Appendix B Snohomish County Wide Planning Policies

COUNTYWIDE PLANNING POLICIES

FOR

SNOHOMISH COUNTY

ADOPTED JUNE 1, 2011
AMENDED ORDINANCE NO. 11-011; EFFECTIVE DATE: JUNE 24, 2011

AMENDMENTS:

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(APPENDIX B CHANGES ONLY)

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NOTE: This is an unofficial compilation of the Countywide Planning Policies (CPPs). The official text of the CPPs can be found in the ordinances adopting and amending the CPPs and those ordinances will control in the event of a disparity between the ordinance and this unofficial compilation.

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INTRODUCTION TO THE COUNTYWIDE PLANNING POLICIES

Snohomish County is home to over 700,000 residents, hundreds of businesses, 20 cities and towns, two 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 ties of geography, history, and day-to-day governance unite all. At every level, there is recognition that local governments 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 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 regional issues or 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 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:

> *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, 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, 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]

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

To meet this stated 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 that is necessary for the coordinated implementation of GMA goals and the VISION 2040 Multicounty Planning Policies (MPPs). 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 consistency between County and city comprehensive plans (RCW 36.70A.100),
- Satisfy other GMA mandates,
- Maintain ongoing efforts, through SCT Snohomish County Tomorrow, to plan cooperatively for countywide initiatives, and
- Support local implementation of the Regional Growth Strategy (RGS) in VISION 2040 that seeks to promote compact urban development in a sustainable manner.

The CPPs encourage flexibility in local interpretations to support diverse interests throughout the county.

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. Under state law, the CPPs must be consistent with MPPs. VISION 2040 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. 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 actions that the CPPs call for apply to the cities and the County. Figure 1 shows this relationship.

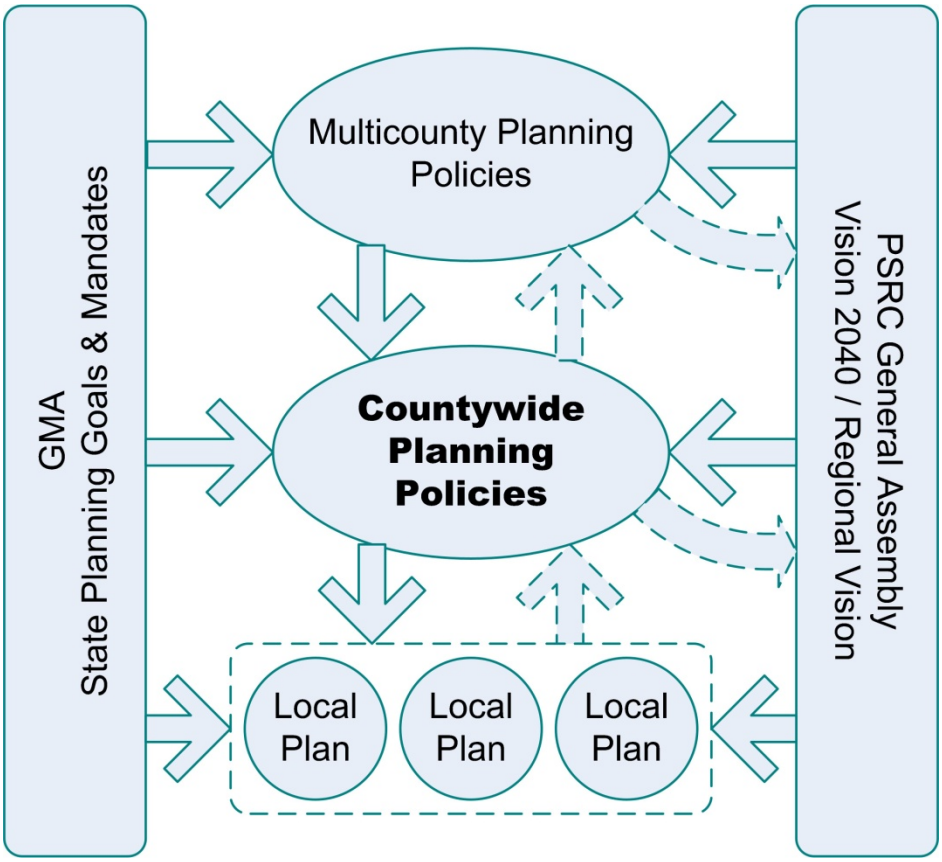

Figure 1 – Policy Relationships Diagram

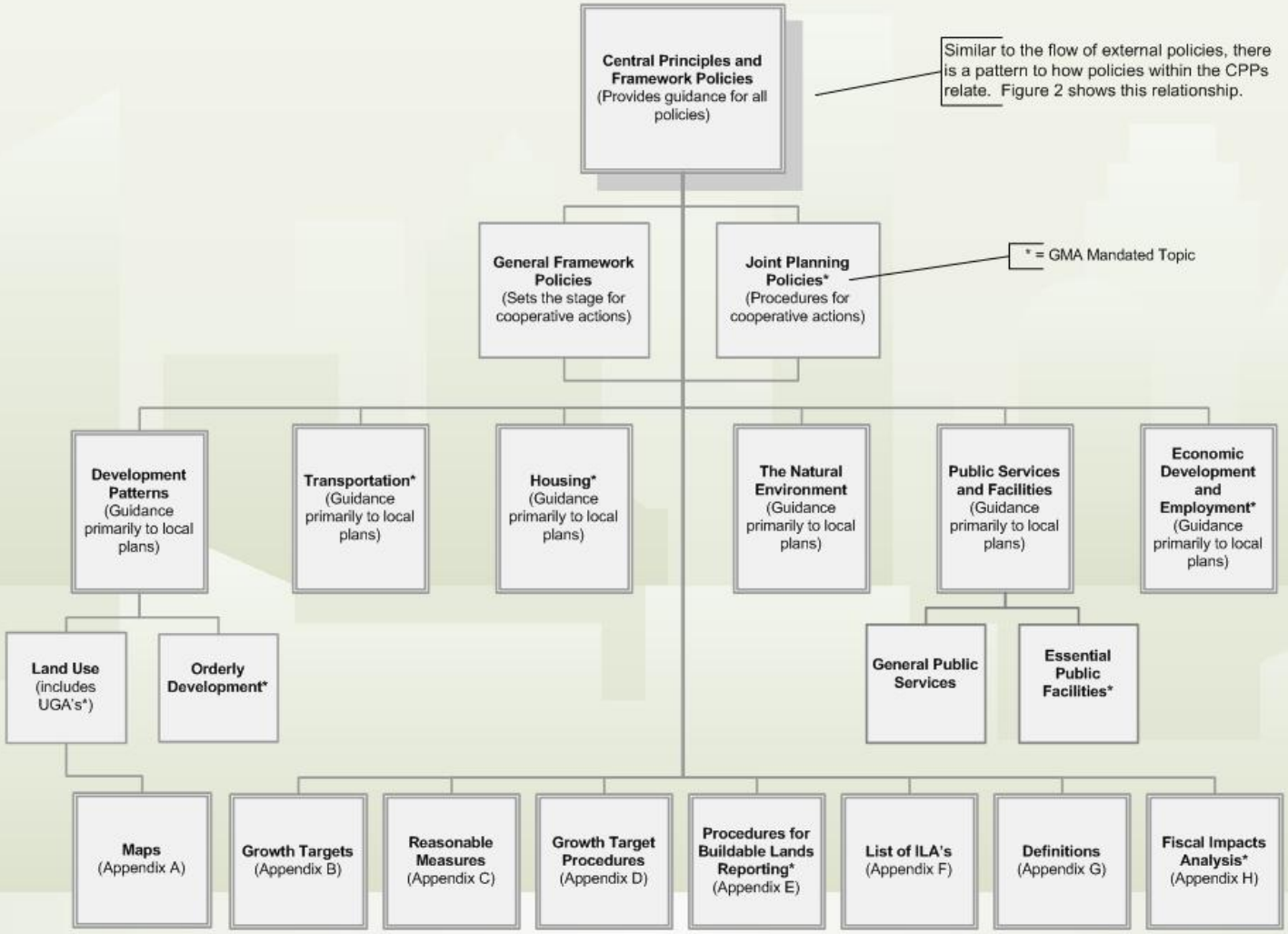

Figure 2 – Internal Flow of the Countywide Planning Policies

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, each topic containing an overall goal statement followed by a number of supporting policies. Taken as a whole, the central principles, framework policies, 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 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.

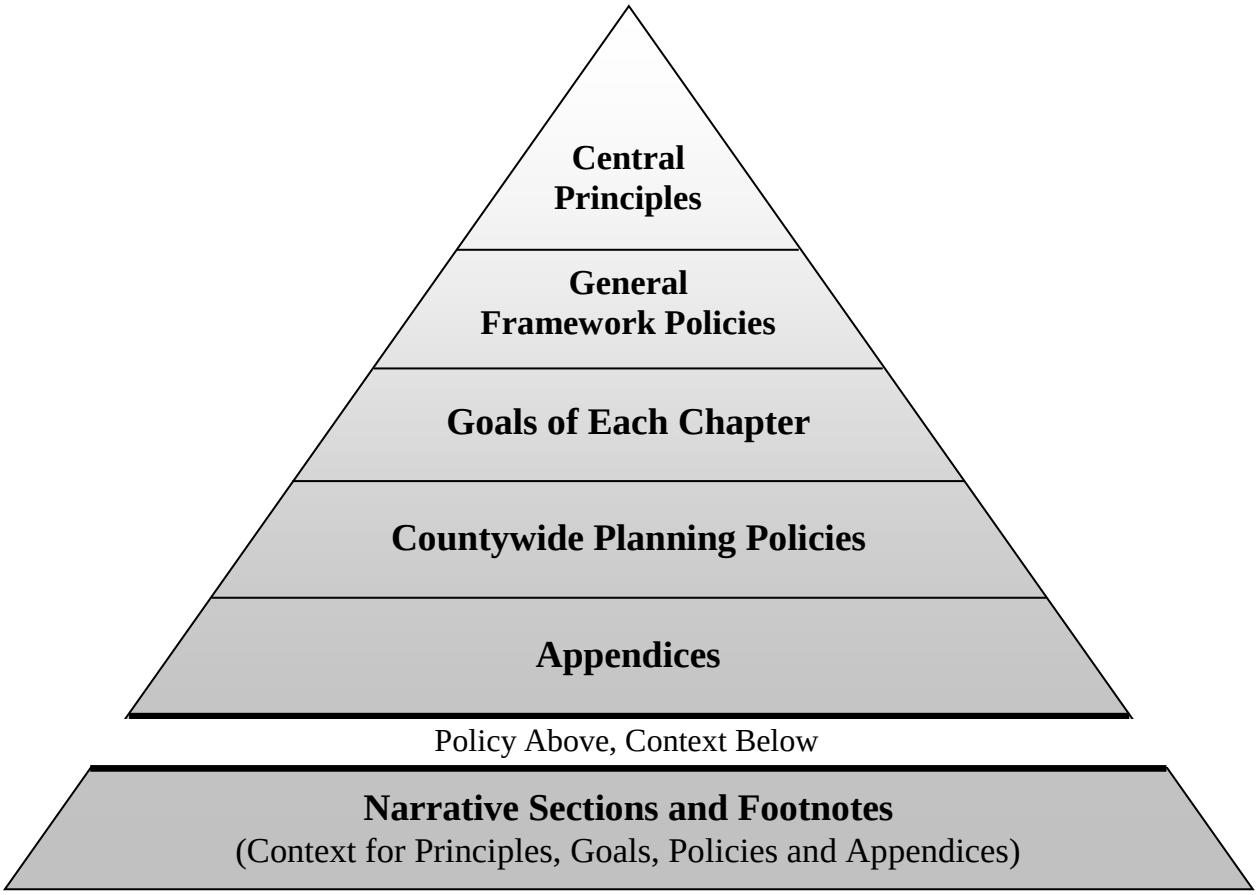

Figure 3 – Policy Hierarchy in the Countywide Planning Policies

State Context and Goals

The GMA contains a set of statewide planning goals. 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 housing 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 forest lands 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.*

Regional Context

Puget Sound Regional Council (PSRC)

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

> *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.*[3]

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[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."

[3] Vision 2040, page ii
http://psrc.org/projects/vision/pubs/vision2040/vision2040_021408.pdf

VISION 2040

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

> *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.*[4]

The concept of sustainability behind VISION 2040 has been around for a while. In 1987, the United Nations issued the Bruntland Report, which defines sustainable development as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs."[5]

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.*[6]

Overarching Goals

VISION 2040 contains the following Overarching Goals:

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[4] VISION 2040, page 1. Available at: http://www.psrc.org/assets/366/FullReport.pdf

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

[6] VISION 2040, page 7.

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

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.*

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

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

Transportation. *The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to better public health.*

Public Services. *The region will support development with adequate public facilities and services in a 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 major parts of the growth strategy include:

a. Designation of geographic areas for regional growth centers, manufacturing and industrial centers, as well as other centers such as town centers and activity hubs in Urban Growth Areas (UGAs) and cities;
b. Planning for multi-modal connections and supportive land uses between centers and activity hubs;
c. Promotion of sustainability in all decision-making; and
d. Allocation of population and employment growth to regional geographies in Snohomish County.

Multicounty Planning Policies (MPPs)

VISION 2040 contains MPPs that are intended to provide an integrated framework for addressing land use, economic development, transportation, other infrastructure, and environmental 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 functional plans (the Metropolitan Transportation Plan and the Regional Economic Strategy). The MPPs address the following subject areas:

- General Multicounty Planning Policies
- Environment
- 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".[7] 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". [8] These became official through the adoption of "*Snohomish County Tomorrow's Long-Term Goals*".[9]

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

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

[8] *History of Snohomish County Tomorrow*, undated. http://www.co.snohomish.wa.us/documents/County_Services/SCT/HistoryofSnohomishCountyTomorrowDraft.pdf

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

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.

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 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
MPP = Multicounty Planning Policy
MUGA = Municipal Urban Growth Area
PAC = 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, other state laws, and the MPPs in VISION 2040;
- Establish a framework for continuing coordination and collaboration between all jurisdictions of Snohomish County;
- 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 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 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 promoting consistency among local plans. CPPs are prepared under the authorities of RCW 36.70A.210 and RCW 36.70A.215. Their implementation, to the extent necessary at the countywide and local levels, meets the intent of the General MPPs in VISION 2040.

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 acknowledge the role of the GMA and VISION 2040 in setting the goals and direction (particularly regarding sustainability) for the CPPs. They also achieve the need to plan for projected 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 input.

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

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

GF-4 The Countywide Planning Policies shall be consistent with VISION 2040 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 ten-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 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 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 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 five years. 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. 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 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 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 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 The County and affected cities should collaborate on the development of appropriate urban design measures in unincorporated Urban Growth Areas.

DEVELOPMENT PATTERNS

The physical form, location, and servicing of development throughout Snohomish County are vitally important if we are to achieve livable places that are environmentally sustainable, economically viable, and socially responsible for the long-term future. The following countywide planning policies (CPPs) provide guidance for concentrating growth into existing Urban Growth Areas (UGAs), 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 growth into designated urban areas to create more vibrant urban places while preserving our valued 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 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 directs development to regional growth centers and, to a lesser extent, other centers and compact urban communities. It seeks to limit growth on rural lands. 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 recognizes that compact development creates vibrant, livable, and healthy urban communities. Such communities offer economic opportunities for all. They also provide housing and transportation choices. This reduces demand for inefficient forms of transportation that contribute to air pollution and greenhouse gas emissions. Further, VISION 2040 supports brownfield and contaminated site clean-up as well as the development of compact communities and centers with high levels of amenities.

Local Context

The County designates UGAs per RCW 36.70A.110. 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 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. When aggregated at the time of 10-year updates, shall include additional capacity to accommodate at least 100%, but no more than 115%, of the County's adopted 20-year urban allocated population growth projection;
b. Include all cities in Snohomish County;
c. Can be supported by an urban level of service consistent with capital facilities plans for public facilities and utilities;
d. Are based on the best available data and plans regarding future urban growth including new development, redevelopment, and infill;
e. Have identifiable physical boundaries such as natural features, roads, or special purpose district boundaries when feasible;
f. Do not include designated agricultural or forest land unless the city or County has enacted a program authorizing transfer or purchase of development rights;
g. Have been evaluated for the presence of critical areas;
h. 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;
i. Should consider the vision of each jurisdiction regarding the future of their community during the next 20 years;
j. Are large enough to ensure an adequate supply of land for an appropriate range of urban land uses to accommodate the planned growth; and
k. 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 expansion otherwise complies with the Growth Management Act;
c. 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

d. 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 ten 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.[10]
   6. Schools (including public, private and parochial), churches, 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

[10] 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.

UGA can reasonably or logically accommodate the proposed facilities, urban growth area expansions 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 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.

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 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 use of existing and planned transportation systems and capital facilities.

DP-8 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-9 Local plans should identify centers as designated by the Regional Growth Strategy presented in VISION 2040. Jurisdictions in which regional growth centers and manufacturing and industrial centers are located shall provide 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 centers with transit service and other providers to promote well-designed and transit oriented developments that enhance economic development opportunities, address environmental goals, and reduce vehicle miles traveled.

DP-11 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.

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 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 efficient site design that integrates building design, transportation facilities, and publicly accessible open spaces.

DP-14 The County and cities should promote and focus new compact urban growth in urban 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 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.

Unincorporated Urban Growth Areas

DP-17 City comprehensive plans should have policies on annexing the areas in their unincorporated Urban Growth Area / Municipal Urban Growth Area.

DP-18 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 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 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 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 Where jurisdictions are unable to reach agreement under DP-20, 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 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 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 three purposes. First, it includes the countywide response to GMA requirements. Second, it includes policies to support parts of the regional plan, VISION 2040, that go 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 rural lands as permanent and vital parts of the region. It recognizes that rural lands accommodate many activities associated with natural resources, as well as small-scale farming and cottage industries. VISION 2040 emphasizes the preservation of these lands and acknowledges that managing rural growth by directing urban development into designated urban lands helps to preserve vital ecosystems and economically productive lands.

VISION 2040 identifies that natural resource lands—forest, agricultural, and mineral lands—are crucial to the region's sustainability. It recognizes that the loss 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.

Local Context

Beyond the guidance in GMA and VISION 2040, these CPPs give direction for coordination of local issues outside of the UGA that may arise between jurisdictions.

The objective of these policies is to ensure a future that maintains the non-urban character of rural areas, an active resource economy, and prosperous rural cities.

DP-23 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 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 GF-5 and the growth targets in Appendix B.

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

DP-26 Domestic water supply systems may be developed in rural and resource areas to meet the needs of rural areas. Water sources and transmission lines may be developed in rural and resource areas to meet the needs of urban growth areas.

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

DP-28 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 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.
f. Resource-dependent tourism and recreation oriented uses provided they do not adversely impact adjoining rural and resource uses.

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

a. Strategies should reduce conversion pressures on all resource lands and on rural lands with resource-based activities and 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 focus of growth in the Urban Growth Areas.

DP-30 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.

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 Jurisdictions should minimize the adverse impacts on resource lands and critical areas from new developments.

DP-32 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-33 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 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.

The Built Environment and Health

Urban design has a profound effect on how well we live. This subsection of the Development Patterns chapter ties together how we build the urban environment and the values of health and safety. It responds to the legislative findings in the GMA where the state connects land use planning to health and public safety.[11] The GMA considers provisions for health and safety to be a part of the goal of Public Services.[12] VISION 2040 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 The County and cities should address the safety, health, and well-being of residents and employees by:

a. Adopting development standards encouraging design and construction of healthy buildings and facilities; and
b. Providing infrastructure that promotes physical activity.

DP-36 The County and cities should adopt policies that create opportunities for:

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[11] *RCW 36.70A.010*

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

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 The County and cities should conserve designated industrial land for future industries and related jobs by:
a. Protecting it from encroachment by incompatible uses and development on adjacent land;
b. Discouraging non-industrial uses on it unless such uses support and enhance existing industrial land uses; and
c. Discouraging conversion of it to other land use designations unless it can be demonstrated that a specific site is not suitable for industrial uses.

DP-38 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 The County and cities shall protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.

HOUSING

State Context

Washington's Growth Management Act (GMA) establishes a goal pertaining to housing, to encourage a full range of housing types to meet the needs of all segments of the population, and to encourage the preservation of the existing housing stock.[13]

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 housing for all economic segments of the population and parameters for its distribution among counties and cities.[14] In turn, each county and city is obligated to plan for affordable housing consistent with the regional context determined by CPPs.[15] Counties and cities planning under GMA must ensure that, taken collectively, their comprehensive plans provide sufficient land capacity for projected housing growth, consistent with the county's 20-year population growth allocation.[16]

CPPs may not, however, alter the land-use powers of cities.[17]

Regional Context

The regional plan, Vision 2040, contains an "overarching goal" for housing that calls for the region to:

> *"preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices for every resident. The region will continue to promote fair and equal access to housing for all people."*

Vision 2040's Multi-county Planning Policies also require jurisdictions to establish local housing targets based on population projections, and local housing and employment targets for each designated regional growth center.[18] In addition, the housing policies of Vision 2040 place significant emphasis on the location of housing in proximity to growth and employment centers and to transportation and transit corridors.

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[13] RCW 36.70A.020(4).

[14] RCW 36.70A.210(3)(e) and WAC 365-196-410(2)(e)(ii).

[15] WAC 365-196-410(2)(e)(ii).

[16] RCW 36.70A.115.

[17] RCW 36.70A.210(1).

[18] MPP-D-3.

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.

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.[19]

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

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

Housing Goal

Snohomish County and its cities will promote an affordable lifestyle where residents have access to safe, affordable, and diverse housing options near their jobs 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 The county and cities shall make provisions in their comprehensive plans to accommodate existing and projected housing needs, including a specific assessment of housing needs by economic segment within the community as indicated in the housing report prescribed in CPP HO-5. Those provisions should consider the following factors:

a. Avoiding further concentrations of low-income and special needs housing.
b. Increasing opportunities and capacity for affordable housing in urban centers.
c. Increasing opportunities and capacity for affordable housing close to employment, education, shopping, public services, and public transit.
d. Increasing opportunities and capacity for affordable and special needs housing in areas where affordable housing is currently lacking.
e. Supporting affordable housing opportunities in other Snohomish County jurisdictions, as described below in CPP HO-4.

HO-3 County and city comprehensive plans shall include policies for accommodating affordable housing goals throughout the County consistent with Vision 2040. The land use and housing elements should demonstrate they can accommodate needed housing availability and facilitate the regional fair share of affordable housing. Housing elements of comprehensive plans shall be periodically evaluated for success in facilitating needed housing.

HO-4 The county and cities should participate in a multi-jurisdictional affordable housing program or other cooperative effort to promote and contribute to an adequate and diversified supply of housing countywide.

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 undeveloped, partially used and re-developable residential land.
c. Identify the number of housing units necessary to meet the various housing needs of the projected population, by income ranges, 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.

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, 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. 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 opportunities in proximity to existing residential communities.

HO-10 Jurisdictions should encourage the use of environmentally sensitive housing development practices in order to minimize the impacts of growth on the county's natural resource systems.

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 affordable housing such as height or density bonuses, property tax incentives and parking requirement reductions. The incentives should apply where feasible to encourage affordable housing.

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 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 and communities.

Local government should promote economic development by creating opportunities for a wide range of businesses, jobs and careers, in partnership with the private sector. 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 states the following "overarching goal" for economic development:

> *The region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, 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. To 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.*

In 2008, the Prosperity Partnership for the Puget Sound adopted a Regional Growth 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:

- Aerospace
- Clean Technology

- Information Technology
- Life Sciences
- Logistics and International Trade
- Military
- Tourism/Visitors.

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. Snohomish County is an important international center for the aerospace industry, and the home of the 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.

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.

Economic Development and Employment Goal

Cities, towns, and Snohomish County government will encourage coordinated 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 and the economic priorities of the Prosperity Partnership. While recognizing the need to accommodate other businesses and industries and to diversify our economy, jurisdictions should support the following industry clusters that play an important role in the health of 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 the establishment and growth of locally owned, small businesses through comprehensive plan policies, infrastructure investments, and fair and appropriate land use regulations in all communities.

ED-3 Jurisdictions should prioritize multi-modal transportation system linkages between growth centers, manufacturing and industrial centers, and supporting residential areas containing an adequate supply of affordable housing (as appropriate).

ED-4 State and federal economic development and transportation funding should be prioritized to regionally designated centers and sub-centers as well as transportation system linkages between regional growth centers, 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.

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.).

ED-7 The County and adjacent cities shall protect the Paine Field-Boeing area as a 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 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 with businesses and organizations to develop economic development plan elements and analyze the land use designations, infrastructure and services needed by business uses.

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 education and job training resources for all citizens, such as a 4-year university or technical college in Snohomish County.

ED-12 The County and cities should coordinate economic plans with transportation, housing, and land use policies that support economic development and predictability for future growth.

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 The expeditious processing of development applications by the County and the cities shall not result in the lowering of environmental and land use standards.

ED-16 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.

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 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 provides a framework for long-range transportation planning in the region by integrating planning for freight, ferries, roads, transit, bicycling, and walking. VISION 2040 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 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 multi-modal transportation system that supports state-level planning, the Regional Growth Strategy, and local comprehensive plans.

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 County and cities should establish agreements and procedures for setting priorities, programming, and financing for countywide, regional and state transportation facilities and services consistent with 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. 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.
d. 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 shall provide transportation facilities and services that support the land use elements of their comprehensive plans, including roadway capacities and nonmotorized options together with 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 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.

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 well being 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 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 transportation facilities and services to minimize and mitigate their adverse impacts on the natural environment or resource lands. Depending on the jurisdiction, these may include:

a. Design standards and consistent methods to minimize 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.

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.
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.

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:

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, pleasant, and convenient access for pedestrians and bicyclists;
e. Provide safe and convenient access and transfer between all forms of transit and other modes of travel; and
f. Promote pricing or regulatory mechanisms[20] to encourage transit use and reduce reliance on the automobile.

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 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 Sound Transit 2 plans for Snohomish County, which include commitments for stations in Lynnwood and Mountlake Terrace;
b. Recognize and be compatible with local land use planning and urban design objectives in the Southwest UGA; and
c. Include consideration and evaluation of additional transit services to major employment centers in the Southwest UGA.

TR-14 In order to improve transit service throughout the county, cities, the County and transit agencies should evaluate 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;
d. 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;
e. Roles countywide and regional agencies will assume in providing transit services; and
f. Other relevant factors pertaining to the countywide and regional transportation system.

[20] Such as metered parking and tolling.

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 safety of the transportation system and, in the long term, pursue the goal of zero deaths and disabling injuries;
e. Protect the transportation system against disaster by developing prevention and recovery strategies and coordinating emergency responses; 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 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;
c. Fostering a less polluting system that reduces the negative effects of transportation infrastructure and operation on climate and natural environment;
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;
f. Promoting convenient and low-impact alternatives to single-occupancy vehicles; and
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 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 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.

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 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.[21] 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 non-contiguous Urban Growth Areas (UGAs) in order to help preserve transit service between non-contiguous UGAs.

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

THE NATURAL ENVIRONMENT

State Context

The goal for the environment in the Growth Management Act (GMA) says to "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 acknowledges that certain development patterns and practices have damaged and threaten further disruption of the region's ecosystems. It recognizes that while some impacts are irreversible, the region can curb pollution, change land use and transportation patterns, and better manage waste to protect key ecological functions and help restore the environment. VISION 2040 stresses the ecological, economic, and health benefits of preserving and restoring our natural environment.

Local Context

These policies form the basis of coordinated countywide environmental strategies for environmental stewardship, earth and habitat, water quality, air quality, and climate change. Related policies in the Development Patterns and Transportation sections address some of the major sources of air quality and climate change pollutants. Protecting and enhancing the quality of the natural environment is central to providing for the quality of life for residents of Snohomish County.

The Natural Environment Goal

Snohomish County and local jurisdictions will act as a steward of the natural environment by protecting and restoring natural systems, conserving habitat, improving air and water quality, reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. Planning for the future will embrace sustainable ways to integrate care of the environment with economic and social needs.

Env-1 All jurisdictions shall protect and enhance natural ecosystems through their comprehensive plans, development regulations, capital facilities programs, and management practices. Jurisdictions should 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 identify, designate, and protect regional open space networks/wildlife corridors both inside and outside the Urban Growth Area. Jurisdictions should establish policies and coordinated approaches to

preserve and enhance these networks/corridors across jurisdictional boundaries.

Env-3 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 and that are critical for survival of endangered or threatened species.

Env-4 The County and cities should work with neighboring jurisdictions 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.

Env-5 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-6 The County and cities shall collaborate with regional and state agencies on initiatives to ensure that air quality meets or is better than established state and federal standards. Any initiatives which exceed established state and federal standards shall be voluntary between jurisdictions and are not required by Env-6.

Env-7 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 The County and cities should establish and/or support programs to reduce greenhouse gas emissions and to increase energy conservation and alternative/clean energy among both public and private entities.

Env-9 The County and cities should use natural systems to reduce carbon in the atmosphere by establishing programs and policies that maintain and increase forests and vegetative cover.

Env-10 The County and cities should establish a planning framework in local plans and coordinate regionally to anticipate, prepare for, and adapt as necessary to likely impacts of climate change.

PUBLIC SERVICES AND FACILITIES

State Context

The Growth Management Act (GMA) differentiates between urban and rural public services and facilities (RCW 36.70A.110). 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 allows counties to adopt comprehensive plan policies and development regulations related to the siting of EPFs of a local nature as long as those policies and regulations do not preclude the siting of any such facility.

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 GMA, government's ability 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 in VISION 2040 that 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 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. 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 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.

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 should promote improved conservation and efficient use of water to ensure long-term water availability.

PS-8 Jurisdictions should coordinate with solid waste service providers as appropriate to meet state mandates for the reduction of solid waste and promotion of recycling.

PS-9 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.[22]

PS-10 Jurisdictions should encourage the use of low impact development techniques, and renewable and alternative energy sources.

PS-11 The County and cities should maximize the use of existing facilities to promote financial and energy conservation benefits and savings.

PS-12 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 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 The County and cities should develop and coordinate compatible capital facility construction standards for all service providers in individual Urban Growth Areas.

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

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.

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

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, consistent with the provisions of the GMA. 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. A consideration of alternatives to the facility.

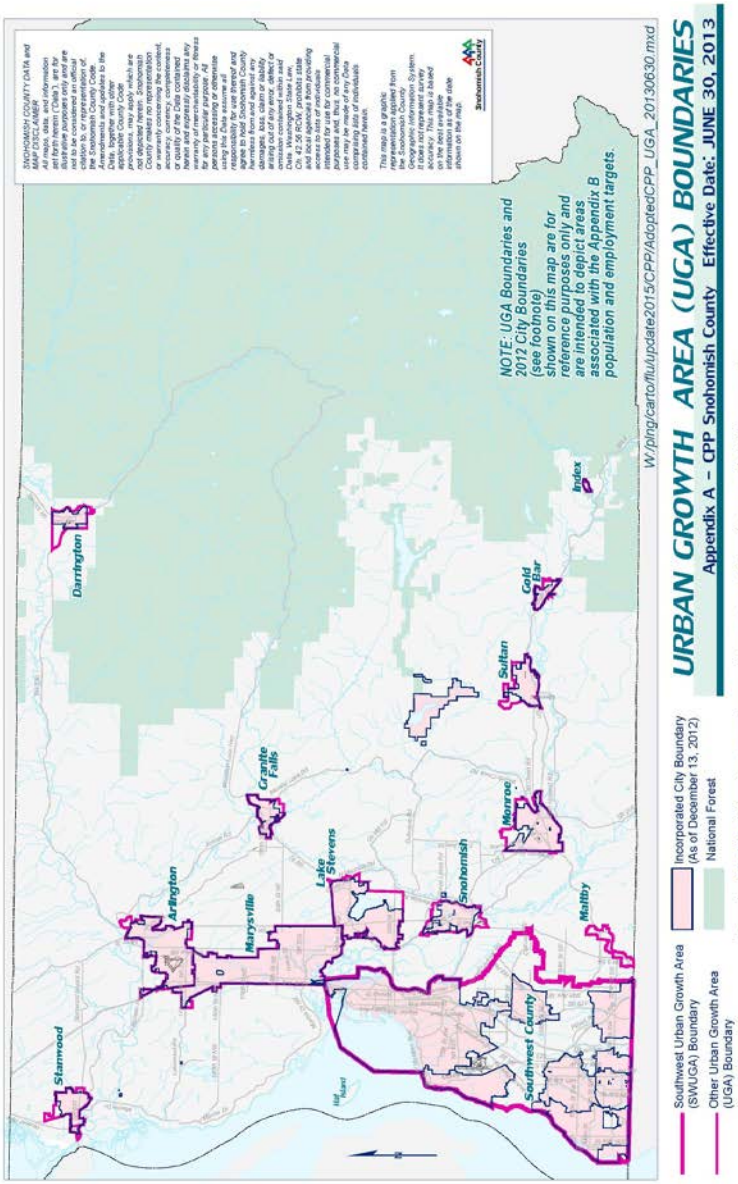
EPF-3 Local essential public facilities should be sited to support the countywide land use pattern, support economic activities, reduce environmental impacts, provide amenities or incentives, and minimize public costs.

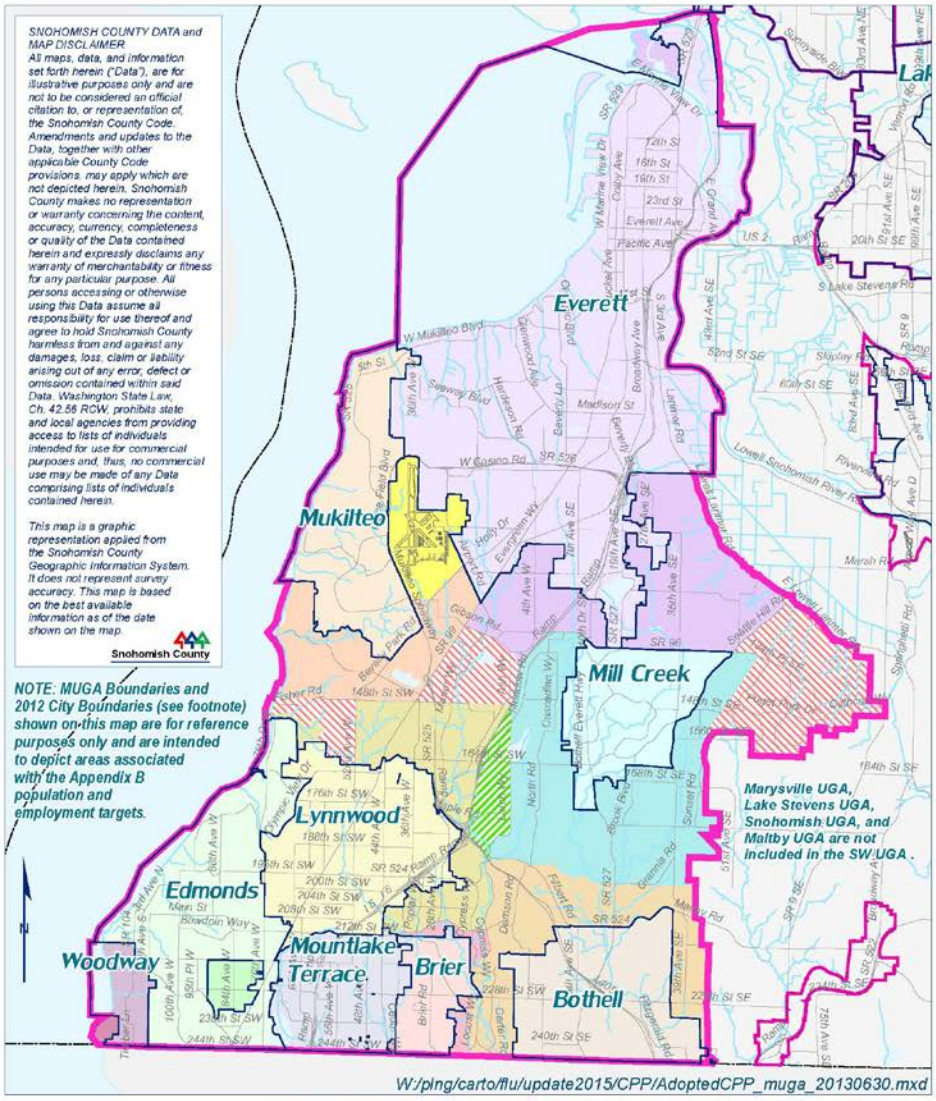
EPF-4 Local essential public facilities shall first be considered for location inside Urban Growth Areas unless it is demonstrated that a non-urban site is the most appropriate location for such a facility. Local essential public facilities located outside of an Urban Growth Area shall be self-contained 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

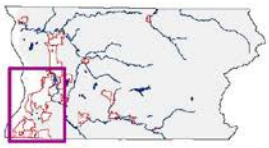




MUNICIPAL URBAN GROWTH AREA (MUGA) BOUNDARIES

Appendix A – CPP Southwest Snohomish County Effective Date: JUNE 30, 2013

- 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
- Southwest Urban Growth Area (SWUGA) Boundary
- Other Urban Growth Area (UGA) Boundary
- County Boundary
- Incorporated City Boundary (As of December 13, 2012)



Map Area Enlarged

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.

Appendix B – Growth Targets

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

Area	2011 Population Estimates	2035 Initial Population Targets	2011-2035 Population Growth: Amount	2011-2035 Population Growth: Pct of Total County Growth
Non-S.W. County UGA	161,288	233,121	71,833	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	2,424	364	0.2%
Unincorporated	849	895	47	0.0%
Granite Falls UGA	3,517	8,517	5,000	2.1%
Granite Falls City	3,370	7,842	4,472	1.9%
Unincorporated	147	675	528	0.2%
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	12,289	3,089	1.3%
Unincorporated	1,359	2,204	846	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	8,393	3,423	1.4%
Sultan City	4,655	7,345	2,690	1.1%
Unincorporated	314	1,048	733	0.3%
S.W. County UGA	434,425	582,035	147,610	61.9%
Incorporated S.W.	261,506	363,452	101,946	42.8%
Bothell City (part)	16,570	23,510	6,940	2.9%
Brier City	6,201	7,011	810	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	218,584	45,665	19.2%
UGA Total	595,713	815,156	219,443	92.1%
City Total	412,723	579,419	166,696	70.0%
Unincorporated UGA Total	182,990	235,737	52,747	22.1%
Non-UGA Total (Uninc Rural/Resource Area)	121,287	140,125	18,838	7.9%
County Total	717,000	955,281	238,281	100.0%

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

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

Area	2011 Population Estimates	2035 Initial Population Targets	2011-2035 Population Growth Amount	2011-2035 Population Growth Pct of Total County Growth
SW County UGA Total	434,425	582,035	147,610	61.9%
Incorporated SW County UGA Total	261,506	363,452	101,946	42.8%
Unincorporated SW County UGA Total	172,919	218,584	45,665	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	7,011	810	0.3%
Unincorporated MUGA	1,998	2,315	317	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	60,632	88,584	27,952	11.7%
Lynnwood City	35,860	54,404	18,544	7.8%
Unincorporated MUGA	24,772	34,180	9,408	3.9%
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%
Meadowdale Gap (Unincorporated)	2,695	3,437	742	0.3%
Silver Firs Gap (Unincorporated)	15,398	17,683	2,285	1.0%
County Total	717,000	955,281	238,281	100.0%

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

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

Area	2011 Employment Estimates	2035 Initial Employment Targets	2011-2035 Employment Growth Amount	2011-2035 Employment Growth Pct of Total County Growth
Non-S.W. County UGA	46,644	93,571	46,927	31.9%
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	279,379	91,726	62.3%
Incorporated S.W.	163,409	241,271	77,862	52.9%
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	38,109	13,865	9.4%
UGA Total	234,297	372,950	138,653	94.1%
City Total	205,356	325,204	119,848	81.4%
Unincorporated UGA Total	28,941	47,746	18,805	12.8%
Non-UGA Total * (Uninc Rural/Resource Area)	14,693	23,323	8,630	5.9%
County Total	248,990	396,273	147,283	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.**

APPENDIX B, Table 4 - 2035 Initial Employment Growth Targets for Cities and Unincorporated MUGAs within the SW County UGA

Area	2011 Employment Estimates	2035 Initial Employment Targets	2011-2035 Employment Growth Amount	2011-2035 Employment Growth Pct of Total County Growth
SW County UGA Total	187,653	279,379	91,726	62.3%
Incorporated SW County UGA Total	163,409	241,271	77,862	52.9%
Unincorporated SW County UGA Total	24,244	38,109	13,865	9.4%
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	27,772	48,110	20,338	13.8%
Lynnwood City	24,266	42,229	17,963	12.2%
Unincorporated MUGA	3,506	5,882	2,376	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	694	-	0.0%
Meadowdale Gap (Unincorporated)	68	114	46	0.0%
Silver Firs Gap (Unincorporated)	1,311	1,891	580	0.4%
County Total	248,990	396,273	147,283	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.

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

Area	2011 Housing Unit Estimates	2035 Initial Housing Unit Targets	2011-2035 Housing Unit Growth: Amount	2011-2035 Housing Unit Growth: Pct of Total County Growth
Non-S.W. County UGA	60,509	87,381	26,873	28.2%
Arlington UGA	7,128	10,018	2,890	3.0%
Arlington City	6,931	9,654	2,723	2.9%
Unincorporated	197	364	167	0.2%
Darrington UGA	682	948	266	0.3%
Darrington Town	644	764	120	0.1%
Unincorporated	38	184	146	0.2%
Gold Bar UGA	1,205	1,304	99	0.1%
Gold Bar City	831	924	93	0.1%
Unincorporated	374	380	6	0.0%
Granite Falls UGA	1,412	3,516	2,104	2.2%
Granite Falls City	1,348	3,179	1,831	1.9%
Unincorporated	64	337	273	0.3%
Index UGA (incorporated)	117	127	10	0.0%
Lake Stevens UGA	12,281	17,307	5,026	5.3%
Lake Stevens City	10,470	14,883	4,413	4.6%
Unincorporated	1,811	2,424	613	0.6%
Maltby UGA (unincorporated)	71	71	NA	NA
Marysville UGA	22,709	32,951	10,242	10.7%
Marysville City	22,649	32,876	10,227	10.7%
Unincorporated	60	74	14	0.0%
Monroe UGA	5,838	7,443	1,605	1.7%
Monroe City	5,326	6,526	1,200	1.3%
Unincorporated	512	917	405	0.4%
Snohomish UGA	4,545	6,115	1,570	1.6%
Snohomish City	4,013	5,269	1,256	1.3%
Unincorporated	532	846	315	0.3%
Stanwood UGA	2,634	4,578	1,944	2.0%
Stanwood City	2,586	4,179	1,593	1.7%
Unincorporated	48	398	350	0.4%
Sultan UGA	1,887	3,004	1,117	1.2%
Sultan City	1,752	2,581	829	0.9%
Unincorporated	135	422	287	0.3%
S.W. County UGA	178,958	240,590	61,632	64.6%
Incorporated S.W.	112,679	155,774	43,095	45.2%
Bothell City (part)	6,780	9,782	3,002	3.1%
Brier City	2,226	2,550	324	0.3%
Edmonds City	18,396	21,168	2,772	2.9%
Everett City	44,656	70,067	25,411	26.7%
Lynnwood City	14,947	22,840	7,893	8.3%
Mill Creek City	7,991	8,756	765	0.8%
Mountlake Terrace City	8,643	10,928	2,285	2.4%
Mukilteo City	8,574	9,211	637	0.7%
Woodway Town	466	472	6	0.0%
Unincorporated S.W.	66,279	84,816	18,537	19.4%
UGA Total	239,466	327,971	88,505	92.8%
City Total	169,346	236,737	67,391	70.7%
Unincorporated UGA Total	70,120	91,234	21,114	22.1%
Non-UGA Total (Uninc Rural/Resource Area)	48,973	55,816	6,844	7.2%
County Total	288,439	383,787	95,348	100.0%

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

APPENDIX B, Table 6 - 2035 Initial Housing Growth Targets for Cities and Unincorporated MUGAs within the SW County UGA

Area	2011 Housing Unit Estimates	2035 Initial Housing Unit Targets	2011-2035 Housing Unit Growth Amount	2011-2035 Housing Unit Growth Pct of Total County Growth
SW County UGA Total	178,958	240,590	61,632	64.6%
Incorporated SW County UGA Total	112,679	155,774	43,095	45.2%
Unincorporated SW County UGA Tota	66,279	84,816	18,537	19.4%
Bothell Area	15,738	21,067	5,328	5.6%
Bothell City (part)	6,780	9,782	3,002	3.1%
Unincorporated MUGA	8,958	11,284	2,326	2.4%
Brier Area	3,045	3,431	387	0.4%
Brier City	2,226	2,550	324	0.3%
Unincorporated MUGA	819	882	63	0.1%
Edmonds Area	19,896	22,784	2,888	3.0%
Edmonds City	18,396	21,168	2,772	2.9%
Unincorporated MUGA	1,500	1,615	116	0.1%
Everett Area	61,276	88,496	27,220	28.5%
Everett City	44,656	70,067	25,411	26.7%
Unincorporated MUGA	16,620	18,428	1,809	1.9%
Lynnwood Area	25,249	38,186	12,938	13.6%
Lynnwood City	14,947	22,840	7,893	8.3%
Unincorporated MUGA	10,302	15,347	5,045	5.3%
Mill Creek Area	21,411	26,054	4,643	4.9%
Mill Creek City	7,991	8,756	765	0.8%
Unincorporated MUGA	13,420	17,298	3,878	4.1%
Mountlake Terrace Area	8,652	10,942	2,290	2.4%
Mountlake Terrace City	8,643	10,928	2,285	2.4%
Unincorporated MUGA	9	15	6	0.0%
Mukilteo Area	13,148	14,765	1,617	1.7%
Mukilteo City	8,574	9,211	637	0.7%
Unincorporated MUGA	4,574	5,554	980	1.0%
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	2,047	892	0.9%
Lake Stickney Gap (Unincorporated)	2,850	3,640	790	0.8%
Meadowdale Gap (Unincorporated)	956	1,185	229	0.2%
Silver Firs Gap (Unincorporated)	5,117	5,989	872	0.9%
County Total	288,439	383,787	95,348	100.0%

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

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 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.

   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 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 in January 2003 and the second in October 2007, 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 report. Therefore, the affected jurisdictions need 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.

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 to evaluate all UGA boundary expansion proposals consistent with CPPs GF-7 and 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 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 five 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 by ECONorthwest titled "Phase II Report: Recommended Method for Evaluating Local Reasonable Measures Programs," June 2003 (Final Report).

The attached list of reasonable measures are a part of this Appendix D.

Reasonable Measures List

● Directly applicable

◐ Partially applicable

Measures to increase density	Applicability of Measure									
	Increases densities	Increases redevelop-ment	Increa ses 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
Measures that increase Residential Capacity										
Permit Accessory Dwelling Units (ADUs) in single family zones.	◐		●	◐	●		●			
Provide Multifamily Housing Tax Credits to Developers	●		●	●	◐		◐	●		
Provide Density Bonuses to Developers	●	◐	◐	◐	◐		●	●		
Transfer/Purchase of Development Rights	●	◐	◐	◐			◐			
Allow Clustered Residential Development	◐			●			◐	◐		●
Allow Co-housing	◐	◐	◐	◐	●					
Allow Duplexes, Townhomes, and Condominiums	◐		◐	●	●		◐			
Increase Allowable Residential Densities	●				◐					
Mandate Maximum Lot Sizes	●						◐	●		
Mandate Minimum Residential Densities	●						◐	●		
Reduce Street Width Standards	●						◐	●		
Allow Small Residential Lots	●				●		◐	●		
Encourage Infill and Redevelopment	●	●	●				◐	●		
Enact an inclusionary zoning ordinance for new housing developments	◐			◐	●					
Plan and zone for affordable and manufactured housing development	◐			●	●					
Measures that increase Employment Capacity										
Develop an Economic Development Strategy						●				◐
Create Industrial Zones		◐				●				
Zone areas by building type, not by use	●					●				
Develop or strengthen local brownfields programs		●	●							
Measures that support increased densities										

● Directly applicable

◐ Partially applicable

Measures to increase density	Applicability of Measure									
	Increases densities	Increases redevelop-ment	Increa ses 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
Encourage the Development of Urban Centers and Urban Villages	●	◐	◐	◐	◐	◐				
Allow Mixed Uses	◐	◐	◐	◐	◐			●	●	
Encourage Transit-Oriented Design	◐			◐	◐	◐	●	●		
Downtown Revitalization	◐	●	●	◐	◐	●	◐			
Require Adequate Public Facilities	◐						●			
Specific Development Plans	◐	◐	◐	◐	◐	◐	◐			◐
Encourage Transportation-Efficient Land Use	◐			◐	◐	◐	◐			
Urban Growth Management Agreements	◐						◐	●		◐
Create Annexation Plans	◐						◐	●		◐
Encourage developers to reduce off-street surface parking	◐						◐	◐		
Implement a program to identify and redevelop vacant and abandoned buildings	◐	●				◐	◐			
Concentrate critical services near homes, jobs, and transit							●	●		
Locate civic buildings in existing communities rather than in Greenfield areas							◐	◐		
Implement a process to expedite plan and permit approval for smart growth projects	◐	◐	◐	◐	◐	◐	◐	◐		◐
Measures to mitigate the impact of density										
Design Standards									●	
Urban Amenities for Increased Densities									●	
Conduct community visioning exercises to determine how and where the community will grow									●	
Other Measures										
Mandate Low Densities in Rural and Resource Lands								●		
Urban Holding Zones								●		
Capital Facilities Investments							●	●		

● Directly applicable

◐ Partially applicable

Measures to increase density	Applicability of Measure									
	Increases densities	Increases redevelop-ment	Increa ses 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
Environmental Review and Mitigation Built into the Subarea Planning Process	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐
Partner with nongovernmental organizations to preserve natural resource lands										●

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. Five-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 five-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 five-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)

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.

Appendix G – Definitions of Key Terms

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.)

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

Consistency: The definitions and descriptions of the term "consistency" contained in the Growth Management Act procedural criteria Chapter 365-196-210(9) 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.

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.

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)]

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))

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.

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)]

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" can not 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.