

Chapter 20.56

STREETS AND SIDEWALKS

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20.56.010 Street Classification.

- (a) Except as provided for in Subsection (c), in all new development, all streets shall be dedicated to public use, and shall be classified as provided in Subsection (b).
 - (1) Most streets are provided a classification by the Transportation Element of the City's Comprehensive Plan. Where a street is not classified therein, the classification shall be based upon the projected volume of traffic to be carried by the street, stated in terms of the number of trips per day;
 - (2) The number of dwelling units to be served by the street may be used as an indicator of the number of trips but is not conclusive;
 - (3) Whenever a subdivision street continues an existing street that formerly terminated outside the subdivision or it is expected that a subdivision street will be continued beyond the

subdivision at some future time, the classification of the street will be based upon the street in its entirety, both within and outside of the subdivision.

- (4) The type of development, layout of the lot, and constraints of a property may require special provisions to be made outside of the below street classifications. Any deviation from the listed street classifications shall obtain approval from the Community and Economic Development Department.
- (b) The classification of streets and other rights-of-way generally shall be as follows (see [Chapter 20.08](#), Definitions, for definitions of each):
 - (1) *Pedestrian-way*.
 - (2) *Minor Trail*.
 - (3) *Major Trail*.
 - (4) *Utility Easement*.
 - (5) *Alley*.
 - (6) *Private Road*.
 - (7) *Cul-de-sac*.
 - (8) *Local Access*.
 - (9) *Local Collector*.
 - (10) *Collector Arterial*.
 - (11) *Arterial (4-lane)*.
 - (12) *Arterial (5-lane)*.
 - (13) *County Road*.
 - (14) *State Highway*.
 - (15) *Frontage Street*.
- (c) Private Roads, where allowed, shall not be dedicated to the public.

20.56.015 Complete Streets.

- (a) The City of Arlington will, to the maximum extent practical, implement complete streets. For purposes of this section, “complete streets” means streets that provide appropriate facilities to meet the mobility needs of people of all ages and abilities who are walking, bicycling, riding transit, driving, and transporting goods.
- (b) The application of complete streets may require the property owner or developer to install additional improvements for the installation of certain street types or provide additional right-of-way dedication depending on the location of a proposed project and the surrounding areas level of street improvements. The applicant is required to work with the Community and Economic Development Department regarding the specific type of street is required.
- (c) Complete streets will be implemented through the scoping, planning, designing, building, operating, and maintaining an integrated and connected transportation system.
- (d) All development projects shall submit a complete streets checklist with permit application and follow the Complete Streets Policy.

20.56.020 Costs of Right-of-Way Installation and Improvements Borne by Applicant.

When rights-of-way improvements are required or volunteer in conjunction with permit approval, all costs and expenses incident to the installation of the improvements to be dedicated to the public shall be borne by the applicant.

20.56.030 Access to Lots.

- (a) Every lot shall have access to it that is sufficient to afford a reasonable means of ingress and egress for emergency vehicles as well as for all those likely to need or desire access to the property in its intended use. Access includes vehicular, pedestrian, bicycle, and other common forms of transportation.
- (b) Access to lot(s) will not be granted unless the required right-of-way is dedicated to the city.

20.56.040 Access to Arterial Streets.

Whenever a development that involves the creation of one or more new streets borders on or contains an existing or proposed arterial street, no direct driveway access may be provided from the lots within this subdivision onto this street unless no other access is possible.

20.56.050 Entrances to Streets.

- (a) All driveway entrances and other openings onto streets within the city's planning jurisdiction shall be constructed so that:
 - (1) Vehicles can enter and exit from the lot in question without posing any substantial danger to themselves, pedestrians, or vehicles traveling in abutting streets, and
 - (2) Interference with the free and convenient flow of traffic in abutting or surrounding streets is minimized. In particular, driveways or other openings onto Collector Arterials, Arterials, or State Highways shall be designed so as to not require that vehicles back out onto the public street.
 - (3) Driveway cuts shall be limited so the narrowest width necessary to provide safe ingress and egress onto and from the property, as determined by the Community and Economic Development Director.
 - (4) Driveways shall not be located adjacent to one another in such a manner as to create a "double width" driveway without any landscaping between the driveways.
 - (5) Only one driveway per single family residence is allowed.
- (b) Specifications for driveway entrances are set forth in the administrative guideline entitled "Public Works' Construction Standards and Specifications." If driveway entrances and other openings onto streets are constructed in accordance with the foregoing specifications and requirements, this shall be deemed *prima facie* evidence of compliance with the standard set forth in Subsection (a).
- (c) For purposes of this section, the term *prima facie* evidence means that the permit-issuing authority may (but is not required to) conclude from this evidence alone that the proposed development complies with Subsection (a).

20.56.060 Neighborhood Access and Coordination with Surrounding Streets.

- (a) All developments which shall create or cause to exist more than 49 dwelling units or more (new or a combination of new and existing) or non-residential developments that may attract 150 or more people (including employees and customers) at any one time (new or a combination of new and existing) shall have more than one point of access to the surrounding public street. An applicant may request in writing a waiver of this code requirement. The City, in its sole discretion, may waive this requirement when, in the opinion of the Fire Code Official or his or her designee, adverse life and safety issues are adequately addressed by the proposed development. For the purposes of this section, an emergency access (crash gate) shall not be considered a vehicular access point and a boulevard shall be considered one access point.

- (b) From the point where a neighborhood has one point of access, no lot shall be more than 600 feet from the common point of access unless no other practicable alternative is available in the opinion of the Community and Economic Development Director.
- (c) The street system of a subdivision shall be coordinated with existing, proposed, and anticipated streets outside the subdivision or outside the portion of a single tract that is being divided into lots (hereinafter, “surrounding streets”) as provided in this section.
- (d) Collector streets shall intersect with surrounding collector or arterial streets at safe and convenient locations.
- (e) Local collectors and local access streets shall connect with surrounding streets where necessary to permit the convenient movement of traffic between residential neighborhoods or to facilitate access to neighborhoods by emergency service vehicles or for other sufficient reasons.
- (f) Whenever connections to anticipated or proposed surrounding streets are required by this section, the street right-of-way shall be extended, and the street developed to the far property line of the subdivided property (or to the far edge of the remaining undeveloped portion of a single tract) at the point where the connection to the anticipated or proposed street is expected. In addition, the permit-issuing authority may require temporary turnarounds to be constructed at the end of such streets pending their extension when such turnarounds appear necessary to facilitate the flow of traffic or accommodate emergency vehicles. Temporary access easements shall be granted over portions of such turnarounds, which may be automatically relinquished upon extension of the right-of-way. Frontage improvements need not be installed on bulb of the temporary turn-around; the developer extending the right-of-way shall install these. Notwithstanding the other provisions of this subsection, no temporary dead-end street in excess of 1,000 feet may be created unless no other practicable alternative is available.

20.56.070 Relationship of Streets to Topography.

- (a) Streets shall be related appropriately to the topography. In particular, streets shall be designed to facilitate the drainage and storm water runoff objectives set forth in [Chapter 20.64](#) (Flooding, Floodways, Drainage, & Erosion), and street grades shall conform as closely as practicable to the original topography.
- (b) The maximum grade at any point on a street shall not exceed that set in Table 20.56-1 unless no other practicable alternative is available. However, in no case may streets be constructed with grades that, in the professional opinion of the Community and Economic Development Director, create a substantial danger to the public safety.

20.56.080 Street Width, Sidewalk, and Drainage Requirements in Subdivisions.

- (a) Street rights-of-way are designed and developed to serve several functions: (i) to carry motor vehicle traffic, and in some cases, allow on-street parking; (ii) to provide a safe and convenient passageway for pedestrian traffic; and (iii) to serve as an important link in the City’s drainage system. In order to fulfill these objectives, all public streets shall be constructed to meet either the standards set forth in Subsection (b) or Subsection (c).
- (b) All existing and planned arterial or larger streets which the City deems necessary for the completion of the City’s transportation system are shown and classified in the City’s Transportation Plan, which is found in the Comprehensive Plan. However, that list is non-exhaustive, and a permit applicant may propose other streets.
- (c) Any permit application shall be reviewed for conformance with the Transportation Plan. If a planned street is shown to run through or adjacent to a property proposed for development, the

- proposal must include a roadway system in general conformance to this plan, including the dedication of the appropriate full or half-street right-of-way for the street, as shown in
- (d) All public streets shall be constructed with curb, gutter, sidewalk, and, as provided in [§20.76.110 \(Required Trees Along Dedicated Streets\)](#), landscape strips and street trees. Only standard vertical curb may be used. Street pavement width shall be measured from curb face to curb face.
 - (e) Private Roads may construct sidewalks through one of the following options and at the discretion of the community and economic development director:
 - (1) Vertical curb, sidewalk, and gutter; or
 - (2) Rolled curb to sidewalk; or
 - (3) At grade concrete sidewalk abutting asphalt drive aisle for visual separation; or
 - (4) At grade asphalt sidewalk with painted white line for separation; or
 - (5) At grade alternative sidewalk treatment approved by the Community and Economic Development Director.
 - (f) Sidewalks required by this section shall be at least five feet in width, on both sides of streets, and constructed according to the specifications set forth in the administrative guideline entitled “Public Works Construction Standards and Specifications.”
 - (g) Whenever the permit-issuing authority finds that a means of pedestrian access is necessary from the subdivision to schools, parks, playgrounds, or other roads or facilities and that such access is not conveniently provided by sidewalks adjacent to the streets as required above, the developer may be required to reserve an unobstructed easement of at least ten feet in width to provide such access.

Table 20.56-1: Public and Private Street and Right-of-Way Improvement Requirements

Roadway Classification	ROW Width	Pavement Width	Vertical Curb/Gutter	Planting Strip	Side-walk	Bike Path	Lane Width	No. of Lanes	Inside Radius	Maximum Slope	Easement Width
Pedestrian-way	N/A	8'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	ADA Compliant	10'
Minor Trail	N/A	8' of pervious, ADA compliant surface and slope									10'
Major Trail	N/A	12'	2' gravel shoulders plus landscaping, ADA compliant surface and slope								20'
Utility easement	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15'
Public Alley	20'	16'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14%	N/A
Private Alley	16'	16'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14%	N/A
Private Road	N/A	20'	N/A	N/A	5'	N/A	N/A	N/A	N/A	15%	25'
Cul-de-Sac	60'	49'	6"	5'	5'	N/A	N/A	2	27.8'	14%	N/A
	Bulb = 35' curb radius; 50' radius to curb; & 60' radius to right-of-way										
Local Access	50'	29'	6"	5'	5'	N/A	15'	2	N/A	14%	N/A
Local Collector	60'	39'	6"	5'	5'	5'/7'	15'/13'	2	N/A	12%	N/A
Collector Arterial	64'	43'	6"	5'	5'	5'	11'	3	N/A	10%	N/A
Arterial (4-lane)	90'	57'	6"	5'	5'	5'	12'	4	N/A	8%	N/A
Arterial (5-lane)	100'	69'	6"	5'	5'	5'	12'	5	N/A	8%	N/A
State Highway	Determined by Public Works and Community and Economic Development Director in consultation with WSDOT										

20.56.090 General Layout of Streets.

- (a) All streets shall be in compliance with the Transportation Plan of the Comprehensive Plan. Additionally, streets in an existing grid system or area in which an existing grid system can be extended shall be straight whenever practicable to the extent necessary to preserve and continue the grid system.
- (b) The maximum and minimum width of blocks should be that which is sufficient to allow for two tiers of lots (plus width of an alley or public utility easement, if any), unless existing conditions are such, in the judgment of the decision-making authority, to render such requirements undesirable or impractical.
- (c) The maximum length of residential blocks in an existing or extended grid system should be 400 feet; those not in a grid system should be 1,200 feet, and the minimum length should be 400 feet, unless no other practicable alternative is available.
- (d) In all cases, streets shall be laid out so that the lengths, widths, and shapes of blocks adequately address the following.
 - (1) Provision of adequate building sites suitable to the type of use contemplated;
 - (2) The zoning requirements can be met on future building permits;
 - (3) The limitations and opportunities of the topography;
 - (4) The needs for convenient access, circulation, control, and safety of vehicular and pedestrian traffic are considered.
- (e) To the extent practicable, driveway access to arterial and collector streets shall be minimized to facilitate the free flow of traffic and avoid traffic hazards.
- (f) Pedestrian-ways shall be required near the middle of all blocks longer than eight hundred (800) feet unless deemed infeasible by the permit issuing authority.
- (g) Where a tract is subdivided into lots or tracts of an acre or more, the decision-making authority may require an arrangement of lots and streets such as to permit a later re-subdivision in conformance with the street and lot requirements specified in these regulations.
- (h) There shall be no reserve strips controlling access to streets, except where such strips are required by the City.

20.56.100 Dead End Streets/Cul-de-Sacs.

- (a) Dead-end streets shall be avoided. Cul-de-sacs may be used only when conditions warrant their use. Maximizing the number of lots in a project does not warrant their use. Where roads have a potential for extending to adjacent properties and creating connections (either current or future) they should do so.
- (b) When allowed under subsection (a), all permanent dead-end streets (as opposed to temporary dead-end streets, see Subsection [20.56.060\(d\) \(Neighborhood Access and Coordination with Surrounding Streets\)](#)) shall be developed as cul-de-sacs in accordance with the standards set forth in Subsection (d).
- (c) Except where no other practicable alternative is available, such streets may not extend more than 600 feet (measured to the center of the turnaround).
- (d) The right-of-way of a cul-de-sac shall be that identified Table 20.56-1, above.

20.56.110 Temporary ¾-Streets.

- (1) Temporary ¾-streets (i.e., streets of less than the full-required right-of-way and pavement width) may be allowed at the discretion of the decision-making authority under the following conditions:
 - (1) Where such street, when combined with a similar street developed previously, simultaneously, or anticipated to be built within a reasonable time frame on property adjacent to the subdivision, creates or comprises a street that meets the right-of-way and pavement requirements of this title.
 - (2) Where no more than 10 dwelling units will use the ¾-street.
 - (3) Where a temporary ¾-street is allowed, the portion to be built shall be paved, at a minimum, to a width equal to ¾ of the ultimate paved width. Curb, gutter, sidewalk, landscape strip, and street trees are to be built in conjunction with each respective half-street on the side adjacent to the proposed project.
 - (4) Where a public right-of-way easement has been or is being dedicated to the City over those portions of the adjacent property to be used as a half-street.

20.56.120 Street Intersections.

- (a) Streets shall intersect at 80° to 90°. Not more than two streets shall intersect at any one point or vary from the above angle of intersection unless the Community and Economic Development Director certifies to the permit-issuing authority that such an intersection can be constructed with no extraordinary danger to public safety.
- (b) Whenever possible, proposed intersections along one side of a street shall coincide with existing or proposed intersections on the opposite side of such street. In any event, where a centerline offset (jog) occurs at an intersection, the distance between centerlines of the intersecting streets shall be not less than 150 feet. On any street classified as an arterial the distance between centerlines of the intersecting streets shall be not less than 300 feet.
- (c) Except when no other alternative is practicable or legally possible, no two streets may intersect with an arterial on the same side at a distance of less than 1,000 feet measured from centerline to centerline of the intersecting street.

20.56.130 Construction Standards and Specifications.

Construction and design standards and specifications for streets, sidewalks, and curbs and gutters are contained in the “Public Works Construction Standards and Specifications,” and all such facilities shall be completed in accordance with these standards.

20.56.140 Construction Drawings Required Prior to Installation.

- (a) No right-of-way improvements shall be installed without first obtaining construction plan approval from the Community and Economic Development Director. Said right-of-way improvement plans shall be prepared pursuant to the "Public Works Construction Standards and Specifications."
- (b) Site Civil Plans shall be valid for eighteen (18) months from approval date. One six (6) month extension may be granted by the Community and Economic Development Director if requested in writing by the applicant prior to original expiration date. If plans expire, an additional fee (50% of original plan review fee, as set by resolution) shall be assessed to re-review the plans for compliance with current standards.

20.56.150 Inspection of Public Improvements Required Prior to Issuance of Final Permits.

All public improvement work shall be inspected and approved by the Community and Economic Development Director or his representative prior to issuance of any final land use or building permit.

20.56.155 Private Roads.

- (a) Private roads shall be contained in an easement or tract and will be allowed when:
- (1) A covenant that provides for maintenance and repair of the private road by property owners has been approved by the city and recorded with Snohomish County; and
 - (2) The covenant includes a condition that the private road will remain open at all times for emergency and public service vehicles; and
 - (3) The private road would not hinder public street circulation; and
 - (4) All of the following conditions must be met:
 - (A) The Community and Economic Development Director determines that due to physical site constraints or preexisting development no other reasonable access is available. The proposed private road would be adequate for transportation and fire access needs, and the private road would be compatible with the surrounding neighborhood character; and
 - (B) The private road would be part of a unit lot subdivision, minor subdivision (for two-family residences or greater), cottage housing or small multi-family development; and
 - (C) Adequate looped road is proposed.
 - (5) Absent any of the above conditions, public streets are required.
- (b) The design and construction of private roads shall conform to the requirements of the public works standards.
- (c) Private roads shall be designed such that vehicles attempting to enter the private road will not impede vehicles in the travel lane of the public street.
- (d) The continued use of a preexisting private road is not guaranteed with the development of a site.
- (e) No private road shall be approved where undesirable impacts, such as vehicles backing onto the public sidewalk or street, will occur.

20.56.160 Public Streets and Private Roads in Subdivisions.

- (a) Except as otherwise provided in this section, all lots created after the effective date of this section shall abut a public street at least to the extent necessary to comply with the access requirement set forth in [§20.56.030 \(Access to Lots\)](#) while also meeting the requirements of [§20.48.030 \(Lot Shape and Minimum Lot Widths\)](#). For purposes of this subsection, the term "public street" includes a preexisting public street as well as a street created by the subdivider that meets the public street standards of this title and is dedicated for public use. The recordation of a plat shall constitute an offer of dedication of such street.
- (b) Private roads shall not be allowed in subdivided residential developments unless the requirements of [§20.56.155](#) are met.
- (c) Private access tracts in Single-Family Residence developments may be allowed *only* where they provide access for four or fewer dwelling units. Where a private access tract is used, and an adjacent property is capable of being short platted with a private access tract, such tracts shall be located in such a way so as to allow them to be combined into one right-of-way sized

as a Local Access in the event that the property owners wish to improve and dedicate it as a public street..

20.56.170 Right-of-Way Improvements and Dedication to Precede Development or Building.

- (a) Except as noted under subsection (c), and as described by the methods listed in subsection (b), below, no land use or building permit shall be issued by the City unless or until the half (or $\frac{3}{4}$, pursuant to §20.56.110 (Temporary $\frac{3}{4}$ - Streets)) of the public rights-of-way upon which the same abuts are deemed fully improved to the standards of the right-of-way classification as specified in [§20.56.010 \(Street Classification\)](#), [§20.56.080 \(Street Width, Sidewalk, and Drainage Requirements in Subdivisions\)](#), and the City’s Transportation Plan, and offered for dedication to the public.
- (b) The Community and Economic Development Director may deem Subsection (a) fulfilled under the below listed circumstances. It shall be at the Community and Economic Development Director’s discretion, based on knowledge of upcoming projects in the vicinity, safety issues, or sound engineering judgment, as to which method shall be allowed or not allowed. Improvements may be deemed fully installed:
- (1) Where the rights-of-way are already improved to their classification standards and dedicated to the City.
 - (2) Where the City chooses to purchase rights-of-way and install the improvements. However, under no circumstances is the City obligated to do this.
 - (3) Where the applicant, understanding that the land use or building permit sought cannot be issued until the improvements are deemed installed by the Community and Economic Development Director, installs or agrees to install the improvements himself at his own cost and offers the rights-of-way to the public. “Agreement to install” may be effected by the applicant accepting a permit containing a condition to install said improvements and not appealing the permit on this condition.
 - (4) Where the applicant has dedicated the rights-of-way to the public and provided a surety bond ensuring that the improvements shall be installed within one year. Said warranty bond shall meet the requirements of [Chapter 20.12 \(Administrative Mechanisms\)](#).
 - (5) If Subsections 1-4 are deemed infeasible by the Community and Economic Development Director: Where the applicant has dedicated the rights-of-way to the public and elected to pay to the City an amount equal to the cost of installing the improvements. In such circumstances, said monies would be maintained in an account to be used specifically for improvements on that right-of-way within the general vicinity of the project. The properties contributing to these improvements cannot be subject to any future Local Improvement District for those improvements being paid for.
 - (6) If Subsections 1-5 are deemed infeasible by the Community and Economic Development Director: Where the applicant has dedicated the rights-of-way to the public and provided a recorded covenant power-of-attorney to the City in support of a petition local improvement district (hereinafter referred to as "LID covenant") for construction of right-of-way improvements, together with all necessary appurtenances. Forms for the LID covenant shall be provided by the City and approved by the City Attorney.
 - (7) If required right-of-way has not been dedicated by abutting property, no legal access onto public right-of-way will be permitted.

- (c) This section shall not apply to:
- (1) Building permits for additions, alterations, or repairs within any twenty-four-month period that does not increase the gross floor space of an existing building or facility by more than fifty percent (50%).
 - (2) Building permits for residential garages, carports, or accessory structures not intended as a dwelling unit.
 - (3) Zoning permits for the conversion of an existing home (single family detached, one dwelling unit per lot to a home emphasizing special services, treatment, or supervision.

20.56.180 Road and Sidewalk Requirements in Unsubdivided Developments.

- (a) Within unsubdivided developments, all private roads and access ways shall be designed and constructed to facilitate the safe and convenient movement of motor vehicle and pedestrian traffic. Width of roads, use of curb and gutter, and paving specifications shall be determined by the provisions of this title dealing with parking ([Chapter 20.72](#)) and drainage ([Chapter 20.64](#)). To the extent not otherwise covered in the foregoing chapters, and to the extent that the requirements set forth in this chapter for subdivision streets may be relevant to the roads in unsubdivided developments, the requirements of this chapter may be applied to satisfy the standard set forth in the first sentence of this subsection.
- (b) Whenever a road in an unsubdivided development connects two or more collector or arterial streets in such a manner that any substantial volume of through traffic is likely to make use of this road, such road shall be constructed in accordance with the standards applicable to subdivision streets and shall be dedicated to the public. In other cases when roads in unsubdivided developments within the city are constructed in accordance with the specifications for subdivision streets, the city may accept an offer of dedication of such streets.
- (c) In all unsubdivided residential development, sidewalks shall be provided linking dwelling units with other dwelling units, the public street, and on-site activity centers such as parking areas, laundry facilities, and recreational areas and facilities. Notwithstanding the foregoing, sidewalks shall not be required where pedestrians have access to a road that serves not more than nine dwelling units.
- (d) Whenever the permit-issuing authority finds that a means of pedestrian access is necessary from an unsubdivided development to schools, parks, playgrounds, or other roads or facilities and that such access is not conveniently provided by sidewalks adjacent to the roads, the developer may be required to reserve and/or build an unobstructed easement of at least 10 feet to provide such access.
- (e) The sidewalks required by this section shall be at least five feet wide and constructed according to the specifications set forth in the administrative guideline entitled “Public Works Construction Standards and Specifications.”

20.56.190 Off-Site Traffic Mitigation.

All land use applications shall be reviewed for compliance with [Chapter 20.90](#) (Concurrency and Impact Fees), Part 1 (Transportation Impact Fees).

20.56.200 Attention to Disabled Persons in Street and Sidewalk Construction.

Whenever curb and gutter construction is used on public streets, wheelchair ramps for disabled persons shall be provided at intersections and other major points of pedestrian flow.

- (a) Wheelchair ramps and depressed curbs shall be constructed in accordance with the standards of the "Public Works Construction Standards and Specifications" addressing accessibility.
- (b) In unsubdivided developments, sidewalk construction for disabled persons shall conform to the requirements of the chapter of the Washington State Building Code addressing accessibility.

20.56.210 Street Names and House Numbers.

Street names and house numbers shall be assigned pursuant to AMC 12.16 (Street Names).

20.56.220 Bridges.

All bridges shall be constructed in accordance with City standards and specifications.

20.56.230 Utilities.

Utilities installed in public rights-of-way or along private roads shall conform to the requirements set forth in [Chapter 20.60](#) (Utilities).

20.56.240 Vacations of Public Rights-of-Way.

Applications for vacations of public rights-of-way shall be processed according to RCW Chapter 35.79.

20.56.250 Right-of-Way Permit Required.

Prior to performing any work within a public right-of-way, the person performing the work shall obtain a right-of-way permit from the Community and Economic Development Director pursuant to AMC 12.40 (Right-of-Way Permits).

20.56.260 Street Assessment Reimbursement Agreements

Street assessment reimbursement agreements (latecomer's agreements) are governed by AMC 12.32, Street Assessment Reimbursement Agreements.