

Exhibit A

Amendments to the Land Use Element

Exhibit A.1 - Centers Designations

Exhibit A.2 - Local Centers zone

CENTER DESIGNATIONS

The Future Land Use Map (FLUM) shows the Centers designations including Urban Centers (UC), Light Rail Communities (LRC), Mixed Use Corridors (MUC), Urban Villages, and Manufacturing /Industrial Centers (MIC). The boundaries for countywide and local centers are delineated through future land use designations. MICs are designated with an overlay in the FLUM. This includes the manufacturing industrial overlay for Paine Field Airport. The centers future land use designations are defined below.

Additional Centers may be designated in the future through amendments to the comprehensive plan.

Urban Center.

This designation identifies a higher density area that contains a mix of residential and nonresidential uses, and whose location and development are coordinated with the regional high capacity transportation system. The implementing zone is Urban Center.

Mixed Use Corridor (MUC).

This designation identifies a higher density corridor within the Urban Core Subarea that contains a mix of residential and non-residential uses, and whose location and development are coordinated with the regional high capacity transportation system. The implementing zone is Mixed Use Corridor.

Light Rail Community (LRC).

This designation identifies a higher density area that contains a mix of residential and nonresidential uses, served by local multi-modal and active transportation systems, and whose location and development are coordinated with the regional light rail transportation system. The implementing zone is Urban Center((-)), until the effective date of an ordinance establishing a Light Rail Community zone, at which time the implementing zone is Light Rail Community.

Urban Village.

This designation identifies a mixed-use area with higher density residential development located within neighborhoods. Urban Villages are smaller than Urban Centers. The implementing zones are Neighborhood Business and Planned Community Business.

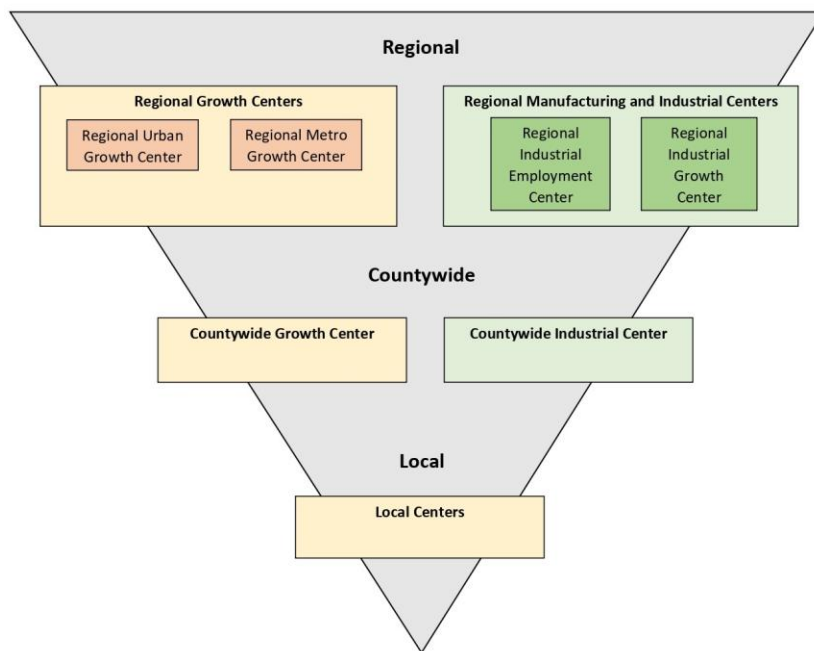
Manufacturing/Industrial Center (MIC).

This overlay identifies the unincorporated portion of major regionally-designated employment areas. MICs are intended to include intensive, concentrated manufacturing and industrial land uses which are not easily mixed with other uses. Notwithstanding the VISION 2050 guidelines for MIC designations, land uses and zoning of Paine Field continue to be governed by the Snohomish County Airport Paine Field Master Plan and Title 30 SCC consistent with federal aviation policies and grant obligations.

CENTERS

Centers are defined focal points within a community that are a priority for local planning and infrastructure. The Growth Management Act (GMA), the Puget Sound Regional Council's (PSRC) VISION 2050, the Countywide Planning Policies (CPPs), and the Land Use Element provide policy guidance on centers. The PSRC has established a hierarchy of centers for the region based on regional, countywide, and local centers (see Figure LU-1), and Appendix I of the CPPs define Regional Centers, Countywide Centers, and Local Centers and provide criteria for their selection in the county. The county supports the efforts of cities to preserve, enhance, and develop centers within their city limits.

Figure LU-1: Hierarchy of Centers in Snohomish County



The Land Use Element provides policy direction for the implementation and development of centers. LU Map 1 Future Land Use Map (FLUM) includes several designations which can fit into the countywide or local center designations:

- Light Rail Community (LRC)
- Mixed Use Corridor (MUC)
- Urban Center (UC)
- Urban Villages (UV)
- Manufacturing/Industrial Centers (MIC)

These center designations are future land use designations on the FLUM, and are more fully

described in the Future Land Use Map section of the Land Use Element. Manufacturing/Industrial Centers (MICs) are designated with an overlay in the FLUM. This includes the manufacturing industrial overlay for Paine Field Airport.

REGIONAL CENTERS

The PSRC's 2018 Regional Centers Framework provides the eligibility criteria and process for the designation of regional centers. There are several Regional Centers located in cities and one in unincorporated Snohomish County as described below. The County could also propose to designate additional Regional Centers in the future by using PSRC's eligibility criteria. The PSRC'S Regional Growth Centers and Manufacturing/Industrial Centers Map shows the location of centers in the region.

Regional Growth Centers

Regional Growth Centers are defined as hubs for a high concentration of housing, jobs, and high quality transit services. These centers provide regional services and serve as important civic and cultural areas. Regional Centers have been designated in Everett, Lynnwood, and Bothell Canyon Park, and there are not any in unincorporated Snohomish County.

Regional Manufacturing/Industrial Centers

Manufacturing /Industrial Centers are hubs for industry and services and support the long-term industrial base of the region. MICs form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offer higher than average wages. They also provide future growth opportunities for business and employment. Multiple modes of transportation should be used to move freight and goods including trucks, heavy rail, ships, and airplanes. Regional MICs are further broken down into industrial employment centers and industrial growth centers.

Regional Industrial Employment Centers

Regional Industrial Employment Centers serve an important regional role as they are highly active industrial areas with a significant number of existing jobs and core industrial activities. These centers have a legacy of industrial employment and represent important long-term industrial areas, such as deep-water ports and major manufacturing. The Paine Field/Boeing Everett Center is a regional industrial employment center. This Center is located in unincorporated Snohomish County and the City of Everett.

Regional Industrial Growth Centers

Regional Industrial Growth Centers are regional clusters of industrial lands that have significant value to the region and potential for future job growth. These centers include industrial lands that serve the region with international employers, industrial infrastructure, and concentrations of industrial jobs. The intent of this designation is to continue the growth of industrial employment and preserve the region's industrial land base for long-term growth and retention.

The Cascade Industrial Center (CIC) located in the cities of Marysville and Arlington is a regional industrial growth center. It includes over 4,000 acres of manufacturing and industrial zoned lands. It is the second largest manufacturing industrial center in Snohomish County.

COUNTYWIDE CENTERS

Appendix I of the CPPs includes a list of candidate Countywide Growth Centers and Industrial Centers. These centers have been identified by the county and its cities where significant population and employment growth can be located. Countywide Centers within unincorporated UGAs are focused within the Southwest UGA (see LU Map 2 Countywide Centers).

Countywide Growth Centers

Countywide Growth Centers serve as nodes for the concentration of jobs, housing, shopping, and recreational opportunities. These centers should be compact, walkable, and should have a radius between 0.25 miles to 0.5 miles. Countywide Growth Centers should support multimodal transportation including transit, pedestrian amenities, and bicycle infrastructure. Countywide Growth Centers should include a variety of different land uses. These centers include smaller downtowns, high-capacity transit station areas, and neighborhood centers that are linked by transit.

Countywide growth centers should also be identified in the CPPs and be a priority area for planning and investment in urban areas. The following Countywide Growth Centers have been designated by the County (see LU Map 2):

- Airport Road and Highway 99 Provisional Light Rail Station
- Ash Way Light Rail Station Area
- Mariner Light Rail Station Area
- Thrasher's Corner

The planned light rail station areas are in the Southwest UGA. These light rail station areas are part of the Urban Core Subarea, and the Urban Core Subarea Plan Element provides policy guidance and direction for the future development of these station areas. Thrasher's Corner is in the Southwest UGA north of the City of Bothell.

Countywide Industrial Centers

Currently, the County does not have any designated Countywide Industrial Centers. The CPP's Appendix I identifies several candidate countywide industrial centers.

LOCAL CENTERS

Local Centers play an important role at the local neighborhood level. All scales of urban development can benefit from having small centers that serve as local nodes. These places range from neighborhood centers to active crossroads in communities of all sizes. Local Centers

help define community character, and provide local gathering places, serve as community hubs, and are often appropriate places for additional growth and focal points for services. There are numerous Local Centers throughout the county. Examples in unincorporated Snohomish County are Filbert Rd and North Rd, 80th Ave NW, and 284th St NW.

GOAL LU 3 **Establish a system of compact, clearly defined mixed-use centers that promote neighborhood identification, reduce vehicle miles traveled, promote physical activity, and support the county’s sustainability goals.**

LU Policies 3.A.1 The County shall designate Countywide Centers within UGAs consistent with the criteria in Appendix I of the CPPs. In addition to any Countywide Centers proposed within incorporated areas by cities, unincorporated areas with the following designations on the Future Land Use Map (FLUM) that also meet the criteria of Appendix I of the CPPs, shall be eligible as Countywide Growth Centers (identified on LU Map 2):

- Urban Center,
- Light Rail Community, and
- Mixed Use Corridor.

3.A.2 The boundaries for unincorporated Countywide Centers shall be delineated on LU Map 2 Countywide Centers.

3.A.3 The County shall promote new, urban, compact, and mixed-use growth within Countywide Centers.

3.A.4 The county shall promote in Countywide Centers population and employment densities that support investments in infrastructure and transit.

3.A.5 The County will pursue the designation of the Ash Way and Mariner Countywide Growth Centers as Regional Growth Centers under the PSRC's VISION 2050 plan.

3.A.6 The County shall plan for a mix of uses within PSRC designated Metro and Urban Regional Growth Centers with the goal that at least 15% of the planned activity units are to be residential, and at least 15% of the planned activity units are to employment. Activity units are a measure of total activity that combines the number of jobs and population.

Objective LU 3.B **Plan for Urban Centers, Light Rail Communities, and Mixed Use Corridors within unincorporated UGAs consistent with VISION 2050 and the CPPs.**

LU Policies 3.B.1 The Future Land Use Map (FLUM) and UGA land use plans shall include designations and implementation measures for Urban Center, Light Rail Community, and Mixed Use Corridor, based on the characteristics and criteria below.

3.B.2

Urban Centers, Light Rail Communities, and Mixed Use Corridors shall be located within a UGA and:

Subsection (a) Contain a mix of high-density residential and higher intensity commercial, office, and public uses;

Subsection (b) Be pedestrian and transit-oriented and accessible for people with disabilities;

Subsection (c) Include urban services;

Subsection (d) Reflect high quality urban design;

Subsection (e) Emphasize open spaces, parks, and plazas to create a sense of place;

Subsection (f) Develop/redevelop over time and in phases;

Subsection (g) Plan for "complete streets" that are designed and operated to allow safe access for users of all modes and ability levels with a street center line mile average of no less than 30 center line miles per square mile, as a measure of street connectivity. Street grids should strive to have blocks no larger than three hundred feet by three hundred feet square. In areas where this is not possible, well designed mid-block pedestrian and bicycle pathways could be used to accomplish a similar result;

Subsection (h) Plan for sidewalks and bicycle infrastructure commensurate with population and traffic patterns, including measures of street type, vehicle volume, and speeds;

Subsection (i) Plan for housing affordable to all economic segments of the population, including extremely low-, very low-, low-, and moderate-income households;

Subsection (j) Include plans and regulations that encourage no net loss of affordable housing;

Subsection (k) Plan and zone for a balance of residential, commercial, retail, and recreational uses. At least one housing unit shall be allowed for each employment unit in the center;

Subsection (l) Develop with the community design guidelines and standards for buildings and streets that include criteria to make safe and active streetscapes, discourage uses and designs that disrupt pedestrian and bicycle flow and access, incorporate locally important characteristics and historic structures, and promote good building design;

Subsection (m) Prohibit surface parking lots and at-grade parking, with the exception of on-street parking; and

Subsection (n) Have good access to the local and regional transportation and transit systems.

3.B.3 Urban Centers, Light Rail Communities, and Mixed Use Corridors shall be located adjacent to a principal arterial road and within ½ mile of a high capacity transit station.

3.B.4 Residential net densities shall not be less than 12 dwelling units per acre; maximum densities may be established as part of more detailed planning. Population and employment size will be consistent with criteria in the Countywide Planning Policies and the Plan.

3.B.5 Urban Centers, Light Rail Communities, and Mixed Use Corridors are designated on the FLUM and additional Urban Centers, Light Rail Communities, and Mixed Use Corridors may be designated in future amendments to the Comprehensive Plan.

3.B.6 Desired growth within Urban Center, Light Rail Community, and Mixed Use Corridor designations shall be accomplished through:

Subsection (a) Application of appropriate zoning classifications;

Subsection (b) Provision of necessary services and public facilities, including transit, sewer, water, stormwater, roads and pedestrian improvements, parks, trails, and open space;

Subsection (c) Protection of critical areas; and

Subsection (d) County identification and application of methods to facilitate development within designated Urban Centers, Light Rail Communities, and Mixed Use Corridors, including transit, parks, road, and non-motorized improvements.

3.B.7 All areas zoned as Urban Center and Mixed Use Corridor are designated as TDR receiving areas and all development approvals in Urban Centers and Mixed Use Corridors shall be consistent with adopted TDR policies in this Element.

3.B.8 The County shall promote high-occupancy vehicle use and alternatives to single-occupancy vehicles in Urban Centers, Light Rail Communities, and Mixed Use Corridors through higher density single-family and multi-family developments.

Objective LU 3.C Plan for Urban Villages within unincorporated UGAs.

LU Policies 3.C.1 Urban Villages shall be planned as compact pedestrian-oriented areas within designated Urban Growth Areas. Urban Villages are generally at a smaller scale than an Urban Center, Light Rail Community, and Mixed Use Corridor and provide an intermediate level of commercial or other

services for an existing community, or take advantage of unique characteristics of an area that provide opportunities for higher intensity development with public benefits of open space or other public amenities.

Subsection (a) Development will include a variety of small-scale commercial and office uses, public buildings, high-density residential units, and public open space;

Subsection (b) Development should be pedestrian orientated in circulation, scale, and convenience, with connections between neighborhoods, communities, and other centers;

Subsection (c) Urban Villages should also include urban services and reflect high quality urban design;

Subsection (d) Urban Villages shall serve several neighborhoods within a radius of about two miles; and

Subsection (e) Urban Villages should develop/redevelop over time and may develop in phases.

3.C.2 Urban Villages shall be located where access to transportation facilities is available or can be improved based on the demands of the specific site and intensity of development and shall be designed to maximize use of nearby transit facilities.

Subsection (a) Locations may be on or adjacent to a minor arterial road;

Subsection (b) Within one-fourth mile of existing or planned access to local transit service; or

Subsection (c) Within one-half mile of a high capacity transit station.

3.C.3 Residential net densities shall be at least 12 dwelling units per acre; maximum densities may be established as part of more detailed planning.

3.C.4 Additional Urban Villages may be designated in the future through amendments to the comprehensive plan.

3.C.5 County planning processes shall direct development in Urban Villages by:

Subsection (a) The application of appropriate zoning classifications;

Subsection (b) Planning improvements to public facilities and services such as transit, sewer, water, stormwater, roads and pedestrian improvements, parks, trails, open space, and protection of critical areas;

Subsection (c) The identification and application of new public facilities and services such as transit, park, and road improvements to facilitate development within designated Urban Villages;

Subsection (d) Working with public service providers and other entities to ensure that their Capital Facility Plans meet future service demands. These improvements may be planned and programmed in phases; and

Subsection (e) Requiring Capital Facilities Plans to provide for urban services needed at the time of development approval of specific phases of a project. The intensity of development may be tied to the implementation of specific elements of Capital Facilities Plans including the provision of roadway, transit, utility, and public service facilities.

3.C.6 The urban village at the county Cathcart site will be developed with principles of sustainability that conserve resources, use materials that consider occupant health, and provide opportunities for physical activity, such as Leadership in Energy and Environmental Design (LEED) and Built Green, to serve as a vibrant community focal point for the surrounding neighborhoods in the northeast areas of the Southwest UGA. Neighborhood-serving businesses and service providers – including public services such as library and postal service - will be especially encouraged to locate at the village.

3.C.7 The Urban Village at Point Wells is singularly unique due to its location, geography, access points and historical uses. The site is a relatively isolated area of unincorporated Snohomish County, bounded by Puget Sound to the west and a steep bluff to the east. It is bisected by a rail line running north/south and is accessible only by a two-lane road from the south that passes through a low-density residential community and across the Snohomish/King County line to Point Wells. In addition, the re-designation of Point Wells from its longstanding industrial status to that of Urban Village poses unique challenges to its re-development. Due to its uniqueness, Point Wells requires a land use policy that applies to it alone. The Urban Village at Point Wells will be developed to provide a location for high intensity residential development oriented to the amenities of Puget Sound with a mix of uses to serve the development and the surrounding neighborhoods. It will provide neighborhood-serving businesses and service providers. The urban village will provide public access to Puget Sound available to the larger regional population and provide for ecological restoration appropriate to the site. Uses proposed must be supported by adequate transportation facilities including local bus service or customized transit. Public services and infrastructure required to support Urban Village development at Point Wells shall be incorporated in the Capital Facilities Plans of the County; or if provided by entities other than the County, the property owner must successfully negotiate binding agreements with other entities to provide such services, utilities or infrastructure prior to the County approving a development permit that necessitates the provision of services, utilities

or infrastructure. Urban Village development projects at Point Wells may be planned and programmed in phases. The intensity of development shall be consistent with the level of service standards adopted by the entity identified as providing the service, utility or infrastructure.

Objective LU 3.D Plan for Manufacturing / Industrial Centers within the unincorporated UGA.

LU Policies 3.D.1 Preserve existing Manufacturing / Industrial Centers by restricting incompatible land uses from locating in or adjacent to these centers.

3.D.2 The Manufacturing / Industrial Centers shall be sized to allow a minimum of 20,000 jobs. Development regulations should allow an employment density of at least 20 employees per employment acre for new growth.

3.D.3 The Manufacturing / Industrial Centers shall be shown on the Future Land Use Map as an overlay.

3.D.4 Within Manufacturing / Industrial Centers large retail or non-related office uses shall be discouraged.

3.D.5 Manufacturing / Industrial Centers shall be supported by adequate public facilities and service, including good access to the regional transportation system.

3.D.6 The county shall designate the Paine Field-Boeing area as a Manufacturing / Industrial Center in coordination with the City of Everett.

3.D.7 Land uses and zoning of Paine Field will continue to be governed by the Snohomish County Airport Paine Field Master Plan and Snohomish County Zoning Code consistent with federal aviation policies and grant obligations.

Objective LU 3.E Support efforts to preserve, enhance, or develop urban or small town centers and main streets within the UGA.

LU Policies 3.E.1 Coordinate land use planning efforts with cities, towns, and urban unincorporated areas to encourage development that enhances the vitality of centers and main street.

Objective LU 3.F Investigate and develop techniques to ensure the long-term success of center development.

LU Policies 3.F.1 The county shall coordinate with transit service and other service providers in setting high priorities for development and installation of capital improvements within centers.

3.F.2 The county shall coordinate the design and development of centers and their connecting transit emphasis corridors in unincorporated areas with developers, transit planning agencies, and service providers, and other

key parties to achieve compatibility of land use, transportation, and capital facility objectives within centers. (See Urban Design Section)

- 3.F.3 The county shall support the development and implementation of techniques within designated centers that allow the phasing of development and ensure the centers' long-term development potential.
- 3.F.4 The county shall investigate innovative methods that will facilitate center development such as land assembly, master planning, and urban redevelopment.
- 3.F.5 Centers should be located and designed to be connected to bicycle and pedestrian trails.
- 3.F.6 The county shall explore the suitability of incentives used by other jurisdictions to encourage mixed-use development for use in appropriate locations within unincorporated UGAs, such as along transit emphasis corridors connecting urban centers, in urban villages, and in other concentrations of employment and population.
- 3.F.7 The county shall codify suitable incentives for mixed-use development.
- 3.F.8 The county shall pursue lease, purchase and/or development agreements with all development partners at the county Cathcart site to support that county objectives for the site, generally, and the urban village in particular, are achieved.
- 3.F.9 The county shall explore potential incentives for small to medium-sized businesses that commit to employing local residents to locate at the county Cathcart site as a means to reduce commute trips and strengthen the local economy.