

Collin County Regulations: Summary of Changes

February 7, 2020

Subdivision Regulations

- Re-wrote the entire document to improve the flow of information.
 - Added a section that summarizes the development process to include what needs to be submitted and when, applicable fees, how long the review process takes, process by which we take to court, and when the plat can be filed.
 - Anything related to construction will be in one of two documents: The New Collin County Drainage Design Manual or the New Collin County Roadway Standards Document.
 - We discuss in more depth what an applicant must do if a development falls into the Extra Territorial Jurisdiction (ETJ) of a city.
 - Pulled out all Plat notes and certifications and added as an Appendix.
 - Outlined what should be included in the General Engineering Plan Set.
- Changed wording to reflect HB 3167
 - Preliminary Plat requirement/option is removed
 - Require that drainage plans, flood studies, On Site Sewage Facility reviews and Traffic Impact Analysis (if applicable) be approved ahead of submittal of plat.
 - Review time for Plats (Final and Re-plat) is 30 days.
 - Construction Documents are not required for plat approval but are reviewed and approved before pre-construction meeting will occur.

Drainage Design Manual

- New document to be adopted by court to aid in minimizing adverse impacts due to residential and commercial development. Will apply to both platted subdivisions and commercially permitted properties. Most of the info in this document was already being required.
- Outlines requirements for drainage design – pretty standard language.
 - Design storm events for various drainage facilities.
 - Drainage Plan requirements.

- Downstream Analysis requirements and the potential need for off-site easements.
 - If the owner/developer is proposing to discharge unmitigated or point discharge runoff, then a downstream easement with the adjacent property owner might be required unless they can show the runoff to be going to a natural channel or creek. If it's going to a natural channel or creek, and the owner/developer shows it leaving unmitigated, then they must show no adverse impacts in that channel due to increased runoff.
- Detention Requirements:
 - Design Criteria, layout, Outlet Structure options, Construction, Maint. Standard language. One change would be the need for it to be HOA maintained or on a separate lot.

Roadway Standards

- New document to be adopted by court.
- Summarizes the new county road typical sections and geometric design requirements.
 - Roadway and Pavement requirements are based on whether the roadway is classified as rural or urban and whether it's a residential or collector roadway.
 - Rural roads are in subdivisions having lots that are 1 acre or more and typically have roadside ditches. Urban roadways are in subdivisions where the lots are less than 1 acre and typically have curb and inlets.
 - Residential roads are fed by less than 150 lots and Collectors are fed by subdivisions with 150 or more lots. Summary below.

	Lots 1.0 acre or larger	Lots less than 1.0 acre
Less than 150 lots	RR	UR
150 lots or more	RC	UC

- Rural residential Roadways in Subdivisions with less than 150 lots (which is the typical subdivision in rural Collin County) – the minimum standard is a 2-course chip seal road with 6" of lime treated subgrade, 8" of flexbase and a 2-course surface treatment with a fog seal. We increased the amount of base by 2" for strength and added the requirement of a fog seal on top of the 2-course surface treatment to prevent rock loss. Please see below for other standards:

	Lots 1.0 acre or larger	Lots less than 1.0 acre
Less than 150 lots	Asphalt Road, Concrete Road (optional)	Concrete Road only
150 lots or more	Design by geotechnical engineer	Design by geotechnical engineer

- For roadways in subdivisions that have 150 lots or greater, the county will require a geotechnical soils investigation to include pavement design.
- Construction Practice Changes:
 - Proof rolling of: native subgrade, lime treated compacted subgrade and base required.
 - County will be utilizing a testing facility, hired by the County, rather than allowing the developer to hire their own. The developer will be responsible for all testing costs.
 - We dictate allowable materials and application rates in the document.
 - We outline specific inspections and testing requirements for each phase.
 - We describe the requirements for a roadway to be accepted into the 2-year warranty period. The inspections that will take place and the bonding requirements. The bond must be supplied to us by the developer. We will not accept contractor bonds anymore. The bond must cover normal wear and tear of the roadway.
 - Maintenance Bond requirements were changed this past summer to require that the bond be equal to 100% of the costs for all construction. This is carried over to this document.
 - Lastly, we summarize the provisions under which the Commissioners court will accept a road into maintenance.

Floodplain Regulations:

- Biggest change to floodplain regulations is the requirement for any development being proposed (Single family houses included) in the Regulatory Floodplain to establish Base flood elevations (if in Zone A), be 2' above that Base Flood elevation and also prove out, via a flood study, that the fill they are placing in the floodplain is not causing adverse impacts to the floodplain. All structures will be required to be removed, via a FEMA map change, of some sort.