

SECTION 1

1. INTRODUCTION

These standards shall apply to all improvements within the public right-of-way and/or public easements, to all improvements required within the proposed public right-of-way of new subdivisions, for all improvements intended for ownership, operations or maintenance by the City and for all other improvements for which the City Code requires approval from the City Public Works Director and/or City Planning Commission and/or the City Council. These standards are intended as guidelines for designers and developers in preparing their plans, studies and/or reports and for the City in reviewing same. Where minimum values are stated, greater values should be used whenever practical; where maximum values are stated, lesser values should be used where practical. The developer/proponent is however cautioned that higher standards and/or additional studies and/or environmental mitigation measures may, and will, in all likelihood, be imposed by the City when developing on, in, or *adjacent to critical areas* which include, but not limited to; steep embankments, creeks, ponds, lakes, wetlands, certain wildlife habitat, unstable soils, high water tables, wetland areas, etc.

Alternate design standards may be accepted when it can be shown, to the satisfaction of the City, that such alternate standards will provide a design equal to or superior to that specified. In evaluating the alternate design, the City shall consider appearance, durability, ease of maintenance, public safety and other appropriate factors, including the WSDOT Standard Specification for Road, Bridge & Municipal Construction, and current amendments thereto.

Where improvements are not covered by these details nor by the Standard Specifications nor by the standard details, the City will be the sole judge in establishing appropriate standards. Where these “standards” conflict with any existing City ordinances or discrepancies exist within the body of this text, the higher “standards” shall be utilized as determined by the Public Works Director.

Plans for major improvements in the public right-of-way or within public easements, or improvements to be “deeded” or “gifted” to the City, shall bear an approval signature from the City.

The designer shall submit calculations or other appropriate materials supporting the design of utilities, pavements and storm drainage facilities. The designer shall submit calculations for structures and other designs when requested by the City.

A. Definitions: As used herein:

- (a) “Alley:” A strip of land dedicated for public use which is 20 feet in width between property lines and which is intended to provide driveway access to adjacent properties. Alleys shall not be the

- only access to a property. All lots must front on a public street.
- (b) “City:” means the City of Castle Rock, Washington, Cowlitz County, a municipal corporation, existing under and by virtue of the laws of the State of Washington. Actions designated as taken by the City are the acts of the Council acting through the Mayor.
 - (c) “City Engineer:” means the City of Castle Rock Engineer, whether staff engineer or consultant.
 - (d) “Contractor:” means the Developer’s contractor or subcontractor.
 - (e) “CRMC:” means the City of Castle Rock Municipal Code
 - (f) “Developer:” means the party having an agreement with the City to cause the installation of certain improvements, to become a part of the City’s utility and/or roadway system upon completion and acceptance. The term shall also include the Developer’s contractor employed to do the work or the Contractor’s employees.
 - (g) “Director of Public Works:” The City of Castle Rock Public Works Director or his/her duly authorized representative.
 - (h) “Easement:” The right to use a defined area of property for a specific purpose/purposes as set forth in easement documents, on a subdivision plat or short subdivision plat or as required for purposes of this ordinance.
 - (i) “Engineer:” Any Washington State licensed professional engineer who represents the developer.
 - (j) “Facility:” means trenching and trench repair, electric lines, telephone lines, fire alarm and telephone/television cables, gas lines, water and sanitary sewer lines, storm drainage lines, all pump stations, transfer stations, buildings and structures needed in their support and/or service.
 - (k) “Half Street:” means those streets with a high probability that lots or dwelling units will be proposed on the opposite side of the street and eventually the street will be at full designated width.
 - (l) “Interceptor:” means a sewer line that receives flow from a number of main or trunk sewer lines, force mains, etc.
 - (m) “Lateral:” means that section of the sewer line extending from the City’s main line to the right-of-way or easement line that has no

other common sewers discharging into it.

- (n) “Mayor:” means mayor of the City of Castle Rock or his/her authorized representative.
- (o) “Maintenance Bond:” means a bond furnished by the Developer and written by a corporate body qualified to write surety in the State of Washington, guaranteeing that the Developer will repair any defects found in the work within the time period as further identified herein.
- (p) “Performance Bond:” means a bond furnished by the Developer and written by a corporate body qualified to write surety in the State of Washington, guaranteeing that the work will be completed in accordance with the plans and specifications.
- (q) “Plans:” mean drawings, including reproductions thereof, of the work to be done as an extension to the City’s transportation or utility systems, prepared by an Engineer licensed in the State of Washington.
- (r) “Project:” means the general term encompassing all phases of the work to be performed and is synonymous to the term “improvement” or “work”
- (s) “Right-Of-Way:” means all real property owned or held by the city in fee, or by way of easement, or dedicated to the public and located within the city, and used or intended for use as a street, alley, sidewalk, public way or easement for public or private utilities, whether developed or undeveloped.
- (t) “Road:” Used interchangeably with street.
- (u) “Sidewalk:” means a concrete walk for pedestrian use outside the building lot line of any privately owned property, for use by the general public.
- (v) “Specifications:” means the directions, provisions, and requirements designated by an Engineer licensed in the State of Washington for the performance of the work and for the quantity and quality of materials, as contained or referenced herein.
- (w) “Street:” Streets are divided into major (or principal) arterial, minor (or secondary) arterial, collector, local access, minor access, and half street in accordance with regional transportation needs and the functional use each serves.

(x) “Work:” means the labor or materials or both, superintendence, equipment, transportation, and other facilities necessary to complete the project.

B. Developer to be Informed:

It is the Developer’s responsibility to be fully informed regarding the nature, quality, and the extent of the work to be done, and, if in doubt, to secure specific instructions from the City.

C. Authority of the Public Works Director:

The Public Works Director or his authorized representative shall have the authority to determine compliance with these standards.

D. Payment for City Services:

The Developer shall be responsible for promptly reimbursing the City for all costs and expenses incurred by the City in the pursuit of project submittal, review, approval, and construction. These costs include, but are not limited to, the utilization of staff and consultants as may be necessitated to adequately review and inspect construction of the project(s). All legal, administrative, and engineering fees for project review, meetings, approvals, site visits, construction inspection, etc., shall be subject to prompt reimbursement. The Developer may pay any of the above charges and fees under protest to receive project approval, while appealing the costs to the Castle Rock City Council if he/she does not believe the bills are accurate or believes the amount is exorbitant.

E. Acceptance by City:

Upon completion of required infrastructure improvements, the City shall conduct a final inspection of improvements. If the City finds that the improvements have been completed in accordance with these standards, the City will accept the improvements as complete and the Developer shall transfer the improvements to the City through a Bill of Sale. An example document is included in the Appendix.