

1. Per SCC 30.24.020: Why can't an aisle, shared driveway, or shared court connect to a drive aisle?

Table 30.24.020(1) Connections to a Road Network Element

How to use the Table. Start in "column A" with the road network element that is being proposed. Move over to column B to the road network element that the connection is proposed from. If there is an "A" in the box, the connection is allowed. If the box is blank, the connection is not allowed.

Column A Road Network Element Being Proposed	Column B Road Network Element the Connection is Proposed To						
	Public Road	Private Road	Drive Aisle	Alley	Shared Court	Shared Driveway	Driveway
Public Road	A						
Private Road	A	A					
Drive Aisle	A	A	A				
Alley	A	A		A			
Shared Court	A	A					
Shared Driveway	A	A					
Driveway	A	A	A	A	A	A	

Regarding these roadway types, there are concerns on the standards of road network connectivity and pedestrian facilities being met when connecting with drive aisles, particularly regarding the width required for firefighting apparatus turnaround. Correspondence has been relayed with DPW to discuss interest and possibilities of allowing more types of roadway connections to drive aisles.

2. Per SCC 30.24.010(12): Instead of restricting drive aisles for 'other development types' (like townhomes) to only T, MR, LDMR, or UC zones, why not allow drive aisles for other types in "all residential zones," particularly as townhomes are being built in R-7200 zones?

SCC 30.24.010(12): Access to individual dwelling units within a single family detached units residential development may be provided by a private road or drive aisle under SCC 30.24.055. For all other development types, access to dwelling units within the T, MR, LDMR, or UC zones may be provided by a drive aisle, unless the county engineer determines, under chapter 30.66B SCC, that a public road is required to protect public health, safety, and welfare or to ensure connectivity within the public road system.

Similar to question 1, this warranted discussion with DPW, and the feasibility of drive aisles in all residential areas for 'other development types.' Also warrants more investigation of SCC 30.24.050 and 30.24.055. I will relay DPW's perspective on more drive aisles in more residential zones before the next public hearing.

3. Per SCC 30.24.080(1)(c): Why do pedestrian facility requirements include 'safe walking conditions to bus stops' (per "off-site criteria") when bus stop locations are not always permanent?

SCC 30.24.080 (1)(c) Off-site to satisfy criteria in SCC 30.41A.100 or 30.41B.100, or as required to mitigate impacts under chapter 30.61 or 30.66B SCC.

Good question, PDS will be looking into this issue outside of this project.

4. Per SCC 30.24.010(5): Are there length standards for roadways that are added to the ADT standards when determining infrastructure requirements?

SCC 30.24.010(5) Outside urban growth areas, developments generating fewer than 200 average daily trips (ADT) shall not be required to provide road network connectivity, including the extension of any opened or unopened right-of-way that abuts a proposed development, except as follows:

(a) When the county engineer determines and explains in writing that road network connectivity is necessary to protect public safety; or

(b) When road network elements are necessary to develop or maintain the planned roads system.

No, we no longer tie roadway lengths to ADT volumes when determining requirements, as they were at time contradictory in past code language.

5. Per SCC 30.24.010(5) (and Ch. 30.24 SCC at large): RE the Wildland Urban Interface, are rural residents, including rural cluster subdivisions, endangered by exceptions to providing rural roadway network connectivity? Even in low-volume, sub 200 ADT roadways, would limiting roadway egress to only one entrance and exit potentially pen people in during wildfire situations?

With the 2024 WUI Code maps coming online, we can now pinpoint WUI areas of concern, and there is additional code language that allows the county engineer to require roadway connectivity for safety reasons. These metrics for safety will be examined in discussions with DPW to see if there is enough inclusivity to consider wildfire issues, and what the proper metrics for infrastructure will be.