

Index of Records

Project Name **Roads and Access**

Part 1 - DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES

Exhibit #	Record Type	Date	Received From	Exhibit Description
1.0001	Public Participation	12/21/2021	Staff	Parties of Record
1.0002	Public Participation	10/6/2021	WA Department of Commerce	Commerce Email Submittal Receipt 2021-S-3227
1.0003	Public Participation	10/6/2021	WA Department of Commerce	Commerce Acknowledgement Letter 2021-S-3227
1.0004	Public Participation	10/8/2021	The Herald	Affadavit of DNS Publication in the Herald
1.0005	SEPA Documents	10/6/2021	Staff	DNS Roads and Access Signed
1.0006	SEPA Documents	10/6/2021	Staff	DNS for Herald
1.0007	SEPA Documents	10/6/2021	Staff	DNS postcard notice - Roads and Access
1.0008	Staff Research	9/1/2021	Staff	SCC 30.53A.512
1.0009	Staff Research	10/1/2021	Staff	EDDS excerpt Roads and Access
1.0010	Correspondence	8/30/2021	Staff	Status of Rural Cluster Public Walkways
1.0011	Correspondence	9/9/2021	Mike Pattison	Proposed Code Amendments
1.0012	Correspondence	9/14/2021	Kate Lunceford	Proposed Code Amendments
1.0013	Correspondence	10/18/2021	City of Mill Creek	Party of Record Request
1.0014	Correspondence	10/18/2021	City of Mill Creek	Party of Record Request follow up question
1.0015	Correspondence	10/19/2021	Staff	Re: Party of Record Request follow up question

1.0001 Parties of Record
Roads and Access Code

No.	Name	File Name: I.	Organization	Email Address	Street Address	City	State	Zip Code	Notes
1	Tom Rogers		City of Mill Creek	tomr@cityofmillcreek.com					
2	Mike Todd		City of Mill Creek	miket@cityofmillcreek.com					
3	Sarah Blake			northforkstilly@frontier.com	12506 Smokes Road	Arlington	WA	98223	
4	Mike Pattison		Master Builders Assoc	mpattison@MBAKS.COM	335 116th Ave	Bellevue	WA	98004	
5	Kate Lunceford			kurlykate888@gmail.com					
6	Tracy Tate			seagalhawk12@me.com	3009 51st PL SW	Everett	WA	98203	
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1.0001 Parties of Record
Roads and Access Code

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1.0001 Parties of Record
 Roads and Access Code

No.	Name	File Name: 1.0001-Parties_of_Record.rpt	Organization	Email Address	Street Address	City	State	Zip Code	Notes
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THANK YOU

We have received your amendment submission. Please allow 1-3 business days for review. Please keep the Submittal ID as your receipt and for any future questions. We will also send an email receipt to all contacts listed in the submittal.

Submittal ID: 2021-S-3227

Submittal Date Time: 10/06/2021

Submittal Information

Jurisdiction Snohomish County
Submittal Type 60-day Notice of Intent to Adopt Amendment
Amendment Type Development Regulation Amendment

Amendment Information

Brief Description
Proposed to amend Title 30 of the Snohomish County Code to address roads and access network.

Yes, this is a part of the 8-year periodic update schedule, required under RCW 36.70A.130.

Anticipated/Proposed Date of Adoption

Attachments

Attachment Type	File Name	Upload Date
Development Regulation Amendment - Draft	Roads and Access Staff Report 09272021.pdf	10/06/2021 08:55 AM

Contact Information

Prefix Ms.
First Name Amber
Last Name Piona
Title Planner
Work (425) 262-2375
Cell
Email amber.piona@snoco.org

Yes, I would like to be contacted for Technical Assistance.

Roads and Access Code

Index # - File Name: 1.0002_Submittal_Receipt_Email_2021-S-3227.pdf

Certification

I certify that I am authorized to submit this Amendment for the Jurisdiction identified in this Submittal and all information provided is true and accurate to the best of my knowledge.

Full Name	Megan Moore
Email	megan.moore@snoco.org



STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

10/06/2021

Ms. Amber Piona
Planner
Snohomish County
3000 Rockefeller Ave.
Everett, WA 98201

Sent Via Electronic Mail

Re: Snohomish County--2021-S-3227--60-day Notice of Intent to Adopt Amendment

Dear Ms. Piona:

Thank you for sending the Washington State Department of Commerce (Commerce) the 60-day Notice of Intent to Adopt Amendment as required under [RCW 36.70A.106](#). We received your submittal with the following description.

Proposed to amend Title 30 of the Snohomish County Code to address roads and access network.

We received your submittal on 10/06/2021 and processed it with the Submittal ID 2021-S-3227. Please keep this letter as documentation that you have met this procedural requirement. Your 60-day notice period ends on 12/05/2021.

We have forwarded a copy of this notice to other state agencies for comment.

Please remember to submit the final adopted amendment to Commerce within ten days of adoption.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Kirsten Larsen, (360) 280-0320.

Sincerely,

Review Team
Growth Management Services

Everett Daily Herald

Affidavit of Publication

State of Washington }
County of Snohomish } ss

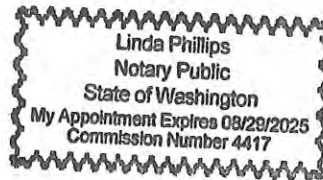


Michael Gates being first duly sworn, upon oath deposes and says: that he/she is the legal representative of the Everett Daily Herald a daily newspaper. The said newspaper is a legal newspaper by order of the superior court in the county in which it is published and is now and has been for more than six months prior to the date of the first publication of the Notice hereinafter referred to, published in the English language continually as a daily newspaper in Snohomish County, Washington and is and always has been printed in whole or part in the Everett Daily Herald and is of general circulation in said County, and is a legal newspaper, in accordance with the Chapter 99 of the Laws of 1921, as amended by Chapter 213, Laws of 1941, and approved as a legal newspaper by order of the Superior Court of Snohomish County, State of Washington, by order dated June 16, 1941, and that the annexed is a true copy of EDH940044 DNS ROADS & ACCESS as it was published in the regular and entire issue of said paper and not as a supplement form thereof for a period of 1 issue(s), such publication commencing on 10/08/2021 and ending on 10/08/2021 and that said newspaper was regularly distributed to its subscribers during all of said period.

The amount of the fee for such publication is \$87.12.

[Signature]

Subscribed and sworn before me on this 8th day of October, 2021.



[Signature: Linda Phillips]

Notary Public in and for the State of Washington.

Classified Proof

Snohomish County
Planning and Development Services
3000 Rockefeller Ave., M/S 604
Everett, WA 98201-4046
(425) 388-3311
www.snoco.org
Dave Somers
County Executive

DETERMINATION OF NONSIGNIFICANCE

Proponent: Snohomish County Department of
Planning and Development Services
County Administration Building
3000 Rockefeller Avenue, M/S 604
Everett, WA 98201

Description of Proposal: Proposed ordinance to amend the
Snohomish County Code regulations related to roads and access.
Ordinance is titled:

RELATING TO GROWTH MANAGEMENT: AMENDING
DEVELOPMENT REGULATIONS IN CHAPTERS 30.24 AND
30.41 PERTAINING TO ROADS AND ACCESS

Proposed Amendments

This is a non-project proposal to amend Snohomish County Code
regulations related to roads and access. The proposed
amendments seek the following objectives: a.) promote access for
emergency fire responders and apparatus; b.) remove the need for
variance requests to develop private road networks within
proposed subdivisions or short subdivisions in urban areas; c.)
allow the county engineer to approve private road access to
individual dwelling units within a unit lot subdivision and d.)
promote flexibility for the provision of pedestrian facilities within
rural cluster and subdivision development

Lead Agency: Snohomish County Department of Planning and
Development Services

Threshold Determination: The lead agency for this proposal has
determined that it does not have a probable significant adverse
impact on the environment. An environmental impact statement
(EIS) IS NOT required under RCW 43.21C.030(2)(c). This decision
was made after review by Snohomish County of a completed
environmental checklist and other information on file with this
agency. This information is available for public review upon
request.

This DNS is issued under WAC 197-11-340(2); the lead agency
will not act on this proposal for 14 days from the date below.
Comments must be submitted by 10/20/2021, to the responsible
official at the address listed below.

Appeals: This DNS together with the subsequent legislative action
by the County Council to amend the County Code may be
appealed to the Central Puget Sound Growth Management
Hearings Board. THIS DNS MAY BE APPEALED ONLY WHEN
SUCH APPEAL IS COMBINED WITH THE APPEAL OF THE
UNDERLYING ACTION PURSUANT TO SCC 30.73.100. THE
APPEAL MUST BE FILED WITHIN 60 DAYS OF THE
PUBLISHED NOTICE OF ACTION ISSUED SUBSEQUENT TO
THE FINAL DECISION BY THE COUNTY. The Notice of Action
describing the final decision by the County to pursue or not pursue
the proposed action will be published in the County's paper of
record. Any appeal must be filed with the Central Puget Sound
Growth Management Hearings Board, at PO Box 40953 Olympia
WA 98504-0953 within 60 days following publication in the paper,
or as otherwise stated in the Notice of Action or provided by law.

For further information, contact Amber Piona, Planning and
Development Services, (425) 262-2375 or
amber.piona@snoco.org. Please include your full name and
mailing address in any email comments.

Date issued: 10/6/2021
Published: October 8, 2021.

EDH940044



Snohomish County

Planning and Development Services

3000 Rockefeller Ave., M/S 604

Everett, WA 98201-4046

(425) 388-3311

www.snoco.org

Dave Somers

County Executive

DETERMINATION OF NONSIGNIFICANCE

Proponent: Snohomish County Department of Planning and Development Services
County Administration Building
3000 Rockefeller Avenue, M/S 604
Everett, WA 98201

Description of Proposal: Proposed ordinance to amend the Snohomish County Code regulations related to roads and access. Ordinance is titled:

RELATING TO GROWTH MANAGEMENT; AMENDING DEVELOPMENT
REGULATIONS IN CHAPTERS 30.24 AND 30.41 PERTAINING TO ROADS AND
ACCESS

Proposed Amendments

This is a non-project proposal to amend Snohomish County Code regulations related to roads and access. The proposed amendments seek the following objectives: a.) promote access for emergency fire responders and apparatus; b.) remove the need for variance requests to develop private road networks within proposed subdivisions or short subdivisions in urban areas; c.) allow the county engineer to approve private road access to individual dwelling units within a unit lot subdivision and d.) promote flexibility for the provision of pedestrian facilities within rural cluster and subdivision development

Lead Agency: Snohomish County Department of Planning and Development Services

Threshold Determination: The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) **IS NOT** required under RCW 43.21C.030(2)(c). This decision was made after review by Snohomish County of a completed environmental checklist and other information on file with this agency. This information is available for public review upon request.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below. Comments must be submitted by 10/20/2021, to the responsible official at the address listed below.

Appeals: This DNS together with the subsequent legislative action by the County Council to amend the County Code may be appealed to the Central Puget Sound Growth Management Hearings Board. **THIS DNS MAY BE APPEALED ONLY WHEN SUCH APPEAL IS**

COMBINED WITH THE APPEAL OF THE UNDERLYING ACTION PURSUANT TO SCC 30.73.100. THE APPEAL MUST BE FILED WITHIN 60 DAYS OF THE PUBLISHED NOTICE OF ACTION ISSUED SUBSEQUENT TO THE FINAL DECISION BY THE COUNTY. The

Notice of Action describing the final decision by the County to pursue or not pursue the proposed action will be published in the County's paper of record. Any appeal must be filed with the Central Puget Sound Growth Management Hearings Board, at PO Box 40953 Olympia WA 98504-0953 within 60 days following publication in the paper, or as otherwise stated in the Notice of Action or provided by law.

Responsible Official: Michael McCrary
Position/Title: Director, Department of Planning and Development Services
Address: 3000 Rockefeller Avenue, M/S #604
Everett, WA 98201-4046

michael mccrary
michael mccrary (Oct 6, 2021 15:05 PDT)

Michael McCrary, Director

For further information, contact Amber Piona, Planning and Development Services, (425) 262-2375 or amber.piona@snoco.org. Please include your full name and mailing address in any email comments.

Date Issued: 10/6/2021
Date Published: 10/6/2021

Distribution List: Attached



Snohomish County

Planning and Development Services

3000 Rockefeller Ave., M/S 604

Everett, WA 98201-4046

(425) 388-3311

www.snoco.org

Dave Somers

County Executive

SNOHOMISH COUNTY ENVIRONMENTAL CHECKLIST

Purpose of Checklist

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information on the impacts from this proposal (and to reduce or avoid impacts if possible) to help the agency decide whether an EIS is required.

A. Background

1. Name of proposed project:

Revising land use regulations associated with roads and access.

2. Name of applicant:

Snohomish County, Department of Planning and Development Services.

3. Address and phone number of applicant and contact person:

Amber Piona, Project Manager

3000 Rockefeller, M/S 604

Everett, WA 98201

Phone: 425-262-2375

Email: amber.piona@snoco.org

4. Date checklist prepared:

October 1, 2021

5. Agency requesting checklist:

Snohomish County, Department of Planning and Development Services

6. Proposed timing or schedule (including phasing, if applicable):

Planning Commission briefing: October 26, 2021

Planning Commission public hearing: November 16, 2021

County Council public hearing: To be determined

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

This proposal is for a non-project action with no directly related plans for future activities associated with these code amendments. Site-specific actions may be proposed by public parties in the future, which will be reviewed for compliance with the regulations in effect at the time of application.

8. List any environmental information you know about what has been prepared, or will be prepared, directly related to this proposal.

The proposed ordinance is consistent with the policies and goals of the adopted GMA Comprehensive Plan, which included an EIS that was adopted on June 3, 2015. No additional environmental information or studies have been prepared for the proposed development regulations.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

This is a non-project action which affects the regulation roads and access within unincorporated Snohomish County. Proposals affecting roads and access may be under consideration at any given time.

10. List any government approvals or permits that will be needed for your proposal, if known.

No government approvals or permits are required for this proposal. The Snohomish County Planning Commission will make a recommendation to the County Council, who may adopt the amendment as proposed, revise the proposed amendment, or take no action.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

These proposed code amendments pertain to the regulation of roads and access.

Specifically, the proposed code amendments are as follows:

1. SCC 30.24.100 – Language added to require that the drive aisle or shared court meet the minimum 20-foot width of a driving surface for a fire lane and that it does not include the width of the pedestrian facility to meet the requirement. This code amendment would align the county code with the Engineering Design and Development Standards (EDDS) which already excludes pedestrian facilities to meet fire lane requirements
2. SCC 30.24.050 – Language added to promote the authority of the county engineer to determine the type of roadway required to provide access to a proposed subdivision, short subdivision, binding site plan development or SFDU. The proposed amendment removes the requirement to seek a variance if an applicant proposes a private road instead of a public road.
3. SCC 30.24.055 – Promotes the authority of the county engineer to determine the type of roadway required to serve individual lots, tracts, or easements within a proposed subdivision, short subdivision, unit lot subdivision and unit lot short subdivision. The proposed amendment removes the requirement to seek a variance if an applicant proposes a private road network element instead of a public road to serve individual lots, tracts or easements within a proposed subdivision and short subdivision. New language is proposed to allow a private road or drive aisle for access to individual dwelling units within a unit lot subdivision or unit lot short subdivision unless the county engineer determines that a public road is required.
4. SCC 30.41C.080 – Removes the specific requirement to provide physically separated pedestrian facilities and adds language that the pedestrian facilities shall be designed in accordance with the EDDS.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

This non-project proposal would be applicable to lands located within the unincorporated jurisdiction of Snohomish County.

B. Environmental Elements

1. Earth

a. General description of the site:

(Circle one): **Flat, rolling, hilly, steep slopes, mountainous, other _____**

Lands within the jurisdiction of Snohomish County include a variation of terrain such as flat, rolling, hilly, and steep slopes.

b. What is the steepest slope on the site (approximate percent slope)?

Slopes in excess of 100% can be found within the jurisdiction of Snohomish County.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

A range of soil types are found within the jurisdiction of Snohomish County. This non-project proposal will not impact agricultural lands of long-term commercial significance.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Certain areas within Snohomish County have a history of surface instability associated with periods of heavy rainfall. Other areas have a history of more deep-seated instability associated with landslide activity.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

As a non-project action, no filling or grading is proposed. Any future site-specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include review of any proposed grading or filling activity.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

As a non-project action, no erosion will occur as a direct result of this proposal. Any future site-specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include review of any proposed clearing and construction that might result in erosion.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

As a non-project action, no impervious surface coverage will occur as a result of this proposal.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

As a non-project action, no erosion reduction or control measures are proposed or required. Future site-specific development or land use action not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to project level SEPA and regulatory review and would require the implementation of applicable County regulations to reduce or control erosion or other impacts to the earth.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

As a non-project action, no emissions to air will occur as a result of this proposal.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Not applicable.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

As a non-project action, no measures to reduce or control emissions are required or proposed. Future site-specific development or land use action not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to project level SEPA and regulatory review and would require the implementation of applicable County regulations to reduce or control emissions or other impacts to air, if any.

3. Water

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds,

wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There are several streams, seasonal streams, and bodies of water located within Snohomish County.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

As a non-project action, this proposal will not require any work in, or adjacent to, the described waters. Future site-specific development or land use action not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to project level SEPA and regulatory review and would require the implementation of applicable County regulations to reduce or control activities near surface water bodies, if any.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

As a non-project action, no fill or dredge material will be placed or removed from surface water or wetlands.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

As a non-project action, no surface water withdrawals or diversion will be required.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

Not applicable as this is a non-project action.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

As a non-project action, no discharges of waste materials to surface waters will occur as a result of this proposal.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be**

discharged to groundwater? Give general description, purpose, and approximate quantities if known.

As a non-project action, no groundwater will be withdrawn or discharged.

- 2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

As a non-project action, no waste material will be discharged from septic tanks or other sources as a result of this proposal. Future development or land use actions not exempted by WAC 197-11-800 or SCC 30.61.035 that would likely result in discharges from stormwater runoff would be subject to project-level SEPA and regulatory review.

c. Water runoff (including stormwater):

- 1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

As a non-project action, no runoff will occur as a result of this proposal. Any future site-specific development or land use action proposal would be subject to a separate SEPA and development permit review, which would address runoff management.

- 2) **Could waste materials enter ground or surface waters? If so, generally describe.**

As a non-project action no runoff will occur as a result of this proposal. Any future site-specific development or land use action proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA and development permit review, which would address runoff management.

d. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

As a non-project action, no drainage patterns will be affected as a result of this proposal. Any future site-specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA and permit review, which would address drainage.

e. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

As a non-project action, no measures are proposed or required to reduce impacts to surface or groundwaters. Any future site-specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA and permit review.

4. Plants

a. Check the types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- Orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

All types of the above vegetation occur in various locations throughout the county.

b. What kind and amount of vegetation will be removed or altered?

As a non-project action, no vegetation will be removed as a direct result of this proposal. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA evaluation of any proposed vegetation removal or alteration.

c. List threatened and endangered species known to be on or near the site.

U.S Fish and Wildlife Services provides listing for ESA species under its jurisdiction. National Marine Fisheries Service provides I listing for ESA species under its jurisdiction. Washington State Department of Fish and Wildlife provides listing for sensitive species under its jurisdiction. Washington State Department of Natural Resources provides legal listing of sensitive species under its jurisdiction.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

As a non-project action, no measures to preserve or enhance vegetation are required for this proposal. Any future site-specific development or land use action proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject

to a separate SEPA and permit review, which would include review of any proposed landscaping or measures to preserve or enhance vegetation on the site.

e. List all noxious weeds and invasive species known to be on or near the site.

All types of noxious weeds and invasive species occur throughout the county.

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Birds: **hawk, heron, eagle, songbirds, other:** _____

Mammals: **deer, bear, elk, beaver, other:** _____

Fish: **bass, salmon, trout, herring, shellfish, other:** _____

All of the above animal species may be found in various locations throughout the county.

b. List any threatened and endangered species known to be on or near the site.

U.S Fish and Wildlife Services provides listing for ESA species under its jurisdiction. National Marine Fisheries Service provides listing for ESA species under its jurisdiction. Washington State Department of Fish and Wildlife provides legal listing for sensitive species under its jurisdiction. Washington State Department of Natural Resources provides legal listing of sensitive species under its jurisdiction.

c. Is the site part of a migration route? If so, explain.

Yes. Wildlife species do migrate through the county, but as a non-project action, this proposal will not impact migratory species.

d. Proposed measures to preserve or enhance wildlife, if any:

As a non-project action, no measures to preserve or enhance wildlife are required or proposed. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include review and implementation of measures to preserve or enhance wildlife, if any.

e. List any invasive animal species known to be on or near the site.

All types of invasive animal species that occur throughout the county.

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

As a non-project action, energy will not be consumed.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

As a non-project action, there will be no impact on solar energy as a result of this proposal.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

As a non-project action, energy conservation features are not applicable to this project. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include review and implementation of measures to reduce or control energy impacts, if any.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

As a non-project action, no environmental health hazards will result as a consequence of this proposal.

- 1) Describe any known or possible contamination at the site from present or past uses.**

As a non-project action, this is not applicable. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include identification of known or possible contamination, if any.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

As a non-project action, this is not applicable. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035

would be subject to a separate SEPA review, which would include identification existing hazardous chemicals/conditions, if any.

- 3) **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

As a non-project action, this is not applicable. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include a review of toxic or hazardous chemicals stored, used, or produced during the project's development or construction, or at any time during the operating life of the project, if any.

- 4) **Describe special emergency services that might be required.**

As a non-project action, no special emergency services are required by this proposal.

- 5) **Proposed measures to reduce or control environmental health hazards, if any:**

As a non-project action, no measures to reduce or control environmental health hazards are required for this proposal. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include review and implementation of measures to reduce or control environmental health hazards, if any.

b. Noise

- 1) **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

This non-project action will not be affected by noise.

- 2) **What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

This non-project action will not generate noise.

- 3) **Proposed measures to reduce or control noise impacts, if any:**

As a non-project action, no measures to reduce or control noise impacts are required or proposed. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a

separate SEPA review, which would include review and implementation of measures to reduce or control noise impacts, if any.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

Numerous land uses occur throughout Snohomish County. This non-project proposal would not change land use designations or zoning, but as a proposed regulatory change related to roads and access within unincorporated Snohomish County, it could affect how land use is configured on any given property. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include review and implementation of measures to reduce or control impacts to adjacent properties, if any.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

This non-project action affects the regulation of roads and access within unincorporated Snohomish County, which includes property that may have been, may be, or is currently being used as working farmlands or forestlands. However the proposal has no direct effect on agricultural or forest land use designation.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:**

As a non-project action, this proposal will not directly affect or be affected by surrounding working farm or forest lands. This proposed non-project action does not change existing regulations or protections relating to working farm or forest lands.

- c. Describe any structures on the site.**

Not applicable to this non-project action.

- d. Will any structures be demolished? If so, what?**

As a non-project action, no structures will be demolished as a result of this proposal.

e. What is the current zoning classification of the site?

This non-project action pertains to access and roads within unincorporated Snohomish County. Various zoning classifications are found throughout unincorporated Snohomish County.

f. What is the current comprehensive plan designation of the site?

This non-project action pertains to access and roads within unincorporated Snohomish County. Various comprehensive plan designations are found throughout unincorporated Snohomish County.

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable to this non-project action.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Not applicable to this non-project action.

i. Approximately how many people would reside or work in the completed project?

As a non-project action, this is not applicable.

j. Approximately how many people would the completed project displace?

As a non-project action, this is not applicable.

k. Proposed measures to avoid or reduce displacement impacts, if any:

As a non-project action, no measures to avoid or reduce displacement impacts are required by this proposal.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposed code amendments are compatible with the land use plans and regulations.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

As a non-project action, no impacts to agricultural and forest lands of long-term commercial significance would occur as a result of this proposal. This proposed

non-project action does not change existing regulations or protections relating to agricultural and forest lands of long-term commercial significance.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

As a non-project action, no housing units would be provided by this proposal.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

As a non-project action, no housing units would be eliminated by this proposal.

- c. Proposed measures to reduce or control housing impacts, if any:**

As a non-project action, no measures to reduce or control impacts to housing are required or proposed.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

As a non-project action, no structures are proposed. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which will include review of structure height and building materials.

- b. What views in the immediate vicinity would be altered or obstructed?**

As a non-project action, no views will be altered or obstructed as a result of this proposal. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which will include review of views that may be altered or obstructed.

- c. Proposed measures to reduce or control aesthetic impacts, if any:**

As a non-project action, no measures to reduce or control aesthetic impacts are required or proposed. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include review and implementation of measures to reduce or control aesthetic impacts, if any.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

As a non-project action, no light or glare will occur as a result of this proposal.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

As a non-project action, no light or glare that could be a safety hazard or interfere with views will result from this proposal. Any future site-specific development proposals not exempted by WAC 197-11-800 or SCC 30.61.035 will be subject to a separate SEPA and applicable permit reviews, which will include review of light and glare from the development.

c. What existing off-site sources of light or glare may affect your proposal?

Not applicable to this non-project action.

d. Proposed measures to reduce or control light and glare impacts, if any:

As a non-project action, no measures to reduce or control light and glare impacts are required or proposed. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include review and implementation of measures to reduce or control light and glare impact, if any.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Hunting, fishing, bird watching and many other recreational opportunities exist.

b. Would the proposed project displace any existing recreational uses? If so, describe.

This non-project action is intended to expand recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

As a non-project action, no measures to reduce or control impacts on recreation are proposed or required. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include review and implementation of measures to reduce or control impacts on recreation, including recreation opportunities to be provide by the project or applicant, if any.

13. Historic and cultural preservation

- a. **Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.**

Not applicable to this non-project action.

- b. **Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

Not applicable to this non-project action. Future development proposals may be conditioned or subject to further review on a site-specific basis under Chapter 30.32D SCC – Historic and Archaeological Resources.

- c. **Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

Not applicable to this non-project action. Future development proposals may be conditioned or subject to further review on a site-specific basis under Chapter 30.32D SCC – Historic and Archaeological Resources.

- d. **Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

As a non-project action, no measures to reduce or control impacts on recreation are proposed or required. Any future site-specific development proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include review and implementation of measures to reduce or control impacts on recreation, including recreation opportunities to be provide by the project or applicant, if any.

14. Transportation

- a. **Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

Various highways and several state routes and local streets service Snohomish County.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

Various transit services exists in Snohomish County.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?**

As a non-project action, no parking spaces are proposed or required. Future site-specific development must meet the minimum parking requirements as mandated by Chapter 30.26 of the Snohomish County Code.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

This non-project proposal relates to the regulation of roads and access, which includes promoting the authority of the county engineer to determine the type of roadway (public or private) to serve proposed subdivisions, short subdivisions, binding site plans or SFDUs, and the type of road required to serve individual lots, tracts and easements within. Future site-specific development will be reviewed for impacts to the roadway system and improvements to existing roadways may be required on a project-by-project basis.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

Not applicable to this non-project action.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

This non-project action will not directly generate any vehicular trips per day. Any future site specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA and permit review, which would include review of traffic issues.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

As a non-project action, the proposal will not interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets. Any

future development or land use proposal w not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA and permit review, which will include review of impacts interfering, affecting, or resulting from the movement of agricultural and forest products on roads or streets.

h. Proposed measures to reduce or control transportation impacts, if any:

As a non-project action, no measures to reduce or control transportation are proposed or required. Any future site-specific development or land use action not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA and concurrency review, which would include implementation of measures to reduce or control any transportation impacts.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

As a non-project action, this proposal will not result in an increased need for public services. Site-specific project actions may affect services such as fire and police. These impacts will be reviewed during the project level permitting of the development.

b. Proposed measures to reduce or control direct impacts on public services, if any.

As a non-project action, no measures to reduce or control impacts on public services are proposed or required. Any future site-specific development or land use action proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review, which would include review and implementation of measures to reduce or control any impacts on public services.

16. Utilities

a. Circle utilities currently available at the site:

Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

Not applicable to this non-project action.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

As a non-project action, no utilities are proposed or required. Any future site-specific development or land use action proposal would need to provide electricity to serve the proposed development.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Amber Piona
Amber Piona (Oct 6, 2021 09:19 PDT)
Amber Piona, Project Manager
Planner, Planning and Development Services

Date Submitted: October 6, 2021

D. Supplemental sheet for non-project actions

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposal will not likely cause any increase in these types of discharges or emissions. As a non-project action, no direct impacts will occur to water or air quality. The proposed code changes will not likely be a direct effect to the production, storage, or release of toxic or hazardous substances; or production of noise.

Proposed measures to avoid or reduce such increases are:

As a non-project action, this proposal is not likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise. Future site-specific land activity not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to project level environmental analysis and threshold determination.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

As a non-project action the proposal is not likely to impact animals, fish, or marine life. Future development will be subject to the county's critical area regulations under Title 30, which include provisions to protect streams, wetlands, and wildlife.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

The County's critical areas regulations regulate development in environmentally sensitive areas. Future site-specific land activity not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to project level environmental analysis and threshold determinations.

3. How would the proposal be likely to deplete energy or natural resources?

The proposal would not likely deplete energy or natural resources.

Proposed measures to protect or conserve energy and natural resources are:

As a non-project action, no measures to conserve energy or natural resources are necessary for this proposal. Future site-specific land activity not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to project-level environmental analysis and threshold determinations.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental

protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposed code amendments would not likely affect environmentally sensitive areas as vegetation removal is prohibited in critical areas and critical area buffers. As a non-project action, this proposal is unlikely to directly affect environmentally sensitive areas or areas designated (or eligible or under study) for government protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

The County's critical areas regulations regulate development in environmentally sensitive areas. Future site-specific land activity not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to project level environmental analysis and threshold determinations.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal is not likely to affect land and shoreline use. The County's Shoreline Management Plan regulates development in the shoreline designations. This proposal does not encourage incompatible land or shoreline uses.

Proposed measures to avoid or reduce shoreline and land use impacts are:

The proposed code amendments are consistent with shoreline and land use regulations, so measures to reduce impacts are not applicable. Future site-specific development proposals in the shoreline environment are subject to County development regulations implementing the Shoreline Management Program, Chapters 30.44 and 30.67 SCC.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

As a non-project action, this proposal is unlikely to directly increase demands on transportation or public services and utilities.

Proposed measures to reduce or respond to such demand(s) are:

As a non-project action, this proposal is unlikely to directly increase demands on transportation or public services and utilities, so measures to reduce impacts are not applicable. Future site-specific development or land use activity not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to project-level environmental analysis and threshold determinations.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposal does not conflict with any law or requirements to protect the environment.



Snohomish County

Planning and Development Services

3000 Rockefeller Ave., M/S 604
Everett, WA 98201-4046
(425) 388-3311
www.snoco.org

Dave Somers
County Executive

DETERMINATION OF NONSIGNIFICANCE

Proponent: Snohomish County Department of Planning and Development Services
County Administration Building
3000 Rockefeller Avenue, M/S 604
Everett, WA 98201

Description of Proposal: Proposed ordinance to amend the Snohomish County Code regulations related to roads and access. Ordinance is titled:

RELATING TO GROWTH MANAGEMENT; AMENDING DEVELOPMENT
REGULATIONS IN CHAPTERS 30.24 AND 30.41 PERTAINING TO ROADS AND
ACCESS

Proposed Amendments

This is a non-project proposal to amend Snohomish County Code regulations related to roads and access. The proposed amendments seek the following objectives: a.) promote access for emergency fire responders and apparatus; b.) remove the need for variance requests to develop private road networks within proposed subdivisions or short subdivisions in urban areas; c.) allow the county engineer to approve private road access to individual dwelling units within a unit lot subdivision and d.) promote flexibility for the provision of pedestrian facilities within rural cluster and subdivision development

Lead Agency: Snohomish County Department of Planning and Development Services

Threshold Determination: The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) **IS NOT** required under RCW 43.21C.030(2)(c). This decision was made after review by Snohomish County of a completed environmental checklist and other information on file with this agency. This information is available for public review upon request.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below. Comments must be submitted by 10/20/2021, to the responsible official at the address listed below.

Appeals: This DNS together with the subsequent legislative action by the County Council to amend the County Code may be appealed to the Central Puget Sound Growth Management Hearings Board. **THIS DNS MAY BE APPEALED ONLY WHEN SUCH APPEAL IS**

COMBINED WITH THE APPEAL OF THE UNDERLYING ACTION PURSUANT TO SCC 30.73.100. THE APPEAL MUST BE FILED WITHIN 60 DAYS OF THE PUBLISHED NOTICE OF ACTION ISSUED SUBSEQUENT TO THE FINAL DECISION BY THE COUNTY. The Notice of Action describing the final decision by the County to pursue or not pursue the proposed action will be published in the County's paper of record. Any appeal must be filed with the Central Puget Sound Growth Management Hearings Board, at PO Box 40953 Olympia WA 98504-0953 within 60 days following publication in the paper, or as otherwise stated in the Notice of Action or provided by law.

For further information, contact Amber Piona, Planning and Development Services, (425) 262-2375 or amber.piona@snoco.org. Please include your full name and mailing address in any email comments.

Date Issued: 10/6/2021

Date Published: 10/8/2021

SEPA NOTIFICATION



Notice is Hereby Given that SNOHOMISH COUNTY PLANNING AND DEVELOPMENT SERVICES (PDS) has issued a Determination of Non-significance (DNS) for a non-project action.

Description of Proposal: This is a non-project proposal to amend Title 30 of the Snohomish County Code to address roads and access network. The proposed amendments seek the following objectives: a.) promote access for emergency fire responders and apparatus; b.) remove the need for variance requests to develop private road networks within proposed subdivisions or short subdivisions in urban areas; c.) allow the county engineer to approve private road access to individual dwelling units within a unit lot subdivision and d.) promote flexibility for the provision of pedestrian facilities within rural cluster and subdivision development

Project Proponent: Snohomish County PDS. PDS determined that this non-project proposal will not have a probable significant adverse impact on the environment.

Date of Issuance: October 6, 2021

Contact: Amber Piona, Planner, (425) 262-2375, or amber.piona@snoco.org.

SEPA Comments Due: This DNS is issued under WAC 197-11-340(2). The lead agency will not act on this proposal for 14 days from the issue date above. Comments must be submitted by 5:00 p.m., 10/20/2021, to the responsible official at the address listed on the DNS.

Additional information regarding the proposed legislation is available at the County's website at: <https://snohomishcountywa.gov/1603/Environmental-SEPADocuments>

30.53A.512 Fire apparatus access roads – replaced.

Section 503 of the IFC is deleted in its entirety and replaced as follows:

503.1 Where required. Fire apparatus access roads shall be provided and maintained in accordance with sections 503.1.1 through 503.1.3.

503.1.1 Buildings and facilities. Fire apparatus access roads shall be provided in accordance with sections 501 and 503 of the IFC for every facility, building or portion of a building hereafter constructed or moved into or within the county when any portion of the facility or any portion of an exterior wall of the first story of the building is located more than 150 feet from fire apparatus access as measured by an approved route around the exterior of the building or facility. See also section 504 of the IFC for personnel access to buildings. When access roads cannot be installed due to location on property, topography, waterways, nonnegotiable grades or other similar conditions, the fire marshal is authorized to require alternative fire protection.

Exceptions:

1. When buildings are completely protected with an approved automatic fire sprinkler system installed in accordance with this chapter, the fire apparatus access road requirements may be modified by the fire marshal.

2. When there are no more than two dwelling units, or Group U Occupancies, the requirements of sections 503.1.1 and 503.2 of the IFC may be modified by the fire marshal.

503.1.2 Additional access. More than one fire apparatus road shall be provided when it is determined by the fire marshal that access by a single road might be impaired by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access. For high-piled combustible storage, section 3206.6 of the IFC applies. For required access during construction, alteration or demolition of a building, section 1410.1 of the IFC applies.

503.1.3 High piled storage. Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions of chapter 23 of the IFC.

503.2 Specifications. Fire apparatus roads shall be installed and arranged in accordance with sections 503.2.1 through 503.2.8, as modified by this chapter.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with section 503.6, and an unobstructed vertical clearance of 13 feet and 6 inches (4115 mm).

503.2.2 Authority. Vertical clearances of 13 feet and 6 inches in height or widths of 20' shall be increased when, in the opinion of the fire marshal, vertical clearances or widths are not adequate to provide fire apparatus access.

503.2.3 Surface. All fire apparatus access roadways shall be constructed of either gravel, asphalt or some other all-weather surface capable of supporting vehicles consistent with Engineering Design and Development Standards (EDDS).

503.2.4 Turning Radius. Turns, bends, or sweeps in fire apparatus access roadways shall be designed at not less than 20-foot inside-turning radius nor less than 40-foot outside-turning radius. For private dead-end fire lanes ending with a permanent hammerhead, the minimum inside turning radius shall be 25-feet. For private road network elements the fire marshal may require a minimum turning radius of 25 feet (inside radius) and 45 feet (outside radius) for fire lanes that serve structures over 30 feet in height.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with a turnaround unless a modification is granted by the fire marshal. Dead-end fire apparatus access roads that exceed 1,200 feet in length shall be provided with intermediate turnarounds to provide adequate fire apparatus turnaround or the fire marshal is authorized to require additional fire protection.

503.2.6 Bridges. When a bridge is required to be used as part of a fire apparatus access road, it shall be constructed and maintained in accordance with the department of public works engineering design and development standards adopted by the county. The bridge shall be designed to carry an AASHTO (American Association of State Highway and Traffic Officials) HL-93 Load Resistance Factor Design method live load or greater. Bridges shall be sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the fire marshal.

503.2.7 Grade. The gradient for a fire apparatus access road shall not exceed 15 percent. Cul-de-sac bulb grades shall not exceed six percent.

503.3 Marking. Where required by the fire marshal, approved signs or other approved notices or markings that include the words NO PARKING - FIRE LANE shall be provided for fire apparatus roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean or legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles.

503.5 Required gates or barricade. The fire marshal is authorized to require the installation and maintenance of gates or other approved barricades across fire apparatus access roads, trails or other accessways, not including public streets, alleys

or highways. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

503.5.1 Entrances secured by gates or barriers. Entrances to roads, trails or other access way which have been closed with gates and barriers in accordance with section 503.5 of the IFC shall not be obstructed by parked vehicles.

503.6 Gates accessing residential developments. Gates installed in a residential community shall be equipped with a strobe activation device unless the local fire district does not have the capability to activate such device and another device is approved by the local fire district. Minimum gate width opening shall be 20 feet. The gate is required to open automatically with the approach of emergency vehicles. In the event of a loss of power, the gate shall open automatically and remain in the open position until power is restored.

Exemption: 2 or fewer dwelling units as approved by the local fire district.

503.7 Split entries to plats, short plats and single-family detached units (SFDU). Split entries into plats, short plats and SFDUs shall be allowed where each aisle (lane) is at least 14 feet in width.

503.8 Cul-de-sac Planters. Planters may be installed in cul-de-sacs when the outside radius of the cul-de-sac is a minimum of 50 feet and the inside radius is a minimum of 25 feet.

(Added by Ord. 07-087, Sept. 5, 2007, Eff date Sept. 21, 2007; Amended by Amended Ord. 11-024, Aug. 3, 2011, Eff date Aug. 18, 2011; Amended by Amended Ord. 14-059, Aug. 27, 2014, Eff date Sept. 13, 2014; Amended by Amended Ord. 17-058, Oct. 18, 2017, Eff date Nov. 9, 2017; Amended by Amended Ord. 21-031, July 14, 2021, Eff date July 25, 2021).



Engineering Design and Development Standards



Excerpted

Full EDDS can be found
[https://snohomishcountywa.gov/492/
Design-Standards-EDDS](https://snohomishcountywa.gov/492/Design-Standards-EDDS)



Snohomish County
Public Works

September 17, 2021

2. Additional access points may be required by the Engineer to provide adequate road and pedestrian circulation or emergency vehicle access. The Fire Marshal shall determine additional emergency vehicle access requirements pursuant to Chapter 30.53A SCC.
3. A development that will generate or attract a large traffic volume may be required to consolidate traffic at specific access points. Signalization may be required where warranted by the MUTCD. Additional specifications are provided in Chapter 7 (Street Illumination, Channelization and Signals) of these Standards.

2-03 ACCESS POINT TYPES AND SPECIFICATIONS

See Standard Drawings 2-010, 2-020, 2-022, 2-024, 2-028, 2-030, 2-035, 2-040, 2-045, 2-070

A. General

1. Access point types, radii and width specifications are provided on Standard Drawing 2-010. Specifications vary according to type of property use and road frontage section.
2. Signalized access points, and high-volume access points as determined by the Engineer, shall be constructed as road intersections and include curb radius returns.
3. Non-signalized access points that intersect an urban road section (curb, gutter and sidewalk) shall be constructed as drop curb driveways in accordance with Standard Drawings 2-020, 2-022, 2-024, and 2-028, as applicable.
4. Where a drop curb driveway intersects an urban road section, the driveway section between the sidewalk and the curb and gutter shall be concrete for structural strength and stability.
5. Non-signalized access points that intersect a rural road section shall be constructed as driveway approaches in accordance with Standard Drawings 2-030, 2-035, 2-040 or 2-045.
6. Access points for fire lanes that intersect other road network elements using a drop curb driveway design shall have a minimum width of 25 feet for a distance of at least 30 feet from the face of curb line (urban) or edge of pavement (rural or urban section without curb) of the intersecting road network element. This is to provide sufficient width and length for emergency vehicle turning movements without driving off pavement. Refer to Subsection 3-01.C for other fire lane requirements.

B. Width Requirements – Residential

1. Driveways and shared driveways that serve no more than two dwelling units or two Group U occupancies shall have 10 foot minimum and 30 foot maximum widths.
2. Access points for residential fire lanes constructed as drop curb driveways shall have 25 foot minimum and 30 foot maximum two-way access widths.

C. Width Requirement – Commercial or Industrial

1. One-way commercial or industrial access points shall have minimum/maximum widths as follows:
 - i. Inbound traffic: 15 feet minimum / 30 feet maximum.
 - ii. Outbound traffic: 20 feet minimum / 35 feet maximum.
 - iii. One-way inbound or outbound access points in an Urban Center zone shall have a maximum width of 25 feet.
2. Two-way commercial access points shall have minimum/maximum access widths as follows:
 - i. Non-arterial road access: 25 feet minimum / 35 feet maximum.
 - ii. Arterial road access: 30 feet minimum / 35 feet maximum.
 - iii. Two-way access points in an Urban Center zone shall have a maximum width of 35 feet.
3. Two-way industrial access points shall have minimum/maximum access widths as follows:
 - i. Non-arterial road access: 25 feet minimum / 40 feet maximum.
 - ii. Arterial road access: 35 feet minimum / 40 feet maximum.
4. A 25-foot minimum width is required for a distance of at least 30 feet, as described in Subsection 2-03.A.6) above, for emergency vehicle turning movements. Refer to standard drawing 2-070.
5. Wider commercial or industrial access point widths, where necessary to accommodate buses, trucks or other oversized vehicles, may be approved through deviation. Such access points shall be designed to meet the additional loading and turning radius requirements.

2-04 ACCESS POINT LOCATION, SEPARATION AND SPACING

See Standard Drawing 2-050

A. General

1. Access point location, separation from intersections and spacing are critical for maintaining access point and roadway traffic flow. Access design must also satisfy the on-site circulation requirements of the intended land use, consistent with safety and operational requirements.
2. Where a property has frontage on both arterial and non-arterial roads, access shall be limited to the non-arterial road unless it can be demonstrated that an arterial road access will not negatively impact traffic flow.
3. Access onto high volume roads may be denied in the interest of traffic safety or operational requirements.

Chapter 3 – ROAD DESIGN

3-01 ROAD CIRCULATION

See Standard Drawings 3-040, 3-050, 3-066, 3-150

A. General

Road circulation is important in road system design for the following reasons:

1. Operation of the arterial road system is improved by dispersing local traffic onto multiple roads and access points;
2. Response time for emergency services is reduced;
3. Time and mileage traveled by individuals and service providers, including school bus transportation, mail delivery, utilities, etc. are reduced; and
4. Use of transit systems, and pedestrian and bicycle facilities, is promoted.

B. Layout and Design

The following criteria for circulation shall be used in the layout and design of the county road network:

1. The road network shall be designed to promote a connected and convenient circulation of traffic without reliance on the arterial road system. Circulation and connectivity shall be provided in a manner, where possible, that will allow subsequent developments to meet these standards.
2. The road network is made up of the following road network elements, described further in EDDS Sections 3-04 and 3-05:
 - Public roads
 - Private roads
 - Drive aisles
 - Shared courts
 - Shared driveways
 - Alleys
 - Driveways

County Code requirements for roads and access are contained in Chapter [30.24](#) SCC.

3. The road network shall be designed so that the maximum separation between public roads is approximately 330 to 660 feet in urban areas or approximately 2,640 to 5,280 feet in rural areas. **With the Engineer's approval, exceptions to** the approximate road separation requirements may be granted when meeting them would be infeasible or impractical due to topography, critical areas, the surrounding road network, soils, hydrology, or other constraints. The public roads defining a block shall comply with the minimum centerline offset standards of EDDS Section 3-09. Access points within a block shall comply with the separation and corner clearance requirements of EDDS Sections 2-04 and 2-05.
4. Pursuant to SCC [30.24.010](#)(4), public roads shall be constructed to the boundary of adjacent parcels to create an interconnected road network unless the Engineer, based on the best available information, determines that unique circumstances of the site or adjacent parcels make it impractical or infeasible.

5. To provide adequate emergency vehicle access a public road, private road or drive aisle shall connect in at least two locations with another public road, private road or drive aisle meeting the applicable standard(s) for the resulting traffic volume, so that a dead end road system is not created when the new development consists of:
 - i. More than 30 single family dwellings, duplexes or a combination of both,
 - ii. 100 multiple family or townhouse dwellings or a combination of both, or
 - iii. Commercial or industrial buildings:
 - a) Where at least one building is 30 feet or higher as measured by the fire marshal;
 - b) Where at least one building is greater than 62,000 square feet; or
 - c) All the buildings have an aggregate square footage of 124,000 square feet or more.
6. New public roads within a development shall be constructed to and connect with any open or unopened public right-of-way that extends to a shared boundary. This requirement may be waived by deviation where the developer can show, and the county engineer concurs, that topography, the surrounding road network, soils, hydrology or other factors make the connection impractical or infeasible. However, if applicable, a public road connection shall be provided elsewhere to achieve the approximate spacing requirements in EDDS 3-01.B.
7. When an unopened public right-of-way stub is required, the land within the unopened right-of-way shall be graded to within one foot of finished grade required to construct the future public road:
 - i. along the entire right-of-way frontage of all building lots, and
 - ii. adjacent to other development improvements such as a detention pond, or mitigation site that would be adversely impacted by future grading.
8. Where a public road stub on an adjacent parcel has been established by right-of-way but is not yet constructed to the shared boundary, then a public road connection shall be constructed to meet the existing road on the adjacent parcel. This requirement may be waived by deviation where the developer can show, and the county engineer concurs, that topography, the surrounding road network, soils, hydrology or other factors make the connection impractical or infeasible. However, if applicable, a public road connection shall be provided elsewhere to achieve the spacing requirements in EDDS 3-01.B.
9. The Engineer may determine that a non-motorized connection (shared use path or bikeway) between developments is appropriate in place of a roadway.

C. Fire Apparatus Access Roads (Fire Lanes)

1. All public roads are designated a Fire Lane. County fire code requirements for private "fire apparatus access roads" or fire lanes are contained in SCC [30.53A.512](#). Any private road network element that provides primary access to more than two dwelling units, or two Group U occupancies as defined by the applicable building code, is a fire lane. Accordingly, all private road network elements discussed in this chapter must meet fire lane specifications, except:

- i. A driveway (that serves a single-family residence or duplex on one lot);
 - ii. A shared driveway or drive aisle that serves no more than two dwelling units or two Group U occupancies on up to two lots;
 - iii. An alley or drive aisle that provides secondary access to the rear of a structure, lot or use; or
 - iv. A private road network element that the Fire Marshal, under SCC [30.53A.512](#), determines is not needed or required to provide fire apparatus access to a structure, lot or use.
2. The following are important fire lane specifications for road network design. Refer to SCC [30.53A.512](#) for all fire lane requirements.
- i. Fire lanes shall be installed to within 150 feet of any portion of a facility or any portion of an exterior wall of the first story of a building;
 - ii. Fire lanes shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of 13 feet, 6 inches in height. Provided that for private road network elements the Fire Marshal may require a width of not less than 26 feet for fire lanes that serve structures over 30 feet in height as determined by the Fire Marshal;
 - iii. The access of a private road network element designated a fire lane from a public road shall be designed in accordance with EDDS 2-03.A.6;
 - iv. Dead-end fire lanes longer than 150 feet shall end in a cul-de-sac turnaround. Refer to EDDS 3-10 and standard drawing 3-150. Provided, that dead-end fire lanes on a private road network element may end in a permanent hammerhead turnaround if all dwelling units / structures that take access from the fire lane are required to have an NFPA 13D automatic sprinkler system, which a deviation to eliminate the sprinkler requirement is not allowed. Refer to EDDS 3-10 and Standard Drawing 3-150B;;
 - v. Dead-end fire lanes that exceed 1,200 feet in length shall be provided with intermediate turnarounds to provide adequate fire apparatus turn-around or the Fire Marshal is authorized to require additional fire protection; ~~MOVED DELETED LANGUAGE TO 3-10.A.6~~
 - vi. Fire lane curves and intersections shall have minimum turning radii of 20 feet (inside radius) and 40 feet (outside radius) for emergency vehicle access. Provided that for private dead end fire lanes ending with a permanent hammerhead, the minimum inside turning radii shall be 25-feet. Provided further that for private road network elements the Fire Marshal may require a minimum turning radii of 25 feet (inside radius) and 45 feet (outside radius) for fire lanes that serve structures over 30 feet in height as determined by the Fire Marshal;
 - vii. Fire lanes shall be constructed of asphalt, concrete or where feasible permeable pavement. Minimum surfacing requirements are described in Section 4-09. Refer also to Standard Drawings 3-040 or 3-050 and EDDS Subsection 3-04.B below for cross-section information. The permeable pavement cross-section shall be an engineered design consistent with EDDS Section 11-02.

- viii. The fire lane surface must be capable of supporting a live load of HS-25 ([AASHTO](#) Load Factor Design (LFD) method) and a fire truck outrigger load of 43,000 pounds applied to an area of 24 inches by 24 inches located on 16 foot centers;
 - ix. **Parking lanes or spaces or driveways shall not be located within the minimum 20-foot or wider unobstructed fire lane width;**
 - x. The grade for a fire lane shall not exceed the maximum grades identified in EDDS Table 3-5.
3. **When pedestrian facilities or on street parking are proposed or required along any portion of a drive aisle or shared court designated a fire lane, they shall be located outside the minimum required unobstructed fire lane width. Deviation from this requirement is not allowed.**

See EDDS Section 4.05 and Standard Drawing 3-066.

3-02 PUBLIC ROAD CLASSIFICATION

See Standard Drawings 3-070, 3-075

Snohomish County classifies public arterial and non-arterial roads in its Comprehensive Plan. Classifications are provided in Subsections A and B below. Subsection C discusses two road classifications that may apply to certain roads in the public right-of-way but only under limited circumstances. The method for determining the appropriate traffic **volume for a road, and therefore the road's classification, is an internal procedure** by either the engineer or traffic engineer with the Transportation/Engineering Section of PDS for private development and the Department of Public Works Engineering Services Division for county initiated road projects.

A. Arterial Classifications

The Snohomish County Arterial Circulation map contained in the Transportation Element of the Comprehensive Plan classifies County arterials into the following three categories. Refer to Section 3-04 for design criteria.

1. Principal Arterial

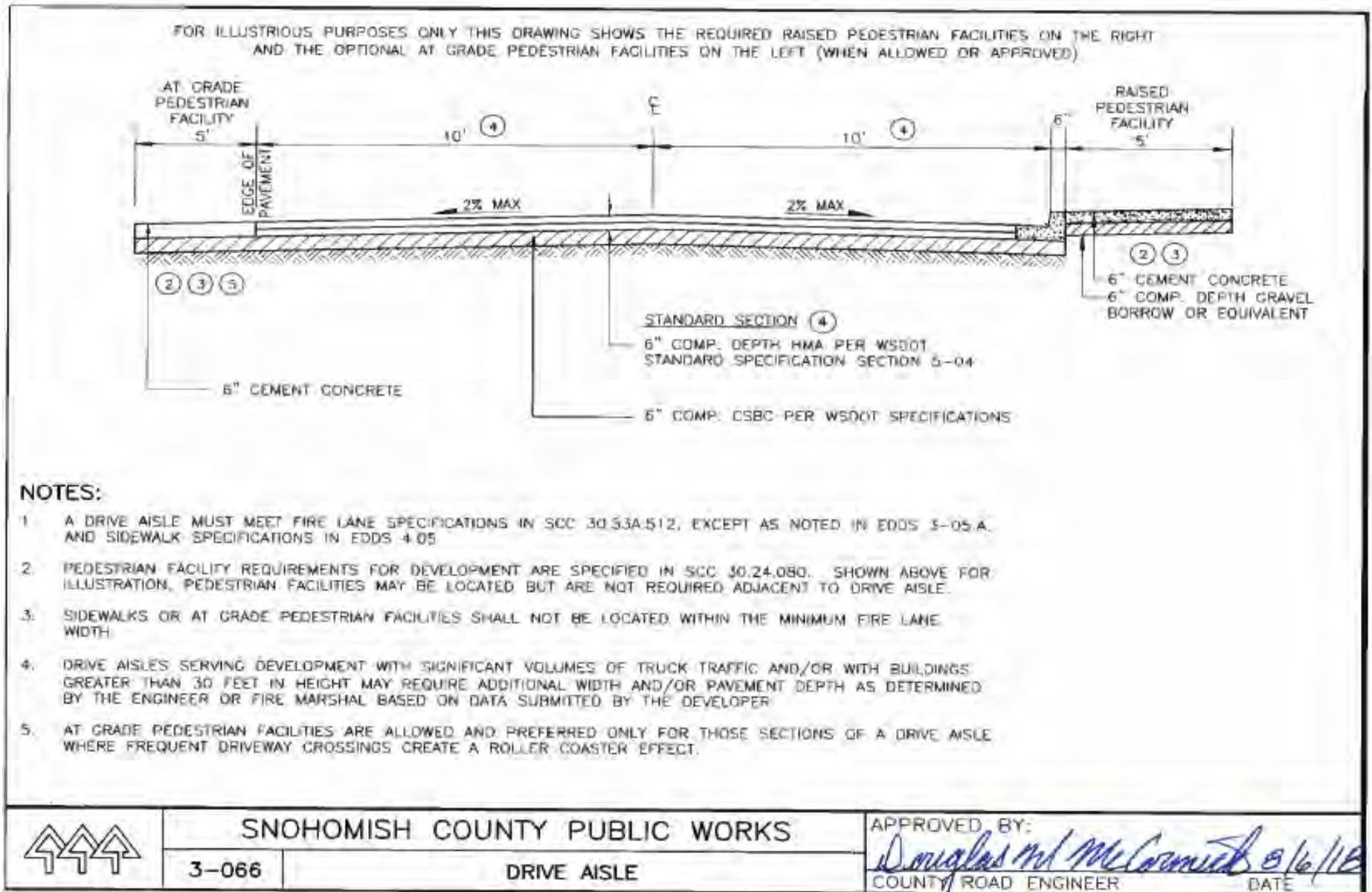
Principal arterials provide for movement across and between large subareas of the County and serve predominately "through trips" with minimum direct service to abutting land uses.

2. Minor Arterial (Urban) / Major Collector (Rural)

Minor arterials provide for movement within the large subareas of the County. They may serve secondary traffic generators and traffic from neighborhood to neighborhood within a larger community.

3. Collector Arterial (Urban) / Minor Collector (Rural)

Collector arterials provide for movement within the smaller subareas of the County and from "higher" arterials to non-arterial roads. They may also serve neighborhood traffic generators.



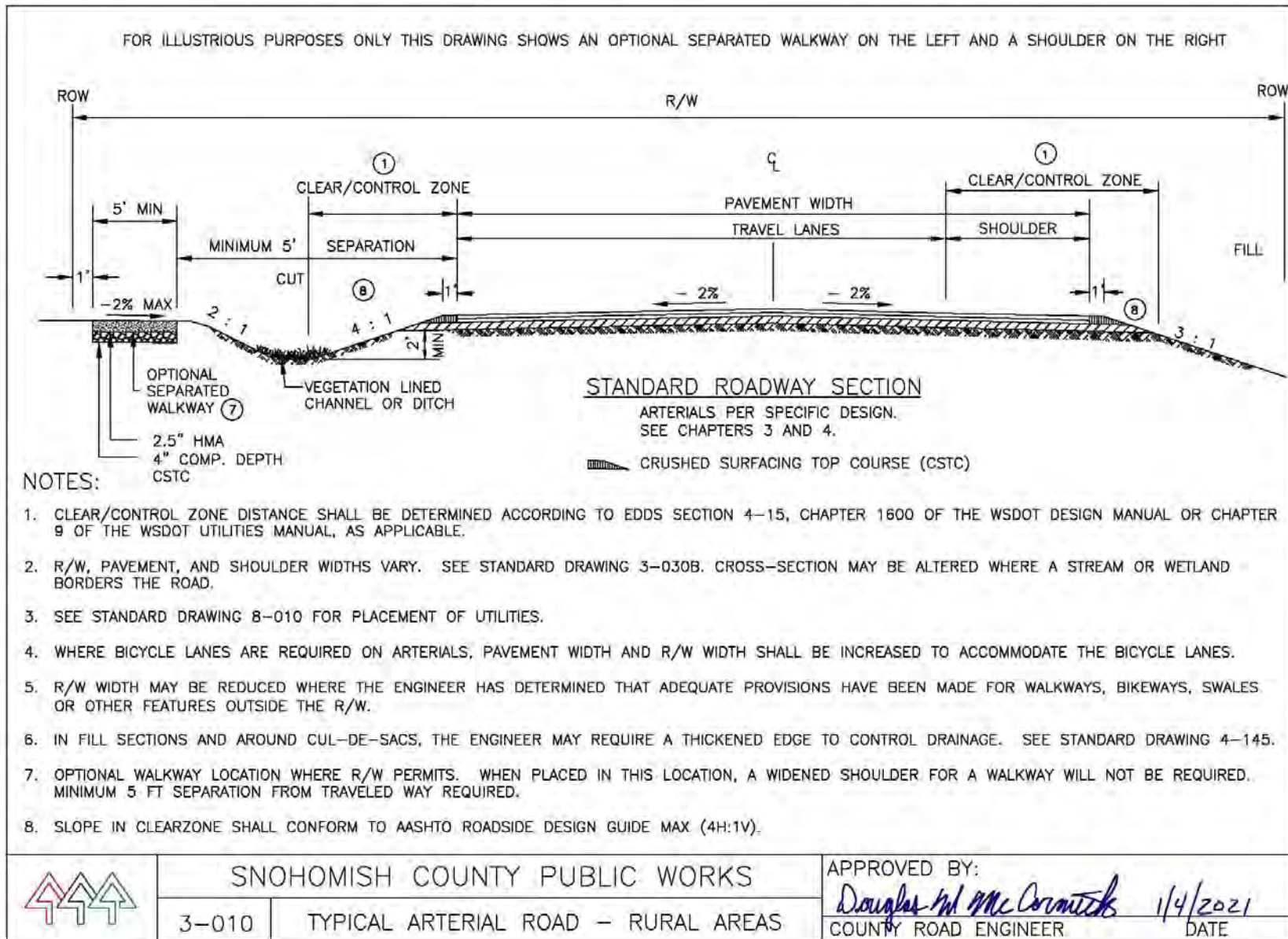
- utilities or other obstructions in the roadway. The center of a curb ramp is measured at the back of the curb.
9. Decorative surface materials, such as bricks or tiles, shall not be used in curb ramps or crosswalks because of the uneven surface they create for pedestrians.
 10. If the limits of a project include alteration work past the point of curvature of the corner radius of an intersection all non-compliant curb ramps located wholly or partially within the project limits and wholly or partially within the corner radius of the intersection shall be reconstructed to meet ADA requirements.
 11. Transitional segments are required to blend between existing undisturbed facilities and newly-altered curb ramps. This may permit the work of the alteration to more nearly meet the new construction standards. Transitional segments are required over a minimum of 5 feet; or vertical discontinuities up to 0.5 inches maximum can be beveled at 1:2 minimum.
 12. Detectable warning surfaces are required on curb ramps, blended transitions, or other sloped areas at midblock pedestrian crossings, pedestrian crossings at intersections, and pedestrian crossings of commercial driveways or private roads that are signalized or have returned curbs. Detectable warning surfaces shall not be installed on drop curb driveway ramps or at crossings of auto courts, alleys, or transitions from the ends of sidewalk to the shoulder or roadway.
 13. Installation of an Accessible Pedestrian Signal (APS) system is required at signalized intersections when alterations require moving existing pushbuttons or alter access to existing pushbuttons; when installing, altering, or upgrading pedestrian countdown indications, or when constructing a new pedestrian crossing. Routine maintenance or minor signal timing adjustments do not require the installation of APS systems at signalized intersections. Routine maintenance includes rewiring, fixing damaged or broken equipment, software updates, or replacing parts in-kind.

4-06 WALKWAYS

See Standard Drawings 3-010 and 3-040

A. General

1. A walkway is an at-grade pedestrian facility typically utilized in rural areas, constructed of asphalt and separated from the paved portion of the road by a minimum of 5-feet to the inside edge of the walkway and a maximum of 50 feet.
2. Walkways separated by more than 15 feet from the inside edge of the walkway to the paved portion of the road shall be designed as a Shared Use Path in EDDS Section 4-07. The Engineer may approve minor variations to this requirement.
3. Physical separation shall be provided by a ditch, gravel shoulder or planter strip. The walkway with a ditch-separated design is shown in Standard Drawings 3-010 and 3-040.
4. Surfacing and structural section requirements are in EDDS Section 4-09, Table 4-1. Where soil conditions allow, a walkway may utilize porous or permeable materials to facilitate infiltration of stormwater runoff.
5. Walkways shall comply with ADA specifications for pedestrian facilities.



Wright, Janet

From: Killingstad, David
Sent: Monday, August 30, 2021 9:53 AM
To: Mike Pattison
Cc: Wright, Janet
Subject: Status of Rural Cluster Walkways

Mike asked me to provide you with an update on the rural cluster walkways. Janet Wright is the project manager. It's part of the Roads and Access code project that includes three changes (rural cluster walkways, pedestrian facilities in fire lanes and removing the variance requirement for private roads). The package of code amendments is targeted for a Planning Commission briefing in October and hearing in November. Look for draft language to be circulated early to mid-September.

Please let me know if you have any questions.



David Killingstad | *Long Range Planning Manager*
[Snohomish County Planning and Development Services](#)
3000 Rockefeller Avenue M/S 604 | Everett, WA 98201
425-262-2215 | david.killingstad@snoco.org

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Wright, Janet

From: Mike Pattison <mpattison@MBAKS.COM>
Sent: Thursday, September 9, 2021 1:49 PM
To: Wright, Janet
Cc: Killingstad, David
Subject: RE: <External>Proposed code amendments for roads and access

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Thank you very much Janet. I'll get this circulated right away.



Mike Pattison | Senior Snohomish County Manager

p 425.460.8203
335 116th Ave. SE, Bellevue, WA 98004

mbaks.com Find us on [f](#) [t](#) [in](#) [i](#)

We aspire to be the most trusted and respected housing experts
in the Puget Sound region.

From: Wright, Janet <Janet.Wright@co.snohomish.wa.us>
Sent: Thursday, September 9, 2021 1:46 PM
To: Mike Pattison <mpattison@MBAKS.COM>
Cc: Killingstad, David <david.killingstad@snoco.org>
Subject: <External>Proposed code amendments for roads and access

Good afternoon,

I am attaching here a summary of proposed code amendments for roads and access regulations outlined in SCC 30.24.100, 30.24.050, 30.24.055 and 30.24.100. Please circulate this to your membership so that anyone who wishes to submit comments can do so.

Please submit any comments regarding these proposed code changes to me by Monday, September 20, 2021.

Janet Wright, AICP, LEED AP BD+C Planner
[Snohomish County Planning and Development Services](#)
3000 Rockefeller Avenue M/S 604 | Everett, WA 98201
425-388-3835 | janet.wright@snoco.org

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Snohomish County

**Planning and Development
Services**

3000 Rockefeller Ave., M/S 604
Everett, WA 98201-4046
(425) 388-3311
www.snoco.org

FROM: Janet Wright, Planner, PDS

DATE: September 9, 2021

SUBJECT: Proposed Code Amendments Related to Roads and Access

Dave Somers
County Executive

The following describes four proposed code amendments for roads and access regulations:

- A. Amend Snohomish County code (SCC) 30.24.100 to promote access for emergency fire responders and apparatus. This removes the allowance for a pedestrian facility on one side of a roadway to be included in the required minimum 20ft width for a fire lane;
- B. Amend SCC30.24.050 and SCC 30.24.055 to remove the need for a variance request to develop private road networks for access to and within proposed subdivisions, short subdivisions, binding site plan, or single-family detached unit development (SFDU) in urban areas and allows the county engineer to make the determination if a private road network meets chapter 30.66B SCC. Additionally, this proposed change allows access to individual dwelling units within a unit lot subdivision or unit lot short subdivision by a private road or drive aisle unless the county engineer determines that a public road is required in accordance with 30.66B SCC.
- C. Amend 30.41C.080 which replaces the requirement for a separated pedestrian walkway for rural cluster subdivisions and rural short subdivisions with the requirement for pedestrian facilities to meet the Engineering Design and Development Standards (EDDS). The EDDS include a variety of design options for providing pedestrian facilities for rural cluster subdivisions and rural short subdivisions.

The following includes the proposed code amendments (strikethroughs for removed language and underlines for new proposed language):

- A. **SCC 30.24.100(3) Fire Lanes:** When pedestrian facilities are required, the minimum driving surface width for a drive aisle or shared court that is a fire lane (~~may~~) shall not include a pedestrian facility (~~on one side that meets emergency vehicle load specifications~~).
- B. **30.24.050 Access and road network requirements to a proposed subdivision, short subdivision, binding site plan development, or single-family detached unit development (SFDU):**

Access to a proposed subdivision, short subdivision or binding site plan development or to a proposed SFDU shall meet the requirements of this section.

(1) Access to a proposed subdivision, short subdivision, or binding site plan development or to a proposed SFDU in the urban area shall be provided by a public road, except a private road network ~~may be requested as a variance pursuant to chapter 30.43B SCC if unique circumstances of the site, such as topography, the surrounding road network, soils, hydrology or maintenance requirements make the extension of the public road to the development impractical or infeasible~~ may be allowed by the county engineer, in accordance with chapter 30.66B SCC.

30.24.055 Access and road network requirements to individual lots within a proposed subdivision, short subdivision or binding site plan development or to proposed SFDU units.

Access to lots within a proposed subdivision, short subdivision or binding site plan development or to proposed SFDU units shall meet the requirements of this section.

(1) Access to individual lots, tracts or easements within a proposed subdivision, or short subdivision in the urban area shall be provided by a public road, except a private road network element ((:)) may be allowed by the county engineer, in accordance with chapter 30.66B SCC.

~~((a) May be allowed for unit lot subdivisions and unit lot short subdivisions, except when the county engineer, in accordance with chapter 30.66B SCC, determines that a public road is required to provide for the public health, safety and welfare or connectivity of the public road system;))~~

~~((b) May be allowed if serving nine lots or fewer with traffic generation of 90 average daily trips or less, except when the county engineer, in accordance with chapter 30.66B SCC, determines that a public road is required to provide for the public health, safety and welfare or connectivity of the public road system; and))~~

~~((c) May be requested as a variance pursuant to chapter 30.43B SCC if unique circumstances of the site, such as topography, the surrounding road network, soils, hydrology or maintenance requirements make the extension of the public road within the development impractical or infeasible.))~~

(2) Access to individual lots, tracts or easements, within a proposed subdivision, short subdivision, or binding site plan development in the rural area may be provided by a private road network element as provided for in this chapter, except when the county engineer, in accordance with chapter 30.66B SCC, determines that a public road is required to provide for the public health, safety and welfare or connectivity of the public road system.

(3) Access to individual dwelling units within a SFDU shall be provided by a drive aisle, ~~((unless))~~ except when the county engineer, in accordance with chapter 30.66B SCC, determines a public road is required to provide for the public health, safety and welfare or connectivity of the public road system.

(4) Where access by a private road network element is permitted, and the private road network has the potential for serving more than nine lots or 90 average daily trips, the county engineer may require the private road to be designed to enable future conversion to a public road and the final subdivision, short plat or binding site plan shall contain a provision that the conversion to a public road may not be protested.

(5) Access to individual dwelling units within a unit lot subdivision or unit lot short subdivision may be provided by a private road or drive aisle, except when the county engineer, in accordance with chapter 30.66B SCC, determines a public road is required

C. 30.41C.080 Site design standards - roads, gates and pedestrian pathways.

The following standards shall apply to the design of roads in a rural cluster subdivision or short subdivision.

- (1) All roads, whether public or private, shall be designed and constructed in accordance with county engineering design and development standards (EDDS). Minimum required pavement dimensions consistent with the EDDS shall be used to minimize stormwater runoff.
- (2) Access to the internal roads of a rural cluster subdivision by a private road may be permitted pursuant to SCC 30.41A.210.
- (3) Access to the existing public roadway system shall be limited to no more than two points per cluster unless specifically approved or required by the county engineer.
- (4) Internal roads shall be provided in accordance with the EDDS and with chapter 30.24 SCC.
- (5) Connect clusters with pedestrian trails or pathways when feasible.
- (6) Pedestrian facilities shall be ~~((physically separate from vehicular roadways))~~ designed in accordance with the EDDS. Use of pervious materials for pedestrian facilities is encouraged where conditions allow.
- (7) If entrance gates are used, they shall be constructed to accommodate emergency vehicle access in accordance with SCC 30.53A.512. Gate locations and width shall be approved by the fire marshal and the county engineer. Gates serving two or fewer dwelling units may be exempt from these requirements if approved by the local fire district.

Wright, Janet

From: Kate Lunceford <kurlykate888@gmail.com>
Sent: Tuesday, September 14, 2021 5:37 PM
To: Wright, Janet
Subject: Re: Proposed code amendments to regulations on roads and access

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Thank you for the clarification.
Cheers,
Kate

On Fri, Sep 10, 2021 at 9:55 AM Wright, Janet <Janet.Wright@co.snohomish.wa.us> wrote:

Good morning,

I'll try to answer your questions here.

- A. The proposed change to SCC 30.24.100 doesn't remove the requirement for a pedestrian facility, it just says that the roadway needs to be the 20ft width for a fire lane because if the firetruck has to also use the sidewalk (current code), it can be impeded by objects on the sidewalk.
- B. There are no proposed changes to chapter SCC 30.66B- Concurrency and Road Impact Mitigation, but the proposed changes to SCC30.24.050 and SCC 30.24.055 remove the need for a variance if a developer proposes a private road network for subdivisions in urban areas, and it gives authority to the county engineer to approve that proposal or to require a public road.
- C. The Engineering Design and Development Standards (EDDS) which outline road and walkway design already offers different design options for walkway design, so the proposed change to SCC 30.41C.080 removes the requirement for one particular design for walkways and instead promotes the EDDS as the reference guide.

So I hope this offers some clarification to you.

Janet Wright, AICP, LEED AP BD+C Planner

[Snohomish County Planning and Development Services](#)

3000 Rockefeller Avenue M/S 604 | Everett, WA 98201

425-388-3835 | janet.wright@snoco.org

From: Kate Lunceford <kurlykate888@gmail.com>
Sent: Friday, September 10, 2021 6:38 AM
To: Wright, Janet <Janet.Wright@co.snohomish.wa.us>
Subject: Re: Proposed code amendments to regulations on roads and access

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Thanks for sending these proposed changes to me, Janet.

A. I'm wondering why we would want to **remove the allowance** in (SCC) 30.24.100 for a pedestrian facility on one side of a roadway to be included in the required minimum 20ft width for a fire lane. Does this mean even if a builder wanted to allow for a pedestrian facility they would not be permitted to? Who would want this change? Shouldn't we keep as many opportunities for pedestrian use as possible? This seems to want to reserve roadways for vehicles only.

B & C. In 30.66B SCC and 30.41C.080, does this have any effect other than cleaning up the language?

Thanks for your help.

Regards,

Kate

On Thu, Sep 9, 2021 at 1:55 PM Wright, Janet <Janet.Wright@co.snohomish.wa.us> wrote:

Roads and Access Code

Index # File Name: 1.0012_Email_Kate_Lunceford_proposed_code_amendments_attachment_20210914.pdf

Good afternoon,
I am the project manager for proposed code amendments for roads and access regulations outlined in SCC 30.24.100, 30.24.050, 30.24.055 and 30.24.100. I have attached a summary of the proposed code amendments here for your consideration and review.

If you would like to submit any comments regarding these proposed code changes, please email them to me by Monday, September 20, 2021.

Have a enjoyable fall day,

Janet Wright, AICP, LEED AP BD+C Planner

[Snohomish County Planning and Development Services](#)

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Snohomish County

**Planning and Development
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3000 Rockefeller Ave., M/S 604
Everett, WA 98201-4046
(425) 388-3311
www.snoco.org

FROM: Janet Wright, Planner, PDS

DATE: September 9, 2021

SUBJECT: Proposed Code Amendments Related to Roads and Access

Dave Somers
County Executive

The following describes four proposed code amendments for roads and access regulations:

- A. Amend Snohomish County code (SCC) 30.24.100 to promote access for emergency fire responders and apparatus. This removes the allowance for a pedestrian facility on one side of a roadway to be included in the required minimum 20ft width for a fire lane;
- B. Amend SCC30.24.050 and SCC 30.24.055 to remove the need for a variance request to develop private road networks for access to and within proposed subdivisions, short subdivisions, binding site plan, or single-family detached unit development (SFDU) in urban areas and allows the county engineer to make the determination if a private road network meets chapter 30.66B SCC. Additionally, this proposed change allows access to individual dwelling units within a unit lot subdivision or unit lot short subdivision by a private road or drive aisle unless the county engineer determines that a public road is required in accordance with 30.66B SCC.
- C. Amend 30.41C.080 which replaces the requirement for a separated pedestrian walkway for rural cluster subdivisions and rural short subdivisions with the requirement for pedestrian facilities to meet the Engineering Design and Development Standards (EDDS). The EDDS include a variety of design options for providing pedestrian facilities for rural cluster subdivisions and rural short subdivisions.

The following includes the proposed code amendments (strikethroughs for removed language and underlines for new proposed language):

- A. **SCC 30.24.100(3) Fire Lanes:** When pedestrian facilities are required, the minimum driving surface width for a drive aisle or shared court that is a fire lane (~~may~~) shall not include a pedestrian facility (~~on one side that meets emergency vehicle load specifications~~).
- B. **30.24.050 Access and road network requirements to a proposed subdivision, short subdivision, binding site plan development, or single-family detached unit development (SFDU):**

Access to a proposed subdivision, short subdivision or binding site plan development or to a proposed SFDU shall meet the requirements of this section.

(1) Access to a proposed subdivision, short subdivision, or binding site plan development or to a proposed SFDU in the urban area shall be provided by a public road, except a private road network ~~may be requested as a variance pursuant to chapter 30.43B SCC if unique circumstances of the site, such as topography, the surrounding road network, soils, hydrology or maintenance requirements make the extension of the public road to the development impractical or infeasible~~ may be allowed by the county engineer, in accordance with chapter 30.66B SCC.

30.24.055 Access and road network requirements to individual lots within a proposed subdivision, short subdivision or binding site plan development or to proposed SFDU units.

Access to lots within a proposed subdivision, short subdivision or binding site plan development or to proposed SFDU units shall meet the requirements of this section.

(1) Access to individual lots, tracts or easements within a proposed subdivision, or short subdivision in the urban area shall be provided by a public road, except a private road network element ((:)) may be allowed by the county engineer, in accordance with chapter 30.66B SCC.

~~((a) May be allowed for unit lot subdivisions and unit lot short subdivisions, except when the county engineer, in accordance with chapter 30.66B SCC, determines that a public road is required to provide for the public health, safety and welfare or connectivity of the public road system;))~~

~~((b) May be allowed if serving nine lots or fewer with traffic generation of 90 average daily trips or less, except when the county engineer, in accordance with chapter 30.66B SCC, determines that a public road is required to provide for the public health, safety and welfare or connectivity of the public road system; and))~~

~~((c) May be requested as a variance pursuant to chapter 30.43B SCC if unique circumstances of the site, such as topography, the surrounding road network, soils, hydrology or maintenance requirements make the extension of the public road within the development impractical or infeasible.))~~

(2) Access to individual lots, tracts or easements, within a proposed subdivision, short subdivision, or binding site plan development in the rural area may be provided by a private road network element as provided for in this chapter, except when the county engineer, in accordance with chapter 30.66B SCC, determines that a public road is required to provide for the public health, safety and welfare or connectivity of the public road system.

(3) Access to individual dwelling units within a SFDU shall be provided by a drive aisle, ~~((unless))~~ except when the county engineer, in accordance with chapter 30.66B SCC, determines a public road is required to provide for the public health, safety and welfare or connectivity of the public road system.

(4) Where access by a private road network element is permitted, and the private road network has the potential for serving more than nine lots or 90 average daily trips, the county engineer may require the private road to be designed to enable future conversion to a public road and the final subdivision, short plat or binding site plan shall contain a provision that the conversion to a public road may not be protested.

(5) Access to individual dwelling units within a unit lot subdivision or unit lot short subdivision may be provided by a private road or drive aisle, except when the county engineer, in accordance with chapter 30.66B SCC, determines a public road is required

C. 30.41C.080 Site design standards - roads, gates and pedestrian pathways.

The following standards shall apply to the design of roads in a rural cluster subdivision or short subdivision.

- (1) All roads, whether public or private, shall be designed and constructed in accordance with county engineering design and development standards (EDDS). Minimum required pavement dimensions consistent with the EDDS shall be used to minimize stormwater runoff.
- (2) Access to the internal roads of a rural cluster subdivision by a private road may be permitted pursuant to SCC 30.41A.210.
- (3) Access to the existing public roadway system shall be limited to no more than two points per cluster unless specifically approved or required by the county engineer.
- (4) Internal roads shall be provided in accordance with the EDDS and with chapter 30.24 SCC.
- (5) Connect clusters with pedestrian trails or pathways when feasible.
- (6) Pedestrian facilities shall be ~~((physically separate from vehicular roadways))~~ designed in accordance with the EDDS. Use of pervious materials for pedestrian facilities is encouraged where conditions allow.
- (7) If entrance gates are used, they shall be constructed to accommodate emergency vehicle access in accordance with SCC 30.53A.512. Gate locations and width shall be approved by the fire marshal and the county engineer. Gates serving two or fewer dwelling units may be exempt from these requirements if approved by the local fire district.

Piona, Amber

From: Piona, Amber
Sent: Monday, October 18, 2021 4:18 PM
To: Tom Rogers
Cc: Mike Todd
Subject: RE: Party of Record

Tom,

I have added you as a party of record. The Snohomish County Planning Commission briefing on this project is next Tuesday, October 26, 2021 at 5:30pm. The staff report as well as the zoom link to the meeting is available with the Planning Commission packet here <https://snohomishcountywa.gov/AgendaCenter/Planning-Commission-1>

Thanks!

Amber Piona, AICP (*she/her*) | *Planner*
[Snohomish County Planning and Development Services](#)
3000 Rockefeller Avenue M/S 604 | Everett, WA 98201
425-262-2375 | amber.piona@snoco.org

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From: Tom Rogers <tomr@cityofmillcreek.com>
Sent: Monday, October 18, 2021 4:03 PM
To: Piona, Amber <Amber.Piona@co.snohomish.wa.us>
Cc: Mike Todd <miket@cityofmillcreek.com>
Subject: Party of Record

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.
I would like to be a party of record on the proposed ordinance associated with the recent DNS issued regarding access requirements as described below:

Description of Proposal: Proposed ordinance to amend the Snohomish County Code regulations related to roads and access. Ordinance is titled: RELATING TO GROWTH MANAGEMENT; AMENDING DEVELOPMENT REGULATIONS IN CHAPTERS 30.24 AND 30.41 PERTAINING TO ROADS AND ACCESS

When a detailed staff report becomes available, please let me know.

Tom



Tom Rogers, AICP
Planning and
Development Services Manager
tomr@cityofmillcreek.com
P: 425-921-5721 | F: 425-745-9650
[Facebook](#) | [Twitter](#) | [Instagram](#)

Roads and Access Code

Index # - File Name: 1.0013_Email_PDS_to_Mill_Creek_Party_of_Record_20211018.pdf

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From: Tom Rogers <tomr@cityofmillcreek.com>
Sent: Monday, October 18, 2021 4:40 PM
To: Piona, Amber
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Subject: RE: Party of Record

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Thank you for the information.

IN the current code, what does physical separation mean, or how is it interpreted? Would a sidewalk adjacent to the paved aisle way be separated? With or without a curb?

Would the proposal allow a pedestrian path to overlap on the private drive aisle, for example, allowing delineation of paths with paint? What problem is being solved? Are there cross sections available that show existing and proposed outcomes?

Thanks.

Tom



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Thanks!

Amber Piona, AICP (she/her) | Planner

Roads and Access Code

Index # - File Name 1_0014_Email_Mill_Creek_Party_of_Record_follow_up_20211018.pdf

[Snohomish County Planning and Development Services](#)

3000 Rockefeller Avenue M/S 604 | Everett, WA 98201

425-262-2375 | amber.piona@snoco.org

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When a detailed staff report becomes available, please let me know.

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Tom Rogers, AICP

Planning and
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Piona, Amber

From: Piona, Amber
Sent: Tuesday, October 19, 2021 4:01 PM
To: Tom Rogers
Subject: RE: Party of Record
Attachments: EDDS excerpt 3-040 Typical Non-arterial road-rural areas 091721.pdf

Tom,

Currently within the code, SCC 30.41C Rural Cluster Subdivisions and Short Subdivisions, pedestrian facilities are required to be separated from vehicular roadways. The County's Engineering Design and Development Standards (EDDS, available here <https://snohomishcountywa.gov/492/Design-Standards-EDDS>) provides the standards for pedestrian facilities and roadway design. Referring to the EDDS, separated pedestrian facilities for rural- non-arterial roads are a walkway separated by ditch, gravel or planter strip from the roadway.

The proposal to remove this requirement would allow pedestrian facilities in rural cluster subdivisions and short subdivision to be held to the same standards as other non-arterial roads in the rural areas. Looking at p 83 of the EDDS, 3-040 (attached) you can see that would allow the option for applicants to either provide the separated pedestrian facility shown on the left side of the rendering (currently required in rural clusters and short subdivisions but optional in other circumstances) or the pedestrian facility would be provided within the wide shoulder as shown on the right. If you have any further questions, please let me know.

Thanks!

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Roads and Access Code

Index # - File Name: 1-0015-Email-PDS-to-Mill-Creek-Party-of-Record-attachment-EDDS-20211019.pdf
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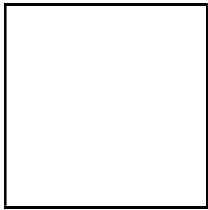
Thanks.

Tom



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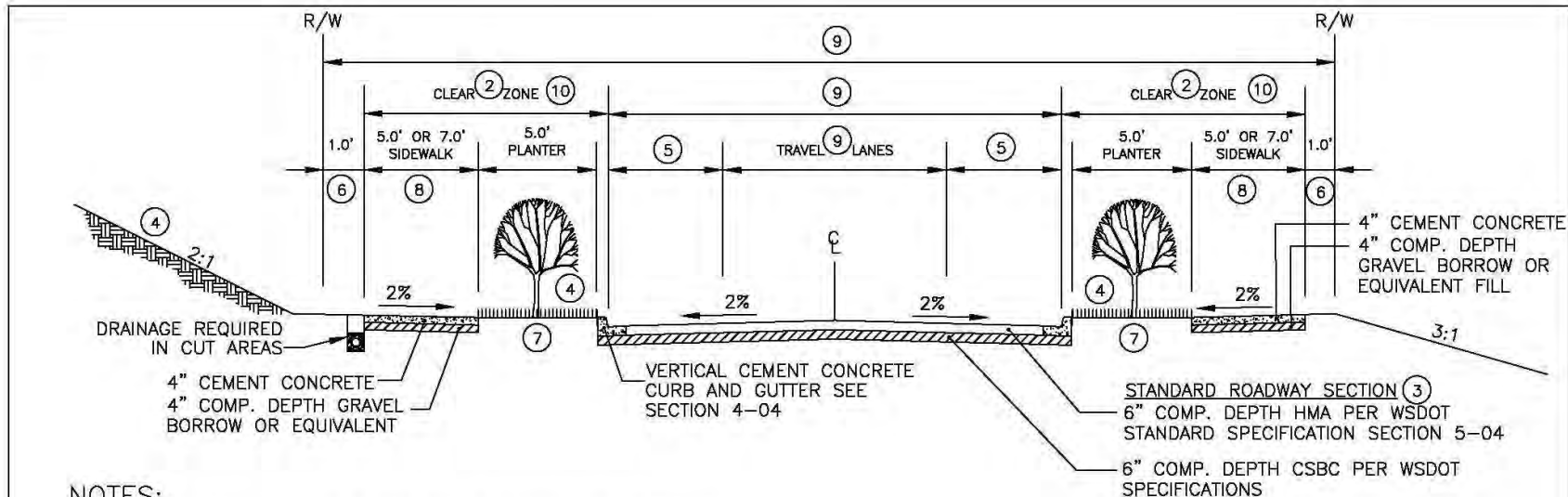
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NOTES:

1. SEE STANDARD DRAWING 8-020 FOR PLACEMENT OF UTILITIES.
 2. CLEAR/CONTROL ZONE DISTANCE SHALL BE DETERMINED ACCORDING TO EDDS SECTION 4-15, CHAPTER 1600 OF THE WSDOT DESIGN MANUAL OR CHAPTER 9 OF THE WSDOT UTILITIES MANUAL, AS APPLICABLE.
 3. ROADS SERVING SIGNIFICANT VOLUMES OF TRUCK TRAFFIC MAY REQUIRE ADDITIONAL WIDTH AND PAVEMENT DEPTH AS DETERMINED BY THE ENGINEER BASED ON ROAD CLASSIFICATION, LOCATION, AND/OR DATA SUBMITTED BY THE DEVELOPER.
 4. REFER TO SECTION 4-01 FOR LANDSCAPING REQUIREMENTS. ALL LANDSCAPING WITHIN THE RIGHT OF WAY IS SUBJECT TO APPROVAL BY DPW.
 5. AN 8 FT PARKING LANE MAY BE REQUIRED ON ONE OR BOTH SIDES, SEE STD. DWG. 3-065.
 6. THE R/W LINE SHALL BE AT LEAST 1.0 FEET BEHIND THE BACK OF SIDEWALK.
 7. PLANTER STRIP MAY BE ELIMINATED WHERE CRITICAL AREA OR ITS BUFFER BORDERS THE ROAD OR AROUND PERMANENT OR TEMPORARY ROAD ENDS.
 8. REFER TO TEXT SECTION 4-05 FOR SIDEWALK WIDTH REQUIREMENTS. FOR RESIDENTIAL ROADS SERVING 90 ADT OR LESS AND HAVING NO POTENTIAL FOR CONNECTIVITY, SIDEWALKS AND PLANTERS ARE NOT REQUIRED.
 9. SEE STD. DWG. 3-065 FOR WIDTH REQUIREMENTS. IF THE ROAD IS A DESIGNATED BIKEWAY ROUTE, BICYCLE LANES MAY BE REQUIRED IN ADDITION TO, OR IN PLACE OF, THE PARKING LANES. SEE TEXT SECTION 4-08.
 10. SLOPE IN CLEAR ZONE SHALL CONFORM TO AASHTO ROADSIDE DESIGN GUIDE (MAX 4H:1V).
- SEE TEXT CHAPTERS 3 AND 4

	SNOHOMISH COUNTY PUBLIC WORKS		APPROVED BY:
	3-050	TYPICAL NON-ARTERIAL ROAD - URBAN AREAS	1/4/2021 COUNTY ROAD ENGINEER DATE