



Snohomish County

Planning and Development Services

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MEMORANDUM

TO: Snohomish County Planning Commission

Dave Somers
County Executive

FROM: Michael Saponaro, Senior Planner

SUBJECT: Concerning Roads and Access; Amendments to chapter 30.24 SCC, SCC 30.66B.540, SCC 30.91R.220, and SCC 30.91R.240.

DATE: January 27, 2026

INTRODUCTION

The purpose of this staff report is to outline proposed code amendments in chapter 30.24 SCC (General Development Standards - Access and Road Network), SCC 30.66B.540 (Dedication, establishment, or deeding of right-of-way- timing), SCC 30.91R.220 (Road, public), and SCC 30.91R.240 (Road system). The amendments propose to bifurcate access and road network requirements for developments inside and outside of urban growth areas, as well as cut red tape where available. The definitions for “road, public” and “road system” would also change with these edits.

BACKGROUND

There have been ongoing efforts for the past two years to create two sets of access and road network requirements for developments within the urban growth areas versus outside the urban growth areas. Dual metrics for urban and rural network connectivity and pedestrian facility requirements are proposed, along with general updates to outdated or ambiguous language. Road setbacks often involve “public roads,” which are defined as roads maintained by the county, which inadvertently exempts developments around state highways from the same regulations. Most of the provisions in this code chapter were last updated on October 3, 2012 in Amended Ordinance No. 12-049, and continue to need refinements upon input from stakeholders. This code project went to a Planning Commission briefing on July 22, 2025, but was shelved before the hearing to retool code language in dual meetings with Department of Public Works (DPW) staff and Master Builders Association (MBA) stakeholders to ensure logistical and technical changes would not affect safety or engineering concerns.

Proposed measures for improvement have been discussed with the county executive and staff, as well as with developers and stakeholders. These measures include:

1. Granting more flexibility and clarity for road network connectivity and pedestrian facilities requirements;
2. Separating two sets of requirements for road network connectivity and pedestrian facilities depending on whether developments are rural or urban;
3. Allowing the options for private drive aisles in the T, MR, LDMR, or UC zones;
4. Granting more flexible timing for road improvements during boundary line adjustments; and

STAFF REPORT

SUBJECT: Concerning Roads and Access; Amendments to chapter 30.24 SCC, SCC 30.66B.540, SCC 30.91R.220, and SCC 30.91R.240.

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5. Granting more flexible timing for the deeding of right-of-way in developments.

PROPOSED CODE AMENDMENTS

Table 1 below provides a summary of the proposed code changes. The full text of the amendments with explanations is available in Appendix 1 to this staff report.

Table 1 Summary of Proposed Code changes

Section	Summary of changes
Chapter 30.24, generally	Language changes made for clarity and to ensure that code definitions are applied correctly
SCC 30.24.005	Access and road network connectivity requirements will no longer apply to accessory or non-accessory storage structures that require a CUP, and detached private accessory or non-accessory garages that required a CUP
SCC 30.24.010	- Road network connectivity will now have requirements for rural and urban areas - Urban areas will include additional exemptions to road connectivity for statutory or constitutional reasons and for critical areas. - Rural areas with fewer than 200 average daily trips (ADT) will not require road network connectivity unless the county engineer makes a written determination that it is necessary to protect public safety and when road network elements are necessary to develop or maintain the planned road system. - Rural areas with more than 200 ADT will require road network connectivity unless prohibited by statute or constitutional reasons, and when the county engineer determined the unique nature of the site makes extending the road network impractical or infeasible. Reasons could include topography, the surrounding road network, soils, hydrology, critical areas, and maintenance requirements. - Drive aisles may be provided within an SFDU in T, MR, LDMR, or UC zones.
SCC 30.24.055	Drive aisles may be provided within a proposed subdivision or short subdivision or proposed SFDU units in T, MR, LDMR, or UC zones.
SCC 30.24.060:	Proposed boundary line adjustments (BLAs) may be recorded prior to the construction of road network elements, if the access locations conform to EDDS standards.
SCC 30.24.080	- Pedestrian facilities are not required in UGAs with 200 ADT or fewer. - Pedestrian facilities are not required outside UGAs. - Shoulders are required outside of UGAs, except: on private roads that serve 200 ADT or fewer and have a posted speed of 25 mph or less on permanent dead end road elements; when connecting individual dwellings to the adjacent road network element (unless otherwise required by state or federal law); or when connecting detached garages, storage structures, or carports to the adjacent road network element.
SCC 30.66B.540	The deeding of right-of-way (ROW) can be established prior to a certificate of occupancy, including for rezone applications and for binding site plans, subdivisions or short-subdivisions, done concurrent with the time of recording.

Section	Summary of changes
SCC 30.91R.220	The definition of road, public is amended to include roads that are maintained by the state and cities.
SCC 30.91R.240	Expands the definition of road system to apply to chapter 30.24 SCC.

ANALYSIS

The following analysis provides a summary of the proposed code amendments' compliance with state law, regional and countywide planning policies, and county comprehensive plan policies.

Compliance with State Law

The Growth Management Act (GMA) contains planning goals, contained in Revised Code of Washington (RCW) 36.70A.020, which guide the development of local comprehensive plans and development regulations. The following planning goal applies to the proposed code amendments:

GMA Goal 7: Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

Analysis: By eliminating superfluous red tape that slows permit reviews and development without clear benefit and granting developers more flexibility on roads and access developments when warranted, the proposed amendments will ensure that applications are processed in a predictable, timely, and fair manner to all similarly situated applicants.

Compliance with the Multi-County Planning Policies

The proposed amendments are consistent with the following multicounty planning policies (MPPs) from the Puget Sound Regional Council VISION 2050:

MPP-DP-47: Streamline development standards and regulations for residential and commercial development and public projects, especially in centers and high-capacity transit station areas, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.

Analysis: By clarifying when exemptions are granted to roads and access network connectivity and pedestrian infrastructure, the proposed amendments will ensure a more streamlined and consistent set of regulations for development projects. Additional clarification on definitions for public roads and road systems will eliminate confusion arising from code language.

Compliance with the Countywide Planning Policies

The proposed amendments are consistent with the following countywide planning policies (CPPs):

CPP- ED-16 The expeditious processing of development applications shall not result in the reduction of environmental and land use standards.

Analysis: The proposed amendments ensure an expeditious processing of development applications without reducing environmental or land use standards. In many cases, the exemptions from road network connectivity in rural areas will ensure more land is preserved for the environment rather than on infrastructure.

Compliance with the Snohomish County Comprehensive Plan

The proposed amendment would be consistent with and help implement policies contained within the Snohomish County Growth Management Act Comprehensive Plan (GMACP). The following policy applies to the code amendment as proposed in this memorandum:

ED Policy 2.A.3: To ensure timeliness, responsiveness, and increased efficiency, the county shall develop and maintain a program of periodic review of the permitting process to eliminate unnecessary administrative procedures that do not respond to legal requirements for public review and citizen input.

Analysis: By cutting red tape and clarifying definitions and development exemptions, the proposed amendments ensure a more efficient and less costly application process with less time wasted on interpreting code.

Public Participation

The GMA requires early and continuous public participation (GOAL 11). Public participation on the proposed code amendments have been provided to date through:

- A 14-day public comment period on the preliminary draft amendment from February 10, 2026, through February 24, 2026; and
- Email distributions to key parties about the comment period and updates to the code development webpage on the PDS website.

The county received comments from staff on this code project, and there was also input given from the Master Builders Association via meetings with Public Works staff. No amendment to the proposed code amendment is so far necessary based on public comment.

Environmental Review

State Environmental Policy Act (SEPA) issued a Determination of Non-significance (DNS) on July 1, 2025.

Notification of State Agencies

Pursuant to RCW 36.70A.106, a notice of intent to adopt the proposed regulations and standards was received and processed by the Washington State Department of Commerce on July 1, 2025.

Staff Recommendation

Staff recommends approval of the proposed code amendment and findings contained in this staff report.

Action Requested

The planning commission is requested to hold a public hearing, consider the proposed code amendment, and provide a recommendation to the county council. The planning commission can recommend approval of the amendment with supporting findings of fact as proposed or modified, deny the proposal with findings, or amend the proposal with appropriate findings.

cc: Tom Teigen, Executive Director
Mike McCrary, PDS Director
Darren Groth, PDS Manager
Michael Dobesh, PDS Manager
Deborah Bell, Legislative Analyst

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES

Proposed Amendments	Rationale
30.24.005 Purpose and applicability. This purpose of this chapter is to establish minimum access and county road network requirements to promote vehicular and pedestrian safety. This chapter shall apply to all development applications except for the following where no new access is created: (1) Any remodel of an existing single-family detached, duplex or attached single-family structure. (2) Site-specific rezones that are not accompanied by another permit or approval. (3) Construction of an accessory dwelling unit. (4) Construction of an accessory or non-accessory storage structure ((that does not require a conditional use permit)). (5) Construction of a detached private accessory or non-accessory garage ((that does not require a conditional use permit)).	This proposed change is meant to be a small edit to extend exemptions from development requirements onto storage structures and detached garages, whether or not they require conditional use permits. The rationale being the qualifier of a conditional use permit (CUP) is added red tape for developments that are largely similar to buildings of the same type that don't require conditional use permits.

30.24.010 General requirements.

The following regulations shall ~~((pertain))~~ apply to all development unless exempted pursuant to SCC 30.24.005 or more specific regulations are established within this chapter:

- (1) ~~((Road networks))~~ A road network and ~~((their))~~ any associated stormwater ~~((facilities))~~ facility shall be designed and constructed according to titles 30 and 13 SCC, the EDDS and any other applicable local, state ~~((and))~~ or federal requirements.
- (2) ~~((The overall))~~ Any road network, including stormwater ~~((drainage))~~ facilities associated with a road network element shall be subject to approval of the county engineer, except when these powers are delegated to the department pursuant to SCC 13.01.020(3) and (4).
- (3) ~~((Road))~~ Any road network ~~((elements))~~ element shall be connected pursuant to SCC 30.24.020.
- (4) Road network connectivity within urban growth areas, including the extension of any opened or unopened right-of-way that ~~((abut))~~ abuts a proposed development, shall be required unless the county engineer determines that unique circumstances of the site make extension of the road network impractical or infeasible~~((--))~~, including: ((Unique circumstances of the site may include topography, the surrounding road network, soils, hydrology, or maintenance requirements.))
 - (a) Topography;
 - (b) Surrounding road network;
 - (c) Soils;
 - (d) Hydrology;
 - (e) Critical areas; or
 - (f) Maintenance requirements.

(5) Outside urban growth areas, developments generating fewer than 200 average daily trips (ADT) shall not be required to provide road network connectivity, including the

The proposed changes here modify the existing road network connectivity requirements, as well as serve as an appropriate section for miscellaneous changes such as drive aisles requirements. The rationale for separating the road network connectivity and pedestrian infrastructure requirements for rural and urban areas is based on the idea that these separate environments have unique development needs. Typically, rural areas have a lower volume of traffic and do not merit installation of extra road connectivity that also creates more new impervious surfaces that impact stormwater, and could also disrupt critical areas. Additionally, infrastructure requirements are handled differently in rural and urban areas, with shoulders required in the former and curb and sidewalk elements in the latter. Therefore, these facility requirements are clarified and bifurcated in separate rural and urban subsections. Another change relates to the increase from 90 average daily trips to 200 average daily trips as the threshold for requiring various infrastructure, based on input from staff and research on peer communities such as Piece and Thurston Counties. In many such cases, 200 average daily trips is still considered a very low volume road. Finally, the addition of the proposed drive aisle changes is to offer an option to developers who wish to build and maintain private roads and infrastructures for compatible residential developments.

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Proposed Amendments	Rationale
<u>extension of any opened or unopened right-of-way that abuts a proposed development, except as follows:</u> <u>(a) When the county engineer determines and explains in writing that road network connectivity is necessary to protect public safety; or</u> <u>(b) When road network elements are necessary to develop or maintain the planned roads system.</u> <u>For purposes of this subsection and subsection (6), the 200 ADT threshold applies to the cumulative traffic generated by existing and future development of the site.</u> <u>(6) Outside urban growth areas, development or cumulative developments generating more than 200 average daily trips or more shall require road network connectivity, including the extension of opened or unopened right-of-way that abuts a proposed development, unless the county engineer determines that unique circumstances of the site make extension of the road network impractical or infeasible, including:</u> <u>(a) Topography;</u> <u>(b) Surrounding road network;</u> <u>(c) Soils;</u> <u>(d) Hydrology;</u> <u>(e) Critical areas; or</u> <u>(f) Maintenance requirements.</u> ((5))) <u>(7) Internal road networks shall be designed to provide:</u> <u>(a) Access and circulation that comply with SCC 30.66B.420;</u>	

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Proposed Amendments	Rationale
(b) Emergency vehicle access consistent with the requirements of SCC 30.24.100 and 30.53A.512; and (c) A connected road network rather than long, irregular loops with deadends and cul-de-sacs, except as provided for in SCC 30.24.010(4). ((6)) <u>(8)</u> Maintenance of private road network elements shall be the responsibility of: (a) The applicable owners; (b) A homeowners association; or (c) Any other legal entity made up of all benefited property owners. ((7)) <u>(9)</u> Building and structural setbacks from road network elements shall be required pursuant to chapter 30.23 SCC unless otherwise modified. ((8)) <u>(10)</u> All privately owned road network elements, except for a drive aisle or driveway, shall be located in a tract or easement. ((9)) <u>(11)</u> All road network elements shall be clearly identified on site plans. <u>(12) Access to individual dwelling units within a single family detached units residential development may be provided by a private road or drive aisle under SCC 30.24.055. For all other development types, access to dwelling units within the T, MR, LDMR, or UC zones may be provided by a drive aisle, unless the county engineer determines, under chapter 30.66B SCC, that a public road is required to protect public health, safety, and welfare or to ensure connectivity within the public road system.</u> <u>(13) The requirements of this chapter are subject to applicable statutory and constitutional limitations.</u>	

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Proposed Amendments	Rationale
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 <u>located in ((the)) urban growth ((area)) areas</u> shall be <u>provided</u> by a public road, except <u>that a private road or a drive aisle within the T, MR, LDMR, or UC zone</u> may be allowed by the county engineer, in accordance with chapter 30.66B SCC unless the county engineer determines that a public road is required to <u>((provide for the)) protect</u> public health, safety and welfare or <u>ensure connectivity ((of)) within</u> the public road system. (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, unless 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 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 element 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	Proposed changes will allow drive aisles in more zones, allowing more flexibility in types of roadways for subdivisions and short subdivisions in the urban areas.

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES

Proposed Amendments	Rationale
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.	

30.24.060 Access and road network requirements for lots included in a proposed boundary line adjustment (BLA). Access to lots within a proposed BLA shall meet the requirements in this section. (1) Lots created through a subdivision, short subdivision, or binding site plan that are included in a proposed BLA shall meet all requirements of this chapter except SCC 30.24.040, 30.24.070, 30.24.080, 30.24.140 and 30.24.150. (2) Lots not created through a subdivision, short subdivision, or binding site plan that are included in a proposed BLA shall meet all requirements of this chapter except ((SCC 30.24.010(7))) <u>SCC 30.24.010(9)</u> and ((8)) <u>(10)</u>, 30.24.070, 30.24.080, 30.24.140 and 30.24.150. ((3) Any new primary access shall be constructed from the nearest open, constructed and maintained public or private road prior to recording of the BLA when: (a) The access will be from a new or different road network element; (b) The BLA involves three or more lots; and (c) The access is not constructed to a standard determined appropriate by the county engineer for the existing and anticipated traffic volumes to be generated by the lots reconfigured in the BLA.)) <u>(3) A proposed BLA may be recorded prior to construction of any required road network elements. Lot access improvements may instead be constructed at the time of building construction if the access locations conform to EDDS standards and are constructed to a standard determined appropriate by the county engineer based on existing and anticipated traffic volumes.</u>	Proposed changes will give developers more flexibility by allowing boundary line adjustments to be recorded before the construction of road network elements. The justifying rationale being that BLA changes are a legal change, and can be done independently from the construction elements.
30.24.080 Pedestrian facility requirements.	The proposed changes here separate the pedestrian infrastructure requirements for rural and urban areas based

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Proposed Amendments	Rationale
The intent of this section is to improve the pedestrian environment and encourage walking as a convenient means of transportation by requiring developments to provide pedestrian facilities. (1) Pedestrian facilities shall be ((required)) <u>provided</u> ((, except as provided in subsection (3) of this section)) <u>within urban growth areas as follows:</u> (a) In any existing or proposed road network element when required by the county engineer in accordance with chapter 30.66B SCC and the EDDS, and <u>in</u> any abutting state, city, town or other county's rights-of-way in accordance with chapter 30.66B SCC. (b) Within the development: (i) To, from and between: (A) Lots in a subdivision, short subdivision, unit lot subdivision or short subdivision, or binding site plan; (B) Dwellings in single-family detached unit, cottage housing, single-family attached, duplex, townhouse, or multiple family developments; (C) Non-residential buildings; (D) Community facilities; (E) Open space areas for active or passive recreation uses when either provided by a developer or required pursuant to SCC 30.23A.080, 30.34A.070(3), 30.41C.090(2)(b), or 30.42B.115(1)(b)(i) and (iv); and (F) Common open space as part of a cottage housing development; (ii) Between an individual dwelling and the adjacent road network element when the dwelling is required to be handicapped accessible under this title, state law or the Americans with Disabilities Act (ADA); <u>and</u>	on the idea that these separate environments have unique development needs. Pedestrian facilities are handled differently in rural and urban areas, with shoulders required in the former and curb and sidewalk elements in the latter. This is clarified, and also there is an increase from 90 average daily trips to 200 average daily trips as the threshold for requiring various infrastructure, based on input from staff and research on peer communities.

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES

Proposed Amendments	Rationale
(iii) Between parking spaces and the residential dwellings they serve. (c) Off-site to satisfy criteria in SCC 30.41A.100 or 30.41B.100, or as required to mitigate impacts under chapter 30.61 or 30.66B SCC. (2) Pedestrian facilities shall comply with the applicable specifications and standards of the ADA for accessibility. (3) Pedestrian facilities (((shall not be required for:))) <u>within urban growth areas are not required:</u> ((a) Permanent dead-end road network elements that are 150 feet or less in length and serve 90 average daily trips or less; (b) Connecting individual dwellings with or without an attached garage or carport to the adjacent road network element, provided that the dwelling is not required to be handicapped accessible under this title, state or federal law; or (c) Connecting detached accessory or non-accessory garages or storage structures, or carports to the adjacent road network element.)) <u>(a) For permanent dead-end road network elements that serve 200 average daily trips or fewer, except when the county engineer determines and explains in writing that shoulders are necessary to protect public safety;</u> <u>(b) To connect individual dwellings, with or without an attached garage or carport, to the adjacent road network element, provided that the dwelling is not required to be accessible for a person with a disability under this title or by state or federal law; or</u> <u>(c) To connect detached garages, storage structures, or carports to the adjacent road network element.</u>	

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES

Proposed Amendments	Rationale
<u>(4) Pedestrian facilities outside urban growth areas are not required.</u> <u>(5) Shoulders outside urban growth areas are not required:</u> <u>(a) For private road network elements that serve 200 average daily trips or fewer, and given posted speed of 25 mph or less, on a permanent dead-end road element, except when the county engineer determines and explains in writing that shoulders are necessary to protect public safety;</u> <u>(b) To connect individual dwellings, with or without an attached garage or carport, to the adjacent road network element, provided that the dwelling is not required to be accessible under this title or by state or federal law; or</u> <u>(c) To connect detached garages, storage structures, or carports to the adjacent road network element.</u> ((4)) <u>(6) Pedestrian facilities ((shall be prohibited)) are not required in ((an alley, or a drive aisle)) drive aisles and alleys that ((is)) are less than 20 feet in width, and shall comply with fire apparatus access road requirements under SCC 30.24.100 and 30.53A.512.</u> ((5)) <u>(7) Pedestrian facilities required for a public road may be located outside of the right-of-way if an EDDS deviation is approved.</u> ((6)) <u>(8) The county engineer, pursuant to this chapter, chapter 30.66B SCC, Title 13 SCC, and the EDDS, shall determine the requirements for those pedestrian facilities located within the limits of a road network element, or located outside of the right of way pursuant to SCC 30.24.080(5). The director, pursuant to SCC 30.81.010, shall determine the requirements for those pedestrian facilities located outside the limits of a road network element.</u>	

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES

Proposed Amendments	Rationale
30.66B.540 Dedication, establishment, or deeding of right-of-way- timing. (1) Right-of-way shall be dedicated, established, or deeded prior to ((building permit)) issuance <u>of a certificate of occupancy</u>, except as follows: ((a)) For rezone applications accompanied by an official site plan, as a precondition of approval; ((b)) <u>(a)</u> For binding site plans, subdivisions or ((short subdivisions)) <u>short subdivisions</u>, ((prior to)) <u>at</u> the time of recording; or ((c)) <u>(b)</u> For conditional use or administrative conditional use permits ((for which no)) <u>that are not associated with a building permit</u> ((is associated)), as a precondition to <u>permit</u> approval. (2) If more than one of ((SCC 30.66B.540(1)(a)-(c))) <u>subsection 30.66B.540(1)(a)-(b)</u> apply, the right-of-way shall be dedicated or deeded at the earliest <u>applicable</u> stage of development.	The proposed changes allow deeding of right-of-way (ROW) to be established prior to a certificate of occupancy, including for rezone applications, and for binding site plans, subdivisions or short-subdivisions, done concurrent with the time of recording. This is intended to give more flexibility for developers who may need a later timeline when establishing deeding of ROW. Additional edits are made to word choices for clarity.
30.91R.220 Road, public. "Road, public" ("public road") used interchangeably with road, roadway or street, means improvements <u>located</u> ((in the)) <u>within a</u> right-of-way ((maintained by the county)) <u>owned, opened, and maintained by the county, city, or state intended</u> for the passage of vehicles, ((that)) <u>and</u> where appropriate, may include ((pedestrian, equestrian, and bicycle facilities)) <u>facilities for pedestrians, bicyclists, and equestrians.</u> ((Limits)) <u>The limits of a public road</u> include the ((outside)) <u>outer</u> edge of sidewalks, ((or)) <u>curbs and gutters, planter strips, paths, walkways, or side ditches,</u> ((including the)) <u>together with</u> associated ((shoulder and all)) <u>shoulders, slopes, ditches, channels, waterways, and other features necessary for proper drainage and structural stability within the right-of-way.</u>	The proposed changes alter the definition to remove "maintained by the county." This phrase has led to confusion in the code, as an unopened county right of way is not "maintained" by the county but is still a public road with corresponding code requirements. Additional edits are made to word choices for clarity.

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30.91R.240 Road system. "Road system" means those existing or proposed public or private road network elements whether state, county, city or town (including freeway interchanges with county roads, city or town streets and the ramps for those interchanges but excluding freeway mainlines), within: (1) The transportation service area, as defined by the Snohomish County transportation needs report, in which a development is located, except that an adjacent transportation service area may apply if determined by the county engineer to be more appropriate where a development has a greater impact on public roads in an adjacent transportation service area than in the transportation service area in which the development is located; or (2) The area of another county which is adjacent to the transportation service area in which the development is located. This definition applies only to the concurrency and road impact mitigation regulations in chapter 30.66B SCC <u>and the general development standards in chapter 30.24 SCC.</u>	The proposed changes alter the definition so that it applies in chapter 30.24 SCC