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SNOHOMISH COUNTY COUNCIL
SNOHOMISH COUNTY, WASHINGTON

AMENDED ORDINANCE NO. 08-019

RELATING TO THE GROWTH MANAGEMENT ACT,
ADOPTING GENERAL POLICY PLAN TEXT AMENDMENTS TO THE NATURAL
ENVIRONMENT CHAPTER OF THE SNOHOMISH COUNTY GROWTH
MANAGEMENT ACT COMPREHENSIVE PLAN

WHEREAS, Executive Order 07-48 regarding climate change and sustainability addresses the importance of reducing climate change effects, and directs county resources to minimize the impact of county government on the environment and to organize the county government to begin adaptation to the effects of global warming; and

WHEREAS, climate change and sustainability initiatives and programs are being addressed at the local, regional, state and federal levels; and

WHEREAS, there is significant scientific evidence that increasing emissions of greenhouse gas are causing global temperatures to rise at rates that may have the potential to cause economic disturbance, environmental harm and affect public health; and

WHEREAS, the county recognizes a responsibility to prepare for a coordinated response to the impacts of climate change and maintain a goal toward a sustainable Snohomish County; and

WHEREAS, pursuant to RCW 36.70A.130, with certain exceptions, the Snohomish County Council may consider proposed revisions to the GMA comprehensive plan no more frequently than once a year; and

WHEREAS, the Snohomish County Council has determined that the consideration of such proposed amendments to the GMA comprehensive plan would promote a legitimate county purpose; and

WHEREAS, PDS completed review and evaluation of the proposed GMA comprehensive plan amendments to the Natural Environment chapter regarding climate change and sustainability and forwarded recommendations to the Snohomish County Planning Commission; and

1. WHEREAS, the planning commission held a public hearing on the proposed
2 GMA comprehensive plan amendments on October 23, 2007, and forwarded a
3 recommendation to the county council; and
4

5 WHEREAS, the county council considered additional policies to the
6 Transportation Chapter to cross reference the climate change and sustainability policies
7 in the Natural Environment Chapter of the GMA comprehensive plan; and
8

9. WHEREAS, the county council held a public hearing on April 30, 2008,
10 continued to May 12 and June 3, 2008, to consider the entire record, including the
11 planning commission's recommendations on the proposed GMA comprehensive plan
12 amendments, and to hear public testimony on this Ordinance.
13

14 NOW, THEREFORE, BE IT ORDAINED:
15

16 **Section 1.** The county council makes the following findings:
17

- 18 A. The county council adopts and incorporates the foregoing recitals as findings as if
19 set forth fully herein.
- 20 B. The proposed amendments maintain consistency with other chapters of the Growth
21 Management Act Comprehensive Plan (GMACP) – General Policy Plan (GPP).
22 These include chapters on, but not limited to, the Natural Environment, Economics,
23 Interjurisdictional Coordination, Open Space, Housing, Cultural Resources,
24 Transportation, Capital Facilities, Land Use, Open Space and Resource Lands. No
25 inconsistencies with the GPP or development regulations have been identified.
- 26 C. All applicable elements of the GMACP support the proposed amendments. The
27 proposed policy amendment is supported by all elements of the comprehensive
28 plan, including the Transportation and Capital Facilities Elements.
- 29 D. The proposed amendments meet the goals, objectives, and policies of the GMACP.
30 The proposed amendments promote energy conservation and recycling as
31 stipulated in GPP Goal NE 9 - "Promote energy conservation and recycling to
32 reduce detrimental effects on the natural environment and human health and
33 safety." The proposal also supports numerous Goals, Objectives and Policies in the
34 Land Use and Transportation chapters by supporting urban centers, non-motorized
35 and transit oriented improvements. The proposal further supports elements of the
36 Capital Facilities, Economic Development, Natural Environment, Land Use and
37 Utilities chapters.
- 38 E. The proposal is consistent with several Countywide Planning Policies including UG-
39 5 through UG-11 regarding land uses and pedestrian friendly and transit compatible
40 design, and OD-1 regarding the efficient use of land and capital facility planning.
- 41 F. The proposed amendment complies with all requirements of the GMA and supports
42 the following GMA planning goals (1) Urban Growth, (2) Reduce Sprawl, (3)
43 Transportation, (4) Housing, (5) Economic Development, (8) Natural Resource

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1 Industries, (9) Open Space and Recreation, (10) Environment, (11) Public
2 Participation and Coordination, and (12) Public Facilities and Services.

3 G. New information is available that was not considered the last time the
4 comprehensive plan was adopted that changes the underlying assumptions and
5 supports the proposed amendments. On December 21, 2005, the county council
6 adopted amendments to the comprehensive plan and implementing regulations as
7 part of the GMA comprehensive plan 10-Year Update. Implications related to
8 climate change were not explicitly considered in the GMA comprehensive plan 10-
9 Year Update.

10 H. The amendments to the GMACP are necessary to address the importance of
11 reducing climate change effects, to direct county resources to minimize the impact
12 of county government on the environment and to organize the county government to
13 begin adaptation to the effects of global warming.

14 I. Transportation policies must be considered when planning for climate change and
15 sustainability. Therefore it is necessary to cross-reference the climate change and
16 sustainability policies in the Natural Environment chapter with the policies in the
17 Transportation chapter of the GMA comprehensive plan.

18 J. The amendments to the GMACP implement Executive Order 07-48, regarding
19 climate change and sustainability.

20 K. It is in the interest of and will benefit Snohomish County to coordinate climate
21 change and sustainability initiatives with local, regional, state and federal efforts.

22 L. The amendments to the GMACP are necessary to provide policy direction to
23 minimize impacts on the environment and to prepare and adapt to the effects of
24 global warming.

25 M. The amendments to the GMACP satisfy the procedural and substantive
26 requirements of and are consistent with GMA, including RCW 36.70A130's
27 requirement to continually review comprehensive plans, RCW 36.70A.110's and the
28 GMA's public participation requirements in RCW 36.70A.020(11), 36.70A.035, and
29 supports the following GMA planning goals: (1) Urban Growth, (2) Reduce Sprawl,
30 (3) Transportation, (4) Housing, (5) Economic Development, (8) Natural Resource
31 Industries, (9) Open Space and Recreation, (10) Environment, (11) Citizen
32 Participation and Coordination, and (12) Public Facilities and Services.

33 N. The county has met and exceeded the state and local requirements for public
34 participation and interjurisdictional coordination.

35 O. The amendments to the GMACP are consistent with the GMA requirement that the
36 comprehensive plan of a county or city be an internally consistent document (RCW
37 36.70A.070).

38 P. A Determination of Nonsignificance was issued on October 18, 2007. PDS, as the
39 lead agency, determined that these proposals do not have a probable, significant
40 adverse impact on the environment.

1 Q. The State Environmental Policy Act (SEPA) requirements with respect to this
2 proposed action have been satisfied by these documents.

3
4 R. A public hearing was held before the county council on April 30, 2008, continued to
5 May 12 and June 3, 2008.

6
7 **Section 2.** The county council makes the following conclusions regarding the
8 amendments adopted by this ordinance:

9
10 A. The amendments maintain the GMACP's consistency with the multi-county policies
11 adopted by the Puget Sound Regional Council and with the CPPs for Snohomish
12 County.

13 B. The proposed GMACP text amendments are consistent with the GMACP.

14 C. The proposed amendments comply with the GMA.

15 D. The amendments to the GMACP are necessary to address the importance of
16 reducing climate change effects, to direct county resources to minimize the impact
17 of county government on the environment and to organize the county government to
18 begin adaptation to the effects of global warming.

19 E. All SEPA requirements with respect to this non-project action have been satisfied.

20 F. The proposal has been broadly disseminated and opportunities have been provided
21 for written comments and public hearing after effective notice.

22 G. The County complied with state and local public participation requirements for the
23 adoption of a comprehensive plan amendment under the GMA and chapter 30.73
24 SCC.

25 H. The county council considered the entire hearing record and written testimony
26 during the public comment period and oral testimony given during a public hearing
27 before the county council.

28
29 **Section 3.** The county council bases its findings and conclusions on the entire record
30 of the planning commission and the county council, including all testimony and exhibits.
31 Any finding, which should be deemed a conclusion, and any conclusion which should
32 be deemed a finding, is hereby adopted as such.

33
34 **Section 4.** Based on the foregoing findings and conclusions, the Snohomish County
35 GMA Comprehensive Plan – General Policy Plan, last amended by Ordinance No. 07-
36 139, is amended as indicated in Exhibit A and Exhibit B to this ordinance which is
37 attached hereto and incorporated by reference into this ordinance as if set forth in full.

38
39 **Section 5.** The county council directs the Code Reviser to update SCC 30.10.060
40 pursuant to the authority in SCC 1.02.020(3) upon adoption of this ordinance.

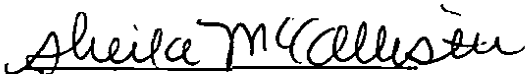
1
2 **Section 6.** Severability. If any section, sentence, clause or phrase of this ordinance
3 shall be held to be invalid or unconstitutional by the Growth Management Hearings
4 Board, or a court of competent jurisdiction, such invalidity or unconstitutionality shall not
5 affect the validity or constitutionality of any other section, sentence, clause or phrase of
6 this ordinance. Provided, however, that if any section, sentence, clause or phrase of
7 this ordinance is held to be invalid by the Board or court of competent jurisdiction, then
8 the section, sentence, clause or phrase in effect prior to the effective date of this
9 ordinance shall be in full force and effect for that individual section, sentence, clause or
10 phrase as if this ordinance had never been adopted.
11

12
13 PASSED this 3rd day of June, 2008.
14

15 SNOHOMISH COUNTY COUNCIL
16 Snohomish County, Washington
17

18 
19 _____
20 Council Chair

21 ATTEST:

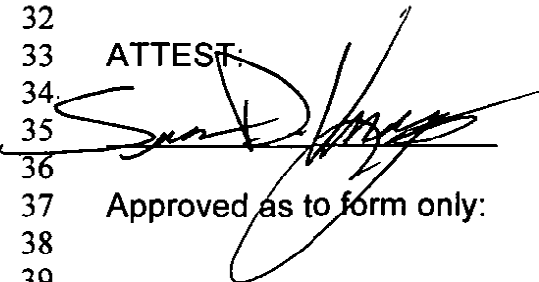
22 
23 _____
24 Asst. Clerk of the Council

25 APPROVED
26 EMERGENCY
27 VETOED
28

29 DATE: June, 2008
30

31 
32 _____
33 Snohomish County Executive
34 PETER B. CAMP
35 Executive Director

36 ATTEST:

37 
38 _____
39 Approved as to form only:
40

40 Deputy Prosecuting Attorney

D-30

Exhibit A
Amended Ordinance No. 08-019
Final Docket XII, GMACP GPP 16
Climate Change and Sustainability

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Natural Environment

Snohomish County's natural features combine to create a unique environmental setting in the Puget Sound Basin. The Cascade Mountains, parts of five major river watersheds, lowland forests, estuaries, marine shorelines, numerous lakes, wetlands, and streams all combine to create the special character that is Snohomish County. These features also contribute to the county's economy and quality of life to its citizens.

Protection of the natural environment is fundamental to achieving and preserving the quality of life for Snohomish County residents. People and businesses choose to locate in Snohomish County due in large part to the quality of the natural environment. The natural environment element of the comprehensive plan provides the framework to realize the vision of thriving communities while protecting and preserving natural resources and the environment. It also provides for protection from various forms of pollution and natural hazards such as flooding, landslides, and other natural disasters. To be effective, in our efforts to protect and enhance the natural environment, the various policies, plans, and programs must be coordinated and focused through a consistent policy framework that has a multi-faceted approach. Our guiding principle is that the cumulative effect of all of the county's programs and efforts should result in no net loss of ecological functions and values consistent with the requirements of state law.

This multi-faceted approach includes planning; intergovernmental coordination; development of regulation; enforcement; and improved protection of ecological functions and

values through non-regulatory incentive-based means, such as voluntary enhancement and restoration, public education and other voluntary activity; and monitoring and adaptive management. The plan provides policies in each of these areas to direct the county's efforts to protect the natural environment of Snohomish County and to achieve the outcome of no net loss of functions and values to the extent mandated by state law.

The need for a rigorous protection program is balanced by providing a fair and equitable distribution of the impacts of regulation, flexibility and clarity in approach, and fast service delivery. The public must be educated to understand the county's regulatory approach and the reasons for the regulation. Vital to the success of the county's program is careful consideration of how the burdens of environmental protection may impact property owners and business. Severe financial impacts, unclear government purposes, or circumstances where a less intrusive means for accomplishing the identified purpose are factors that must be avoided in developing policy and regulation that may adversely affect property rights. In developing policy and regulation affecting property rights, as well as issuing permits, county decision makers must evaluate constitutional principles relating to the taking of property and the application of substantive due process. Tools available to aid this evaluation process include the Washington State Attorney General's Advisory Memorandum on Avoiding Unconstitutional Takings of Private Property.

GOAL NE 1 Continue existing and develop new county plans and programs which establish priorities to pro-

tect and enhance the natural environment through a coordinated policy framework to maintain and improve the quality of life for Snohomish County. The policy framework below provides a non-exclusive list of the core priorities and strategies that must be addressed in all plans and programs that affect the natural environment.

Objective NE 1.A

Balance the protection of the natural environment with economic growth, housing needs and the protection of property rights.

NE Policies 1.A.1

Regulatory programs developed for the protection of the natural environment shall provide certainty, clarity, flexibility, efficiency, public outreach and education so that citizens understand the requirements, permits are processed quickly, and alternative approaches that provide equal or greater protection to the environment may be considered.

1.A.2

The County shall seek to maintain a sufficient inventory of developable land to meet economic, housing and agricultural needs.

1.A.3

The county shall provide flexibility in policies and programs so as to protect property rights and minimize impacts to development of property.

1.A.4

The county's plans and programs shall not contain provisions that violate federally-protected treaty rights.

1.A.5

The county shall encourage and accommodate economic growth through plans and programs in a manner that minimizes impacts to the natural environment.

1.A.6

The county shall incorporate provisions and incentives for flexibility in environmental plans and programs to promote growth and viability of natural resource industries.

1.A.7

The county shall establish criteria for prioritizing natural resource industry uses and natural environment protection based on the land's potential for resource productivity, ecological function and investment-to-return ratio.

Objective NE 1.B

Accommodate population growth in a manner that maintains and protects elements of the natural environment.

- NE Policies** 1.B.1 The county shall consider comprehensive land use plan designations and development regulations that take into account:
- (a) environmental sensitivity and ecological functions and values;
 - (b) limitations of ground and surface water quantities; and
 - (c) potential impacts on surface and ground water quality.
- 1.B.2 The county shall consider air pollution and nuisance odors associated with land uses and development in plans and programs to assure compatibility with the surrounding environment, provided that odors occurring as a result of accepted agricultural or forest practices on natural resource lands shall be presumed reasonable and not a nuisance.
- 1.B.3 The county shall consider noise associated with land uses and development in plans and programs to assure compatibility with the surrounding environment, provided that noise occurring as a result of accepted agricultural or forest practices on natural resource lands shall be presumed compatible with the surrounding environment.
- 1.B.4 The county shall plan for growth in a manner that encourages reduction of sprawl, meets GMA housing goals and places employment and residential uses in close proximity to reduce impacts to air quality.
- Objective NE 1.C** **Protect and enhance natural watershed processes, wetlands, fish and wildlife habitat conservation areas, shorelines, and water resources with the long-term objective of protecting ecological function and values.**
- NE Policies** 1.C.1 The county shall continue to protect water resources and natural watershed processes by maintaining the quality, rates and supplies of water, sediment, and woody debris through the use of a variety of strategies, such as:
- (a) maintaining the natural hydrologic cycle and minimizing alterations of natural drainage patterns;
 - (b) encouraging alternative impervious surface techniques;
 - (c) providing for the retention of natural vegetation; and
 - (d) developing and implementing watershed management plans that protect water quality and address non-point pollution and the cumulative effects of land management on ecological systems.
- 1.C.2 The county shall continue to protect and enhance wetlands and fish and wildlife habitat conservation areas through the use of a variety of strategies, such as:

- (a) including best available science in plans and programs;
- (b) supporting the development and implementation of watershed management plans and identifying areas where voluntary restoration and enhancement should be used to improve water quality, water quantity, fish habitat and overall hydrologic function;
- (c) developing incentive-based, voluntary restoration and enhancement programs to offset impacts to overall ecological functions and values resulting from development projects and encouraging creative on-site, off-site, or joint restoration/enhancement proposals; and
- (d) including strategies for monitoring and adaptive management in plans and programs.

1.C.3 The county shall protect and enhance the ecological functions of shorelines through the Snohomish County Shoreline Management Program.

Objective NE 1.D **The county shall protect the health, safety, welfare and the economy of the community by minimizing the risks associated with natural hazards.**

NE Policies 1.D.1 The county should consider natural hazards in all land use planning.

1.D.2 The county should develop comprehensive floodplain management plans. Where cities and the county share common floodplains, joint flood hazard planning and interlocal agreements should be used to ensure consistent floodplain management.

1.D.3 The county should develop and update drainage basin plans that document urban flooding problems and potential solutions.

1.D.4 The county should adopt and implement a Natural Hazards Mitigation Plan to reduce the vulnerability to natural hazards.

1.D.5 The county shall develop programs that provide for notification of the presence of geologic hazards.

GOAL NE 2 **Provide for the protection and encourage restoration of ecological functions and values across the landscape by coordinating planning efforts among jurisdictions and citizens.**

Objective NE 2.A **Coordinate and support the adoption of programs to protect, restore and enhance ecological functions with other jurisdictions, agencies, tribes and non-governmental organizations.**

- NE Policies 2.A.1 The county should coordinate with and participate in the watershed-based planning processes within the region to provide an ongoing opportunity for tribes, municipalities, regional, state, federal agencies, and nongovernmental organizations to develop compatible environmental protection and restoration approaches.
- 2.A.2 The county should coordinate scientific data collection and monitoring activities with other affected governments, agencies, and tribes, and collaboratively exchange data with such entities. Monitoring data from approved land use applications should also be considered.
- 2.A.3 The county should work with other jurisdictions, agencies, and tribes to protect and enhance water quality at commercial and recreational shellfish beds.
- 2.A.4 The county should coordinate with the state department of fish and wildlife and other agencies and tribes to protect, manage, and monitor habitat for fish and wildlife.
- 2.A.5 The county should work with other jurisdictions and state or federal agencies to ensure adequate flood protection from forestry and development activities outside of county control.
- 2.A.6 The county should participate in regional salmon recovery planning efforts and aggressively pursue funding that can provide multiple environmental benefits.

GOAL NE 3 Comply with the requirements of state, federal and local laws for protecting and managing critical areas, shorelines, and water.

Objective NE 3.A Develop regulatory policies that apply to elements of the natural environment.

- NE Policies 3.A.1 The county shall designate and protect critical areas including fish and wildlife habitat conservation areas, wetlands, critical aquifer recharge areas, frequently flooded areas and geologically hazardous areas and include best available science in the development of programs, policies and regulations relating to critical areas.
- 3.A.2 The county shall establish development regulations that offer flexibility in site design to accommodate innovative solutions for critical area protection where site constraints or critical area characteristics warrant use of a creative approach. Flexibilities may be considered on a site-by-site basis. Examples of innovative options include but are not limited to buffer width averaging, on- or off-site enhancement or restoration projects, use of best management practices, or a combination of creative solutions.

- 3.A.3 The county shall evaluate immediate and cumulative effects on the natural environment, critical areas, shorelines and buildable land inventory when formulating development regulations, including but not limited to, stormwater management, clearing, and grading.
- 3.A.4 The county shall evaluate the level of risk of damage or injury to people, property and the environment when formulating development regulations.
- 3.A.5 The county shall design development regulations to avoid or minimize impacts to the ecological functions and values of critical areas.
- 3.A.6 The county should generally require that mitigation for impacts to the natural environment be located in the following sequential order of preference: on-site, in the same sub-basin, in the same watershed, or in another appropriate ecosystem.
- 3.A.7 The county shall consider a variety of strategies for the permanent protection of critical areas.
- 3.A.8 The county shall consider the recommendations contained in watershed management plans and salmon recovery plans in drafting development regulations.

Objective NE 3.B

Designate and protect fish and wildlife habitat conservation areas and wetlands pursuant to the Growth Management Act.

NE Policies

- 3.B.1 Vegetated areas in and adjacent to wetlands and fish and wildlife habitat conservation areas shall be established to protect their ecological functions and values and include special consideration for the protection of water-dependent and riparian-dependent fish and wildlife.
- 3.B.2 The county should maintain a fish and wildlife corridor map for critical habitat.
- 3.B.3 The county shall adopt special provisions for the protection of unique wetlands such as bogs, fens, estuarine wetlands, coastal lagoon wetlands, wetlands with old growth forests, and wetlands with unique or rare wildlife or plant communities.
- 3.B.4 The county shall adopt vegetation retention standards to protect fish and wildlife habitat conservation areas and limit the use of invasive and non-native plant species that may adversely impact such habitat.
- 3.B.5 The county shall protect state and federal officially designated threatened and endangered species and their habitat conservation areas, as prescribed by state and federal law.

- 3.B.6 The county should develop a legislative approval process for the purpose of nominating and protecting species and habitats of local importance.
- 3.B.7 The county shall protect critical saltwater habitats such as eelgrass and kelp beds, shellfish areas, forage fish spawning areas and coastal lagoons.
- 3.B.8 The county shall include special consideration to conserve, protect and enhance anadromous fish and their habitat in policies and regulations.
- 3.B.9 The county should adopt a water typing system and wetland classification system consistent with state guidelines.
- 3.B.10 The county shall require that alterations to wetlands and fish and wildlife habitat conservation areas be avoided or minimized to protect ecological functions and values consistent with the GMA's requirement of ensuring no net loss of the functions and values of critical areas.

Objective NE 3.C Designate and protect critical aquifer recharge areas pursuant to the Growth Management Act.

- NE Policies 3.C.1 The county shall establish a groundwater management program to protect groundwater quality, assure groundwater quantity, and provide efficient management of water resources for meeting future needs while protecting existing water rights.
- 3.C.2 The county shall establish development regulations that include a variety of strategies for protecting groundwater.

Objective NE 3.D Designate and protect frequently flooded areas pursuant to the Growth Management Act.

- NE Policies 3.D.1 To protect public health, safety and welfare, the county shall preserve natural floodplain and watershed processes to:
 - (a) Maintain natural flood storage capacity;
 - (b) Preserve natural drainage and conveyance systems;
 - (c) Avoid increases in flood elevations; and
 - (d) Prevent downstream flooding.
- 3.D.2 The county shall allow only those developments and land uses in floodplains that are compatible with floodplain processes.
- 3.D.3 The county should meet the requirements of the National Flood Insurance Program.
- 3.D.4 The county should participate in the National Flood Insurance Program Community Rating System (CRS).

- 3.D.5 The county should incorporate new science and analysis of flood hazards into its regulations and mapping as they become available, including accounting for increases in future flood flows, sea level rise and tsunami risk.
- 3.D.6 Flood regulations should allow for volume of on-site or in-floodplain excavation to offset volume or fill.
- 3.D.7 The county should promote the Cooperative Bank Stabilization Program and other similar programs that assist private landowners with projects that reduce damage from bank erosion and flooding on their properties.

Objective NE 3.E Designate and protect geologic hazard areas pursuant to the Growth Management Act.

- NE Policies 3.E.1 The county should avoid development in landslide hazard areas and minimize development in erosion hazard areas commensurate with the level of risk.
- 3.E.2 The county shall develop regulations that are consistent with geologic constraints and the All Hazards Vulnerability Assessment and the Snohomish County Natural Hazards Mitigation Plan.
- 3.E.3 The county shall require that development proposals include where appropriate a geotechnical assessment of the site's susceptibility to known geologic hazards.
- 3.E.4 The county shall require that development standards incorporate practices and techniques to reduce potential damage from seismic, tsunami, mine, erosion, landside and volcanic hazards.
- 3.E.5 The county should only allow development in the channel migration zone that has a low risk to public health, safety and property.

Objective NE 3.F Protect ecological functions of shoreline natural resources through the Snohomish County Shoreline Management Program.

- NE Policies 3.F.1 The county's Shoreline Management Program shall address no net loss of ecological functions of shoreline resources, provide opportunities for public access to shoreline areas and promote water dependent uses and development which cannot be located anywhere else.
- 3.F.2 The county shall develop shoreline environment designations that are based on existing use patterns, and the biological and physical character of the shoreline.
- 3.F.3 Critical areas in those areas subject to the jurisdiction of the Shoreline Management Act shall be regulated consistent with critical areas outside of shorelines.

	Objective NE 3.G	Adopt regulations and development standards as required by the Forest Practices Act (chapter 76.09 RCW).
NE Policies	3.G.1	The county shall develop regulations for Class IV General forest practices and for conversion option harvest plans.
	3.G.2	The county shall develop a process and criteria for lifting forest practices moratoria, which shall include public notification and procedures for appeals and public hearings.
	3.G.3	County forest practice regulations shall be consistent with critical areas and shoreline regulations to the maximum extent possible.
	Objective NE 3.H	Comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit issued to the county pursuant to the Clean Water Act.
NE Policies	3.H.1	The county shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) according to the terms of its NPDES permit that reduces the discharge of pollutants, reduces impacts to receiving waters, eliminates illicit discharges, and makes progress toward compliance with surface water, groundwater, and sediment standards.
	3.H.2	The county should consider adoption of the Puget Sound Action Team's Technical Guidance Manual for Low Impact Development and encourage its use in the design and construction of new development and redevelopment projects.
	3.H.3	The county shall adopt policies, programs and development regulations that encourage or create incentives for the use of low impact development techniques.
	3.H.4	Water quality should meet or exceed state guidelines.
	Objective NE 3.I	Develop and implement an enforcement program to protect, and prevent and remediate damage to, the natural environment.
NE Policies	3.I.1	The county should establish inspection and enforcement priorities based on health, safety and welfare; the environmental significance of the violations; the impact to ecological functions and values; and the impacts on public resources.
	3.I.2	The county should establish an enforcement system that imposes penalties and fines commensurate with the severity of the violation. For minor violations that do not significantly harm the environment or endanger public health and safety, enforcement should focus on educating landowners on regulatory requirements rather

than monetary penalties. The amount of penalties and fines should increase with the severity of the violation.

- 3.I.3 The county should impose punitive consequences on flagrant or repetitive violators.
- 3.I.4 The county shall require that remediation in code enforcement actions be focused on restoration of ecological functions and values compromised by the violation.
- 3.I.5 The county should coordinate its environmental enforcement efforts with other regulatory agencies to ensure that enforcement actions are effective in quickly remediating damage to the natural environment.

GOAL NE 4 Balance the goals of protecting elements of the natural environment while promoting the long-term viability of commercial agriculture.

Objective NE 4.A Provide flexibility in regulations to provide protection of the natural environment while recognizing the need to promote viability in the commercial agricultural industry.

- NE Policies**
- 4.A.1 The county shall allow innovative strategies that protect surface and groundwater quality, minimize impacts to wetlands and fish and wildlife habitat conservation areas on land used for commercial agriculture such as encouraging the use of farm conservation plans or best management practices equivalent to those set forth in the NRCS Field Office Technical Guide (FOTOG Manual, most recent edition).
 - 4.A.2 The county shall require that the implementation of strategies described in policy NE 4.A.1 occurs within a reasonable period of time.
 - 4.A.3 The county should develop and pursue funding resources and provide technical assistance to implement strategies described in policy NE 4.A.1.
 - 4.A.4 The county should consider establishing a permit assistance center to assist farmers in complying with natural environment regulations.
 - 4.A.5 The county shall protect agricultural lands of long-term commercial significance from the impacts of upland development.

Objective NE 4.B Use incentives to encourage protection of the natural environment and the continued operation of working farms.

- NE Policies 4.B.1 Wetland and habitat mitigation banks should not be allowed on land that meets the criteria for agricultural lands of long-term commercial significance.
- 4.B.2 The county should provide technical assistance to manage, maintain or enhance critical areas on or in proximity to lands used for commercial agriculture.
- 4.B.3 The county should consider incentives for farming practices that protect elements of the natural environment.

GOAL NE 5 Improve and protect ecological functions and values of the natural environment through non-regulatory programs.

Objective NE 5.A Implement environmental restoration, enhancement and acquisition plans.

- NE Policies 5.A.1 The county should eliminate human-made barriers to fish passage, such as blocking culverts and broken tide-gates; prevent the creation of new barriers; and provide for natural rates of the transport of water, sediment and organic matter.
- 5.A.2 The county shall support efforts to maintain and restore natural stream bank conditions and achieve improved stream bank functions in each sub-basin while protecting critical facilities and infrastructure.
- 5.A.3 The county shall, where appropriate, restore and enhance ecological functions on lands owned and managed by the county. Properties acquired for habitat conservation should be managed to preserve and enhance ecological functions and values while providing recreational opportunities.
- 5.A.4 The county should develop acquisition and conservation easements programs directed at lands that have unique ecological values or can not be protected by any other methods.
- 5.A.5 The county shall aggressively seek funding from state, federal, private and other sources to implement restoration, enhancement, and acquisition projects.
- 5.A.6 The county shall leverage opportunities for restoration, enhancement, and acquisition to maximize the benefits realized from funding attained, through the following:

- (a) prioritizing funding of those projects that provide maximum benefit to the environment;
- (b) working with other jurisdictions to maximize opportunities to restore across jurisdictional boundaries; and
- (c) targeting enhancement and restoration to achieve the goal of no net loss of ecological functions and values, consistent with state law requirements.

5.A.7 The county should consider the recommendations contained in the watershed management plans and salmon recovery plans as the basis for prioritizing restoration and enhancement projects.

Objective NE 5.B Provide incentives for voluntary environmental restoration, enhancement and protection.

NE Policies 5.B.1 The county should create a separate and expedited review process that would facilitate and reduce the costs of environmental restoration or enhancement projects that are independent of mitigation for development activity.

5.B.2 The county shall promote innovative land use techniques, where appropriate, such as transfer and purchase of development rights and other incentives for voluntary practices to protect the natural environment.

5.B.3 The county shall, where possible, provide incentives for protection of critical areas such as, designating lands permanent open space, conservation easements, donations to land trusts or similar organizations, and open space tax incentives.

5.B.4 The county shall develop incentives to voluntarily protect or enhance:

- (a) aquatic ecosystems and aquifers;
- (b) existing or degraded habitat areas;
- (c) native top soils;
- (d) water quality through use of low impact development techniques;
- (e) a healthy diversity of native plants and plant communities; and
- (f) rare plant species listed by the state department of natural resources' natural heritage program.

5.B.5 The county should encourage and create incentives for connection of areas of native vegetation within and between land parcels through the adoption of development regulations such as the rural cluster subdivision ordinance and through voluntary programs.

5.B.6 The county should encourage citizens to be water resource stewards through participation in decision-making, volunteer activities, and technical assistance programs.

GOAL NE 6 Educate citizens regarding the natural environment and encourage voluntary environmental protection and stewardship.

Objective NE 6.A Provide programs for education about the natural environment.

NE Policies 6.A.1 The county shall develop public education programs to increase understanding of, and best management practices for, stream habitat, wetlands, stormwater management, water quality, lake stewardship, marine shoreline processes and habitats, and other aspects of the natural environment.

6.A.2 The county shall develop an education program aimed at informing landowners about regulatory applicability and required provisions for protecting critical areas.

6.A.3 The county shall provide ongoing education and information to floodplain residents on flood preparedness and recovery in order to help them avoid preventable losses.

6.A.4 The county shall develop public and agency awareness of geologic hazards and development practices that increase the risk of damage to life, natural resources, and property from seismic, volcanic, landslide, tsunami, and erosion hazards.

6.A.5 The county should assemble and distribute information concerning emergency management procedures relating to volcanic, tsunami and seismic hazards.

6.A.6 The county should provide citizens with information concerning species and habitats and voluntary methods for protecting and restoring habitat areas.

Objective NE 6.B Provide programs and opportunities for voluntary environmental protection and stewardship.

NE Policies 6.B.1 The county shall encourage voluntary protection and restoration of natural areas and assist in establishing stewardship programs to allow citizens to participate in the protection and preservation of ecologic systems important in their own communities. This effort may include participation in environmental planning and programs, volunteer activities, monitoring projects, and technical assistance and education programs.

6.B.2 The county should encourage voluntary programs for businesses and residents to decrease use of hazardous products that contribute

to nonpoint contamination of groundwater and surface water, especially those products applied to yards and gardens.

6.B.3 The county should promote the use and salvage of native plant species for use in landscaping, buffers, and revegetation projects.

GOAL NE 7 Monitor elements of the natural environment and use adaptive management strategies to protect the natural environment.

Objective NE 7.A Develop and implement a monitoring program to assess the effectiveness of the county’s approach to protection of the natural environment.

NE Policies 7.A.1 The county shall develop a monitoring program which establishes a baseline from which to evaluate ecological functions and values, identifies measurable variables indicative of changes in ecological functions, and establishes performance measurement standards.

7.A.2 The monitoring program should focus on elements of the natural environment that are most at risk of net loss of ecological functions and values or have less certainty that ecological functions and values will be maintained over time.

7.A.3 The county shall regularly monitor shoreline conditions and habitat improvements to provide information which can be used to evaluate the cumulative impacts of shoreline and upland development.

7.A.4 The county should consider the recommendations contained in watershed management plans, salmon recovery plans, NPDES requirements, NRCS standards or other relevant science-based plans as guidelines for developing the monitoring program. Data from approved land use applications should also be considered.

7.A.5 The county should pursue funding sources for the monitoring program.

Objective NE 7.B Develop and implement an adaptive management strategy to adjust county programs as necessary.

NE Policies 7.B.1 If monitoring results indicate that the goal of no net loss has not been achieved, the county shall consider strengthening elements of the multi-faceted approach.

7.B.2 The county shall periodically evaluate and update natural environment protection programs to ensure consistency with best available science.

GOAL NE 8 Protect public health and safety by minimizing the potential for physical injury and property damage.

Objective NE 8.A Reduce the potential for physical injury and property damage from natural hazards.

- NE Policies** 8.A.1 The county should develop and maintain a regional flood information and warning program.
- 8.A.2 The county shall periodically analyze county-owned flood control structures for public benefit, consistency with adopted flood hazard management plans, and the potential for those structures to cause damage downstream, and modify, maintain or abandon the structures based on such analysis.
- 8.A.3 The county shall reduce the number of existing flood damage prone structures through acquisition, relocation, incentives, and regulation.
- 8.A.4 The county should develop a prioritized set of actions that, when implemented, will provide increased public safety and reduced national flood protection insurance rate for county residents.

Objective NE 8.B Promote and enhance regional air quality by reducing air pollution emissions associated with land uses and transportation in accordance with national, state, regional, and local policies and standards.

- NE Policies** 8.B.1 The county shall operate a burn permit program consistent with Puget Sound Clean Air Agency regulations and compatible with county goals and objectives, which will manage burn ban areas consistent with the adopted urban growth areas of the county.
- 8.B.2 The county shall adopt development regulations that minimize or eliminate nuisance odors through the use of best available control technologies, provided that odors occurring as a result of accepted agricultural or forest practices on natural resource lands shall be presumed reasonable and not a nuisance.
- 8.B.3 The county shall require development activities to minimize dust, provided that dust occurring as a result of accepted agricultural or forest practices on natural resource lands shall be presumed reasonable and not a nuisance.
- 8.B.4 The county shall provide solid and yard waste disposal opportunities at a reasonable cost to discourage the burning of yard debris outside of no burn zones and illegal burning of garbage in all zones.

- 8.B.5 The county shall, where possible, require construction projects to provide for on-site wood waste recycling to preclude the need to burn debris outside of no burn zones.
- 8.B.6 The county should offer incentives to help reduce the use of single occupancy vehicles to reduce air emissions.
- 8.B.7 The county should coordinate with regional bodies such as the Puget Sound Clean Air Agency, the Puget Sound Regional Council, and tribes to attain national, state, and regional air quality goals and to leverage federal and state programs and funding that promote clean air protection and enhancement.

Objective NE 8.C Minimize the exposure of citizens to the dangers of excessive noise.

- NE Policies 8.C.1 The county shall administer rules and regulations established regarding acceptable noise levels based on state and federal standards.
- 8.C.2 County regulations may require, where appropriate, buffering or other noise mitigation measures to be incorporated into development proposals.
- 8.C.3 The county shall take appropriate steps to mitigate noise impacts at airports consistent with recommendations of the Federal Aviation Administration in the FAR Part 150 Noise Study.

GOAL NE 9 Promote energy conservation and recycling to reduce detrimental effects on the natural environmental and human health and safety.

Objective NE 9.A Recycle and reuse water and provide safe, efficient and cost effective disposal of solid waste while limiting impacts on humans and natural resources.

- NE Policies 9.A.1 The county shall develop plans and programs for the reuse, recycling, treatment, and disposal of water, and solid waste.
- 9.A.2 County facilities shall be designed, operated and maintained to ensure recycling of water and solid waste occurs to the maximum extent possible.
- 9.A.3 County offices and facilities shall set an example of efficiency in waste reduction and recycling.
- 9.A.4 The county should promote the use of low impact development designs to encourage recycling and the reuse of water and solid wastes.
- 9.A.5 The county shall design, maintain or retrofit solid waste handling facilities including landfills, transfer stations, and rail loading facilities to prevent contaminated storm water run-off from the facility for the purpose of preventing water pollution.

9.A.6 The county shall site new solid waste handling facilities in a manner which will minimize impacts on the natural environment while providing essential solid waste disposal services.

Objective NE 9.B **Conserve nonrenewable energy resources while promoting the development and utilization of new and renewable energy resources.**

NE Policies 9.B.1 The county should adopt plans and regulations that require site planning and building design to promote energy conservation and reduce demand.

9.B.2 The county shall encourage transportation alternatives such as, the expansion of transit service, carpools and vanpools to reduce consumption of fossil fuels.

9.B.3 The county shall adopt and enforce the Washington State Energy Code for new construction.

Climate Change and Sustainability

Greenhouse gases, global warming and projected impacts on the climate create new challenges to implementing the Growth Management Act. A number of climate change impacts have been recorded over the 20th century, and the trends are projected to continue. Research indicates that the burning of fossil fuels and the conversion of land from its natural state are the primary human causes of climate change. Planning for transportation, open space, and resource lands under GMA can influence local fossil fuel dependence and land conversion to reduce the county's greenhouse gas emissions. Likewise, GMA planning for infrastructure and future growth are appropriate means of preparing for and adapting to predicted climate change impacts. While scientific understanding of climate change continues to grow, the county recognizes the prudence of planning for projected impacts. The county will move forward cautiously and responsibly to reduce greenhouse gas emissions and ensure its citizens are prepared to respond and adapt to climate change impacts.

These policies are one element of the county's response to climate change. Other elements include a study of climate change impacts to the county and its infrastructure and a stakeholder involvement process to help the county chart a course of action. This response is in step with state actions on a climate response strategy. The state's Climate Advisory Team, which includes Snohomish County, is tasked with reducing emissions, identifying measures to adapt to climate change, developing clean energy jobs, and moving toward energy independence.

GOAL NE 10 **Help sustain Snohomish County's economy, environment and communities by minimizing**

greenhouse gas emissions and supporting clean energy development.

Objective NE 10.A

Adopt practices for Snohomish County government services and operations that minimize greenhouse gas emissions.

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| <u>NE Policies</u> | <u>10.A.1</u> | <u>Identify and implement technologies to improve the efficiency of Snohomish County buildings and service vehicles.</u> |
| | <u>10.A.2</u> | <u>Identify and implement operational and purchasing policies and practices that reduce emissions, support energy conservation and efficient use of resources.</u> |
| | <u>10.A.3</u> | <u>Pursue options and incentives to reduce the vehicle miles traveled by Snohomish County employees in both their commuting and job-related activities.</u> |
| | <u>10.A.4</u> | <u>Achieve green building certification for new county buildings and major renovation projects whenever appropriate and feasible.</u> |
| | <u>10.A.5</u> | <u>Inventory the county’s greenhouse gas emissions and develop and implement a plan to minimize emissions.</u> |

Objective NE 10.B

Develop strategies for Snohomish County communities that support sustainability and minimize greenhouse gas emissions.

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|---------------------------|----------------------|--|
| <u>NE Policies</u> | <u>10.B.1</u> | <u>Incorporate the most current scientific consensus on climate change into the county’s planning processes.</u> |
| | <u>10.B.2</u> | <u>Establish land use patterns that minimize transportation-related greenhouse gas emissions and encourage the preservation of resource lands, open space and habitat.</u> |
| | <u>10.B.3</u> | <u>Support market development for alternative fuels and clean energy sources.</u> |
| | <u>10.B.4</u> | <u>Encourage climate-friendly businesses and business practices and a clean energy economy.</u> |
| | <u>10.B.5</u> | <u>Seek to reduce vehicle miles traveled by encouraging expanded availability and use of public transportation through planning, partnerships, investments and incentives.</u> |
| | <u>10.B.6</u> | <u>Adopt development regulations that foster energy conservation, environmental enhancement, recycling and waste reduction.</u> |
| | <u>10.B.7</u> | <u>Investigate long-term strategies to address waste management within Snohomish County’s borders to reduce emissions from the transport of waste, increase reuse and recycling and foster sustainable practices.</u> |

10.B.8 Develop education and incentive programs related to climate change and sustainability so that citizens, businesses and others can make informed decisions.

10.B.9 Support intergovernmental planning regarding climate change and sustainability and coordinate local efforts with regional, state and federal efforts.

GOAL NE 11 **Help sustain Snohomish County’s economy, environment and communities by responding and adapting to the impacts of climate change.**

Objective NE 11.A **Improve the county’s preparedness to respond to climate change.**

NE Policies 11.A.1 Work with community stakeholders, establish partnerships and organize resources to coordinate a response to the projected impacts of climate change.

11.A.2 Periodically assess Snohomish County’s vulnerability to climate change, based on the most current scientific consensus, and utilize the findings and community priorities to guide policy development and infrastructure investments.

11.A.3 Incorporate measures that account for, mitigate and monitor the expected impacts of climate change in planning for economic, environmental, and community health.

11.A.4 Implement strategies and monitor progress to protect the county’s natural resources and systems from the projected impacts of climate change.

Objective NE 11.B **Strengthen the county’s ability to adapt to climate change impacts.**

NE Policies 11.B.1 Incorporate adaptive management for climate change, in response to the most current scientific consensus, into future comprehensive plans and development regulations.

11.B.2 Develop strategies to encourage a diversified and sustainable economy that is resilient to the impacts of climate change.

11.B.3 Develop incentives that encourage citizens to reduce the adverse impacts from climate change to their lives and communities.

11.B.4 Promote the efficient use, conservation and protection of water resources.

Exhibit B
Amended Ordinance No. 08-019
Final Docket XII, GMACP GPP 16
Climate Change and Sustainability

AMENDED ORDINANCE No. 08-019
RELATING TO THE GROWTH MANAGEMENT ACT,
ADOPTING GENERAL POLICY PLAN TEXT AMENDMENTS TO THE NATURAL ENVIRONMENT CHAPTER OF THE
SNOHOMISH COUNTY GROWTH MANAGEMENT ACT COMPREHENSIVE PLAN

Transportation

The transportation element of the plan is required by the State Growth Management Act (GMA) to encourage efficient multimodal transportation systems that are based on regional priorities and coordination with county and city comprehensive plans.

The transportation element has to be consistent with and supportive of the land use element of the comprehensive plan. The GMA provides detailed guidance on what the transportation element should present, including:

- land use assumptions used in estimating travel, and an inventory of transportation facilities and services;
- level of service standards and actions necessary to allow transportation facilities and services to meet the standards;
- identification of transportation system needs to meet current and future travel demand;
- a multi-year finance strategy that balances needs against available funding,
- strategies for intergovernmental coordination and transportation system impact assessment; and
- strategies for reducing travel demand.

Additionally, the Destination 2030 Regional Growth and Transportation Strategy, adopted by the Puget Sound Regional Council (PSRC), provides a basis for coordination of growth management and transportation policies across the central Puget Sound region. Implementation of the Destination 2030 transportation strategy within Snohomish County greatly depends on the collaborative and countywide planning process established under Snohomish County Tomorrow. To

make this collaborative process work, Snohomish County will strive to accomplish several things.

The county recognizes that transportation and land use are profoundly interrelated. The type, intensity, and timing of land development will largely determine the mode of transportation provided, its effectiveness in moving people, and the travel behavior of people using the land. Transportation resources are limited; therefore, the county must achieve a balance among various modes of travel to maximize person-carrying capacity instead of vehicle-moving capacity.

The county provides for different types and levels of transportation services to urban areas versus 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). Ridesharing services such as vanpools and personalized ridematching for carpools may be the most appropriate form of mass transportation for rural areas. Public transportation is most effective in moving people where population and employment are concentrated in denser neighborhoods and Activity Centers. Urban site design needs to accommodate public transportation by allowing efficient access and circulation of transit vehicles.

The county will plan for and accommodate travel alternatives to the single-occupant vehicle. Bikeways can be provided as separate recreation facilities or as transportation routes on major roadways. There must be an effective proportion of high-occupancy vehicle

treatments versus purely general-purpose lanes on freeways and some major arterials. Providing a wide range of choices in transportation services can ensure that all citizens have the ability to travel regardless of age, sex, race, income, disability or place of residence.

Lastly, the county will work to make level of service, transportation location, and design standards more consistent across state, regional, and local agencies; to ensure effective and efficient transportation investments; and to provide transportation services adequate to serve planned land use.

GOAL TR 1 Develop transportation systems that complement the land use element, natural environment element, and the economic development element of the county comprehensive plan.

Objective TR 1.A Prepare, in cooperation with the cities, the Washington State Department of Transportation (WSDOT), regional agencies, Sound Transit, Community Transit, and Everett Transit, standards for public transportation services and facilities consistent with adopted road standards, ~~((and))~~ the land use ~~((elements))~~ element, and the natural environment element of the county's comprehensive plan.

- TR Policies**
- 1.A.1 Public transportation planning shall be integrated with land development review and the design and maintenance of public roads.
 - 1.A.2 Public transportation shall be extended throughout the urban area at a level of service appropriate to the planned form and intensity of development.
 - 1.A.3 Public transportation shall be limited, outside the urban area, to a level of service appropriate for low density population.

Objective TR 1.B Prepare long-range plans for future highway and arterial roadways providing direct connections and adequate rights-of-way in consideration of existing and future development.

- TR Policies**
- 1.B.1 Future land use projections shall be based on comprehensive plans so that adequate rights-of-way for all modes of travel can be identified and preserved as areas develop.
 - 1.B.2 Types and levels of transportation facilities within the county shall be based on the types and levels of future development intensity adopted in the comprehensive plan.

- 1.B.3 Land use designations shall be reviewed where roadway construction or upgrading to serve designated land use intensities is not feasible or where concurrency cannot be achieved.
- 1.B.4 Transportation facilities or levels of service which generate pressures for land use change shall not be programmed or adopted where they are inconsistent with local comprehensive plans.
- 1.B.5 Future roadways and improvements of existing roads shall be planned to enhance multi-modal traffic flow and the connectivity of countywide arterial roadways.
- 1.B.6 The Transportation Element shall be revised following the population and employment target reconciliation described in Objective PE 2.A., if the resulting targets are substantially different from the targets described in Appendix D.

Objective TR 1.C Establish access and on-site circulation standards to maintain the safety and integrity of the arterial roadway system.

- TR Policies**
- 1.C.1 A countywide network of primary corridors shall be identified that provide for multi-modal transportation services between centers designated on the comprehensive plan.
 - 1.C.2 Adequate access to and circulation within all developments shall be maintained for emergency service and public transportation vehicles.
 - 1.C.3 Roadway standards shall be adopted that are compatible with other jurisdictions in Snohomish County.
 - 1.C.4 Local residential streets shall be designed that link neighborhoods and complementary land uses for efficient circulation and discourage high speed vehicular traffic.
 - 1.C.5 Roadway networks shall be designed with direct routing and connections to avoid concentrating the burden of traffic flow on a few roadways.
 - 1.C.6 Bus stops and bus pullouts and on-site circulation shall be located and designed to accommodate public transportation where potential ridership warrants such improvements.
 - 1.C.7 Permanent cul-de-sacs, private access ways and private roads shall be approved only where road connectivity within and between adjacent neighborhoods has been established.
 - 1.C.8 Access to a single roadway shall be limited as determined necessary to protect public safety and minimize traffic conflicts and delay.
 - 1.C.9 Existing roadways shall be improved to meet adopted design standards in order to enhance the safety and mobility of pedestrians,

transit users, bicyclists and motorized traffic as part of construction of frontage improvements by developments and by the county as funding allows within the county's capital improvement program.

- 1.C.10 Developments taking access from existing roadways shall be required to make offsite improvements to improve them to at least minimum standards for vehicular access based upon such factors as the volume and other characteristics of existing and newly-generated traffic.
- 1.C.11 Access and circulation provisions shall be pursued that reduce traffic congestion and lessen the need for arterial capacity improvements and shall include, but are not limited to: (a) allowing for more than one travel route to residences and/or businesses to facilitate emergency vehicle access and circulation, (b) allowing non-motorized access to schools, activity centers and neighborhoods along alternative travel routes, and (c) allowing automobile access to schools, activity centers and neighborhoods along alternative travel routes.
- 1.C.12 The county shall require that development make access and/or circulation provisions for arterials designated by the comprehensive plan and for needed local roadways to include, but not be limited to: (a) dedication of right-of-way, (b) reservation of right-of-way, (c) design for potential way of access, (d) recording of easements, (e) location of public or private roads, (f) design and construction of public or private roads (including stub-roads), and/or (g) improvements to existing roads.

Objective TR 1.D Regulate the design, location and public access of private access ways and roads that impact the public roadway.

- TR policies**
- 1.D.1 A private road or access way shall not be permitted where a public road is required to meet public road access and circulation standards.
 - 1.D.2 When a public road is not required, as per TR 1.D.1, a private road or access way shall be permitted where:
 - (a) a public benefit is evident that outweighs potential liabilities,
 - (b) it is clearly established that the private road would not attract public use,
 - (c) it would not obstruct or undermine the safety of any existing or planned public roadway, or become part of a public road, and
 - (d) in lieu of a public road, construction of a private road would not landlock any existing or future parcel of land.

GOAL TR 2 Provide public transportation services that ~~((are enhanced))~~ support and are supported by the land use element, natural environment element, and economic development element of the county comprehensive plan.

Objective TR 2.A In cooperation with the cities, make the designated centers the focus of residential and employment growth and transportation investment in unincorporated county areas.

- TR Policies**
- 2.A.1 Roadways serving designated centers shall be redesigned, improved, and maintained as primary corridors for multi-modal travel.
 - 2.A.2 A transit-supportive transportation system shall be provided linking designated centers.
 - 2.A.3 Regional and metropolitan centers shall be connected with high-capacity transit and HOV lanes on state routes.
 - 2.A.4 An interconnected system of high-occupancy vehicle (HOV) lanes and treatments shall be provided to serve the designated centers and transportation centers within the urban area.
 - 2.A.5 A regionally coordinated system of bikeways and walkways shall be planned to serve the designated centers and transportation centers.

Objective TR 2.B In cooperation with the cities, promote a variety of convenient transportation services to compact and attractively designed centers.

- TR Policies**
- 2.B.1 Access and mobility for transit users and pedestrians without reliance on automobiles shall be enhanced through the design of pedestrian-scale neighborhoods and activity centers.
 - 2.B.2 High-occupancy vehicle use and alternatives to single-occupancy vehicles shall be promoted in centers through higher density single-family and multi-family developments.
 - 2.B.3 Single-occupant vehicle use shall be discouraged through parking management (e.g., preferential parking for high-occupancy vehicles, limiting maximum allowable parking for employment-intensive land uses, or shared parking requirements).
 - 2.B.4 Site design criteria shall be used to ensure land development supportive of high-capacity vehicle use.

GOAL TR 3 Improve nonmotorized transportation facilities and services.

Objective TR 3.A **Plan, design, program, construct, and promote use of nonmotorized transportation facilities in Snohomish County and in cooperation with WSDOT and the cities.**

- TR Policies**
- 3.A.1 Compatible bikeway and walkway standards shall be developed jointly with other jurisdictions in Snohomish County.
 - 3.A.2 Continuous and/or direct bicycle routes shall be encouraged between all jurisdictions and major centers in Snohomish County and the region.
 - 3.A.3 A safe system of bicycle and pedestrian facilities shall be planned for, tying together residential areas, schools, recreation areas, business areas, transit stops and transfer points, and centers.

Objective TR 3.B **Ensure that new development accommodates nonmotorized transportation facilities in its site planning.**

- TR Policies**
- 3.B.1 Adequate pedestrian access to and circulation within all developments shall be maintained.
 - 3.B.2 Convenient and secure bicycle parking shall be provided within centers, at major destinations, and at transportation centers to accommodate inter-modal connections.
 - 3.B.3 Bicycle paths and trails shall be designed in a way that promotes the security and safety of adjacent residences and businesses.

GOAL TR 4 **Provide transportation services that enhance the health, safety, and welfare of Snohomish County citizens.**

Objective TR 4.A **Cooperate with WSDOT, the cities, and transit operating agencies to design facilities and provide for services that enhance the mobility of all citizens regardless of age, disability, or income.**

- TR Policies**
- 4.A.1 Pedestrian facilities shall be encouraged that maintain access between public facilities and residential areas, especially where they serve a safety purpose.
 - 4.A.2 Pedestrian facilities shall be encouraged that will also accommodate elderly persons and persons with disabilities.
 - 4.A.3 Safe and direct pedestrian and disabled access shall be designed to and from public rights-of-way, structures, and adjacent developments.

Objective TR 4.B **In cooperation with WSDOT and cities, develop programs to identify and mitigate any roadway hazards that may result in accidents and threats to public safety.**

- TR Policies**
- 4.B.1 Safe and effective traffic control or grade separation shall be maintained at railroad crossings where practicable.
 - 4.B.2 Sufficient general-purpose and high-occupancy vehicle lane capacity shall be provided to safely move traffic within primary roadway corridors.
 - 4.B.3 State-of-the-art traffic control devices, signalization, and signing shall be used, consistent with professionally accepted geometric and structural standards, that reduce the risk of serious accidents.

Objective TR 4.C **Coordinate with the cities and state to prepare procedures to monitor and control the movement of hazardous cargos or materials on transportation facilities within the county.**

- TR Policies**
- 4.C.1 Enforcement of federal and state regulations for transportation of hazardous materials shall be supported.
 - 4.C.2 The transport of hazardous cargo or materials shall be minimized through residential areas and centers by restrictive routing and scheduling where practical.

Objective TR 4.D **Restrict direct vehicle access from public and private property onto designated principal and minor arterials to maintain and improve the integrity of traffic flow.**

- TR Policies**
- 4.D.1 In order to promote public safety and operations efficiency, access to principal, minor and collector arterials shall be limited.
 - 4.D.2 Vehicle access shall be limited to collector arterials and local roads as a condition of development whenever practicable.
 - 4.D.3 Preparation and approval of vehicle access, pedestrian access, and circulation schemes shall be required for major public or private developments.
 - 4.D.4 Adequate distance of driveways from intersections shall be required in order to promote safe and efficient flow of vehicular traffic.
 - 4.D.5 Joint driveway access and internal site circulation shall be achieved wherever practical as a condition of new development for adjacent properties that have compatible land uses.

- 4.D.6 Driveways shall be located in a manner that provides adequate sight distance for all traffic movements and does not interfere with traffic operations at intersections.
- 4.D.7 On-site traffic circulation shall be designed in a way that allows safe and efficient storage and movement of driveway traffic.
- 4.D.8 Driveway and traffic flow restrictions shall be used to allow safe and efficient access for emergency vehicles when needed.
- 4.D.9 Vehicle access to state highways by land development shall be limited where necessary to maintain adopted WSDOT highway design standards.

Objective TR 4.E Provide and maintain transportation facilities that enhance the safety of motorized and nonmotorized transportation.

- TR Policies**
- 4.E.1 Design standards, improvements and right-of-way shall be provided that vary by functional class of roadway in order to ensure safe and efficient flow of traffic.
 - 4.E.2 A high priority shall be given to improvements that enhance the safety of transportation facilities and services.
 - 4.E.3 Pedestrian facilities shall be encouraged that maintain access between public facilities and residential areas especially where they serve a safety purpose.
 - 4.E.4 Roadway and other transportation facility standards shall be maintained which enhance the safety for all users of the transportation system.
 - 4.E.5 Safety improvements needed on roads due to the impact of new land development shall be provided concurrent with development.

GOAL TR 5 Design transportation systems that are efficient in providing adopted levels of service.

Objective TR 5.A To comply with the Growth Management Act, cooperation will be established with the cities, transit operators, and WSDOT, regarding concurrency and level of service requirements.

- TR Policies**
- 5.A.1 The county shall identify additional transportation mitigation for proposed developments that impact roadways determined to be at ultimate capacity.
 - 5.A.2 Transportation level of service shall be used in a manner that is consistent with growth management tools that manage the rate of growth

in rural areas and encourage more intense development within urban areas.

- 5.A.3 Different levels of service shall be allowed depending on development form and intensity and density of land use.
- 5.A.4 Concurrency requirements for land developments in unincorporated areas shall be pursued by considering adopted level of service standards and the financial resources available to make needed transportation improvements for county roads.
- 5.A.5 Professionally accepted measures and methods shall be used in determining transportation level of service and other travel-related information on county and state facilities.
- 5.A.6 A systematic method shall be employed in calculating transportation level of service as opposed to a single quantitative measure or single location technique.
- 5.A.7 Access to high-occupancy vehicle transportation in addition to single occupant vehicles should be considered in making concurrency decisions.
- 5.A.8 Level of service shall be monitored on county arterials and performance of state highways shall be reported as required by the Growth Management Act.
- 5.A.9 Monitoring of level of service shall be coordinated with WSDOT and adjacent local jurisdictions.

Objective TR 5.B

Participate in programs aimed at reducing peak period traffic congestion, discouraging the use of single-occupant vehicles, and increasing use of public transportation.

- TR Policies** 5.B.1 Employers in the urbanized area shall be encouraged to offer trip reduction programs for employees.
- 5.B.2 Transportation facilities and equipment such as park-and-ride lots, park-and-pool lots, buses, and vanpool vehicles shall be planned and used to allow efficient delivery of transportation services.
- 5.B.3 A regional program shall be maintained to promote and facilitate ridesharing in cooperation with state and other transit agencies.
- 5.B.4 Reasonable statewide and regional efforts to reduce commuter trips by single-occupant vehicle shall be supported by Snohomish County.
- 5.B.5 Developments shall be required to provide, or contribute to, reasonable transportation demand management measures that improve roadway efficiency and operations.

Objective TR 5.C **Work to reduce parking demand by requiring accommodation within site plans for pedestrians, public transportation, ridesharing, and bicycles.**

- TR Policies**
- 5.C.1 Minimum and maximum off-street parking stall ratios shall be considered for different land uses to provide safe and adequately sized parking facilities.
 - 5.C.2 Preferential and convenient parking shall be provided for applicable land uses as an incentive for using carpools, vanpools, and bicycles.
 - 5.C.3 Transit stops and transit access shall be provided for applicable land uses where they attract large numbers of employees and/or customers.
 - 5.C.4 Parking in business districts shall be managed to favor shoppers and clientele and discourage long-term employee parking.
 - 5.C.5 Developers of new sites shall accommodate mobility of pedestrians.

Objective TR 5.D **Participate with the cities, transit agencies, Sound Transit and WSDOT in a cooperative planning process for public transportation and high-capacity transit.**

- TR Policies**
- 5.D.1 The design and location of bus transit facilities and other transportation modes shall be coordinated with ferry terminals.
 - 5.D.2 A system of secure, conveniently located park-and-ride lots shall be provided to encourage use of bus, ridesharing, and high-capacity transit services.
 - 5.D.3 Development review shall be performed with transit agency participation to ensure site plan compatibility with public transportation and other high-occupancy vehicles.
 - 5.D.4 The development of small park and ride lots in or near residential area should be encouraged so that individual jurisdictions are not impacted with large park and ride lots.

Objective TR 5.E **Sponsor education programs regarding alternative modes of transportation.**

- TR Policies**
- 5.E.1 An ongoing public awareness program for ridesharing and public transportation shall be established in cooperation with Sound Transit, Community Transit and Everett Transit.
 - 5.E.2 Workshops for community and business groups shall be sponsored to promote high-occupancy vehicle use in cooperation with Sound Transit, Community Transit and Everett Transit.

5.E.3 Local school districts shall be encouraged to develop formal education programs on alternative modes of transportation.

GOAL TR 6 **Implement transportation improvements that are consistent with the natural environment element of the county comprehensive plan and have positive or minimal adverse impacts on the natural environment, air quality, water quality, climate change, and energy consumption.**

Objective TR 6.A **In cooperation with the cities, prepare consistent criteria and procedures to avoid or mitigate adverse environmental impacts of transportation systems according to guidance provided by the State Environmental Policy Act.**

TR Policies 6.A.1 Transportation facilities shall be designed to include mitigation of adverse impacts on water and soil resource and drainage patterns.

6.A.2 Transportation systems, including circulation roadways and driveways, shall be located and designed to minimize the disruption of natural habitat, floodplains, wetlands, geologically hazardous areas, resource lands, and other elements of the environmentally sensitive areas. Where disruption cannot be avoided, designs shall minimize the disruption and impacts shall be mitigated.

6.A.3 Aesthetic and visual values shall be considered in the location and design of transportation facilities.

6.A.4 Alternative modes of travel to the single-occupant vehicle shall be encouraged in order to reduce energy consumption, air pollution, and noise levels.

Objective TR 6.B **Comply with the requirements of the Federal Clean Air Act in developing the transportation system.**

TR Policies 6.B.1 Transportation plans and programs shall be in conformity with the Clean Air Act, and consistent with goals to reduce carbon monoxide and ozone levels to national air quality standards.

Objective TR 6.C **Comply with the requirements of the Safe Drinking Water Act and the Clean Water Act in development of the transportation system (motorized and non-motorized). Water quality for municipal water supplies shall be preserved at the highest quality.**

TR Policies 6.C.1 Transportation plans and improvements programs shall comply with appropriate state and federal legislation related to municipal water supply.

Objective TR 6.D **Comply with the goals, objectives, and policies in the natural environment element of the county comprehensive plan, including the goals, objectives, and policies related to climate change and sustainability.**

TR Policies **6.D.1** **Transportation related decisions shall consider the extent to which they fulfill the goals, objectives, and policies in the natural environment element of the county comprehensive plan, including the goals, objectives, and policies related to climate change and sustainability.**

GOAL TR 7 **Prioritize and finance transportation improvements for the greatest public benefit.**

Objective TR 7.A **Jointly plan, in cooperation with other transportation providers (cities, WSDOT, transit agencies, and ferry system) adequate transportation systems such that development can proceed with order and according to the land use elements of local comprehensive plans.**

TR Policies 7.A.1 First consideration shall be given to improvements that enhance the safety and effectiveness of existing transportation facilities and services and/or use of high-occupancy vehicles.

7.A.2 Coordinated forecasts of road and highway needs and transit demand shall be produced based on the regional travel demand models and the land use elements of county and city comprehensive plans.

7.A.3 A cost estimating process, compatible with other transportation agency processes, shall be used to estimate costs of proposed transportation system improvements.

7.A.4 Transportation improvement programs shall consider the extent to which they fulfill the objectives of the regional transportation plan and the county's and cities' comprehensive plans.

7.A.5 A coordinated six-year program shall be prepared that finances transportation improvements within projected funding levels and clearly identifies sources of public money for such purposes.

7.A.6 A process shall be established for reassessing first the levels of service and then the land use elements of the county's comprehensive

plan if transportation funding falls short of meeting the existing and projected needs.

7.A.7 The land use element, the planned transportation improvements, and the finance plan shall be coordinated and consistent.

Objective TR 7.B **Coordinate transportation improvement programming to equitably assign the costs of transportation system improvements associated with new development to developers, the county, and cities.**

TR Policies 7.B.1 Interlocal agreements shall be negotiated and adopted that define a common system of multi-modal transportation impact mitigation, including provisions for development/design review and the equitable assessment and sharing of mitigation costs.

7.B.2 Common standards for evaluating the impacts of development shall be considered in cooperation with the cities for new development, including guidelines on scope, content, and methodology.

7.B.3 The travel demand generated by a development shall be used as the primary measurement in establishing the proportionate share of roadway capacity-related improvements which a proponent shall be required to assure.

7.B.4 Each phase of development shall be accompanied by a program to provide for mitigation of off-site traffic impacts with its share of mitigation prorated among phases of the development and beneficiaries of any improvements.

7.B.5 Where proponents of land development commit to a feasible transportation demand management program, they shall receive credit for reductions in traffic impacts they generate.

7.B.6 The county shall monitor and adjust, when appropriate, its transportation impact fee program as authorized under the GMA to help fund the cost of road system capacity improvements required to serve new development.

GOAL TR 8 **Plan, develop, and maintain transportation systems through intergovernmental coordination.**

Objective TR 8.A **Achieve consistency between the transportation element of the county's comprehensive plan and the countywide planning policies developed pursuant to the requirements of the Growth Management Act.**

TR Policies 8.A.1 Interlocal agreements with the cities shall establish a framework for determining consistency among local transportation plans.

8.A.2 Common transportation service areas shall be considered in order to establish a geographic basis for joint projects, mitigation programs, and finance methods.

Objective TR 8.B **Achieve consistency between the long-range transportation plans and transportation improvement programs of the county and the region's growth management goals and policies.**

TR Policies 8.B.1 Coordination with adjacent counties shall occur through the Puget Sound Regional Council and interaction with Island, Skagit, and Peninsula regional transportation planning organizations.

8.B.2 Long-range transportation plans and transportation improvement programs shall be compatible with the PSRC's regional transportation plan.

Objective TR 8.C **Coordinate with state and regional transportation agencies the development of transportation facilities of statewide, regionwide, and countywide significance and take into account plans prepared under the Growth Management Act.**

TR Policies 8.C.1 Standard definitions and procedures shall be prepared for the designation of transportation facilities of regional and countywide significance.

8.C.2 Policies to guide the planning, development, and management of state routes shall be prepared in cooperation with WSDOT.

8.C.3 Localized impacts on communities shall be addressed cooperatively with transit agencies when designing and locating multi-modal transportation centers.

Objective TR 8.D **Participate with the cities, Sound Transit, Community Transit, Everett Transit, King County-METRO, Marine Division of WSDOT, and AMTRAK in establishing compatible schedules and terminal locations.**

TR Policies 8.D.1 Public transportation modes (bus and rail) shall be planned that are time-coordinated and interconnected to increase level of service and ridership.

8.D.2 Transportation centers and terminals shall be located and designed to permit use by multiple modes of travel (e.g., bus, aviation, intercity rail, ferry, auto, bicycle, pedestrian/disabled, and high-capacity transit).

8.D.3 Transit routes and facility locations, schedules and passenger fares of public transportation services shall be coordinated for Skagit, King, Island, and Snohomish Counties.

GOAL TR 9 Enhance the movement of goods, services, employees and customers.

Objective TR 9.A In cooperation with the cities, transit agencies and WSDOT, prepare congestion management solutions for areas where movement of employees, goods, and services are impeded by traffic congestion during peak and mid-day periods.

- TR Policies 9.A.1 Opportunities shall be encouraged and provided for the public and private-sector employers to share responsibility and participate in transportation demand and congestion management.
- 9.A.2 The efficiency of key roadways that provide access to employment and community service centers shall be maintained.
- 9.A.3 Transit routes and schedules shall be planned to enhance customer and employee access to commercial centers.

Objective TR 9.B Ensure efficient movement and access of freight vehicles to/from designated centers, and across and through the Puget Sound region.

- TR Policies 9.B.1 Convenient truck routes for the rural and urban areas of the county shall be designated, designed, and maintained.
- 9.B.2 The navigability and efficiency of the marine and inland waterways shall be maintained.
- 9.B.3 Terminals shall be located and designed for efficient multi-modal freight transfer and direct access to the state highway, interstate, rail and ferry systems.
- 9.B.4 At-grade crossing of freight rail lines by roadway vehicle traffic shall be minimized as much as practicable.
- 9.B.5 Natural and manmade incidents that undermine the movement of employees, goods and services shall receive a priority response in order to rectify problems.

Objective TR 9.C Preserve railroad rights-of-way for alternative uses (i.e., recreation and transportation) when continued rail service is not practicable.

- TR Policies 9.C.1 Acquisition of abandoned railroad rights-of-way shall be considered where economically practicable, to preserve these resources as future

transportation corridors, such as rail lines, bikeways, pedestrian/equestrian trails, utilities and roadways.

- 9.C.2 Land use regulation, environmental, and community impacts and agricultural lands shall be considered with regard to actions for preservation and use of abandoned railroad rights-of-way.

GOAL TR 10 Develop transportation systems that enhance the economic competitiveness of the county, Puget Sound region, and state.

Objective TR 10.A Cooperate with other jurisdictions to ensure adequate transportation services to and from major air, rail and water transportation facilities.

- TR Policies 10.A.1** Safe and efficient ground access on county arterials shall be maintained to the major air, rail and water transportation facilities.

Objective TR 10.B In cooperation with WSDOT and the cities, encourage continued and enhanced freight rail transportation.

- TR Policies 10.B.1** Railroad companies and shippers shall be encouraged to maintain rail freight service on lines that, if abandoned, would have a negative impact on the Snohomish County economy.

- 10.B.2 The Snohomish County Economic Development Council shall be supported in its work to attract businesses that increase the use of freight rail services and discourage rail line abandonments.

- 10.B.3 Nonrail shippers shall be informed as to the benefits of transporting their products by rail for long distance hauling.

- 10.B.4 Efforts shall be pursued in cooperation with WSDOT to preserve essential rail freight service that offers long-term economic benefits.

Objective TR 10.C In cooperation with WSDOT and the cities, encourage continued and enhanced passenger rail transportation.

- TR Policies 10.C.1** Programs shall be established, in cooperation with WSDOT and AMTRAK, to upgrade interstate passenger rail service.

- 10.C.2 WSDOT shall be supported in pursuing development of a western Washington passenger rail corridor.

- 10.C.3 Rail transportation operators shall be assisted in improving the market for passenger rail travel by making improvements to rail speed, safety, amenities, and connections to local public transportation.

Objective TR 10.D **Pursue transportation programs and policies that directly enhance the operating and capital resources of freight and passenger rail transportation.**

- TR Policies**
- 10.D.1 WSDOT's efforts shall be supported in pursuing the Rail Bank Program to preserve and acquire essential abandoned railroad rights-of-way for future rail use and economic development.
 - 10.D.2 Linkages shall be coordinated between local transportation services, regional rail, and interstate rail services.
 - 10.D.3 Rehabilitation or construction of new rail facilities that enable services to be maintained or enhanced shall be encouraged and supported.
 - 10.D.4 Land use types and densities shall be established along rail corridors in Urban Growth Areas that support freight and passenger rail transportation consistent with other elements of the plan.