

ENGINEER'S REPORT

PERMIT REQUEST # 21 113281

PROJECT FILE NUMBER (PFN 20 108704 SPA) GRANNIS CROSSING

FOR THE ESTABLISHMENT OF A NEW COUNTY ROAD RIGHT-OF-WAY
IDENTIFIED AS

28th Dr SE

INTRODUCTION

Chapter 36.75 Revised Code of Washington (RCW) gives county legislative authorities broad authority to acquire land for county road purposes by purchase, gift, or condemnation. Snohomish County Code (SCC) 13.90.010 provides that the County Council also has the authority to establish public roads independent of the statutory establishment provisions of RCW 36.81. The county legislative authority's use of this broad authority must be made under the advice and supervision of the County Engineer.

SCC 13.90.010 provides that when the County Engineer determines that the criteria for road establishment have been met, road establishment may be initiated independently by the County Engineer. The County also has the authority under SCC 30.66B to condition land development approvals upon adequate access to a public road, which often requires dedication of public road right-of-way (ROW). The process required for establishment of County roads is found in SCC 13.90.020.

FACTS/BACKGROUND

1. On June 15, 2020, Grannis Road LLC applied to Planning and Development Services (PDS), requesting approval of a 26-unit Single-Family Detached Unit (SFDU) named Grannis Crossing SFDU. (See Exhibit 1, Notice of Application)
2. The proposed development will be built on a 3.5-acre property, on tax parcels 27051700404900, 27051700406400, and 2705170407600, located in the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 17 Township 27 North Range 5 East, W.M. (See Exhibit 2, Assessors map)
3. As a condition of approval, the Department of Public Works (DPW) and PDS are requiring Grannis Road LLC to establish a new county road, identified as "28th Dr SE" in the June 24, 2021, administrative site plan approval for the Grannis Crossing SFDU (Project File Number 21 108704 SPA). (See Exhibit 3, Approved Site Plan)

4. The site adjoins Grannis Road with a 20-foot-wide panhandle. Based on the short length of frontage and lack of improvements on the north side of Grannis Road, frontage improvements will not be required; instead, additional ROW will be a condition of approval. (See Exhibit 4, Assessor's Map)
5. The developer submitted an Engineering Design and Standards (EDDS) deviation request for a reduced cross-section along 28th Dr SE to maintain the 28 feet of pavement leading to the site and eliminate the planter and sidewalk along the development's frontage on the east side of 28th Dr SE. The request was approved on July 8, 2020, subject to conditions.
6. The proposed development adjoins two public road stubs: 193rd PI SE on the eastern property line, and 28th Dr SE on the southern property line. The existing cross-section for the public road stubs is 36-foot-wide and 28-foot-wide respectively. The developer is required to establish a new road to connect the two public roads. (See Exhibit 5, Aerial map)
7. 196th St SE (Grannis Road), is designated as a major collector arterial and requires a ROW width of 40 feet on each side of the ROW centerline. Twenty feet of ROW exists on the development's side. Therefore, an additional 20 feet is required to convey through deed where the 20-foot-wide panhandle fronts on Grannis Road.
8. 28th Dr SE is designated as non-arterial and typically requires a ROW width of 30 feet on each side of the ROW centerline. Since the portion of 28th Dr SE roadway located south of the site and west of the 20-foot-wide panhandle is already constructed and the property available to be conveyed to the County on the east side of the roadway is only the 20-foot-wide panhandle, providing a total ROW width of 50 feet. The development is required to convey the 20-foot-wide panhandle to the County.

FINDINGS

1. On July 21, 2021, a road establishment request from Grannis Road LLC was received by DPW. The new proposed road in the June 24, 2021, approved administrative site plan is identified as 28th Dr SE.
2. On October 8, 2021, Grannis Road LLC conveyed the development to SSHI LLC, a Washington limited liability company doing business as D.R. Horton via Statutory Warranty Deed (SWD) recorded under Auditor's File Number (AFN) 202110080641. (See Exhibit 6, SWD)

3. The new road is classified as a non-arterial residential road, will have ROW width that is sufficient to contain the required road improvements, and comply with the applicable code and (EDDS) requirements.
4. The new public road, 28th Dr SE will extend north from the existing 28th Dr SE ROW for approximately 377 feet thence west concave at a radius of 55.5 feet, for a length of 125 feet to connect to the west end of existing 193rd PI SE.
5. A record of survey depicting the ROW limits and alignment of the roads has been recorded under Auditor's File Number (AFN) 202305085001. (See Exhibit 7, Recorded Record of Survey)
6. Establishment of a new road is necessary, practicable, and will benefit the public because operation of the arterial road system is improved by dispensing local traffic onto multiple roads and access points, response time for emergency services is reduced, and use of transit systems, pedestrian facilities, and bicycle facilities are promoted.
7. Establishment of a new road is also consistent with the requirements set forth in SCC 30.24 "General Development Standards - Access and Road Network", and EDDS Chapter 3-01 (7), "Road Circulation," including the requirement that a public road connection shall be constructed to any public road stubs on any adjacent parcel when the engineer determines the connection is necessary, practicable, and feasible.
8. No public expenditures will be required for the construction of a new road. All construction costs will be paid in full by the applicant.
9. Plans for the construction of the road to the County standards have been approved by DPW and PDS. The County has accepted a performance security bond for the construction and completion of all ROW improvements for the roads. Upon completion by the developer and acceptance of the roads by the County, including PDS approval of as-built drawings, a two-year maintenance security bond shall be posted by the developer. (See Exhibit 8, ROW Maintenance Bond)
10. The estimated cost of construction of the road is \$179,135.30, not including engineering or permit costs
11. DPW has reviewed and approved the SWD and recommends the deed be accepted by the County.
12. The public administrative costs estimated to be incurred by the County in examining, investigating, and processing the establishment application are as follows:

Estimated Public Work Charges	\$2,500.00
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