



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, and Michael Saponaro, Senior Planner, PDS

SUBJECT: Staff Report: Proposed Code Amendments Relating to Setbacks

DATE: June 24, 2025

INTRODUCTION

The purpose of this staff report is to provide information on a non-project proposal to add Snohomish County Code (SCC) SCC 30.23.048, and to amend SCC 30.23.041 – 30.23.047, SCC 30.23.049, and SCC 30.42B.145, in order to clarify setback regulations. The code amendments are proposed to simplify and streamline the tables that provide the existing setbacks from roads, and adjust the setbacks for covered parking structures. The proposed updates will make it easier for the public and staff to determine setbacks, and ensure that Snohomish County Code is consistent and conforms with state requirements.

Staff initiated the proposed changes to chapter 30.23 SCC and SCC 30.42B.145 to standardize setback requirements with the anticipated parking lot development standards in SCC 30.26.065. Additionally these updates conform with the 2024 Senate Bill 6015 and 2025 House Bill 5184, and with RCW 36.70A.622. In December 2020, Ordinance 20-080 amended the minimum setbacks to the entrance of a covered parking structure for public and private roads to be set at 18 feet or higher. The proposed 19 foot setback for all urban zones is now necessary to create a legal parking stall that meets the minimum requirements for parking spaces.

PROPOSAL BACKGROUND

Jurisdictions fully planning under the Growth Management Act (GMA) must comply with the Residential parking regulations (RCW 36.70A.622) that the county implements through chapter 30.23 and 30.26 SCC. State senate Bill 6015 amends chapter 36.70A RCW with new requirements regarding parking, including that residential parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities. The newly proposed residential perpendicular stall depth is 19' (contained in the upcoming July 22nd parking configuration briefing). Amending chapter 30.23 SCC's setbacks from covered parking structures to match the proposed 19' stall depth will ensure that vehicles will conform to new parking stall requirements, as cars often park in the setback space in front of a garage.

The staff-initiated proposed changes include the following:

1. Setback distance for covered parking structures (SCC 30.23.041 – 30.23.048):
 - a. Covered parking structure setbacks increased to 19 feet (was 18 feet) to anticipate changes to parking stall size in SCC 30.26.065.
2. Setback table design (SCC 30.23.041 – 30.23.048):
 - a. Simplified setback tables by combining columns and cutting redundancies.
 - b. New table (SCC 30.23.048) added summarizes covered parking structure setbacks.
3. Added table reference notes (SCC 30.23.049):
 - a. Clarified public road language to also include roads not maintained by the County (Public Road includes public rights-of-way, both opened and unopened). This was done as developers needed clarification on “public” roads such as state highways, which should be included even though they are not maintained by the County.
 - b. Clarified private road language after shortening column title (All Other Private Road Network Elements shall include: drive aisles, shared courts, and shared driveways). These road elements can be an appropriate option for both developers and the County, and should be spelled out in reference notes while the column title is shortened for easy table readability.
4. PRD Bulk Standards (SCC 30.42B.145):
 - a. Updates garage/carport front setback from 18 to 19 feet.

PROPOSED CODE AMENDMENTS

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

SCC Title 30 Chapter 30.23

30.23.041 Structure Setbacks from road network elements in Urban Zones.

Table 30.23.041 Minimum Setbacks for Structures from Road Network Elements in Urban Zones¹⁰

Category	Zone	((Minimum Setback For Structure))					((Minimum Setback to the Entrance of a Covered Parking Structure))				
		((Public Road))		((Private ^{1,2}))			((Public Road))		((Private ^{1,2}))		
		<u>Private Road^{1,2} and any Public Road Network Element</u> 60 Feet and Over ((and)) or Under 60 Feet ((in a)) and Recorded ((Subdivision, Short Subdivision, or Binding Site Plan)) in a land division ^{3,16}	<u>Public Road</u> Under 60 Feet ^{4,5,16}	<u>Private Road^{1,2}</u>	<u>Drive Aisle, Shared Court, and Shared Driveway</u> All Other <u>Private Road Network Elements^{1,2,17}</u>	<u>Alley</u>	<u>60 Feet and Over and Under 60 Feet in a Recorded Subdivision, Short Subdivision, or Binding Site Plan³</u>	<u>Under 60 Feet^{4,5}</u>	<u>Private Road</u>	<u>Drive Aisle¹⁵, Shared Court, and Shared Driveway</u>	<u>Alley</u>
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 ¹³	45 ¹³	((15 ¹³))	0	0	((18 ¹⁴	48 ¹⁴	18 ¹⁴	18 ¹⁴	4 ¹⁴))
	T (buildings ≤ 20 feet high) ¹²	15 ¹³	45 ¹³	((15 ¹³))	0	0	((18 ¹⁴	48 ¹⁴	18 ¹⁴	18 ¹⁴	4 ¹⁴))
	T (buildings > 20 feet high) ¹²	20 ¹³	50 ¹³	((20 ¹³))	0	0	((20 ¹⁴	50 ¹⁴	18 ¹⁴	18 ¹⁴	4 ¹⁴))
LDMR (buildings ≤ 20 feet high) ^{6,7,12}	15 ¹³	45 ¹³	((15 ¹³))	0	0	((18 ¹⁴	48 ¹⁴	18 ¹⁴	18 ¹⁴	4 ¹⁴))	

Category	Zone	((Minimum Setback For Structure))					((Minimum Setback to the Entrance of a Covered Parking Structure))				
		((Public Road))		((Private ^{1,2}))			((Public Road))		((Private ^{1,2}))		
		Private Road ^{1,2} and any Public Road Network Element 60 Feet and Over ((and)) or Under 60 Feet ((in a)) and Recorded ((Subdivision, Short Subdivision, or Binding Site Plan)) in a land division ^{3,16}	Public Road Under 60 Feet ^{4,5,16}	Private Road ^{1,2}	((Drive Aisle, Shared Court, and Shared Driveway)) All Other Private Road Network Elements ^{1,2,17}	Alley	((60 Feet and Over and Under 60 Feet in a Recorded Subdivision, Short Subdivision, or Binding Site Plan ³))	Under 60 Feet ^{4,5}	Private Road)	((Drive Aisle ¹⁵ , Shared Court, and Shared Driveway))	Alley
LDMR (buildings > 20 feet high) ^{6,7,12}	20 ¹³	50 ¹³	((20 ¹³))	0	0	((20 ¹⁴	50 ¹⁴	18 ¹⁴	18 ¹⁴	4 ¹⁴))	
MR	10 ¹³	35 ¹³	((10 ¹³))	0	0	((10 ¹⁴	35 ¹⁴	10 ¹⁴	10 ¹⁴	4 ¹⁴))	
MHP	20	50	((20))	15	0	((18	48	18	18	4))	
NB	10 ¹³	40 ¹³	((10 ¹³))	0	0	((18 ¹⁴	48 ¹⁴	18 ¹⁴	18 ¹⁴	4 ¹⁴))	
PCB	25 ¹³	85 ¹³	((25 ¹³))	0	0	((55 ¹⁴	58 ¹⁴	18 ¹⁴	18 ¹⁴	4 ¹⁴))	
CB	25 ¹³	55 ¹³	((25 ¹³))	0	0	((25 ¹⁴	55 ¹⁴	18 ¹⁴	18 ¹⁴	4 ¹⁴))	
GC	25 ¹³	55 ¹³	((25 ¹³))	0	0	((25 ¹⁴	55 ¹⁴	18 ¹⁴	18 ¹⁴	4 ¹⁴))	
IP ⁸	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))	

Category	Zone	((Minimum Setback For Structure))					((Minimum Setback to the Entrance of a Covered Parking Structure))				
		((Public Road))		((Private ^{1,2}))			((Public Road))		((Private ^{1,2}))		
		Private Road ^{1,2} and any Public Road Network Element 60 Feet and Over ((and)) or Under 60 Feet ((in a)) and Recorded ((Subdivision, Short Subdivision, or Binding Site Plan)) in a land division ^{3,16}	Public Road Under 60 Feet ^{4,5,16}	Private Road ^{1,2}	((Drive Aisle, Shared Court, and Shared Driveway)) All Other Private Road Network Elements ^{1,2,17}	Alley	((60 Feet and Over and Under 60 Feet in a Recorded Subdivision, Short Subdivision, or Binding Site Plan ³))	((Under 60 Feet ^{4,5}))	Private Road)	((Drive Aisle ¹⁵ , Shared Court, and Shared Driveway))	Alley))
HI	25	55	((25))	0	0	((25	55	18	18	4))	
UC	0	0	((0))	0	0	((20	50	18	18	4))	

30.23.043 Structure Setbacks from road network elements in Rural Zones.

Table 30.23.043 Minimum Setbacks for Structures from Road Network Elements in Rural Zones¹⁰

Category	Zone	((Minimum Setback For Structure))					((Minimum Setback to the Entrance of a Covered Parking Structure))				
		((Public Road))		((Private ^{1,2}))			((Public Road))		((Private ^{1,2}))		
		<u>Private Road^{1, 2} and any Public Road Network Element 60 Feet and Over ((and) or Under 60 Feet ((in-a) and Recorded ((Subdivision, Short Subdivision, or Binding Site Plan)) in a land division^{3, 16}</u>	<u>Public Road Under 60 Feet^{4, 5, 16}</u>	<u>Private Road))</u>	<u>((Drive Aisle, Shared Court, and Shared Driveway) All Other Private Road Network Elements^{1, 2, 17}</u>	<u>Alley</u>	<u>((60 Feet and Over and Under 60 Feet in a Recorded Subdivision, Short Subdivision or Binding Site Plan³))</u>	<u>((Under 60 Feet^{4, 5}))</u>	<u>((Private Road))</u>	<u>((Drive Aisle, Shared Court and Shared Driveway))</u>	<u>((Alley))</u>
Rural	RR T-10 ¹¹	20	50	((20))	0	0	((20	50	20	20	4))
	R-5 ¹¹	20	50	((20))	0	0	((20	50	20	20	4))
	RD ¹	20	50	((20))	0	0	((20	50	20	20	4))
	RB	25	55	((25))	0	0	((20	55	20	20	4))

Category	Zone	((Minimum Setback For Structure))					((Minimum Setback to the Entrance of a Covered Parking Structure))				
		((Public Road))		((Private ^{1,2}))			((Public Road))		((Private ^{1,2}))		
		<u>Private Road^{1, 2} and any Public Road Network Element 60 Feet and Over ((and) or Under 60 Feet ((in-a) and Recorded ((Subdivision, Short Subdivision, or Binding Site Plan)) in a land division^{3, 16}</u>	<u>Public Road Under 60 Feet^{4, 5, 16}</u>	<u>Private Road))</u>	<u>((Drive Aisle, Shared Court, and Shared Driveway) All Other Private Road Network Elements^{1, 2, 17}</u>	<u>Alley</u>	<u>((60 Feet and Over and Under 60 Feet in a Recorded Subdivision, Short Subdivision or Binding Site Plan³))</u>	<u>((Under 60 Feet^{4, 5}))</u>	<u>Private Road))</u>	<u>((Drive Aisle, Shared Court and Shared Driveway))</u>	<u>((Alley))</u>
CR	25	55	((25))	0	0	((20	55	20	20	4))	
RF	25	55	((25))	0	0	((20	55	20	20	4))	
RI	25	55	((25))	0	0	((20	55	20	20	4))	

30.23.045 Structure Setbacks from road network elements in Resource Zones.

Table 30.23.045 Minimum Setbacks for Structures from Road Network Elements in Resource Zones¹⁰

(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 ^{1,2}))			((Public Road))		((Private ^{1,2}))		
		Private Road ^{1, 2} and any Public Road Network Element 60 Feet and Over ((and)) or Under 60 Feet ((in-a)) and Recorded ((Subdivision, Short Subdivision, or Binding Site Plan)) in a land division ^{3,16}	Public Road Under 60 Feet ^{4, 5, 16}	Private Road ^{1, 2}	((Drive Aisle, Shared Court, and Shared Driveway)) All Other Private Road Network Elements ^{1, 2, 17}	Alley	((60 Feet and Over and Under 60 Feet in a Recorded Subdivision, Short Subdivision or Binding Site Plan ³))	((Under 60 Feet ^{4, 5}))	((Private Road))	((Drive Aisle, Shared Court and Shared Driveway))	((Alley))
Resource	F ^{9, 11}	100	130	((100))	0	0	((100	130	100	20	4))
	F&R ¹¹	20	50	((20))	0	0	((20	50	20	20	4))
	A-10	20	50	((20))	0	0	((20	50	20	20	4))

30.23.047 Setbacks from road network elements in other zones.

Table 30.23.047 Setbacks from Road Network Elements in Other Zones¹⁰

(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^{1,2}))			((Public Road))		((Private^{1,2}))		
		<u>Private Road^{1, 2} and any Public Road Network Element 60 Feet and Over ((and) or Under 60 Feet ((in a) and Recorded ((Subdivision, Short Subdivision, or Binding Site Plan)) in a land division^{3,16}</u>	<u>Public Road Under 60 Feet^{4, 5,16}</u>	<u>Private Road))</u>	<u>((Drive Aisle, Shared Court, and Shared Driveway) All Other Private Road Network Elements^{1, 2, 17}</u>	<u>Alley</u>	<u>((60 Feet and Over and Under 60 Feet in a Recorded Subdivision, Short Subdivision or Binding Site Plan³))</u>	<u>((Under 60 Feet^{4, 5}))</u>	<u>Private Road))</u>	<u>((Drive Aisle, Shared Court and Shared Driveway))</u>	<u>Alley))</u>
Other	SA-1	20	50	((20))	0	0	((20	50	20	20	4))
	RC ¹¹	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))

Category	Zone	((Minimum Setback For Structure))				((Minimum Setback to the Entrance of a Covered Parking Structure))				
		((Public Road))		((Private ^{4,2}))		((Public Road))		((Private ^{4,2}))		
		<u>Private Road^{1, 2} and any Public Road Network Element 60 Feet and Over ((and)) or Under 60 Feet ((in a)) and Recorded ((Subdivision, Short Subdivision, or Binding Site Plan)) in a land division^{3,16}</u>	<u>Public Road Under 60 Feet⁴, 5,16</u>	<u>((Private Road))</u>	<u>((Drive Aisle, Shared Court, and Shared Driveway)) All Other Private Road Network Elements^{1, 2, 17}</u>	<u>Alley</u>	<u>((60 Feet and Over and Under 60 Feet in a Recorded Subdivision, Short Subdivision or Binding Site Plan³))</u>	<u>((Under 60 Feet^{4, 5}))</u>	<u>((Private Road))</u>	
R-12,500	20	50	((20))	0	0	((20	50	20	20	4))
WFB	20	50	((20))	0	0	((20	50	20	20	4))

30.23.048 Structure Setbacks for covered parking from road network elements.

Table 30.23.048 Minimum Setbacks for Structures for Entrances to Covered Parking Structures from Road Network Elements

<u>Zone</u>	<u>Private Road^{1, 2} and any Public Road Network Element 60 Feet and Over or Under 60 Feet and Recorded in a land division^{3, 16}</u>	<u>Public Road Under 60 Feet^{4, 5, 16}</u>	<u>All Other Private Road Network Elements^{1, 2, 14, 15, 17}</u>	<u>Alley</u>
<u>All urban zones</u>	<u>19</u>	<u>49</u>	<u>19</u>	<u>4</u>
<u>RRT-10¹¹, R-5¹¹, and RD¹¹</u>	<u>20</u>	<u>50</u>	<u>20</u>	<u>4</u>
<u>RB, CRC, RFS, and RI</u>	<u>20</u>	<u>55</u>	<u>20</u>	<u>4</u>
<u>F^{9, 11}</u>	<u>100</u>	<u>130</u>	<u>20</u>	<u>4</u>
<u>F&R¹¹ and A-10</u>	<u>20</u>	<u>50</u>	<u>20</u>	<u>4</u>
<u>All Other Zones</u>	<u>20</u>	<u>50</u>	<u>20</u>	<u>4</u>

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

stepback for portions of residential structures above 20 feet in height in the same manner as SCC 30.23.040(59).

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

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

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

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

(12) See SCC 30.23.040(59).

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

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

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

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

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

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

(16) Public Road includes public rights-of-way, both opened and unopened.

(17) All Other Private Road Network Elements shall include: drive aisles, shared courts, and shared driveways.

30.42B.145 Design criteria - bulk requirements.

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

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

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%

Use	Minimum Lot Area	Minimum Lot Width	Minimum setbacks from			Maximum Lot Coverage
			Front Lot Line	Rear Lot Line	Side Lot Line	
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 ¹	55%

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

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

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

(5) The minimum setback for automobile entry of garages or carports from the front lot line shall be ~~((48))~~ 19 feet.

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

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

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

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

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 7 Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.	The proposed amendments simplify and streamline the tables that provide the existing setbacks from roads, and adjust the setbacks for covered parking structures to align with the change from 18 feet to 19 feet in the County's soon-to-be proposed parking code. The proposed updates will make it easier for the public and staff to determine setbacks, and ensure that Snohomish County Code is consistent with state requirements.

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-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 amendments simplify and streamline the tables that provide the existing setbacks from roads, and adjust the setbacks for covered parking structures to align with new state law in Senate Bill 6015 and House Bill 5184 state mandated parking stall sizes. The proposed updates will make it easier for the public and staff to determine setbacks, and ensure that Snohomish County Code is consistent with state requirements.

Compliance with the 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
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<p>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.</p>	<p>The proposed amendments simplify and streamline the tables that provide the existing setbacks from roads, and adjust the setbacks for covered parking structures to align with new state law in Senate Bill 6015 and House Bill 5184 state mandated parking stall sizes. The proposed updates will make it easier for the public and staff to determine setbacks, and ensure that Snohomish County Code is consistent with state requirements.</p>
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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
<p>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.</p>	<p>The proposed code amendments to the setback standards to simplify developments standards with parking that will create consistency across Snohomish County Code.</p>

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.

ENVIRONMENTAL REVIEW

Staff has completed a SEPA checklist for this proposed code amendment and will be issuing a Determination of Nonsignificance in June 2025. The fourteen-day public comment period will conclude prior to the briefing at Planning Commission on June 24th, 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 in June 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