

Proposed Code Amendments Relating to Roads & Access

Amendments to chapter 30.24 SCC, SCC 30.66B.540, SCC
30.91R.220, and SCC 30.91R.240



Snohomish County Planning Commission Briefing

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Presentation Overview

- Background
- Proposed Code Amendments
- Next Steps



Background

- Ongoing efforts for two years to update access and road network
- Need for general updates to outdated or ambiguous language
- Most of this code chapter was last updated on in 2012.
- The Planning Commission was briefed on 7-22-2025.
- Since that briefing more work was done with Department of Public Works (DPW) staff on code language and feedback was incorporated from stakeholders.
- An additional 14-day public comment period was open from 2-6-2026 to 2-20-2026.



Objectives

1. Grant more flexibility and clarity for road network connectivity and pedestrian facilities requirements;
2. Separate two sets of requirements for road network connectivity and pedestrian facilities, depending on whether developments are rural or urban;
3. Allow private drive aisles in the T, MR, LDMR, or UC zones;
4. Grant more flexible timing for road improvements during boundary line adjustments; and
5. Grant more flexible timing for the deeding of right-of-way.

Code Amendments SCC 30.24

- Access and road network connectivity requirements will no longer apply to all storage structures and garages.
- Road network connectivity will now have separate requirements for rural and urban areas.
- Urban areas will include additional exemptions to road connectivity for statutory or constitutional reasons and for critical areas.
- Drive aisles may be provided within an SFDU in T, MR, LDMR, or UC zones.



Code Amendments SCC 30.24

Road network connectivity

Rural Areas < 200 ADT

- **Will not** require road network connectivity **unless** county engineer determines that it is necessary to protect public safety and when road network elements are necessary to develop or maintain the planned road system.

Rural Areas $\geq$ 200 ADT

- **Will** require road network connectivity **unless** prohibited by statute or constitutional reasons, and when the county engineer determined the unique nature of the site makes extending the road network impractical or infeasible.

Code Amendments SCC 30.24 (cont.)

- Proposed boundary line adjustments (BLAs) may be recorded prior to the construction of road network elements, if the access locations conform to EDDS standards.
- Pedestrian facilities **are not** required in UGAs with 200 ADT or fewer and **are not** required outside UGAs.
- Shoulders **are** required outside of UGAs, except:
 - On private roads that serve 200 ADT or fewer and have a posted speed of 25 mph or less on permanent dead end road elements;
 - When connecting individual dwellings to the adjacent road network element; and
 - When connecting detached garages, storage structures, or carports to the adjacent road network element.

Code Amendments:

SCC 30.66B.540 and SCC 30.91R.220-240

- The deeding of right-of-way (ROW) can be established prior to a certificate of occupancy, including for rezone applications and for binding site plans, subdivisions, or short-subdivisions, done concurrently with the time of recording.
- The definition of “road, public” is amended to include roads that are maintained by the state and cities.
- Expands the definition of “road system” to apply to chapter 30.24 SCC.



Next Steps

- SEPA Determination of Nonsignificance (DNS) issued 7/1/2025.
- Dept of Commerce notified 7/1/25
- Public engagement – Public Comment period from 2/10/26 – 2/24/26,
- Planning Commission 2/24 PC Briefing
 - 3/24 PC Hearing (in-person)
- County Council planned for late spring





Questions?

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