in the Institute of Transportation Engineers (ITE). (Ord. 98-64 § 1 (part), 1998).

12.07.030 Scope of study.

The level of detail and scope of the traffic study may vary with the size, complexity and location of the proposed development. A traffic study shall be a thorough review of the immediate and long-range effects of the proposed development on the transportation system. Guidelines for traffic studies shall be published and available from the city engineer. (Ord. 98-64 § 1 (part), 1998).

Chapter 12.08

TRANSPORTATION CAPACITY MANAGEMENT

Sections:

12.08.010	Intent.
12.08.020	Definitions.
12.08.030	Transportation capacity test.
12.08.040	Exemptions.
12.08.050	Administrative reconsideration.
12.08.060	Appeal to the city council.

12.08.010 Intent.

The city of Yakima is required by the State Growth Management Act, Chapter 36.70A RCW, to ensure that proposed development not be approved unless transportation improvements or strategies to accommodate the impacts of such development are established concurrently with any proposed development that would otherwise reduce the level of service of a transportation facility below the standards adopted in the transportation element of the city's comprehensive plan. The intent of this chapter is to establish a transportation capacity management system to ensure that transportation facilities and services needed to maintain adopted minimum comprehensive plan level of service standards are available concurrently with, or within a reasonable time after, new development, occupancy, or use. This chapter implements the goals, policies and implementation strategies of the capital facilities plan element of the Yakima urban area comprehensive plan. (Ord. 2000-5 § 1 (part), 2000; Ord. 98-68 § 1 (part), 1998).

12.08.020 Definitions.

- A. "Applicant" means a person or entity that has submitted a complete application for a development or building permit.
- B. "Available transportation capacity" means currently unused transportation capacity within a transportation facility.
- C. "Concurrency" means that adequate transportation facilities are available when the impacts of development occur or a financing plan is adopted which will fund required improvements within six years.
- D. "Development permit" means any land use or development approval which may be granted by the city of Yakima.
- E. Level of Service Standards. The "level of service standards" used in transportation capacity tests are those standards specified in the current adopted or transportation element of the capital facilities program.
- F. "Planned capacity" means transportation capacity for a transportation facility that is not yet available, but for which the necessary facility construction, expansion or modification project is included in the current adopted capital facilities plan and scheduled to be completed within six years.

G. "Transportation capacity" means the volume of transportation activity (motor vehicles/lane/unit time) that can be reasonably and safely accommodated by a transportation facility, as stated in the transportation plan, final report, dated February 1998 (or as revised, supplemented, or replaced), which is appended to the capital facilities element of the comprehensive plan. For the purposes of this chapter, transportation capacity shall be measured as eight hundred vehicles per lane during peak hour, pursuant to city council Ordinance 2000-4.

H. "Transportation capacity test" means the comparison of the transportation capacity required by proposed development and the available capacity, including planned capacity.

I. "Transportation facility" means the classified streets identified in the capital facilities element of the comprehensive plan. (Ord. 2000-5 § 1(part), 2000: Ord. 98-68 § 1 (part), 1998).

12.08.030 Transportation capacity test.

A. Application. The city's review of all applications for development permits and for building permits for projects not exempted by Section 12.08.040 shall include a transportation capacity test conducted by the city traffic engineer.

B. Procedures. The transportation capacity test will be performed by the city traffic engineer in conjunction with review of proposed development projects and building permit applications. The department of community and economic development shall notify the applicant of the test results.

1. If the unused capacity of transportation facilities affected by a project is equal to or greater than the capacity required by the project, the transportation capacity test is passed.

2. If the unused capacity of transportation facilities affected by a project is less than the capacity required by the project, the transportation capacity test is not passed. The project may not be approved unless transportation improvements or strategies to provide capacity required by the project are established concurrently with the project.

3. In the event a proposed project does not pass the transportation capacity test, the applicant may:

a. Modify the application to reduce the transportation capacity required by the project;

b. Demonstrate to the city's satisfaction that the project will require less transportation capacity than would normally be required by similar projects and that, therefore, unused transportation capacity is adequate;

c. Propose transportation improvements or strategies to provide the capacity required by the project development.

C. Test. Proposed developments that would reduce the level of service below the minimum level of service standard cannot be approved. For transportation facilities, available and planned transportation capacity will be used in conducting the transportation capacity test. The city will maintain administrative policies which describe the methodology for calculating the capacity analysis. Such policies shall be available for public information at the time of application.

D. Fees. A fee of two hundred fifty dollars shall be paid for each transportation capacity test, except that this fee shall be waived for one subsequent test within six months of a test for which the fee was paid. (Ord. 2000-5 § 1 (part), 2000: Ord. 98-68 § 1 (part), 1998).

12.08.040 Exemptions.

A. No Significant Impact. Development permits for projects which, as determined by the city traffic engineer, create less than ten p.m. peak hour trips, as estimated using the Institute of Transportation Engineers Trip Generation Manual, 6th Edition (or more recent) on any transportation facility are exempt from the requirements of this chapter. A list of exemption threshold will be maintained as part of the administrative policies.

B. The director of community and economic development, with the recommendation of the city traffic engineer, shall be responsible for determining other types of development to be included under this exemption.

C. Building Permit Applications Filed Before Effective Date of the Ordinance Codified in this Chapter. Complete building permit applications submitted before the effective date of said ordinance are exempt from the requirements of this chapter.

D. Single-Family Homes. Single-family homes on lots platted before the effective date of said ordinance are exempt from the requirements of this chapter.

E. Accessory Dwelling Units. All accessory dwelling units, as defined in this code, are exempt from the requirements of this chapter.

F. Accounting for Capacity. The transportation capacity for development permits exempted under subsections C and D of this section shall be taken into account. Traffic counts shall be maintained and regularly updated by the city of Yakima and used for monitoring purposes. (Ord. 2000-5 § 1 (part), 2000: Ord. 98-68 § 1 (part),

1998).

12.08.050 Administrative reconsideration.

The applicant may request administrative reconsideration of the results of the transportation capacity test within fifteen days of the notification of the test results by filing with the department of community and economic development a formal request for reconsideration specifying the grounds thereof, using forms authorized by the department of community and economic development. Each such request for administrative reconsideration shall be accompanied by a fee of one hundred dollars. Upon filing of such request, the director of community and economic development shall notify the city traffic engineer of such request. The city traffic engineer shall reconsider the test results and issue a determination either upholding the original determination or amending it. (Ord. 2000-5 § 1 (part), 2000: Ord. 98-68 § 1 (part), 1998).

12.08.060 Appeal to the city council.

The applicant may appeal the results of the transportation capacity test within fifteen days after the city traffic engineer issues notice of decision on a request for administrative reconsideration by filing with the department of community and economic development a formal appeal of the transportation capacity test specifying the grounds thereof, using forms authorized by the department of community and economic development. Each such appeal to the city council shall be accompanied by a fee of one hundred fifty dollars. Upon filing of such appeal, the department of community and economic development shall notify the city clerk of such appeal. The city council shall review the test results and issue a determination either upholding the original determination or amending it. (Ord. 2000-5 § 1 (part), 2000: Ord. 98-68 § 1 (part), 1998).