

Chapter 19.52 - TRANSPORTATION

Section 19.52.010 – Purpose and Intent

Because of the potential threat to public safety of unregulated parking and access along county roads and in unincorporated communities, minimum provisions for off-street parking, loading and access control shall be required.

Section 19.52.020 – General Provisions

A. Site access shall be designed to Whitman County standards set by road “Class.”

1. In conjunction with the Level of Service (LOS) traffic analysis, each access surface shall match its road Class, unless otherwise required by the County Engineer.
2. A site plan and/or survey must be submitted to the County Engineer for review.
3. Whitman County design standards shall be met.
4. Each access shall have a minimum width of 20 feet, unless otherwise required by the County Engineer.
5. Each approach shall have a minimum of 500’ sight distance unless:
 - a.) required by the County Engineer or
 - b.) within an established unincorporated community with speed restrictions no greater than 35 MPH.
6. It is the responsibility of the applicant and/or land owner to notify all utilities and private property owners prior to the performance of the work planned and permitted. The applicant and/or land owner shall make all necessary arrangements relative to the protection of such property and/or utilities.
7. Except as authorized by the County Engineer, no excavation shall be made or obstacle placed within the limits of the County road right-of-way.
8. If the work interferes in any way with the drainage of the County road, the grantee shall wholly and at his/her own expense make such provisions as the County Engineer may direct to correct such drainage. The applicant and/or land owner shall be responsible for the work performed on the access, and any damages to adjacent properties from altering any drainage. All of the work shall be done to the satisfaction of the County Engineer.
9. The applicant and/or landowner of the access shall pay all expenses incurred in the examination, inspection and approval of all work caused by the granting of the access permit.
10. All overhead installations at the minimum shall conform to WAC 136-40-404 or its successor and be approved by the County Engineer. All underground installations shall maintain a minimum depth of thirty inches below the bottom of the ditch and across the roadway surface as it must conform to WAC 136-40-308 or its successor, and be approved by the County Engineer. The applicant and/or land owner is responsible to comply with all local, state and federal regulations and requirements.

- B. LOS traffic analysis shall be completed by the applicant and/or landowner and approved by the County Engineer for each proposed commercial, industrial, long lot subdivision and cumulative approaches (with over three separate accesses within 1/2 mile radius) development prior to issuance of any permit and or approval, except farm operations and single family residential developments within unincorporated communities with speed limits not exceeding 35 MPH. If a LOS traffic analysis demonstrates that the proposed development will cause the level of service on a County road to fall below adopted standards level "C" as set by the County Engineer, the development shall be denied unless and until improvements can be made to support the development. Mitigation may be imposed through the SEPA process, road standards, or through a separate traffic impact mitigation ordinance. Such reports, review and or approval may include, but is not limited to:
1. A summary of findings and recommendations;
 2. Identification of areas for expanding capacity where traffic volumes cause the facility to operate below adopted level-of-service standards;
 3. Corrections to existing safety problems and deficiencies;
 4. Inclusion of alternative multimodal use;
 5. Construction of new transportation facilities, or bringing existing roads up to standards;
 6. Determination of potential traffic impacts shall use the most recent edition of the Institute of Transportation Engineers Trip Generation Manual, or other methodology acceptable to the County Engineer;
 7. Review of existing conditions, capacity, traffic volumes and traffic accident history;
 8. Analysis of trip distribution, known and anticipated needs and/or deficiencies, traffic assignment analysis and projected traffic volumes.
 9. The Uniform Building Code will provide requirements for Disabled/Handicapped parking.
- C. All parking, loading and access development shall comply with other local, state and federal regulations and requirements.
- D. Access permit approvals to state routes shall include, but is not limited to, the following:
1. New development setbacks will be from existing right-of-way, except for the Pullman-Moscow Corridor, for state route improvements to protect the state route right-of-way;
 2. All new road approaches to state routes shall comply with state standards and criteria, and joint use of approaches is encouraged. Prior to issuance of access permits, new approaches shall be reviewed and approved by the WSDOT with review by Public Works Department for consistency with the Comprehensive Plan and access control; and

3. Frontage roads shall be required as necessary to allow access to state routes from adjacent properties.
- E. No person shall create any access without first obtaining an access permit and meeting the access general provisions.
- F. All Rural Residential, Rural Community Residential, and Rural Community Commercial shall have direct access to a Class I-IV as defined in the Comprehensive Plan, without the use of public roads of lesser capacity. All uses other than farm field accesses shall have direct access.

Section 19.52.022 - Parking Space Requirements.

Any new building or the addition to an existing structure that equals 50% or more of the value of the original structure, requires off-street parking spaces of at least 200 sq. ft. each and shall be provided in all districts according to the Uniform Building Code.

Section 19.52.030 - Parking Space Requirements for Non-Specified Uses.

Where the parking requirements for a use are not specifically defined in this chapter, the parking requirements for such use shall be determined by the Planning Office, and such determination shall be based upon the requirements for the most comparable use defined in this chapter.

Section 19.52.040 - Parking--Location.

Off-street parking facilities shall be located according to the following:

1. For residential uses, parking shall be located on the same lot as the buildings they are required to serve.
2. For all other uses within Rural Community Districts, parking shall be located not over 200 feet from the buildings they are required to serve.

Section 19.52.050 - Parking Facilities--Development and Maintenance.

Where parking required by this chapter equals three or more spaces, the spaces shall be developed and maintained in the following manner:

1. Off-street parking areas shall be surfaced with screened gravel, crushed rock or better, and shall be graded and drained as per an approved stormwater plan.
2. Every parking area with a required capacity of five or more vehicles which abuts a residential use shall be separated from such property by a sight-obscuring fence or compact landscaping such as a hedge, not less than six feet in height.

Section 19.52.060 - Loading Space Requirements.

Loading Space requirements for Commercial uses in Heavy Commercial, Heavy Industrial, Light Industrial, Rural Community Residential, Rural Community Center and Rural Community Commercial are:

1. Commercial and industrial uses shall require one loading space for each 20,000 sq. ft. of gross floor area or fraction thereof. Such space shall be of sufficient length and width to accommodate the largest vehicle loading or unloading, but in no case less than 15 ft. in width and 30 ft. in length, nor less than 15 feet in height.
2. Loading spaces in all districts shall be such that no vehicle extends onto a public road.
3. Adequate space on site shall be provided for plowed snow.

Section 19.52.070 - Exceptions to Requirements--Board of Adjustment.

Any person or persons alleging that a requirement of this chapter is in excess of that required to safely accommodate parking and loading needs in the conformity with this title, may file application for a variance with the Board of Adjustment pursuant to Chapter 19.05 of this title. The burden of proof for showing that said requirements are in excess of need shall be on the applicant.