

1 ADOPTED: 03/28/18  
2 EFFECTIVE: 05/27/18

3  
4 SNOHOMISH COUNTY COUNCIL  
5 Snohomish County, Washington

6  
7 AMENDED ORDINANCE NO. 17-061

8  
9 RELATING TO GROWTH MANAGEMENT; REVISING REGULATIONS FOR PEDESTRIAN FACILITIES;  
10 AMENDING CHAPTERS 30.23, 30.23A, 30.24, 30.91A, 30.91D, AND 30.91R OF THE  
11 SNOHOMISH COUNTY CODE

12  
13 WHEREAS, the Growth Management Act, chapter 36.70A RCW (GMA), requires Snohomish  
14 County (the "County") to regulate land use and development within the County's jurisdiction; and

15  
16 WHEREAS, in 2009 the Snohomish County Council ("County Council") adopted Amended  
17 Ordinance No. 08-101 establishing regulations requiring the construction of pedestrian facilities within  
18 and along the frontage of new development; and

19  
20 WHEREAS, in 2012 the County Council adopted Amended Ordinance No. 12-049 refining the  
21 requirements for pedestrian facilities within new development; and

22  
23 WHEREAS, the Department of Planning and Development Services (PDS) and the Department of  
24 Public Works (DPW) have identified several implementation issues with the pedestrian facility  
25 regulations in chapters 30.23, 30.23A, and 30.24 SCC; and

26  
27 WHEREAS, the Snohomish County Planning Commission ("Planning Commission") held a briefing  
28 on March 28, 2017, concerning code amendments related to pedestrian facilities; and

29  
30 WHEREAS, the Planning Commission held a public hearing on April 25, 2017, to receive public  
31 testimony concerning code amendments related to pedestrian facilities; and

32  
33 WHEREAS, at the conclusion of the public hearing, the Planning Commission deliberated and  
34 voted to recommend approval of the amendments to the Snohomish County Code (SCC) relating to  
35 pedestrian facilities as shown in its recommendation letter dated May 10, 2017; and

36  
37 WHEREAS, following the Planning Commission's deliberation and recommended approval, PDS  
38 determined additional and modified amendments were needed for clarity and to ensure proper  
39 implementation and PDS further determined that its changes to the proposed ordinance are consistent  
40 with the Planning Commission's recommendation and provided an explanation of those changes to the  
41 Planning Commission by letter dated August 22, 2017.

42  
43 WHEREAS, on March 28, 2018, the County Council held a public hearing after proper notice, and  
44 considered public comment and the entire record related to the code amendments contained in this  
45 ordinance; and

1           WHEREAS, following the public hearing, the County Council deliberated on the code  
2 amendments contained in this ordinance;

3  
4 NOW, THEREFORE, BE IT ORDAINED:

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6           Section 1. The County Council adopts the following findings in support of this ordinance:

- 7  
8 A. The foregoing recitals are adopted as findings as if set forth in full herein.  
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10 B. This ordinance will amend title 30 SCC to update regulations related to pedestrian facilities. The  
11 proposed amendments seek to:  
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13       1. Clarify the intent of the pedestrian facilities regulations;  
14  
15       2. Separate the authorities of the County Engineer and Director of PDS concerning pedestrian  
16 facilities;  
17  
18       3. Clarify where pedestrian facilities are required;  
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20       4. Address conflicts between drive aisles and alleys; and  
21  
22       5. More broadly allow at-grade pedestrian facilities.  
23  
24 C. In developing the proposed code amendments, the County considered the goals of the GMA and the  
25 proposed amendments are consistent with:  
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27       1. GMA Goal 3 – “Transportation. Encourage efficient multimodal transportation systems that are  
28 based on regional priorities and coordinated with county and city comprehensive plans.” The  
29 proposed amendments encourage greater pedestrian connectivity and a reduction in vehicle  
30 trips.  
31  
32       2. GMA Goal 7 – “Permits. Applications for both state and local government permits should be  
33 processed in a timely and fair manner to ensure predictability.” The proposed amendments  
34 better define when and where pedestrian facilities are required in new development, which  
35 provide clarity and improve predictability.  
36  
37       3. GMA Goal 10 – “Environment. Protect the environment and enhance the state's high quality of  
38 life, including air and water quality, and the availability of water.” The proposed amendments  
39 encourage more walking and fewer vehicle miles traveled.  
40  
41 D. The proposed amendments will better achieve, comply with, and implement the following policies  
42 contained in the county’s GMA Comprehensive Plan (GMACP) - General Policy Plan (GPP).  
43  
44       1. Policy ED 2.A.1 “Snohomish County shall work to ensure that the Snohomish County Code is an  
45 understandable, accessible, and user friendly document.” The proposed amendments will  
46 provide greater clarity and better define when and where pedestrian facilities are required in  
47 new development.

2. Policy TR 4.A.3 “Safe and direct pedestrian and disabled access shall be designed to and from public rights-of-way, structures, and adjacent developments.” The proposed amendments will provide more safe and direct pedestrian access to and from public right-of-way and within developments.
3. Policy LU 3.D.3 “The county shall work to link new and existing neighborhoods within and near identified transit emphasis corridors creating a sense of community and shall include sidewalks and paths, where practicable, for safe passage to schools and other places of activity in the community.” The proposed amendments will provide a sense of community by providing for pedestrian facility connectivity within developments and to public right-of-way.
4. Policy TR 3.B.1 “Adequate nonmotorized transportation access to and circulation within all developments shall be designed and maintained.” The proposed amendments will provide nonmotorized circulation to and within all developments by clarifying when and where pedestrian facilities are required.
5. Policy TR 4.A.1 and TR 4.E.3 “Pedestrian facilities shall be encouraged that maintain access between public facilities and residential areas, especially where they serve a safety purpose.” The proposed amendments will maintain pedestrian access between public facilities and residential areas by clarifying when and where pedestrian facilities are required.
6. Policy TR 4.A.2 “Pedestrian facilities shall be encouraged that will also accommodate elderly persons and persons with disabilities.” The proposed amendments maintain requirements that pedestrian facilities meet ADA requirements consistent with EDDS construction standards.
7. Policy HO 1.F.1 “The county shall encourage housing developments that incorporate healthy living features such as non-toxic building materials and green design, access to transit and healthy foods, pedestrian-friendly environments, and safe routes to school.” The proposed amendments will encourage more pedestrian-friendly environments by requiring dwellings, buildings, community facilities, and open space within a development to be linked together by pedestrian facilities.
8. Policy HO 2.A.4 “The county shall encourage development and maintenance of safe and secure outdoor environments, including the development of sidewalks in new subdivisions.” The proposed amendments will encourage safe and secure outdoor environments by requiring pedestrian facilities to link dwellings, buildings, community facilities, and open space together in new subdivisions.

E. Procedural requirements.

1. The proposal is a Type 3 legislative action under SCC 30.73.010.
2. Pursuant to RCW 36.70A.106(1), a notice of intent to adopt the proposed amendments was transmitted to the Washington State Department of Commerce for distribution to state agencies on March 16, 2017.

- 1 3. State Environmental Policy Act (SEPA) requirements with respect to this non-project action have  
2 been satisfied through the completion of an environmental checklist and the issuance of a  
3 determination of non-significance on June 28, 2017.  
4
- 5 4. The public participation process used in the adoption of the proposed amendments has  
6 complied with all applicable requirements of the GMA and the SCC.  
7
- 8 5. As required by RCW 36.70A.370, the Washington State Attorney General last issued an advisory  
9 memorandum in December of 2015 entitled "Advisory Memorandum: Avoiding Unconstitutional  
10 Takings of Private Property" to help local governments avoid the unconstitutional taking of  
11 private property. The process outlined in the State Attorney General's 2015 advisory  
12 memorandum was used by the County in objectively evaluating the regulatory changes  
13 proposed in this ordinance.  
14

15 F. The proposed amendments are consistent with the record.

- 16
- 17 1. This ordinance will amend SCC 30.23.041 concerning setbacks from road network elements in  
18 urban zones to add a new reference note (13) in Table 30.23.041 for minimum setback  
19 requirements for entrances of covered parking structures located adjacent to drive aisles in  
20 certain circumstances. New reference note (13) allows a reduction to a four foot setback from a  
21 drive aisle that provides access to the rear of a lot, structure, or use and is less than 20 feet in  
22 width to be consistent with the current setback for an alley.  
23
- 24 2. This ordinance will amend SCC 30.23.049 to add a new reference note (13) that requires a  
25 minimum setback of four feet from a drive aisle that provides access to the rear of a lot,  
26 structure, or use and is less than 20 feet in width to be consistent with the current setback for  
27 an alley.  
28
- 29 3. This ordinance will amend SCC 30.23A.060 concerning multifamily design standards to:  
30
  - 31 a. Remove language in subsection (1)(a) specifying which development features need to be  
32 connected by a pedestrian facility. Listing these development features is redundant as  
33 they are already covered by the section's reference to SCC 30.24.080.  
34
  - 35 b. Replace the phrase "pedestrian paths" in subsection (1)(c) with "pedestrian facilities"  
36 for consistency.  
37
  - 38 c. Modify the exterior lighting requirements in subsection (3)(b) to replace the term  
39 "walkway network" with "pedestrian facilities" and add "parking areas" to the first  
40 sentence, which allows the second sentence to be deleted and results in a simplified  
41 and more straightforward requirement.  
42
- 43 4. This ordinance will amend SCC 30.24.080 concerning pedestrian facility requirements to:  
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  - 45 a. Provide a clearer intent statement by:  
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    - 47 i. Removing the term "safer" because it is a subjective term that is difficult to  
48 interpret;

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- ii. Replacing the terms “easier” and “comfortable” with the term “convenient” which is more descriptive;
  - iii. Deleting the list of development features to be connected as they are addressed in SCC 30.24.080(1)(b) and SCC 30.24.080(1)(c) with the exception of “transit stops” and “businesses”. PDS is reassessing the feasibility of requiring developments to provide pedestrian facilities to off-site transit stops and businesses; and
  - iv. Adding the term “encourage” to incorporate the spirit of existing 30.24.080(2).
- b. Combine existing SCC 30.24.080(1), (2) and (3) to simplify the code and provide greater clarity as to when and where pedestrian facilities are required.
- c. Modify SCC 30.24.080(1)(a) to add language to clarify when pedestrian facilities in any abutting state, city, town or another county’s right-of-way are required and more broadly describe where pedestrian facilities are required to be constructed. The new subsection (1)(a) covers a broader range of circumstances where pedestrian facilities should be constructed including when a development fronts along more than one road network element or fronts along a road network element in another jurisdiction.
- d. New SCC 30.24.080(1)(b) specifies what must be connected by pedestrian facilities within a development and:
- i. Consolidates regulations previously located in SCC 30.24.080(3)(a) through (f), as well as those items listed in the section’s intent statement, with the exception of “transit stops” and “businesses;”
  - ii. Creates separate categories for regular or unit lot subdivisions and short subdivisions and binding site plans, which include lots, other forms of residential development, which are in common ownership and do not have lots, non-residential buildings, and community facilities;
  - iii. Clarifies what “open space” areas within developments are required to be connected by pedestrian facilities by cross-referencing the code sections in title 30 SCC which require open space; and
  - iv. Creates a separate category for common open space as part of a cottage housing development, which is unique to other forms of open space in title 30 SCC.
  - v. Creates a new category for individual dwellings required to be handicapped accessible. This amendment is linked to revised language in renumbered SCC 30.24.080(2).
  - vi. Clarifies that pedestrian facilities are required between parking spaces and the residential dwelling units they serve.

- 1 e. Modify SCC 30.24.080(1)(c), to include cross-references to SCC 30.41A.100 and SCC  
2 30.41B.100 as a basis for providing off-site pedestrian facilities and add a cross-  
3 reference to chapter 30.61 SCC, environmental review (SEPA), which could require off-  
4 site pedestrian facilities as mitigation for a development’s environmental impacts.  
5
- 6 f. Delete SCC 30.24.080(1)(d) and incorporate a modified version of the language into SCC  
7 30.24.080(1)(a). This amendment is part of the simplification of SCC 30.24.080 and the  
8 requirement from SCC 30.24.080(1)(d) is more appropriate to be included in SCC  
9 30.24.080(1)(a) as an abutting jurisdiction’s right-of-way is similar to road network  
10 elements already referenced in SCC 30.24.080(1)(a).  
11
- 12 g. Delete SCC 30.24.080(2) because the language will be incorporated into the section’s  
13 intent statement.  
14
- 15 h. Delete SCC 30.24.080(3) as part of the simplification of SCC 30.24.080. “Other dwelling  
16 units or buildings” is moved to new SCC 30.24.080(1)(b)(i)(A) and (B) and revised to be  
17 more descriptive for clarity. “Community facilities” is moved to new SCC  
18 30.24.080(1)(b)(i)(D). “Central mailboxes” is not moved as they are covered under the  
19 definition of “Community facilities.” “Parking areas” is moved to new SCC  
20 30.24.080(1)(b)(iii) and relabeled as “parking spaces” to align with the definition in SCC  
21 30.91P.070 and to broaden and clarify the types of parking facilities that require  
22 pedestrian facilities between them and the residential dwellings they serve. “On-site  
23 recreation space” is moved to new SCC 30.24.080(1)(b)(i)(E) and revised to recognize  
24 that Title 30 SCC contains several different terms for recreation space and the more  
25 generic phrase “open space” combined with specific references to applicable code  
26 sections will be easier to understand and implement. “Other pedestrian facilities” is  
27 encompassed by new language in SCC 30.24.080(1)(a) and SCC 30.24.080(1)(c).  
28
- 29 i. Renumber SCC 30.24.080(4) to SCC 30.24.080(2) and revise for readability.  
30
- 31 j. Renumber SCC 30.24.080(5) to SCC 30.24.080(3) and modify to create three separate  
32 instances when pedestrian facilities are not required to be constructed:  
33
- 34 i. Subsection (3)(a) includes existing language that clarifies that pedestrian  
35 facilities are not required for “permanent” dead end road network elements  
36 less than 150-feet and serving less than 90 ADT and replaces “which” with “and”  
37 to improve implementation.  
38
- 39 ii. Subsection (3)(b) is a new subsection to clarify that pedestrian facilities required  
40 under SCC 30.24.080(1)(b) do not need to be constructed from the adjacent  
41 road network element to the individual residential dwelling unless the dwelling  
42 is required to be handicapped accessible.  
43
- 44 iii. Subsection (3)(c) is a new subsection to clarify that pedestrian facilities required  
45 under SCC 30.24.080(1)(b) do not need to be constructed from the adjacent  
46 road network element to detached accessory or non-accessory garages or  
47 storage structures, or carports.  
48

- k. Renumber SCC 30.24.080(6) to SCC 30.24.080(4) and add language clarifying that pedestrian facilities are prohibited in an alley or drive aisle that is less than 20 feet in width. These road network elements do not provide enough space to include a constructed pedestrian facility and leave room for a vehicle to back out of a garage or driveway.
  - l. Delete SCC 30.24.080(7) as pedestrian facilities outside of a public right-of-way within an easement creates maintenance and liability challenges for the county.
  - m. Renumber SCC 30.24.080(8) to SCC 30.24.080(5) and modify to specify that the County Engineer is the decision-making authority for pedestrian facilities within a road network element, and the PDS Director is the decision-making authority for pedestrian facilities located outside of a road network element. A clear separation in decision-making authority will ensure more predictable project decisions and assist with the implementation of SCC 30.24.080.
5. This ordinance will amend SCC 30.24.090 concerning drive aisle requirements to remove subsection (3) which restates the definition of “drive aisle” in SCC 30.91D.455 and is not needed. This amendment is linked to the proposed amendments to the definitions of “alley” and “drive aisle,” SCC 30.91A.150 and SCC 30.91D.455.
  6. This ordinance will amend SCC 30.24.100 concerning fire lane requirements to remove language which precludes at-grade pedestrian facilities. EDDS allows for both raised and at-grade pedestrian facilities, with at-grade preferred adjacent to drive aisles that have closely spaced driveways.
  7. This ordinance will amend SCC 30.91A.150 to add language clarifying that the definition of “alley” does not include drive aisles. This clarification provides greater flexibility to design pedestrian facilities and provide more direct connections within a development. This amendment is linked to the proposed code amendments to drive aisle requirements in SCC 30.24.090 and the definition of “drive aisle” in SCC 30.91D.455.
  8. This ordinance will amend SCC 30.91D.455 to remove language from the definition of “drive aisle” which classifies a drive aisle that serves the rear of a structure, lot, or use as an alley. The current language limits the ability to design pedestrian facilities and provide more direct connections within a development. This amendment is linked to the proposed code amendments to drive aisle requirements in SCC 30.24.090 and the definition of “alley” in SCC 30.91A.150.
  9. This ordinance will amend SCC 30.91R.214, the definition of “road network” to remove language referencing the terms “right-of-way”, “tracts” and “easements” to resolve a conflict with the definition for “drive aisle.” A “drive aisle” is a road network element that is commonly owned and not in a tract or easement (except in a unit lot subdivision or short subdivision) yet can include pedestrian facilities except when less than 20-feet wide.

Section 2. The County Council makes the following conclusions:

- A. The proposal is consistent with the goals, objectives, and policies of the GPP.

- 1  
2 B. The proposal is consistent with Washington State law and the SCC.  
3  
4 C. The County has complied with all SEPA requirements with respect to this non-project action.  
5  
6 D. The regulations proposed by this ordinance do not result in an unconstitutional taking of private  
7 property for a public purpose.  
8

9 Section 3. The County Council bases its findings and conclusions on the entire record of the  
10 County Council, including all testimony and exhibits. Any finding, which should be deemed a conclusion,  
11 and any conclusion which should be deemed a finding, is hereby adopted as such.  
12

13 Section 4. Snohomish County Code Section 30.23.041, added by Amended Ordinance No. 12-  
14 049 on October 3, 2012, is amended to read:  
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16 **30.23.041 Setbacks from road network elements in Urban Zones.**

**Table 30.23.041**  
**Setbacks from Road Network Elements in Urban Zones<sup>10</sup>**  
**(All minimum setbacks are measured in feet)**

Category	Zone	Minimum Setback For Structure					Minimum Setback to the Entrance of a Covered Parking Structure				
		Public Road		Private <sup>1, 2</sup>			Public Road		Private <sup>1, 2</sup>		
		60 Feet and Over and Under 60 Feet in a Recorded Subdivision, Short Subdivision or Binding Site Plan <sup>3</sup>	Under 60 Feet <sup>4, 5</sup>	Private Road	Drive Aisle, Shared Court and Shared Driveway	Alley	60 Feet and Over and Under 60 Feet in a Recorded Subdivision, Short Subdivision or Binding Site Plan <sup>3</sup>	Under 60 Feet <sup>4, 5</sup>	Private Road	Drive Aisle <sup>15</sup> , Shared Court and Shared Driveway	Alley
Urban	R-9,600	15	45	15	0	0	18	48	18	18	4
	R-8,400	15	45	15	0	0	18	48	18	18	4
	R-7,200	15	45	15	0	0	18	48	18	18	4
	T (buildings ≤ 20' high) <sup>12</sup>	15	45	15	0	0	18	48	18	18	4
	T (buildings > 20' high) <sup>12</sup>	20	50	20	0	0	20	50	18	18	4
	LDMR (buildings ≤ 20' high) <sup>6, 7, 12</sup>	15	45	15	0	0	18	48	18	18	4

Urban	LDMR (buildings > 20' high) <sup>6, 7, 12</sup>	20	50	20	0	0	20	50	18	18	4
	MR (buildings ≤ 20' high) <sup>6, 7, 12</sup>	15	45	15	0	0	18	48	18	18	4
	MR (buildings > 20' high) <sup>6, 7, 12</sup>	20	50	20	0	0	20	50	18	18	4
	MHP	20	50	20	15	0	18	48	18	18	4
	FS	25	55	25	0	0	25	55	18	18	4
	NB	10	40	10	0	0	18	48	18	18	4
	PCB	25	85	25	0	0	55	58	18	18	4
	CB	25	55	25	0	0	25	55	18	18	4
	GC	25	55	25	0	0	25	55	18	18	4
	IP <sup>8</sup>	25	60	25	0	0	30	60	18	18	4
	BP	25	60	25	0	0	30	60	18	18	4
	LI	25	55	25	0	0	25	55	18	18	4
	HI	25	55	25	0	0	25	55	18	18	4
	UC	0	0	0	0	0	20	50	18	18	4

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Section 5. Snohomish County Code Section 30.23.049, added by Amended Ordinance No. 12-049 on October 3, 2012, is amended to read:

**30.23.049 Reference notes for SCC Tables 30.23.041 through 30.23.047.**

- (1) The setback shall be measured from the edge of the tract or easement. Where no tract or easement is established, the measurement shall be made from the edge of the road network element.
- (2) The setback may be reduced to the setback required for a structure if a vehicle entering the covered parking structure can turn around inside the covered parking structure and exit without having to back out.
- (3) These setbacks shall be measured from the edge of the right-of-way.
- (4) Applies to public right-of-way under 60 feet that are not included in development subject to the recorded subdivision, short subdivision or binding site plan. These setbacks shall be measured from the centerline of the right-of-way.
- (5) The county engineer may require the front lot line setback from a public right-of-way be measured from a right-of-way reservation line established in accordance with SCC 30.24.140(1), when:
  - (a) The right-of-way width is less than 60 feet in width and determined inadequate by the county engineer based on:
    - (i) The comprehensive plan arterial circulation map; or
    - (ii) An adopted design report, roadway design or right-of-way plan; and
  - (b) The right-of-way is not located in a recorded subdivision, short subdivision or binding site plan.
- (6) Single-family detached, single-family attached and duplex structures constructed in the LDMR and MR zones shall use the minimum setbacks required in the R-8,400 zone.

1 (7) Structures over two stories, other than single-family detached structures, shall increase the setbacks  
2 by three feet.

3 (8) In the IP zone there shall be an additional one foot setback for every one foot of building height over  
4 45 feet.

5 (9) In the F zone, the setbacks for residential structures on lots 10 acres or less, where the lot was legally  
6 created prior to being zoned to F, shall be the same as in the R-5 zone.

7 (10) See SCC 30.23.120 for front setback exceptions from road network elements.

8 (11) See SCC 30.41C.130 and 30.41C.140 for additional front setback requirements for lots created  
9 through the rural cluster subdivision provisions of chapter 30.41C SCC.

10 (12) See SCC 30.23.040(59).

11 (13) In a townhouse or mixed townhouse development, setbacks for residential structures may be  
12 reduced to a minimum of five feet from a public or private road.

13 (14) In a townhouse or mixed townhouse development, setbacks for entrances to covered parking  
14 structures may be reduced under subsections (14)(a) and (b) of this section, except that such entrances  
15 to covered parking structures shall be restricted under subsection (14)(c) of this section:

16 (a) A minimum of five feet from a public or private road.

17 (b) A minimum of zero feet from a drive aisle, shared court, shared driveway, or alley.

18 (c) The vehicular entrance to a covered parking structure shall not be located between nine and 19  
19 feet from an abutting road network element. An entrance to a covered parking structure that is  
20 located at least 19 feet from the abutting road network element may have upper-story floors  
21 project up to four feet horizontally into the area where an entrance to a covered parking structure is  
22 prohibited, and except as otherwise allowed under SCC 30.23.115 for minor architectural features.

23 (15) The setback from a drive aisle that provides access to the rear of a lot, structure, or use, and is less  
24 than 20 feet in width, shall be a minimum of four feet.

25  
26 Section 6. Snohomish County Code Section 30.23A.060, added by Amended Ordinance No. 08-  
27 101 on January 21, 2009, is amended to read:

28  
29 **30.23A.060 Multifamily design standards.**

30  
31 Multifamily dwellings shall comply with the following requirements:

32  
33 (1) Site layout and pedestrian circulation.

34 (a) Multifamily development shall have ~~((an integrated))~~ pedestrian ~~((circulation system that~~  
35 ~~connects buildings, common space and parking areas))~~ facilities pursuant to SCC 30.24.080 ~~((The~~  
36 ~~pedestrian circulation plan shall include a system of internal sidewalks, pathways or trails which are~~  
37 ~~raised or otherwise separated from parking and vehicular circulation)).~~

38 (b) When a site has more than one multifamily building, the buildings shall be arranged in a cohesive  
39 manner incorporating at least one of the following:

40 (i) Configure the buildings around a courtyard;

41 (ii) Limit the average number of dwellings per building to seven and cluster these into groups of  
42 not more than four buildings with each group of buildings having designed common space and  
43 internal circulation and parking separated from other groups of buildings; or

44 (iii) Buildings with 10 or more dwellings include an internal building courtyard or create several  
45 smaller areas of common space that are located within 25 feet of a building entry.

46 (c) Pedestrian ~~((paths))~~ facilities should be visible from buildings or parking lots, and shall be  
47 designed to avoid creating "dead ends" or isolated areas.

1 (d) The design standards of this section shall be implemented pursuant to the Snohomish County  
2 Residential Design Manual.

3 (2) Location of parking.

4 (a) Surface parking spaces shall be located to the side or rear of buildings.

5 (b) Structured parking facilities shall be located underneath residential dwellings or to the side of  
6 the building.

7 (c) Large parking areas shall be divided into small groupings of not more than 15 parking spaces in a  
8 row. A landscaped island of at least 72 square feet shall be utilized to divide groups of parking  
9 spaces.

10 (d) Parking may be located in a rear or side setback area when vehicle access is from an alley  
11 abutting the rear or side lot line.

12 (e) Parking structures located entirely below the finished grade may have parking located within a  
13 front or side setback area.

14 (3) Exterior lighting.

15 (a) Lighting shall illuminate building entries and surfaces intended for pedestrians or vehicles.

16 (b) Exterior lighting shall be used along pedestrian facilities to identify and distinguish the pedestrian  
17 (~~walkway network~~) facilities from automobile circulation and parking areas. (~~Along pedestrian~~  
18 ~~circulation corridors, lighting standards shall be placed between pedestrian ways and public or~~  
19 ~~private streets, driveways or parking areas.~~)

20 (c) All building lighting for security or aesthetics will be full cut-off or a shielded type, not allowing  
21 any upward distribution of light.

22 (4) Buildings shall be oriented pursuant to SCC 30.23A.070.

23 (5) Architectural design elements.

24 (a) When a multifamily building has shared entryways, the building entrances shall incorporate a  
25 canopy, awning or other architectural element that provides pedestrians protection from the  
26 weather.

27 (b) Each multifamily building shall incorporate variation to any facade of a building that faces a  
28 public or private right-of-way by incorporating at least three of the following elements:

29 (i) Incorporate changes in the roofline at intervals not greater than 40 continuous feet in length,  
30 such as variations in roof pitch, dormers, overhangs, projections and extended eaves;

31 (ii) Provide distinctive window patterns that are not repeated within groupings of up to six  
32 dwelling units;

33 (iii) Include balconies, bay windows, cornices, covered porches or other changes in the facade of  
34 the building;

35 (iv) Set back balconies and other architectural elements on the upper floors of multi-story  
36 buildings;

37 (v) Incorporate diminishing upper floors (gross floor area of upper story is smaller than the gross  
38 floor area of the lower story);

39 (vi) Provide variations in the setback of the building from the front lot line by at least five feet at  
40 horizontal intervals of 40 feet or less; or

41 (vii) Provide other architectural elements that the director determines accomplish the objective  
42 of visually dividing the structure into smaller identifiable sections.

43 (c) The architectural elements in this section shall be implemented pursuant to the Snohomish  
44 County Residential Design Manual.

45  
46 Section 7. Snohomish County Code Section 30.24.080, added by Amended Ordinance No. 12-  
47 049 on October 3, 2012, is amended to read:  
48

1 **30.24.080 Pedestrian facility requirements.**

2  
3 The intent of this section is to improve the pedestrian environment ~~((by providing facilities to make it~~  
4 ~~easier, safer, and more comfortable to walk))~~ and encourage walking as a convenient means of  
5 transportation by ~~((providing))~~ requiring developments to provide pedestrian ~~((connections to, transit~~  
6 ~~stops, between businesses and residences, through parking areas, and to all on-site activities))~~ facilities.

7 (1) Pedestrian facilities shall be required, except as provided in subsection (3) of this section:

8 (a) In any existing or proposed ((right-of-way, as frontage improvements,)) road network element  
9 when required by the county engineer in accordance with chapter 30.66B SCC and the EDDS ((;)), and  
10 any abutting state, city, town or other county's rights-of-way in accordance with chapter 30.66B SCC.

11 (b) Within the development ((in accordance with subsection (3) of this section and applicable EDDS  
12 standards)):

13 (i) To, from and between:

14 (A) Lots in a subdivision, short subdivision, unit lot subdivision or short subdivision, or binding site  
15 plan;

16 (B) Dwellings in single-family detached unit, cottage housing, single-family attached, duplex,  
17 townhouse, or multiple family developments;

18 (C) Non-residential buildings;

19 (D) Community facilities;

20 (E) Open space areas for active or passive recreation uses when either provided by a developer or  
21 required pursuant to SCC 30.23A.080, SCC 30.34A.070(3), SCC 30.41C.090(2)(b), or SCC  
22 30.42B.115(1)(b)(i) and (iv); and

23 (F) Common open space as part of a cottage housing development.

24 (ii) Between an individual dwelling and the adjacent road network element when the dwelling is  
25 required to be handicapped accessible under this title, state law or the Americans with Disabilities Act  
26 (ADA);

27 (iii) Between parking spaces and the residential dwellings they serve.

28 (c) Off-site ((when required by chapter)) to satisfy criteria in SCC 30.41A.100 or SCC 30.41B.100, or as  
29 required to mitigate impacts under chapter 30.61 SCC or chapter 30.66B SCC ((and the EDDS; and).

30 ~~((d) In any abutting state, city, town or other county's right-of-way, in accordance with chapter~~  
31 ~~30.66B SCC.))~~

32 ~~((2) Pedestrian facilities shall include infrastructure and equipment to accommodate or encourage~~  
33 ~~pedestrian mobility.))~~

34 ~~((3) Pedestrian facilities shall form a network providing mobility from dwelling units or other buildings~~  
35 ~~to)):~~

36 ~~—(a) Other dwelling units or buildings;~~

37 ~~—(b) Community facilities;~~

38 ~~—(c) Central mailboxes;~~

39 ~~—(d) Parking areas;~~

40 ~~—(e) On-site recreation spaces; and~~

41 ~~—(f) Other pedestrian facilities.))~~

42 ~~((4))~~ (2) Pedestrian facilities shall comply with ((American Disabilities Act (ADA))) the applicable  
43 specifications and ((applicable)) standards of the ADA for accessibility.

44 ~~((5))~~ (3) Pedestrian facilities shall not be required for ((permanent)):

45 (a) Permanent dead-end road network elements that are 150 feet or less in length ((which)) and  
46 serve 90 average daily trips or less;

1 (b) Connecting individual dwellings with or without an attached garage or carport to the adjacent  
2 road network element, provided that the dwelling is not required to be handicapped accessible  
3 under this title, state or federal law; or

4 (c) Connecting detached accessory or non-accessory garages or storage structures, or carports to the  
5 adjacent road network element.

6 ~~((6))~~ (4) Pedestrian facilities shall be prohibited in an alley, or a drive aisle that is less than 20 feet in  
7 width.

8 ~~((7))~~ (5) Pedestrian facilities required for a public road may be located outside of the right-of-way if  
9 an EDDS deviation is approved.

10 ~~((8) Additional circulation requirements may be required by the county engineer to ensure pedestrian~~  
11 ~~safety or pedestrian connectivity pursuant to this chapter, title 13 SCC, and the EDDS))~~ (6) The county  
12 engineer, pursuant to this chapter, chapter 30.66B SCC, title 13 SCC, and the EDDS, shall determine the  
13 requirements for those pedestrian facilities located within the limits of a road network element, or  
14 located outside of the right of way pursuant to SCC 30.24.080(5). The director, pursuant to SCC  
15 30.81.010, shall determine the requirements for those pedestrian facilities located outside the limits of  
16 a road network element.

17  
18 Section 8. Snohomish County Code Section 30.24.090, last amended by Amended Ordinance  
19 No. 16-073 on December 21, 2016, is amended to read:

20  
21 **30.24.090 Drive aisle requirements.**

22  
23 Drive aisles are permitted subject to the following requirements.

24  
25 (1) Connection of a drive aisle to an element of the road network shall be allowed according to SCC  
26 30.24.020.

27 (2) A drive aisle designated as a fire lane shall meet the requirements of SCC 30.24.100 and 30.53A.512.

28 ~~((3) Drive aisles shall be:~~

29 ~~(a) Owned in common by all the property owners utilizing the drive aisle;~~

30 ~~(b) Not located within a tract or easement, except when located within a unit lot subdivision or short~~  
31 ~~subdivision; and~~

32 ~~(c) Designated an alley if the drive aisle provides access to the rear of a structure, lot or use.))~~

33  
34 Section 9. Snohomish County Code Section 30.24.100, added by Amended Ordinance No. 12-049 on  
35 October 3, 2012, is amended to read:

36  
37 **30.24.100 Fire lane (fire apparatus access road) requirements.**

38  
39 In addition to the fire lane requirements in SCC 30.53A.512, the following requirements shall apply to all  
40 development:

41  
42 (1) All elements of a road network shall be designated a fire lane, except:

43 (a) A driveway;

44 (b) A shared driveway that provides primary access to no more than two dwelling units, or two  
45 Group U occupancies;

46 (c) An alley that does not provide the only vehicular access to the structure, lot, or use; and

47 (d) A road network element that is not needed or required to provide fire apparatus access to  
48 buildings and facilities within a proposed development according to SCC 30.53A.512.

AMENDED ORDINANCE NO. 17-061

RELATING TO GROWTH MANAGEMENT; REVISING REGULATIONS FOR PEDESTRIAN FACILITIES;

AMENDING CHAPTERS 30.23, 30.23A, 30.24, 30.91A, 30.91D, AND 30.91R OF THE

SNOHOMISH COUNTY CODE

PAGE 13 OF 15

1 (2) Fire lanes shall be designed according to SCC 30.53A.512 to provide fire apparatus access to buildings  
2 and facilities within proposed development.

3 (3) When pedestrian facilities are required, the minimum driving surface width for a drive aisle or shared  
4 court that is a fire lane may include a pedestrian facility on one side that ~~((is constructed with rolled curb  
5 and))~~ meets emergency vehicle load specifications.

6 (4) Parking facilities shall be prohibited within the minimum driving surface width.

7 (5) When a parking lane is provided on only one side of a fire lane, fire hydrants shall be located on the  
8 opposite side.

9  
10 Section 10. Snohomish County Code Section 30.91A.150, last amended by Amended Ordinance  
11 No. 12-049 on October 3, 2012, is amended to read:

12  
13 **30.91A.150 Alley.**

14  
15 "Alley" means a road network element that is typically privately owned and provides vehicle access to  
16 the rear of a structure, lot, or use. This definition shall not include drive aisles.

17  
18 Section 11. Snohomish County Code Section 30.91D.455, last amended by Amended Ordinance  
19 No. 16-073 on December 21, 2016, is amended to read:

20  
21 **30.91D.455 Drive aisle**

22  
23 "Drive aisle" means a road network element that is owned in common by all the property owners of a  
24 development and that, except when located within a unit lot subdivision or short subdivision, is not  
25 located in a tract or easement. ~~((A drive aisle that provides access to the rear of the structure, lot, or use  
26 is an alley.))~~

27  
28 Section 12. Snohomish County Code Section 30.91R.214, added by Amended Ordinance No. 12-  
29 049 on October 3, 2012, is amended to read:

30  
31 **30.91R.214 Road network.**

32  
33 "Road network" means the connected road system that provides access to or within property or  
34 development ~~((Pedestrian))~~ and includes pedestrian facilities ~~((are part of a road network))~~ when they  
35 are located within the ~~((right-of-way, tract or easement or when they are located outside of a right-of-  
36 way, tract or easement but open to the general public))~~ limits of the road network element.

37  
38 Section 13. Effective date, implementation. This ordinance shall take effect 60 days following  
39 adoption by the County Council. The Department of Planning and Development Services is authorized  
40 to take such actions as may be necessary to implement this ordinance on its effective date.

41  
42 Section 14. Severability and Savings. If any section, sentence, clause or phrase of this ordinance  
43 shall be held to be invalid by the Growth Management Hearings Board (Board), or unconstitutional by a  
44 court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or  
45 constitutionality of any other section, sentence, clause or phrase of this ordinance. Provided, however,  
46 that if any section, sentence, clause or phrase of this ordinance is held to be invalid by the Board or  
47 court of competent jurisdiction, then the section, sentence, clause or phrase in effect prior to the

1 effective date of this ordinance shall be in full force and effect for that individual section, sentence,  
2 clause or phrase as if this ordinance had never been adopted.

3  
4 PASSED this 28<sup>th</sup> day of March, 2018.

5  
6  
7 SNOHOMISH COUNTY COUNCIL  
8 Snohomish County, Washington  
9

10  
11   
12 Council Vice-Chair

13  
14 ATTEST:

15   
16 \_\_\_\_\_  
17 Clerk of the Council

- 18  
19  
20  APPROVED  
21  EMERGENCY  
22  VETOED

23  
24  
25 DATE: 3/30/18  
26   
27 \_\_\_\_\_  
28 County Executive

29  
30 ATTEST:

31   
32 \_\_\_\_\_

33 Approved as to form only:

34 \_\_\_\_\_  
35 Deputy Prosecuting Attorney  
36  
37  
38  
39  
40  
41  
42  
43