

1 Adopted:  
2 Effective:

3 SNOHOMISH COUNTY COUNCIL  
4 Snohomish County, Washington

5  
6 ORDINANCE NO. 26-020

7  
8 RELATING TO GROWTH MANAGEMENT; CONCERNING SETBACKS; AMENDING CHAPTERS 30.23 AND  
9 30.42B OF THE SNOHOMISH COUNTY CODE

10  
11 WHEREAS, Revised Code of Washington (RCW) 36.70A.130 directs counties planning under the  
12 Growth Management Act (GMA) to consider amendments and revisions to development regulations on  
13 a regular basis; and

14  
15 WHEREAS, the County’s setback regulations can be difficult to understand and Snohomish  
16 County Planning and Development Services (PDS) permit technicians requested a setback to parking  
17 structures that matched new dimensions of parking stalls; and

18  
19 WHEREAS, amendments to SCC 30.23.041 – 30.23.049 clarify the setback tables from road  
20 network elements and covered parking structures, and will simplify regulations for developers, staff, and  
21 the general public; and

22  
23 WHEREAS, proposed new section SCC 30.23.048 provides a separate table for minimum  
24 setbacks for structures for entrances to covered parking structures from road network elements and  
25 proposed new section SCC 30.23.048 and amendments to SCC 30.42B.145 increase the minimum  
26 setback to covered parking structures in urban zones from 18 to 19 feet, and will ensure the size of  
27 driveways conform with the appropriate dimension of parking space sizes; and

28  
29 WHEREAS, on June 24, 2025, the Snohomish County Planning Commission (“Planning  
30 Commission”) was briefed by PDS staff about the proposed code amendments presented to the  
31 Planning Commission; and

32  
33 WHEREAS, the Planning Commission held a public hearing on July 22, 2025, to receive public  
34 testimony concerning the proposed code amendments and thereafter voted to recommend adoption of  
35 the amendments, as shown in its recommendation letter dated August 20, 2025; and

36  
37 WHEREAS, PDS refined certain proposed amendments for clarity before presenting this  
38 ordinance to the County Council; and

39  
40 WHEREAS, on \_\_\_\_\_, 2026, the County Council held a public hearing after proper  
41 notice to receive public testimony and considered the entire record related to the code amendments  
42 contained in this 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:  
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- 8 A. The foregoing recitals are adopted as findings as if set forth in full herein.  
9  
10 B. This ordinance amends SCC 30.23.041 – 30.23.049 and 30.42B.145 and adds a new section  
11 30.23.048 to clarify setback tables and ensure driveways in urban zones conform with the updated  
12 required parking space sizes. The amendments will:

- 13  
14 1. Clarify setback tables for both road network elements and covered parking structures. This  
15 includes four tables for minimum setbacks for structures from road network elements (for  
16 urban, rural, resource, and other zones), and one table for minimum setbacks for covered  
17 parking from road network elements. The regulations will be presented in a more concise  
18 matrix to improve readability.  
19  
20 2. Simplify the tables by eliminating redundant columns and rows that share the same  
21 separation values. These removals will further improve readability and brevity.  
22  
23 3. Update the minimum setback to covered parking structures in urban zones from 18 to 19  
24 feet. These updates ensure driveways in urban zones conform with the updated parking  
25 stall sizes.  
26  
27 4. Append two new reference notes within the tables and add those two new reference notes  
28 to 30.23.049. One reference note states that “All other private road network elements  
29 includes drive aisles, shared courts, and shared driveways.” This change improves readability  
30 and brevity in the table headings. The other note states that “Public Road includes all roads  
31 and highways maintained by local, state, or federal government entities for the passage of  
32 vehicles” and is applied to the table heading of “Public Road Network Element”. This  
33 clarification was added to close a loophole, wherein the setback regulations were only  
34 applied when next to roads that were maintained by the County, and would exempt setback  
35 regulations for buildings developed by state highways or interstate highways.

- 36  
37 C. The proposed amendments are consistent with and supportive of the following GMA provisions:  
38

- 39 1. GMA Planning Goal 7 (RCW 36.70A.020(7)): “Permits. Applications for both state and local  
40 government permits should be processed in a timely and fair manner to ensure  
41 predictability.” The proposed building setback amendments are supportive of this goal by

1 ensuring more cohesive and clear building setback requirements for development  
2 applications.  
3

4 D. The proposed amendments are consistent with and supportive of the following MPP provisions:  
5

6 1. MPP MPP-H-10: “Encourage jurisdictions to review and streamline development standards  
7 and regulations to advance their public benefit, provide flexibility, and minimize additional  
8 costs to housing.” The proposed amendments simplify and streamline the tables that  
9 provide the existing setbacks from roads and adjust the setbacks for covered parking  
10 structures to align with new parking stall sizes, reducing the regulation and application  
11 review time for developers and permit technicians.  
12

13 2. MPP MPP-DP-47: “Streamline development standards and regulations for residential and  
14 commercial development and public projects, especially in centers and high-capacity transit  
15 station areas, to provide flexibility and to accommodate a broader range of project types  
16 consistent with the regional vision.” As mentioned, the proposed amendments will simplify  
17 and streamline the setback tables, including in residential and commercial areas.  
18

19 E. The proposed amendments are consistent with and supportive of the following CPP provisions:  
20

21 1. CPP DP-16: “Jurisdictions should encourage the use of innovative development standards,  
22 design guidelines, regulatory incentives, and applicable low impact development measures  
23 to provide compact, high quality communities.” The proposed amendments simplify and  
24 streamline the tables that make it easier for the public and staff to determine setbacks.  
25

26 F. The proposed amendments maintain consistency with the Snohomish County Growth Management  
27 Act Comprehensive Plan (GMACP). The following goals, objectives, and policies within the Economic  
28 Development (ED) chapter apply to the proposed code amendments:  
29

30 1. ED Policy 2.A.1 “Snohomish County shall work to ensure that the Snohomish County Code is  
31 an understandable, accessible, and user friendly document.” The proposed amendments  
32 create clearer setback requirements which help ensure predictable and consistent  
33 development regulations.  
34

35 G. This ordinance is consistent with the record.  
36

37 1. In spring 2025, PDS staff made a recommendation to streamline setback tables, and to  
38 match setbacks to parking structures with new parking stall dimensions, which led to this  
39 proposal for code updates in SCC 30.23.041 – 30.23.049 and 30.42B.145 and the addition of  
40 a new section, 30.23.048.  
41

42 2. The amendments to SCC 30.23.041 – 30.23.049 will address these recommendations by  
43 streamlining setback tables to clarify both road network elements and covered parking

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SNOHOMISH COUNTY CODE

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1 structures, adjusting table footnotes, and increasing the minimum setback to covered  
2 parking structures in urban zones from 18 to 19 feet in proposed new SCC 30.23.048 and in  
3 SCC 30.42B.145.

4  
5 H. Procedural requirements.

- 6  
7 1. This proposal is a Type 3 legislative action under SCC 30.73.010.  
8  
9 2. As required by RCW 30.70A.106(1), a notice of intent to adopt the proposed code  
10 amendments was transmitted to the Washington State Department of Commerce for  
11 distribution to state agencies on July 1, 2025.  
12  
13 3. State Environmental Policy Act (SEPA), chapter 43.21C RCW, requirements with respect to  
14 this non-project action have been satisfied through the completion of an environmental  
15 checklist and the issuance of a determination of non-significance on July 1, 2025.  
16  
17 4. The public participation process used in the adoption of this ordinance complies with all  
18 applicable requirements of the GMA and the SCC, including but not limited to, RCW  
19 36.70A.035, RCW 36.70A.140, and chapter 30.73 SCC.  
20  
21 5. The Planning Commission was briefed on the proposed amendments at its June 24, 2025,  
22 meeting and conducted a public hearing on the proposed amendments at its July 22, 2025,  
23 meeting, resulting in its letter on August 20, 2025, recommending approval of the code  
24 amendments contained in this ordinance.  
25  
26 6. The Washington State Attorney General last issued an advisory memorandum, as required  
27 by RCW 36.70A.370, in October of 2024 entitled “Advisory Memorandum and  
28 Recommended Process for Evaluating Proposed Regulatory or Administrative Actions to  
29 Avoid the Unconstitutional Takings of Private Property” to help local governments avoid the  
30 unconstitutional taking of private property. The process outlined in the State Attorney  
31 General’s 2024 advisory memorandum was used by the County in objectively evaluating the  
32 regulatory changes proposed by this ordinance.  
33

34 Section 2. The County Council makes the following conclusions:

- 35  
36 A. The amendments proposed by this ordinance comply with the GMA.  
37  
38 B. The amendments are consistent with the MPPs and the CPPs.  
39  
40 C. The amendments proposed by this ordinance comply with the GMACP.  
41  
42 D. The County has complied with all SEPA requirements with respect to this non-project action.  
43

1 E. The public participation process used in the adoption of this ordinance complies with all applicable  
 2 requirements of the GMA and title 30 SCC.

3  
 4 F. The amendments proposed by this ordinance do not result in an unconstitutional taking of private  
 5 property for a public purpose.

6  
 7 Section 3. The Snohomish County Council bases its findings and conclusions on the entire record  
 8 of the County Council, including all testimony and exhibits. Any finding, which should be deemed a  
 9 conclusion, and any conclusion which should be deemed a finding, is hereby adopted as such.

10  
 11 Section 4. Snohomish County Code Section 30.23.041, last amended by Amended Ordinance No.  
 12 24-065 on December 4, 2024, is amended to read:

13  
 14 **30.23.041 ((Setbacks)) Structure setbacks from road network elements in Urban Zones.**

15 **Table 30.23.041 Minimum Setbacks for Structures from Road Network Elements in Urban Zones<sup>10</sup>**

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Category)	Zone	((Minimum Setback for Structure					Minimum Setback to the Entrance of a Covered Parking Structure				
		Public Road		Private <sup>1,2</sup>		Alle y	Public Road		Private <sup>1,2</sup>		Alle y
		60-Foot and Over and Under 60-Foot in a Recorded Subdivisio n, Short Subdivisio n, or Binding Site Plan <sup>3</sup>	Unde r 60 Feet <sup>4</sup> <sup>5</sup>	Privat e Road	Drive Aisle, Shared Court, and Shared Drivewa y		60-Foot and Over and Under 60-Foot in a Recorded Subdivisio n, Short Subdivisio n, or Binding Site Plan <sup>3</sup>	Unde r 60 Feet <sup>4</sup> <sup>5</sup>	Privat e Road	Drive Aisle <sup>15</sup> , Shared Court, and Shared Drivewa y	
((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 <sup>13</sup>	45 <sup>13</sup>	15 <sup>13</sup>	0	0	18 <sup>14</sup>	48 <sup>14</sup>	18 <sup>14</sup>	18 <sup>14</sup>	4 <sup>14</sup>
T (buildings ≤ 20 feet high) <sup>12</sup>	15 <sup>13</sup>	45 <sup>13</sup>	15 <sup>13</sup>	0	0	18 <sup>14</sup>	48 <sup>14</sup>	18 <sup>14</sup>	18 <sup>14</sup>	4 <sup>14</sup>
T (buildings > 20 feet high) <sup>12</sup>	20 <sup>13</sup>	50 <sup>13</sup>	20 <sup>13</sup>	0	0	20 <sup>14</sup>	50 <sup>14</sup>	18 <sup>14</sup>	18 <sup>14</sup>	4 <sup>14</sup>
LDMR (buildings ≤ 20 feet high) <sup>6,7,12</sup>	15 <sup>13</sup>	45 <sup>13</sup>	15 <sup>13</sup>	0	0	18 <sup>14</sup>	48 <sup>14</sup>	18 <sup>14</sup>	18 <sup>14</sup>	4 <sup>14</sup>
LDMR (buildings > 20 feet high) <sup>6,7,12</sup>	20 <sup>13</sup>	50 <sup>13</sup>	20 <sup>13</sup>	0	0	20 <sup>14</sup>	50 <sup>14</sup>	18 <sup>14</sup>	18 <sup>14</sup>	4 <sup>14</sup>
MR	10 <sup>13</sup>	35 <sup>13</sup>	10 <sup>13</sup>	0	0	10 <sup>14</sup>	35 <sup>14</sup>	10 <sup>14</sup>	10 <sup>14</sup>	4 <sup>14</sup>
MHP	20	50	20	15	0	18	48	18	18	4
NB	10 <sup>13</sup>	40 <sup>13</sup>	10 <sup>13</sup>	0	0	18 <sup>14</sup>	48 <sup>14</sup>	18 <sup>14</sup>	18 <sup>14</sup>	4 <sup>14</sup>
PCB	25 <sup>13</sup>	85 <sup>13</sup>	25 <sup>13</sup>	0	0	55 <sup>14</sup>	58 <sup>14</sup>	18 <sup>14</sup>	18 <sup>14</sup>	4 <sup>14</sup>
CB	25 <sup>13</sup>	55 <sup>13</sup>	25 <sup>13</sup>	0	0	25 <sup>14</sup>	55 <sup>14</sup>	18 <sup>14</sup>	18 <sup>14</sup>	4 <sup>14</sup>
GC	25 <sup>13</sup>	55 <sup>13</sup>	25 <sup>13</sup>	0	0	25 <sup>14</sup>	55 <sup>14</sup>	18 <sup>14</sup>	18 <sup>14</sup>	4 <sup>14</sup>
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
	L	25	55	25	0	0	25	55	18	18	4
	HL	25	55	25	0	0	25	55	18	18	4
	UC	0	0	0	0	0	20	50	18	18	4
	MUC	0	0	0	0	0	20	50	18	18	4))

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<b>Zone</b>	<b>Private Road<sup>1, 2</sup> and any Public Road Network Element 60 Feet and Over or Under 60 Feet and Recorded in a Subdivision, Short Subdivision, or Binding Site Plan<sup>3, 16</sup></b>	<b>Public Road Under 60 Feet<sup>4, 5, 16</sup></b>	<b>All Other Private Road Network Elements<sup>1, 2, 17</sup></b>	<b>Alley</b>
<u>R-9,600</u>	<u>15</u>	<u>45</u>	<u>0</u>	<u>0</u>
<u>R-8,400</u>	<u>15</u>	<u>45</u>	<u>0</u>	<u>0</u>
<u>R-7,200</u>	<u>15<sup>13</sup></u>	<u>45<sup>13</sup></u>	<u>0</u>	<u>0</u>
<u>T (buildings ≤ 20 feet high)<sup>12</sup></u>	<u>15<sup>13</sup></u>	<u>45<sup>13</sup></u>	<u>0</u>	<u>0</u>
<u>T (buildings &gt; 20 feet high)<sup>12</sup></u>	<u>20<sup>13</sup></u>	<u>50<sup>13</sup></u>	<u>0</u>	<u>0</u>
<u>LDMR (buildings ≤ 20 feet high)<sup>6, 7, 12</sup></u>	<u>15<sup>13</sup></u>	<u>45<sup>13</sup></u>	<u>0</u>	<u>0</u>
<u>LDMR (buildings &gt; 20 feet high)<sup>6, 7, 12</sup></u>	<u>20<sup>13</sup></u>	<u>50<sup>13</sup></u>	<u>0</u>	<u>0</u>
<u>MR</u>	<u>10<sup>13</sup></u>	<u>35<sup>13</sup></u>	<u>0</u>	<u>0</u>

<u>MHP</u>	<u>20</u>	<u>50</u>	<u>15</u>	<u>0</u>
<u>NB</u>	<u>10<sup>13</sup></u>	<u>40<sup>13</sup></u>	<u>0</u>	<u>0</u>
<u>PCB</u>	<u>25<sup>13</sup></u>	<u>85<sup>13</sup></u>	<u>0</u>	<u>0</u>
<u>CB</u>	<u>25<sup>13</sup></u>	<u>55<sup>13</sup></u>	<u>0</u>	<u>0</u>
<u>GC</u>	<u>25<sup>13</sup></u>	<u>55<sup>13</sup></u>	<u>0</u>	<u>0</u>
<u>IP<sup>8</sup></u>	<u>25</u>	<u>60</u>	<u>0</u>	<u>0</u>
<u>BP</u>	<u>25</u>	<u>60</u>	<u>0</u>	<u>0</u>
<u>LI</u>	<u>25</u>	<u>55</u>	<u>0</u>	<u>0</u>
<u>HI</u>	<u>25</u>	<u>55</u>	<u>0</u>	<u>0</u>
<u>UC</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>MUC</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

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Section 5. Snohomish County Code Section 30.23.043, adopted by Amended Ordinance No. 12-049 on October 3, 2012, is amended to read:

5 **30.23.043 ((Setbacks)) Structure setbacks from road network elements in Rural Zones.**

6 **Table 30.23.043 Minimum Setbacks for Structures from Road Network Elements in Rural Zones<sup>10</sup>**

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, Shared Court and Shared Driveway	Alley
((Rural	RRT-10 <sup>11</sup>	20	50	20	0	0	20	50	20	20	4
	R-5 <sup>11</sup>	20	50	20	0	0	20	50	20	20	4
	RD <sup>11</sup>	20	50	20	0	0	20	50	20	20	4
	RB	25	55	25	0	0	20	55	20	20	4
	CRC	25	55	25	0	0	20	55	20	20	4
	RFS	25	55	25	0	0	20	55	20	20	4
	RI	25	55	25	0	0	20	55	20	20	4))

<u>Zone</u>	<u>Private Road<sup>1,2</sup> and any Public Road Network Element 60 Feet and Over or Under 60 Feet and Recorded in a Subdivision, Short Subdivision, or Binding Site Plan<sup>3, 16</sup></u>	<u>Public Road Under 60 Feet<sup>4, 5, 16</sup></u>	<u>All Other Private Road Network Elements<sup>1, 2, 17</sup></u>	<u>Alley</u>
<u>RRT-10<sup>11</sup></u>	<u>20</u>	<u>50</u>	<u>0</u>	<u>0</u>
<u>R-5<sup>11</sup></u>	<u>20</u>	<u>50</u>	<u>0</u>	<u>0</u>
<u>RD<sup>11</sup></u>	<u>20</u>	<u>50</u>	<u>0</u>	<u>0</u>
<u>RB</u>	<u>25</u>	<u>55</u>	<u>0</u>	<u>0</u>
<u>CRC</u>	<u>25</u>	<u>55</u>	<u>0</u>	<u>0</u>
<u>RFS</u>	<u>25</u>	<u>55</u>	<u>0</u>	<u>0</u>
<u>RI</u>	<u>25</u>	<u>55</u>	<u>0</u>	<u>0</u>

Section 6. Snohomish County Code Section 30.23.045, last amended by Amended Ordinance No. 21-060 on October 6, 2021, is amended to read:

**30.23.045 ((Setbacks)) Structure setbacks from road network elements in Resource Zones.**

**Table 30.23.045 Minimum Setbacks for Structures from Road Network Elements in Resource 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, Shared Court and Shared Driveway	Alley
Resource	F <sup>9,11</sup>	100	130	100	0	0	100	130	100	20	4
	F&R <sup>11</sup>	20	50	20	0	0	20	50	20	20	4
	A-10	20	50	20	0	0	20	50	20	20	4))

<u>Zone</u>	<u>Private Road<sup>1, 2</sup> and any Public Road Network Element 60 Feet and Over or Under 60 Feet and Recorded in a Subdivision, Short Subdivision, or Binding Site Plan<sup>3, 16</sup></u>	<u>Public Road Under 60 Feet<sup>4, 5, 16</sup></u>	<u>All Other Private Road Network Elements<sup>1, 2, 17</sup></u>	<u>Alley</u>
<u>F<sup>9, 11</sup></u>	<u>100</u>	<u>130</u>	<u>0</u>	<u>0</u>
<u>F&amp;R<sup>11</sup></u>	<u>20</u>	<u>50</u>	<u>0</u>	<u>0</u>
<u>A-10</u>	<u>20</u>	<u>50</u>	<u>0</u>	<u>0</u>

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Section 7. Snohomish County Code Section 30.23.047, adopted by Amended Ordinance No. 12-049 on October 3, 2012, is amended to read:

**30.23.047      ~~((Setbacks))~~ Structure setbacks from road network elements in other zones.**

**Table 30.23.047 Minimum Setbacks for Structures from Road Network Elements in Other 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, Shared Court and Shared Driveway	Alley
((Other	SA-1	20	50	20	0	0	20	50	20	20	4
	RC <sup>4,1</sup>	20	50	20	0	0	20	50	20	20	4
	RU	20	50	20	0	0	20	50	20	20	4
	R-20,000	20	50	20	0	0	20	50	20	20	4
	R-12,500	20	50	20	0	0	20	50	20	20	4
	WFB	20	50	20	0	0	20	50	20	20	4))

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<u>Zone</u>	<u>Private Road<sup>1, 2</sup> and any Public Road Network Element 60 Feet and Over or Under 60 Feet and Recorded in a Subdivision, Short Subdivision, or Binding Site Plan<sup>3, 16</sup></u>	<u>Public Road Under 60 Feet<sup>4, 5, 16</sup></u>	<u>All Other Private Road Network Elements<sup>1, 2, 17</sup></u>	<u>Alley</u>
<u>SA-1</u>	<u>20</u>	<u>50</u>	<u>0</u>	<u>0</u>
<u>RC<sup>11</sup></u>	<u>20</u>	<u>50</u>	<u>0</u>	<u>0</u>
<u>RU</u>	<u>20</u>	<u>50</u>	<u>0</u>	<u>0</u>
<u>R-20,000</u>	<u>20</u>	<u>50</u>	<u>0</u>	<u>0</u>
<u>R-12,500</u>	<u>20</u>	<u>50</u>	<u>0</u>	<u>0</u>
<u>WFB</u>	<u>20</u>	<u>50</u>	<u>0</u>	<u>0</u>

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Section 8. A new section is added to Chapter 30.23 of the Snohomish County Code to read:

**30.23.048 Minimum setbacks for entrances to covered parking structures from road network elements.**

**Table 30.23.048 Minimum Setbacks for Entrances to Covered Parking Structures from Road Network Elements<sup>10</sup>**

(All minimum setbacks are measured in feet)

<b>Zone</b>	<b>Any Public Road Network Element 60 Feet and Over or Under 60 Feet and Recorded in a Subdivision, Short Subdivision, or Binding Site Plan <sup>3, 16</sup></b>	<b>Public Road Under 60 Feet<sup>4, 5,</sup> <sup>16</sup></b>	<b>Private Road<sup>1, 2</sup></b>	<b>All Other Private Road Network Elements<sup>1, 2, 15, 17</sup></b>	<b>Alley</b>
R-9,600, R-8,400, and MHP	19	48	19	19	4
R-7,200, T (buildings ≤ 20 feet high) <sup>12</sup> , LDMR (buildings ≤ 20 feet high) <sup>6, 7, 12</sup> , and NB	19 <sup>14</sup>	48 <sup>14</sup>	19 <sup>14</sup>	19 <sup>14</sup>	4 <sup>14</sup>
T (buildings > 20 feet high) <sup>12</sup> and LDMR (buildings > 20 feet high) <sup>6, 7, 12</sup>	20 <sup>14</sup>	50 <sup>14</sup>	19 <sup>14</sup>	19 <sup>14</sup>	4 <sup>14</sup>
MR	10 <sup>14</sup>	35 <sup>14</sup>	10 <sup>14</sup>	10 <sup>14</sup>	4 <sup>14</sup>
PCB	55 <sup>14</sup>	58 <sup>14</sup>	19 <sup>14</sup>	19 <sup>14</sup>	4 <sup>14</sup>
CB and GC	25 <sup>14</sup>	55 <sup>14</sup>	19 <sup>14</sup>	19 <sup>14</sup>	4 <sup>14</sup>
IP <sup>8</sup> and BP	30	60	19	19	4
LI and HI	25	55	19	19	4
UC and MUC	20	50	19	19	4
RRT-10 <sup>11</sup> , R-5 <sup>11</sup> , and RD <sup>11</sup>	20	50	20	20	4

RB, CRC, RFS, and RI	20	55	20	20	4
F <sup>9, 11</sup>	100	130	100	20	4
F&R <sup>11</sup> , A-10, and all other zones	20	50	20	20	4

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Section 9. Snohomish County Code Section 30.23.049, last amended by Ordinance No. 25-057 on December 3, 2025, is amended to read:

**30.23.049 Reference notes for SCC Tables 30.23.041 through ((30.23.047)) 30.23.048.**

- (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 rights-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.
- (7) Structures over two stories, other than single-family detached structures, shall increase the setbacks by three feet; provided, that the additional setback shall only be required as an upper floor

- 1 setback for portions of residential structures above 20 feet in height in the same manner as SCC  
2 30.23.040(59).
- 3 (8) In the IP zone there shall be an additional one foot setback for every one foot of building height  
4 over 45 feet.
- 5 (9) In the F zone, the setbacks for residential structures on lots 10 acres or less, where the lot was  
6 legally 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  
19 and 19 feet from an abutting road network element. An entrance to a covered parking structure  
20 that is located at least 19 feet from the abutting road network element may have upper-story  
21 floors project up to four feet horizontally into the area where an entrance to a covered parking  
22 structure is prohibited, and except as otherwise allowed under SCC 30.23.115 for minor  
23 architectural features.
- 24 (15) The setback from a drive aisle that provides access to the rear of a lot, structure, or use, and is less  
25 than 20 feet in width, shall be a minimum of four feet.
- 26 (16) Public Road includes all roads and highways maintained by local, state, or federal government  
27 entities for the passage of vehicles.
- 28 (17) All other private road network elements shall include drive aisles, shared courts, and shared  
29 driveways.

30  
31 Section 10. Snohomish County Code Section 30.42B.145, last amended by Amended Ordinance  
32 No. 21-004 on March 15, 2021, is amended to read:  
33

1 **30.42B.145 Design criteria - bulk requirements.**

2 (1) Unless specifically modified by this chapter, all requirements of the underlying zone shall apply  
 3 within a PRD.

4 (2) SCC Table 30.42B.145(1) and subsections (3) through (8) of this section establish bulk requirements  
 5 for PRDs.

6 **Table 30.42B.145(1) PRD Bulk Requirements**

Use	Minimum Lot Area	Minimum Lot Width	Minimum setbacks from			Maximum Lot Coverage
			Front Lot Line	Rear Lot Line	Side Lot Line	
Single-family dwellings and duplexes (detached)	None	None	10 feet	10 feet	5 feet	55%
Attached single-family dwellings and townhouses	None	None	10 feet	10 feet	5 feet	55%
Multifamily dwellings	None	60 feet	25 feet	25 feet	5 feet <sup>1</sup>	55%

7 1 The setback from the side lot line for multifamily dwellings shall be increased to 20 feet for those  
 8 portions of a building higher than 25 feet.

9 (3) Setbacks from front and rear lot lines may be reduced to five feet, provided the total distance of the  
 10 setbacks from the front and rear lot lines adds up to a minimum of 20 feet.

11 (4) If a lot has more than one front lot line, the front lot line may be reduced to five feet, provided the  
 12 total distance of the setbacks from all front lot lines adds up to a minimum of 20 feet if the lot has two  
 13 front lot lines, and 30 feet if the lot has three front lot lines.

1 (5) The minimum setback for automobile entry of garages or carports from the front lot line shall be  
2 ((18)) 19 feet.

3 (6) Setbacks from side lot lines may be modified as follows:

4 (a) Attached single-family dwellings and townhouses developed as zero-lot-line development may  
5 have the setback reduced to zero, provided the setback from the outer walls of the building meets  
6 the side lot line setback requirement in SCC Table 30.42B.145(1); and

7 (b) Setbacks may be reduced to zero, provided the total distance of the setbacks from the side lot  
8 lines adds up to 10 feet, except for those portions of multifamily dwellings above 25 feet in which  
9 case the total distance shall add up to 40 feet.

10 (7) Buildings shall not be required to be set back from alleys that provide vehicle access to the rear of  
11 the property. When this provision is used, subsections (3) and (4) of this section shall not apply.

12 (8) When a condominium of single ownership is utilized, buildings shall maintain a minimum separation  
13 of at least 10 feet between the outer walls of the buildings.

14  
15 Section 11. Severability and Savings. If any section, sentence, clause, or phrase of this ordinance  
16 shall be held to be invalid by the Growth Management Hearings Board (Board), or unconstitutional by a  
17 court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or  
18 constitutionality of any other section, sentence, clause, or phrase of this ordinance. Provided, however,  
19 that if any section, sentence, clause, or phrase of this ordinance is held to be invalid by the Board or  
20 court of competent jurisdiction, then the section, sentence, clause, or phrase in effect prior to the  
21 effective date of this ordinance shall be in full force and effect for that individual section, sentence,  
22 clause, or phrase as if this ordinance had never been adopted.

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24 PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

25  
26 SNOHOMISH COUNTY COUNCIL  
27 Snohomish County, Washington

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29 \_\_\_\_\_  
30 Council Chair

31 ATTEST:  
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33 \_\_\_\_\_  
34 Asst. Clerk of the Council

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- ( ) APPROVED
- ( ) EMERGENCY
- ( ) VETOED

DATE:

\_\_\_\_\_  
County Executive

ATTEST:

\_\_\_\_\_  
Approved as to form only:

*Alethea Hart*     *January 22, 2026*

Deputy Prosecuting Attorney