

SNOHOMISH COUNTY COUNCIL  
Snohomish County Washington



AMENDED ORDINANCE NO. 03-082

ADOPTING MAP AND TEXT AMENDMENTS  
TO THE GROWTH MANAGEMENT ACT COMPREHENSIVE PLAN RELATING TO URBAN  
CENTERS PURSUANT TO CHAPTER 30.74 SCC,  
AMENDING AMENDED ORDINANCE 94-125

WHEREAS, RCW 36.70A.130 and 36.70A.470 direct counties planning under the Growth Management Act (GMA) to adopt procedures for interested persons to propose amendments and revisions to comprehensive plan or development regulations; and

WHEREAS, the Snohomish County Council adopted chapter 30.74 SCC to comply with the requirements of RCW 36.70A.130 and .470; and

WHEREAS, Snohomish County Department of Planning and Development Services (PDS) staff, pursuant to SCC 30.74.030, reviewed the Urban Centers proposals on the docket and determined the proposals could be reviewed and analysis could be completed within the time frame of the 2003 final docket review cycle; and

WHEREAS, the 2003 final docket includes proposals to amend the General Policy Plan (GPP) and Future Land Use Map (FLUM) submitted by PDS; and

WHEREAS, pursuant to chapter 30.74 SCC, PDS completed final review and evaluation of the 2003 final docket Urban Center proposals, including the proposals to amend the text and map of the comprehensive plan, and forwarded a recommendation to the Snohomish County Planning Commission; and

WHEREAS, the planning commission held a public hearing for the 2003 final docket Urban Centers proposals, including proposals to amend the map and text of the comprehensive plan on June 10, 2003, and forwarded a recommendation to the county council based on the modified proposal from PDS, dated June 6, 2003, removing any action at 128<sup>th</sup> and Interstate 5 from the proposal; and

WHEREAS, the county council held public hearings on July 30, 2003, August 13, 2003 and September 10, 2003 to consider the entire record and hear public testimony on Ordinance 03-082, adopting map and text amendments to the comprehensive plan and implementing development regulations.

NOW, THEREFORE, BE IT ORDAINED:

**Section 1.** The county council makes the following findings of fact and conclusions regarding proposals to amend the comprehensive plan on the 2003 final docket Urban Centers proposals:

- A. The proposal by PDS to amend the FLUM by removing the "Centers Designation" at 164<sup>th</sup> Street and Interstate 5 and replacing it with a specific "Urban Center" designation and a specific "Transit/Pedestrian Village" designation is consistent with the goals, objectives and policies of the GPP.
- B. The proposal by PDS to amend GPP Policies LU 4, LU 5, the Future Land Use Map section, and the Implementation Measures section of the GPP is consistent with the goals, objectives and policies of the GPP and the GMA Planning Goals (RCW 36.70A.020).
- C. The new urban centers designations (Urban Center and Transit/Pedestrian Village) are similar to the old designations of Activity Centers and Pedestrian Centers, but better reflect the type of center development appropriate for the county and better define the specific characteristics and requirements of Snohomish County centers.
- D. The proposal to modify LU 5 and Implementation Measures sections of the GPP will encourage development in areas where public facilities and services are currently available, require high-quality urban design elements in centers, and help the county meet its Economic Development Stimulus Plan.
- E. In general, the proposed GMA comprehensive plan map and text amendments are consistent with the following final review and evaluation criteria of SCC 30.74.060(2):
  - 1. The proposed amendments maintain consistency with other elements of the GMA comprehensive plan;
  - 2. All applicable elements of the GMA comprehensive plan support the proposed amendments;
  - 3. The proposed amendments more closely meet the goals, objectives and policies of the GMA comprehensive plan as discussed in the specific findings; and
  - 4. The proposed GMA comprehensive plan map and text amendments are consistent with the CPPs.
- F. The amendments to the GMA comprehensive plan satisfy the procedural and substantive requirements of and are consistent with the GMA.
- G. The amendments maintain the GMA comprehensive plan's consistency with the multi-county policies adopted by the Puget Sound Regional Council and with the countywide planning policies for Snohomish County.
- H. The county has notified and consulted with cities regarding proposed amendments that affect UGAs or FLUM designations within UGAs.
- I. There has been early and continuous public participation in the review of the proposed amendments.

- J. Addendum No. 38 to the Final Environmental Impact Statement (EIS) was issued on June 6, 2003, for four of the proposals (John Davis, Transfer of Development Rights, Fully Contained Communities, and Urban Centers) included in this non-project action. This Addendum adds information and analysis of previously identified significant impacts and alternatives to the county's GMA Comprehensive Plan/General Policy Plan EIS dated April 11, 1994 (Draft EIS) and June 21, 1995 (Final EIS). The information in Addendum No. 38 expanded on previous identified alternatives, but did not substantially change the analysis of significant impacts and alternatives analyzed in the county's existing adopted environmental documents. No additional significant impacts beyond those identified in the original EIS are expected to occur.
- K. The recommended amendments are within the scope of analysis contained in the FEIS and associated adopted environmental documents, as well as the other relevant environmental documents. The addendum performs the function of keeping the public apprised of the refinement of the original GMA comprehensive plan proposal by adding new information, but does not substantially change the analysis of significant impacts and alternatives analyzed in the existing adopted environmental documents.
- L. The State Environmental Policy Act requirements with respect to this proposed action have been satisfied by these documents.
- M. The county council held a public hearing on July 30, 2003, August 13, 2003 and September 10, 2003 to consider the planning commission's recommendations for urban centers.
- N. The public was notified of the public hearings held by the planning commission and the county council by means of published legal notices in The (Everett) Herald and local newspapers and letters to interested parties.
- O. The proposal has been broadly disseminated and opportunities have been provided for written comments and public hearing after effective notice.

**Section 2.** The county council bases its findings of facts and conclusions on the entire record of the planning commission and the county council, including all testimony and exhibits.

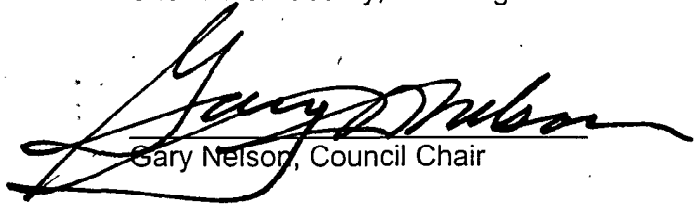
**Section 3.** Based on the foregoing findings and conclusions, the Snohomish County GMA Comprehensive Plan Future Land Use Map adopted as Map 4 of Exhibit A in Section 4 of Amended Ordinance No. 94-125 on June 28, 1995, and last amended by Ordinance No. 03-049 on June 4, 2003, is amended as indicated in Exhibit 1, PDS initiated Urban Centers amendments to the map of the GPP (maps individually identified as Map 1 and Map 2) which is attached hereto and incorporated by reference into this ordinance as if set forth in full.

**Section 4.** The Snohomish County Growth Management Act Comprehensive Plan - General Policy Plan, adopted as Exhibit A in Section 4 of Amended Ordinance 94-125 on June 28, 1995, and last amended by Ordinance No. 03-049 on June 4, 2003, is amended as indicated in General Policy Plan Amendments Relating to Urban Centers Policies, which is attached hereto as Exhibit 2 and incorporated by reference into this ordinance as if set forth in full.

**Section 5. Severability.** If any provision of this ordinance is held invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remainder of this ordinance. Provided, however, that if any provision of this ordinance is held invalid or unconstitutional, then the provision in effect prior to the effective date of this ordinance shall be in full force and effect for that individual provision as if this ordinance had never been adopted.

PASSED this 10th day of September, 2003.

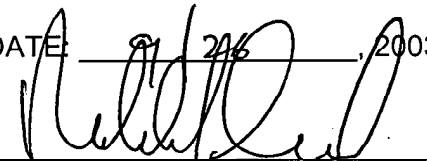
SNOHOMISH COUNTY COUNCIL  
Snohomish County, Washington

  
Gary Nelson, Council Chair

ATTEST:

  
Clerk of the Council, *asst.*

- APPROVED
- EMERGENCY
- VETOED

DATE: 9/10/2003  
  
Robert Drewel  
Snohomish County Executive

ATTEST: Laura Nelson

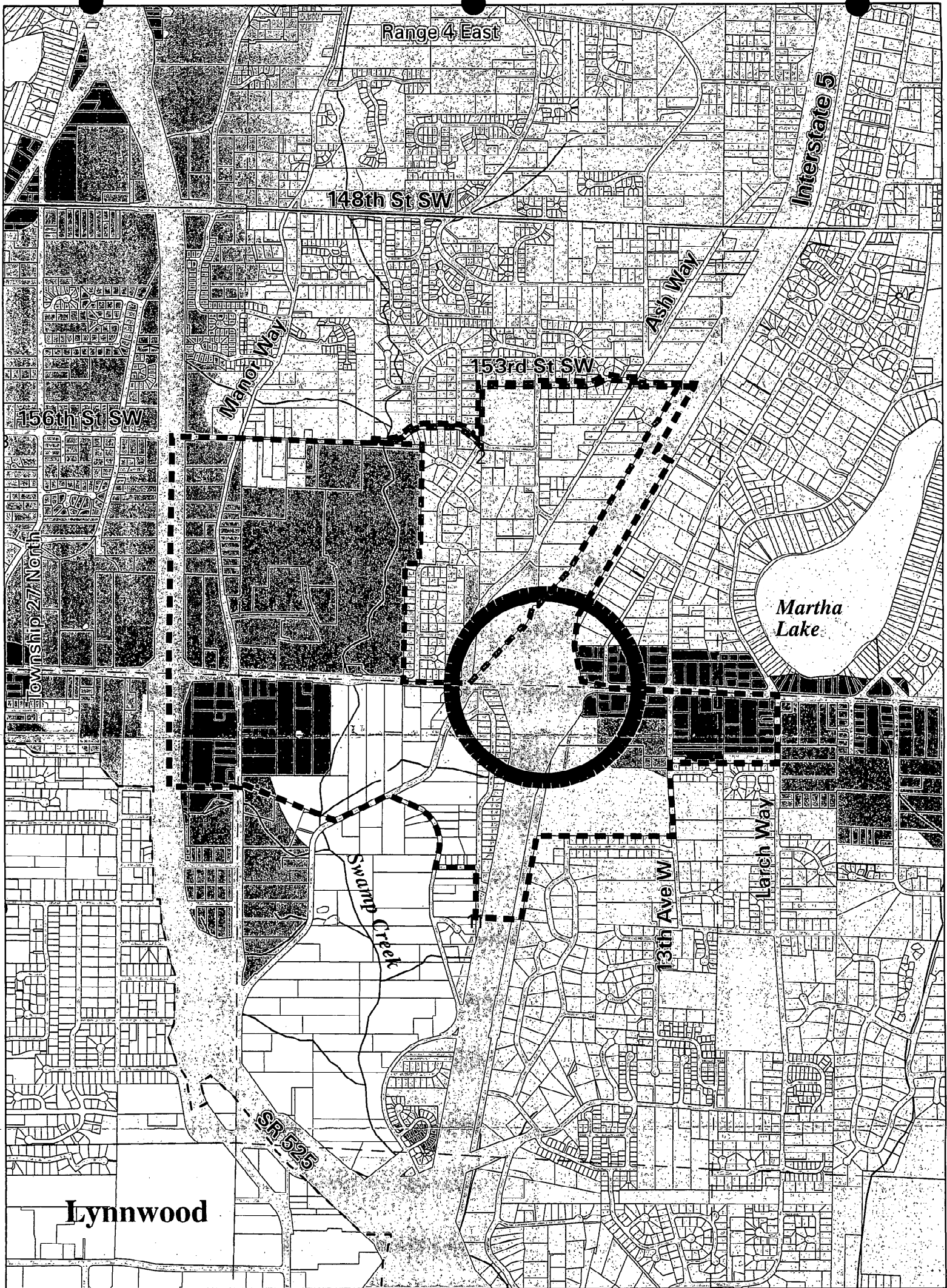
Approved as to form only:

\_\_\_\_\_  
Deputy Prosecuting Attorney

D-14

**EXHIBIT 1**

**GPP FUTURE LAND USE MAP AMENDMENTS  
PDS INITIATED URBAN CENTERS AMENDMENTS**



Snohomish County 2003 Docket  
**Proposed Comprehensive Plan Amendment**  
**164th Center**

**Map 1**

This map is a graphic representation derived from the Snohomish County Geographic Information System. It does not represent survey accuracy.

March 2003



**LEGEND**

**Existing Subarea Plan Designations**

- Urban Low Density Residential (4-6 DU/Acre)
- Urban Medium Density Residential (6-12 DU/Acre)
- Urban High Density Residential (12-24 DU/Acre)
- Urban Commercial
- Urban Industrial
- Other Land Uses (See Sub-area or UGA Plans)
- Remove Centers Designation from Plan

**Proposed County GPP Amendment**

- Add New Urban Center Area (overlay).
- Add New Transit/Pedestrian Village Area (overlay).

Incorporated City

Produced by Snohomish County Planning Div., GIS Team:  
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Scale in Feet  
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Snohomish County 2003 Docket  
**Proposed Comprehensive Plan Amendment**  
 164th Center

Map 2

This map is a graphic representation derived from the Snohomish County Geographic Information System. It does not represent survey accuracy.



LEGEND  
 2001 Aerial Photo

- Proposed County GPP Amendment**
- Add New Urban Center Area (overlay).
  - Add New Transit/Pedestrian Village Area (overlay).

Incorporated City

Produced by Snohomish County Planning Div., GIS Team:  
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Scale in Feet  
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April 2003

## EXHIBIT 2

### GENERAL POLICY PLAN AMENDMENTS RELATING TO URBAN CENTERS POLICIES

The portion of the chapter entitled "Land Use" that is captioned "Urban Centers" and which appears on page LU-15 of the *Snohomish County GMA Comprehensive Plan General Policy Plan*, dated March 2003 and published by Snohomish County, is amended as follows:

#### Urban Centers

~~Urban e~~Centers have been identified by the county and its cities where significant population and employment growth can be located, a community-wide focal point can be provided, and the increased use of transit, bicycling and walking can be supported. These centers are intended to be compact and centralized working, shopping and/or activity areas linked to each other by high capacity or regular bus transit. Three types of centers are identified: urban centers, commercial centers and manufacturing/industrial centers. The concept of urban and commercial centers is pedestrian orientation with pedestrian circulation, pedestrian scale and pedestrian convenience.

The primary direction for the development of ~~urban~~ centers comes from Vision 2020. The multicounty planning policies and the countywide planning policies provide further direction. Specific guidelines for their development are derived from Vision 2020 and the Snohomish County Tomorrow Urban Centers paper and are updated based on recent regional center development and Snohomish County center studies.

The Snohomish County Tomorrow urban centers guidelines provide for a hierarchical classification of ~~five~~ centers to be developed within the county. ~~These urban centers are~~

~~identified as metropolitan, subregional, activity, pedestrian, or small town centers. Each is differentiated by its intended scale, population and employment densities, and transportation functions.~~

The county will plan for three types of centers in unincorporated UGAs. include the activity and the pedestrian centers similar to the activity and pedestrian centers described by Snohomish County Tomorrow. The three types of centers are differentiated by purpose, location, intensity, and characteristics. Urban centers provide a mix of high-density residential, office and retail development with public and community facilities and pedestrian connections will be located along existing future high capacity transit routes in the interstate and/or SR-99 corridors. Commercial centers The activity centers will have are smaller scale, have lower densities, and mixed-uses and will be located outside the high capacity transit corridor within neighborhood areas. Manufacturing/Industrial centers are major existing regional employment areas of intensive, concentrated manufacturing and industrial land uses which cannot be easily mixed at higher densities with other land uses and located with good access to the region's transportation system (VISION 2020, Appendix I, Table 2). In addition to these urban centers, the county will plan for smaller scale, mixed use



~~community and neighborhood commercial centers within neighborhood areas and as discussed in the community structure section of this element.~~

Whenever possible, it is the county's intent to support the efforts of the cities to preserve, enhance, or develop urban centers within their city limits. Urban centers within unincorporated UGAs will be established with special emphasis on areas within the southwest county UGA. The county's

detailed UGA plans will specifically locate unincorporated county urban centers and identify detailed land use, capital facility, and circulation concepts for these areas. Additionally, the county will explore incentives for the development of ~~urban~~ centers and develop other techniques to make center development viable in the long term. Careful attention must be given to the recreational and cultural needs of those who will live and work there.

The portion of the chapter entitled "Land Use" that is captioned "Goal LU 4," "Objective LU 4.A," "LU Policies 4.A.1," "4.A.1," "4.A.2," "4.A.3," "4.A.4, and "4.A.5," which appears on pages LU-15 and LU-16 of the *Snohomish County GMA Comprehensive Plan General Policy Plan*, dated March 2003 and published by Snohomish County, is amended as follows:

**GOAL LU 4**

**Establish compact, clearly defined urban centers consistent with Vision 2020 and the CPPs.**

**Objective LU 4.A**

**Plan for ~~Activity~~ Urban Centers within unincorporated UGAs.**

**LU Policies 4.A.1**

The ~~detailed Future Land Use Map (FLUM) and UGA land use plans developed in the unincorporated southwest county, Frontier Village, and Smokey Point areas~~ shall include designations and implementation measures for ~~one or more Activity Centers~~ Urban Centers, based on the characteristics and criteria below.

4.A.1.a

**Characteristics.** Urban Centers are compact (generally not more than one square mile), pedestrian-oriented areas within designated Urban Growth Areas with good access to transit facilities and urban services. Pedestrian orientation includes pedestrian circulation, pedestrian scale and pedestrian convenience. These locations are intended to develop and redevelop with a mix of residential, commercial, office, and public uses at higher densities, oriented to transit and designed for pedestrian circulation. Urban Centers should also include urban services and reflect high quality urban design. Urban Centers will develop/redevelop over time and may develop in phases. Each Urban Center should contain at least

one Transit/Pedestrian Village, consistent with the criteria in policy LU 4.A.1.b.

4.A.21.b

~~An Activity Center should be compact and designated within 1/4 to 1/2 mile from a transit center.~~

Location Criteria. Urban Centers will be located adjacent to a freeway/highway and a principal arterial road, and within one-fourth mile walking distance from a transit center, park-and-ride lot, or be located on a regional high capacity transit route (i.e., a maximum of 15-20 minute headways during peak hours) or a major bus route (i.e., 25 buses per day). The boundary of an Urban Center will be at least one mile from another unincorporated urban center or an incorporated city downtown core or subregional center.

4.A.31.c

~~A mix of employment, general and specialized commercial uses serving both the local community and visitors, high density residential uses, and civic or public buildings shall be emphasized within Activity Centers.~~

Size, Shape and Intensity. Urban Centers are generally within one-fourth mile walking distance from a transit center, park-and-ride lot or a regional high capacity transit route. There is no predetermined shape for an Urban Center. However, development within Centers must be compact to support pedestrian convenience and densely developed to accomplish their purpose, and located consistent with LU 4.A.2. Residential net densities should not be less than 20 dwelling units per acre; maximum densities may be established as part of more detailed planning. Population and employment size will be consistent with criteria in the Countywide Planning Policies and General Policy Plan.

4.A.41.d

~~Center plans shall provide opportunities for residential densities averaging 8 to 10 dwelling units per residential acre and employment densities between a minimum of 15 to 20 employees per employment acre for new growth, with a minimum total employment of 2,000 employees.~~

Designation. Urban Centers shall be located within the Urban Growth Area. Snohomish County initially designated centers as a circle on the Future Land Use Map in the 1995 GMA Comprehensive Plan to provide a starting point for more detailed planning. Centers are also designated in adopted subarea plans.

Additional Centers may be designated as an amendment to the Comprehensive Plan in the future.

The following Urban Centers were designated in 1995 within the Southwest Urban Growth Area (UGA) on the FLUM: 164<sup>th</sup> Street and I-5; 128<sup>th</sup> Street and I-5; Highway 99 and Airport Road; Highway 99 and SR-525; and 196<sup>th</sup> Street and SR-527. In addition, a center at Interstate 5 and SR-531 in the Arlington/Marysville UGA is identified on the FLUM. The Lake Stevens UGA Plan identifies an Urban Center at Frontier Village in the Lake Stevens UGA. Existing subarea plans may refer to Activity and Pedestrian centers. Until subarea plan references are modified, a Pedestrian center should be considered an Urban Center and an Activity center should be considered a Transit/Pedestrian Village.

~~More detailed planning has been completed for the following centers: 164<sup>th</sup> Street and I-5 Street and I-5; and for Frontier Village. A plan for Smokey Point is pending.~~

4.A.51.e

~~Center uses that require large buildings shall be either well integrated within the Activity Center or located at the periphery of the center.~~

Implementation. Desired growth within Urban Centers will be implemented through the development of concept plans, application of appropriate zoning classifications, provision of necessary services and public facilities, including transit, sewer, water, stormwater, roads and pedestrian improvements, parks, trails and open space, and protection of critical areas. The County will identify and apply methods to facilitate development within designated Urban Centers, including targeting of public facilities such as transit, parks and road improvements. Until parcel specific rezoning is completed, the Urban Centers Demonstration Program (SCC 30.34A) will be an optional implementing zone.

~~4.A.6 Amenities such as indoor or outdoor public places, and parks and recreational facilities shall be provided within the Activity Center.~~

LU Policies 4.A.2

The detailed master plans will include designations and implementation measures and zoning for Transit/Pedestrian Centers within an Urban Center, where appropriate.

4.A.2.a Transit/Pedestrian Villages will meet all criteria in LU 4.A.1 for an Urban Center with the exception of specific requirements below.

4.A.2.b **Characteristics.** Transit/Pedestrian Villages are core areas within designated Urban Centers where pedestrian- and transit-oriented development will be required. Villages will be designated on the FLUM. Transit/Pedestrian Villages require access to transit and will be considered for inclusion in the regional light rail system or enhanced high-capacity express bus service. Affordable housing will be encouraged.

4.A.2.c **Location Criteria.** Transit/Pedestrian Villages will be located within designated Urban Centers. Transit/Pedestrian Villages will be located within one-fourth mile walking distance of a transit center or park-and-ride lot or on a major bus route with at least one stop within the Village.

4.A.2.d **Size, Shape and Intensity.** There is no predetermined size or shape. Minimum densities will be established through zoning regulations applicable to Transit/Pedestrian Village development.

4.A.2.e **Designation.** The County will develop and adopt a detailed concept plan for each Transit/Pedestrian Village, which will be designated on the FLUM. Such designation may confirm or replace the existing designations on the FLUM. State Environmental Policy Act review will be conducted for each plan. The plan and planning process will include the following elements:

- (i) a survey of local residents and property owners to identify local issues;
- (ii) analysis of land use, including an assessment of vacant and redevelopment land potential, ownership patterns, and a ranking of sites based on their potential for development/redevelopment in the near and long terms;
- (iii) analysis of demographic and market conditions, to help identify the most feasible mix of land uses;
- (iv) assessment of environmental constraints and issues (e.g., wetlands, streams, views);
- (v) identification and mapping of the geographic boundaries for each Village-center;

- (vi) identification of and creation of a conceptual plan for the Village area, indicating the general location and emphasis of various land uses, and any potential phases of development;
- (vii) review and allocation or reallocation of targets for population and employment growth and affordable housing, in conjunction with land use planning;
- (viii) identification of public service and capital facility needs (e.g., drainage, sewerage facilities, parks, cultural/educational facilities), and development of a targeted, phased capital improvement program;
- (ix) development of a circulation plan, including street improvements, parking management, and pedestrian and bicycle improvements; and
- (x) recommendations to address specific design concerns and planning or regulatory issues.

4.A.2.f

**Zoning.** Snohomish County will develop and apply a new zoning classification to Transit/Pedestrian Villages. Until a zone is adopted, village development will be implemented through the Urban Centers Demonstration Program (SCC 30.34A). The zone will guide and encourage the type, form and density of development appropriate for urban centers. The Urban Centers Demonstration Program is set to sunset on November 29, 2006. Incentives, such as density bonuses, will also be included. The classification will incorporate design guidelines to promote high quality site and building design, pedestrian amenities and environmental features. The regulations will be tested and refined as the result of ongoing planning and/or through demonstration projects.

4.A.2.g

**Services and Facilities.** Snohomish County will work with key service providers and agencies to develop coordinated capital facility plans for each designated village. The County will also use its budgeting process to target and prioritize provision of adequate county services and facilities to designated centers.

The portion of the chapter entitled "Land Use" that is captioned "Objective LU 4.B," "LU Policies 4.B.1," "4.B.2," "4.B.3," "4.B.4," and "4.B.5," which appears on page LU-16 of the *Snohomish County GMA Comprehensive Plan General Policy Plan*, dated March 2003 and published by Snohomish County, is amended as follows:

- ~~Objective LU 4.B~~      ~~Plan for Pedestrian Centers within the unincorporated southwest county UGA along high capacity transit routes.~~
- ~~LU Policies~~      ~~4.B.1~~      ~~The detailed UGA land use plans developed in the unincorporated southwest county area shall include designations and implementation measures for one or more pedestrian centers.~~
- 4.B.2      ~~Pedestrian Centers should be compact and designated within a 1/4 to 1/2 mile radius walking distance from a planned, high capacity transit station.~~
- 4.B.3      ~~Pedestrian Centers shall feature a high intensity mix of office, housing, and commercial uses with high design quality.~~
- 4.B.4      ~~Center plans shall provide opportunities for residential densities averaging, at a minimum, 20 dwelling units per residential acre and minimum employment densities of 30 employees per employment acre for new growth, with a total minimum employment of 2,000 employees.~~

The portion of the chapter entitled "Land Use" that is captioned "Objective LU 4.C," "LU Policies 4.C.1," "4.C.2," "Objective 4.D," "LU Policies 4.D.1," "Objective LU 4.F," "LU Policies 4.F.1," "4.F.2," "4.F.3," "4.F.4," "4.F.5," and "4.F.6," which appear on pages LU-16 through LU-19 of the *Snohomish County GMA Comprehensive Plan General Policy Plan*, dated March 2003 and published by Snohomish County, is amended as follows:

- Objective LU 4.CB**      **Plan for Manufacturing and Industrial Centers within the unincorporated UGA in the Paine Field vicinity.**
- LU Policies      4.CB.1      Designations for Manufacturing and Industrial Centers shall be at least 1/2 square mile in size and allow a mix of nonresidential uses that support the center and its employees.
- 4.CB.2      The Manufacturing and Industrial Centers shall be sized to ultimately allow 10,000 jobs at an average employment density of 20 employees per employment acre for new growth.
- Objective LU 4.DC**      **Support city efforts to preserve, enhance or develop urban or small town centers and main streets.**
- LU Policies      4.DC.1      Coordinate land use planning efforts with towns and cities and encourage development within the unincorporated area that enhances the vitality of a city's center or main street.

**Objective LU 4.FD**

**Plan for the expansion of mixed urban land uses to support the Activity Center designation at Smokey Point and for the conservation of specialty agricultural uses in the Rural Residential-10 area between Marysville and Arlington.**

**LU Policies LU 4.FD.1**

The county shall plan in coordination with the Cities of Arlington and Marysville and citizens to change the land use designation south of the Smokey Point/Highway 99 intersection from industrial to re-tail, commercial and office uses.

**4.FD.2**

The county shall plan with citizens in coordination with the Cities of Arlington and Marysville to establish a pattern of supportive mixed use and industrial land uses in a concentric manner from the designated activity center, east and south into the Urban Reserve area and west and southwest into the Lakewood area.

**4.FD.3**

The county shall plan in coordination with the Cities of Arlington and Marysville and citizens to establish a pattern of rural development that is consistent with the retention of farmlands in the remaining rural area between these two cities.

**4.FD.4**

Develop a joint city-county Smokey Point master plan for the UGA (located south of 172nd Street NE and previously designated Interim Upland Agricultural Farmland) and the remaining Rural Residential-10 areas to ensure high quality, orderly and well planned development. Include in the Smokey Point Master Plan (1) that portion of the UGA west of I-5 that is designated Other Land Uses and (2) the area outside the UGA that is generally located south of 172nd Street NE, west of I-5, north of 140th Street NE and was designated as agricultural land of primary and secondary importance in the county's Agricultural Preservation Plan (1982-83). At a minimum, the plan should:

- (a) ensure that interjurisdictional environmental, land use, transportation, utility, open space, public service and fiscal impact issues are addressed;
- (b) provide a process for expansion of the activity center and UGA into the urban reserve area and Rural/Urban transition area;
- (c) provide a process for working with landowners and developers adjacent to the UGA to consider their proposals and needs in developing a master plan;
- (d) mitigate for impacts on local and state transportation systems;

(e) mitigate for the loss of farmland caused by the designation change in the Marysville-Arlington Upland Agriculture area through the permanent conservation of specialty farming in the RR-10 portion of the subarea bounded on the south by 108th Street NE and on the north by the diagonal railroad line. The plan will establish how this conservation will be accomplished. The subarea plan will specifically examine the opportunities for transfer of development rights from the RR-10 area to the expanded Smokey Point and Marysville UGAs and the urban reserve areas. It will also consider the use of additional techniques such as clustering, purchase of development rights, and farmland conservation easements.

(f) establish an interjurisdictional process in conjunction with the Quilceda/Allen watershed planning process and the Tulalip Tribes that would analyze and set policies and requirements for groundwater recharge and surface water retention, detention and instream flow;

(g) mitigate for loss of aquifer recharge and surface water areas by requiring landowners receiving urban designations in the master plan area to maintain a portion of their development sites as pervious open areas and provide off-site mitigation; and

(h) take into account the ultimate development potential of the urban reserve area and the Rural/Urban transition area.

4. ~~FD~~.5

Allow privately initiated master planning processes in the urban reserve area and the Rural/Urban transition area which could lead to the expansion of the UGA. Such proposals shall encompass a minimum 80 acres of land area, be adjacent to the urban growth area, and meet the planning requirements stated in Policies 4.F.4(a) through (g). As with subarea plans, such master plan proposals shall be processed by the county upon receipt. Any proposals shall be subject to county approval or denial with city review and comment. Prior to a decision of approval of the master plan, the county is required to amend the UGA boundary to include the proposed master plan area. UGA expansions resulting from the master planning process shall comply with the provisions of Policy LU 1.A.9.

4. ~~FD~~.6

The expansion of mixed urban land uses beyond the designated urban growth area to support the Smokey Point activity center and the designation of urban reserve areas will be explicitly linked to the conservation of specialty farming within the RR-10 area between Marysville and Arlington. Urban zoning within these



areas cannot be activated until the subarea plan for the entire area is approved.

The portion of the chapter entitled "Land Use" that appears beneath the heading "Urban Design" and which appears on pages LU-19 through LU-20 of the *Snohomish County GMA Comprehensive Plan General Policy Plan*, dated March 2003 and published by Snohomish County, is amended as follows:

### Urban Design

To enhance the character and quality of development within UGAs, the county intends to develop and implement comprehensive design guidelines. The intent of these guidelines will be to ensure that urban residential, commercial, industrial, and mixed use developments relate to and are compatible with their surroundings, and provide a safe and desirable environment for residents, shoppers, and workers.

The primary direction for establishing urban design guidelines comes from countywide planning policies. ~~The county's Opinion Survey and Visual Preference Assessment (Hewitt Isley, 1993), the Residential Development Handbook for Snohomish County Communities (Snohomish County Tomorrow, 1992), and A Guide to Land Use and Public Transportation for Snohomish County, Washington (Snohomish County Transportation Authority, 1989) have been used as a basis for the establishment of actual design criteria.~~ The county's urban design guidelines focus on enhancing the pedestrian accessibility and connectivity, and compatibility between uses. Specifically, the urban design policies address: building location, orientation and setbacks; screening and reduction of visual clutter; architectural

variation; orientation of parking areas; enhanced pedestrian, bicycle and transit linkages; and design concepts enhancing the identity of and activity within ~~urban~~ centers.

The following documents served as a basis for the establishment of actual design criteria:

- Transit Oriented Development Guidelines (Snohomish County, July 1999);
- SW Snohomish County Urban Centers Phase 1 Report (Huckell Weinman Associates, Inc. and Snohomish County, February 2001);
- Sound Transit Swamp Creek Station Area Plan: 164th Street & Ash Way, Snohomish County, Washington (Huckell Weinman Associates, Inc. & Sound Transit, April 2002);
- Snohomish County Opinion Survey and Visual Preference Assessment (Hewitt Isley, 1993);
- Residential Development Handbook for Snohomish County Communities (Snohomish County Tomorrow, 1992); and
- A Guide to Land Use and Public Transportation for Snohomish County,

Washington (Snohomish County  
Transportation Authority, 1989).

The portion of the chapter entitled "Land Use" that is captioned "Objective LU 5.B," "LU Policies 5.B.1," "5.B.1," "5.B.3," "5.B.4," "5.B.5," "5.B.6," "5.B.7," "5.B.8," and "5.B.9," which appears on pages LU-21 through LU-22 of the *Snohomish County GMA Comprehensive Plan General Policy Plan*, dated March 2003 and published by Snohomish County, is amended as follows:

<b>Objective LU 5.B</b>	<b>Establish and implement specific design guidelines for urban centers.</b>	
<b>LU Policies</b>	<u>5.B.1</u>	<u>Design guidelines and the design review process will be reviewed and revised, if necessary, utilizing reports such as the Residential Development Handbook for Snohomish County Communities, March 1992; Transit Oriented Development Guidelines, July 1999; SW Snohomish County Urban Centers Phase 1 Report, February 2001; and Sound Transit Swamp Creek Station Area Plan: 164th Street &amp; Ash Way, Snohomish County, Washington, April 2002.</u>
	<u>5.B.42</u>	Centers should be visible and accessible to pedestrians from the streets and clearly defined through lighting, landscaping, street furniture, landmarks, changes in land use, and/or open space.
	<u>5.B.23</u>	The design of new buildings should result in the creation of quality pedestrian spaces and should be compatible with planned architectural scale, massing, building orientation, height, articulation, and materials.
	<u>5.B.34</u>	Open spaces should be incorporated into the design of centers and situated in a manner that complements other land uses.
	<u>5.B.45</u>	<del>High quality developments and a mix of housing and commercial uses shall be encouraged by allowing for the use of creative and innovative design and fostering joint development strategies. Where</del> <u>increased density housing is proposed in an Urban Center, Transit/Pedestrian Village or Pedestrian Village, the height, scale, design and architectural character of the proposed units will be compatible with the character of buildings in the surrounding area and may require taller buildings to be located in the core of the Village or Center, or at an edge adjacent to non-residential uses, with heights stepping down towards existing lower density housing.</u>
	<u>5.B.6</u>	<del>High quality developments and a mix of housing and commercial uses shall be encouraged by allowing for the use of creative and innovative design and fostering joint development strategies.</del>

- 5.B.57 Building setbacks should be varied to create public spaces with visual interest.
- 5.B.68 ~~All off~~Off-street parking should be in structures or underground, where feasible. Where underground parking or structures are not feasible, off-street surface parking within a center should be located at the sides or towards the rear of buildings and/or well landscaped to reduce the visual impact of large parking areas. Surface parking in front of a building (between the building and the street) should be avoided, whenever possible.
- 5.B.79 Shared parking among various land uses and provision of bicycle parking will be strongly encouraged.
- 5.B.810 Centers shall be connected with nearby residential and employment areas by well-landscaped and barrier-free pedestrian, bicycle, and transit linkages (see also transportation element).
- 5.B.911 Design of urban centers shall be sensitive to natural and cultural resources so as to preserve them.

The portion of the chapter entitled "Land Use" that follows the sentence beginning "The map also shows rural residential land use designations..." and appears on page LU-56 of the *Snohomish County GMA Comprehensive Plan General Policy Plan*, dated March 2003 and published by Snohomish County, is amended as follows:

The map includes urban growth area (UGA) boundaries between urban and rural land uses. ~~Candidate~~ The locations are provided for of several centers, consistent with plan policies, are also identified. A separate map also includes the boundaries of several areas which will receive particular attention in the Rural/Resource Plan.

The portion of the chapter entitled "Land Use" that appears under the heading "Center Designations" on page LU-6 of the *Snohomish County GMA Comprehensive Plan General Policy Plan*, dated March 2003 and published by Snohomish County, is amended as follows:

**Center Designations**

The ~~plan~~ Future Land Use Map ~~map~~ identifies the general location of several ~~centers~~ Centers and specific locations for one Urban Center and one Transit/Pedestrian Village. The specific type, ~~and location and boundaries of the each~~ center will be determined in UGA plans or through special Centers planning studies. The map reflects the tentative location of ~~pedestrian, activity, u~~ Urban and manufacturing ~~Manufacturing and Industrial centers~~ Centers. Smaller centers such as ~~community~~ Community and neighborhood ~~Neighborhood Commercial centers~~ Centers will also be identified ~~on in the~~ detailed UGA plans or through special Centers planning studies.

Specific locations and boundaries for an Urban Center and Transit/Pedestrian Village and were identified through special planning studies at 164<sup>th</sup> Street and Interstate 5. The Urban Center and Village are designated on the FLUM.

**Urban Center.** This designation identifies a higher density area that contains a mix of residential and non-residential uses, and whose location and development are coordinated with the regional high capacity transportation system. The implementing zone in this designation is dependent on the underlying zone. The optional implementing zone is the Urban Centers Demonstration Program (SCC 30.34A).

**Transit/Pedestrian Village.** This designation identifies a compact, walkable area that could serve as the focal point for Center redevelopment, and for which the County has prepared a conceptual plan showing how the area could accommodate a mix of commercial, office, residential, transit, circulation, and public land uses. The designation is used for both Transit/Pedestrian Villages within Urban Centers and a Pedestrian Center located outside an Urban Center. The Urban Centers Demonstration Program will be the mandatory implementing zone on an interim basis until a specific Transit/Pedestrian Village zone is adopted and rezones occur.

**Centers Designation.** This designation identifies the general location of a center. These areas require detailed planning to determine specific locations and boundaries, or to determine if the center designation should be removed from the FLUM.

The portion of "Appendix H" that is captioned "LU 4 Implementation Measures" and "LU 5 Implementation Measures," which appear on page H-2 of the *Snohomish County GMA Comprehensive Plan General Policy Plan*, dated March 2003 and published by Snohomish County, is amended as follows:

#### **LU 4 Implementation Measures**

- ~~a. — Develop siting criteria in conjunction with the cities for urban centers.~~
- ~~a.b. Identify specific center locations and boundaries in UGA plans and use these to amend the generalized boundaries shown on the FLUM.~~
- ~~e. — Conduct a study to develop techniques which can be applied to the short and long term development of center sites.~~
- ~~d. — Develop and adopt regulations for center development.~~
- b. Identify Transit/Pedestrian Villages within Centers, where appropriate, and amend the FLUM to show the locations and boundaries of such Villages. Develop Concept Plans for these Transit/Pedestrian Villages.

- c. Adopt a Transit/Pedestrian Village zoning designation and design guidelines. Adopt and apply zoning standards and design guidelines applicable to those portions of Urban Centers not within a Transit/Pedestrian Village.
- d. Consider ways to focus office development within Urban Centers and de-emphasize such development in surrounding areas.
- e. Implement permit expediting and other regulatory reforms as an incentive to encourage development within Transit/Pedestrian Villages.
- f. Focus County transportation, park, and other infrastructure improvements and investments within Transit/Pedestrian Villages. Encourage utility purveyors and transit agencies to focus their investments in these same areas.
- g. Develop partnerships with the Snohomish County EDC and other groups to devise and implement strategies to educate the development community about the advantages of Urban Center-style development, and to market the Centers to potential developers.

#### **LU 5 Implementation Measure**

- a. Utilize reports such as the Residential Development Handbook for Snohomish County Communities, March 1992; Transit Oriented Development Guidelines, July 1999; SW Snohomish County Urban Centers Phase 1 Report, February 2001; and Sound Transit Swamp Creek Station Area Plan: 164th Street & Ash Way, Snohomish County, Washington, April 2002; the Residential Development Handbook for Snohomish County Communities (Snohomish County Tomorrow, 1992 the referenced documents in LU 5), city design criteria and work with architects, builders, and others to establish innovative and flexible county design guidelines and development regulations for center development, site planning, and the design of buildings.
- b. Adopt design guidelines along with new zoning regulations and incentives applicable to Transit/Pedestrian Villages.