



Snohomish County

Planning and Development Services

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MEMORANDUM

TO: Snohomish County Planning Commission

Dave Somers
County Executive

FROM: Diana Dannoun, Planner PDS

SUBJECT: Proposed Code Amendments Relating to Parking

DATE: August 26, 2025

INTRODUCTION

The purpose of this staff report is to provide information on a non-project proposal to amend chapters 30.23A and 30.26 of the Snohomish County Code (SCC) relating to residential parking requirements. The code amendments to chapters SCC 30.26 and SCC 30.23A are required to align with the updates to parking regulations in the state law that occurred in 2024.

PROPOSAL BACKGROUND

The County's minimum parking requirements for residential and commercial developments in chapters 30.23A and 30.26 SCC are proposed to be updated to remain consistent with recent changes within the state regulations outlined in Senate Bill 6015 (2024) and codified at RCW 36.70A.622. The 2024 legislation is summarized below:

Senate Bill 6015 (codified at RCW 36.70A.622):

- Parking spaces in tandem must count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius.
- Residential parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities.
- Parking spaces that consist of grass block pavers may count toward minimum parking requirements for residential uses.
- Legal nonconforming gravel parking areas may be used to meet local parking standards up to a maximum of six parking spaces.
- Existing parking spaces that do not conform to the requirements within Senate Bill 6015 (RCW 36.70A.622) by June 6, 2024, are not required to be modified or resized, except for compliance with the Americans with Disabilities Act. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.
- A county may not require off-street parking as a condition of permitting residential projects that would otherwise be made infeasible due to that county's tree retention requirements.

To incorporate the changes of this legislation as well as staff-initiated proposals described below, the following sections in chapters 30.23A and 30.26 SCC are proposed to change:

- SCC 30.23A.060 Multifamily design standards.
- SCC 30.26.010 Applicability
- SCC 30.26.025 Tandem parking
- SCC 30.26.030 Number of spaces required
- SCC 30.26.032 Additional parking requirements for the UC zone
- SCC 30.26.065 Parking lot development standards
- SCC 30.26.070 Parking lot surfacing requirements

Snohomish County is not proposing code amendments to address the requirement in SB 6015, Sec. 1 (1)(f), codified at RCW 36.70A.622(1)(f), which provides that a county may not require off street parking as a condition of permitting a residential project that would otherwise be made infeasible due to the county's tree retention requirements. PDS evaluated parking requirements, tree retention standards, and tree canopy and landscaping requirements applicable to residential developments. The county requires the retention of "significant trees," defined in SCC 30.91S.320, in certain limited circumstances as well as tree canopy and landscaping requirements for residential developments, all of which are outlined in chapter 30.25 SCC. Specially, there are two instances in which existing significant trees are required to be retained for a residential development. The first is when perimeter landscaping is required, and the second is when there are critical area protection areas and associated buffers on site. See SCC 30.25.016(2). Neither instance requiring the retention of existing significant trees can be impacted or otherwise limited by the county's parking requirements applicable to residential developments. As such, PDS has determined that no amendments to the parking requirements in chapter 30.26 SCC or the landscaping standards in chapter 30.25 SCC are required currently to comply with RCW 36.70A.622(1)(f).

PROPOSED CODE AMENDMENTS

The following table is an overview of the proposed amendments within Title 30 SCC.

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

Proposed Change	Finding
<p>30.23A.060 Multifamily design standards.</p> <p>Multifamily dwellings shall comply with the following requirements:</p> <p>(1) <i>Site layout and pedestrian circulation.</i></p> <p>(a) Multifamily development shall have pedestrian facilities pursuant to SCC 30.24.080.</p> <p>(b) When a site has more than one multifamily building, the buildings shall be arranged in a cohesive manner incorporating at least one of the following:</p> <p>(i) Configure the buildings around a courtyard;</p> <p>(ii) Limit the average number of dwellings per building to seven and cluster these into groups of not more than four buildings with each group of buildings having designed common space and internal circulation and parking separated from other groups of buildings; or</p> <p>(iii) Buildings with 10 or more dwellings include an internal building courtyard or create several smaller areas of common space that are located within 25 feet of a building entry.</p> <p>(c) Pedestrian facilities should be visible from buildings or parking lots, and shall be designed to avoid creating "dead ends" or isolated areas.</p> <p>(d) The design standards of this section shall be implemented pursuant to the Snohomish County Residential Design Manual.</p> <p>(2) Location of parking.</p> <p>(a) Surface parking spaces shall be located to the side((,)) or rear of buildings, <u>or as tandem spaces in the front setback of buildings as allowed in subsection (b).</u></p>	<p>The proposed amendments to the location of multifamily parking design standards align with the updates to tandem parking rules from Senate Bill 6015. The amendments to SCC 30.23A.060(2)(a) and (b) allow surface parking in front of multifamily buildings, if certain conditions are met, to be considered tandem parking. These conditions include a legally allowed front yard setback, often located in front of a covered parking structure, connected by a road or drive aisle. Tandem parking is rarely placed on the side or rear of a multifamily building.</p> <p>Unlike the general tandem parking requirements for residential uses in SCC 30.26.025, tandem parking spaces in multifamily developments are not required to be assigned to a specific unit because the minimum parking requirements for some multifamily developments are less than 1 space per unit. Senate Bill 6015 (RCW 36.70A.622(1)(c)) requires that allowed tandem parking must count towards meeting a residential development's minimum parking requirements. SCC 30.26.031 limits the minimum parking for multifamily developments near transit stops to 0.75 parking spaces per unit. Under these circumstances it is not possible to assign a tandem parking space to a unit.</p> <p>The new subsection (c) replaces the term "structured parking facilities" with "covered parking structures." This change is because there is no definition of</p>

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

Proposed Change	Finding
<p><u>(b) Tandem parking is allowed within the setback area from a drive aisle to the entrance of a covered parking structure. Tandem parking must comply with the requirements of SCC 30.26.025, except that tandem spaces are not required to be assigned to a specific dwelling unit.</u></p> <p>((b)) <u>(c) ((Structured parking facilities)) Covered parking structures</u> shall be located underneath residential dwellings or to the side of the building.</p> <p>((c)) <u>(d)</u> Large parking areas shall be divided into small groupings of not more than 15 parking spaces in a row. A landscaped island of at least 72 square feet shall be utilized to divide groups of parking spaces.</p> <p>((d)) <u>(e)</u> Parking may be located in a rear or side setback area when vehicle access is from an alley abutting the rear or side lot line.</p> <p>((e)) <u>(f)</u> Parking structures located entirely below the finished grade may have parking located within a front or side setback area.</p> <p>(3) <i>Exterior lighting.</i></p> <p>(a) Lighting shall illuminate building entries and surfaces intended for pedestrians or vehicles.</p> <p>(b) Exterior lighting shall be used along pedestrian facilities to identify and distinguish the pedestrian facilities from automobile circulation and parking areas.</p> <p>(c) All building lighting for security or aesthetics will be full cut-off or a shielded type, not allowing any upward distribution of light.</p> <p>(4) Buildings shall be oriented pursuant to SCC 30.23A.070.</p> <p>(5) <i>Architectural design elements.</i></p>	<p>“structured parking facilities” in the county code. However, “covered parking structures” is already defined and includes structured parking facilities, which fits with the changes in subsection (b) regarding tandem parking.</p>

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

Proposed Change	Finding
<p>(a) When a multifamily building has shared entryways, the building entrances shall incorporate a canopy, awning or other architectural element that provides pedestrians protection from the weather.</p> <p>(b) Each multifamily building shall incorporate variation to any facade of a building that faces a public or private right-of-way by incorporating at least three of the following elements:</p> <ul style="list-style-type: none"> (i) Incorporate changes in the roofline at intervals not greater than 40 continuous feet in length, such as variations in roof pitch, dormers, overhangs, projections and extended eaves; (ii) Provide distinctive window patterns that are not repeated within groupings of up to six dwelling units; (iii) Include balconies, bay windows, cornices, covered porches or other changes in the facade of the building; (iv) Set back balconies and other architectural elements on the upper floors of multi-story buildings; (v) Incorporate diminishing upper floors (gross floor area of upper story is smaller than the gross floor area of the lower story); (vi) Provide variations in the setback of the building from the front lot line by at least five feet at horizontal intervals of 40 feet or less; or (vii) Provide other architectural elements that the director determines accomplish the objective of visually dividing the structure into smaller identifiable sections. <p>(c) The architectural elements in this section shall be implemented pursuant to the Snohomish County Residential Design Manual.</p>	

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

Proposed Change	Finding
<p>30.26.010 Applicability.</p> <p>(1) Every new use and every building erected, moved, reconstructed, expanded, or structurally altered shall provide parking areas as provided in this chapter.</p> <p>((2) Parking area shall be permanent and shall be permanently maintained for parking purposes.))</p> <p>((3)) (2) This chapter applies to ((any lot)) lots that have uses that require parking or any parcel of land used as a public or private parking area and having a capacity of three or more vehicles, including any vehicle sales area. ((This chapter shall not apply to permit applications for individual single family or duplex residences.))</p>	<p>The proposed changes aim to make definitions for dwelling units and residential uses consistent across several sections in chapter 30.26 SCC, and to apply these changes to single-family homes (SFR) and duplexes:</p> <ul style="list-style-type: none"> • SCC 30.26.020: Location of parking • SCC 30.26.030: Number of spaces required • SCC 30.26.025: Tandem parking <p>Subsection 2 will be moved to SCC 30.26.065(1) under parking lot development standards.</p> <p>The changes also remove the exemption for single-family or duplex homes from permit applications. This update ensures that parking requirements for all residential and commercial properties align with SCC 30.23.030 and Table 30.26.030(1),</p>

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

Proposed Change	Finding
<p>30.26.025 Tandem parking.</p> <p>((Tandem or stacked parking spaces)) For purposes of this chapter, "tandem parking" means parking spaces for two or more vehicles, one in front of the other(s) with a single means of ingress and egress. Tandem parking may be allowed for residential and commercial uses as follows:</p> <p>(1) ((Each tandem space shall be at least eight and one-half feet wide and twice the depth required for a standard space;)) Tandem parking spaces may count towards meeting the minimum residential or commercial parking requirements in SCC Table 30.26.030(1) at a rate of one standard space according to SCC Table 30.26.065(19) – Off-Street Parking – Minimum Stall Dimensions, and any necessary provisions for turning radius;</p> <p>((2) A maximum of 30 percent of the required parking may be provided through tandem spaces except that for townhouse and mixed townhouse development a maximum of 100 percent of the required parking for those residing in the development may be provided through tandem spaces when located within individual unit garages;))</p> <p>((3)) (2) For residential uses, tandem parking spaces may be used to meet up to 100 percent of the minimum parking requirements, provided that any use of tandem parking ((may only be used when it can be documented that parking)) spaces ((will)) shall be assigned to specific units and ((tandem spaces will)) may not be shared between units. Multifamily developments are not required to assign tandem parking spaces to specific units; and</p> <p>((4)) (3) For commercial uses, a maximum of 30 percent of the required parking may be provided through tandem parking spaces. Commercial uses with no retail or customer service components may use tandem parking only when it can be documented that the proposed parking will be managed to accommodate employee access to vehicles and vehicle ingress and egress at all times.</p>	<p>Tandem parking rules are being updated to align with the new minimum stall dimensions for both residential and non-residential parking spaces will be included in SCC Table 30.26.065(19). The definition of tandem parking from Senate Bill 6015 will also be added. Finally, the revised rules will clarify that commercial developments can count up to 30% of required parking with tandem spaces, while for residential properties, tandem parking can count for 100% of the required parking, in line with state law.</p>

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

Proposed Change

Finding

30.26.030 Number of spaces required.

...

Table 30.26.030(1) Number of Parking Spaces Required

USE	Number of Spaces Required in R-9,600, R-8,400, R-7,200, WFB, T, MR, LDMR, GC, CB, NB, PCB, MHP, HI, LI, BP, and IP	Number of Spaces Required in RD, RRT-10, R-5, RB, CRC, RFS, RI, F, F&R, A-10, SA-1, RC, RU, R-20,000, R-12,500	NOTES
Dwelling			<p>Note 1: Driveways between garage doors and ((roads, private roads, designated fire lanes or access aisles that are at least 19' long and 8.5' wide)) <u>road network elements that meet the minimum parking width and length for standard residential parking in Table 30.26.065 (19)</u> may be counted ((as one)) <u>toward</u></p>
Cottage Housing	((2 spaces)) <u>1</u> per dwelling ((unit plus guest parking at 1 space per 4 dwellings))	((2 spaces)) <u>1</u> per dwelling ((unit plus guest parking at 1 space per 4 dwellings))	
Attached Single Family	2 per dwelling; see note 1	2 per dwelling; see note 1	

Amends the number of minimum parking spaces required for residential uses in Table 30.26.030(1). The minimum parking spaces required for cottage housing and multifamily are proposed to be reduced from 2 spaces to 1 space per unit for all zones. Reducing the number of required spaces for these housing types will allow more area for housing which could increase residential density. With less required parking, developers have more flexibility in design to potentially add more housing units. Parking developments drive up the costs for building housing, and for the occupants. The amendments to reduce required parking support Comprehensive Plan Land Use policy 2.A.5, which states that the county shall encourage infill development in appropriate areas.

The proposed amendment will also remove guest parking requirements for cottage housing and single family detached unit (SFDU) developments. The changes provide consistency between SFDU parking standards and other single-family residential oriented typologies that only require two parking spaces per unit (single-family, duplex, attached single family under SCC 30.26.030), as well as with townhomes which, although generally denser, also only require 2 parking spaces per dwelling. The process of creating SFDUs may differ from a subdivision with single family residences or duplexes, however they function similarly and should have consistent parking

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Proposed Change					Finding
Duplex	2 per dwelling; see note 1	2 per dwelling; see note 1	the minimum parking ((space, and if at least 19' long and 17' wide may be counted as two parking spaces. Garages shall have a minimum interior length of 19')) requirements.		standards. There is no justification for additional SFDU guest parking when all other residential development typologies only require two parking spaces at most. The note column applicable to all dwelling types will also be amended to match the minimum stall dimensions for off-street parking spaces as outlined in the new Table 30.26.065(19) where parking on driveways between garage doors and road network elements are used to meet the minimum off-street parking requirements.
Mobile Home	2 per dwelling; see note 1	2 per dwelling; see note 1			
Multifamily	((2)) 1 per dwelling unit; see note 1 See 30.26.031	((2)) 1 per dwelling unit; see note 1			
Single Family	2 per dwelling; see note 1	2 per dwelling; see note 1			
Townhouse	2 per dwelling; see note 1	2 per dwelling; see note 1			
Single Family Detached Units (pursuant to chapter 30.41F SCC)	2 ((spaces)) per dwelling ((plus guest parking at 1 space per 4 dwellings provided that 1 unrestricted guest parking spot per 2 dwellings for	2 ((spaces)) per dwelling ((plus guest parking at 1 space per 4 dwellings provided that 1 unrestricted guest parking spot per 2 dwellings for	((Note 2: An "unrestricted" guest parking spot is one provided either within the		

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

Proposed Change				Finding
	either (i) dwellings where no driveways are provided or (ii) dwellings that provide a driveway apron meeting the minimum dimension requirements for parking of only 1 car; see notes 1 & 2.))	either (i) dwellings where no driveways are provided or (ii) dwellings that provide a driveway apron meeting the minimum dimension requirements for parking of only 1 car; see notes 1 & 2.))	drive aisle parking or designated guest parking areas outside of individual units; garage parking spaces or parking spaces on driveway aprons of an individual unit are not "unrestricted" parking spaces. All applicable provisions of chapter 30.26 SCC shall be followed.))	
30.26.032 Additional parking requirements for the UC zone. In addition to the parking requirements contained in this chapter, developments in the UC zone shall also comply with the following:				Amends SCC 30.26.032(2) to allow for a tandem parking space in front of townhouse units when there are driveways at least 19 feet in length to a covered parking structure. This proposed change will accommodate tandem parking allowances that are

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Proposed Change				Finding
(1) Development in the UC zone shall comply with the parking ratios established in SCC Table 30.26.032(1).				updated in this code project. Townhouse developments with parking garages allows tandem parking with one stall in the garage and one in the driveway with the 19ft parking stall dimensions.
Table 30.26.032(1) Parking Ratios				
Use	Minimum	Maximum	Bicycle Parking	
Restaurants	2 stalls/1,000 net square feet	8 stalls/1,000 net square feet	5 spaces minimum	
Retail	2 stalls/1,000 net square feet	4 stalls/1,000 net square feet	5 spaces minimum	
Office	2 stalls/1,000 net square feet	4 stalls/1,000 net square feet	5 spaces minimum	
Residential (units >1,000 sq. ft. each)	1.5 stalls per unit	2.5 stalls per unit	5 spaces minimum	
Residential (units <(1,000 sq. ft. each)	1 stall per unit	1.5 stalls per unit	5 spaces minimum	
Retirement apartments or retirement housing	0.5 stall per unit	1 stall per unit	5 spaces minimum	
All other uses	See SCC 30.26.035		5 spaces minimum	
(2) Parking shall be located within, under, behind, or to the side of buildings, <u>except that townhouse and mixed townhouse developments may allow parking in front.</u>				
(3) Parking lots shall be landscaped pursuant to SCC 30.25.022.				
(4) The number of parking garage entrances shall be minimized. Where feasible, entrances shall be located to the side or rear of buildings. Lighting fixtures within garages shall be screened from view from the street.				

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

Proposed Change	Finding
<p>Exterior architectural treatments for parking garages and structures and free-standing garage buildings shall satisfy the requirements of SCC 30.34A.095.</p> <p>(5) A reduction from the parking space requirements in SCC Table 30.26.032(1) may be approved pursuant to SCC 30.26.040.</p>	
<p>30.26.065 Parking lot development standards.</p> <p>(1) No building permit shall be issued until plans or other documentation showing provisions for the required off-street parking have been submitted and approved as conforming to the standards of this chapter. <u>Parking areas shall be permanently maintained for parking purposes.</u></p> <p>...</p> <p>(9) All parking stalls and aisles shall be designed according to (SCC Table 30.26.065(14) or SCC Table 30.26.065(17), "Off-Street Parking,") <u>SCC Table 30.26.065(19), Off-Street Parking – Minimum Stall Dimensions,</u> unless all parking is to be done by parking attendants on duty at all times that the parking lot is in use for the storage of automobiles.</p> <p>(10) When parking standards require 10 or more parking spaces, up to 40 percent of the off-street parking spaces required by this chapter may be designed for compact cars in accordance with (SCC Table 30.26.065(16), "Compact Car Stall and Aisle Specifications" or SCC Table 30.26.065(19), "Interlocking-Compact Cars.") <u>SCC Table 30.26.065(19), Off-Street Parking – Minimum Stall Dimensions.</u> Such parking stalls shall be individually marked on the site plan and on each constructed parking stall as being for compact cars only.</p> <p>(11) Parking at any angle other than those shown is permitted, providing the width of the stalls and aisles is adjusted by interpolation between the specified standards.</p> <p>(12) Parking shall be so designed that automobiles shall not back out into public streets.</p> <p>(13) <i>Electric Vehicle Charging.</i></p>	<p>The proposal relocates language deleted from the applicability section, SCC 30.26.010(2), to SCC 30.26.065(1), because the requirement is more appropriately placed as a parking lot development standard.</p> <p>The proposal also amends SCC 30.26.065(9) and SCC 30.26.065(10) as a housekeeping change replacing the reference to tables proposed to be deleted and replaced with the new SCC Table 30.26.065(19) for off street parking - minimum stall dimensions.</p> <p>SCC 30.26.065(14) is a new subsection proposed to comply with Senate Bill 6015 (2024), Section1, Subsection (1)(d) (RCW 36.70A.622(1)(d)) that allows existing parking lots with legally non-conforming gravel surfacing to provide for a maximum of 6 parking spaces.</p> <p>Table SCC 30.26.065(14), Figure 30.26.065(15), Table 30.26.065(16), Table 30.26.065(17), Figure 30.26.065(18), and Table 30.26.065(19) are proposed to be removed and replaced with updated and simplified Figures 30.26.065 (15) through (18) depicting different parking configurations and Table</p>

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

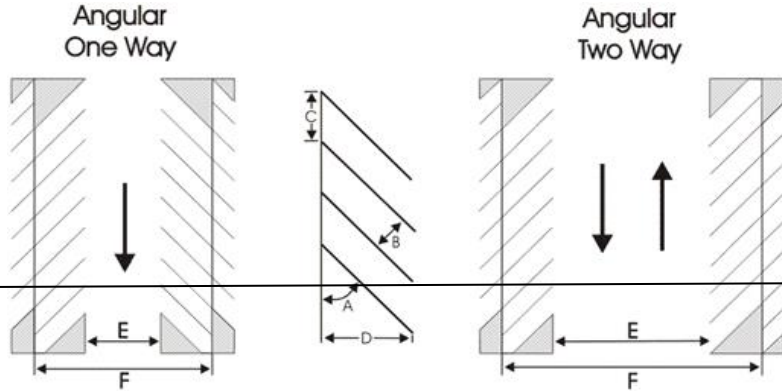
Proposed Change						Finding																																																																																																																
<p>(a) Infrastructure for the charging of electric vehicles shall not intrude into nor diminish the dimensions of the aisle or parking stall(s) it is intended to serve.</p> <p>(b) Where electric vehicle infrastructure is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the infrastructure shall be located as to not interfere with accessibility requirements of WAC 51-50-005.</p> <p><u>(14) Existing nonconforming gravel surfaced parking areas may be used to provide up to six parking spaces of off-street parking required by this chapter, provided each space meets the minimum dimensions for a standard non-residential space in SCC Table 30.26.065(19), Off-Street Parking – Minimum Stall Dimensions.</u></p> <p>((Table 30.26.065(14) Off-Street Parking Conventional Car Stall and Aisle Specifications))</p> <table> <tr> <th>((Parking Layout))</th><th>((Angle))</th><th colspan="3">((Dimensions))</th><th colspan="2">((One-way))</th><th colspan="2">((Two-Way))</th></tr> <tr> <th>((See Figure 30.26.065(15)))</th><th>((Parking Angle A))</th><th>((Stall Width B))</th><th>((Curb Length C))</th><th>((Stall Depth D))</th><th>((Aisle Width E))</th><th>((Parking Section Width F))</th><th>((Aisle Width E))</th><th>((Parking Section Width F))</th></tr> <tr> <td>((Parallel: one side))</td><td>((0°))</td><td>((8'))</td><td>((21'))</td><td>((8'))</td><td>((12'))</td><td>((20'))</td><td>((22'))</td><td>((30'))</td></tr> <tr> <td>((two sides))</td><td>((0))</td><td>((8))</td><td>((21))</td><td>((8))</td><td>((22))</td><td>((38))</td><td>((24))</td><td>((40))</td></tr> <tr> <td rowspan="8">((Angular))</td><td>((20))</td><td>((8.5))</td><td>((24.9))</td><td>((14.5))</td><td>((11))</td><td>((40))</td><td>((20))</td><td>((49))</td></tr> <tr> <td>((30))</td><td>((8.5))</td><td>((17))</td><td>((16.9))</td><td>((11))</td><td>((44.8))</td><td>((20))</td><td>((53.8))</td></tr> <tr> <td>((40))</td><td>((8.5))</td><td>((13.2))</td><td>((18.7))</td><td>((12))</td><td>((49.4))</td><td>((20))</td><td>((57.4))</td></tr> <tr> <td>((45))</td><td>((8.5))</td><td>((12))</td><td>((19.4))</td><td>((13.5))</td><td>((52.3))</td><td>((20))</td><td>((58.8))</td></tr> <tr> <td>((50))</td><td>((8.5))</td><td>((11.1))</td><td>((20))</td><td>((15.5))</td><td>((55.5))</td><td>((20))</td><td>((60))</td></tr> <tr> <td>((60))</td><td>((8.5))</td><td>((9.8))</td><td>((20.7))</td><td>((18.5))</td><td>((59.9))</td><td>((22))</td><td>((63.4))</td></tr> <tr> <td>((70))</td><td>((8.5))</td><td>((9))</td><td>((20.8))</td><td>((19.5))</td><td>((61.1))</td><td>((22))</td><td>((63.6))</td></tr> <tr> <td>((80))</td><td>((8.5))</td><td>((8.6))</td><td>((20.2))</td><td>((24))</td><td>((64.4))</td><td>((24))</td><td>((64.4))</td></tr> <tr> <td>((Perpendicular))</td><td>((90))</td><td>((8.5))</td><td>((8.5))</td><td>((19))</td><td>((25))</td><td>((63))</td><td>((25))</td><td>((63))</td></tr> </table>						((Parking Layout))	((Angle))	((Dimensions))			((One-way))		((Two-Way))		((See Figure 30.26.065(15)))	((Parking Angle A))	((Stall Width B))	((Curb Length C))	((Stall Depth D))	((Aisle Width E))	((Parking Section Width F))	((Aisle Width E))	((Parking Section Width F))	((Parallel: one side))	((0°))	((8'))	((21'))	((8'))	((12'))	((20'))	((22'))	((30'))	((two sides))	((0))	((8))	((21))	((8))	((22))	((38))	((24))	((40))	((Angular))	((20))	((8.5))	((24.9))	((14.5))	((11))	((40))	((20))	((49))	((30))	((8.5))	((17))	((16.9))	((11))	((44.8))	((20))	((53.8))	((40))	((8.5))	((13.2))	((18.7))	((12))	((49.4))	((20))	((57.4))	((45))	((8.5))	((12))	((19.4))	((13.5))	((52.3))	((20))	((58.8))	((50))	((8.5))	((11.1))	((20))	((15.5))	((55.5))	((20))	((60))	((60))	((8.5))	((9.8))	((20.7))	((18.5))	((59.9))	((22))	((63.4))	((70))	((8.5))	((9))	((20.8))	((19.5))	((61.1))	((22))	((63.6))	((80))	((8.5))	((8.6))	((20.2))	((24))	((64.4))	((24))	((64.4))	((Perpendicular))	((90))	((8.5))	((8.5))	((19))	((25))	((63))	((25))	((63))	<p>30.26.065(19) listing minimum parking stall dimensions.</p> <p>The new Table 30.26.065(19) includes multiples of 15 degrees for clarity and simplicity. The dimensions of the parking table are proposed to be revised to provide more consistent and logical parking dimensions created by the Snohomish County Department of Public Works. The goal is to construct parking spaces that are easy to use by drivers, without requiring parking lots to be overbuilt with more impervious surfaces than necessary.</p>		
((Parking Layout))	((Angle))	((Dimensions))			((One-way))		((Two-Way))																																																																																																															
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((Parallel: one side))	((0°))	((8'))	((21'))	((8'))	((12'))	((20'))	((22'))	((30'))																																																																																																														
((two sides))	((0))	((8))	((21))	((8))	((22))	((38))	((24))	((40))																																																																																																														
((Angular))	((20))	((8.5))	((24.9))	((14.5))	((11))	((40))	((20))	((49))																																																																																																														
	((30))	((8.5))	((17))	((16.9))	((11))	((44.8))	((20))	((53.8))																																																																																																														
	((40))	((8.5))	((13.2))	((18.7))	((12))	((49.4))	((20))	((57.4))																																																																																																														
	((45))	((8.5))	((12))	((19.4))	((13.5))	((52.3))	((20))	((58.8))																																																																																																														
	((50))	((8.5))	((11.1))	((20))	((15.5))	((55.5))	((20))	((60))																																																																																																														
	((60))	((8.5))	((9.8))	((20.7))	((18.5))	((59.9))	((22))	((63.4))																																																																																																														
	((70))	((8.5))	((9))	((20.8))	((19.5))	((61.1))	((22))	((63.6))																																																																																																														
	((80))	((8.5))	((8.6))	((20.2))	((24))	((64.4))	((24))	((64.4))																																																																																																														
((Perpendicular))	((90))	((8.5))	((8.5))	((19))	((25))	((63))	((25))	((63))																																																																																																														

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

Proposed Change

Finding

~~((Figure 30.26.065(15).))~~



~~((Table 30.26.065(16) Compact Car Stall and Aisle Specifications))~~

((Parking Layout))	((Angle))	((Dimensions))			((One-way))		((Two-Way))	
((See Figure 30.26.065(15)))	((Parking Angle A))	((Stall Width B))	((Curb Length C))	((Stall Depth D))	((Aisle Width E))	((Parking Section Width F))	((Aisle Width E))	((Parking Section Width F))
((Parallel))	((0°))	((8'))	((20'))	((8'))	((12'))	((28'))	((20'))	((36'))
((Angular))	((45))	((8))	((11.3))	((15))	((12.5))	((42.5))	((20))	((50))
	((60))	((8))	((9.2))	((16.5))	((17))	((50))	((22))	((55))
((Perpendicular))	((90))	((8))	((8))	((16))	((22))	((54))	((25))	((57))

~~((Table 30.26.065(17) Off Street Parking
Interlocking — Conventional Cars))~~

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

Proposed Change									Finding
((Parking Layout))	((Angle))	((Dimensions))			((One-way))		((Two-Way))		
((See Figure 30.26.065(18)))	((Parking Angle A))	((Stall Width B))	((Curb Length C))	((Stall Depth D))	((Aisle Width E))	((Parking Section Width F))	((Aisle Width E))	((Parking Section Width F))	
((Parallel))	((0°))	((8'))	((21'))	((8'))	((12/22'))	((28/38'))	((22/24'))	((38/40'))	
((Angular))	((20))	((8.5))	((24.9))	((10.5))	((11))	((32))	((20))	((41))	
	((30))	((8.5))	((17))	((13.2))	((11))	((37.4))	((20))	((46.4))	
	((40))	((8.5))	((13.2))	((15.5))	((12))	((43))	((20))	((51))	
	((45))	((8.5))	((12))	((16.4))	((13.5))	((46.3))	((20))	((52.8))	
	((50))	((8.5))	((11.1))	((17.3))	((13.5))	((50.1))	((20))	((54.6))	
	((60))	((8.5))	((9.8))	((18.6))	((18.5))	((55.7))	((22))	((59.2))	
	((70))	((8.5))	((9))	((19.3))	((19.5))	((58.1))	((22))	((60.6))	
	((80))	((8.5))	((8.6))	((19.5))	((24))	((63))	((24))	((63))	
((Perpendicular))	((90))	((8.5))	((8.5))	((19))	((25))	((63))	((25))	((63))	
((Figure 30.26.065(18).))									

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

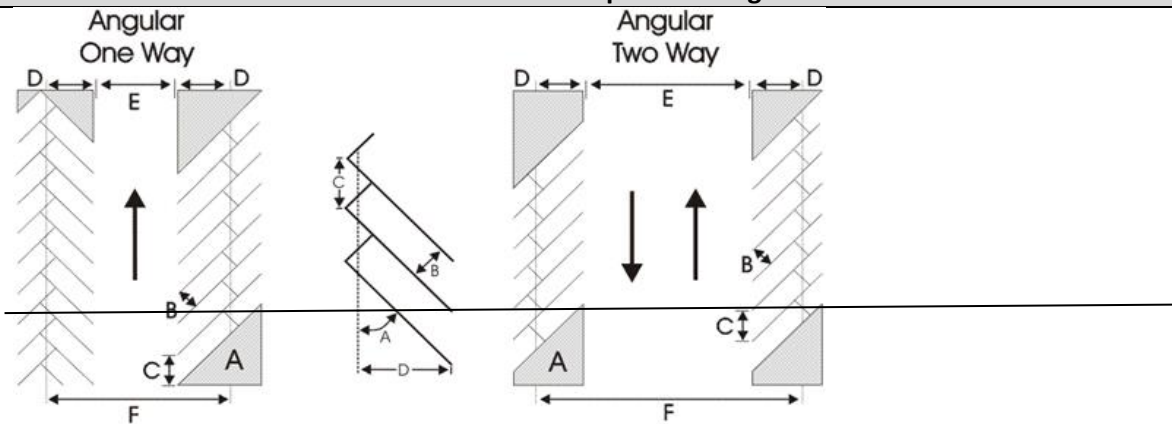
Proposed Change						Finding		
								
((Table 30.26.065(19) Interlocking Compact Cars))								
((Parking Layout))	((Angle))	((Dimensions))			((One-way))		((Two-Way))	
((See Figure 30.26.065(18)))	((Parking Angle A))	((Stall Width B))	((Curb Length C))	((Stall Depth D))	((Aisle Width E))	((Parking Section Width F))	((Aisle Width E))	((Parking Section Width F))
((Parallel))	((0°))	((8'))	((20'))	((8'))	((12'))	((28'))	((20'))	((36'))
((Angular))	((45))	((8))	((11.3))	((14.1))	((12.5))	((40.7))	((20))	((48.2))
	((60))	((8))	((9.2))	((15.9))	((17))	((48.8))	((22))	((53.8))
((Perpendicular))	((90))	((8))	((8))	((16))	((22))	((54))	((25))	((57))

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

Proposed Change

Finding

Figure 30.26.065(15) – Parallel Parking

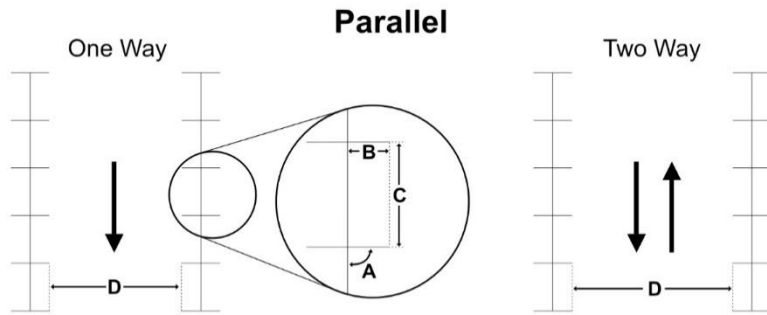


Figure 30.26.065(16) – Angular Parking

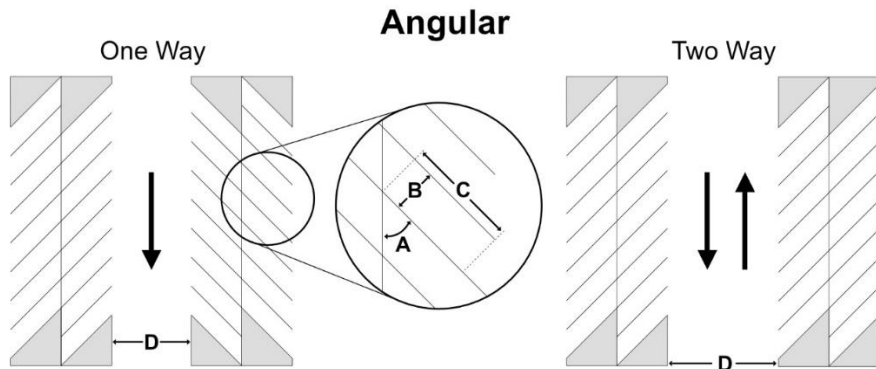


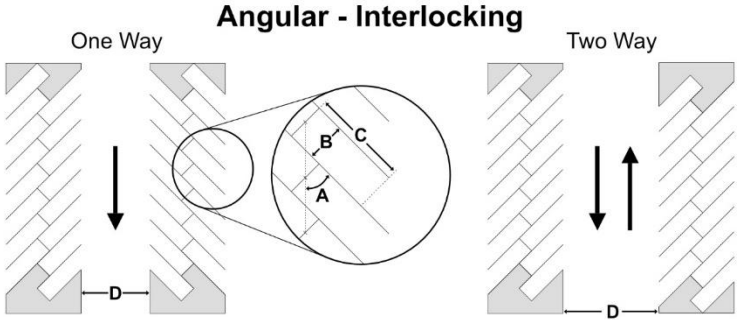
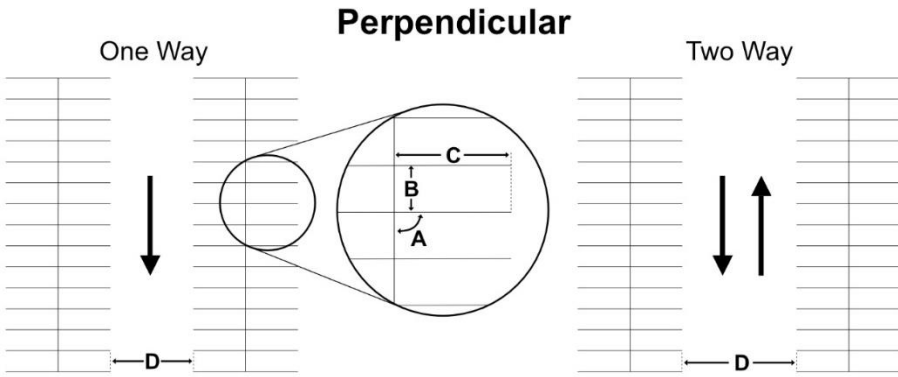
TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS	
Proposed Change	Finding
<p>Figure 30.26.065(17) – Angular -Interlocking</p> <p>Angular - Interlocking</p>  <p>Figure 30.26.065(18) – Perpendicular Parking</p> <p>Perpendicular</p>  <p>Table 30.26.065(19) – Off-Street Parking – Minimum Stall Dimensions</p>	

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS										
Proposed Change										Finding
	Parking Angle A	Stall Width B			Stall Depth C			Aisle Width D		
		Standard Residential	Standard Non-Residential	Compact	Standard Residential	Standard Non-Residential	Compact	One Way	Two Way	
<u>Parallel</u>	<u>0°</u>	<u>8'</u>	<u>8.5'</u>	<u>7.5'</u>	<u>20'</u>	<u>22'</u>	<u>8'</u>	<u>12'</u>	<u>20'</u>	
<u>Angular</u>	<u>15</u>	<u>8</u>	<u>8.5</u>	<u>7.5</u>	<u>20</u>	<u>22</u>	<u>8</u>	<u>14</u>	<u>21</u>	
	<u>30</u>	<u>8</u>	<u>8.5</u>	<u>7.5</u>	<u>20</u>	<u>22</u>	<u>8</u>	<u>16</u>	<u>21</u>	
	<u>45</u>	<u>8</u>	<u>8.5</u>	<u>7.5</u>	<u>20</u>	<u>21</u>	<u>8</u>	<u>18</u>	<u>22</u>	
	<u>60</u>	<u>8</u>	<u>8.5</u>	<u>7.5</u>	<u>19</u>	<u>21</u>	<u>8</u>	<u>20</u>	<u>23</u>	
	<u>75</u>	<u>8</u>	<u>8.5</u>	<u>7.5</u>	<u>19</u>	<u>20</u>	<u>8</u>	<u>22</u>	<u>24</u>	
<u>Perpendicular</u>	<u>90</u>	<u>8</u>	<u>8.5</u>	<u>7.5</u>	<u>19</u>	<u>20</u>	<u>8</u>	<u>24</u>	<u>24</u>	

TABLE 1: SUMMARY OF PROPOSED CODE CHANGES AND FINDINGS

Proposed Change	Finding
<p>30.26.070 Parking lot surfacing requirement.</p> <p>The following requirements shall be complete prior to issuance of a certificate of occupancy:</p> <p>(1) All off-street parking shall be graded and surfaced to standards for ((asphaltic)) asphalt, concrete, <u>hard pavers, grass block pavers</u>, or other surfacing sufficient to:</p> <ul style="list-style-type: none"> (a) Eliminate dust and mud; (b) Provide for proper storm drainage; and (c) Allow for marking of stalls, and installation of other traffic control devices as set forth by the director of the department of public works and this chapter; <p>(2) Any required accessible parking spaces shall be linked to an accessible route of travel on site, and both shall be paved;</p> <p>(3) All traffic control devices such as parking strips designating car stalls, directional arrows or signs, curbs, and other developments shall be installed and completed as shown on the approved plans; and</p> <p><u>(4) Gravel is prohibited for parking lot surfacing in Urban Growth Areas (UGAs) unless used as part of low impact development or as an existing nonconforming parking area under SCC 30.26.065(14).</u></p>	<p>Proposed amendment to SCC 30.26.070(1) to include grass block pavers to count towards the minimum parking requirements to follow residential parking regulations in RCW 36.70A.622(1)(g). Grass block pavers are defined broadly as a porous open cells made from concrete or recycled plastic that are an eco-friendly alternative to traditional pavers made of asphalt or concrete</p> <p>Gravel surfacing is proposed to be a prohibited use in Urban Growth Areas except when used as part of a low impact development or as allowed as an existing nonconforming parking area consistent with RCW 36.70A.622(1)(d) and proposed amendments to SCC 30.26.065(14). Gravel parking lots are considered impervious surfaces, however some gravel surfaces such as non-compacting pea gravel can be used in low impact development to aid in a development's drainage. Problems caused by gravel include increased dust and air quality issues, and gravel sliding out onto paved roads. The tracking out of silt, sand and gravel onto paved roads can increase potholes, drainage, and water quality issues requiring road maintenance, as well as vehicle and windshield damage.</p>

ANALYSIS

The following analysis provides a summary of the proposed amendments' compliance with state law as well as regional and countywide planning 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 these proposed code changes:

Table 3. Compliance with State Law

GMA Goal	Findings
GMA Goal 2-Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.	The proposed amendments reduce the parking requirement which can free up the amount of land use for developing denser housing. These changes support more compact residential development which could reduce sprawl. The code amendments to relax the minimum parking regulations in chapter 30.26 SCC can serve to create higher density development.

For a discussion of how these code amendments meet the amendments to RCW 36.70A.622 created by SB 6015 see the background section above.

COMPLIANCE WITH REGIONAL AND COUNTYWIDE PLANNING POLICIES

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

Table 4. Compliance with Multicounty planning Policies

MPP	Finding
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.	The proposed code amendments streamline the minimum parking requirements into easier to understand tables and figures. The amendments could also allow for higher residential densities by reducing the number of required parking spaces for some types of dwellings. The reductions to reduce the space dedicated for parking support the policy of streamlining residential development standards for building more housing. Reducing the number of parking spaces encourages residents to rely more on public transit.
MPP-H-10: Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.	The proposed code amendments align with the county's goals to create flexible parking development standards as reducing the parking requirements in certain housing types will also reduce additional costs to housing by allowing less land to be dedicated to parking as on-site parking drives up housing development costs. This will

	enable more housing development in zones intended for higher densities.
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COMPLIANCE WITH COUNTYWIDE PLANNING POLICIES:

The Countywide Planning Policies (CPPs) establish a countywide framework for developing and adopting county, city, and town comprehensive plans.

Table 5. Compliance with CPPs

CPP	Finding
DP-16: Jurisdictions should encourage the use of innovative development standards, design guidelines, regulatory incentives, and applicable low impact development measures to provide compact, high-quality communities.	The proposed amendments ensure that parking types and reductions for parking standards to different housing types aides in creating more compact communities. With less surface area dedicated to creating parking spaces also allows for more housing development in zones intended for higher densities.

COMPLIANCE WITH THE COMPREHENSIVE PLAN (GMACP):

The proposed code amendments will better achieve, comply with, and implement the policies identified in Table 6 contained in the County's Growth management Act Comprehensive Plan (GMACP):

Table 6 Compliance with the Comprehensive Plan

GMACP Policy	Findings
HO Policy 3.A.2: Development standards and building permit requirements shall be reviewed on a consistent basis to ensure clarity and consistency while providing for a timely, fair, and predictable application processing outcome.	The proposed code amendments simplify parking standards to better allow consistency in application of the Snohomish County Code.

PUBLIC PARTICIPATION

The GMA requires early and continuous public participation (GOAL 11 and RCW 36.70A.140). The public participation process used in the adoption of the proposed code amendments has complied with all applicable requirements of the GMA and Snohomish County Code. The public comment period for the preliminary draft closed May 5th, 2025, with a total of two written public comments received.

ENVIRONMENTAL REVIEW

Staff has completed a SEPA checklist for this proposed code amendment and will be issuing a Determination of Nonsignificance on August 12th, 2025. The fourteen-day public comment period will conclude prior to the briefing at Planning Commission on August 26th, 2025.

NOTIFICATION OF STATE AGENCIES

Pursuant to RCW 36.70A.106, a notice of intent to adopt the proposed regulations and standards was transmitted to the Washington State Department of Commerce on August 12th, 2025 for distribution to state agencies.

STAFF RECOMMENDATION

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

ACTION REQUESTED

The Planning Commission is requested to hold a public hearing, consider the proposed comprehensive plan amendments, and provide a recommendation to the County Council. The Planning Commission can recommend approval of the amendments with supporting findings of fact as proposed or modified, deny the proposal with findings, or amend the proposal with appropriate findings.

cc:

Ken Klein, Executive Director
Mike McCrary, PDS Director
Darren Groth, PDS Long Range Planning Manager
Michael Dobesh, PDS Manager
Ryan Hembree, Legislative Analyst

Attachments: