APPROVED: 09/29/21
EFFECTIVE: 10/22/21

SNOHOMISH COUNTY COUNCIL
SNOHOMISH COUNTY WASHINGTON

AMENDED ORDINANCE NO. 21-059

RELATING TO GROWTH MANAGEMENT; UPDATING THE COUNTYWIDE PLANNING POLICIES (CPPS) FOR SNOHOMISH COUNTY

WHEREAS, a provision of the Growth Management Act (GMA), Revised Code of Washington (RCW) 36.70A.210(2), requires the legislative authority of each county which is subject to the GMA's comprehensive planning requirements to adopt a countywide policy framework in cooperation with the cities and towns within that county, and from which the county's, cities' and towns' comprehensive plans are developed and adopted; and

WHEREAS, a provision of the GMA, RCW 36.70A.210(7), requires the adoption of multicounty planning policies (MPPs) for contiguous counties, each with a population of four hundred fifty thousand or more, with contiguous urban areas; and

WHEREAS, on July 17, 1991, the Snohomish County Council (County Council), approved, through Motion No. 91-210, an interlocal agreement (ILA) process that includes King, Pierce and Kitsap counties for the adoption of MPPs by the Puget Sound Regional Council (PSRC) as part of the duties performed by PSRC for regional planning in the Central Puget Sound area; and

WHEREAS, in 1992, the PSRC and its member jurisdictions adopted an ILA that provides the PSRC with the authority to carry out functions required under state and federal law and calls for the PSRC to maintain an adopted regional growth strategy; and

WHEREAS, on February 4, 1993, the county council, through Ordinance No. 93-004, adopted countywide planning policies (CPPs), which were later amended in Ordinance No. 94-002 on February 2, 1994; Amended Ordinance No. 95-005 on February 15, 1995; Ordinance No. 95-110 on December 20, 1995; Ordinance No. 98-054 on July 15, 1998; Amended Ordinance No. 99-120 on January 19, 2000; Amended Ordinance No. 99-121 on February 16, 2000; Amended Ordinance Nos. 03-071, 03-072 and 03-073 on July 9, 2003; Amended Ordinance No. 03-070 on December 10, 2003; Amended Ordinance No. 04-006 on February 11, 2004; Amended Ordinance No. 04-007 on March 31, 2004; Amended Ordinance Nos. 06-098 and 06-116 on December 20, 2006; Amended Ordinance No. 08-054 on June 3, 2008; Amended Ordinance No. 09-061 on August 12, 2009 (with veto override vote on September 8, 2009 through Amended Ordinance No. 09-062); and Ordinance No. 10-037 on July 7, 2010; and

WHEREAS, on June 1, 2011, the County Council, through Amended Ordinance No. 11-011, repealed the CPPs and adopted new CPPs for Snohomish County, which were later amended in Amended Ordinance No. 11-021 on June 1, 2011; Amended Ordinance No. 11-015 on June 8, 2011; Ordinance No. 12-070 on October 17, 2012; Amended Ordinance No. 13-032 on June 12, 2013; Ordinance No. 14-006 on April 16, 2014; and Amended Ordinance No. 16-078 on November 10, 2016; and

WHEREAS, on October 29, 2020, the General Assembly of the PSRC adopted VISION 2050 A Plan for the Central Puget Sound Region, including new Multicounty Planning Policies (MPPs) and Regional Growth Strategy (RGS), which updated the previously adopted VISION 2040; and

WHEREAS, policy MPP-RC-13 within VISION 2050 requires Snohomish County to update its countywide planning policies to address the new MPPs within VISION 2050 prior to December 31, 2021.

WHEREAS, since the County Council's adoption of the CPPs in 1993, revisions have been made to the GMA that require changes to the CPPs in order to maintain consistency between the CPPs and the GMA; and

WHEREAS, RCW 36.70A.215 requires counties planning under the GMA, in consultation with their cities and towns, to adopt a review and evaluation program in the CPPs; and

WHEREAS, the Snohomish County Tomorrow (SCT) process for updating the CPPs typically begins with review of current CPPs by the Planning Advisory Committee (PAC) of SCT, followed by recommendations by the PAC to the Snohomish County Tomorrow Steering Committee (SCT SC) to revise current CPPs; and

WHEREAS, the SCT process for updating the CPPs allows the SCT SC to discuss recommendations from the PAC, revise those recommendations, and make final recommendations from SCT to the County Council; and

WHEREAS, the County Council receives the recommendations from SCT and then holds one or more public hearings on the recommendations before taking action to revise the CPPs; and

WHEREAS, on February 13, 2020, the PAC set up a subcommittee to draft a proposal for updating the CPPs that the subcommittee would then submit back to the PAC for review and approval by consensus; and

WHEREAS, the PAC subcommittee included representation from cities, towns, tribes, Snohomish County, PSRC, and Community Transit; and

WHEREAS, the PAC subcommittee initiated in person meetings on February 20, 2020, with scheduled meetings during the months of March and April 2020 canceled due

to the COVID-19 public health emergency, and subcommittee meetings continuing virtual between May 2020 and January 2021, working topic by topic reviewing and updating the CPPs; and

WHEREAS, the PAC subcommittee submitted a proposed updated draft of the CPPs (dated February 12, 2021), including tables with a description of each subcommittee proposed policy amendment and associated MPPs, to the PAC to begin review at the February 11, 2021, PAC meeting; and

WHEREAS, the PAC recommended draft of the CPPs was available for public comment between February 18, 2021, and March 16, 2021; and

WHEREAS, the PAC referred all submitted comments back to the PAC subcommittee for review and consideration; and

WHEREAS, the PAC subcommittee met on April 22 and April 29, 2021, to review the comments, update the subcommittee recommendation, and resubmit a proposed updated draft of the CPPs (dated May 5, 2021) to the PAC for their review and consideration; and

WHEREAS, from February 11, 2021, to June 10, 2021, the SCT PAC convened to discuss and consider the 2021 update of the CPPs, including meetings on March 11, 2021; April 8, 2021; and May 13, 2021; and

WHEREAS, the minutes of the PAC meetings reflect the discussions and recommendations made by the PAC to the SCT SC; and

WHEREAS, on May 26, 2021, June 23, 2021, and July 28, 2021, the SCT SC convened to discuss, review, and consider the PAC recommendation on the 2021 update of the CPPs; and

WHEREAS, the SCT SC concluded its review of the PAC recommendations and made a recommendation to the County Council for updating the CPPs on July 28, 2021; and

WHEREAS, except in the removal of the SCT SC recommended new policy JP-3, Exhibit A to this ordinance reflects the SCT SC recommendation to the County Council, as shown in strike through and underline, with minor formatting changes to conform with County standards on the form of ordinances; and

WHEREAS, the minutes of the SCT SC meetings reflect the discussion and recommendations made by the SCT SC to the County Council; and

WHEREAS, the County Council held a public hearing(s) on September 29, 2021, to consider the entire record, including the July 28, 2021, SCT recommendation and to hear public testimony on this Ordinance No. 21-059.

NOW, THEREFORE, BE IT ORDAINED:

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

A. The foregoing recitals are adopted as findings as if set forth in full herein.

B. The updated CPPs, which include new policies and modified versions of current CPPs, are consistent with VISION 2050 and state law.

C. The County Council adopts and incorporates the following general findings of fact related to the updated CPPs:

1. The proposed updated CPPs consider the internal consistency of the current CPPs and reflect a careful balance between maintaining the historic nature of the policies and the functional advantages of improved consistency.

2. The formation of the updated CPPs reflect a careful balancing of the requirements found in: (a) the MPPs in VISION 2050; (b) the fourteen goals of the GMA (RCW 36.70A.020 and .480(1)); and (c) the requirements for CPPs for Snohomish County under RCW 36.70A.210 and RCW 36.70A.215. Of these requirements, the MPPs in VISION 2050 have undergone the greatest degree of recent change. Hence, the majority of policy-level changes in the new CPPs reflect local implementation of regional policies adopted in VISION 2050.

    a. The updated CPPs proposed by this ordinance make changes to address the updated MPPs in VISION 2050 to include the addition of new topics and concepts from the MPPs that are directive to counties and cities.

    b. Consistent with the changes to the MPPs between VISION 2040 and VISION 2050, the proposed amendments to the CPPs include increased emphasis on the topics of equity and inclusion. This emphasis can be seen through revised central principles, updated chapter goals, and new and updated policies throughout all chapters of the CPPs. The updated and enhanced focus directs jurisdictions, through local and countywide planning processes, to more readily consider and include the impacts of governmental decision making on historically marginalized populations; work to reduce the discrepancies in access to opportunity, health outcomes, and services; and include equity considerations in decision making and jurisdictional investments.

    c. The proposed policy updates include additional direction on coordination between jurisdictions and governmental agencies. This direction also incorporates additional guidance for jurisdictional coordination with tribes

and military installations that is consistent with regional direction from VISION 2050.

d. The proposed amendments include additional emphasis on slowing and mitigating the impacts of climate change, including the addition of a new subchapter in the Natural Environment chapter (proposed to be renamed to The Natural Environment and Climate Change), dedicated to policies addressing climate change and greenhouse gas emissions reductions.

e. The proposed amendments include new and amended policies intended to address and mitigate potential displacement of residents and businesses as a result of pressure from population and employment growth and development and redevelopment.

f. The proposed amendments include additional focus on transit-oriented development and directing population and employment growth to centers. This includes the addition of a new appendix, Appendix I – Centers, which includes new and additional direction on the centers hierarchy, consistent with VISION 2050 and the Regional Centers Framework. Within the proposed appendix is newly proposed criteria for the identification of Countywide Growth Centers and Countywide Industrial Centers.

g. The proposed amendments include updates to the reasonable measures process, consistent with new guidance adopted by the Washington State Legislature in 2017 through E2SSB 5254.

3. This ordinance is consistent with the record.

4. Except in the removal of the SCT SC recommended new policy JP-3, the updated CPPs in Exhibit A to this ordinance reflect the recommendation from the SCT SC, with minor formatting changes to Exhibit A as necessary to conform with County standards on the form of ordinances.

5. The SCT SC recommended new policy JP-3 is removed because: (a) The SCT SC policy JP-3 assigns obligations to only the County in facilitating annexation of Urban Growth Areas (UGAs) and Municipal Urban Growth Areas (MUGAs), which is an action that inherently requires collaboration between jurisdictions; (b) The SCT SC recommended policy JP-3 does not address disagreement related to annexations and will not likely result in consistency between County and city comprehensive plans; (c) Portions of the SCT SC recommended policy JP-3 are redundant to existing policy language within the CPPs, with, for example, JP-1 emphasizing the importance of coordinating annexation between jurisdictions and JP-4 (formerly JP-6) directing the County and cities to develop policies in their comprehensive plans that provide for the orderly transition of unincorporated UGAs into cities; and (d) The SCT SC recommended policy JP-3 includes unnecessary restatements of basic legal principles about city/town land use

authority, which are already found in existing policies DP-5 and DP-7 (formally DP-8).

6. Housekeeping amendments have been made to the updated CPPs in Exhibit A to this ordinance. Amendments include correction of typographical errors, incorrect code citations and background information, and inconsistent terminology. In addition, Figure 2 is amended to reflect the headings and organization of the updated CPPs and to restore a footnote that was inadvertently omitted.

D. The County Council adopts and incorporates the following additional specific findings of fact related to the updated CPPs:

1. The updated CPPs include amended narrative in the introductory chapter titled "Introduction to the Countywide Planning Policies." In addition to the changes described below, amendments to the existing narrative are intended to improve readability, update references as needed, and make minor corrections.
    a. The "State Context and Goals" section is updated to (1) incorporate a 14th goal of GMA related to shorelines of the state that is in a different section of GMA than the 13 goals currently listed in the CPPs and (2) revise Goal 4 (housing) to reflect amendments to this goal adopted by the state legislature in 2021.
    b. The "Regional Context" section is updated to incorporate the regional vision as found in VISION 2050, including updates to reflect the description of the plan, the updated "vision for 2050", the updated regional overarching goals, and the updated Regional Growth Strategy.
    c. The Countywide Context section is updated to acknowledge the unknown aspects of the COVID-19 public health emergency, which occurred during the updated CPP development process.

2. The second chapter in the CPPs is titled "Central Principles and Framework Policies" and sets the stage for cooperative action between jurisdictions. The chapter includes three parts: (1) Central Principles, which guide all policies within the CPPs; (2) General Framework Policies, which includes one unchanged policy and six amended policies; and (3) Joint Planning Policies, which includes four unchanged policies, one amended policy, two new policies, and two deleted policies. In addition to the changes described below, amendments are made to improve readability, update references as needed, and make minor corrections.

Central Principles

    a. The first Central Principle is amended to provide improved readability and include reference to the MPPs and regional vision within VISION 2050.

    b. A proposed new third Central Principle calls for jurisdictions to incorporate equity and inclusion into all aspects of planning. This

principle is consistent with new focus on social equity throughout the MPPs and is reflected in updated and new policies throughout the amended CPPs.

General Framework Policies

c. Policy GF-2 is amended with minor language updates to improve policy clarity. Policy direction remains unchanged.

d. Policy GF-3 is amended with minor language updates to improve policy clarity. Policy direction remains unchanged.

e. Policy GF-4 is amended to update the reference to the current regional plan, VISION 2050. The policy direction remains unchanged.

f. Policy GF-5 is amended with minor language updates to improve policy clarity. Policy direction remains unchanged.

g. Policy GF-6 is amended to simplify the language for easier policy maintenance and updates over time and to directly reflect the language in MPP-RGS-4, which prioritizes the accommodation of growth within the UGA.

h. Policy GF-7 is amended to incorporate the revised deadline for the Buildable Lands Report as described in RCW 36.70A.215(2)(b), which was enacted in 2017 through E2SSB 5254.

Joint Planning Policies

i. Policy JP-1 is amended to include reference to the portions of the GMA that provide directives about urban growth, and to stress the importance of coordination between jurisdictions in local planning, governance, provision of services, and annexation, consistent with MPP-RGS-16.

j. Existing policy JP-2 is deleted because jurisdictions did not express interest in utilizing this dispute resolution process. Alternate methods of dispute resolution have been utilized by jurisdictions. Subsequently listed policies are renumbered as appropriate.

k. Existing policy JP-5 is deleted because the described interjurisdictional group and process was never implemented by Snohomish County Tomorrow. Alternate methods have been used to resolve disputes between jurisdictional comprehensive plans. Other policies are renumbered as appropriate.

l. New proposed policy JP-6 provides direction for jurisdictions to collaborate in planning efforts with military installations. The proposed policy is consistent with MPP-RC-5.

m. New proposed policy JP-7 provides direction for jurisdictions to collaborate with tribes in local and countywide planning efforts. The proposed policy is consistent with MPP-RC-4.

3. The third chapter within the CPPs is titled "Development Patterns" and includes an overall goal and three subchapters: (1) Urban Growth Areas and Land Use, which includes nine unchanged policies, twelve amended policies, three new policies, and one deleted policy; (2) Rural Land Use and Resource Lands, which includes three unchanged policies and six amended policies; and (3) Orderly Development, which includes five unchanged policies, four amended policies, and three new policies.

a. The narrative sections of the Development Patterns chapter are updated to improve clarity of the section, update references as needed, reflect new regional and state level context, and make corrections as needed to reflect the updated policies.

b. The overall Development Patterns Goal is amended to specifically identify the desired form for Snohomish County's urban places (walkable, compact, transit oriented, access to open space, with protection of rural and resource lands). Additionally, the amended language includes greater focus on creating communities that provide a high quality of life for all Snohomish County residents.

Urban Growth Areas and Land Use

c. DP-2 provides standards for UGA expansion and is amended to replace the term "churches" with the term "places of worship" to ensure the policy is inclusive. No other changes in this policy are warranted at this time. This is in part because additional changes related to affordable housing recommended by SCT and the County Executive were not prepared in consideration of House Bill 1220 (HB 1220) that was enacted by the Washington State Legislature making changes to the GMA related to housing, effective on July 25, 2021. Further consideration of policies in DP-2 by SCT members should take place after local governments have had a chance to receive guidance from the Washington State Department of Commerce on implementation of HB 1220 and had time to review local comprehensive plans and countywide planning policies for consistency with this update to GMA. Additionally, the proposed narrowing of DP-2 did not consider the full effects of the Covid pandemic and increased working from home. The impacts of these related issues are still evolving,

creating a situation where the County Council wished to retain its greatest flexibility in responding to new trends.

d. Policy DP-3 is amended to clarify that areas that are removed from the UGA should be "consistent" with existing rural and resource designations.

e. Policy DP-4 is amended to include specific reference to the Procedures Report that is referenced in Appendix E – Procedures for Buildable Lands Reporting in Response to GF-7 to the CPPs, leaving the existing policy direction unchanged.

f. Existing policy DP-6 is deleted from the Development Patterns chapter and relocated to the Public Services and Facilities chapter as policy PS-22, while renumbering all other DP policies as applicable. The policy provides direction on the extension of sanitary sewer mains outside of the UGA and is most appropriately located in the General Public Services subchapter.

g. Renumbered Policy DP-6 (formerly DP-7) is amended to state that locating employment and living areas in close proximity should improve the jobs-housing balance. The policy is consistent with MPP-RGS-Action-8 and MPP-H-1.

h. New proposed policy DP-8 directs the designation and development of local, countywide, and regional centers to be consistent with the Regional Growth Strategy in VISION 2050, the Regional Centers Framework, and the Countywide Center Criteria contained in new Appendix I to the CPPs. The proposed policy is consistent with MPP-DP-21 and MPP-DP-25.

i. Policy DP-9 is amended to update language to provide direction to those jurisdictions with a regional growth center and/or a regional Manufacturing/Industrial center to ensure that those areas develop consistent with the regional vision. The policy is consistent with and implements MPP-RGS-8, MPP-RGS-9, MPP-RGS-10, and the Regional Centers Framework.

j. Policy DP-10 is amended to update terminology to be consistent with new language within VISION 2050 regarding types of centers, to ensure that planning efforts for centers provides economic opportunities for all residents, and that development results in a reduction of greenhouse gas emissions from transportation. The amendments are consistent with the Development Patterns VISION 2050 goal, and policies MPP-DP-21, MPP-DP-22, MPP-DP-24, MPP-DP-25, and MPP-CC-Action-3.

k. Policy DP-11 is amended to emphasize that higher densities and greater employment concentrations should be consistent with the Regional Growth Strategy and the Snohomish County growth targets. The

amendments are consistent with MPP-RGS-1, MPP-RGS-4, and MPP-RGS-Action-7.

l. Policy DP-12 is amended to clarify that UGAs should provide sufficient levels of land and public facilities to support population and employment growth consistent with the Regional Growth Strategy.

m. Policy DP-13 is amended to encourage jurisdictions to include design guidelines and other standards in urban centers to achieve compact urban areas with multimodal transportation facilities. The updated policy language is meant to implement policy direction from MPP-DP-1.

n. Policy DP-14 is amended to replace the term "urban centers" with the term "local centers, countywide centers, regional centers" to promote greater clarity and consistency with the terminology in VISION 2050.

o. Policy DP-15 is amended to specifically include underutilized lands among those areas that should be considered for infill and redevelopment. The updated language is consistent with policy direction from MPP-DP-4.

p. New policy DP-17 is policy language relocated from the Transportation chapter (formerly TR-24) to the Development Patterns chapter because the policy is land use in nature. The policy direction is proposed to remain unchanged. Other policies are renumbered as applicable.

q. New policy DP-18 is added to relocate the portions of the existing TR-12 that provide direction on land use issues. The policy direction remains unchanged. Other policies are renumbered as applicable.

r. Policy DP-19 (formerly DP-17) is amended with minor language changes for policy clarification. The policy direction remains unchanged.

Rural Land Use and Resource Lands

s. Policy DP-26 (formerly DP-24) is amended to clarify that standards in the rural areas should result in reduced rural growth rates over time. This is consistent with the Regional Growth Strategy and MPP-RGS-13.

t. Policy DP-27 (formerly DP-25) is amended with minor language updates to improve policy clarity. Policy direction remains unchanged.

u. Policy DP-28 (formerly DP-26) is amended to add reference to the county's coordinated water system plan, while maintaining the existing policy direction.

v. Policy DP-30 (formerly DP-28) is amended to direct communities to plan to locate commercial and community services that serve rural residents within nearby UGAs, consistent with MPP-RGS-12.

w. Policy DP-31 (formerly DP-29) is amended with minor language updates to improve policy clarity. Policy direction remains unchanged.

x. Policy DP-32 (formerly DP-30) is amended with minor language updates to improve policy clarity. Policy direction remains unchanged.

Orderly Development

y. Policy DP-33 (formerly DP-31) is amended to include minor changes to incorporate regional direction from MPP-DP-32 to reduce impacts on resource lands and critical areas.

z. New policy DP-35 is added to provide direction for the creation of parks and other civic and public places within centers and urban areas. The proposed policy is consistent with MPP-DP-11. All other policies are renumbered as appropriate.

aa. Policy DP-37 (formerly DP-34) is amended to add additional direction for jurisdictions to work with tribes to protect Tribal Reservation lands and other culturally significant sites. The amended language is consistent with MPP-RC-1, MPP-RC-4, MPP-DP-7, and MPP-DP-51.

bb. New policy DP-38 is added to direct jurisdictions to utilize inclusive community planning and to consider needs of current and future residents and businesses when making investment decisions. The proposed policy is consistent with MPP-DP-2 and MPP-DP-8 in VISION 2050 which promote access to opportunity and reduction of disparities.

cc. New policy DP-39 is added to encourage jurisdictions to consider and mitigate the displacement impacts that planning, development, and redevelopment have on marginalized residents and businesses. The proposed policy is consistent with MPP-DP-23.

dd. Policy DP-40 (formerly DP-35) is amended with minor language updates to improve policy clarity. In addition, new language is proposed which directs jurisdictions to incorporate consideration of reducing disparities in health and well-being into local and countywide planning efforts. The amended language is meant to implement MPP-RC-3, MPP-DP-16, MPP-DP-18, and MPP-DP-19.

ee. Policy DP-42 (formerly DP-37) is amended with minor language updates to improve policy clarity. Policy direction remains unchanged.

4. The fourth chapter in the CPPs is titled "Housing" and includes an amended overall goal and four unchanged policies, nine amended policies, two new policies, and one deleted policy.

    a. The narrative section of the Housing chapter is updated to improve clarity of the section, update references as needed, reflect new regional guidance, and make corrections as needed to reflect the updated policies.

    b. The overall Housing chapter Goal is amended to incorporate the concept of fair housing into the overall housing goal and highlight equity and inclusion as a key part of housing policies within the CPPs. The amendments are consistent with the Housing Goal from VISION 2050.

    c. Existing policy HO-1 is deleted because the topic of fair housing, which it currently addresses, has been incorporated into the overall Housing chapter Goal. All other Housing policies have been renumbered as appropriate.

    d. Policy HO-1 (formerly HO-2) is amended with minor language changes for clarification and the addition of section HO-1.f to promote diverse housing types in single-family neighborhoods to meet the various needs of residents. These amendments increase consistency with MPP-H-1 and MPP-H-2.

    e. Policy HO-2 (formerly HO-3) is amended to provide reference to VISION 2050, the Regional Growth Strategy, and Snohomish County Growth Targets for affordable housing goals. The amendment includes that regional fair share of affordable housing should address housing for all income levels, which is consistent with MPP-H-3.

    f. Policy HO-3 (formerly HO-4) is amended to update language promoting interjurisdictional efforts to provide an adequate supply of "affordable, special needs, and diverse" housing throughout the county. These modifications improve consistency with MPP-H-11.

    g. New proposed policy HO-4 promotes the development of moderate density housing, also referred to as "missing middle housing", through amendments to County and city codes and removal of other restrictions. This new policy is consistent with MPP-H-9.

    h. Policy HO-5 is amended to replace the term "redevelopable residential land" with the phrase "land that is undeveloped, partially used and/or has the potential to be developed or redeveloped for residential purposes" for greater clarity. The amended language also includes the addition of a new section HO-5.d that adds the evaluation of physical and economic displacement risk as part of the Housing Characteristics and Needs Report

for Snohomish County. The changes are consistent with the intent and language in MPP-H-12 and MPP-H-Action-2.

i. Policy HO-6 is amended to emphasize affordable housing for all by adding "for residents of all income levels" to the policy. The phrase "upgrading of neighborhoods," which is ambiguous language, is deleted. These modifications promote alignment with MPP H-3.

j. Policy HO-7 is amended to strike the term "growth monitoring report" and replace it with an updated reference to the "Housing Characteristics and Needs Report prescribed in HO-5" which is the report that provides housing definitions.

k. Policy HO-9 is amended with minor language changes for clarity. The policy direction is unchanged.

l. Policy HO-10 is amended to include reference to "environmentally sensitive building techniques and materials" to minimize impacts on natural resource systems. Language is added for jurisdictions to seek balance between the costs and benefits of housing affordability and environmental sustainability. This amended language increases consistency with several of the MPPs in VISION 2050, including MPP-En-5, MPP-CC-2, and MPP-DP-19.

m. Policy HO-14 is proposed to be amended to add emphasis and possible strategies for jurisdictions to develop and preserve long-term affordable housing. These modifications promote alignment with MPP-H-8.

n. New proposed policy HO-15 requires certain jurisdictions to develop and implement strategies to address displacement of at-risk populations and those identified by the report proscribed by policy HO-5. This policy is consistent with MPP-H-Action-6 which focuses upon the risk of displacement in urban areas and MPP-H-12 which addresses displacement risk due to development and redevelopment.

5. The fifth chapter in the CPPs is titled "Economic Development and Employment" and includes an amended overall goal and four unchanged policies, nine amended policies, five new policies, and three deleted policies.

a. The narrative section of the Economic Development and Employment chapter is updated to improve clarity of the section, update references as needed, reflect new regional guidance, and make minor corrections as needed to reflect the updated policies.

b. The overall Economic Development and Employment Goal is updated to emphasize that economic growth that is encouraged by governments should be sustainable.

c. Policy ED-1 is amended to update the reference to regional planning documents, including VISION 2050 and the Regional Economic Strategy. The amendments also remove reference to specific industry clusters, and instead direct that jurisdictions should support existing and emerging industry clusters as identified in local and regional economic development plans, which is consistent with MPP-EC-3.

d. Policy ED-2 is amended to direct jurisdictions to promote equity and inclusion in the local economy by fostering a business and regulatory environment that is supportive of local, small, and startup businesses, particularly those that are minority- and woman-owned. The amended policy is consistent with MPP-EC-7.

e. Policy ED-3 is amended to direct jurisdictions to prioritize multi-modal transportation linkages between centers that improve access to opportunities and support economic development. This amendment is in alignment with MPP-EC-18.

f. Policy ED-4 is amended with minor language updates that reference the hierarchy of centers, consistent with MPP-RC-7, MPP-RC-8, and the Regional Centers Framework.

g. Existing policy ED-5 is deleted from the Economic Development and Employment chapter and all applicable information is relocated to the new proposed Appendix I – Centers. The new Appendix I includes steps for the countywide designation of new regional Manufacturing/Industrial Centers, which was previously included as CPP-ED-5.

h. New proposed policy ED-5 provides direction for jurisdictions to incorporate equity and inclusion principles into the local economy by promoting economic growth that provides a diverse range of living wage jobs. The new policy is consistent with MPP-EC-9.

i. Existing policy ED-6 is deleted and all applicable information is relocated to the new proposed Appendix I – Centers. The new Appendix I replaces the existing ED-6 by referencing the Regional Centers Framework for regional Manufacturing/Industrial Center designation criteria.

j. New proposed policy ED-6 provides direction for jurisdictions to incorporate equity and inclusion into economic development strategies to improve access to economic opportunity for those populations that have historically low access. The policy is consistent with MPP-EC-14.

k. Policy ED-7 is amended with an updated reference to regional planning documents and with minor language updates. The amendments do not alter policy direction.

l. Policy ED-8 is amended with minor language updates to improve policy clarity. Policy direction remains unchanged.

m. Policy ED-11 is amended with minor language updates to improve policy clarity. Policy direction remains unchanged.

n. Policy ED-12 is amended with minor language updates to improve policy clarity. Policy direction remains unchanged.

o. New proposed policy ED-15 addresses the connection between economic development and the natural environment and climate change. The policy is consistent with MPP-EC-16. Other policies are renumbered as applicable.

p. Policy ED-16 (formerly ED-15) is amended with minor language updates to improve policy clarity. Policy direction remains unchanged.

q. Existing policy ED-16 is deleted because the Arlington/ and Marysville Manufacturing/Industrial Center (Cascade Industrial Center) has been identified as a regional Manufacturing/Industrial Center (MIC) under the Regional Centers Framework.

r. New proposed policy ED-17 directs the County and cities to support the Cascade Industrial Center as a Manufacturing/Industrial Center and identifies it as a key employment area for the county and region. Policy ED-7 identifies the Paine Field-Boeing Manufacturing/Industrial Center as a key area for employment. Policy ED-17 adds consistency to the CPPs by providing a similar policy for the Cascade Industrial Center.

s. New proposed policy ED-18 directs jurisdictions to identify and, where appropriate, mitigate the impacts of displacement on locally owned and small businesses. The policy is consistent with MPP-EC-12.

6. The sixth chapter in the CPPs is titled “Transportation” and includes an amended overall goal and ten unchanged policies, thirteen amended policies, two new policies, and one deleted policy.

a. The narrative section of the Transportation chapter is amended to update references as needed and make corrections to reflect the updated policies.

b. The overall Transportation Goal is amended to direct jurisdictions to emphasize affordability, equity, inclusion, and safety to plan a transportation system that promotes economic vitality, environmental sustainability, and human health. The amendments are consistent with the VISION 2050 Transportation goal and the transportation MPPs.

c. Policy TR-3 is amended to maintain consistency with updated language in VISION 2050 on transportation funding priorities and to update the names of regional and statewide plans. The amendments are consistent with MPP-T-12 and MPP-T-15.

d. Policy TR-4 is amended to maintain consistency with updated policy language from VISION 2050 to address changing transportation technologies, street connectivity, and multimodal level of service (LOS). The amended language is consistent with MPP-T-7, MPP-T-16, MPP-T-17, and MPP-T-33.

e. Policy TR-5 is amended to direct jurisdictions to consider the transportation system's compatibility with the natural environment, consistent with MPP-T-21.

f. Policy TR-6 is amended to differentiate between TR-6, which addresses the natural environment, and TR-16, which addresses climate change. The amendments also incorporate regional direction on stormwater (MPP-En-9), fish passages (MPP-T-32), and human health (MPP-T-5).

g. Policy TR-8 is amended to add expectations for concurrency determinations within regional, countywide, and local centers and near high-capacity transit facilities. Additionally, the amended language deletes portions of the existing policy that serve as narrative rather than providing policy direction. The amendments are consistent with MPP-DP-52, MPP-DP-53, and MPP-DP-54.

h. Policy TR-12 is amended to focus this policy on transportation, including transit and transit-supportive infrastructure. The deleted language provided direction on land use issues and is relocated to the Development Patterns chapter as policy DP-18.

i. Policy TR-13 is amended to reflect the passage of Sound Transit 3 System Expansion Plan (ST3). The existing policy references potential locations for Sound Transit 2 System Expansion Plan (ST2) stations within Snohomish County. The revisions add specific reference to ST3 including the proposed station locations.

j. Policy TR-14 is amended to clarify that the process to evaluate possible transit service area expansion is the responsibility of transit agencies rather

than that of the County and/or cities and towns. The new language directs jurisdictions to work with and support efforts by transit agencies to evaluate possible expansion.

k. Policy TR-15 is amended to add language directing jurisdictions to improve the resiliency of the transportation system to better plan for disasters and other impacts. The amendments are consistent with MPP-T-31 and MPP-CC-8.

l. Policy TR-16 is amended to mirror the increased emphasis on the role of transportation on climate change and greenhouse gas emissions outlined in VISION 2050. The amendments also seek to differentiate between TR-6, addressing the natural environment, and TR-16, addressing climate change. The amendments are consistent with MPP-En-3, MPP-CC-3, MPP-T-13, MPP-T-29, and MPP-T-30.

m. Policy TR-18 is amended with minor language changes that emphasize the need for the local transportation network to support global trade and the local, regional, and statewide economic needs related to distribution of goods and services. The amendments are consistent with MPP-T-14, MPP-T-23, MPP-T-24, MPP-T-25, and MPP-T-26.

n. Policy TR-19 is amended to incorporate equity and inclusion considerations into transportation system planning. The policy is consistent with major changes between VISION 2040 and VISION 2050 and the overall proposed updates to the CPPs that emphasize social equity within regional, countywide, and local planning. Specifically, the amendments are consistent with MPP-T-9 and MPP-T-Action-9.

o. Policy TR-21 is amended with minor changes to further emphasize planning for pedestrian connections between activity centers throughout Snohomish County. The amendments are consistent with MPP-T-17.

p. Existing policy TR-24 is deleted from the Transportation chapter and relocated to the Development Patterns chapter as DP-17 because it provides direction on land use issues. The policy direction remains unchanged.

q. New policy TR-24 is added to provide direction to jurisdictions on the improvement of arterial roads outside of urban growth areas. The proposed new policy is consistent with the existing CPP-DP-25 (renumbered to be CPP-DP-27) and MPP-T-22.

r. New policy TR-25 is added to direct jurisdictions to coordinate with airports on local and regional aviation needs, consistent with state and

regional aviation system plans. The proposed policy is consistent with MPP-T-28.

7. The seventh chapter in the CPPs is titled "The Natural Environment" and includes policies that address protection of the natural environment and slowing and mitigating the impacts of climate change. Within the existing CPPs, the chapter has an overall chapter goal, and a series of policies related to the natural environment and climate change. Through adoption of this ordinance, the chapter is renamed to "The Natural Environment and Climate Change" and includes two new subchapters: (1) The Natural Environment, including policies related to topics such as, air and water resources, the natural environment, habitat, and open space, with one unchanged policy, four amended policies, and six new policies; and (2) Climate Change, including policies that provide direction on slowing and mitigating the impacts of climate change, with one unchanged policy, four amended policies, and two new policies.

    a. The narrative section of the Natural Environment and Climate Change chapter is updated to improve clarity of the section, update references as needed, reflect new regional guidance, and make corrections as needed to reflect the updated policies.

    b. The overall Natural Environment and Climate Change goal is amended to highlight climate change as a key focus of the overall chapter and incorporate equity and inclusion considerations into the chapter. The amendments are consistent with the Environment Goal and the Climate Change Goal from VISION 2050.

The Natural Environment

    c. Env-1 is amended with updated language to emphasize interjurisdictional and interdisciplinary planning for the protection of natural ecosystems and natural environment. This amendment increases alignment of this policy with MPP-En-1 and MPP-En-2.

    d. Policy Env-2 is amended with minor language updates that highlight the importance of working across jurisdictional boundaries to accomplish environmental goals. Specific language is added to emphasize equitable access to parks and open space. These modifications promote alignment with MPP-En-12, MPP-En-14 and MPP-En-Action-4 and the overall emphasis on interjurisdictional cooperation and social equity in VISION 2050.

    e. New proposed policy Env-3 provides direction for interjurisdictional commitment to implementing the Regional Open Space Conservation Plan within Snohomish County. This new policy is consistent with MPP-En-12 and MPP-En-Action-4. Other policies are renumbered as applicable.

f. Policy Env-4 (formerly Env-3) addresses protection of wildlife corridors and habitat for endangered or threatened species and is amended with specific reference to protection of habitat for orca and salmon, highlighting them as a key indicator species for the region. These changes better align this policy with the language in MPP-En-16.

g. Policy Env-5 (formerly Env-4) is amended to include tribes in interjurisdictional efforts to protect open space. The changes are closely aligned with the overall emphasis on inclusion and regional cooperation in VISION 2050. The addition of "other best practices" for protection of open space and natural resources expands the strategies that jurisdictions can consider.

h. New proposed policy Env-7 provides new direction for reduction and mitigation of stormwater impacts, including through collaborative watershed planning. This connection between stormwater management and development is not specifically addressed in the existing CPPs. This new policy is well aligned with MPP-En-18, which advocates reduction of stormwater impacts.

i. New proposed policy Env-8 provides direction for protecting and improving air and water quality for all residents, which is a topic not specifically addressed in other policies. This new policy is consistent with MPP-En-3 and MPP-En-4.

j. New proposed policy Env-9 provides direction for the reduction of light and noise pollution from a variety of sources, with a specific emphasis on reducing impacts upon vulnerable populations. The proposed policy is consistent with MPP-En-7 and MPP-En-8. This new policy addresses a topic not specifically addressed in other CPPs.

k. New proposed policy Env-10 provides direction for the reduction of pesticide use and promotion of programs to protect human and environmental health. The proposed policy is aligned with MPP-En-19 and addresses a topic not specifically addressed in other CPPs.

l. New proposed policy Env-11 provides direction for the prevention and reduction of the spread of invasive species. This policy is consistent with MPP-En-13 to help protect overall ecological function.

Climate Change

m. Policy CC-1 (formerly Env-6) is amended to include specific reference to the Puget Sound Clean Air Agency, by stating that jurisdictions shall adopt actions and initiatives to comply with that agency's emission

reduction goals. This policy is consistent with reduction goals outlined in the Climate Change goal for VISION 2050 and MPP-CC-1.

n. Policy CC-2 (formerly Env-7) is relocated to the Climate Change subsection and be renumbered as CC-2. Policy language remains unchanged.

o. Policy CC-3 (formerly Env-8) is relocated to the Climate Change subchapter and amended to add specific examples that jurisdictions can use to reduce greenhouse gas emissions. These modifications increase this policy's alignment with MPP-CC-2 and MPP-CC-3.

p. Policy CC-4 (formerly Env-9) is relocated to the Climate Change subchapter and amended by adding a specific reference to maintain and increase natural resources that sequester and store carbon. This amendment is aligned with the direction provided in MPP-CC-4.

q. Policy CC-5 (formerly Env-10) is relocated to the Climate Change subchapter and amended to reflect environmental justice priorities outlined in VISION 2050. The proposed policy specifically includes "adaptation and resilience" as a priority for local planning regarding climate change. These amendments increase the alignment of this policy with MPP-CC-8 and MPP-CC-Acion-4.

r. New proposed policy CC-6 provides direction to jurisdictions by identifying high level measures to meet greenhouse gas reduction targets. This policy is consistent with emission reduction goals outlined in VISION 2050 and MPP-CC-1, MPP-CC-11, and MPP-CC-Action-3.

s. New policy CC-7 provides direction to jurisdictions to consider sea level rise when siting or relocating essential public facilities and hazardous industries. This CPP is consistent with MPP-CC-8, MPP-CC-10, and MPP-CC-Action 4.

8. The eighth chapter in the CPPs is titled "Public Services and Facilities", and includes an amended overall Public Services and Facilities Goal and two subchapters: (1) General Public Services, including eleven unchanged policies, four amended policies, and seven new policies; and (2) Essential Public Services including three unchanged policies and two amended policies.

a. The narrative section of the Public Services and Facilities chapter is updated to improve clarity of the section, update references as needed, reflect new regional guidance, and make minor corrections as needed.

b. The overall Public Services and Facilities goal is updated with minor changes to direct jurisdictions to consider all residents when planning for the provision of public services and facilities.

General Public Services

c. Policy PS-7 is amended to include a focus on long-term availability of water for human use and environmental needs, including reference to possible strategies. This change increases this policy's alignment with MPP-PS-9, MPP-PS-22, MPP-PS-23 and MPP-PS-24. The amendment also incorporates reference to interjurisdictional collaboration which is a major theme in VISION 2050 and included in MPP-PS-23.

d. New policy PS-8 provides direction for jurisdictions and tribal governments to engage in collaborative planning of water and wastewater utilities which is closely aligned with the policy language of MPP-PS-23. All other policies are renumbered as applicable.

e. New policy PS-9 provides direction for jurisdictions to include consideration of the potential impacts of climate change in planning for the county's long-term water supply. This amendment is consistent with MPP-PS-20, MPP-PS-21, and MPP-PS-23. Other policies are renumbered as applicable.

f. Policy PS-10 (formerly PS-8) is amended to add the phrase "and, if desired exceed" in reference to reduction targets of solid waste set by the state, which promotes exceeding the minimum requirement. This amendment is aligned with MPP-PS-8.

g. Policy PS-12 (formerly PS-10) is amended to replace the term "encourage" with "promote" to urge jurisdictions to move towards renewable and alternative energy sources. This modification contributes to greater alignment with this major theme from VISION 2050 and policies MPP-PS-13, MPP-PS-15 and MPP-CC-3.

h. Policy PS-13 (formerly PS-11) is amended with a reference to new facilities in addition to existing facilities for promotion of energy conservation and efficiency. This policy amendment is aligned with MPP-PS-4, MPP-PS-14 and MPP-PS-15.

i. New policy PS-18 provides direction to jurisdictions to work collaboratively to promote equitable access to public services. This proposed policy is consistent with MPP-PS-2, which has a particular focus on populations that are historically underserved.

j. New policy PS-19 provides direction to jurisdictions to identify connection to sanitary sewers as the preferred alternative to address failing septic systems. The new policy is consistent with MPP-PS-11.

k. New policy PS-20 provides direction to jurisdictions to plan for the provision of telecommunication infrastructure, including a focus on underserved areas. The new policy is consistent with MPP-PS-16.

l. New policy PS-21 provides direction to jurisdictions to work collaboratively to plan for the siting and improvement of school facilities and ensure that school siting is consistent with comprehensive plans including adopted capital facilities plans for each school district. Regional policy MPP-PS-26 does not mention the Regional Growth Strategy (RGS); therefore, referencing the RGS in PS-21 is not necessary for consistency between the countywide and multi-county planning policies.

m. New proposed PS-22 (formerly DP-6) is the relocation of the existing DP-6 to the Public Service and Facilities chapter because it is directly related to the provision of public services. New language is added "and as allowed in RCW 36.70A.213" to be consistent with HB 2243 passed in 2017 which created RCW 36.70A.213 and allows utilities to be extended under certain circumstances.

Essential Public Facilities

n. Policy EPF-2 is amended to add consideration of future impacts from climate change in planning the siting of local essential public services, including risk of sea level rise. The updated language is consistent withMPP-CC-8 and MPP-CC-10.

o. Policy EPF-3 is amended to add equity considerations in the siting of local essential public services. The updated language is consistent with MPP-PS-28.

9. The CPPs also include appendices that supplement the policies. The nine appendices include: a) UGA and MUGA Boundary Maps; b) Growth Targets; c) Growth Targets Procedure Steps for GF-5; d) Reasonable Measures; e) Procedures for Buildable Lands Reporting in Response to GF-7; f) List of Issues for Interlocal Agreements; g) Definitions of Key Terms; h) Fiscal Impact Analysis; and i) Centers (a proposed new appendix). The proposed amendments include several revisions to the appendices of the CPPs and the adoption of a new appendix, which are described below.

Appendix C – Growth Target Procedure Steps for GF-5

a. Appendix C is amended to emphasize the role of the Regional Growth Strategy in the growth targeting process for Snohomish County. These amendments include highlighting key features of the RGS, including their associated countywide planning policies, that should be emphasized in initial subcounty population and employment distributions. The features include growth near centers and high-capacity transit (HCT), improving the jobs/housing balance, managing and reducing rural growth over time, and supporting UGA infill.

Appendix D – Reasonable Measures

b. Appendix D is amended in response to 2017 Senate Bill E2SSB 5254, which required local evaluation and review of the reasonable measures process. On June 24, 2020, the SCT Steering Committee approved the Reasonable Measures Technical Supplement: Response to E2SSB-5254, containing recommended updates to the reasonable measures tables. To complement the recommendation, on October 12, 2020, ECONorthwest provided additional documentation that identified a recommended scale of impact, measure applicability, and issue category for each potential measure to add that was identified in the Reasonable Measures Technical Supplement: Response to E2SSB-5254. The revisions to Appendix D reflect the recommendations included in the Reasonable Measures Technical Supplement: Response to E2SSB-5254, the October 12, 2020 additional documentation, the SCT PAC subcommittee recommendations, or are intended to improve clarity.

c. First, the Reasonable Measures List is amended to add a description of measure field, which includes a brief description of each measure to provide clarity. These descriptions were added at the recommendation of the SCT PAC subcommittee. Descriptions of existing measures were taken from the Phase II Report: Recommended Method for Evaluating local Reasonable Measures Programs, from June 2003, while descriptions of new measures were developed based on information in the Buildable Lands Guidelines, published by the Department of Commerce in 2018, and the Reasonable Measures Technical Supplement: Response to E2SSB-5254.

d. Second, the Reasonable Measures List is amended by adding an Issue Category field, stating which issue or issues each measure is intended to address. The issue categories included were identified in the Reasonable Measures Technical Supplement: Response to E2SSB-5254, and are: 1) planned densities not achieved; 2) insufficient capacity; and 3) inconsistent development patterns. Based on recommendations from the

SCT PAC subcommittee, certain measures have different issue categories checked than set forth in the Reasonable Measures Technical Supplement: Response to E2SSB-5254.

e. Third, the Reasonable Measures List is amended to add a scale of impact field, identifying the anticipated impact each measure is expected to have. The scale ranges from small to moderate to high.

f. Finally, the amendments add eight new measures to the Reasonable Measures List, derived from the list of thirty-one potential measures identified in the supplement to the Reasonable Measures Technical Supplement: Response to E2SSB-5254, approved by the SCT Steering Committee June 24, 2020. The eight new measures are: 1) allow garden and larger scale apartments and other moderate and higher density housing; 2) administrative and procedural reforms; 3) streamline development regulations and/or standards; 4) phasing/tiering urban growth; 5) promote vertical growth; 6) SEPA categorical exemptions for mixed use and infill development and increased threshold for SEPA categorical exemptions; 7) provide for regional stormwater facilities; and 8) public land disposition.

Appendix F – List of Issues for Interlocal Agreements

g. Appendix F is amended to expand the list of example issues that are appropriate to coordinate between jurisdictions using interlocal agreements to include "response to climate crisis through restoration and protection of the environment's natural functions and wildlife habitats." This addition is consistent with the increased focus on slowing and mitigating the impacts of climate change throughout the proposed CPP amendments and VISION 2050.

Appendix G – Definitions of Key Terms

h. Appendix G is amended to expand the list of defined terms to assist in the interpretation and implementation of the policies contained within the CPPs. The added terms are: 1) Activity Unit; 2) Built Environment; 3) Centers; 4) Clean Energy; 5) Countywide Center; 6) Displacement; 7) Environmentally Sensitive Development Practice; 8) Environmentally Sensitive Housing Development; 9) Equity; 10) Greenhouse Gas; 11) Growth Target; 12) Historically Marginalized Communities; 13) Jobs-Housing Balance; 14) Living Wage Jobs; and 15) Moderate Density Housing. Terms that are also defined within VISION 2050 include a definition consistent with that definition.

Appendix I - Centers

i. New Appendix I – Centers is added to the CPPs. The new appendix is intended to help implement the Regional Centers Framework, VISION 2050 policies MPP-RC-8, MPP-RGS-8, MPP-RGS-9, MPP-RGS-10, MPP-RGS-11, MPP-DP-25, and MPP-DP-26, and Countywide Planning Policies DP-8, DP-9, DP-10, DP-14, and ED-4.

j. Included in Appendix I is the new Countywide Growth Center and Countywide Industrial designation criteria and process, consistent with regional guidance provided in the Regional Centers Framework and an identified list of candidate centers, which jurisdictions can choose to plan for formal identification.

E. Procedural requirements.

1. State Environmental Policy Act (SEPA), chapter 43.21C RCW, requirements with respect to this non-project action have been satisfied through the issuance of Addendum No. 1 to the VISION 2050 Final Environmental Impact Statement on September 13, 2021.

2. Pursuant to RCW 36.70A.106(1), a notice of intent to adopt this ordinance was transmitted to the Washington State Department of Commerce for distribution to state agencies on August 2, 2021

3. The public participation process used in the adoption of this ordinance complies with all applicable requirements of the GMA and the SCC.

4. The Washington State Attorney General last issued an advisory memorandum, as required by RCW 36.70A.370, in September of 2018 entitled "Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property" to help local governments avoid the unconstitutional taking of private property. The process outlined in the State Attorney General's 2018 advisory memorandum was used by the County in objectively evaluating the regulatory changes proposed by this ordinance.

Section 2. The County Council makes the following conclusions:

1. The proposed updated CPPs increase consistency between the CPPs and VISION 2050.

2. The proposed updated CPPs increase consistency between the CPPs and the GMA.

3. The proposed updated CPPs satisfy the requirements of RCW 36.70A.210 and RCW 36.70A.215 and are consistent with the GMA.

4. The County has complied with all SEPA requirements with respect to this non-project action.

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

6. The updated CPPs proposed by this ordinance do not result in an unconstitutional taking of private property for a public purpose.

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

Section 4. Based on the foregoing findings and conclusions, the Snohomish County Countywide Planning Policies, last amended by Amended Ordinance No. 16-078 on October 16, 2017, are amended as set forth in Exhibit A attached hereto.

Section 5. Severability and Savings. If any section, sentence, clause or phrase of this ordinance shall be held to be invalid by the Growth Management Hearings Board (Board), or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance. Provided, however, that if any section, sentence, clause or phrase of this ordinance is held to be invalid by the Board or court of competent jurisdiction, then the section, sentence, clause or phrase in effect prior to the effective date of this ordinance shall be in full force and effect for that individual section, sentence, clause or phrase as if this ordinance had never been adopted.

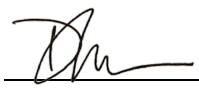
Section 6. The County Council directs the Code Reviser to update SCC 30.10.050 pursuant to SCC 1.02.020(3).

PASSED this 29th day of September, 2021.

SNOHOMISH COUNTY COUNCIL
Snohomish County, Washington

Council Acting-Chair

ATTEST:



Clerk of the Council

(X)APPROVED

( )EMERGENCY

( )VETOED

DATE: 10/12/2021

County Executive

ATTEST:

Melissa Geraghty

Approved as to form only:

Deputy Prosecuting Attorney

EXHIBIT A:

SNOHOMISH COUNTY EXECUTIVE AUGUST 18, 2021, RECOMMENDED COUNTYWIDE PLANNING POLICIES FOR SNOHOMISH COUNTY

Table of Contents

INTRODUCTION TO THE COUNTYWIDE PLANNING POLICIES

Snohomish County is home to over ((~~700,000~~)) 800,000 residents, hundreds of businesses, 20 cities and towns, ((~~two~~)) three tribal governments, one county government, and a number of special purpose districts and agencies. Each has separate aspirations for the future and priorities for projects and programs, ((~~though~~)) however ties of geography, history, and day-to-day governance unite all. At every level, there is recognition that local governments better serve residents and businesses ((~~better~~)) by planning and working together.

Purpose

Countywide Planning Policies (CPPs) establish a countywide framework for developing and adopting county ((~~and~~)), city, and town comprehensive plans. These comprehensive plans are the long-term policy documents used by each jurisdiction to plan for its future. They include strategies for land use, housing, capital facilities, utilities, transportation, economic development, and parks and recreation (as well as a rural element for counties only) (RCW 36.70A.070). The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county ((~~for~~)) in regard to regional issues ((~~or~~)) and issues affecting common borders (RCW 36.70A.100). Under state law, RCW 36.70A.210(1) describes the relationship between comprehensive plans and CPPs. It says that a countywide planning policy is:

> ((~~*a 'countywide planning policy' is*~~)) *a written policy statement or statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted pursuant to this chapter. This framework shall ensure that city and county comprehensive plans are consistent as required in RCW 36.70A.100. Nothing in this section shall be construed to alter the land use powers of* ((~~*the*~~)) *cities.*

((~~Guidance comes from the~~)) Washington Administrative Code((~~.~~)) (WAC 365-196-510) ((~~says that~~)) also provides guidance, stating that:

> *interjurisdictional consistency should be met by the adoption of comprehensive plans, and subsequent amendments, which are consistent with and carry out the relevant county-wide planning policies and, where* ((~~*required*~~))*applicable, the relevant multicounty planning policies. Adopted county-wide planning policies are designed to ensure that county and city comprehensive plans are consistent.*

((~~From the perspective of~~)) Snohomish County Tomorrow (SCT), the body that recommends the CPPs to the County Council, outlines that the goal of the CPPs is:

> *[To] more clearly distinguish between the roles and responsibilities of the county, cities, Tribes, state and other governmental agencies in managing Snohomish County's future growth, and to ensure greater interjurisdictional cooperation and coordination in the provision of services.*[1]

[1] Snohomish County Tomorrow Long-Term Goals, 1990, Government Roles and Responsibilities, pg 17.

To meet this ((~~stated~~)) SCT goal, some of the CPPs do more than meet the Growth Management Act (GMA) mandate of ensuring consistency of comprehensive plans. The CPPs also provide ((~~to Snohomish County jurisdictions~~)) direction to Snohomish County jurisdictions that is necessary for the coordinated implementation of GMA goals and the ((~~VISION 2040~~)) Multicounty Planning Policies (MPPs) within VISION 2050. Thus, in the context of state law, administrative guidance, and the goals of Snohomish County Tomorrow, the CPPs have been developed to accomplish the following functions:

- ((~~Meet a specific requirement to ensure~~)) Ensure consistency between County and city comprehensive plans as required by (((~~(~~))RCW 36.70A.100((~~),~~));
- Satisfy other GMA mandates((~~,~~));
- ((~~Maintain ongoing efforts~~)) Continue cooperative countywide planning, through ((~~SCT~~)) Snohomish County Tomorrow (SCT) ((~~to plan cooperatively~~)) for countywide initiatives((~~, and~~));
- Provide direction to Snohomish County jurisdictions for the coordinated implementation of the Multicounty Planning Policies in VISION 2050; and
- Support local implementation of the Regional Growth Strategy (RGS) in VISION ((~~2040~~)) 2050 that seeks to promote compact urban development ((~~in a sustainable manner~~)), protect rural and resource lands, maximize use of existing and planned infrastructure, and provide open space.

The CPPs encourage flexibility in local interpretations to support diverse interests throughout the county. Through the process of updates to their comprehensive plans, each individual jurisdiction will update General Policy Plans (GPPs) and corresponding regulations that are tailored to local needs while still maintaining consistency with these Countywide Planning Policies.

Organization of the Document

((~~The GMA specifies certain topic areas that must be included in CPPs. It does not speak to the topic areas that must be included in MPPs~~)). The Washington Administrative Code (WAC) specifies topic areas that, at the minimum, must be addressed by the MPPs and the CPPs. Under state law, the CPPs must be consistent with the MPPs. VISION ((~~2040~~)) 2050 is not organized around the topics that GMA requires CPPs to cover. ((~~To facilitate review and development of the CPPs for consistency with VISION 2040, the chapter headings in the CPPs follow the categories in VISION 2040.~~)) Historically, the chapter layout of the CPPs directly follows the chapters in the MPPs. Under VISION 2050, three new chapters, Regional Collaboration, Regional Growth Strategy, and Climate Change, were added to the MPPs. No new chapters were added to the CPPs, so the chapter layout does not directly parallel VISION 2050 as it has in the past. Where several GMA topics for CPPs fall into the same chapter, each individual topic uses a subheading. By doing this, the CPPs can readily demonstrate how they cover topics required under GMA.

The design of the CPPs is in response to the authorities that give policy direction to the CPPs and the need for the CPPs to guide local plan development. Unless otherwise specified, ((~~the~~)) all actions ((~~that the CPPs call for~~)) identified by the CPPs apply to ((~~the cities and the County~~)) all jurisdictions. Figure 1 shows this relationship.

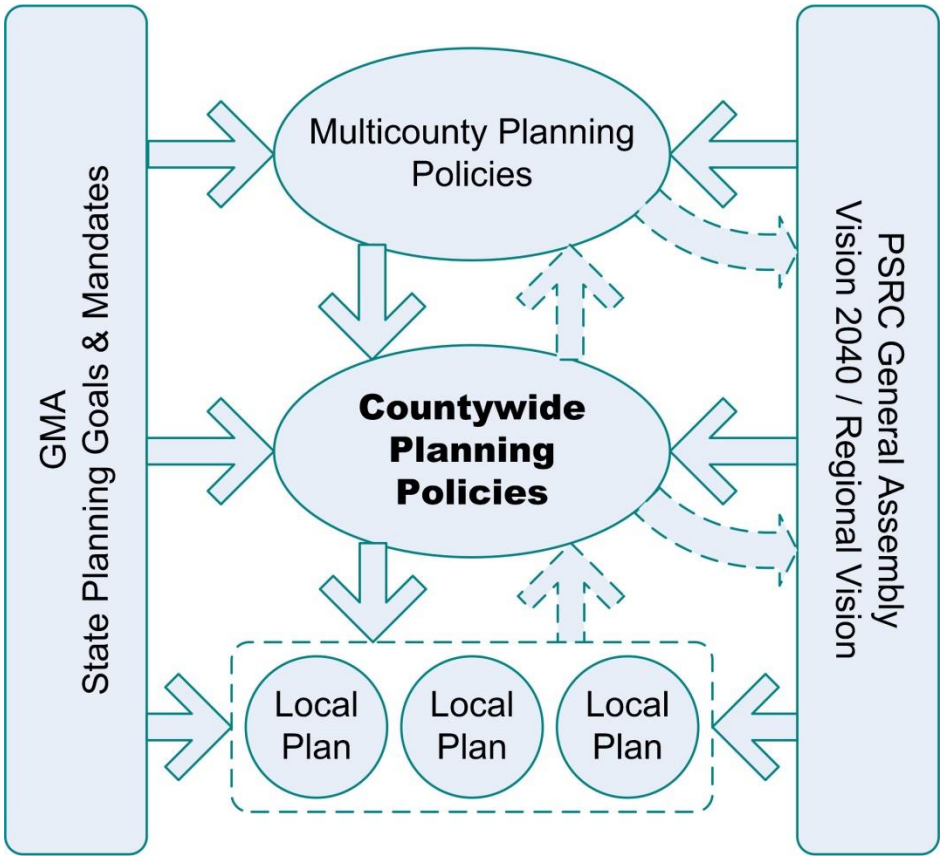


Figure 1 – Policy Relationships Diagram

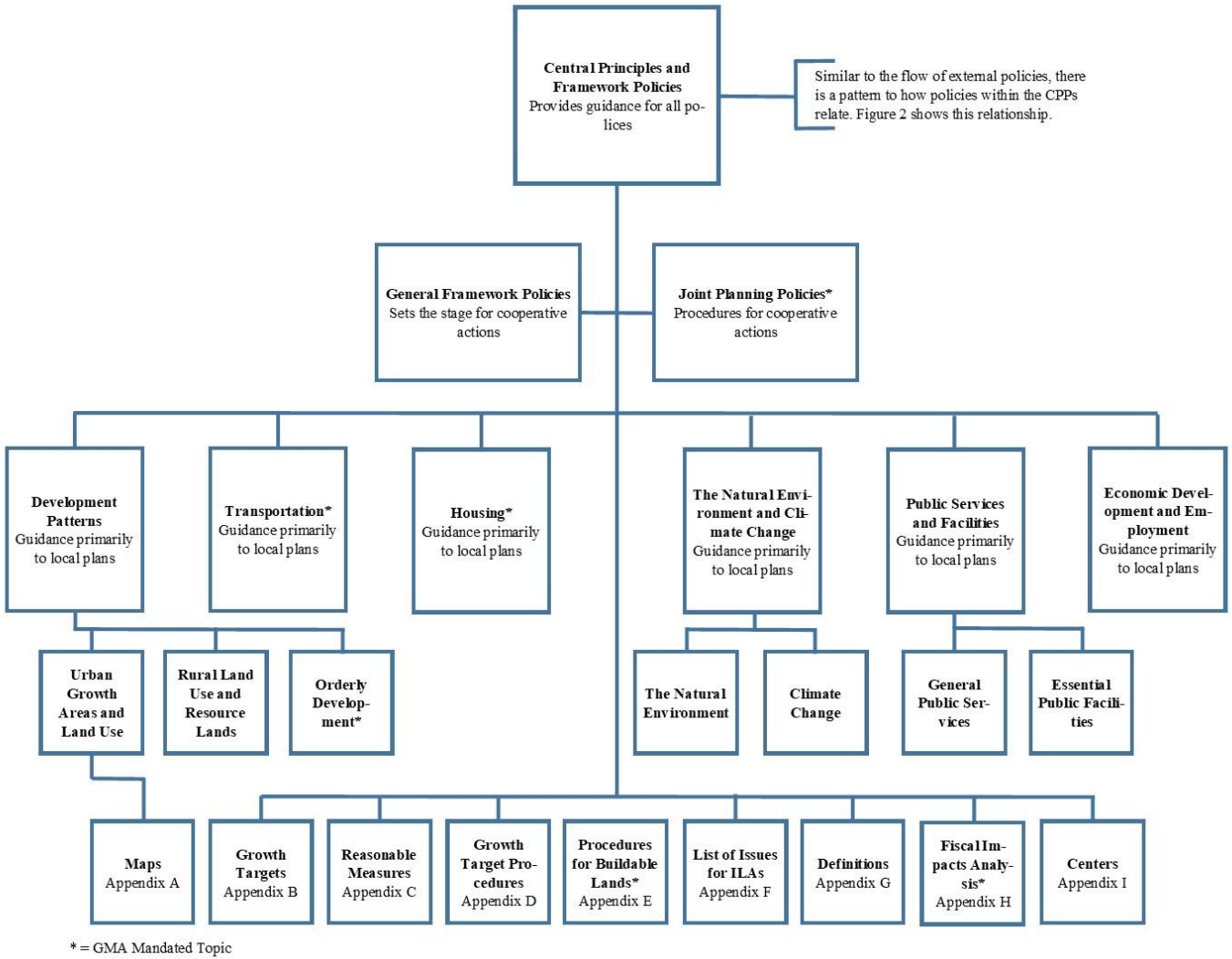


Figure 2—Internal Flow of the Countywide Planning Policies

The CPPs are organized around a set of principles, goals and policies arranged generally as a hierarchy moving from the general to the more specific (refer to the Policy Hierarchy diagram in Figure 3). At the policy apex are the central principles and, just below them, the framework policies. Together, the principles and framework policies help define the general purpose and approach of the CPPs. The succeeding sections of the CPPs deal with specific topic areas, with each topic containing an overall goal statement followed by a number of supporting policies. Taken as a whole, the central principles, framework policies, and topical goals and policies form the basic policy direction of the CPPs.

In addition to the basic policy direction, the CPPs also contain a number of appendices. Some of the appendices provide procedures for accomplishing specific policy direction. ((~~A second category of appendices are those that~~)) Others provide more detail or elaborate on particular policy direction; the reason for their inclusion in an appendix is that they contain lists or tables that would be unwieldy if included as part of the pertinent policy statement. Maps and definitions are also contained in the appendices.

Note that some policies have footnotes for illustration purposes. Although these footnotes are not a part of the policy statements, they are intended to be explanatory or provide examples. Likewise, the narrative sections provide context but are not policy.

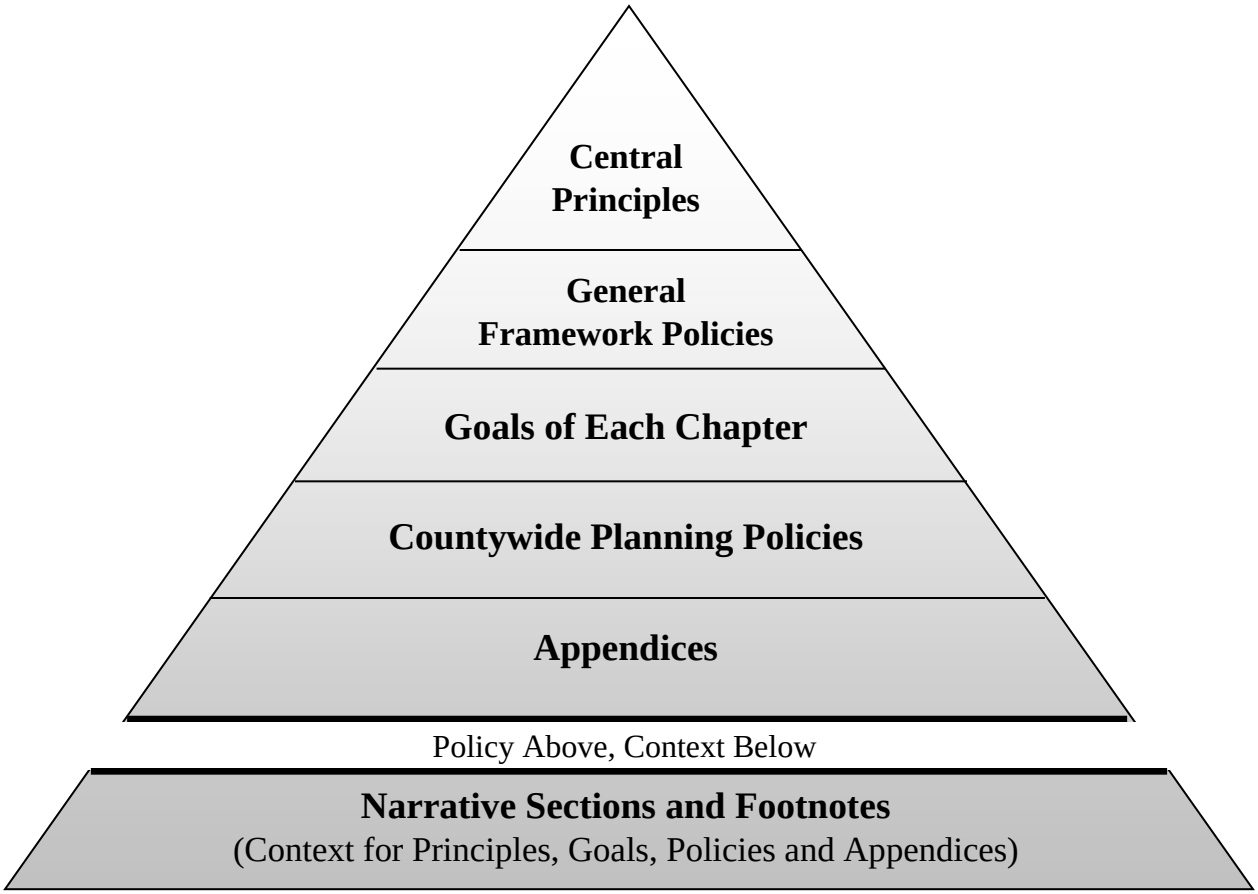


Figure 3 – Policy Hierarchy in the Countywide Planning Policies

State Context and Goals

The GMA contains ((~~a set of~~)) statewide planning goals in RCW 36.70A.020 and RCW 36.70A.480. These goals are intended to guide the development and adoption of comprehensive plans for those counties and cities planning under chapter 36.70A RCW. The numbering of the goals does not indicate priority((~~, and the list comes from RCW 36.70A.020:~~)).

(1) Urban growth. *Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*

(2) Reduce sprawl. *Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*

(3) Transportation. *Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

(4) Housing. *((~~Encourage the availability of affordable~~))Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*

(5) Economic development. *Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*

(6) Property rights. *Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*

(7) Permits. *Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*

(8) Natural resource industries. *Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.*

(9) Open space and recreation. *Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*

(10) Environment. *Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*

(11) Citizen participation and coordination. *Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*

(12) Public facilities and services. *Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*[2]

(13) Historic preservation. *Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.*

(14) For shorelines of the state, *the goals and policies of the shoreline management act as set forth in RCW 90.58.020 are added as one of the goals of [GMA] without creating an order of priority among the fourteen goals.*

Regional Context

Puget Sound Regional Council (PSRC)

The PSRC is a Regional Transportation Planning Organization under chapter 47.80 RCW. ((~~In its~~)) Its major planning document, VISION ((~~2040~~)) 2050((~~, the PSRC describes itself as~~)) states:

((~~an association of cities, towns, counties, ports, and state agencies that serves as a forum for developing policies and making decisions about regional growth management, environmental, economic, and transportation issues in the four-county central Puget Sound region of Washington state.~~

~~The Regional Council is designated under federal law as the Metropolitan Planning Organization (required for receiving federal transportation funds), and under state law as the Regional Transportation Planning Organization for King, Kitsap, Pierce, and Snohomish counties. The Regional Council's members include 71 of the region's 82 cities and towns. Other statutory members include the four port authorities of Bremerton, Everett, Seattle, and Tacoma, the Washington State Department of Transportation, and the Washington Transportation Commission. Both the Muckleshoot Indian Tribe and the Suquamish Tribe are members. In addition, a memorandum of understanding with the region's six transit agencies outlines their participation in the Regional Council.~~)) The region's local governments come together at the Puget Sound Regional Council (PSRC) to make decisions about transportation, growth management, and economic development.

[2] RCW 36.70A.070(3)(d) requires that the capital facilities plan element of the county's comprehensive plan include "at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes." RCW 36.70A.070(6)(b) requires transportation improvements or strategies to be provided concurrent with the development, where "concurrent with the development" means that "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years."

PSRC serves King, Pierce, Snohomish, and Kitsap counties, along with cities and towns, tribal governments, ports, and state and local transportation agencies within the region.

PSRC is a federally designated Metropolitan Planning Organization for the region.[3]

VISION ((~~2040~~)) 2050

VISION ((~~2040~~)) 2050 is the result of a process undertaken by the region's elected officials, public agencies, interest groups, and individuals. It was adopted in ((~~2008~~)) 2020 and establishes the regional vision, sets the Regional Growth Strategy (RGS), and provides guidance to the CPPs as shown in Figure 1. VISION ((~~2040~~)) 2050 describes itself with the following ((~~paragraphs~~)) excerpt:

> *((~~VISION 2040 is a shared strategy for moving the central Puget Sound region toward a sustainable future. The combined efforts of individuals, governments, organizations and the private sector are needed to realize this vision. As the region has continued to grow and change, its residents have stepped up to ensure that what is most valued about this place remains timeless. Positive centers oriented development trends in recent years are a cause for optimism. Yet VISION 2040 recognizes that "business as usual" will not be enough. As a result, VISION 2040 is a call for personal and institutional change.~~*
>
> *~~VISION 2040 recognizes that local, state, and federal governments are all challenged to keep up with the needs of a growing and changing population. VISION 2040 is designed to guide decisions that help to make wise use of existing resources—and ensure that future generations will have the resources they need~~))*
>
> *VISION 2050 is the shared regional plan for moving toward a sustainable and more equitable future. It encourages decision-makers to make wise use of existing resources and planned transit investments while achieving the region's shared vision. VISION 2050 sets forth a pathway that strengthens economic, social, and environmental resiliency, while enhancing the region's ability to cope with adverse trends such as climate change and unmet housing needs. As the region experiences more growth, VISION 2050 seeks to provide housing, mobility options, and services in more sustainable ways. Most importantly, VISION 2050 is a call to action to meet the needs of a growing population while considering the current needs of residents. VISION 2050 recognizes that clean air, health, life expectancy, and access to jobs and good education can vary dramatically by neighborhood. VISION 2050 works to rectify the inequities of the past, especially for communities of color and people with low incomes.*[4]

The concept of sustainability ((~~behind~~)) is integrated into VISION ((~~2040~~)) 2050 and has long been ((~~around for a while~~)) a key feature of the regional vision. ((~~In 1987, the United Nations~~

[3] ((~~Vision 2040, page ii http://psrc.org/projects/vision/pubs/vision2040/vision2040_021408.pdf~~)) VISION 2050, page vi. Available at: https://www.psrc.org/sites/default/files/vision-2050-plan.pdf

[4] ((~~VISION 2040, page 1. Available at: http://www.psrc.org/assets/366/FullReport.pdf~~)) VISION 2050, page 2. Available at: https://www.psrc.org/sites/default/files/vision-2050-plan.pdf

~~issued the Bruntland Report, which defines sustainable development~~))The United Nations defined the term sustainable development in the Bruntland Report, issued in 1987, as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs."[5] This concept is present throughout the goals, policies, and actions within VISION 2050.

((~~Sustainability in VISION 2040 is described as meaning that:~~

> ~~*[Our region] ensures the well-being of all living things, carefully meshing human activities with larger patterns and systems of the natural world. This translates into avoiding the depletion of energy, water, and raw natural resources. A sustainable approach also prevents degradation of land, air, and climate, while creating built environments that are livable, comfortable, safe and healthy, as well as promote productivity.))*~~

VISION 2050 sets a vision for the central Puget Sound region, which reads as follows:

> ***A Vision for 2050***
>
> *The central Puget Sound region provides an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.*
>
> ***In 2050…***
>
> - ***Climate**. The region's contribution to climate change has been substantially reduced.*
> - ***Community**. Distinct, unique communities are supported throughout the region.*
> - ***Diversity**. The region's diversity continues to be a strength. People from all backgrounds are welcome, and displacement due to development pressure is lessened.*
> - ***Economy**. Economic opportunities are open to everyone, the region competes globally, and has sustained a high quality of life. Industrial, maritime, and manufacturing opportunities are maintained.*
> - ***Environment**. The natural environment is restored, protected, and sustained, preserving and enhancing natural functions and wildlife habitats.*
> - ***Equity**. All people can attain the resources and opportunities to improve their quality of life and enable them to reach their full potential.*
> - ***Health**. Communities promote physical, social, and mental well-being so that all people can live healthier and more active lives.*
> - ***Housing**. A range of housing types ensures that healthy, safe, and affordable housing choices are available and accessible for all people throughout the region.*

[5] http://www.un-documents.net/wced-ocf.htm

- ***Innovation***. *The region has a culture of innovation that embraces and responds to change.*

- ***Mobility and Connectivity***. *A safe, affordable, and efficient transportation system connects people and goods to where they need to go, promotes economic and environmental vitality, and supports the Regional Growth Strategy.*

- ***Natural Resources***. *Natural resources are sustainably managed, supporting the continued viability of resource-based industries, such as forestry, agriculture, and aquaculture.*

- ***Public Facilities and Services***. *Public facilities and services support the region's communities and plans for growth in a coordinated, fair, efficient, and cost-effective manner.*

- ***Resilience***. *The region's communities plan for and are prepared to respond to potential impacts from natural and human hazards.*

- ***Rural Areas***. *Rural communities and character are strengthened, enhanced, and sustained.*[6]

VISION 2050 Overarching Goals

VISION ((~~2040~~)) 2050 contains the following topic specific Overarching Goals:

Regional Collaboration. *The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.*

Regional Growth Strategy. *The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.*

Environment. *The region ((~~will care~~)) cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing ((~~greenhouse gas emissions and~~)) air pollutants((~~, and addressing potential climate change impacts~~)). The ((~~region acknowledges that the~~)) health of all residents and the economy is connected to the health of the environment. Planning at all levels ((~~should consider~~)) considers the impacts of land use, development ((~~patterns~~)), and transportation on the ecosystem.*

Climate Change. *The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air*

[6] ((~~VISION 2040, page 7.~~)) VISION 2050, page 1. Available at: https://www.psrc.org/sites/default/files/vision-2050-plan.pdf

Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.

Development Patterns. *The region ((~~will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region~~)) creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.*

Housing*. The region ((~~will preserve, improve, and expand~~)) preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region ((~~will continue~~)) continues to promote fair and equal access to housing for all people.*

Economy. *The region ((~~will have~~)) has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.*

Transportation. *The region ((~~will have~~)) has a sustainable, equitable, affordable, safe, ((~~cleaner, integrated, sustainable,~~)) and ((~~highly~~)) efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the ((~~regional growth strategy,~~)) Regional Growth Strategy and promotes ((~~economic and environmental~~)) vitality of the economy, environment, and ((~~contributes to better public~~)) health.*

Public Services. *The region ((~~will support~~)) supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.*

Regional Growth Strategy

((~~To achieve the goals in VISION 2040, there is a new Regional Growth Strategy.~~)) The Regional Growth Strategy (RGS) is a major component of VISION 2050. Implementation of the RGS is a key in achieving the regional vision and goals. The central Puget Sound region is forecasted to grow to 5.8 million people and 3.4 million jobs by 2050. The RGS considers how the region can distribute growth. VISION 2050 describes the Regional Growth Strategy as:

a description of a preferred pattern of urban growth that has been designed to minimize environmental impacts, support economic prosperity, advance social equity, promote affordable housing choices, improve mobility, and make efficient use of new and existing infrastructure.[7]

[7] VISION 2050, page 26. Available at https://www.psrc.org/sites/default/files/vision-2050-plan.pdf

The major parts of the growth strategy include:

a. Designation of ((~~geographic areas for~~)) regional growth centers, regional ((~~manufacturing and industrial~~)) manufacturing/industrial centers, ((~~as well as other centers such as town~~)) countywide centers and local centers and activity hubs in Urban Growth Areas (UGAs) and cities to concentrate population and employment growth and other services and activities;
b. Planning for multi-modal connections and supportive land uses between centers and activity hubs and building transit-oriented development along existing and planned infrastructure investments;
c. ((~~Promotion of sustainability in all decision-making~~)) Maintaining stable and sustainable urban growth areas into the future; ((~~and~~))
d. Achieving a better balance of jobs and housing throughout the region; and
e. Allocation of population and employment growth to regional geographies in Snohomish County.

Under the RGS, Snohomish County is expected to grow by 424,000 people and 225,000 jobs between 2017 and 2050.

Multicounty Planning Policies

VISION ((~~2040~~)) 2050 contains MPPs that are intended to provide an integrated framework for addressing land use, economic development, transportation, other infrastructure, ((~~and~~)) environmental, and climate change planning. These policies play three key roles: (1) give direction for implementing the Regional Growth Strategy, (2) create a common framework for planning at various levels in the four-county region, including countywide planning, local plans, transit agency plans, and others, and (3) provide the policy structure for ((~~the Regional Council's~~)) PSRC's functional plans (the ((~~Metropolitan~~)) Regional Transportation Plan and the Regional Economic Strategy). The MPPs are presented as a part of VISION 2050 through a three part framework:

- Goals. Overview the desired outcome for each of the subject areas covered in VISION 2050.
- Policies. Provide overall guidance for planning and decision-making at the local, countywide, and regional level.
- Actions. Implement the policies and identify specific tasks for local governments, PSRC, and other partners.[8]

The MPPs address the following subject areas:

- ((~~General Multicounty Planning Policies~~)) Regional Collaboration
- Regional Growth Strategy
- Environment
- Climate Change

[8] VISION 2050, Page 13. Available at https://www.psrc.org/sites/default/files/vision-2050-plan.pdf

- Development Patterns
    - ((~~Land Use (including urban lands, rural lands, and resource lands)~~
    - ~~Elements of Orderly Development and Design~~))
- Housing
- Economy
- Transportation
- Public Services

Countywide Context

History

SCT began in 1989 as a voluntary association of cities, towns, the County, and the Tulalip Tribes. Its genesis was the recognition that growth presents "a challenge of great dimension that will ultimately shape our future quality of life" and that "it is imperative that this challenge be faced resolutely, and with a county-wide perspective".[9] In 1990, the SCT Steering Committee had reached consensus on a number of goals that formed a "regional vision and framework for growth management for the county".[10] These became official through the adoption of "Snohomish County Tomorrow's Long-Term Goals".[11]

The GMA went into effect in 1990 and the addition of a requirement for CPPs took place in 1991. The SCT Steering Committee decided to use the SCT Long-Term Goals as a basis for establishing their recommendations for CPPs under GMA to the County Council.

Process Overview

The continuing cooperative and collaborative efforts of all jurisdictions in Snohomish County are essential to fulfilling the promise of the GMA. At stake is the delicate balance between our environment and our economy. This balance determines our quality of life. The *Snohomish County Tomorrow Goals* (1990) and the CPPs (1993) set out the countywide vision for managing future growth in the County and cities. Similarly, the County and cities have developed their own GMA comprehensive plans. These plans are consistent with this countywide vision, and coordinate the intricate relationships between land use, the environment, transportation, infrastructure investment, public services and the economy. The CPPs and each of the plans have undergone periodic revisions. Following adoption of these CPPs, the County's and cities' Comprehensive Plans will be made consistent with the vision and policies in this document.

<u>During the 2021 CPP update process, the world was hit with the COVID-19 pandemic. The pandemic had a significant impact on the lives of all Snohomish County residents and businesses. At this time, it is impossible to know the full impacts of the pandemic, however those</u>

[9] Snohomish County Council Motion 89-159, creating SCT

[10] History of Snohomish County Tomorrow, undated. http://www.co.snohomish.wa.us/documents/County_Services/SCT/HistoryofSnohomishCountyTomorrow Draft.pdf

[11] http://www.co.snohomish.wa.us/documents/County_Services/sct/sctgoals.pdf

impacts may be long lasting. Future evaluation will be needed to understand the full impact of the pandemic.

Current and Future Policy Refinements

This document recognizes that some of the planning and development issues have been well researched and discussed so that strategies are generally accepted; for other issues, the situation is still emerging. Refinements and future amendments to these policies will use the process agreed to by the SCT Steering Committee. This process generally calls for one of the standing committees of SCT – usually, but not always, the Planning Advisory Committee (PAC) – to take the lead in formulating draft policy amendments to the Steering Committee. The Steering Committee then takes input and forwards its recommendation(s) to the County Council. Finally, the Council holds a public hearing and takes final action.

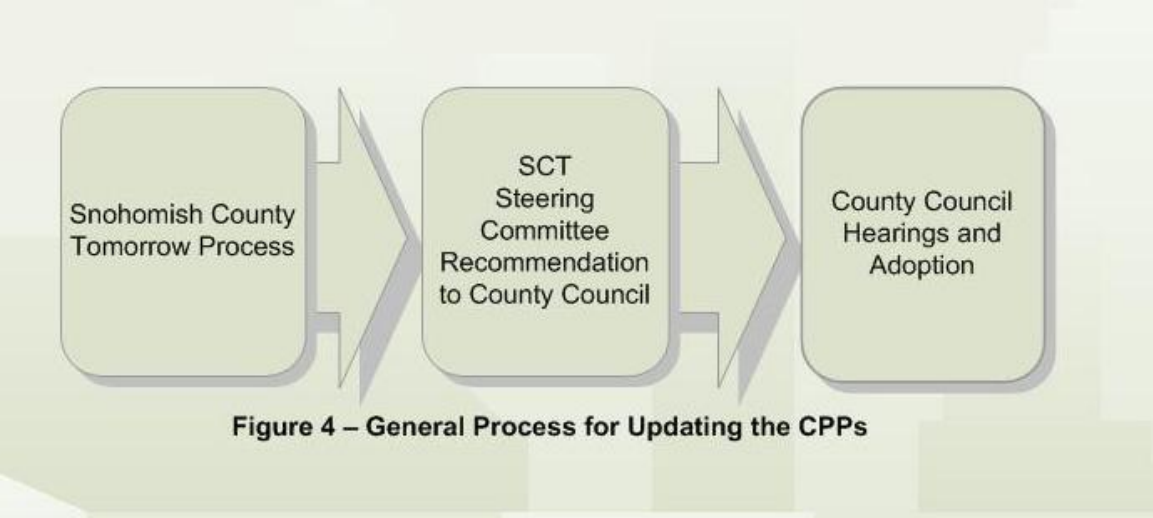


Figure 4 – General Process for Updating the CPPs

How to read these Goals and Policies

Most CPPs apply to all cities and the County. ((~~For these the~~)) These policies use ((~~the~~)) "County and cities" interchangeably with "jurisdictions" and "municipalities". Some CPPs apply only to the County or to cities (and sometimes to a subset of cities). For clarity, policies normally state who implements the policy. Policies without a subject apply to all jurisdictions.

Unless otherwise stated, all policies have equal priority and each one should be understood in the context of the entire document. A number of policies include examples of actions, programs, or concepts. The intent of these lists is that they are illustrative unless otherwise noted or unless the list refers to specific documents.

The CPPs specify how directive a policy should be. They make use of three different words to do this: shall, should, and may. Usage of these verbs in the CPPs is more precise than their use in common expression. Even though in common usage "will" is synonymous with "shall", in the CPPs the use of "will" does not specify how directive a policy is. Instead, it is used to express a future situation (i.e. after this happens then that will happen). It is an expression of intention.

- "**Shall**" means implementation of the policy is mandatory and imparts a higher degree of substantive direction than "should". "Shall" is used for polices that repeat State of Washington requirements or where the intent is to mandate action. However, "shall" can not be used when it is largely a subjective determination whether a policy's objective has been met.

- "**Should**" means implementation of the policy is expected but its completion is not mandatory. The policy is directive with substantive meaning, although to a lesser degree than "shall" for two reasons. (1) "Should" policies recognize the policy might not be applicable or appropriate for all municipalities due to special circumstances. The decision to not implement a "should" policy is appropriate only if implementation of the policy is either inappropriate or not feasible. (2) Some "should" policies are subjective; hence, it is not possible to demonstrate that a jurisdiction has implemented it.

- "**May**" means the actions described in the policy are either advisable or are allowed. "May" gives permission and implies a preference. Because "may" does not have a directive meaning, there is no expectation the described action will be implemented.

Common Acronyms

BLR = Buildable Lands Report
CPP = Countywide Planning Policy
GMA = Growth Management Act
GMR = Growth Monitoring Report
HCT = High-Capacity Transit
MPP = Multicounty Planning Policy
MUGA = Municipal Urban Growth Area
PAC = Snohomish County Tomorrow Planning Advisory Committee ((~~(of SCT)~~))
PSRC = Puget Sound Regional Council
SCT = Snohomish County Tomorrow
RCW = Revised Code of Washington (state law)
RGS = Regional Growth Strategy
UGA = Urban Growth Area
WAC = Washington Administrative Code
WSDOT = Washington State Department of Transportation

CENTRAL PRINCIPLES AND FRAMEWORK POLICIES

These CPPs represent a significant contribution to a process designed to define and direct the collective vision of our community. The policies are significant both in substance and in the commitment they represent by local governments of Snohomish County. Guiding these policies are the central principles that the CPPs shall:

- Be consistent with the ((~~GMA~~)) Growth Management Act (GMA), other state laws, ((~~and~~)) the ((~~MPPs in VISION 2040~~)) Multicounty Planning Policies (MPPs), and the overall regional Vision 2050 described in VISION 2050;
- Establish a framework for continuing coordination and collaboration between all jurisdictions of Snohomish County;
- Incorporate equity and inclusion into all aspects of countywide and local planning;
- Allow for flexibility in local implementation;
- Support attaining an environmentally, socially, and economically/fiscally sustainable county within Snohomish and within the regional context;
- Establish a framework for mitigating and adapting to climate change;
- Address and maintain quality of life; and
- Enhance the built environment and human health.

The purpose of the CPPs is to guide development of local comprehensive plans. The mandate for CPPs comes from the GMA. Policy direction in the CPPs reflects a local interpretation of how to blend the direction in GMA with the regional values expressed in VISION ((~~2040~~)) 2050 and local priorities.

The CPPs include General Framework policies that define and broaden the objectives in the Central Principles while setting the stage for cooperative action. The CPPs also include Joint Planning policies that address procedures for cooperation between ((~~multiple~~)) jurisdictions and agencies. Under Joint Planning, such cooperation does not necessarily involve all jurisdictions and agencies at one time. Other chapters of the CPPs are more ((~~directed toward~~)) focused on promoting consistency among local plans. CPPs are prepared under the authorities of RCW 36.70A.210 and RCW 36.70A.215((~~. Their~~)) and their implementation, to the extent necessary at the countywide and local levels, meets the intent of ((~~the General MPPs in~~)) VISION ((~~2040~~)) 2050.

General Framework Policies

The following policies expand on the Central Principles (previous page) and provide a framework and a foundation for the topic-specific policies in the rest of this document. ((~~They~~)) The General Framework Policies acknowledge the role of the GMA and VISION ((~~2040~~)) 2050 in setting the goals and direction (((~~particularly regarding sustainability~~))) for the CPPs. They also ((~~achieve~~)) address the need to plan for projected population and employment growth (((~~population and employment~~))) and the prerogative of each jurisdiction in the County to conduct its local planning in a manner that responds to local situations and issues.

GF-1 The Countywide Planning Policies (CPPs) guide development of policies in local plans per RCW 36.70A.210. This guidance allows for flexibility in local interpretation; however, local policies shall be free of contradictions or conflicts with the CPPs.

GF-2 Through Snohomish County Tomorrow and adoption by the County Council, the process for updating the Countywide Planning Policies shall be collaborative and participatory. This process should include regional service providers, state agencies, ((~~other~~)) tribal governments, and ((~~citizen~~)) public input.

GF-3 Decisions on land use, transportation, and economic and social infrastructure should consider ((~~and include ways to reduce greenhouse gas emissions~~)) impacts on climate change and provide ((~~for "soft"~~)) solutions to ((~~address both traditional needs as well as emerging challenges~~)) reduce greenhouse gas emissions. ((~~Soft solutions~~)) Solutions should emphasize:

a. Integrated planning;
b. Adaptive management;
c. Efficiency and resiliency;
d. Minimize single use((~~,~~)) products and maximize re-use; and
e. Minimize the need for air quality treatment by minimizing ((~~the level of pollution~~)) emissions.

GF-4 The Countywide Planning Policies shall be consistent with VISION ((~~2040~~)) 2050 and the Regional Growth Strategy. To be consistent means that they shall be absent of conflicts or contradictions with the regional planning or transportation objectives. The policy response to the growth strategy focuses on issues of interest to Snohomish County jurisdictions and some flexibility in detail is possible while retaining overall consistency per RCW 36.70A.100 and WAC 365-196-510.

GF-5 Subcounty allocation of projected growth shall be established for purposes of conducting the eight-year UGA review and plan update required by the Growth Management Act at RCW 36.70A.130(3). This allocation shall occur through a cooperative planning process of Snohomish County Tomorrow and be consistent with the Countywide Planning Policies. The allocation shall include cities (within current city boundaries), unincorporated Urban Growth Areas (UGAs), unincorporated Municipal Urban Growth Areas (MUGAs), and the rural/resource area of Snohomish County. The subcounty allocation shall use the most recent Office of Financial Management population projections for Snohomish County and the Puget Sound Regional Council's Regional Growth Strategy (RGS) as the starting point for this process. The process shall consider each community's vision and its regional role as described in the RGS. The process shall ensure flexibility for jurisdictions in implementing the RGS. Such implementation shall seek compatibility with the RGS, considering levels of infrastructure investment, market conditions, and other factors that will require flexibility in achieving growth allocations. The subcounty allocation of projected growth shall be depicted as a set of "growth targets," and shall be shown in Appendix B of the countywide planning policies. The growth targets shall indicate the amount of growth each jurisdiction is ((~~capable of accommodating over the 20-year planning period, as described~~)) expected to plan for in its comprehensive plan. The growth target development process in Snohomish County shall use the procedures in Appendix C, which call for the following steps:

a. Initial Growth Targets;
b. Target Reconciliation; and
c. Long Term Monitoring.

GF-6 Ensure that the final population ((~~allocation~~)) and employment allocations for Urban Growth Areas supports the Regional Growth Strategy as provided for in VISION ((~~2040. This shall include assigning at least ninety percent (90%) of the county's future population growth after 2008~~)) 2050 by assigning Snohomish County's growth first and foremost to urban areas.

GF-7 Maintain the review and evaluation program, which includes an annual data collection component, pursuant to RCW 36.70A.215 ("Buildable Lands Program"). Complete the evaluation component required by the Buildable Lands Program at least once every eight years, and no later than three years prior to the deadline for review and update of comprehensive plans and development regulations as required by RCW 36.70A.130. ((~~This evaluation may be combined with the review and evaluation of County and city comprehensive land use plans and development regulations required by RCW 36.70A.130(1), and the review of Urban Growth Areas required by RCW 36.70A.130(3).~~))

a. Use the procedures report in Appendix E for the Buildable Lands Program.
b. A list of reasonable measures that may be used to increase residential, commercial and industrial capacity in UGAs, without adjusting UGA boundaries, is contained in Appendix D. The County Council shall use the list of reasonable measures and guidelines for review contained in Appendix D to evaluate all UGA boundary expansions proposed pursuant to DP-2.

Joint Planning Policies

RCW 36.70A.210(3) requires that, at a minimum, Countywide Planning Policies (CPPs) address joint County and city planning in urban growth areas. The CPPs also recognize that it is important to encourage joint planning outside the Urban Growth Area and that it may involve public agencies in addition to the County and cities.

JP-1 Coordination of county and municipal planning particularly for urban services, governance, and annexation is ((~~important~~)) fundamental in implementing the Regional Growth Strategy and GMA directives related to urban growth areas in RCW 36.70A.110. Interlocal agreements for this purpose are encouraged pursuant to the Interlocal Cooperation Act (chapter 39.34 RCW). These agreements should emphasize the importance of early and continuous public participation, focus on decision-making by elected or other appropriate officials, and review the consistency of comprehensive plans with each other and the Growth Management Act, where applicable. Appendix F provides an illustrative list of issues that could be considered appropriate for Interlocal Agreements.

((~~JP-2~~)) ((~~Snohomish County Tomorrow (SCT) shall develop a process for mediation and/or alternative dispute resolution. In developing this process, SCT shall convene a task force to make recommendations that outline procedures, timelines, and responsibilities associated with the mediation and/or dispute resolution processes.~~))

JP-((~~3~~)) **2** In the event of a proposed annexation of unincorporated lands in Snohomish County by a city or special district with no incorporated or district territory currently located in Snohomish County, an interlocal agreement between Snohomish County and any jurisdiction determined necessary by the County shall be in place, consistent with CPP JP-1 and Appendix F. This agreement shall be in effect before the city or district submits a Notice of Intent to Annex to the State Boundary Review Board (BRB) of Snohomish County or, if not subject to BRB review, prior to approval of the annexation to the city or special district.

JP-((4)) **3** Encourage policies that allow accessible, effective and frequent interjurisdictional coordination relating to the consistency of comprehensive plans in a particular Urban Growth Area (UGA) and to the expansion of a UGA.

((~~JP-5~~)) ((~~Through Snohomish County Tomorrow, establish an interjurisdictional group of elected officials, appointed officials, citizens and staff to review disputes regarding the consistency of comprehensive plans with each other.~~))

JP-((~~6~~)) **4** The County and cities shall develop comprehensive plan policies and development regulations that provide for the orderly transition of unincorporated Urban Growth Areas (UGAs) to incorporated areas in UGAs. Mutual agreements may be utilized to address governance issues and expedite the transition.

JP-((~~7~~)) **5** The County and affected cities should collaborate on the development of appropriate urban design measures in unincorporated Urban Growth Areas.

JP-6 Snohomish County Tomorrow, the County, and cities should coordinate countywide and local planning efforts with military installations, recognizing the shared benefits and impacts of growth occurring within and outside installation boundaries.

JP-7 Snohomish County Tomorrow, the County, and cities should coordinate countywide and local planning efforts with tribes, recognizing the shared benefits and impacts of growth occurring within and outside Tribal Reservation lands.

DEVELOPMENT PATTERNS

The physical form((,)) and location((, and servicing)) of development ((throughout Snohomish County are vitally important if we are to achieve)) as well as the provision of services play a significant role in the development of livable places that are environmentally sustainable, economically viable, ((and)) socially responsible, and equitable for the long-term ((future)). The following countywide planning policies (CPPs) provide guidance for concentrating growth into existing Urban Growth Areas (UGAs), centers, and along high-capacity transit, and ensuring that ((such)) growth occurs in a variety of healthy, accessible and well-designed communities that are connected with an efficient transportation network.

Development Patterns Goal

The cities, towns, and Snohomish County will ((promote and guide well-designed)) provide livable communities for all residents by directing growth into designated urban areas to create ((more vibrant)) urban places ((while preserving our valued)) that are equitable, walkable, compact, and transit oriented, preserve and create open space, and protect rural and resource lands.

Urban Growth Areas and Land Use

State Context

The Growth Management Act (GMA) establishes a framework for coordinated and comprehensive planning to help local communities manage their growth. The GMA calls for UGAs where growth will be encouraged and supported with adequate facilities and urban services (RCW 36.70A.110). Areas outside the UGAs are reserved for non-urban uses such as rural and resource lands (RCW 36.70A.070(5)).

Regional Context

VISION ((2040 is)) 2050 outlines a strategy for using the region's land more efficiently and sustainably. It identifies existing urban lands as central to accommodating population and employment growth. In particular, VISION ((2040)) 2050 directs development into regional growth centers ((and)), ((to a lesser extent, other)) countywide centers ((and compact urban communities)), local centers, and high capacity transit station areas. It seeks to ((limit growth on rural lands)) manage and reduce rural growth rates over time by accommodating the region's growth first and foremost in the urban growth area. ((VISION 2040 recognizes that unincorporated urban lands are often similar in character to cities they are adjacent to, calling for them to be affiliated with adjacent cities for joint planning purposes and future annexation.))

VISION ((2040)) 2050 recognizes that compact, transit oriented development creates vibrant, livable, and healthy urban communities. Such communities offer economic opportunities, ((for all. They also provide)) housing choices, and multiple transportation ((choices)) options for all. This reduces demand for inefficient forms of transportation that contribute to air pollution and greenhouse gas emissions. Further, VISION ((2040)) 2050 supports brownfield and

contaminated site clean-up as well as the identification and redevelopment of underutilized lands ((~~compact communities and centers with high levels of amenities~~)).

Local Context

The County designates UGAs ((~~per~~)) in accordance with RCW 36.70A.110. ((~~The~~)) According to RCW 36.70A.100, the designation of UGAs must be coordinated between the county and cities((~~ per RCW 36.70A.100~~)). This document provides the process and criteria for considering expansion or adjustment of UGAs to accommodate the projected growth. ((~~While a change to an established UGA is most often expected to result in an expansion, in some instances a change to a UGA may instead be an adjustment, correction, or even a constriction.~~))

DP-1 The County shall maintain Urban Growth Areas (UGAs), as shown on the map in Appendix A, that:

a. Include all cities in Snohomish County;
b. Can be supported by an urban level of service consistent with capital facilities plans for public facilities and utilities;
c. Are based on the best available data and plans regarding future urban growth including new development, redevelopment, and infill;
d. Have identifiable physical boundaries such as natural features, roads, or special purpose district boundaries when feasible;
e. Do not include designated agricultural or forest land unless the city or County has enacted a program authorizing transfer or purchase of development rights;
f. Have been evaluated for the presence of critical areas;
g. Where possible, include designated greenbelts or open space within their boundaries and on the periphery of the UGA to provide separation from adjacent urban areas, rural areas, and resource lands;
h. Should consider the vision of each jurisdiction regarding the future of their community during the next 20 years;
i. Are large enough to ensure an adequate supply of land for an appropriate range of urban land uses to accommodate the planned growth; and
j. Support pedestrian, bicycle and transit compatible design.

DP-2 An expansion of the boundary of an individual Urban Growth Area (UGA) that results in a net increase of residential, commercial or industrial land capacity shall not be permitted unless:

a. The expansion is supported by a land capacity analysis adopted by the County Council pursuant to RCW 36.70A.110;
b. The resulting total additional population capacity within the Snohomish County composite UGA as documented by both City and County comprehensive plans does not exceed the total 20-year forecasted UGA population growth by more than 15 percent;
c. The expansion otherwise complies with the Growth Management Act;
d. Any UGA expansion should have the support of affected cities. Prior to issuing a decision on a UGA boundary change, the County shall consult with affected cities and give substantial weight to a city's position on the matter. If the County Council approves an expansion or contraction of a UGA boundary that is not

supported by an affected city, it shall include in its findings how the public interest is served by the UGA expansion or contraction despite the objection of an affected city; and

e. One of the following conditions is met:
    1. The expansion is a result of the most recent buildable lands review and evaluation required by RCW 36.70A.215 and performed per policy GF-7 following the procedures in Appendix E.
    2. The expansion is a result of the review of UGAs at least every eight years to accommodate the succeeding twenty years of projected growth, as projected by the State Office of Financial Management, and adopted by the County as the 20-year urban allocated population projection as required by RCW 36.70A.130(3).
    3. Both of the following conditions are met for expansion of the boundary of an individual UGA to include additional residential land:
        a. Population growth in the UGA (city plus unincorporated UGA) since the start of the twenty-year planning period, equals or exceeds fifty percent of the additional population capacity estimated for the UGA at the start of the planning period. Acceptable sources of documentation are the most recent Snohomish County Tomorrow (SCT) Growth Monitoring Report (GMR) or the buildable lands review and evaluation (Buildable Lands Report [BLR]), and
        b. An updated residential land capacity analysis conducted by city and County staff for the UGA confirms the accuracy of the above finding using more recent residential capacity estimates and assumptions, and any new information presented at public hearings that confirms or revises the conclusions is considered.
    4. Both of the following conditions are met for expansion of the boundary of an individual UGA to include additional employment land:
        a. Employment growth in the UGA (city plus unincorporated UGA) since the start of the twenty-year planning period, equals or exceeds fifty percent of the additional employment capacity in the UGA at the start of the planning period. Acceptable sources of documentation are the most recent SCT GMR or the buildable lands review and evaluation (BLR), and
        b. An updated employment land capacity analysis conducted by city and County staff for the UGA confirms the accuracy of the above finding using more recent employment capacity estimates and assumptions.
    5. The expansion will correct a demonstrated mapping error.[12]
    6. Schools (including public, private and parochial), ((~~churches~~)) <u>places of worship,</u> institutions and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans should be located in an urban growth area. In the event that it is demonstrated that no site within the UGA can reasonably or logically accommodate the proposed facilities, urban growth area expansions

[12] The type of errors that this policy intends to correct are cases where the UGA line incorrectly bisects an existing building or parcel, where it inadvertently and incorrectly follows an arbitrary feature such as a section line, or where the boundary is on the wrong side of a right-of-way that is expected to be annexed by a city.

may take place to allow the development of these facilities provided that the expansion area is adjacent to an existing UGA.

7. In UGAs where the threshold in Condition 4 has not been reached, the boundary of an individual UGA may be expanded to include additional industrial land if the expansion is based on the criteria contained in RCW 36.70A.365 for the establishment of a major industrial development. This assessment shall be based on a collaborative County and city analysis of large developable industrial site needs in relation to land supply. "Large developable industrial sites" may include land considered vacant, redevelopable, and/or partially-used by the Buildable Lands Program (per GF-7 and Appendix E of these CPPs) and may include one or more large parcels or several small parcels where consolidation is feasible.
8. The expansion will result in the realization of a significant public benefit as evidenced by Transfer of Development Rights (TDR) to the expansion area from Agriculture or Forest lands designated as TDR sending areas. The expansion area shall not be a designated forest or agricultural land of long-term significance.
9. The expansion will permanently preserve a substantial land area containing one or more significant natural or cultural feature(s) as open space adjacent to the revised UGA boundary and will provide separation between urban and rural areas. The presence of significant natural or cultural features shall be determined by the respective legislative bodies of the county and the city or cities immediately adjacent to the proposed expansion, and may include, but are not limited to, landforms, rivers, bodies of water, historic properties, archeological resources, unique wildlife habitat, and fish and wildlife conservation areas.
10. The expansion is a response to a declaration by the County Executive, or the County Council by resolution, of a critical shortage of affordable housing which is uncurable in a timely manner by the implementation of reasonable measures or other instrumentality reasonably available to the jurisdiction, and the expansion is reasonably calculated to provide affordable housing.
11. The expansion will result in the economic development of lands that no longer satisfy the designation criteria for natural resource lands and the lands have been redesignated to an appropriate non-resource land use designation. Provided that expansions are supported by the majority of the affected cities and towns whose UGA or designated MUGA is being expanded and shall not create a significant increase in total employment capacity (as represented by permanent jobs) of an individual UGA, as reported in the most recent Snohomish County Tomorrow Growth Monitoring Report in the year of expansion.

DP-3 Following consultation with the affected city or cities, the County may adjust urban growth areas – defined in this policy as concurrent actions to expand an Urban Growth Area (UGA) in one location while contracting the same UGA in another location – without resulting in a net increase of population or employment land capacity. Such action may be permitted when consistent with adopted policies and the following conditions:

a. The area being removed from the UGA is not already characterized by urban development, and without active permits that would change it to being urban in character; and
b. The land use designation(s) assigned in the area removed from the UGA shall be ((~~among~~)) consistent with the existing rural or resource designations in the comprehensive plan for Snohomish County.

DP-4 The County and cities shall use consistent land capacity analysis methods as ((~~approved by the Snohomish County Tomorrow Steering Committee~~)) established in the Procedures Report called for in Appendix E.

DP-5 The County and cities shall adopt comprehensive plans and development regulations (RCW 36.70A.040). In Urban Growth Areas (UGAs), such plans and regulations shall:

a. Achieve urban uses and densities;
b. Provide for urban governmental services and capital facilities sufficient to accommodate the broad range of needs and uses that will accompany the projected urban growth; and
c. Permit the urban growth that is projected to occur in the succeeding twenty-year period (RCW 36.70A.110(2)).

The County shall adopt such plans and regulations for its unincorporated territory. Each city shall adopt such plans and regulations for territory within its city limits. Additionally, cities may adopt such plans and proposed development regulations for adjacent unincorporated territory within its UGA or Municipal UGA (MUGA) to which the city has determined it is capable of providing urban services at some point in the future, via annexation.

When amending its comprehensive plan, the County shall give substantial consideration to the city's adopted plan for its UGA or MUGA. Likewise, the affected city shall give substantial consideration to the County's adopted plan for the same area.

However, nothing in this policy shall limit the authority of the County to plan for and regulate development in unincorporated territory for as long as it remains unincorporated, in accordance with all applicable county, state and federal laws. Similarly, nothing in this policy shall limit the authority of cities to plan for territory in and adjacent to their current corporate limits and to regulate development in their current corporate limits, in accordance with all applicable city, county, state and federal laws.

((~~DP-6~~)) ((~~Sanitary sewer mains shall not be extended beyond Urban Growth Areas (UGAs) into rural areas except when necessary to protect basic public health and safety and the environment, and when such sewers are financially supportable at rural densities and do not result in the inducement of future urban development outside of UGAs. Sewer transmission lines may be developed through rural and resource areas to meet the needs of UGAs as long as any extension through resource areas does not adversely impact the resource lands. Sanitary sewer connections in rural areas are not allowed except in instances where necessary to protect public health and safety and the environment. Sanitary sewer mains are prohibited in resource areas.~~))

DP-((~~7~~)) 6 City and County comprehensive plans should locate employment areas and living areas in close proximity in order to maximize transportation choices, ((~~and~~)) minimize vehicle miles traveled, ((~~and to~~)) optimize the use of existing and planned transportation systems and capital facilities, and improve the jobs-housing balance.

DP-((~~8~~)) 7 The County and cities shall coordinate their comprehensive plans (RCW 36.70A.100). Coordination in unincorporated territory planned by both the County and a city means that each plan should provide for the orderly transition of unincorporated to incorporated areas, including appropriate urban design provisions, by:

a. Creating a safe and attractive urban environment that enhances livability; and
b. Balancing actions necessary to meet the requirement of achieving urban uses and densities with the goal of respecting already established neighborhoods.

When amending its comprehensive plan, the County shall give substantial consideration to the city's adopted plan for its UGA or MUGA. Likewise, the affected city shall give substantial consideration to the County's adopted plan for the same area.

However, nothing in this policy shall limit the authority of the County to plan for and regulate development in unincorporated territory for as long as it remains unincorporated, in accordance with all applicable county, state and federal laws. Similarly, nothing in this policy shall limit the authority of cities to plan for territory in and adjacent to their current corporate limits and to regulate development in their current corporate limits, in accordance with all applicable city, county, state and federal laws.

Centers and Compact Urban Communities

DP-8 If applicable, the County and cities shall designate and provide for the development of local, countywide, and regional centers consistent with the Regional Growth Strategy, the Regional Centers Framework, and the Countywide Center Criteria contained in Appendix I.

DP-9 ((~~Local plans should identify centers as designated by the Regional Growth Strategy presented in VISION 2040.~~)) Jurisdictions ((~~in which~~)) that have designated regional growth centers and ((~~manufacturing and industrial~~)) manufacturing/industrial centers ((~~are located~~)) shall ((~~provide~~)) direct a significant share of population and employment growth to those areas through the provision of land use policies and infrastructure investments that support growth levels and densities consistent with the regional vision ((~~for these centers~~)).

DP-10 The County and cities shall coordinate the designation and planning of ((~~urban~~)) regional, countywide, and local centers with transit service and other service providers to promote well-designed and transit oriented developments that enhance economic development opportunities for all residents, address environmental goals, and reduce vehicle miles traveled and greenhouse gas emissions from transportation.

DP-11 ((~~The~~)) Consistent with the Regional Growth Strategy and growth targets in Appendix B, the County and cities should ((~~revise development regulations and incentives, as appropriate, to~~)) encourage higher residential densities and greater employment concentrations in Urban Growth Areas by revising development regulations and incentive programs as appropriate.

DP-12 Urban Growth Areas should provide for sufficient levels of development and developable or redevelopable land so that adequate sources of public revenue and public facilities are available to support the projected population and employment growth in Snohomish County consistent with the Regional Growth Strategy, GF-5, and the growth targets in Appendix B. In addition, the allowed density should support transit services and the efficient utilization of infrastructure.

DP-13 The County and cities should integrate the desirable qualities of existing residential neighborhoods when planning for urban centers and mixed-use developments. Jurisdictions should adopt design guidelines and standards for urban centers to provide for compact, efficient site design that integrates building design((~~,~~)) with multimodal transportation facilities((~~,~~)) and publicly accessible open spaces.

DP-14 The County and cities should promote and focus new compact urban growth in ((~~urban centers~~))local centers, countywide centers, regional centers, and transit emphasis corridors.

DP-15 The County and cities should adopt policies, development regulations, and design guidelines that allow for infill and redevelopment of underutilized lands and other appropriate areas((~~as identified in their comprehensive plans~~)).

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.

DP-17 The County and cities should encourage transit supportive land uses in non-contiguous Urban Growth Areas (UGAs) in order to help preserve transit service between non-contiguous UGAs.

DP-18 In coordination with transit agencies, jurisdictions that are served by transit should, where appropriate, enact transit oriented development policies and development standards. Transit oriented development should include the following common elements:

a. Located to support the development of designated local growth centers, countywide growth centers, regional growth centers, and existing and planned transit emphasis corridors;
b. Include pedestrian scale neighborhoods and activity centers to stimulate use of transit and ride sharing;
c. Plan for an appropriate intensity and mix of development, including both employment and housing options, that support transit service; and
d. Plan for growth near high-capacity transit.

Unincorporated Urban Growth Areas

DP-((~~17~~)) 19 City comprehensive plans should have policies on ((~~annexing the~~))the annexation of areas ((~~in~~))within their unincorporated Urban Growth Area ((~~/~~))and/or Municipal Urban Growth Area.

DP-((~~18~~)) 20 In the Southwest Urban Growth Area (SWUGA), Municipal Urban Growth Areas shall be maintained as a part of these Countywide Planning Policies for the purposes of allocating growth as required by the Growth Management Act and CPP GF-5 and shall be portrayed on the map in Appendix A and documented in County and city comprehensive plans.

DP-((~~19~~)) 21 Where the Municipal Urban Growth Area (MUGA) map in Appendix A portrays agreement – meaning in places that do not include areas of gap, overlap, or other special notation – the MUGAs shall be used to designate future annexation areas for each of the nine cities in the Southwest Urban Growth Area. An interlocal agreement should be executed by the County and city addressing transition of services.

DP-((~~20~~)) 22 Where Municipal Urban Growth Area (MUGA) gaps and overlaps occur, the affected cities are encouraged to negotiate a solution and, if needed, to use a mediation process to fill gaps and resolve overlaps before proceeding with a proposed action to annex. The following guidance is provided for reconciling overlapping MUGAs and MUGA gaps:

a. Overlapping MUGAs and MUGA gaps may be reconciled between the affected cities and in consultation with the County. As used in this policy, the term "affected cities" means cities that are adjacent to MUGAs located in Snohomish County. For cities located in Snohomish County, "affected cities" include cities identified on the map in Appendix A that have MUGAs in common, as "overlaps" and cities that have incorporated boundaries or designated MUGAs adjacent to "gap" areas on the map. Cities having no territory in Snohomish County only qualify as "affected cities" after adoption of interlocal agreement(s) pursuant to Countywide Planning Policy ((~~JP-3~~)) JP-2 and Appendix F.
b. Amendments to MUGA boundaries that occur in conjunction with changes to the outer Southwest UGA boundary may take place through agreement and action by the County and affected cities following consultation with the cities.
c. Amendments to MUGA boundaries that are internal to the Southwest UGA boundary may take place through agreement and action by the affected cities following consultation with the County.
d. When an agreement is reached under (a), (b), or (c), the County Council shall consider the recommendation of the Snohomish County Tomorrow Steering Committee on the proposed changes to the MUGA boundary and may amend the MUGA map in Appendix A.

DP-((~~21~~)) 23 Where jurisdictions are unable to reach agreement under ((~~DP-20~~)) DP-22, it is not necessary for affected cities to resolve overlapping Municipal Urban Growth Areas (MUGAs) or MUGA gaps as a precondition to proposing annexation of property in the MUGA gap or overlap. In such cases, the established annexation processes under state law will guide city boundary decisions.

DP-((~~22~~)) 24 Paine Field represents a unique situation in the Southwest Urban Growth Area, as it is a County-administered regional essential public facility. Any proposal to annex Paine Field is not subject to ((~~DP-20~~)) DP-22 and requires an approved agreement with the County prior to proceeding with any action to annex.

Rural Land Use and Resource Lands

This sub-section of the Development Patterns ((~~section meets~~)) chapter is intended to meet three purposes. First, it includes the countywide response to GMA requirements. Second, it includes policies to support parts of ((~~the regional plan,~~)) VISION ((~~2040,~~)) 2050 that ((~~go~~)) extend beyond state mandates. Third, it provides policies for issues that are specific to Snohomish County and its cities.

State Context

GMA distinguishes between Rural Lands and Resource Lands. In rural areas, there is a mix of low intensity uses including; housing, agriculture, forested areas, recreation, and appropriately scaled business and services, often following historic development patterns. Resource Lands are primarily for agriculture, forestry, or mineral extraction. Other activities on resource lands are to be of a subordinate nature.

Regional Context

VISION ((~~2040 identifies~~)) 2050 states that rural lands ((~~as permanent and vital parts of the region.~~)) "are expected to retain important cultural, economic, and rural lifestyle opportunities in the region."[13] ((~~It recognizes that rural lands accommodate many activities associated with natural resources, as well as small-scale farming and cottage industries.~~)) VISION ((~~2040~~)) 2050 emphasizes the preservation of these lands ((~~and acknowledges that managing rural growth~~)) by calling for reduced rural growth rates by directing urban development into designated urban lands ((~~helps to preserve vital ecosystems and economically productive lands~~)). It further encourages counties, wherever possible, to plan for rural growth rates that are lower than the levels that are contained in the regional growth strategy.

VISION ((~~2040~~)) 2050 also identifies that permanent protection of natural resource lands—forest, agricultural, and mineral lands—((~~are crucial~~)) is critical to the region's sustainability. It recognizes that the loss or fragmentation of these lands ((~~—along with their productivity—has impacts on the environment, including air and water quality and quantity, our economy, and ultimately the health of the region's people~~)) is particularly concerning for the long-term sustainability of the region.

Local Context

Beyond the guidance in GMA and VISION ((~~2040~~)) 2050, ((~~these~~)) the rural land use and resource lands CPPs ((~~give~~)) provide direction ((~~for~~)) in the coordination of local issues outside of the UGA ((~~that may arise between jurisdictions~~)).

[13] VISION 2050, page 40. Available at https://www.psrc.org/sites/default/files/vision-2050-plan.pdf

The objective of these policies is to ((~~ensure a future that maintains~~)) manage and reduce rural growth over time and maintain the non-urban character of rural areas, an active resource economy, and prosperous rural cities.

DP-((~~23~~)) 25 The County shall establish low intensities of development and uses in areas outside of Urban Growth Areas to preserve resource lands and protect rural areas from sprawling development.

DP-((~~24~~)) 26 Density and development standards in rural and resource areas shall ((~~be based on accommodating the projected population and employment growth not allocated to the urban growth areas, consistent with~~)) work to manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, GF-5, and the growth targets in Appendix B.

DP-((~~25~~)) 27 The County shall establish((~~, in rural and resource areas,~~)) infrastructure and road standards in rural and resource areas that are consistent with appropriate development patterns and densities ((~~in rural and resource areas~~)) to maintain rural character.

DP-((~~26~~)) 28 Domestic water supply systems may be developed in rural and resource areas to meet the needs of rural areas as provided in the county's coordinated water system plan. Water sources and transmission lines may be developed in rural and resource areas to meet the needs of urban growth areas.

DP-((~~27~~)) 29 The county may permit rural clustering in accordance with the Growth Management Act.

DP-((~~28~~)) 30 The County and cities should meet the demand for new commercial activity and services as well as new industrial job base in Urban Growth Areas (UGAs) with limited exceptions as identified below. Outside of UGAs, the County should limit commercial and industrial development consistent with GMA and the Regional Growth Strategy ((~~, by allowing~~)) and should plan for commercial and community services that serve rural residents to locate within nearby UGAs, but can otherwise allow for:

a. Resource-based and resource supportive commercial and industrial uses;
b. Limited convenience commercial development serving the daily needs of rural area residents;
c. Home-based businesses;
d. Low traffic and employment enterprises that benefit from a non-urban location due to large lots, vegetative buffers, etc.; ((~~and,~~))
e. Maintenance of the historical locations, scale, and character of existing commercial services and industrial activities((~~.~~)); and
f. Resource-dependent tourism and recreation oriented uses provided they do not adversely impact adjoining rural and resource uses.

DP-((~~29~~)) 31 The County shall develop strategies and programs to support agricultural and forest activities.

a. Strategies should reduce ((~~conversion pressures on all~~)) pressure to convert resource ((~~lands~~)) and ((~~on~~)) rural lands with resource-based activities ((~~and~~)) to non-resource uses. Strategies may include redesignation of rural land to resource land.

b. Programs may include transfer of development rights, purchase of development rights, and other conservation incentives that encourage ((~~the~~)) and focus ((~~of~~)) growth in the Urban Growth Areas.

DP-((~~30~~)) 32 Jurisdictions should encourage the use of transfer of development rights (TDR), purchase of development rights, and conservation incentives. The objective is to focus growth in the Urban Growth Areas while lessening development pressure on rural and resource areas. Specific steps regarding TDR include:

a. Designating additional TDR sending and receiving areas;

b. Developing zoning incentives to use TDR in urban areas not already designated as receiving areas;

c. Coordinating ((~~with~~)) efforts to establish a regional TDR program; and

d. Ensuring that an area designated as a TDR receiving area by the County remains a receiving area after annexation or that the city provides an equivalent capacity for receiving TDR certificates elsewhere in the city when the County and the affected cities have adopted an interlocal agreement addressing the TDR program.

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Orderly Development

These policies have been prepared under authority of RCW 36.70A.210(3) which states that, "A countywide planning policy shall at a minimum, address the following...Policies for promotion of contiguous and orderly development and provisions of urban services to such development..."

Community Design

DP-((~~31~~)) 33 Jurisdictions should minimize the adverse impacts on resource lands and critical areas from new developments through the use of environmentally sensitive development and land use practices.

DP-((~~32~~)) 34 Jurisdictions should design public buildings and spaces, transportation facilities, and infrastructure so they contribute to livability, a desirable sense of place and community identity.

DP-35 Jurisdictions should identify and plan for the development of parks, civic places, and public spaces, especially in or adjacent to centers.

DP-((~~33~~)) 36 Jurisdictions should develop high quality, compact urban communities that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.

DP-((~~34~~)) 37 The County and cities are encouraged to protect and preserve historical, cultural and archaeological resources in a manner consistent with state law and local policies and in collaboration with state agencies and tribes. The County and cities should consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds and should work with tribes to protect Tribal Reservation lands from encroachment by incompatible land uses and development both within reservation boundaries and on adjacent land.

DP-38 The County and cities should reduce disparities in access to opportunity for all residents through inclusive community planning and making investments that meet the needs of current and future residents and businesses.

DP-39 The County and cities should include measures in comprehensive plans, subarea plans, and development regulations that are intended to reduce and mitigate the impacts of displacement on marginalized residents and businesses as a result of development and redevelopment, particularly in regional, countywide, and other urban centers.

The Built Environment and Health

Urban design has a profound effect on ((~~how well we live~~)) quality of life. This subsection of the Development Patterns chapter ties together how we build the urban environment and ((~~the values of~~)) livability, health, and safety. It responds to the legislative findings in the GMA where the state connects land use planning to health and public safety.[14] The GMA considers provisions for health and safety to be a part of the goal of Public Services.[15] VISION ((~~2040~~)) 2050 articulates the regional response to this state requirement and sets the stage for the CPPs to guide local plans. The policies here are the local response to state and regional initiatives that seek to connect land use planning with public health and safety.

DP-((~~35~~)) 40 The County and cities should address the safety, health, and well-being of residents and employees ((~~by~~)) in countywide and local planning through:

a. ((~~Adopting~~)) Adoption of development standards ((~~encouraging~~)) that encourage design and construction of healthy buildings and facilities; ((~~and~~))
b. ((~~Providing~~)) Provision of infrastructure that promotes physical activity((~~.~~)); and
c. Incorporating a focus on health and well-being, including the reduction of existing disparities between population groups, into countywide and local decision-making processes.

DP-((~~36~~)) 41 The County and cities should adopt policies that create opportunities for:

a. Supporting urban food production practices, distribution, and marketing such as community gardens and farmers markets; and
b. Increasing the local agricultural economy's capacity to produce, market, and distribute fresh and minimally processed foods.

Incompatible Land Uses

DP-((~~37~~)) 42 The County and cities should conserve designated industrial land for future industries and related jobs by:

a. Protecting ((~~it~~)) industrial land from encroachment by incompatible uses and development on adjacent land;
b. Discouraging non-industrial uses on ((~~it~~)) industrial land unless such uses support and enhance existing industrial land uses; and
c. Discouraging conversion of ((~~it~~)) industrial land to other land use designations unless it can be demonstrated that a specific site is not suitable for industrial uses.

DP-((~~38~~)) 43 Adjacent to military lands, the County and cities should encourage land uses that are compatible with military uses and discourage land uses that are incompatible.

DP-((~~39~~)) 44 The County and cities shall protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.

[14] *RCW 36.70A.010*

[15] *RCW 36.70A.020(12) and 36.70A.030(13)*

HOUSING

State Context

((~~Washington's~~)) The Growth Management Act (GMA) ((~~establishes a~~)) housing goal ((~~pertaining to housing, to~~)) states that comprehensive plans and development regulations should encourage a full range of affordable housing types to meet the needs of all segments of the population, and to encourage the preservation of the existing housing stock.[16]

Pursuant to the GMA, the Countywide Planning Policies (CPPs) ((~~must~~)) specifically address how local comprehensive plans will consider the need for affordable housing ((~~, such as~~)). That consideration includes the creation of housing for all economic segments of the population and parameters for ((~~its~~)) the distribution of affordable housing among counties and cities.[17] In turn, each county and city is obligated to plan for affordable housing consistent with the regional context determined by CPPs.[18] Counties and cities planning under GMA must ensure that, taken collectively, their comprehensive plans provide sufficient land capacity for projected housing ((~~growth~~)) needs, consistent with the county's 20-year population growth allocation.[19]

CPPs may not, however, alter the land-use powers of cities.[20]

Regional Context

((~~The regional plan, Vision 2040 contains an "overarching goal" for housing that calls for the region to~~)) VISION 2050 includes a regional housing goal, stating that the region:

> *"((~~preserve, improve, and expand~~)) preserves, improves, and expands its housing stock to provide a range of affordable, accessible, ((~~health~~)) healthy, and safe housing choices for every resident. The region ((~~will continue~~)) continues to promote fair and equal access to housing for all people."*

((~~Vision 2040's Multi-county~~)) The Multicounty Planning Policies MPPs ((~~also require jurisdictions to establish local housing targets based on population projections, and local housing and employment targets for each designated regional growth center~~)) provide a regional policy framework for housing, which includes consideration of affordability, home ownership, housing location, and housing choice. In particular, the Housing chapter of VISION 2050 identifies the need for local action as a critical component in the provision of affordable housing.[21] It includes policies related to affordability, displacement, and jobs-housing balance. In addition, the housing

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[16] RCW 36.70A.020(4).
[17] RCW 36.70A.210(3)(e) and WAC 365-196-410(2)(e)(ii).
[18] WAC 365-196-410(2)(e)(ii).
[19] RCW 36.70A.115.
[20] RCW 36.70A.210(1).
[21] ((~~MPP-D-3.~~)) VISION 2050, page 103. Available at https://www.psrc.org/sites/default/files/vision-2050-plan.pdf

policies ((~~of Vision 2040~~)) place significant emphasis on ((~~the location of~~)) locating housing in close proximity to growth and employment centers and ((~~to~~)) transportation and transit corridors.

Snohomish County Housing

Snohomish County continues to face the following housing challenges:

1. Adequate supply of affordable housing for all economic segments in each community.
2. Adequate supply of quality housing options in proximity or satisfactory access to places of employment.
3. Infill housing development and community concerns about density and design.
4. Adequate resources for, and equitable distribution of low-income and special needs housing across the county.
5. Housing types suitable for changing household demographics and an aging population.
6. Maintenance of existing affordable housing stock, including mobile home and manufactured housing.
7. Overall increase in housing cost.

It is important to remember that housing is created, priced, and demolished as the result of complicated interactions of market forces and government policies that reach across regions and even nations. Snohomish County is part of a regional market where housing is a commodity largely produced by the private sector, with a small but significant portion provided by government housing authorities and non-profit agencies. Sufficient housing, concurrent with employment and population growth and adequate transportation access, is a regional challenge that needs attention at all levels of government.

It is beyond the financial capacity of local governments and nonprofits to satisfy unmet housing needs through their own expenditures. Historically, the federal government has taken the lead in the financial strategies, but federal funding does not meet the need. The housing affordability issue will get worse if federal funding trends continue.

Snohomish County jurisdictions recognize that their actions alone will not eliminate unmet housing needs. Financial constraints, however, are not a valid reason for jurisdictions not to address countywide unmet housing needs in their comprehensive plans' land use and housing strategies.

Despite the limited control that local governments have over housing markets, Snohomish County jurisdictions have made progress in meeting these housing challenges. Snohomish County Tomorrow regularly monitors and analyzes these housing challenges to better understand them and to suggest steps toward their diminishment. The 2007 *Housing Evaluation Report* illustrates that, alone and in cooperation, the county and cities have adopted policies, strategies and regulations that help preserve affordable housing or remove barriers or reduce the costs of producing new housing units.[22]

[22] The report can be found online at www1.co.snohomish.wa.us/Departments/PDS/Divisions/LR_Planning/Information/Plans/SCT+Reports/HER07.htm

Beyond that, the Snohomish County Housing Affordability Regional Taskforce was established in 2019 and issued the HART Report and Five-Year Action Plan in January 2020. The report identifies housing challenges and provides an action plan for addressing housing affordability.[23]

The CPPs on housing are required and intended to support both GMA and ((~~Vision 2040~~)) VISION 2050. Generally speaking, they follow the organization of the ((~~Vision 2040 Multi-county Planning Housing Policies~~)) VISION 2050 Multicounty Planning Policies on housing.

Housing Goal

Snohomish County and its cities ((~~will promote an affordable lifestyle where residents have access to safe, affordable, and~~)) shall promote fair and equitable access to safe, affordable, and accessible housing options for every resident through the expansion of a diverse housing ((~~options near their jobs~~)) stock that is in close proximity to employment, services, and transportation options.

((~~HO-1~~)) ((~~The county and cities shall support the principle that fair and equal access to housing is available to all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, familial status, source of income, or disability.~~))

HO-((~~2~~)) 1 The county and cities shall make provisions in their comprehensive plans to accommodate existing and projected housing needs, ((~~including~~)) consistent with the Regional Growth Strategy and Snohomish County Growth Targets. Plans must include a specific assessment of housing needs by economic segment ((~~within the community~~)), as ((~~indicated~~)) described in the housing report prescribed in CPP HO-5. Those provisions should consider the following ((~~factors~~)) strategies:

a. ((~~Avoiding~~)) Avoid further concentrations of low-income and special needs housing.
b. ((~~Increasing~~))Increase opportunities and capacity for affordable housing in ((~~urban~~)) Regional, Countywide, and local growth centers.
c. ((~~Increasing~~))Increase opportunities and capacity for affordable housing close to employment, education, shopping, public services, and public transit.
d. ((~~Increasing~~))Increase opportunities and capacity for affordable and special needs housing in areas where affordable housing is currently lacking.
e. ((~~Supporting~~))Support affordable housing opportunities in other Snohomish County jurisdictions, as described below in ((~~CPP HO-4~~)) CPP-HO-3.
f. Support the creation of additional housing options in single-family neighborhoods to provide for more diverse housing types and choices to meet the various needs of all economic segments of the population.

[23] HART Report and Five-Year Action Plan. Available at https://www.snohomishcountywa.gov/DocumentCenter/View/71290/HART-Report-and-5-Year-Action-Plan?bidId=

HO-((3)) 2 County and city comprehensive plans shall include policies ((~~for accommodating~~)) to meet affordable housing goals ((~~throughout the County~~)) consistent with ((~~Vision 2040~~)) VISION 2050. ((~~The land use and housing elements should demonstrate they~~)) Jurisdictions should demonstrate within their land use and housing elements that they can accommodate needed housing ((~~availability and facilitate~~)) consistent with the Regional Growth Strategy and Snohomish County Growth Targets. These efforts should include facilitating the regional fair share of affordable housing for very low, low, moderate, and middle-income households and special needs individuals. Housing elements of comprehensive plans shall be periodically evaluated for success in facilitating needed housing.

HO-((~~4~~)) 3 The county and cities should participate in ((~~a~~)) multi-jurisdictional affordable housing ((~~program or~~)) programs and engage in other cooperative ((~~effort~~)) efforts to promote and contribute to an adequate ((~~and diversified~~)) supply of affordable, special needs, and diverse housing countywide.

HO-4 The county and cities should implement policies that allow for the development of moderate density housing to help meet future housing needs, diversify the housing stock, and provide more affordable home ownership and rental opportunities. This approach should include code updates to ensure that zoning designations and allowed densities, housing capacity, and other restrictions do not preclude development of moderate density housing.

HO-5 The cities and the county shall collaborate to report housing characteristics and needs in a timely manner for jurisdictions to conduct major comprehensive plan updates and to assess progress toward achieving CPPs on housing. The report shall be sufficiently easy to understand and use for planning and evaluation. To the extent made possible by the availability of valid data, this report shall, for the entire county and each jurisdiction:

a. Describe the measures that jurisdictions have taken (individually or collectively) to implement or support CPPs on housing, especially measures taken to support housing affordability.
b. Quantify and map existing characteristics that are relevant to the results prescribed in the CPPs on housing, including (but not limited to):
    i. The supply of housing units, including subsidized housing, by type, tenure, affordability, and special needs populations served.
    ii. The availability and general location of existing affordable housing units and the distribution and location of vouchers and similar assistance methods.
    iii. The supply of land that is undeveloped, partially used ((~~and redevelopable residential land~~)) and/or has the potential to be developed or redeveloped for residential purposes.
c. Identify the number of housing units necessary to meet the various housing needs ((~~of the~~)) for the projected population ((~~, by income ranges,~~)) of households of all incomes and special needs populations. The number of units identified for each jurisdiction will be utilized for planning purposes and to acknowledge the responsibility of all jurisdictions to plan for affordable housing within the regional context.

d. Evaluate the risk of physical and economic displacement of residents, especially low-income households and marginalized populations.

HO-6 The county and cities should implement policies and programs that encourage ((~~the upgrading of neighborhoods and~~)) the rehabilitation and preservation of existing legally established, affordable housing for residents of all income levels, including but not limited to mobile/manufactured housing and single - room occupancy (SRO) housing.

HO-7 Jurisdictions shall use housing definitions consistent with those of the Snohomish County Tomorrow ((~~growth monitoring report~~)) Housing Characteristics and Needs Report prescribed in HO-5. Definitions may be periodically revised based on consideration of local demographic data and the definitions used by the Department of Housing and Urban Development.

HO-8 Each jurisdiction's comprehensive plan should reconcile the need to encourage and respect the vitality of established residential neighborhoods with the need to identify and site essential public residential facilities for special needs populations, including those mandated under RCW 36.70A.200.

HO-9 In order to improve the jobs-to-housing balance in Snohomish County, jurisdictions shall adopt comprehensive plans that provide for the development of:

a. A variety of housing choices, including affordable housing, so that workers at all income levels may choose to live in proximity to existing and planned employment concentrations and transit service; and
b. ((~~Provide for employment~~)) Employment opportunities in proximity to existing and planned residential communities.

HO-10 Jurisdictions should encourage the use of environmentally sensitive housing development practices and environmentally sustainable building techniques and materials in order to minimize the impacts of growth and development on the county's natural resource systems. This approach should also consider the potential costs and benefits to site development, construction, and building maintenance to balance housing affordability and environmental sustainability.

HO-11 The county and cities should consider the economic implications of proposed building and land use regulations so that the broader public benefit they serve is achieved with the least additional cost to housing.

HO-12 The county and cities should minimize housing production costs by considering the use of a variety of infrastructure funding methods, such as existing revenue sources, impact fees, local improvement districts, and general obligation bonds.

HO-13 Jurisdictions should ensure that their impact fee programs add no more to the cost of each housing unit produced than a fairly-derived proportionate share of the cost of new public facilities necessary to accommodate the housing unit as determined by the impact fee provisions of the Growth Management Act cited in chapter 82.02 RCW.

HO-14 The county and cities should ((~~provide incentives for~~)) incentivize and promote the development and preservation of long-term affordable housing ((~~such as~~)) through the use of zoning, taxation, and other tools, including height or density bonuses, property tax incentives and parking requirement reductions. The incentives should apply where feasible to encourage affordable housing.

HO-15 Metropolitan cities, Core cities, and High Capacity Transit Communities, as defined by the Regional Growth Strategy in VISION 2050, shall develop and implement strategies to address displacement of historically marginalized populations, including residents identified in the report prescribed in HO-5, and neighborhood-based small business owners.

ECONOMIC DEVELOPMENT AND EMPLOYMENT

A solid economic foundation is fundamental to our quality of life. Economic growth and activity provides jobs and income for our citizens, the goods and services that we use daily, and revenues that fund local government services and programs. Strengthening our ((~~businesses~~)) business climate keeps our region competitive with other regions, and expands opportunities for new and better jobs as our population grows. Diversifying and expanding Snohomish County's economic base will provide important long-term benefits to our ((~~citizens~~)) residents and communities.

((~~Local~~)) In partnership with the private sector, local government should promote economic development by creating opportunities for a wide range of businesses, jobs ((~~and~~)), careers, ((~~in partnership with the private sector~~)) and educational opportunities for all residents. Through education and training programs, land use planning, construction permitting, and building infrastructure, local government "sets the table" for private investment and continued economic growth.

State Context

The Growth Management Act requires that Countywide Planning Policies (CPPs) include policies to promote economic development and employment (RCW 36.70A.210(3)(g)). It also requires local plans—which the CPPs guide—to include an economic development element (RCW 36.70A.070(7)).

Regional Context

VISION ((~~2040~~)) 2050 sets the following ((~~"~~))overarching goal((~~"~~)) for ((~~economic development~~)) the regional economy:

> *The region ((~~will have~~)) has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.*

It goes on to state:

> *((~~VISION 2040's economic goals and policies promote a sustainable economy that creates and maintains a high standard of living and quality of life for all. The create stable and lasting prosperity, VISION 2040 focuses on businesses, people, and places, recognizing that growth management, transportation, economic, and environmental policies must be integrated and must take social, economic, and environmental issues into account while preserving key regional assets.~~))*
>
> *To create stable and lasting prosperity, VISION 2050 focuses on businesses, people, and places. Strong regional growth necessitates continuous coordination to ensure that the region's quality of life remains an economic asset in the future. Success of the region's*

economy is built on quality of life policies across VISION 2050 that manage the region's growth, invest in transportation, protect the environment, enhance community assets, and provide housing options for the region's residents. Economy policies in VISION 2050 build on these policies.

In ((~~2008, the Prosperity Partnership for the Puget Sound adopted a~~)) 2017 Amazing Place was adopted by the Puget Sound Regional Council, updating the Regional ((~~Growth~~)) Economic Strategy (((~~RGS~~))) for ((~~the area that identifies 14 industrial clusters in the region's economy. It also identifies the following seven clusters for strategic development~~)) the Central Puget Sound Region. In the Regional Economic Strategy, three economic goals were identified for the region. Those goals are as follows:

Goal: Open economic opportunities to everyone.

Goal: Compete globally.

Goal: Sustain a high quality of life.[24]

In addition to setting goals and providing strategies to achieve those goals, Amazing Place identifies the following nine key export industries that the economic strategy is designed to support:

- Aerospace
- Business Services
- Clean Technology
- Information and Communication Technology
- Life Sciences and Global Health
- Logistics and International Trade
- Maritime
- Military and Defense
- Tourism((~~/Visitors~~)).[25]

Snohomish County Economy

The CPPs in this chapter are intended to promote economic development in Snohomish County consistent with the goals and policies of VISION ((~~2040~~)) 2050. Snohomish County is an important international center for the aerospace industry, and the home of Boeing Company's largest aircraft manufacturing complex. This county also accounts for about one-fourth of the biotech industry in the State of Washington. Looking into the future, economic development organizations have identified three industry clusters as the ultimate focus of Snohomish County. These three industry clusters are Aerospace, Life Sciences (Biotech and Medical Devices), and Technology Manufacturing.

[24] Amazing Place, Page 11. Available at https://www.psrc.org/sites/default/files/amazingplacestrategy.pdf
[25] Amazing Place, Page 3. Available at https://www.psrc.org/sites/default/files/amazingplacestrategy.pdf

To achieve sustainable economic vitality for all the communities of Snohomish County, jurisdictions are required to incorporate an economic development element in their comprehensive plans. Coordination of economic development planning with the other required elements of comprehensive plans is vital to attracting new business, promoting economic diversity and encouraging expansion and retention of existing businesses.

Snohomish County residents provide a skilled workforce for many businesses in both King and Snohomish counties. An important part of creating sustainable communities and improving the quality of life will be realized by creating more opportunities for residents of Snohomish County to work closer to home. The CPPs, as the framework for local comprehensive plans, support the integration of economic opportunities, transportation improvements, investments in education, protection of environmental quality, and focusing of growth in designated centers, consistent with the RGS in VISION ((~~2040~~)) 2050.

Economic Development and Employment Goal

Cities, towns, and Snohomish County government will encourage coordinated, sustainable economic growth by building on the strengths of the county's economic base and diversifying it through strategic investments in infrastructure, education and training, and sound management of land and natural resources.

ED-1 The County and cities, through Snohomish County Tomorrow, should support the Regional Growth Strategy of VISION ((~~2040~~)) 2050 and the ((~~economic priorities of the Prosperity Partnership~~)) Regional Economic Strategy. ((~~While recognizing the need to accommodate other businesses and industries and to diversify our economy, jurisdictions~~)) Jurisdictions should utilize comprehensive plan policies, infrastructure investments, and regulations to support the ((~~following~~)) existing and emerging industry clusters that play an important role in ((~~the health of~~)) growing and sustaining Snohomish County's economy.((~~, through our comprehensive plan policies, infrastructure investments and land use regulations:~~
~~a. Aerospace;~~
~~b. Technology;~~
~~c. Life sciences and healthcare;~~
~~d. International trade;~~
~~e. Military;~~
~~f. Tourism;~~
~~g. Agriculture; and~~
~~h. Education~~))

ED-2 The County and cities should ((~~encourage~~)) foster an equitable business and regulatory environment that supports and encourages the establishment and growth of ((~~locally owned,~~)) small and startup businesses ((~~through comprehensive plan policies, infrastructure investments, and fair and appropriate land use regulations in all communities~~)), especially those that are woman- and minority-owned .

ED-3 Jurisdictions should prioritize multi-modal transportation system linkages between growth centers, ((~~manufacturing and industrial~~)) manufacturing/industrial centers, and ((~~supporting~~)) residential areas ((~~containing an adequate supply of affordable housing (as appropriate)~~)) to support economic development and improve access to a wide variety of job opportunities and employment.

ED-4 State and federal economic development and transportation funding should be prioritized to regionally designated centers((~~and sub-centers~~)), countywide centers, high-capacity station areas with a station area plan, and other local centers, as well as transportation system linkages between regional growth centers, ((~~manufacturing industrial~~)) manufacturing/industrial centers, and supporting residential areas containing an adequate supply of affordable housing.

ED-5 ((~~The process for designating Manufacturing/Industrial Centers (MICs) shall be as follows:~~
~~a. A local jurisdiction may nominate an MIC;~~
~~b. An economic development subcommittee of Snohomish County Tomorrow (SCT) reviews the proposal for conformity with the criteria in ED-6;~~
~~c. If the MIC proposal is found to be appropriate, the SCT Steering Committee recommends the MIC for designation; and~~
~~d. The County Council holds a public hearing and makes the decision to seek designation of the MIC as a candidate center to be forwarded to the Puget Sound Regional Council for consideration~~.))
Jurisdictions should promote economic and employment growth that creates a countywide economy that consists of a diverse range of living wage jobs for all of the county's residents.

ED-6 ((~~Manufacturing/Industrial Centers (MICs) designated through the process in ED-5 shall be located in Urban Growth Areas (UGAs). MICs should have clearly defined geographic boundaries and develop in accordance with the general guidelines established in the VISION 2040 Regional Growth Strategy. Specifically, an MIC should meet the following criteria, it:~~

~~a. Consists of major, existing regional employment areas of intensive, concentrated manufacturing, industrial and high technology land uses, including – but not limited to – aviation facilities and services;~~

~~b. Provides capacity and planning for a minimum of 20,000 jobs;~~

~~c. Is located outside other designated centers but in a UGA;~~

~~d. Includes land uses that cannot easily be mixed at higher densities with other uses;~~

~~e. Is supported by adequate public facilities and service, including good access to the regional transportation system; and~~

~~f. Discourages retail and office uses unless they are supportive of the preferred uses in (a.).~~))

As a part of the overall countywide economic development strategy, jurisdictions should target economic development activities that improve access to economic opportunity for residents that historically have low and very low access to opportunity.

ED-7 The County and adjacent cities shall protect the Paine Field-Boeing area as a ((~~Manufacturing Industrial~~)) Manufacturing/Industrial Center (MIC), recognizing that it is a major, existing regional employment area of intensive, concentrated manufacturing and industrial land uses, including aerospace, aircraft manufacturing and high-technology uses. Notwithstanding the VISION ((~~2040~~)) 2050 guidelines for MIC designation, land uses and zoning of Paine Field 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. This MIC should:

a. Accommodate aerospace related employment and associated activities;
b. Accommodate employment which requires a high floor area to employee ratio but ((~~strive to~~)) increase the overall employment density in the manufacturing and industrial center;
c. Encourage a mix of uses which support and enhance manufacturing, aerospace and industrial centers; and
d. Be supported by adequate public facilities and services, including good access to the region's transportation system, which are essential to the success of the MIC.

ED-8 Jurisdictions ((~~are encouraged to work~~)) should collaborate with businesses and organizations to develop economic development plan elements and analyze the land use designations, infrastructure and services needed ((~~by business uses~~)) to support businesses.

ED-9 As appropriate, the County and cities should adopt plans, policies, and regulations that preserve designated industrial, commercial, agricultural, and resource land base for long-term regional economic benefit.

ED-10 In their local comprehensive plans, jurisdictions shall include economic development policies consistent with existing or planned capital and utility facilities. These plans should identify and implement strategies to ensure timely development of needed facilities.

ED-11 In cooperation with school districts, other education providers, and each other, jurisdictions should ensure the availability of sufficient land and services for future K-20 school needs, and support ((~~improved~~)) high-quality education and job training resources for all ((~~citizens~~)) residents, such as a 4-year university or technical college in Snohomish County.

ED-12 The County and cities should coordinate economic development plans and economic elements within comprehensive plans with transportation, housing, and land use policies((~~that~~)), and the Regional Growth Strategy to support economic development ((~~and predictability for future growth~~)) that is compatible with each community.

ED-13 Jurisdictions should recognize, where appropriate, the growth and development needs of businesses of local, regional, or statewide significance and ensure that local plans and regulations provide opportunity for the growth and continued success of such businesses.

ED-14 The County and cities should promote an appropriate balance of jobs-to-housing to:

a. Support economic activity;
b. Encourage local economic opportunities and housing choice;
c. Improve mobility; and
d. Respond to the challenge of climate change.

ED-15 Jurisdictions should ensure that economic development sustains and respects the county's natural environment and encourages the development of existing and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience.

ED-((~~15~~)) 16 The expeditious processing of development applications ((~~by the County and the cities~~)) shall not result in the ((~~lowering~~)) reduction of environmental and land use standards.

ED-((~~16~~)) 17 ((~~In their comprehensive plans, the cities of Arlington and Marysville identify an industrial center spanning those two cities as a candidate for regional designation as a Manufacturing/Industrial Center (MIC). The proposed MIC is entirely within the urban growth area and predominantly within the city limits of Arlington and Marysville. Based on the recommendation of Snohomish County Tomorrow, developed through a collaborative and participatory process, the County identifies the proposed Arlington-Marysville Manufacturing Industrial Center as a candidate for regional designation as a Manufacturing/Industrial Center.~~)) The County and cities shall support the Cascade Industrial Center as a Manufacturing/Industrial Center (MIC), recognizing that it is a major, existing regional employment area of intensive, concentrated manufacturing and industrial land uses.

ED-18 Jurisdictions should identify the potential for physical, economic, and cultural displacement of existing locally owned, small businesses as a result of development or redevelopment and market pressure. Jurisdictions should consider a range of mitigation strategies to mitigate the impacts of displacement to the extent feasible.

TRANSPORTATION

State Context

These transportation policies have been prepared under the authority of RCW 36.70A.210 (3) which states that "A countywide planning policy [CPP] shall ((~~as~~)) at a minimum, address the following... (d) Policies for countywide transportation facilities and strategies". They apply to designated, countywide transportation facilities and services, which are those that serve travel needs and have impacts beyond the particular jurisdiction(s) in which they are located.

Regional Context

VISION ((~~2040~~)) 2050 provides a framework for long-range transportation planning in the region by integrating planning for freight, ferries, roads, transit, bicycling, and walking. VISION ((~~2040~~)) 2050 recognizes the importance of continued mobility for people, goods, and services. It also recognizes that transportation in our region is the source for approximately half of the greenhouse gas emissions, as well as a primary source of pollution in Puget Sound. As a result, VISION ((~~2040~~)) 2050 commits to a sustainable, clean and safe transportation system that increases transportation choices while improving the natural environment.

The multicounty planning policies for transportation are organized around the maintenance, management, and safety of the transportation systems. The policies call for better integrated land use and transportation planning, with a priority placed on transportation investments that serve centers and compact urban communities. An emphasis is also placed on cleaner operations, dependable financing mechanisms transportation, alternatives to driving alone (and reduced vehicle miles traveled), and lower transportation-related energy consumption—which, in turn, lowers particulate pollution and greenhouse gas emissions.

Local Context

Transportation and land use are profoundly interrelated. The type, intensity, and timing of land development will influence the mode of transportation provided, its effectiveness in moving people and goods and the travel behavior of people using the land. Distinctions need to be made between the types and levels of transportation services provided to urban areas and rural areas. People living in low-density areas traveling to employment dispersed throughout the county tend to use the automobile over other modes of transportation.

((~~It is very difficult to serve these types of trips with traditional, fixed route, public transportation (i.e., bus or rail).~~)) Public transportation is most effective in moving people where population and employment are concentrated in denser neighborhoods and activity centers. Site design features need to accommodate public transportation allowing efficient access and circulation of transit vehicles.

In order to achieve the long-term growth management goals that are established by Snohomish County Tomorrow, the following overarching principles should guide implementation of the CPPs for multimodal transportation.

- Provide a wide range of choices in transportation services to ensure that all citizens have the ability to travel regardless of age, sex, race, income, disability, or place of residence.
- Pursue sustainable funding and informed decision-making that recognizes the economic, environmental, and social context of transportation.
- Balance the various modes of travel in order to enhance person-carrying capacity, as opposed to vehicle-moving capacity.
- Implement efficient levels of service for the various surface transportation modes (i.e., roadways, bikeways, transit, and freight) that are applied effectively to serve different intensities of land development.

Policies related to level of service, transportation location, and design need to be coordinated across state, regional, and local agencies to ensure effective and efficient transportation. We need to ensure that our countywide transportation systems are designed to support the level of land development we allow and forecast while at the same time recognizing and responding to the context in which those systems are located.

The CPPs presented here are intended to guide transportation planning by the County and cities in Snohomish County and to provide the basis for regional coordination with the Washington State Department of Transportation (WSDOT), the Puget Sound Regional Council (PSRC), and transportation operating agencies.

Transportation Goal

The County and cities will work proactively with transportation planning agencies and service providers to plan, finance, and implement an efficient, affordable, equitable, inclusive, and safe multi-modal transportation system that supports state-level planning, the Regional Growth Strategy, and local comprehensive plans and promotes economic vitality, environment sustainability, and human health.

TR-1 Jurisdictions should establish agreements and procedures for jointly mitigating traffic impacts, including provisions for development and design review and sharing of developer impact mitigation.

a. Interlocal agreements among the cities and County should be used in Urban Growth Areas and areas proposed for annexation, to define procedures and standards for mitigating traffic impacts, sharing improvement and debt costs for transportation facilities, and addressing maintenance and funding for future transportation facilities and services. These interlocal agreements may also include transit agencies or the Washington State Department of Transportation where mitigation includes transportation demand management strategies or transit related improvements, such as park and ride facilities, bus rapid transit stations, or high-occupancy lanes.
b. Joint development and plan review teams should be formed for major projects having impacts that extend across jurisdictional boundaries.
c. Development impact mitigation should be shared where a project's impacts extend across jurisdictional boundaries.
d. Local comprehensive plans and long-range transit agency plans should provide

policies that encourage private sector investment in transportation services and facilities.

e. Local land use regulations should provide for integrated design of transportation facilities in designated urban growth centers to encourage transit-oriented land uses and nonmotorized modes of travel.

TR-2 Jurisdictions may designate transportation service areas that provide the geographic basis for joint projects, maintenance, level of service methods, coordinated capital and mitigation programs and finance methods for transportation facilities and services. In these transportation service areas, the Washington State Department of Transportation, the County, cities and transit agencies may coordinate future land use, transportation, and capital facilities planning efforts to ensure consistency between jurisdictional comprehensive plans and long-range transit agency plans.

TR-3 ((~~In support of VISION 2040, the~~))The County and cities should establish ((~~agreements~~)) processes and procedures for setting priorities, programming, and financing for countywide, regional and state transportation facilities and services consistent with VISION 2050, the Growth Management Act, and federal transportation legislation.

a. The County and cities, in coordination with public transit agencies and the Washington State Department of Transportation (WSDOT), should develop consistent methodologies to determine transportation needs and their estimated costs in terms of capital, operations, preservation, and maintenance.

b. Transportation needs should be prioritized based on the extent to which they fulfill the objectives of the adopted Regional Growth Strategy (RGS), local comprehensive plans, long range transit agency plans, and transportation policies.

c. Within cities and unincorporated county in urban growth areas, transportation facility and service investments should be prioritized that support compact, pedestrian- and transit- oriented development, especially within designated regional, countywide, and local centers, near HCT facilities, and along corridors connecting centers.

d. Transportation investments should be prioritized that support the achievement of regional greenhouse gas emission reduction goals.

((~~c.~~))e. The Puget Sound Regional Council, WSDOT, County, and cities should maintain an ongoing and coordinated six-year program that specifies the financing of immediate transportation improvements consistent with the RGS, ((~~Transportation 2040, and the WSDOT Highway System Plan~~)) The Regional Transportation Plan, and WSDOT's Washington Transportation Plan.

((~~d.~~))f. The financing of transportation systems and improvements should reflect the true costs of providing service, reflecting the costs and benefits attributable to those who use the system as well as those who benefit from it. Revenues to finance transportation should come from traditional measures (e.g., fuel taxes, property taxes, and impact mitigation fees), but also from other innovative measures (e.g., user fees, high occupancy tolls, Vehicle Miles Travelled assessments, and private-sector contributions). Importantly, impacts of transportation system choices and funding decisions on climate change should be considered as part of this process.

TR-4 The County and cities, together with WSDOT and transit agencies, shall provide transportation facilities and services ((~~that~~)) necessary to support and implement the RGS and the land use elements of ((~~their~~)) local comprehensive plans, including roadway capacities((~~ and nonmotorized~~)), active transportation options((~~ together with~~)), and public transportation services appropriate to the designated land use types and intensities by:

a. Maintaining and improving existing arterials, neighborhood streets, and associated pedestrian, bicycle, and transit infrastructure in order to promote safe and efficient use for all modes;
b. Providing a network of multimodal arterials based on a consistent classification system and appropriate design standards that will improve connectivity, circulation, and reduce vehicle miles of travel;
c. Using land use projections based on the Regional Growth Strategy and implemented through local comprehensive plans to identify and plan for adequate roadway, pedestrian, bicycle, and transit services to meet travel needs;
d. Reviewing land use designations where ((~~roadway capacity and/or transit service capacity~~)) transportation levels of service cannot adequately serve or expect to achieve concurrency for development allowed under the designation;
e. Providing adequate access to and circulation for public service and priority for public transportation vehicles will be part of the planning for comprehensive plan land use designations and subsequent development as appropriate; ((~~and~~))
f. Consulting with transit agencies, as appropriate, when planning future land use in designated transit emphasis corridors and in the area of high capacity transit stations for consistency with long-range transit agency plans and to ensure that the land use and transit services are mutually supported;
g. Preparing for changes in technology and travel patterns for moving people and goods; and
h. Improving street connectivity to encourage walking, bicycling, transit use, and physical activity.

TR-5 The County and cities together with the Washington State Department of Transportation should develop consistent transportation design standards for urban and rural areas throughout the County that address public transportation, roadways, ferries, walkways, bikeways, and access for people with disabilities, low-income and special needs populations, and that recognize differences among communities by:

a. Identifying major travel routes needing additional public transportation, pedestrian, or bicycle-related improvements to increase people-carrying capacity;
b. Coordinating local comprehensive plans to develop or complete a system of interconnected walkways and bikeways;
c. Establishing multimodal transportation facility design, level of service standards and site plan design standards that will address the movement of goods and services to enhance the wellbeing of the economy and public health; and
d. Implementing context-sensitive solutions that recognize the variety of functions of transportation facilities and that promote compatibility with the natural environment, adjoining land uses, and activities and that create high quality public spaces.

TR-6 The County and cities should prepare consistent rules and procedures among affected jurisdictions and transit agencies for locating, ((~~and~~)) designing, and constructing transportation facilities and services to minimize and mitigate their adverse impacts on the natural environment,((~~ or~~)) resource lands, or human health. Depending on the jurisdiction, these may include:

a. Design standards and consistent methods to reduce stormwater pollution, improve fish passages, and minimize other adverse impacts on shorelines, water resources, drainage patterns, and soils;
b. Location criteria that minimize the disruption to natural habitat, flood plains, wetlands, geologically and other environmentally sensitive areas;
c. Cooperation with the Puget Sound Clean Air Agency, PSRC, and local jurisdictions to ensure consistency with the transportation control measure requirements of the 1990 Clean Air Act Amendments; and
d. ((~~Measures to reduce emissions that contribute to climate change.~~)) Development of a transportation system that minimizes negative impacts to and promotes human health.

TR-7 The County and cities shall employ professionally accepted methodologies for determining transportation levels of service that consider different development intensities for urban centers, other urban areas and rural areas, high-occupancy vehicle use and community values as reflected by the city and County comprehensive plans, and transit agency long range plans.

The County and cities should use – in coordination with transit agencies – a consistent technique in calculating transportation level of service on a systems basis that:

a. Incorporates different levels of service depending on development form, mix of uses and intensity/density of land use, availability and adequacy of transit service, and the availability and adequacy of bicycle and pedestrian facilities in accordance with local comprehensive plans and long-range transit agency plans;

b. Employs consistent data collection and processing in determining travel demand and system operations along with the Puget Sound Regional Council (PSRC), adjacent local jurisdictions and transit agencies; and
c. Monitors level of service and concurrency on a routine basis on those critical transportation facilities and services that serve as indicators of system operation.

TR-8 The County and cities shall establish concurrency requirements for land development by considering transportation levels of service and available financial resources to make needed transportation improvements.

a. The goals, policies, and objectives of local comprehensive plans shall be the basis for making interpretations of development concurrency with transportation.
b. Level of service shall be used as a growth management tool to limit development in rural areas and offer incentives for more intense development in existing urban areas. ((~~Implementation of this policy will require higher levels of service in rural areas than in urban areas.~~))
c. The impact of alternate modes of travel (e.g., pedestrian, bicycle, carpools, vanpools, buses, rail, etc.), as well as single-occupant vehicles, shall be considered in ((~~making~~))local concurrency ((~~determinations~~)) programs, both in assessment and mitigation.
d. Recognize there are transportation services and facilities that are at their ultimate capacity.
e. The County and cities will reconsider land use designations where it is evident transportation facilities and services cannot be financed or provided in sufficient time to maintain concurrency with land development. ((~~Implementation of this policy will likely require increased density in centers, additional restrictions on rural development, shifting of transportation dollars to projects supporting centers, and lower levels of service and/or inability to maintain concurrency in some areas.~~))
f. Concurrency programs in designated regional, countywide, and local centers, and near HCT facilities should be designed to encourage transit supportive development.

TR-9 The County and cities should establish common policies and technical procedures for transportation system management and transportation demand management programs that reduce trip making, total miles traveled, and the climate change and air quality impacts associated with development, and improve the efficiency of the transportation system.

a. The Washington State Department of Transportation, Puget Sound Regional Council, County and cities should establish consistent commute trip reduction, vehicle-miles-of-travel and single-occupant vehicles goals and consistent methods of measuring progress to ensure consistency and equity.
b. The County and cities should coordinate with transit agencies and with each other for the implementation of employer and residential trip reduction programs.

TR-10 The County and cities should collaborate with federal, state, and regional agencies, and adjacent counties, cities, and transit agencies to prepare uniform criteria for locating and mitigating the impacts of major countywide and regional transportation facilities and services. These agencies should:

a. Designate transportation facilities of countywide and regional significance;
b. Prepare criteria for locating park-and-ride lots, transit stations, and similar components of a regional transportation system; and
c. Coordinate studies that look at alternative sites with affected public agencies and impacted neighborhoods.

TR-11 The County and cities should establish an education program utilizing state, County, transit agency, city transportation resources, and local school districts that encourages use of public transportation. The County and cities, in cooperation with transit agencies, should also establish an ongoing public awareness program for ridesharing and public transportation.

TR-12 Each local jurisdiction served by transit should, in cooperation with transit agencies, map the general locations of planned major transit facilities in their comprehensive plans and ((~~shall enact appropriate transit-oriented policies and development standards for such locations. Where appropriate, transit-oriented development should encompass the following common elements~~)) provide for transit-supportive infrastructure and programs, including:

((~~a. Be located to support the development of designated growth centers and existing or planned transit emphasis corridors;~~

~~b. Include pedestrian-scale neighborhoods and activity centers to stimulate use of transit and ridesharing;~~

~~c. Plan for appropriate intensity and mix of development, including both employment and housing options, that support transit service;~~))

((~~d. Provide safe~~))a. Safe, pleasant, and convenient access for pedestrians and bicyclists;

((~~e. Provide safe~~))b. Safe and convenient access to and transfer between all forms of transit and other modes of travel; and

((~~f. Promote pricing~~))c. Pricing or regulatory mechanisms[26] to encourage transit use and reduce reliance on the automobile.

[26] Such as metered parking and tolling.

TR-13 The County, cities, and transit agencies in the Southwest Urban Growth Area (UGA) should collaborate with Sound Transit to ensure planning and right-of-way preservation for ((~~a~~)) future ((~~phase~~)) phases of light-rail corridor development that will extend to the Everett Regional Growth Center as soon as possible. Planning for light-rail transit should:

a. Be compatible with the Sound Transit 2 ((~~plans for Snohomish County~~)) System Expansion Plan, which ((~~include~~)) includes commitments for stations in Lynnwood and Mountlake Terrace;

b. Be compatible with the Sound Transit 3 System Expansion Plan, which includes commitments for stations near Alderwood Mall, in the vicinity of 164th St SW near I-5, in the vicinity of 128th St SW near I-5, at the Southwest Everett Industrial Center, in the vicinity of SR526 near Evergreen Way, and near Everett Station, with provisions for a possible station at Airport Rd near SR 99;

((~~b.~~))c. Recognize and be compatible with local land use planning and urban design objectives in the Southwest UGA; and

((~~c.~~))d. Include consideration and evaluation of additional transit services to major employment centers in the Southwest UGA.

TR-14 In order to improve countywide and regional transit service ((~~throughout the county, cities, the County and~~)), the County and cities should provide assistance and support to transit agencies ((~~should evaluate~~))in evaluating the potential to expand the Public Transportation Benefit Area (PTBA) and/or the Regional Transit District (RTD) to Urban Growth Areas beyond the current boundaries in Snohomish County. ((~~This effort should consider the following:~~

~~a. Revenues to be generated from the expanded areas;~~

~~b. Potential transit service improvements in the expanded PTBA and RTD;~~

~~c. Benefits to communities to be added to the PTBA and RTD from improved transit services;~~

~~c. Overall countywide benefit to implementing the Regional Growth Strategy and the objectives of city and County comprehensive plans by improving countywide and regional transit services;~~

~~d. Roles countywide and regional agencies will assume in providing transit services; and~~

~~e. Other relevant factors pertaining to the countywide and regional transportation system.~~))

TR-15 The County and cities shall maintain, preserve and operate the existing transportation systems in a safe and usable state. The County and cities should collaborate on maintenance, management, predictable funding and safety practices that:

a. Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services;
b. Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs;
c. Reduce the need for some capital improvements through investments in operations; pricing programs; demand management strategies, and system management activities that improve the efficiency of the current system;
d. Improve the safety of the transportation system and, in the long term, pursue the goal of zero deaths and ((~~disabling~~))serious injuries;
e. ((~~Protect the transportation system against disaster by developing prevention and recovery strategies and coordinating emergency responses~~)) Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery; and
f. Assess and plan for adaptive transportation responses to potential threats and hazards arising from climate change.

TR-16 The County and cities, in cooperation with transit operating agencies and the Washington State Department of Transportation, should plan strategically to integrate ((~~concepts related to sustainability and climate change~~)) measures to reduce emissions that contribute to climate change in transportation planning, by:

a. Developing and coordinating transportation plans that support land use and other plan elements and contribute to a flexible, holistic and long-term approach to promote sustainability and mitigate impacts contributing to climate change;
b. Maximizing efficiency of existing transportation investments and pursuing measures to reduce vehicle miles of travel and greenhouse gas emissions from transportation;
c. ((~~Fostering a less polluting system that reduces the negative effects of transportation infrastructure and operation on climate and natural environment~~)) Supporting the transition to a cleaner transportation system by planning for and encouraging investment in clean energy options such as zero emission vehicles, low carbon fuels and the necessary infrastructure to support clean energy options;
d. Developing and implementing transportation modes, fuels and technologies that are energy-efficient and reduce negative impacts on the environment;
e. Investing in nonmotorized transportation improvements in and between urban centers; and
f. ((~~Promoting convenient and low-impact alternatives to single-occupancy vehicles; and~~)) Increasing the proportion of trips made by transportation modes that are alternatives to driving alone by ensuring availability of reliable and competitive mobility options, especially to and within centers and along corridors connecting centers.

((~~g. Developing a transportation system that minimizes negative impacts to human~~

~~health.~~))

TR-17 The County and cities should collaborate with the Washington State Department of Transportation (WSDOT) and transit operating agencies in order to designate transit emphasis corridors that allow effective and integrated planning of land use and transportation. Transit emphasis corridors – as delineated by local comprehensive plans – should:

a. Be served, or planned to be served, by public transportation;
b. Provide for transit-compatible and transit-oriented land uses and densities in transit emphasis corridors that recognize and reflect appropriate activity zones and walking distances, generally within ¼ to ½ mile of the corridor;
c. Connect all designated mixed-use urban centers;
d. Conform to urban design and infrastructure standards that accommodate and enhance the operations of transit services;
e. Be planned for compact, mixed-use commercial and residential development that is designed to be transit-oriented;
f. Include programs to implement vehicle access management measures that preserve capacity, maintain level of service standards and promote traffic safety;
g. Include transportation control measures, transportation demand management programs, and transportation system management programs to reduce travel delay and vehicle-miles of travel; and
h. Promote consistency between County, city, WSDOT, and transit agency long-range transportation plans.

TR-18 The County and cities, in cooperation with the Washington State Department of Transportation and port authorities, should plan and implement projects and programs ((~~to promote freight mobility and access needs being addressed~~))<u>that support global trade and the needs of state, regional, and local distribution of goods and services and attract and retain industries and skilled workers</u> through:

a. Coordinated design and construction of regional and local transportation facilities that support manufacturing and international trade;
b. Traffic operations measures and capital improvements that minimize the impacts of freight movement on other modes of travel;
c. Maintenance, preservation, and expansion of freight rail capacity;
d. Establishment of interjurisdictional programs aimed at preserving rail rights-of-way; and
e. Special efforts to ensure any ongoing conflicts and other needs are planned for and resolved to the greatest extent possible.

TR-19 The County ((~~and cities~~)), cities, and transit agencies should prepare compatible rules and procedures ((~~among affected jurisdictions and transit agencies for locating transportation facilities and services to minimize and mitigate potential adverse impacts on low income, minority, and special need populations.~~))to implement transportation programs and projects that provide access to opportunities while preventing and mitigating potential adverse impacts to people of color, people with low incomes, and people with special transportation needs.

TR-20 The County and cities, in cooperation with transit agencies, the Washington State Department of Transportation, and port authorities, should plan and design transportation facilities and services to efficiently interface with waterborne and air transportation terminals and facilities. It is intended that these efforts would:

a. Promote a seamless transportation system for all modes of travel;
b. Emphasize multi-modal intersection points at efficiently designed terminals;
c. Lead to coordinated fare and ticketing systems;
d. Benefit local transportation systems by reducing traffic volumes or improving traffic flows; and
e. Accommodate and complement existing and planned local land use patterns.

TR-21 The County and cities, in cooperation with the Washington State Department of Transportation (as appropriate), shall coordinate in planning, designing programming, and constructing nonmotorized transportation facilities in Snohomish County. The County and affected cities recognize a need for:

a. Bikeway and walkway standards that are compatible among affected jurisdictions;
b. Joint planning to achieve continuous and/or direct bicycle routes and pedestrian connections between cities and major centers in Snohomish County and the region;
c. Joint planning for a safe system of bicycle and pedestrian facilities that link residential areas, schools, recreational areas, business districts, and transit centers and facilities; and
d. New development to accommodate nonmotorized transportation facilities in its site planning.

TR-22 The County and cities, in cooperation with the Washington State Department of Transportation and transit operating agencies, should preserve existing freight and passenger railroad rights-of-way for continued rail transportation use.

TR-23 The County, along with affected cities, should cooperate in efforts to acquire and/or purchase abandoned railroad right-of-way in order to preserve options for alternative transit corridors, such as commuter rail, between growth centers in or adjacent to Snohomish County.[27] The County and affected cities recognize that:

a. Interim or co-existing uses, such as freight rail, nonmotorized transportation, and recreational activities need to be considered and planned in conjunction with commuter rail service;
b. Compatible land use types and densities need to be strategically planned at key locations to support the rail corridors; and
c. Impacts on resource lands, the natural environment, and the community shall be considered with regard to preservation and use of abandoned railroad rights-of-way.

TR-24 ((~~The County and cities should encourage transit supportive land uses in noncontiguous Urban Growth Areas (UGAs) in order to help preserve transit service between non-contiguous UGAs .~~)) Consistent with the RGS, arterial capacity improvements that encourage rural growth should be avoided. Where increased arterial capacity is warranted to provide safe and efficient travel between UGAs:

a. Road standards shall be consistent with appropriate development patterns and densities; and
b. Appropriate rural land development and access management regulations should be in place prior to authorizing improvements.

TR-25 The County and cities should coordinate with the county's airports to meet local and regional aviation system needs while minimizing impacts to the community consistent with state and regional aviation system plans.

[27] One example is a potential link between the cities of Woodinville and Snohomish.

THE NATURAL ENVIRONMENT AND CLIMATE CHANGE

State Context

The goal for the environment in the Growth Management Act (GMA) ((~~says to~~)) states "Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water" (RCW 36.70A.020(10)). There is no specific requirement in GMA for environmental policies; however, achievement of other requirements in GMA contributes to accomplishment of this goal.

Regional Context

VISION ((~~2040~~))2050 includes two chapters, Environment and Climate Change that include goals and polices that are relevant to this chapter. The Environment chapter acknowledges that certain development patterns and practices have damaged and threaten further disruption of the region's ecosystems. ((~~It~~)) While this chapter recognizes that ((~~while~~)) some impacts are irreversible, it provides guidance on how the region can curb pollution, change land use and transportation patterns, and better manage waste to protect and restore key ecological functions ((~~and help restore the environment~~)). VISION ((~~2040~~)) 2050 stresses the ecological, economic, and health benefits of preserving and restoring our natural environment and open space. Additionally, the environment chapter identifies recovery of Puget Sound as a key part of this environmental strategy. According to VISION 2050:

> *"Local governments play a critical role in Puget Sound recovery through actions such as protecting and restoring critical habitat, converting hardened shorelines back to more natural conditions, protecting aquifers, promoting and installing stormwater infrastructure, and upgrading sewage treatment facilities."*[28]

The Climate Change chapter provides polices identifying regional methods to slow and mitigate the impacts of climate change. The Climate Change goal includes a regional benchmark for greenhouse gas emissions reduction, stating:

> *The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.*

Local Context

These regional policies form the basis ((~~of~~)) to develop and update countywide planning policies to facilitate coordinated countywide ((~~environmental~~)) strategies for environmental stewardship ((~~earth and~~)) and justice, addressing climate change, habitat, and water ((~~quality,~~)) and air quality((~~, and climate change~~)). The CPPs for the environment and climate change are addressed in this chapter, with two subchapters, natural environment and climate change. ((~~Related policies~~

[28] VISION 2050, page 60. Available at https://www.psrc.org/sites/default/files/vision-2050-plan.pdf

~~in the~~)) Other chapters, including Development Patterns and Transportation ((~~sections address some of the major sources of~~)), also include policies on air and water quality and ((~~climate change pollutants~~)) greenhouse gas emissions. Protecting and enhancing the quality of the natural environment ((~~is~~)) and combating and mitigating the impacts of climate change are central to providing ((~~for the~~)) high quality of life for residents of Snohomish County.

The Natural Environment and Climate Change Goal

Snohomish County and local jurisdictions will act as a steward of the natural environment ((~~by protecting and restoring natural systems, conserving~~)) in an effort to protect and restore natural systems and public health and mitigate climate change. This will be achieved through natural resource and habitat conservation, ((~~improving air and~~)) water quality improvement, and ((~~reducing~~)) air pollutant and greenhouse gas emissions reduction ((~~and air pollutants, and addressing potential climate change impacts~~)). Planning for the future will include addressing climate change and resilience at local and regional levels of government to ((~~will embrace sustainable ways to integrate care of~~)) protect the natural environment ((~~with~~)) and meet the economic and social needs of all residents.

The Natural Environment Policies

Env-1 All jurisdictions shall protect and enhance natural ecosystems through their comprehensive plans, development regulations, capital facilities programs, and management practices. Jurisdictions should work collaboratively, employing integrated and interdisciplinary approaches, to consider regional and countywide strategies and assessments, as well as best available qualitative and quantitative information, in formulating plans and regulations that are specific to their community.

Env-2 The County and cities should work collaboratively to identify, designate, and protect regional open space ((~~networks/wildlife~~)) networks and wildlife corridors both inside and outside the Urban Growth Area and across the jurisdictional boundaries. Jurisdictions should establish policies and coordinated approaches to preserve and enhance these ((~~networks/corridors across jurisdictional boundaries~~)) open space networks and corridors and ensure that all residents have access to parks and open space.

Env-3 The County and cities shall work collaboratively to create goals and policies intended to implement and address the needs identified in the Regional Open Space Conservation Plan.

Env-((~~3~~)) 4 The County and cities should identify and protect, enhance, or restore wildlife corridors and important habitat areas that support designated species of local or state significance, such as orca and salmon, and those areas that are critical for survival of endangered or threatened species.

Env-((4)) 5 The County and cities should work with neighboring jurisdictions and tribes to identify and protect significant open space areas, natural resources, and critical areas through appropriate local policies, regulations or other mechanisms such as public acquisition, easements, voluntary agreements, ((~~or by~~))supporting the efforts of conservation organizations, and other best practices.

Env-((~~5~~)) 6 In recognition of the broad range of benefits from ecological systems, the County and cities should establish policies and strategies to restore – where appropriate and possible – the region's freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.

Env-7 The County and cities should reduce and mitigate the stormwater impacts of land development and redevelopment through collaboration in watershed planning, implementation of low impact development, and other best practices.

Env-8 The County and cities shall work to maintain and improve air and water quality and ensure that all residents have equitable access to clean air and water.

Env-9 The County and cities should reduce the impacts of light and noise pollution upon residents, including an emphasis on reducing these impacts on vulnerable populations, through land use, development, and transportation decisions.

Env-10 The County and cities should support the use of integrated pest management and other programs that work to reduce the use of toxic pesticides and other products that present a risk to the health of the environment and humans.

Env-11 The County and cities should establish and/or support programs that manage and work to reduce the spread of invasive species that are harmful to natural ecological function and habitat throughout the county.

Climate Change Policies

((~~Env-6~~)) CC-1 The County and cities shall incorporate emissions reduction actions into local plans and collaborate with regional and state agencies on initiatives to ensure that air quality meets or ((~~is better than~~)) exceeds established state and federal standards and greenhouse gas emissions are reduced in accordance with the goals of the Puget Sound Clean Air Agency. Any initiatives which exceed established state and federal standards shall be voluntary between jurisdictions and are not required by ((~~Env-6~~)) CC-1.

((~~Env-7~~)) CC-2 The County and cities should support the implementation of the state's climate change initiatives and work toward developing a common framework to analyze climate change impacts when conducting environmental review under SEPA.

((~~Env-8~~)) CC-3 The County and cities should establish and/or support programs ((~~to~~)) that work to reduce greenhouse gas emissions and ((~~to~~)) increase energy conservation((~~and alternative/clean energy among both public and private entities.~~)), including the retrofit of existing buildings, expansion of alternative/clean energy within the public and private sector, and the use of environmentally sustainable building techniques and materials.

((~~Env-9~~)) CC-4 The County and cities should use natural systems to reduce carbon in the atmosphere by establishing programs and policies that maintain and increase natural resources that sequester and store carbon, such as forests, ((~~and~~))vegetative cover, wetlands, farmland, and estuaries.

((~~Env-10~~)) CC-5 The County and cities should ((~~establish~~)) plan for climate adaptation and resilience by establishing a planning framework in local plans and (~~coordinate~~)) coordinating regionally to identify, anticipate, prepare for, and adapt ((~~as necessary~~)) to likely impacts of climate change on natural systems, infrastructure, public health, and the economy. These efforts should identify measures to mitigate climate impacts and include a focus on minimizing these impacts upon highly impacted and vulnerable populations.

CC-6 The County and cities should support the achievement of regional greenhouse gas emissions reduction targets through adoption of policies and implementation of actions including identification of emissions reduction goals in local plans and providing support for land use, transportation, and development policies that reduce vehicle miles traveled and greenhouse gas emissions from transportation.

CC-7 Jurisdictions should consider rising sea level by planning for the siting of new and relocation of existing essential public facilities and hazardous industries to areas that are outside the 500-year floodplain.

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PUBLIC SERVICES AND FACILITIES

State Context

((~~The~~)) Planning under the Growth Management Act (GMA) requires jurisdictions to determine which facilities and services are necessary to serve the desired growth pattern. Jurisdiction are also required to identify current and future capital facility needs necessary to serve anticipated growth and how to fund those needs (RCW 36.70A.070). The state's intent is to ensure that public facilities and services adequately support development and are provided in a timely manner while maintaining locally established minimum standards. Further, the GMA differentiates between urban and rural public services and facilities (RCW 36.70A.110)((~~. Certain~~)) allowing certain public services and facilities, such as sanitary sewers, ((~~are allowed~~)) only in Urban Growth Areas (UGAs), with ((~~very~~)) few exceptions. ((~~The GMA requires local jurisdictions to determine which facilities and services are necessary to serve the desired growth pattern and how they will be financed (RCW 36.70A.070). The state's intent is to ensure that those public facilities and services necessary to support development shall be adequate and provided in a timely manner without decreasing the current service levels below locally established minimum standards.~~))

((~~The GMA ((requires countywide planning policies (CPPs) to contain policies related to essential public facilities (EPFs) (RCW 36.70A.210(3)(C)). The GMA provides that no comprehensive plan or development regulation may preclude the siting of essential public facilities (RCW 36.70A.200(5)). The GMA~~)) The GMA framework also maintains specific policy requirements regarding essential public facilities (EPFs) for countywide planning policies (CPPs) (RCW 36.70A.210(3)(C). That framework allows counties to adopt comprehensive plan policies and development regulations related to the siting of EPFs ((~~of a local nature as long as~~)) however, it states that those policies and regulations ((~~do not~~)) may not preclude the siting of any such facility.

((~~Essential~~)) Under state law, essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities, state and regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.

Since the enactment of the GMA, ((~~government's~~)) the ability of jurisdictions to fund the expanding demand for critical public facilities and services and ((~~ability to~~)) achieve GMA goals has been reduced. As a result, government agencies have been forced to re-evaluate service levels and delivery while looking to other sources of funds for critical public facilities and services.

Regional Context

The Public Services and Facilities chapter responds to the overarching Public Services goal and supporting Multicounty Planning Policies (MPPs) in VISION ((~~2040 that~~)) 2050. The VISION

2050 goal reads, in part, "support development with adequate public facilities and services in a coordinated, and cost-effective manner". Some of the services addressed in VISION ((~~2040~~)) 2050 are included in the Joint Planning subsection of the General Framework and Coordination chapter, and others appear in the Transportation chapter. The following policies are for those public services and facilities that are appropriate for discussion in this chapter and that are not covered elsewhere in the CPPs.

Conservation is a major theme throughout VISION ((~~2040~~)) 2050. It calls for jurisdictions to invest in facilities and amenities that serve centers and to restrict urban facilities in rural and resource areas. The ((~~multicounty planning policies~~)) MPPs also discourage schools and other institutions serving urban residents from locating outside the urban growth area.

Local Context

The designation of UGAs or Municipal Urban Growth Areas (MUGAs) establishes the public facilities and service area for cities in Snohomish County. The detailed planning and timing of such facilities and services and the installation of infrastructure improvements is determined through shorter-term 6-year capital improvement plans.

Public services and facilities in UGAs and MUGAs are expected to be provided at service levels to support urban densities and development intensity while reflecting the realities of limited funding resources and prioritization between those services and facilities.

Public services and facilities in rural areas of Snohomish County are expected be provided at service levels reflecting lower densities and more dispersed patterns of development.

Public Services and Facilities Goal

Snohomish County and its cities will coordinate and ((~~strive to~~)) develop and provide adequate and efficient public facilities and services to ensure the health, safety, conservation of resources, and economic vitality of our communities and all residents.

General Public Services

PS-1 Jurisdictions should support cities as the preferred urban service providers.

PS-2 Cities shall determine the appropriate methods for providing urban services in their incorporated areas including any annexations thereto. Cities that currently have no territory in Snohomish County shall have an interlocal agreement in place with the County prior to annexations into the county, to address the provision of public services.

PS-3 Jurisdictions should support the County as the preferred provider for regional services, rural services, agricultural services, and services for natural resource areas.

PS-4 The County and cities should support the planned development of jobs and housing through strategic investment decisions and coordination of public services and facilities.

PS-5 Public services and infrastructure provided by jurisdictions in rural and resource areas should be at a level, scale, and in locations that do not induce urban development pressures.

PS-6 The County and cities should design infrastructure and public services to promote conservation of natural resources.

PS-7 ((~~Jurisdictions~~)) To ensure long-term water availability for both human use and environmental needs, jurisdictions should ((~~promote improved~~)) work collaboratively to reduce per capita water consumption through conservation ((~~and efficient use of water to ensure long-term water availability~~)), improvements in efficiency, and if applicable, reclamation and reuse.

PS-8 The County and cities shall work collaboratively, in coordination with tribal governments, for the planning of water and wastewater utilities to meet the area's long-term needs and support the regional growth strategy.

PS-9 The County and cities, in collaboration with water providers and utilities, should consider the potential impacts of climate change, including impacts exacerbated by seasonal or cyclical conditions, when engaged in planning efforts to ensure the county's long-term water supply.

PS-((~~8~~)) 10 Jurisdictions should coordinate with solid waste service providers in order to meet and, if desired, exceed state mandates for the reduction of solid waste and promotion of recycling.

PS-((~~9~~)) 11 The County and cities shall permit new development in urban areas only when sanitary sewers are available with the exception of where sewer service is not likely to be feasible for the duration of the jurisdiction's adopted plan.[29]

PS-((~~10~~)) 12 Jurisdictions should ((~~encourage~~)) promote the use ((~~of low impact development techniques, and~~)) and investment in renewable and alternative energy sources to meet the local and countywide energy needs.

PS-((~~11~~)) 13 The County and cities should ((~~maximize the use of~~)) support energy conservation and efficiency in new and existing public facilities ((~~to promote financial and energy conservation benefits and~~)) in order to achieve fiscal savings and reduce environmental impacts associated with energy generation and use.

[29] Currently identified exceptions include unsewerable enclaves, as well as the Darrington, Gold Bar, and Index Urban Growth Areas.

PS-((~~12~~)) 14 Jurisdictions in Urban Growth Areas shall coordinate on the data, analysis and methodologies relating to the Levels of Service (LOS) standards for all public facilities and services that are required by the Growth Management Act. Each jurisdiction may implement and monitor its own LOS standards in accordance with each jurisdiction's adopted comprehensive plan.

PS-((~~13~~)) 15 Jurisdictions should adopt capital facilities plans, and coordinate with other service providers, to provide the appropriate level of service to support planned growth and development in Urban Growth Areas.

PS-((~~15~~)) 16 The County and cities should develop and coordinate compatible capital facility construction standards for all service providers in individual Urban Growth Areas.

PS-((~~16~~)) 17 The County and cities should encourage the location of new human services facilities near access to transit.

PS-18 The County and cities should work collaboratively at a local and countywide level to promote equitable access of public services and facilities for all residents, especially those that are historically underserved.

PS-19 The County and cities should promote connection to sanitary sewers for residents and businesses within urban growth areas as the preferred alternative to resolving failing septic systems.

PS-20 The County and cities should support planning for the provision of telecommunication infrastructure in order to improve and facilitate access to telecommunication for all residents and businesses, especially those in underserved areas.

PS-21 The County and cities should work collaboratively with school districts to plan for the siting and improvement of school facilities to meet the current and future community needs. Considerations should include recent growth, 6-year projections of population and student enrollment growth, adopted comprehensive plans including capital facilities plans, and the growth targets in Appendix B.

PS-22 Sanitary sewer mains shall not be extended beyond Urban Growth Areas (UGAs) into rural areas except when necessary to protect basic public health and safety and the environment, and when such sewers are financially supportable at rural densities and do not result in the inducement of future urban development outside of UGAs. Sewer transmission lines may be developed through rural and resource areas to meet the needs of UGAs as long as any extension through resource areas does not adversely impact the resource lands. Sanitary sewer connections in rural areas are not allowed except in instances where necessary to protect public health and safety and the environment and as allowed in RCW 36.70A.213. Sanitary sewer mains are prohibited in resource areas.

Essential Public Facilities

EPF-1 The County and each city may impose reasonable conditions and/or mitigation of adverse environmental impacts on approval of a development agreement or other land use approvals as a result of the siting of local, regional, statewide, or federal essential public facilities.

EPF-2 The County and each city may establish a process through their respective comprehensive plans and implementing development regulations to identify and site local essential public facilities((~~,~~)) that are consistent with the provisions of the GMA and ensure long-term resilience of these facilities. This process should include:

a. A definition of these facilities;
b. An inventory of existing and future facilities;
c. Economic and other incentives to jurisdictions receiving facilities;
d. A public involvement strategy;
e. Assurance that the environment and public health and safety are protected; ((~~and~~))
f. Consideration of impacts from climate change when selecting locations for facilities, including, but not limited to, potential flood risk and sea-level rise; and
g. A consideration of alternatives to the facility.

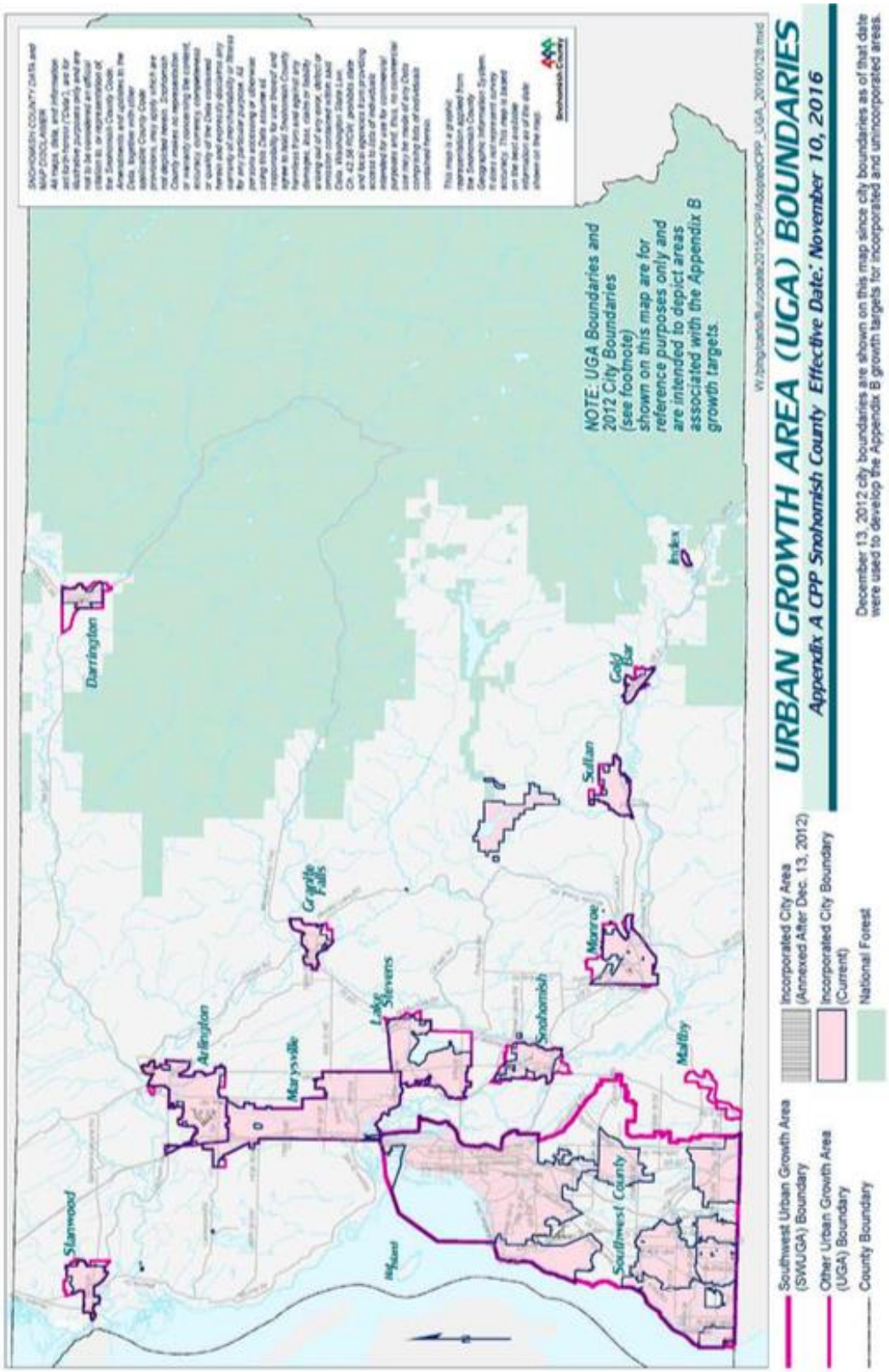
EPF-3 Local essential public facilities should be sited or expanded to support the countywide land use pattern, ((~~support economic activities, reduce environmental impacts, provide amenities or incentives, and minimize public costs~~)) minimize public costs, and protect the environment and public health, including reducing adverse impacts upon historically marginalized populations and disproportionately burdened communities.

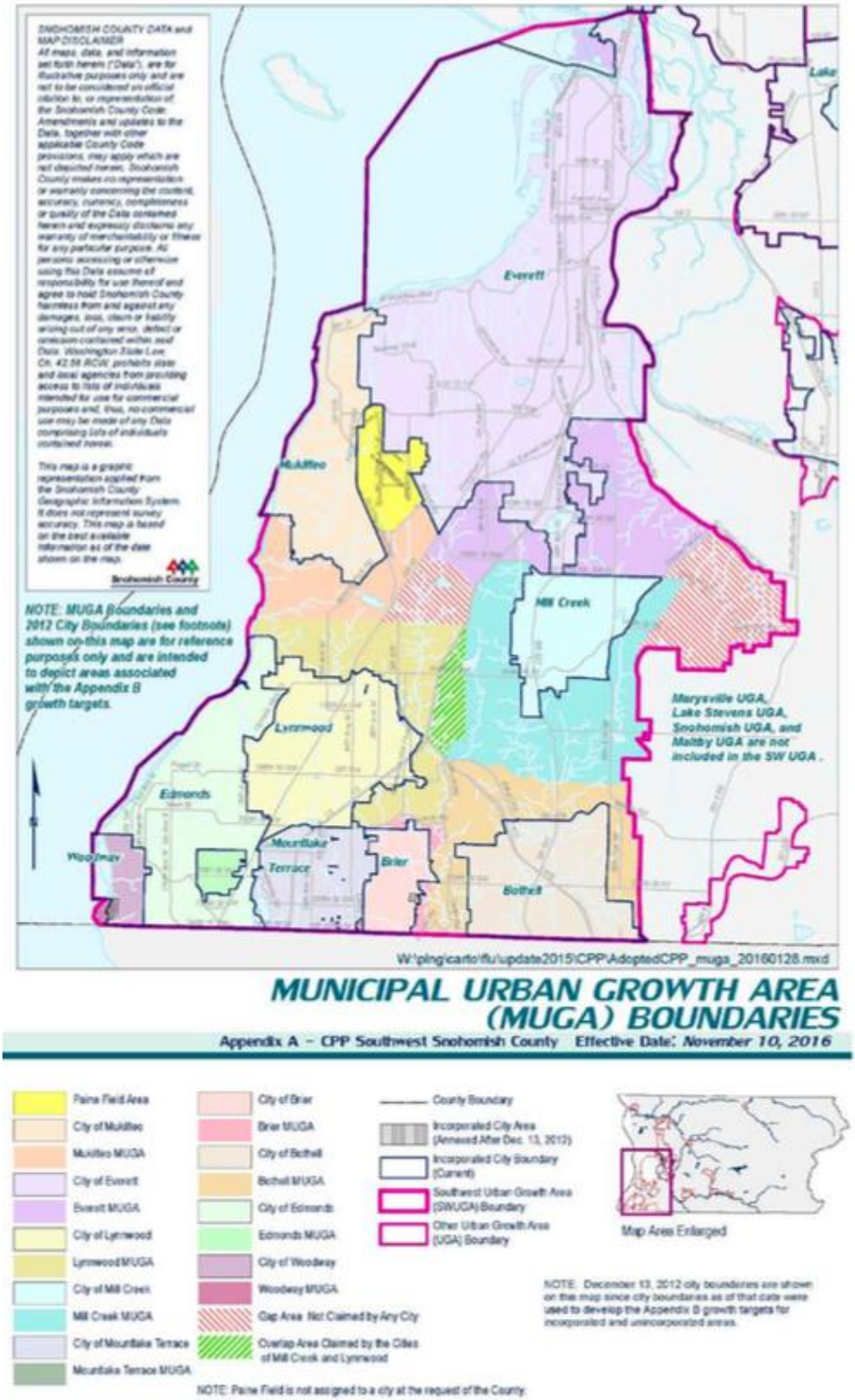
EPF-4 Local essential public facilities shall first be considered for location inside Urban Growth Areas unless it is demonstrated that a non-urban site is the most appropriate location for such a facility. Local essential public facilities located outside of an Urban Growth Area shall be self-contained or be served by urban governmental services in a manner that shall not promote sprawl.

EPF-5 The County and each city should collaborate with public agencies and special districts to identify opportunities for the co-location of local essential public facilities.

APPENDICES

Appendix A – UGA & MUGA Boundary Maps




SNOHOMISH COUNTY DATA and MAP DISCLAIMER
All maps, data, and information set forth herein ("Data"), are for illustrative purposes only and are not to be considered an official citation to, or representation of, the Snohomish County Code. Amendments and updates to the Data, together with other applicable County Code provisions, may apply which are not depicted herein. Snohomish County makes no representation or warranty concerning the content, accuracy, currency, completeness or quality of the Data contained herein and expressly disclaims any warranty of merchantability or fitness for any particular purpose. All persons accessing or otherwise using this Data assume all responsibility for use thereof and agree to hold Snohomish County harmless from and against any damages, loss, claim or liability arising out of any error, defect or omission contained within said Data. Washington State Law, Ch. 42.56 RCW, prohibits state and local agencies from providing access to lists of individuals intended for use for commercial purposes and, thus, no commercial use may be made of any Data comprising lists of individuals contained herein.
This map is a graphic representation applied from the Snohomish County Geographic Information System. It does not represent survey accuracy. This map is based on the best available information as of the date shown on the map.
Snohomish County
NOTE: MUGA Boundaries and 2012 City Boundaries (see footnote) shown on this map are for reference purposes only and are intended to depict areas associated with the Appendix B growth targets.
Everett
Mukilteo
Mill Creek
Lynnwood
Edmonds
Woodway
Mountlake Terrace
Brier
Bothell
Marysville UGA, Lake Stevens UGA, Snohomish UGA, and Maltby UGA are not included in the SW UGA.
W:\pln\gis\arto\flu\update2015\CPP\AdoptedCPP_muga_20160128.mxd
MUNICIPAL URBAN GROWTH AREA (MUGA) BOUNDARIES
Appendix A – CPP Southwest Snohomish County Effective Date: November 10, 2016
Paine Field Area
City of Mukilteo
Mukilteo MUGA
City of Everett
Everett MUGA
City of Lynnwood
Lynnwood MUGA
City of Mill Creek
Mill Creek MUGA
City of Mountlake Terrace
Mountlake Terrace MUGA
City of Brier
Brier MUGA
City of Bothell
Bothell MUGA
City of Edmonds
Edmonds MUGA
City of Woodway
Woodway MUGA
Gap Area Not Claimed by Any City
Overlap Area Claimed by the Cities of Mill Creek and Lynnwood
County Boundary
Incorporated City Area (Annexed After Dec. 13, 2012)
Incorporated City Boundary (Current)
Southwest Urban Growth Area (SWUGA) Boundary
Other Urban Growth Area (UGA) Boundary
Map Area Enlarged
NOTE: December 13, 2012 city boundaries are shown on this map since city boundaries as of that date were used to develop the Appendix B growth targets for incorporated and unincorporated areas.
NOTE: Paine Field is not assigned to a city at the request of the County.

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Appendix B – Growth Targets

APPENDIX B, Table 1 - 2035 Reconciled Population Growth Targets for Cities, UGAs and the Rural/Resource Area

Area	2011 Population Estimates	2035 Population Targets	2011-2035 Population Growth	
			Amount	Pct of Total County Growth
Non-S.W. County UGA	161,288	233,097	71,809	30.1%
Arlington UGA	18,489	26,002	7,512	3.2%
Arlington City	17,966	24,937	6,971	2.9%
Unincorporated	523	1,065	541	0.2%
Darrington UGA	1,420	2,161	741	0.3%
Darrington Town	1,345	1,764	419	0.2%
Unincorporated	75	397	322	0.1%
Gold Bar UGA	2,909	3,319	411	0.2%
Gold Bar City	2,060	2,406	346	0.1%
Unincorporated	849	913	65	0.0%
Granite Falls UGA	3,517	8,517	5,000	2.1%
Granite Falls City	3,370	7,624	4,254	1.8%
Unincorporated	147	893	746	0.3%
Index UGA (incorporated)	180	220	40	0.0%
Lake Stevens UGA	33,218	46,380	13,162	5.5%
Lake Stevens City	28,210	39,340	11,130	4.7%
Unincorporated	5,008	7,040	2,032	0.9%
Maltby UGA (unincorporated)	NA	NA	NA	NA
Marysville UGA	60,869	87,798	26,929	11.3%
Marysville City	60,660	87,589	26,929	11.3%
Unincorporated	209	209	-	0.0%
Monroe UGA	18,806	24,754	5,948	2.5%
Monroe City	17,351	22,102	4,751	2.0%
Unincorporated	1,455	2,652	1,197	0.5%
Snohomish UGA	10,559	14,494	3,935	1.7%
Snohomish City	9,200	12,139	2,939	1.2%
Unincorporated	1,359	2,354	996	0.4%
Stanwood UGA	6,353	11,085	4,732	2.0%
Stanwood City	6,220	10,116	3,896	1.6%
Unincorporated	133	969	836	0.4%
Sultan UGA	4,969	8,369	3,399	1.4%
Sultan City	4,655	7,345	2,690	1.1%
Unincorporated	314	1,024	709	0.3%
S.W. County UGA	434,425	582,035	147,610	62.0%
Incorporated S.W.	261,506	363,413	101,907	42.8%
Bothell City (part)	16,570	23,510	6,940	2.9%
Brier City	6,201	6,972	771	0.3%
Edmonds City	39,800	45,550	5,750	2.4%
Everett City	103,100	164,812	61,712	25.9%
Lynnwood City	35,860	54,404	18,544	7.8%
Mill Creek City	18,370	20,196	1,826	0.8%
Mountlake Terrace City	19,990	24,767	4,777	2.0%
Mukilteo City	20,310	21,812	1,502	0.6%
Woodway Town	1,305	1,389	84	0.0%
Unincorporated S.W.	172,919	218,623	45,704	19.2%
UGA Total	595,713	815,132	219,419	92.1%
City Total	412,723	578,994	166,271	69.8%
Unincorporated UGA Total	182,990	236,138	53,148	22.3%
Non-UGA Total (Uninc Rural/Resource Area)	121,287	140,125	18,838	7.9%
County Total	717,000	955,257	238,257	100.0%

NOTES: All estimates and targets above are based on December 13, 2012 city boundaries; NA = not applicable.

APPENDIX B, Table 2 - 2035 Reconciled Population Growth Targets for Cities and MUGAs within the SW County UGA

Area	2011 Population Estimates	2035 Population Targets	2011-2035 Population Growth	
			Amount	Pct of Total County Growth
SW County UGA Total	434,425	582,035	147,610	62.0%
Incorporated SW County UGA Total	261,506	363,413	101,907	42.8%
Unincorporated SW County UGA Total	172,919	218,623	45,704	19.2%
Bothell Area	39,760	53,117	13,357	5.6%
Bothell City (part)	16,570	23,510	6,940	2.9%
Unincorporated MUGA	23,190	29,607	6,418	2.7%
Brier Area	8,199	9,327	1,128	0.5%
Brier City	6,201	6,972	771	0.3%
Unincorporated MUGA	1,998	2,354	356	0.1%
Edmonds Area	43,420	49,574	6,155	2.6%
Edmonds City	39,800	45,550	5,750	2.4%
Unincorporated MUGA	3,620	4,024	405	0.2%
Everett Area	145,184	211,968	66,784	28.0%
Everett City	103,100	164,812	61,712	25.9%
Unincorporated MUGA	42,084	47,156	5,072	2.1%
Lynnwood Area	63,327	92,022	28,695	12.0%
Lynnwood City	35,860	54,404	18,544	7.8%
Unincorporated MUGA	27,467	37,617	10,150	4.3%
Mill Creek Area	54,747	67,940	13,193	5.5%
Mill Creek City	18,370	20,196	1,826	0.8%
Unincorporated MUGA	36,377	47,744	11,367	4.8%
Mountlake Terrace Area	20,010	24,797	4,787	2.0%
Mountlake Terrace City	19,990	24,767	4,777	2.0%
Unincorporated MUGA	20	30	10	0.0%
Mukilteo Area	32,545	36,453	3,909	1.6%
Mukilteo City	20,310	21,812	1,502	0.6%
Unincorporated MUGA	12,235	14,641	2,407	1.0%
Woodway Area	1,305	4,361	3,056	1.3%
Woodway Town	1,305	1,389	84	0.0%
Unincorporated MUGA	-	2,972	2,972	1.2%
Paine Field Area (Unincorporated)	-	-	-	0.0%
Larch Way Overlap (Unincorporated)	3,370	5,007	1,637	0.7%
Lake Stickney Gap (Unincorporated)	7,161	9,786	2,625	1.1%
Silver Firs Gap (Unincorporated)	15,398	17,683	2,285	1.0%
County Total	717,000	955,257	238,257	100.0%

NOTE: All estimates and targets above are based on December 13, 2012 city boundaries; MUGA = Municipal Urban Growth Area.

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APPENDIX B, Table 3 - 2035 Reconciled Housing Growth Targets for Cities, UGAs and the Rural/Resource Area

Area	2011 Housing Unit Estimates	2035 Housing Unit Targets	2011-2035 Housing Unit Growth	
			Amount	Pct of Total County Growth
Non-S.W. County UGA	60,509	87,340	26,831	27.4%
Arlington UGA	7,128	10,018	2,890	3.0%
Arlington City	6,931	9,654	2,723	2.8%
Unincorporated	197	364	167	0.2%
Darrington UGA	682	948	266	0.3%
Darrington Town	644	764	120	0.1%
Unincorporated	38	184	146	0.1%
Gold Bar UGA	1,205	1,304	99	0.1%
Gold Bar City	831	917	86	0.1%
Unincorporated	374	387	13	0.0%
Granite Falls UGA	1,412	3,516	2,104	2.1%
Granite Falls City	1,348	3,090	1,742	1.8%
Unincorporated	64	425	361	0.4%
Index UGA (incorporated)	117	127	10	0.0%
Lake Stevens UGA	12,281	17,311	5,030	5.1%
Lake Stevens City	10,470	14,883	4,413	4.5%
Unincorporated	1,811	2,428	617	0.6%
Maltby UGA (unincorporated)	71	71	NA	NA
Marysville UGA	22,709	32,936	10,227	10.4%
Marysville City	22,649	32,876	10,227	10.4%
Unincorporated	60	60	-	0.0%
Monroe UGA	5,838	7,443	1,605	1.6%
Monroe City	5,326	6,526	1,200	1.2%
Unincorporated	512	917	405	0.4%
Snohomish UGA	4,545	6,115	1,570	1.6%
Snohomish City	4,013	5,204	1,191	1.2%
Unincorporated	532	911	379	0.4%
Stanwood UGA	2,634	4,578	1,944	2.0%
Stanwood City	2,586	4,179	1,593	1.6%
Unincorporated	48	398	350	0.4%
Sultan UGA	1,887	2,972	1,085	1.1%
Sultan City	1,752	2,581	829	0.8%
Unincorporated	135	391	256	0.3%
S.W. County UGA	178,958	243,179	64,221	65.6%
Incorporated S.W.	112,679	155,760	43,081	44.0%
Bothell City (part)	6,780	9,782	3,002	3.1%
Brier City	2,226	2,536	310	0.3%
Edmonds City	18,396	21,168	2,772	2.8%
Everett City	44,656	70,067	25,411	26.0%
Lynnwood City	14,947	22,840	7,893	8.1%
Mill Creek City	7,991	8,756	765	0.8%
Mountlake Terrace City	8,643	10,928	2,285	2.3%
Mukilteo City	8,574	9,211	637	0.7%
Woodway Town	466	472	6	0.0%
Unincorporated S.W.	66,279	87,419	21,141	21.6%
UGA Total	239,466	330,519	91,052	93.0%
City Total	169,346	236,563	67,217	68.7%
Unincorporated UGA Total	70,120	93,955	23,835	24.3%
Non-UGA Total (Uninc Rural/Resource Area)	48,973	55,816	6,844	7.0%
County Total	288,439	386,334	97,895	100.0%

NOTES: All estimates and targets above are based on December 13, 2012 city boundaries; NA = not applicable.

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APPENDIX B, Table 4 - 2035 Reconciled Housing Growth Targets for Cities and MUGAs within the SW County UGA

Area	2011 Housing Unit Estimates	2035 Housing Unit Targets	2011-2035 Housing Unit Growth	
			Amount	Pct of Total County Growth
SW County UGA Total	178,958	243,179	64,221	65.6%
Incorporated SW County UGA Total	112,679	155,760	43,081	44.0%
Unincorporated SW County UGA Total	66,279	87,418	21,140	21.6%
Bothell Area	15,738	21,249	5,511	5.6%
Bothell City (part)	6,780	9,782	3,002	3.1%
Unincorporated MUGA	8,958	11,467	2,509	2.6%
Brier Area	3,045	3,431	387	0.4%
Brier City	2,226	2,536	310	0.3%
Unincorporated MUGA	819	896	77	0.1%
Edmonds Area	19,896	22,809	2,913	3.0%
Edmonds City	18,396	21,168	2,772	2.8%
Unincorporated MUGA	1,500	1,641	141	0.1%
Everett Area	61,276	88,848	27,572	28.2%
Everett City	44,656	70,067	25,411	26.0%
Unincorporated MUGA	16,620	18,781	2,161	2.2%
Lynnwood Area	26,205	39,716	13,511	13.8%
Lynnwood City	14,947	22,840	7,893	8.1%
Unincorporated MUGA	11,258	16,876	5,618	5.7%
Mill Creek Area	21,411	26,575	5,165	5.3%
Mill Creek City	7,991	8,756	765	0.8%
Unincorporated MUGA	13,420	17,819	4,400	4.5%
Mountlake Terrace Area	8,652	10,941	2,289	2.3%
Mountlake Terrace City	8,643	10,928	2,285	2.3%
Unincorporated MUGA	9	13	4	0.0%
Mukilteo Area	13,148	15,100	1,952	2.0%
Mukilteo City	8,574	9,211	637	0.7%
Unincorporated MUGA	4,574	5,889	1,315	1.3%
Woodway Area	466	2,004	1,538	1.6%
Woodway Town	466	472	6	0.0%
Unincorporated MUGA	-	1,532	1,532	1.6%
Paine Field Area (Unincorporated)	-	-	-	0.0%
Larch Way Overlap (Unincorporated)	1,155	2,187	1,033	1.1%
Lake Stickney Gap (Unincorporated)	2,850	4,249	1,399	1.4%
Silver Firs Gap (Unincorporated)	5,117	6,067	950	1.0%
County Total	288,439	386,334	97,895	100.0%

NOTE: All estimates and targets above are based on December 13, 2012 city boundaries; MUGA = Municipal Urban Growth Area.

APPENDIX B, Table 5 - 2035 Reconciled Employment Growth Targets for Cities, UGAs and the Rural/Resource Area

Area	2011 Employment Estimates	2035 Employment Targets	2011-2035 Employment Growth	
			Amount	Pct of Total County Growth
Non-S.W. County UGA	46,644	93,571	46,927	31.8%
Arlington UGA	8,660	20,884	12,224	8.3%
Arlington City	8,659	20,829	12,170	8.3%
Unincorporated	1	55	54	0.0%
Darrington UGA	500	886	386	0.3%
Darrington Town	498	800	302	0.2%
Unincorporated	2	86	84	0.1%
Gold Bar UGA	223	666	443	0.3%
Gold Bar City	218	661	443	0.3%
Unincorporated	5	5	-	0.0%
Granite Falls UGA	760	2,276	1,516	1.0%
Granite Falls City	759	2,275	1,516	1.0%
Unincorporated	1	1	-	0.0%
Index UGA (incorporated)	20	25	5	0.0%
Lake Stevens UGA	4,003	7,821	3,818	2.6%
Lake Stevens City	3,932	7,412	3,480	2.4%
Unincorporated	71	409	338	0.2%
Maltby UGA (unincorporated)	3,190	6,374	3,184	2.2%
Marysville UGA	12,316	28,113	15,797	10.7%
Marysville City	11,664	27,419	15,755	10.7%
Unincorporated	652	694	42	0.0%
Monroe UGA	7,779	11,781	4,002	2.7%
Monroe City	7,662	11,456	3,794	2.6%
Unincorporated	117	325	208	0.1%
Snohomish UGA	4,871	6,941	2,070	1.4%
Snohomish City	4,415	6,291	1,876	1.3%
Unincorporated	456	650	194	0.1%
Stanwood UGA	3,456	5,723	2,267	1.5%
Stanwood City	3,258	4,688	1,430	1.0%
Unincorporated	198	1,035	837	0.6%
Sultan UGA	866	2,081	1,215	0.8%
Sultan City	862	2,077	1,215	0.8%
Unincorporated	4	4	-	0.0%
S.W. County UGA	187,653	279,479	91,826	62.3%
Incorporated S.W.	163,409	241,271	77,862	52.8%
Bothell City (part)	13,616	18,576	4,960	3.4%
Brier City	319	405	86	0.1%
Edmonds City	11,679	13,948	2,269	1.5%
Everett City	93,739	140,000	46,261	31.4%
Lynnwood City	24,266	42,229	17,963	12.2%
Mill Creek City	4,625	6,310	1,685	1.1%
Mountlake Terrace City	6,740	9,486	2,746	1.9%
Mukilteo City	8,369	10,250	1,881	1.3%
Woodway Town	56	68	12	0.0%
Unincorporated S.W.	24,244	38,209	13,965	9.5%
UGA Total	234,297	373,050	138,753	94.1%
City Total	205,356	325,204	119,848	81.3%
Unincorporated UGA Total	28,941	47,846	18,905	12.8%
Non-UGA Total * (Uninc Rural/Resource Area)	14,693	23,323	8,630	5.9%
County Total	248,990	396,373	147,383	100.0%

NOTES: All estimates and targets above are based on December 13, 2012 city boundaries.
Employment includes all full- and part-time wage and salary workers and self-employed persons, excluding jobs within the resource (agriculture, forestry, fishing and mining) and construction sectors.
*** - Non-UGA Total includes projected employment on the Tulalip Reservation which is anticipated to reach 13,890 by 2030 according to the Tulalip Tribes' 2009 adopted plan, representing a 7,003 increase over the 2008 jobs estimate of 6,887.**

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APPENDIX B, Table 6 - 2035 Reconciled Employment Growth Targets for Cities and MUGAs within the SW County UGA				
			2011-2035 Employment Growth	
Area	2011 Employment Estimates	2035 Employment Targets	Amount	Pct of Total County Growth
SW County UGA Total	187,653	279,479	91,826	62.3%
Incorporated SW County UGA Total	163,409	241,271	77,862	52.8%
Unincorporated SW County UGA Total	24,244	38,209	13,965	9.5%
Bothell Area	14,996	20,271	5,275	3.6%
Bothell City (part)	13,616	18,576	4,960	3.4%
Unincorporated MUGA	1,380	1,696	316	0.2%
Brier Area	388	476	88	0.1%
Brier City	319	405	86	0.1%
Unincorporated MUGA	69	71	2	0.0%
Edmonds Area	11,835	14,148	2,313	1.6%
Edmonds City	11,679	13,948	2,269	1.5%
Unincorporated MUGA	156	200	44	0.0%
Everett Area	98,989	148,324	49,335	33.5%
Everett City	93,739	140,000	46,261	31.4%
Unincorporated MUGA	5,250	8,324	3,074	2.1%
Lynnwood Area	27,840	48,225	20,385	13.8%
Lynnwood City	24,266	42,229	17,963	12.2%
Unincorporated MUGA	3,574	5,996	2,422	1.6%
Mill Creek Area	7,372	10,279	2,907	2.0%
Mill Creek City	4,625	6,310	1,685	1.1%
Unincorporated MUGA	2,747	3,969	1,222	0.8%
Mountlake Terrace Area	6,740	9,486	2,746	1.9%
Mountlake Terrace City	6,740	9,486	2,746	1.9%
Unincorporated MUGA	-	-	-	0.0%
Mukilteo Area	11,166	15,278	4,112	2.8%
Mukilteo City	8,369	10,250	1,881	1.3%
Unincorporated MUGA	2,797	5,029	2,232	1.5%
Woodway Area	70	246	176	0.1%
Woodway Town	56	68	12	0.0%
Unincorporated MUGA	14	178	164	0.1%
Paine Field Area (Unincorporated)	4,622	8,010	3,388	2.3%
Larch Way Overlap (Unincorporated)	1,630	2,051	421	0.3%
Lake Stickney Gap (Unincorporated)	694	794	100	0.1%
Silver Firs Gap (Unincorporated)	1,311	1,891	580	0.4%
County Total	248,990	396,373	147,383	100.0%

NOTES: All estimates and targets above are based on December 13, 2012 city boundaries; MUGA = Municipal Urban Growth Area. Employment includes all full- and part-time wage and salary workers and self-employed persons, excluding jobs within the resource (agriculture, forestry, fishing and mining) and construction sectors.

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Appendix C – Growth Target Procedure Steps for GF-5

1. **Initial Growth Targets:** Initial population, housing, and employment projections shall be based on the following sources:
   a. The most recently published official 20-year population projections for Snohomish County from the Office of Financial Management (OFM);
   b. The Puget Sound Regional Council's (PSRC) most recent population and employment distribution as represented in the VISION ((~~2040~~)) 2050 Regional Growth Strategy (RGS); and
   c. A further distribution of the population and employment RGS allocations to jurisdictions in each of the PSRC regional geographies in Snohomish County to arrive at initial subcounty population, housing, and employment ((~~projections~~)) target distribution that emphasizes growth in and near centers and high-capacity transit (CPP-DP-8 and CPP-DP-18), addresses jobs/housing balance (CPP-DP-6), manages and reduces the rate of rural growth over time (CPP-DP-26), and supports infill within the urban growth area (CPP-DP-15).

   Results of the initial growth target allocation process shall be shown in Appendix B of the CPPs. These initial allocations shall be used for at least one of the plan alternatives evaluated by jurisdictions for their GMA plan updates.

2. **Target Reconciliation**: Once the GMA comprehensive plan updates of jurisdictions in Snohomish County are adopted, the Snohomish County Tomorrow (SCT) process shall be used to review and, if necessary, adjust the population, housing, and employment growth targets contained in Appendix B of the CPPs.
   a. The County and cities shall jointly review the preferred growth alternatives in adopted local comprehensive plans for discrepancies with the target allocation associated with the County's preferred plan alternative.
   b. Based on the land supply, permitted densities, capital facilities, urban service capacities and other information associated with the preferred growth alternatives of adopted local comprehensive plans, the Planning Advisory Committee (PAC) of SCT shall recommend to the SCT Steering Committee a reconciled 20-year population, housing, and employment allocation.
   c. The SCT Steering Committee shall review and recommend to the County Council a reconciled 20-year population, housing, and employment allocation. Substantial consideration shall be given to the plan of each jurisdiction, and the recommendation shall be consistent with the GMA, the Regional Growth Strategy, and the CPPs.
   d. The County Council shall consider the recommendation of the Steering Committee and shall replace Appendix B of the CPPs with a reconciled 20-year population, housing, and employment allocation.

3. **Long Term Monitoring:** Subsequent to target reconciliation, SCT shall maintain a long term monitoring process to review annually the population, housing, and employment growth targets contained in Appendix B of the CPPs.

a. Snohomish County and the cities shall jointly monitor the following:
    i. Estimated population and employment growth;
    ii. Annexations and incorporations;
    iii. Residential and non-residential development trends;
    iv. Availability and affordability of housing.
b. Results of the target monitoring program shall be published in a growth monitoring report developed by the PAC.

4. Target Adjustments: The SCT process may be used to consider adjustments to the population, housing, and employment growth targets contained in Appendix B of the CPPs.

a. Based on the results of the long term monitoring process, the PAC may review and recommend to the SCT Steering Committee an adjustment to the population, housing, and employment targets.
b. The SCT Steering Committee shall review a PAC recommendation to adjust growth targets and may recommend to the County Council, an adjustment to the population, housing, and employment targets. Adjustments to the growth targets shall be based on the results of the target monitoring program and shall be consistent with the GMA and the CPPs.
c. The County Council shall consider the recommendation of the Steering Committee and may amend Appendix B of the CPPs with adjusted population, housing, and employment targets for cities, UGAs, and rural areas.

Appendix D – Reasonable Measures

Guidelines for Review

The County Council has adopted the attached list of Reasonable Measures and the following guidance, pursuant to Countywide Planning Policy (CPP) GF-7.

A. Applicable Policies.

As a component of the on-going monitoring of growth and development undertaken through a county-wide collaborative process, the Growth Monitoring Report and Buildable Lands Report required under statute, starting with the first report ((~~issued~~)) adopted by the County Council in January 2003, the second in October 2007, ((~~and~~)) the third in June 2013, contain information on the buildable land capacity of Snohomish County cities and urban areas to accommodate future growth.

Several consistency problems were found in the second and third ((~~report~~)) reports. Therefore, the affected jurisdictions ((~~need~~)) needed to adopt and implement reasonable measures implementation programs. In UGAs where a consistency problem has been found (e.g. not achieving urban densities or a lack of sufficient capacity), GMA (RCW 36.70A.215) and Countywide Planning Policy GF-7 direct cities and the county to consider "reasonable measures," other than expanding Urban Growth Areas (UGAs), to resolve the inconsistency. RCW 36.70A.215 define reasonable measures as "those actions necessary to reduce the differences between growth and development assumptions and targets contained in the countywide planning policies and the county and city comprehensive plans with actual development patterns."

The County Council shall use the guidance in this Appendix and its list of reasonable measures to evaluate proposed expansions of UGAs. CPP GF-7 provides that, once this Appendix and the list are adopted, "the County Council shall use the list of reasonable measures and guidelines for review contained in Appendix D to evaluate all UGA boundary ((~~expansion proposals consistent with CPPs GF-7 and~~)) expansions proposed pursuant to DP-2."

B. Mechanism for Local Review and Adoption of Reasonable Measures.

The appropriate forum for consideration and adoption of reasonable measures is the adoption of individual County and city comprehensive plans and implementing regulations. Through these public processes, measures appropriate for each jurisdiction are evaluated and incorporated into plan policies, and implementing regulations.

Beginning with the updates to be completed in 2004 and 2005, each jurisdiction (the relevant city and the county) will demonstrate its consideration of reasonable measures in its comprehensive plan or, at its discretion, in a separate report. Each plan's environmental review or adoption documents will report on the sufficiency of the reasonable measures specified in its plan or report. ECONorthwest has provided optional useful steps in its final report*: Document*

development trends; Identify and analyze current and proposed reasonable measures; and, Determine sufficiency.

C. Evaluation.

The County Executive and Council's evaluation of UGA expansion proposals under CPP DP-2 shall include findings that the jurisdiction has made a determination of consideration of UGA expansion requests.

D. Consultation with Snohomish County Tomorrow.

The County Council adopted this list of Reasonable Measures and guidance after considering the recommendation of the Snohomish County Tomorrow Steering Committee, as provided in CPP GF-7.

E. Review and Evaluation Program.

Annual monitoring of growth and development information, including any reasonable measures programs, occurs through Snohomish County Tomorrow's (SCT) annual Growth Monitoring Report, and/or the SCT Housing ((~~Evaluation~~)) Characteristics and Needs Report, regular updates of buildable lands reports, and other updates of those reports produced for review processes undertaken by a city or the county.

Jurisdictions should review and update their reasonable measures programs and finding of sufficiency at least every eight years in conjunction with the buildable lands review or their comprehensive plan update.

Detailed descriptions of the reasonable measures and the optional evaluation methodology are contained in the final ((~~report~~)) reports by ECONorthwest titled "Phase II Report: Recommended Method for Evaluating Local Reasonable Measures Programs," approved by the SCT Steering Committee in June 2003 (((~~Final Report~~))) and the "Reasonable Measures Program Technical Supplement," approved by the SCT Steering Committee in June 2020.

The attached list of reasonable measures are a part of this Appendix D. The identified "issue category" is intended to help readers understand the predominant applicability of each measure, it is not intended to limit which measures can be used to resolve specific findings of differences between growth and development assumptions and targets, or as an alternative to UGA expansions.

Reasonable Measures List

- ● Directly applicable
- ◐ Partially applicable

Measures to increase density	Description of Measure	Applicability of Measure										Issue Category			Scale of Impact
		Increases densities	Increases redevelop-ment	Increases infill	Changes housing type/ increases options	Provides affordable housing	Economic develop-ment	Make efficient use of infra-structure	Ensure efficient land uses	Urban design/ form	Prevents development in critical areas	Planned densities not achieved	Insufficient capacity	Inconsis-tent dev. patterns	
Measures that Increase Residential Capacity															
Permit Accessory Dwelling Units (ADUs) in single family zones.	Communities use a variety of terms to refer to the concept of accessory dwellings: secondary residences; “granny” flats; and single-family conversions, among others. Regardless of the title, all of these terms refer to an independent dwelling unit that shares, at least, a tax lot in a single-family zone. Some accessory dwelling units share parking and entrances. Some may be incorporated into the primary structure; others may be in accessory structures. Accessory dwellings can be distinguished from “shared” housing in that the unit has separate kitchen and bathroom facilities. ADUs are typically regulated as a conditional uses. Some ordinances only allow ADUs where the primary dwelling is owner-occupied.	◐		●	◐	●		●					✓		Small
Provide Multifamily Housing Tax ((~~Credits~~)) exemptions to Developers	Local governments can provide tax credits to developers for new or rehabilitated multi-family housing. Tax credits provide an incentive to developers by reducing future tax burden. In some markets, this can make projects financially feasible. This policy is intended to encourage development of multifamily housing, primarily in urban centers. This policy is primarily applicable in larger cities and is typically offered for projects that meet specific criteria.	●		●	●	◐		◐	●			✓	✓	✓	Small-Moderate
Provide Density Bonuses to Developers	The local government allows developers to build housing at densities higher than are usually allowed by the underlying zoning. Density bonuses are commonly used as a tool to encourage greater housing density in desired areas, provided certain requirements are met. This policy is generally implemented through provisions of the local zoning code and is allowed in appropriate residential zones.	●	◐	◐	◐	◐		●	●			✓	✓	✓	Small-Moderate
Transfer/Purchase of Development Rights	This policy is intended to move development from sensitive areas to more appropriate areas. Development rights are transferred to “receiving zones” and can be traded. This policy can increase overall densities. This policy is usually implemented through a subsection of the zoning code and identifies both sending zones (zones where decreased densities are desirable) and receiving zones (zones where increased densities are allowed).	●	◐	◐	◐			◐				✓	✓	✓	Small-Moderate

Measures to increase density	Description of Measure	Applicability of Measure										Issue Category			Scale of Impact
		Increases densities	Increases redevelop-ment	Increases infill	Changes housing type/ increases options	Provides affordable housing	Economic develop-ment	Make efficient use of infra-structure	Ensure efficient land uses	Urban design/ form	Prevents development in critical areas	Planned densities not achieved	Insufficient capacity	Inconsis-tent dev. patterns	
Allow Clustered Residential Development	Clustering allows developers to increase density on portions of a site, while preserving other areas of the site. Clustering is a tool most commonly used to preserve natural areas or avoid natural hazards during development. It uses characteristics of the site as a primary consideration in determining building footprints, access, etc. Clustering is typically processed during the site review phase of development review.	◐			●			◐	◐		●	✓	✓	✓	Moderate
Allow Co-housing	Co-housing communities balance the traditional advantages of home ownership with the benefits of shared common facilities and connections with neighbors. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones.	◐	◐	◐	◐	●							✓		Small
Allow Duplexes, Townhomes, and Condominiums	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multi-family housing types. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones.	◐		◐		●		◐				✓	✓		Moderate
Increase Allowable Residential Densities	This approach seeks to increase holding capacity by increasing allowable density in residential zones. It gives developers the option of building to higher densities. This approach would be implemented through the local zoning or development code.	●				◐						✓	✓		High
Mandate Maximum Lot Sizes	This policy places an upper bound on lot size and a lower bound on density in single-family zones. For example, a residential zone with a 6,000 sq. ft. minimum lot size might have an 8,000 sq. ft. maximum lot size yielding an effective net density range between 5.4 and 7.3 dwelling units per net acre.	●						◐	●			✓	✓	✓	High
Mandate Minimum Residential Densities	This policy is typically applied in single-family residential zones and is places a lower bound on density. Minimum residential densities in single-family zones are typically implemented through maximum lot sizes. In multiple-family zones they are usually expressed as a minimum number of dwelling units per net acre. Such standards are typically implemented through zoning code provisions in applicable residential zones.	●						◐	●			✓	✓	✓	High

Measures to increase density	Description of Measure	Applicability of Measure										Issue Category			Scale of Impact
		Increases densities	Increases redevelop-ment	Increases infill	Changes housing type/ increases options	Provides affordable housing	Economic develop-ment	Make efficient use of infra-structure	Ensure efficient land uses	Urban design/ form	Prevents development in critical areas	Planned densities not achieved	Insufficient capacity	Inconsis-tent dev. patterns	
Reduce Street Width Standards	This policy is intended to reduce land used for streets and slow down traffic. Street standards are typically described in development and/or subdivision ordinances. Reduced street width standards are most commonly applied on local streets in residential zones. Implementation of this policy should ensure that streets are wide enough to allow access for emergency, transit, other service providers.	●						◐	●			✓	✓		Small
Allow Small Residential Lots	Small residential lots are generally less than 5,000sq. ft. This policy allows individual small lots within a subdivision or short plat. Small lots can be allowed outright in the minimum lot size and dimensions of a zone, or they could be implemented through the subdivision or planned unit development ordinances.	●				●		◐	●			✓	✓		Small
Encourage Infill and Redevelopment	This policy seeks to maximize use of lands that are fully-developed or underdeveloped. Make use existing infrastructure by identifying and implementing policies that (1) improve market opportunities, and (2) reduce impediments to development in areas suitable for infill or redevelopment.	●	●	●				◐	●				✓	✓	Small-Moderate
Enact an inclusionary zoning ordinance for new housing developments	Inclusionary zoning requires developers to provide a certain amount of affordable housing in developments over a certain size. Inclusionary zoning is applied during the development review process.	◐			◐	●							✓		Small-Moderate
Plan and zone for affordable and manufactured housing development	This policy would add manufactured housing as an outright use in specified residential zones. This policy ensures that land is available for this housing type.	◐			●	●							✓		Small-Moderate
Allow Garden and Larger Scale Apartments and other moderate and higher density housing	Allowing higher and moderate density housing types, such as medium (garden) and high-density (larger scale) apartments, can result in increased development capacity and encourage a higher percentage of multi-family development. This approach can be implemented by amending the zoning code to allow them as an outright allowed use in appropriate zones.	●	◐	◐	◐	◐		◐	●	◐		✓	✓		Small-Large
Measures that Increase Employment Capacity															
Develop an Economic Development Strategy	An economic development strategy is intended to (1) identify desired types of businesses, and (2) identify the land needs of those businesses. Economic development strategies can be incorporated into the economic element of local comprehensive plans, or can be stand-alone policy documents.						●				◐		✓		Small-Moderate
Create Industrial Zones	Industrial zoning is intended to limit uses on specific sites to appropriate industrial uses. Some cities have ordinances that specify what types of industries can locate on specific sites. This measure is implemented through the local zoning ordinance.		◐				●						✓	✓	Small-Moderate

Measures to increase density	Description of Measure	Applicability of Measure										Issue Category			Scale of Impact
		Increases densities	Increases redevelop-ment	Increases infill	Changes housing type/ increases options	Provides affordable housing	Economic develop-ment	Make efficient use of infra-structure	Ensure efficient land uses	Urban design/ form	Prevents development in critical areas	Planned densities not achieved	Insufficient capacity	Inconsis-tent dev. patterns	
Zone areas by building type, not by use	A local jurisdiction can alter its zoning code so that zones define the physical aspects of allowed buildings, not the uses within those buildings. This zoning approach recognizes that many land uses are compatible and locate in similar building types. For example, a manufacturing firm may have similar space requirements as a print shop.	●					●						✓	✓	Moderate
Develop or strengthen local brownfields programs	Local jurisdictions provide policies or incentives to encourage the redevelopment of underused industrial sites, known as brownfields. This policy can be implemented through provisions in local zoning ordinances that provide incentives for redevelopment of brownfields such as expedited permitting or reduced fees, or through targeted public investments.		●	●									✓	✓	Small-Moderate
Measures that Support Increased Densities															
Encourage the Development of Urban Centers and Urban Villages	An urban center or urban village provides mixed uses with a development. Residences are near retail establishments, parks, schools, and other urban amenities. The goal of urban centers and villages is to create integrated, more complete, and inter-related neighborhoods. Such concepts are often implemented through specific area or downtown plans and may require public investment. This measure should include encouraging development in Regional and Countywide Centers.	●	◐	◐	◐	◐	◐					✓		✓	Moderate-High
Allow Mixed Uses	The zoning code would specifically allow multiple uses in a zone, instead of all residential, or all commercial. Mixed uses can be vertical (i.e., multiple uses within a single building) or horizontal (i.e., multiple uses in a given geographic area).	◐	◐	◐	◐	◐			●	●		✓	✓		Low
Encourage Transit-Oriented Design	The goal of transit-oriented development is to create development patterns that complement transit. Transit-oriented development allows people to more easily use transit systems and helps businesses near transit stations be more accessible. When done well, the result will be desirable urban neighborhoods.	◐			◐	◐	◐	●	●			✓		✓	Moderate-High
Downtown Revitalization	Downtown revitalization includes redevelopment of blighted areas, developing a viable business district, and improving retail opportunities.	◐	●	●	◐	◐	●	◐				✓		✓	High
Require Adequate Public Facilities	Local jurisdictions require developers to provide adequate levels of public services, such as roads, sewer, water, drainage, and parks, as a condition of development.	◐						●				✓		✓	Small-Moderate
Specific Development Plans	Work with landowners, developers, and neighbors to develop a detailed site plan for development of an area. Allow streamlined approval for projects consistent with the plan. This policy results in a plan for a specific geographic area that is adopted as a supplement or amendment to the jurisdictions comprehensive land use plan.	◐	◐	◐	◐	◐	◐	◐			◐	✓		✓	Moderate-High

Measures to increase density	Description of Measure	Applicability of Measure										Issue Category			Scale of Impact
		Increases densities	Increases redevelop-ment	Increases infill	Changes housing type/ increases options	Provides affordable housing	Economic develop-ment	Make efficient use of infra-structure	Ensure efficient land uses	Urban design/ form	Prevents development in critical areas	Planned densities not achieved	Insufficient capacity	Inconsis-tent dev. patterns	
Encourage Transportation-Efficient Land Use	Review and amend comprehensive plans to encourage patterns of land development that encourage pedestrian, bike, and transit travel. This policy is typically implemented at the development review level. It can also be implemented through plan designation and zoning maps through consideration of the geographic distribution of planned land uses and densities.	◐			◐	◐	◐	◐				✓		✓	Small-Moderate
Urban Growth Management Agreements	Identify a lead jurisdiction for growth management inside urban growth areas. The urban growth area can include city and county land. The agreements define lead responsibility for planning, zoning, and urban service extension within these areas. The agreements exist between various government jurisdictions and specify jurisdiction over land use decisions, infrastructure provision, and other elements of urban growth.	◐						◐	●		◐	✓		✓	Small
Create Annexation Plans	In an Annexation Plan, cities identify outlying areas that are likely to eligible for annexation. The Plan identifies probable timing of annexation, needed urban services, effects of annexation on current service providers, and other likely impacts of annexation.	◐						◐	●		◐	✓		✓	Small-Moderate
Encourage developers to reduce off-street surface parking	This policy provides incentives to developers to reduce the amount of off-street surface parking through shared parking arrangements, multi-level parking, or use of alternative transportation modes.	◐						◐	◐			✓			Small-Moderate
Implement a program to identify and redevelop vacant and abandoned buildings	Many buildings sit vacant for years before the market facilitates redevelopment. This policy encourages demolition and would clear sites, making them more attractive to developers and would facilitate redevelopment.	◐					◐	◐				✓		✓	Small-Moderate
Concentrate critical services near homes, jobs, and transit	This policy would require critical facilities and services be located in areas that are accessible by all people. For example, a hospital could not be located at the urban fringe in a business park. This policy would be implemented through provisions in the local zoning ordinance pertaining to siting specific critical services.								●	●		✓		✓	Small
Locate civic buildings in existing communities rather than in Greenfield areas	Local governments, like private builders, are tempted to build on greenfield sites because it is less expensive and easier. However, local governments can "lead by example" by making public investments in desired areas, or redeveloping target sites.								◐	◐		✓		✓	Small
Implement a process to expedite plan and permit approval for smart growth projects	Streamlined permitting processes provide incentives to developers. This policy would be implemented at the development review phase.	◐	◐	◐	◐	◐	◐	◐	◐		◐	✓		✓	Small
Administrative and Procedural Reforms	Permit and development project process can be streamlined to reduce barriers to development while still achieving the intended objectives of development policies.	◐	◐	◐	◐	◐	◐	◐	◐		◐	✓	✓	✓	Small

Measures to increase density	Description of Measure	Applicability of Measure										Issue Category			Scale of Impact
		Increases densities	Increases redevelop-ment	Increases infill	Changes housing type/ increases options	Provides affordable housing	Economic develop-ment	Make efficient use of infra-structure	Ensure efficient land uses	Urban design/ form	Prevents development in critical areas	Planned densities not achieved	Insufficient capacity	Inconsis-tent dev. patterns	
Streamline Development Regulations and/or Standards	Regulatory reforms that simplify development regulations and standards while still maintaining appropriate restrictions on development can reduce barriers on development.	●			◐	◐			●			✓			Small-Moderate
Phasing/tiering Urban Growth	Strategies can be incorporated into comprehensive plans and capital facilities plans to phase urban growth as a method to provide for orderly development and encourage infill ahead of "urban fringe" development.	◐	◐	◐	◐			●	●				✓	✓	Small-Moderate
Promote Vertical Growth	Modifications to building height restrictions to allow taller structures can result in increases development capacity and assist in achieving planned densities.	●	◐	◐	◐			◐	◐	●		✓	✓		Small-Moderate
SEPA Categorical Exemptions for mixed use and infill development & increased thresholds for SEPA Categorical Exemptions	Modifications to SEPA exemptions for mixed use and infill development can streamline the development review process and encourage more efficient development.		◐	◐	◐				◐					✓	Small-Large
Measures to Mitigate the Impact of Density															
Design standards	Design standards seek to preserve and enhance the character of a community or district. They are most typically applied in the design phase of projects or during site review. Design standards are typically implemented as another section of the development code. Some cities have design review boards in addition to the planning commission.									●				✓	Small
Urban Amenities for Increased Densities	Amenities include parks, trails, waterfront access, and cultural centers. Such amenities are typically implemented through the parks plan, the downtown plan, specific area plans or other public investments. Some cities require amenities to be included with larger projects.									●		✓		✓	Small
Conduct community visioning exercises to determine how and where the community will grow	Community visioning processes attempt to build consensus around the type, amount, and location of future development. Visioning exercises are typically included at the beginning of a comprehensive planning process and are used to update plan goals and objectives.									●				✓	Small
Provide for Regional Stormwater Facilities	The provision of regional stormwater facilities can provide stormwater treatment that supports development in areas where on-site treatment facilities are not financially feasible.	◐		◐	◐				◐					✓	Moderate-Large
Other Measures															
Mandate Low Densities in Rural and Resource Lands	This policy is intended to limit development in rural areas by mandating large lot sizes. It can also be used to preserve lands targeted for future urban area expansion. Low density urban development in fringe areas can have negative impacts of future densities and can increase the need for and cost of roads and other infrastructure.								●					✓	Small

Measures to increase density	Description of Measure	Applicability of Measure										Issue Category			Scale of Impact
		Increases densities	Increases redevelop-ment	Increases infill	Changes housing type/ increases options	Provides affordable housing	Economic develop-ment	Make efficient use of infra-structure	Ensure efficient land uses	Urban design/ form	Prevents development in critical areas	Planned densities not achieved	Insufficient capacity	Inconsis-tent dev. patterns	
Urban Holding Zones	This policy identifies sites for future expansion and limits development to preserve options in those sites. This policy would be implemented through a specific zone or overlay. Urban holding areas would be identified on a map.								●				✓	✓	Moderate-High
Capital Facilities Investments	Investment in public facilities can be effectively used to guide the location of growth. This policy is implemented through capital improvement plans and the local capital budgeting process.							●	●				✓	✓	High
Environmental Review and Mitigation Built into the Subarea Planning Process	Building environmental review and mitigation into the subarea planning process can address key land use concerns at a broader geographic scale, streamlining review and approval of individual developments.	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐			✓	Small
Partner with nongovernmental organizations to preserve natural resource lands	Local governments can partner with land trusts and other nongovernmental organizations to leverage limited public resources in preserving natural resource lands. The two work together to acquire natural resource lands or to place conservation easements on them. Land trusts are natural partners in this process and have more flexibility than local governments in facilitating land transactions. This policy is implemented through the development of long-term partnerships.										●			✓	Small
Public Land Disposition	Land owned or acquired by public agencies can be sold or leased at below market rates for various projects to help achieve development or redevelopment objectives.		●			◐	◐						✓	✓	Small-Moderate

Appendix E – Procedures for Buildable Lands Reporting in Response to GF-7

Procedures Report

Use the procedures report that has been accepted and recommended by the Snohomish County Tomorrow (SCT) Steering Committee and adopted by the County Council. The procedures report used by local jurisdictions shall address the following issues:

1. Multi-year work program and schedule;
2. Jurisdictional responsibilities for data collection, analysis, and reporting;
3. Eight-year buildable lands review and evaluation methodology, including a methodology for establishing an accurate countywide baseline inventory of commercial and industrial lands;
4. Annual data collection requirements;
5. Coordinated interjurisdictional data collection strategy;
6. Definitions and relationships of key urban land supply terms and concepts, including market availability factor and the UGA safety factor;
7. Content of the eight-year buildable lands review and evaluation report;
8. Criteria and timelines for consistency and inconsistency determinations based on the review and evaluation results; and
9. Process for public involvement during preparation and finalization of the eight-year buildable lands reports.

Resolving Inconsistencies in Collection and Analysis of Data

In the event of a dispute among jurisdictions relating to inconsistencies in collection and analysis of data, the affected jurisdictions shall meet and discuss methods of resolving the dispute. In the event a successful resolution cannot be achieved, the SCT Steering Committee shall be asked to meet and resolve the matter. In such instances, the Steering Committee co-chairs will make every effort to ensure that all Steering Committee jurisdictions are present and in attendance, and that the affected jurisdictions are provided with proper notice of such discussion. Nothing in this policy shall be construed to alter the land use power of any Snohomish County jurisdiction under established law.

Appendix F – List of Issues for Interlocal Agreements

(To Illustrate Policy JP-1 and to Implement ((~~JP-3~~)) JP-2)

Interlocal agreements may coordinate any number of issues, such as, but not limited to:

1. Facilitation of annexations;
2. Principles for annexation;
3. Public service delivery;
4. Clarification of roles;
5. Coordination between long term and current planning at both the city and the County level;
6. Land Use Designations;
7. Population and employment growth targets;
8. Delineation of tasks of city/County staff;
9. Development of schedule for completion of tasks;
10. Delineation of roles of the various planning commissions;
11. Delineation of roles of city/County council in adoption process;
12. Provision of consistent processes for design and development;
13. Permit processing;
14. Ensuring non-duplicative process for the development community;
15. Development of application procedures;
16. Determination of applicable regulations and standards to be used;
17. Determination of SEPA process and lead agency roles;
18. Development of appeal processes;
19. Provision for realistic capital facilities planning;
20. Provision for fiscal equity between the County and the cities;
21. Bonded debt;
22. Identification of funding sources, fees, and revenue sharing;
23. Provision of clear, adequate public participation processes;
24. Provision for viable, quality communities;
25. Transportation mitigation, concurrency, or other issues including those detailed in TR-1(a);
26. Interjurisdictional affordable housing agreements or programs; and/or
27. Other issues such as surface water, solid waste, and public safety.
28. Response to climate crisis through restoration and protection of the environment's natural functions and wildlife habitats.

Appendix G – Definitions of Key Terms

Activity Unit: A measure of total activity that combines the number of jobs and population.

Affordable Housing: The generally accepted definition of housing affordability is for a household to pay no more than 30 percent of its annual income on housing (HUD).

Buildable Lands Report: A Buildable Lands Report (BLR) analyzes the urban development that has occurred since the adoption of the previous Growth Management Act comprehensive plans. Using this information, the report evaluates the adequacy of the land supply in the Urban Growth Area to accommodate the remaining portions of the projected growth. In this sense, a BLR 'looks back" to compare planned vs. actual urban densities to determine whether the original plan assumptions were accurate. (See GF-7 and RCW 36.70A.215.)

Built Environment: Refers to the human-created surroundings that provide the setting for human activity, ranging from large-scale civic districts, commercial and industrial buildings, to neighborhoods and individual homes.

Centers: A defined focal area within a city or community that is a priority for local planning and infrastructure. VISION 2050 and the CPPs identify mixed-use centers, which have a mix of housing, employment, retail and entertainment uses and are served by multiple transportation options. Industrial centers concentrate and preserve manufacturing and industrial lands. Regional centers are formally designated by PSRC, countywide centers are formally identified by the CPPs, and local centers are designated by local comprehensive plans.

City: Any city or town, including a code city. [RCW 36.70A.030(3)]

Clean Energy: Energy derived through renewable, zero emission sources.

Consistency: The definitions and descriptions of the term "consistency" contained in the Growth Management Act procedural criteria Chapter ((~~365-196-210(9)~~)) 365-196-210(8) Washington Administrative Code, and as further refined in statute, Growth Management Hearings Board decisions and court decisions should be used to determine consistency between jurisdictions' comprehensive plans.

Countywide Center: Countywide growth centers serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. Countywide industrial centers serve as important local industrial areas. Countywide centers are designated in Appendix I of this document.

Displacement: The involuntary relocation of current residents or businesses from their current residence. This is a different phenomenon than when property owners voluntarily sell their interests to capture an increase in value. Physical displacement is the result of eviction, acquisition, rehabilitation, or demolition of property, or the expiration of covenants on rent- or income-restricted housing. Economic displacement occurs when residents and businesses can no longer afford escalating housing costs. Cultural displacement occurs when people choose to move because their neighbors and culturally related businesses have left the area.

Economic Infrastructure: The combination of economic activity, institutions (e.g. banks, investment firms, research and development organizations, and education providers) and physical infrastructure – such as transportation systems – that support economic activity.

Environmentally Sensitive Development Practice: Practices intended to limit the environmental impacts and energy use associated with development, such as low-impact development.

Environmentally Sensitive Housing Development: The development of housing that is designed such that it yields environmental benefits, such as savings in energy, building materials, and water consumption, or reduced waste generation.

Equity: All people can attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Those affected by poverty, communities of color, and historically marginalized communities are engaged in decision-making processes, planning, and policy making. Also referred to as "social equity".

Essential public facilities: Those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020. [RCW 36.70A.200(1)]

Greenhouse Gas: Components of the atmosphere which contribute to global warming, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Human activities have added to the levels of most of these naturally occurring gases.

Growth Target: The number of residents, housing, or jobs that a jurisdiction is expected to plan for in its comprehensive plan. Growth targets are set by countywide planning groups for counties and cities to meet the Growth Management Act requirement to allocate urban growth that is projected for the succeeding twenty-year period (RCW 36.70A.110).

Historically Marginalized Communities: Include, but are not limited to, native and Indigenous peoples, people of color, immigrants and refugees, people with low incomes, those with disabilities and health conditions, and people with limited English proficiency.

Jobs-Housing Balance: A planning concept which advocates that housing and employment be located closer together, with an emphasis on matching housing options with nearby jobs, so workers have shorter commutes or can eliminate vehicle trips altogether.

Jurisdictions: County and city governments (when used in a policy).

Land Capacity Analysis: A land capacity analysis focuses on the reestablishment of a new 20-year urban land supply for accommodating the urban growth targets. As such, it fulfills the Growth Management Act "show your work" requirement for the sizing of Urban Growth Areas for future growth. (See DP-1 and RCW ((~~36.70.A.110(2)~~)) 36.70A.110(2))

Living Wage Jobs: Jobs that pay enough to meet the basic needs and costs of supporting a family or individual independently. Factors for determining living-wage jobs include housing, food, transportation, utilities, health care, child care, and recreation.

May: The actions described in the policy are either advisable or are allowed. "May" gives permission and implies a preference. Because "may" does not have a directive meaning, there is no expectation the described action will be implemented.

Moderate Density Housing: A classification of housing type that has densities greater than what would ordinarily be seen in single-family neighborhoods, but less than in more intensive high density multifamily development. Moderate density housing includes, but is not limited to, duplexes, triplexes, townhomes, walkup apartments, and accessory dwelling units. Moderate density housing is often referred to as "missing middle housing".

Municipality: In the context of these Countywide Planning Policies, municipalities include cities, towns, and counties.

Public facilities: Streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. ((~~[36.70A.030(12)]~~)) RCW 36.70A.030(17)

Shall: Implementation of the policy is mandatory and imparts a higher degree of substantive direction than "should". "Shall" is used for policies that repeat State of Washington requirements or where the intent is to mandate action. However, "shall" cannot be used when it is largely a subjective determination whether a policy's objective has been met.

Should: Implementation of the policy is expected but its completion is not mandatory. The policy is directive with substantive meaning, although to a lesser degree than "shall" for two reasons. (1) "Should" policies recognize the policy might not be applicable or appropriate for all municipalities due to special circumstances. The decision to not implement a "should" policy is appropriate only if implementation of the policy is either inappropriate or not feasible. (2) Some should policies are subjective; hence, it is not possible to demonstrate that a jurisdiction has implemented it.

Social Infrastructure: The underlying institutions, community organizations, and safety networks that support society in general and local service standards and delivery in particular.

Special Needs Housing: Affordable housing for persons that require special assistance or supportive care to subsist or achieve independent living, including but not limited to persons that are frail, elderly, developmentally disabled, chronically mentally ill, physically handicapped, homeless, persons participating in substance abuse programs, persons with AIDS, and youth at risk.

Appendix H – Fiscal Impact Analysis

RCW 36.70A.210 requires that each county mandated to plan under the GMA develop and adopt CPPs in cooperation with the cities in the county. These policies establish a framework for the preparation of local comprehensive plans and development regulations. These policies are not the equivalent of a regional comprehensive plan. The legislative direction is to develop policy statements to be used solely for attaining consistency among plans of the county and the cities/towns.

These CPPs have no direct fiscal impact. They are an agreed upon method of guiding the planning activities required by the GMA. Actions requiring further analysis could include (but are not limited) those listed in Appendix F.

Appendix I – Centers

Centers are a key feature of VISION 2050 and the Regional Growth Strategy. Centers are mixed use and industrial locations that attract robust employment and population growth. The Regional Centers Framework sets up a hierarchy of centers, starting at the regional level and moving though the countywide level to local centers.

Regional Context

VISION 2050 includes narrative and Multicounty Planning Policies that describe the role of centers in the Regional Growth Strategy and provide guidance for the implementation of the centers framework locally. VISION 2050 states:

> *Mixed-use centers of different sizes and scales—including large designated regional growth centers, countywide centers, local downtowns, and other local centers—are envisioned for all of the region's cities. Concentrating growth in mixed-use centers of different scales allows cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impacts of urban growth.*[30]

Additional policies provide guidance for implementing the regional centers framework throughout the region including providing guidance on subregional funding allocation, countywide center designation, and guiding development and growth. The following policies and actions provide an overview of this guidance:

> ***MPP-RC-8:*** *Direct subregional funding, especially county-level and local funds, to countywide centers, high-capacity transit areas with a station area plan, and other local centers. County-level and local funding are also appropriate to prioritize to regional centers.*
>
> ***MPP-DP-25****: Support the development of centers within all jurisdictions, including high-capacity transit station areas and countywide and local centers.*
>
> ***DP-Action-1: Implement the Regional Centers Framework:*** *PSRC will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. PSRC, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.*

Regional Centers

Regional Centers are identified by PSRC at the regional level. The Regional Centers Framework outlines the process for identifying new regional centers and provides detailed criteria for the

[30] VISION 2050, page 28. Available at https://www.psrc.org/sites/default/files/vision-2050-plan.pdf

designation of such areas. There are three Regional Growth Centers and two Regional Manufacturing/Industrial Centers within Snohomish County:

Regional Growth Centers

- Bothell Canyon Park RGC
- Everett RGC
- Lynnwood RGC

Regional Manufacturing/Industrial Centers

- Cascade MIC
- Paine Field/Boeing Everett MIC

Snohomish County Tomorrow has identified the following process for designation of a new Regional Center within Snohomish County:

1. A local jurisdiction nominates a center;
2. A working group of Snohomish County Tomorrow (SCT) reviews the proposal for conformity with the criteria in the Regional Centers Framework;
3. If the prospective center is found to be appropriate, the SCT Steering Committee recommends the center for designation; and
4. The County Council holds a public hearing and makes the decision whether or not to seek designation of the prospective center and forward the proposal to the Puget Sound Regional Council for consideration.

Countywide Centers

Countywide center are the middle level of center under the centers hierarchy. There are two types of countywide center, growth centers and industrial centers. VISION 2050 requires countywide planning policies to include criteria and processes for the identification of countywide centers. The Regional Framework provides baseline designation criteria and descriptions of the two types of countywide center. However, "depending on county circumstance and priorities, countywide planning policies may include additional criteria (such as planning requirements or mix of uses) or other additional standards within this overall framework."[31]

Countywide Growth Centers are areas that "serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment."[32] Countywide Industrial Centers are areas that "serve as important local industrial areas. These

[31] Regional Centers Framework, page 11. Available at https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf
[32] Regional Centers Framework, page 11. Available at https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

areas support living wage jobs and serve a key role in the county's manufacturing/industrial economy."[33]

Countywide Center Criteria

The following criteria must be met for designation of a Countywide Growth Center:

Countywide Growth Center	
Identification	• Shall be identified as a Countywide Growth Center in the Snohomish County Countywide Planning Policies. • Shall be identified as a Countywide Growth Center in the local comprehensive plan.
Prioritization	• It is recommended that the locality has developed a subarea plan for the center; and • Clear evidence that the area is a priority for investment, such as planning efforts or infrastructure.
Existing Conditions	At the time of identification, the center shall have: • An existing activity unit (AU) density of 10 AU/acre; • An existing planning and zoning designation for a mix of uses of 20% residential and 20% employment; • An existing capacity and planning for additional growth; and • Goals and policies that encourage mixed use development and increased densities in the local comprehensive or subarea plan.
Other Requirements	The center is served by a Community Transit Core Transit Emphasis Corridor or High-Capacity Transit (HCT). The center shall encompass areas that fall within the following radii: • ¼ mile from a planned or existing Community Transit Core Transit Emphasis Corridor or local transit service that is equivalent in level of service; • ¼ mile from an existing or planned bus rapid transit stop; or • ½ mile of an existing or planned light rail station or commuter rail station. The center has a compact, walkable, shape and size: • Size of ¼ square mile (160 acres), up to ½ mile transit walkshed (500 acres). • It is recommended that centers are nodal with a generally round or square shape. • Centers should generally avoid linear or gerrymandered shapes that are not walkable or connected by transit. • The local comprehensive or subarea plan shall have goals and policies for the center that support the development of infrastructure and/or street patterns that encourage nonmotorized forms of transportation, such as walking and bicycling.

[33] Regional Centers Framework, page 11. Available at https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

The following criteria must be met for the designation of a Countywide Industrial Center:

Countywide Industrial Centers	
Identification	• Shall be identified as a Countywide Industrial Center in the Snohomish County Countywide Planning Policies. • Shall be identified as a Countywide Industrial Center in the local comprehensive plan.
Prioritization	• It is recommended that the locality has developed a subarea plan for the center; and • Clear evidence that the area is a priority for investment, such as planning efforts or infrastructure.
Existing Conditions	At the time of identification, the center shall have: • A minimum 1,000 existing jobs; • A minimum of 500 acres of industrial zoning; • At least 75% of the center zoned for core industrial uses; and • Existing capacity and planning for additional employment growth.
Other Requirements	The center shall: • Through local or countywide planning have industrial retention strategies in place; and • Play an important county role and concentration of industrial land or jobs with evidence of long-term demand.

Identification Process

Initial identification of Countywide Centers shall occur through the process outlined below:

1. Candidate Countywide Centers are identified in the 2021 update of the Countywide Planning Policies for Snohomish County (below).
2. Jurisdictions determine whether or not to pursue formal identification of Candidate Countywide Centers within their jurisdictional boundaries.
3. Localities choosing to pursue formal identification complete local planning for each Candidate Countywide Center as a part of the 2024 GMA Comprehensive Plan Update. Local planning shall:
    a. Formalize boundaries;
    b. Identify Center location as a Countywide Center in the local comprehensive plan;
    c. Adopt policies required by the Countywide Center criteria; and
    d. If applicable, complete subarea planning.
4. Countywide Planning Policies are amended to finalize designation of Countywide Growth and Industrial centers that meet the criteria in this Appendix.

After initial countywide center designation, new countywide canters can be designated through the following process:

1. Prospective center is nominated by a local jurisdiction;
2. A working group of Snohomish County Tomorrow reviews the prospective center for consistency with the Countywide Center Criteria;

3. If the center proposal is found to be appropriate, the SCT Steering Committee recommends the countywide center for designation; and
4. The County Council holds a public hearing and makes the decision whether or not to designate the prospective center as a Countywide Center.

Candidate Countywide Centers

The following candidate centers were identified during the 2021 Countywide Planning Policies update. As outlined in the identification process above, these locations will not formally be designated as countywide centers until local planning has occurred, candidate centers have been evaluated to ensure they meet the criteria, and the CPPs have been amended to designate the locations. Jurisdictions will need to complete local planning for each area to ensure it is an appropriate location for a countywide center in accordance with local plans and complete all necessary planning to ensure the area meets the countywide center criteria identified above.

Candidate County Growth Centers:

- 196th Street Mixed Use Node – Lynnwood
- Airport Road and Highway 99 Provisional Light Rail Station – Everett and Snohomish County
- Ash Way Light Rail Station Area– Snohomish County
- Edmonds Downtown – Edmonds
- Everett Mall – Everett
- Evergreen Way and SR 526 – Everett
- Lakewood – Marysville
- Mariner Light Rail Station Area – Snohomish County
- Marshall/Kruse Area – Marysville
- Marysville Downtown – Marysville
- Medical/Highway 99 Activity Center – Edmonds, Lynnwood, and Mountlake Terrace
- Mill Creek Town Center – Mill Creek
- Mountlake Terrace Town Center/Light Rail Station Area – Mountlake Terrace
- Mukilteo Old Town – Mukilteo
- North Everett – Everett
- Red Barn Village – Bothell
- Smokey Point – Arlington
- Thrasher's Corner – Snohomish County

Candidate Countywide Industrial Centers

- Harbour Reach – Mukilteo
- Maltby – Snohomish County
- Port of Everett/Navy Mill – Everett
- Snohomish River Delta – Everett

Local Centers

Local centers are designated through local planning processes by each local jurisdiction. There is no countywide or regional designation process for local centers, but according to the Regional Centers Framework, local centers should "play an important role in the region and help define our community character, provide local gathering places, serve as community hubs, and are often appropriate places for additional growth and focal points for services."[34] As local centers grow, they may become eligible for designation as a countywide or regional center if they meet the designation criteria identified in this document and the Regional Centers Framework.

[34] Regional Centers Framework, page 12. Available at https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf