

Snohomish County Council
Snohomish County, Washington



ORDINANCE NO. 93-004

ADOPTING A COUNTY-WIDE PLANNING POLICY
PURSUANT TO RCW 36.70A.210

WHEREAS, a provision of the Growth Management Act, RCW 36.70A.210, requires the legislative authority of each county which is subject to the Growth Management Act's comprehensive planning requirements to adopt a county-wide planning policy in cooperation with the cities and towns within the county; and

WHEREAS, in the fall of 1989, the county, the cities and towns of Snohomish County and the Tulalip Tribes established a joint planning program called Snohomish County Tomorrow to provide an overall vision and framework for effective growth management; and

WHEREAS, the Snohomish County Tomorrow Steering Committee reached consensus on goals as guidelines for future planning efforts by the participating jurisdictions; and

WHEREAS, amendments to Growth Management Act in July of 1991 required the preparation of county-wide planning policies and their adoption by the County Council; and

WHEREAS, on September 25, 1991, the Steering Committee agreed by consensus to utilize the Snohomish County Tomorrow process, framework and the goals report as the basis for collaboratively accomplishing the Growth Management requirements for the development of county-wide planning policies as required by RCW 36.70A.210(2)(a). The county and the cities represented on the Steering Committee also adopted the Snohomish County Tomorrow process as the legitimate process to fulfill the requirements of the Growth Management Act, and in particular, those set forth in RCW 36.70A.210; and

WHEREAS, the Planning Advisory Committee of Snohomish County Tomorrow, Snohomish County and the cities prepared various drafts of county-wide policies during the spring and summer of 1992; and

WHEREAS, the Snohomish County Tomorrow Community Advisory Board of Snohomish County, representing various public and private interest groups reviewed and discussed drafts of the county-wide policies at numerous meetings between April 15 and November 17, 1992; and members of the committee submitted comments to the Steering Committee; and

WHEREAS, the Steering Committee conducted a two day retreat meeting on September 11 and 12, 1992, to intensively review the alternative drafts of the county-wide planning policies; and

WHEREAS, the Steering Committee formed a county-wide Planning Policies Subcommittee which continued to negotiate toward a consensus on the language of the county-wide planning policies on September 29, October 7, November 9 and 18, 1992; and

WHEREAS, the Steering Committee accepted by consensus the county-wide planning policies recommended by the Policies Subcommittee and released them for review by the public, the cities and the towns, and the County Council; and

WHEREAS, the County Council held a public hearing on February 4, 1993, to consider the county-wide planning policies;

NOW, THEREFORE, BE IT ORDAINED:

Section 1. The Snohomish County Council, pursuant to the authority of RCW 36.70A.210, hereby adopts the document entitled, "County-Wide Planning Policies for Snohomish County" dated December 9, 1992, a copy of which is attached hereto and incorporated herein by this reference, as the county-wide planning policy for Snohomish County.

Section 2. This ordinance shall be effective on February 20, 1993.

PASSED this 4th day of February, 1993.

SNOHOMISH COUNTY COUNCIL
Snohomish County, Washington

Lia McLaughlin
Chairperson

Approved as to Form:

Gabe V. Sel
Deputy Prosecuting Attorney

ATTEST:

Shila McCallister
Clerk of Council, asst

- () APPROVED
- () VETOED
- () EMERGENCY

DATE: 2/10/93
[Signature]
County Executive

**COUNTYWIDE PLANNING POLICIES
FOR
SNOHOMISH COUNTY**

**SNOHOMISH COUNTY TOMORROW
STEERING COMMITTEE**

December 9, 1992

TABLE OF CONTENTS

INTRODUCTION 1

 PURPOSE 1

 BACKGROUND 1

 FUTURE POLICY REFINEMENTS 2

POLICIES TO IMPLEMENT URBAN GROWTH AREAS (RCW 36.70A.110) .. 3

POLICIES FOR THE PROMOTION OF CONTIGUOUS AND ORDERLY
DEVELOPMENT AND PROVISION OF URBAN SERVICES 8

POLICIES FOR JOINT COUNTY AND CITY PLANNING WITHIN URBAN
GROWTH AREAS 11

POLICIES FOR RURAL LAND USE 12

POLICIES FOR HOUSING 13

POLICIES FOR THE SITING OF PUBLIC CAPITAL FACILITIES
OF A COUNTYWIDE OR STATEWIDE NATURE 17

POLICIES FOR ECONOMIC DEVELOPMENT AND EMPLOYMENT 19

FISCAL IMPACT ANALYSIS 20

POLICIES FOR TRANSPORTATION 21

APPENDIX A - ADOPTION PROCESS 28

APPENDIX B - INITIAL 2012 POPULATION FORECAST FOR CITIES
AND THE INTERIM URBAN GROWTH AREAS 30

APPENDIX C - LETTER FROM CITY OF STANWOOD REGARDING
HOUSING POLICIES 33

INTRODUCTION

PURPOSE

Snohomish County has many attributes that make it a wonderful place to live with its dramatic natural setting, mild climate, a broad range of employment opportunities, as well as relatively affordable housing. However, these attributes can easily be degraded if development in the future is not based on good planning for land use and transportation.

A "countywide planning policy" is a written policy statement or statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted pursuant to this chapter. This framework shall ensure that city and county comprehensive plans are consistent as required in RCW 36.70A.100. Nothing in this section shall be construed to alter the land use powers of the cities (RCW 36.70A.210). Adopted countywide planning policies are designed to ensure that city and county comprehensive plans are consistent. Each local comprehensive plan should demonstrate that such policies have been followed in its development (WAC 365.195.520).

BACKGROUND

In Snohomish County, a vision for the future was expressed as early as October 1990 by the Snohomish County Tomorrow Steering Committee, a group of elected officials from the county, cities, towns and the Tulalip Tribes, who saw the need "to adopt a publicly shared vision and goals to guide effective growth management and preserve Snohomish County's unique quality of life."

In response to the amendments to the Growth Management Act in July 1991, the Snohomish County Tomorrow Steering Committee decided to use the Snohomish County Tomorrow Goals as a basis for establishing the countywide policies required by the GMA. The county and the cities represented on the Steering Committee also adopted the Snohomish County Tomorrow process as the legitimate process to fulfill the requirements of the Growth Management Act and, in particular, those set forth in RCW 36.70A.210. Planners and other public officials from cities, towns, the county and other public agencies worked over a period of months to draft these policies. The process whereby the countywide policies were adopted is described in the flow chart attached in Appendix A.

The policy adoption process provided opportunities for public review and input. Public involvement on the Snohomish County Tomorrow Goals began several years ago through Snohomish County Tomorrow. Assembly meetings were held for Snohomish County Tomorrow elected officials and interested citizens prior to the completion of major milestones in the planning process.

The Snohomish County Tomorrow Steering Committee, the Community Advisory Board, the cities and the county reviewed the countywide planning policies and took public input at their meetings. The County Council held a public hearing prior to adoption of the Countywide Policies.

The cooperative and collaborative efforts of all jurisdictions in Snohomish County will be essential to fulfill the promise of the Growth Management Act. At stake is the delicate balance between our environment and our economy, the balance which determines our quality of life. We accept the challenge to provide for diverse community needs including housing, transportation, jobs and public services.

These countywide policies represent a significant contribution to a process designed to define and direct the collective vision of our community. The policies are significant not only in substance but in the commitment they represent by local governments of Snohomish County.

FUTURE POLICY REFINEMENTS

The countywide policies in this document provide for several policy refinements in the population distribution and transportation policies as the comprehensive planning process of the cities and the county proceeds. These refinements as well as amendments to these policies in the future will be reviewed and adopted using the same process that was agreed to by the Snohomish County Tomorrow Steering Committee and was used to initially adopt the policies in this document.

POLICIES TO IMPLEMENT URBAN GROWTH AREAS (RCW 36.70.A.110)

The Growth Management Act (GMA) establishes a framework for coordinated and comprehensive planning to help local communities manage their growth. The GMA calls for urban growth areas where growth will be encouraged and can be supported with adequate facilities. Establishing urban growth areas is a major step local communities will take in managing their anticipated growth.

The county and most cities have negotiated interlocal agreements for joint planning pursuant to the GMA. Most of the agreements create Joint Planning Teams and a Growth Management Coordinating Committee and assign specific responsibilities to those bodies. Copies of the agreements are on file with the Snohomish County Planning Department and with each city that has executed such an agreement.

These policies have been prepared under authority of RCW 36.70A.210(3)(a) which states "A countywide planning policy shall at a minimum, address the following...Policies to implement RCW 36.70A.110..." RCW 36.70A.110 mandates "urban growth areas in the county shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county for the succeeding twenty-year period... Urban growth should be located first in areas already characterized by urban growth..."

UG-1 Establish Urban Growth Areas which:

- a. when aggregated, at a minimum shall accommodate the county's 20 year urban allocated population projection;
- b. include all cities within Snohomish County;
- c. can be supported by an urban level of service consistent with capital facilities plans for public facilities and utilities;
- d. are based on the best available data and plans regarding rehabilitation, conversion, redevelopment, infill and net developable lands;
- e. have identifiable physical boundaries such as natural features, roads, or special purpose district boundaries when feasible;
- f. do not include designated resource lands (e.g., agricultural or forest lands) unless the city or county has enacted a program authorizing transfer or purchase of development rights;
- g. have been evaluated for the presence of geographic and critical environmental areas;

- h. where possible include designated greenbelts or open space within their boundaries and on the periphery of the UGA to provide separation from adjacent urban areas and resource lands;
- i. will consider the vision of each jurisdiction regarding the future of their community during the next 20 years; and
- j. are large enough to ensure an adequate supply of land for an appropriate range of urban land uses to accommodate the planned growth.

UG-2 Allocate growth projections consistent with the county-wide planning policies through a cooperative planning process involving Snohomish County Tomorrow and including the following steps:

- a. Initial population projections will be based on the following sources:
 - 1. The 20 year population projection of the Office of Financial Management (OFM) for Snohomish County;
 - 2. The Puget Sound Regional Council's (PSRC) Vision 2020 population distribution;
 - 3. A further distribution of the population forecasts within each of the 47 PSRC Forecast Analysis Zones in Snohomish County to arrive at forecasts for cities (within current city limits) and for preliminary urban growth areas subject to further Snohomish County Tomorrow review prior to finalization;

The forecasts shown in Appendix B are a starting point.

- b. The Snohomish County Tomorrow Steering Committee will review and recommend the initial population forecasts and density standards to the County Council for incorporation into the countywide policies.
- c. Each city will initially determine land capacity and its ability to accommodate forecasts within current city limits and the county within unincorporated areas.
- d. Initial employment projections will be based on the PSRC's Vision 2020 employment projection and distribution for the PSRC's Forecast Analysis Zones within Snohomish County.

- e. The Joint Planning Teams and the Growth Management Coordinating Committees within the interim Urban Growth Areas will investigate in greater detail the initial population and employment forecasts for their respective joint comprehensive planning areas and compare them with the holding capacity of each urban growth area for residential and non-residential land uses.
 - f. The Joint Planning Teams and the Growth Management Coordinating Committees will make recommendations on the capacity and ability of each urban growth area to finance and provide urban services and capital facilities for the projected growth.
 - g. As the comprehensive planning process proceeds in each jurisdiction and more detailed land, capital facilities and urban service capacity information becomes available, the Steering Committee may evaluate the initial population allocations and densities and recommend refinements or amendments to the County Council consistent with the countywide planning policies.
 - h. The Snohomish County Tomorrow Steering Committee and the County Council will incorporate the final population and employment forecasts in the countywide planning policies prior to approval of final comprehensive plans which meet the requirements of the Growth Management Act, not later than March 31, 1993.
- UG-3 Ensure the final population allocation for UGAs reverses the current trend of an increasing share of the county's population locating in rural areas.
- UG-4 The regional Vision 2020 plan should be implemented through a collaborative planning process between the cities and the county. This process should include the citizens appointed by the cities and the county within the affected areas. The plan should establish a hierarchy and recommended designation of centers within urban growth areas, as specifically described on pages 20-25 of the Vision 2020 plan and as modified by the Puget Sound Regional Council or Snohomish County Tomorrow.
- UG-5 Ensure the siting and development of urban growth areas support pedestrian, bicycle and transit compatible design.
- UG-6 Coordinate urban center designations with the appropriate transit planning agencies to achieve compatibility of land use and transportation objectives within urban growth areas.

- UG-7 As part of the joint comprehensive planning process for each UGA, develop regulations and incentives that encourage higher densities and employment concentrations so that the majority of growth locates within the Metropolitan Centers, the designated Subregional Centers and Pedestrian Pockets.
- UG-8 Ensure UGAs provide sufficient density, developable land, public facilities and public services to accommodate most of the projected population and employment growth. In addition, the density should be adequate, according to recent studies, to support transit services and the efficient utilization of infrastructure.
- UG-9 Respect the character of existing residential neighborhoods and non-residential areas when planning for urban centers and mixed use developments within urban growth areas. Develop planning and design processes implementing strategies to:
1. require all new residential and commercial development to achieve a high level of pedestrian and public transit compatibility,
 2. encourage infill development, and
 3. enhance the existing community character and mix of uses.

NOTE: Two excellent planning resource documents jointly developed by Snohomish County jurisdictions for accomplishing the objectives of this policy are the Residential Development Handbook for Snohomish County Communities and SNOTRAN's A Guide to Land Use and Public Transportation for Snohomish County, Washington.

- UG-10 As a means of encouraging efficient use of non-residential land areas, local jurisdictions should provide various incentives for multi-story commercial and mixed use development.
- UG-11 Encourage mixed use, pedestrian friendly and transit compatible development in comprehensive plans for areas within the urban growth area which are designated for multiple residential and non-residential development.
- UG-12 Where possible, locate new human services facilities near access to transit to promote service delivery at affordable cost.
- UG-13 Use land capacity analysis methods that are consistent among jurisdictions to calculate holding capacity as approved by the Snohomish County Tomorrow Steering Committee.

- UG-14 Establish a process to evaluate the effectiveness of the UGAs at least once every five years.
- UG-15 Consider new, fully contained communities only if densities, availability of developable land, and capital facilities indicate that existing cities, towns and their designated urban growth areas cannot accommodate the 20-year growth forecast.
- UG-16 Minimize the adverse impacts on resource lands from storm water drainage, light and glare, and pedestrian and automobile traffic in designing new developments within towns and cities.

POLICIES FOR THE PROMOTION OF CONTIGUOUS AND ORDERLY DEVELOPMENT AND PROVISION OF URBAN SERVICES

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

The objective of concurrency is to assure improvements or strategies to accommodate the impacts of development according to RCW 36.70A.020(12): "Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards."

OD-1 Promote development within urban growth areas in order to use land efficiently, add certainty to capital facility planning, and allow timely and coordinated extension of urban services and utilities for new development.

Identify six year growth areas geographically within each UGA or establish policies which direct growth consistent with the land use and capital facilities plan elements to meet state law. In particular, RCW 36.70A.110(3) states that "urban growth should be located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development, and second in areas already characterized by growth that will be served by a combination of both existing facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government services be provided by cities, and urban government services should not be provided in the rural areas."

OD-2 Allow development within the incorporated and unincorporated portions of the UGA as follows:

- a. The cities will regulate development such that it does not preclude urban densities and does provide for urban governmental services and capital facilities.

- b. The county will regulate development within urban growth areas in a manner that does not preclude urban densities, based on strategies which will be developed as part of the joint comprehensive planning process for each urban growth area. These strategies will consider the unique development opportunities and constraints in each urban growth area and could range from development limitations in one area to the authorization of development at planned urban densities in those areas that have urban governmental services and capital facilities available.
 - c. Development will be consistent with six and twenty year land use and capital facilities plans.
- OD-3 Coordinate among jurisdictions within a particular UGA, the data, analysis and methodologies relating to Levels of Service (LOS) standards, as required by GMA. Each jurisdiction may implement and monitor its own LOS standards in accordance with each jurisdiction's adopted comprehensive plan.
 - OD-4 Allow extension of urban infrastructure and urban levels of service only within UGAs, except to remedy public health emergencies.
 - OD-5 Differentiate between levels of service for public facilities and services for areas within UGAs to achieve efficiency of service delivery in urban areas and maintain appropriate levels of service in rural areas.
 - OD-6 Encourage policies to ensure the capital facility plans of jurisdictions within the UGA will provide adequate LOS for planned growth.
 - OD-7 Develop and coordinate compatible capital facility construction standards for all service providers within a particular UGA.
 - OD-8 Encourage land use, economic and housing policies that co-locate jobs and housing to optimize use of existing and planned transportation systems and capital facilities.
 - OD-9 Develop comprehensive plan policies that encourage the orderly transition of unincorporated to incorporated areas within UGAs. This will allow urban services to be provided as mandated by the GMA consistent with local capital facilities plans.
 - OD-10 Encourage policies that allow for infill and redevelopment of suitable areas in accordance with local comprehensive plans.

OD-11 Establish low intensities of development and uses in areas outside of urban growth areas to preserve resource lands and protect rural areas from sprawling development.

POLICIES FOR JOINT COUNTY AND CITY PLANNING WITHIN URBAN GROWTH AREAS

These policies have been prepared under authority of RCW 36.70A.210(3) which states that "A countywide planning policy shall at a minimum, address the following...(f) Policies for joint county and city planning within urban growth areas;..."

Local plans and development regulations are expected to vary in complexity and in level of detail required in the supporting record, depending on population size, growth rates, resources available for planning and scale of public facilities and services provided.

Coordination of joint county and municipal planning within urban growth areas will be facilitated by the interlocal agreements establishing joint planning teams and growth management coordinating committees (GMCC) and other mutually agreed upon methods. The GMCCs will make comments as defined in the interlocal agreements for joint GMA planning.

- JP-1 Coordination of county and municipal planning as required by GMA, within urban growth areas, should be facilitated by public planning processes, as provided for through the interlocal agreements between the county and most cities for planning pursuant to GMA. These planning processes should emphasize the importance of early and continuous public participation, focus on decision-making at the local level, and review the consistency of comprehensive plans with each other.
- JP-2 Encourage policies that allow accessible, effective and frequent interjurisdictional coordination relating to the consistency of comprehensive plans within a particular UGA.
- JP-3 The definitions and descriptions of the term "consistency" contained in the GMA procedural criteria, Chapter 365-195 WAC, should be used to determine consistency between jurisdictions' comprehensive plans.
- JP-4 Through Snohomish County Tomorrow, establish an interjurisdictional group of elected officials, appointed officials, citizens and staff to review disputes regarding the consistency of comprehensive plans with each other.

POLICIES FOR RURAL LAND USE

- RU-1 Establish level of service standards for rural development.
- RU-2 Rural density and development standards will be based upon accommodating the portion of the 20 year growth not accommodated within the urban growth areas. The county will prohibit subdivision densities and patterns which preclude resubdivision to urban densities.
- RU-3 Establish rural infrastructure standards that are consistent with appropriate rural development patterns and densities. In general, such standards will preclude the development of public wastewater collection and public storm water collection systems in rural areas, reflecting lower densities and land coverages in these areas. Public water supply systems may be developed in the rural areas to meet the requirements of rural residents. Water sources and transmission lines may be developed in rural areas to meet the needs of urban growth areas.
- RU-4 Permit rural clustering as a tool for the preservation of rural open space.
- RU-5 Establish strict guidelines to limit commercial development outside of urban growth areas. Guidelines for commercial development should allow retailing and wholesaling of agricultural products raised on nearby farms. They should also allow recreation and limited convenience commercial development serving the daily needs of rural area residents. In general, all of the comparison shopping and much of the convenience shopping needs of rural residents should be served by commercial development within the UGAs.
- RU-6 Establish guidelines to limit industrial development outside of urban growth areas. These guidelines should provide for natural resource-based industrial development when industries require proximity to nearby resource lands.

POLICIES FOR HOUSING

The goal is to provide a variety of decent, safe, and affordable housing opportunities to all segments of the county's population.

The countywide housing goals and planning policies that follow are intended to provide a framework for local jurisdictions to meet the county's housing needs in a consistent and coordinated way. The housing policies strive towards meeting the county's housing needs by a variety of means, including new and redeveloped mixed-use projects in urban activity centers that are complemented by an infrastructure of schools, parks, shopping areas, and work places. These urban activity centers should be interconnected by a network of walkways, bikeways, and readily accessible transit stops.

- HO-1 Ensure that fair and equal access to housing is available to all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, familial status, source of income, or disability.
- HO-2 Make adequate provisions for existing and projected housing needs of all economic segments of the county.
- HO-3 Strengthen interjurisdictional cooperative efforts to ensure an adequate supply of housing is available to all economic segments of the county.
- HO-4 Adopt and implement a fair share distribution of low-income and special needs housing so as to prevent further concentration of such housing into only a few areas. The county and cities will collaborate in formulating a methodology to assess existing and projected housing needs of the county's population and a fair share housing allocation methodology.
- HO-5 Each jurisdiction's comprehensive plan housing element will specify which strategies are available to attain the jurisdiction's fair share housing objectives. The jurisdictions will consider as appropriate the strategies for achieving affordable housing presented in "The Report of the Partnership for Tomorrow's Low Cost Housing Opportunities Subcommittee" (May 1992) and the Residential Development Handbook for Snohomish County Communities (March 1992).
- HO-6 Production of an adequate supply of low and moderate income housing will be encouraged by exploring the establishment of interjurisdictional private/public financing programs which involve local lenders.

- HO-7 Ensure that adequate affordable housing is available in designated urban growth areas by adopting land use and density incentives and in rural areas by means of cluster housing that minimizes infrastructure costs.
- HO-8 Implement policies and programs that encourage the upgrading of neighborhoods and the rehabilitation and preservation of the supply of existing affordable housing, including but not limited to mobile home park housing, single room occupancy (SRO) housing, and manufactured housing.
- HO-9 Implement a coordinated monitoring program to evaluate progress towards achieving housing goals and objectives on a countywide and jurisdictional level. Such a monitoring program shall entail the preparation of a housing monitoring report every five years or more frequently if housing conditions warrant. The housing report will include an assessment of the adequacy of the jurisdictions' supply of developable residential building lots, the jurisdictions' supply of land for non-residential land uses, the location of urban growth boundaries, and an assessment of the jurisdictions' strategies for achieving their housing objectives.
- HO-10 Ensure consistent application of county-wide housing planning policies by adopting definitions of affordable housing, very low-income housing, low-income housing, moderate income housing, and middle income housing as established and periodically revised by the Department of Housing and Urban Development. The following definition of special needs housing shall be adopted:
- Affordable housing for persons that require special assistance or supportive care to subsist or achieve independent living, including but not limited to persons that are frail elderly, developmentally disabled, chronically mentally ill, physically handicapped, homeless, persons participating in substance abuse programs, persons with AIDS, and youth at risk.
- HO-11 Adopt a local planning process that reconciles the need to encourage and respect the vitality of established residential neighborhoods with the need to identify and site essential public residential facilities for special needs populations, including those mandated under RCW 36.70A.200.
- HO-12 Encourage the use of innovative urban design techniques to foster broad community acceptance of a variety of housing types.

- HO-13 Provide adequate, affordable housing choices for all segments of the County's work force within close proximity or adequate access to the respective places of work.
- HO-14 Encourage the use of environmentally sensitive housing development practices in order to minimize the impacts of growth on the county's natural resource systems.
- HO-15 Consider the economic implications of proposed building and land use regulations so that the broader public benefit they serve is achieved with the least additional cost to housing.
- HO-16 Ensure the expeditious and efficient processing of development applications by endeavoring to process complete development applications within 180 days. The jurisdictions shall maintain clear and specific submittal standards and the most current available information on wetlands, geologic hazardous areas, and fish and wildlife habitat conservation areas. The expeditious processing of development applications shall not result in the lowering of environmental and land use standards.
- (See letter from City of Stanwood regarding HO-16 in Appendix C.)
- HO-17 Minimize housing production costs by considering the use of a variety of infrastructure funding methods, including but not limited to existing revenue sources, impact fees, local improvement districts, and general obligation bonds.
- HO-18 Ensure that each jurisdiction's impact fee program adds no more to the cost of each housing unit produced than a fairly-derived proportionate share of the cost of new public facilities needed to accommodate the housing unit, as determined by the impact fee provisions of the Growth Management Act cited in RCW 82.02.
- HO-19 Require that adequate quantities of affordable housing for a broad range of income levels are provided in fully contained communities concurrent with the development of jobs, services, and other publicly-approved project improvements. (This would be applicable only if the County has made provision for new fully contained communities.)
- HO-20 Require that adequate quantities of affordable housing for support staff are provided in new master planned resort developments concurrent with the development of other publicly-approved project improvements. (This would be applicable only if the County has made provision for new master planned resort developments.)

HO-21 Encourage local jurisdictions to implement housing
relocation programs as provided under chapter 59.18 RCW.

POLICIES FOR THE SITING OF PUBLIC CAPITAL FACILITIES OF A COUNTYWIDE OR STATEWIDE NATURE

Essential public facilities of a countywide or statewide nature need to be reviewed through an interjurisdictional process established by Snohomish County Tomorrow. This process should build upon existing processes to the greatest extent possible, and should provide for incentives or mitigation to host communities where these facilities are sited. A guiding principle should be the shared responsibility of communities to site facilities for which they contribute to the need. The following policies shall guide development of the siting process to be included within the comprehensive plans of Snohomish County and its cities:

- CF-1 Formulate a common site review process to evaluate facility proposals according to criteria established for sites anywhere in Snohomish County. The Snohomish County Tomorrow Steering Committee shall establish this process, which shall provide for or include:
- a. a definition of these facilities;
 - b. an inventory of existing facilities and planned future facilities of the type under consideration for siting;
 - c. economic and other incentives to host jurisdictions;
 - d. a public involvement strategy;
 - e. safeguards for the environment and for public health and safety;
 - f. consideration of alternatives to the facility; and
 - g. variations in the process to account for special cases, such as, 1) facilities with inherent siting limitations (e.g., ports), 2) modifications or expansions of existing facilities on existing sites, and 3) scale differences between "countywide" and "statewide" facilities.

(Sample components of a site review process are available in a separate working paper.)

- CF-2 Collaborate on the development of common siting criteria for the various types of essential public facilities. (Sample definitions for "countywide" and "statewide" facilities are available in a separate working paper.)
- CF-3 Develop common site evaluation criteria which do not preclude the siting of essential public facilities in any jurisdiction. (Sample criteria are available in a separate working paper.)
- CF-4 Incorporate the Common Site Review Process into the Comprehensive Plan of each planning jurisdiction.

CF-5 Ensure that public review of proposals, including measures to mitigate potential impacts on neighborhood character, is an integral part of the Common Site Review process.

POLICIES FOR ECONOMIC DEVELOPMENT AND EMPLOYMENT

To achieve sustainable economic vitality for all the communities of Snohomish County, jurisdictions are encouraged, where appropriate, to develop and incorporate an economic strategy as part of their comprehensive plans. RCW 36.70A.070 does not require inclusion of an economic development element. However, coordination of economic development planning with the other required elements of comprehensive plans is vital to attracting new business, promoting economic diversity and encouraging existing business expansion.

The following policies are based in part from recommendations contained in a report entitled "Preparing for Economic Vitality" by Forward Washington, a statewide nonprofit organization dedicated to assisting local governments in the implementation of programs designed to achieve sustainable economic development.

As part of its comprehensive plan, each local government should take the following actions:

- ED-1 Assess the comparative advantages which the community now offers or could create to support future economic diversification and vitality.
- ED-2 Enhance the economic health of the community by explicitly identifying areas where future economic activity and growth is desired and foster the efficient linkage of major commercial and manufacturing centers to each other and to residential areas containing an adequate supply of affordable housing.
- ED-3 Designate locations for commerce and industry in the land use element and in urban growth areas.
- ED-4 Include economic development policies consistent with existing or planned capital and utility facilities.
- ED-5 Coordinate economic plans with transportation, housing, and land use policies that support economic development and predictability for future growth.
- ED-6 Recognize, where appropriate, the growth and development needs of businesses of local, regional, or statewide significance.

FISCAL IMPACT ANALYSIS

In order to ensure the long-term economic viability of local governments, jurisdictions will assess the long-term financial impacts of comprehensive plans, implementation measures, annexations, capital facility investments, and private development projects. The jurisdictions will jointly develop a method to assess fiscal impact. It is intended an equitable balance between revenues and the expenditures needed to support the required services will be provided.

The fiscal analyses should consider the following minimum components:

1. Annual operating budgets and basic service delivery capabilities and priorities;
2. Long-term capital facilities financing capability and priority;
3. A mechanism for future intergovernmental (including city to city) revenue sharing and cooperation to finance shared needs;
4. Effects of annexation, corresponding development and mitigation requirements;
5. Impacts on special districts and private utilities;
6. Input from both the public and private sector.

POLICIES FOR TRANSPORTATION

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

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

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

A balance among various modes of travel should be created so that we can maximize person-carrying capacity, as opposed to vehicle-moving capacity. We will need to decide what level of service we want from our various transportation modes (i.e., roadways, bikeways, bus transit, rail transit and demand-responsive transit). Various levels of service need to be applied to different intensities of land development. For example, urban, suburban and rural land uses could be served by different levels of roadway capacity and frequency of bus and rail services. Bikeways could be provided as separate recreation facilities or as transportation routes on major roadways. We need to achieve a balance or effective proportion of high-occupancy vehicle lanes versus general-purpose lanes on our roadways. Providing a wide range of choices in transportation services can ensure that all citizens have the ability to travel freely regardless of age, sex, race, income, disability or place of residence.

Policies related to level of service, transportation location and design need to be consistent across state, regional and local agencies to ensure effective and efficient transportation. We need to ensure that our countywide transportation systems are adequate to serve the level of land development we allow and forecast.

Air transportation services and capacity will not be addressed directly by the initial planning under the Growth Management Act. Air transportation planning is an intensive and regional effort that is beyond the time line for completion of GMA planning. This specialized planning effort will be made consistent with GMA requirements when the affected jurisdictions update their Airport Master Plans. It will affect the Paine Field and Arlington Airports and will involve considerable community debate before any decisions can be reached.

The Countywide Transportation Plan will be developed, in collaboration with all jurisdictions within Snohomish County, for the purpose of coordinating and prioritizing countywide transportation projects and programs. When approved by the Snohomish Tomorrow Steering Committee, it will be the preferred framework for a basic transportation plan for all jurisdictions in Snohomish County. All jurisdictions within the county mutually agree to develop plans which will be generally consistent with the Countywide Plan as adopted by Snohomish County Tomorrow. This allows an "incremental approach" to policy development for transportation. The goals, objectives and policies prepared for the Countywide Transportation Plan will eventually refine the countywide planning policies for transportation following Snohomish County Tomorrow review and recommendation to the County Council.

- TR-1 Establish agreements and procedures for jointly mitigating traffic impacts, including provisions for development and design review and sharing of developer impact mitigation:
- a. Interlocal agreements among the cities and county will be used in UGAs and areas proposed for annexation, to define procedures and standards for mitigating traffic impacts, sharing improvement and debt costs for transportation facilities, and addressing maintenance and funding for future transportation facilities and services.
 - b. Joint development and plan review teams will be formed for major projects having impacts that extend across jurisdictional boundaries.
 - c. Development impact mitigation will be shared where a project's impacts extend across jurisdictional boundaries.

- d. Local comprehensive plans will provide policies that encourage private sector investment in transportation services and facilities.
- TR-2 Designate transportation service areas that provide the geographic basis for joint projects, maintenance, level of service methods, coordinated capital and mitigation programs and finance methods for transportation facilities and services.
- TR-3 Establish agreements and procedures for setting priorities, programming, maintaining and financing for countywide, regional and state transportation facilities and services consistent with GMA and Intermodal Surface Transportation Efficiencies Act (ISTEA).
- a. The county and cities agree to develop consistent methodologies to determine transportation needs and their estimated costs in terms of capital, operations and maintenance.
 - b. Transportation needs will be prioritized based upon the extent to which they fulfill the objectives of local comprehensive plans and the adopted regional growth strategy and transportation policies.
 - c. The PSRC, county and cities will maintain an ongoing and coordinated six-year program that specifies the financing of immediate transportation improvements.
- TR-4 Provide transportation facilities and services that support the land use elements of the county and cities' comprehensive plans, particularly roadway capacities together with public transportation services appropriate to the designated land use types and intensities.
- a. Maintain existing arterials and neighborhood streets in order to promote their safe and efficient use.
 - b. Allow for a network of interconnected roadways based on a consistent classification system and sets of design standards.
 - c. The PSRC, county and cities mutually agree to use land use projections based on local comprehensive plans to identify and plan for adequate roadway, pedestrian, bicycle and transit services to meet travel needs.

- d. The county and cities mutually agree to review land use designations where roadway capacity and/or transit service capacity cannot adequately serve or expect to achieve concurrency for development allowed under the designation.
- e. Adequate access to and circulation for public service and public transportation vehicles will be part of the planning for comprehensive plan land use designations and subsequent development.

TR-5 Develop consistent transportation design standards for urban and rural areas throughout the County that address public transportation, roadways, ferries, walkways, bikeways and access for people with disabilities, and that recognize differences among communities.

- a. Identify major travel routes needing additional public transportation improvements to increase people-carrying capacity.
- b. Coordinate local comprehensive plans to develop a system of interconnected walkways and bikeways.
- c. Transportation facility design, level of service standards and site plan design standards will address the movement of goods and services to enhance the well being of the economy.

TR-6 Prepare consistent rules and procedures among affected jurisdictions for locating transportation facilities and services to minimize and mitigate their adverse impacts on designated critical areas. Depending on the jurisdiction, these may include:

- a. design standards and consistent methods to minimize adverse impacts on shorelines, water resources, drainage patterns and soils,
- b. location criteria that minimize the disruption to natural habitat, flood plains, wetlands, geologically and other environmentally sensitive areas, and
- c. cooperation with the Puget Sound Air Quality Control Agency, PSRC, and local jurisdictions to ensure consistency with the transportation control measure requirements of the 1990 Clean Air Act Amendments.

TR-7 Employ consistent and professionally accepted methodologies for determining transportation levels of service that consider development intensities for urban areas versus rural areas, high-occupancy vehicle use and community values as reflected by the city and county comprehensive plans.

The county and cities mutually agree to use a consistent technique in calculating transportation level of service on a systems basis that:

- a. incorporates different levels of service depending on development form, mix of uses and intensity/density of land use in accordance with local comprehensive plans,
- b. employs consistent data collection and processing in determining travel demand and system operations along with the Puget Sound Regional Council (PSRC), adjacent local jurisdictions and transit agencies, and
- c. monitors level of service and concurrency on a routine basis on those critical transportation facilities and services that serve as indicators of the quality of system operation.

TR-8 Achieve concurrency requirements for land development by considering transportation levels of service and available financial resources to make needed transportation improvements.

- a. The goals, policies and objectives of local comprehensive plans shall be the basis for making interpretations of development concurrency with transportation.
- b. Level of service will be used as a growth management tool to limit development in rural areas and offer incentives for more intense development within existing urban areas.
- c. The impact of alternate modes of travel (e.g., carpools, vanpools, buses, rail, etc.), as well as single-occupant vehicles, will be considered in making local concurrency determinations.
- d. Recognize there are transportation services and facilities that are at their ultimate capacity and may not be considered in concurrency determinations.

- e. The county and cities will reconsider land use designations where it is evident transportation facilities and services can not be financed or provided in sufficient time to maintain concurrency with land development.

TR-9 Establish common policies and technical procedures for transportation demand management (TDM) programs that reduce trip making and air quality impacts associated with development and major employers.

- a. The county and cities mutually agree to cooperatively designate Commute Trip Reduction Zones (CTRZ) and the County will coordinate these zones with King, Pierce and Kitsap counties through the PSRC.
- b. The PSRC, county and cities mutually agree to establish baseline values for commute trip vehicle-miles-of-travel and single-occupant vehicles for 1992 to determine consistent commute trip reduction goals.
- c. The county and cities mutually agree to coordinate implementation of trip reduction measures for employer trip reduction programs to ensure consistency and equity.
- d. Trip reduction surveys and monitoring practices will be consistent for county and city planning efforts.

TR-10 Collaborate with federal, state, and regional agencies, and adjacent counties to prepare uniform criteria for locating and mitigating the impacts of major countywide and regional transportation facilities and services (e.g., high-capacity-transit). These agencies mutually agree to:

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

TR-11 Establish an education program utilizing state, county, transit agency and city transportation resources and local school districts that encourages reliance on public transportation.

- a. The county and cities, in cooperation with Community Transit and Everett Transit agencies will establish an ongoing public awareness program for ridesharing and public transportation.
- b. The county and cities, in cooperation with Community Transit and Everett Transit agencies will sponsor workshops for community and business groups to identify desirable enhancements to public transportation and to promote high-occupancy vehicle use.

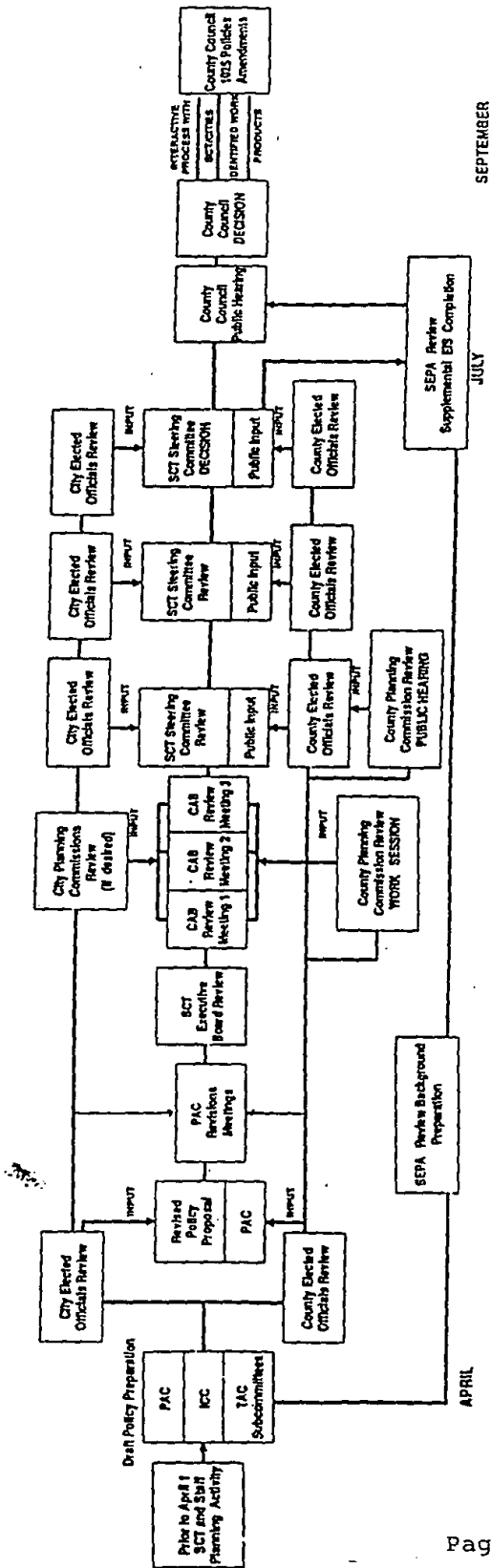
TR-12 Establish land use designations and site design requirements that are supportive and compatible with public transportation and as optional elements, to be separately determined by each local jurisdiction, encourage innovative techniques such as:

- a. pedestrian-scale neighborhoods and activity centers to stimulate use of high-occupancy vehicles,
- b. mixed-land uses and pedestrian-friendly design, and
- c. employment-intensive land uses and shared parking.

NOTE: The draft policy documents reviewed by the Steering Committee's Retreat Teams and Policy Subcommittee included the Snohomish County Tomorrow Goals and additional policies for the natural environment, open space and parks and recreation. The Policy Subcommittee recommended by consensus on November 18, 1992, that these policies not be included in the countywide planing policies. The committee also recommended that the additional policies not be part of the set of policies which are scheduled for review and adoption by the County Council prior to January 28, 1993. The Policy Subcommittee agreed by consensus to recommend that the Steering Committee review and discuss these policies prior to March 31, 1993, so that they can be added to the countywide policies by the County Council together with other policy refinements to the population allocation and transportation policies.

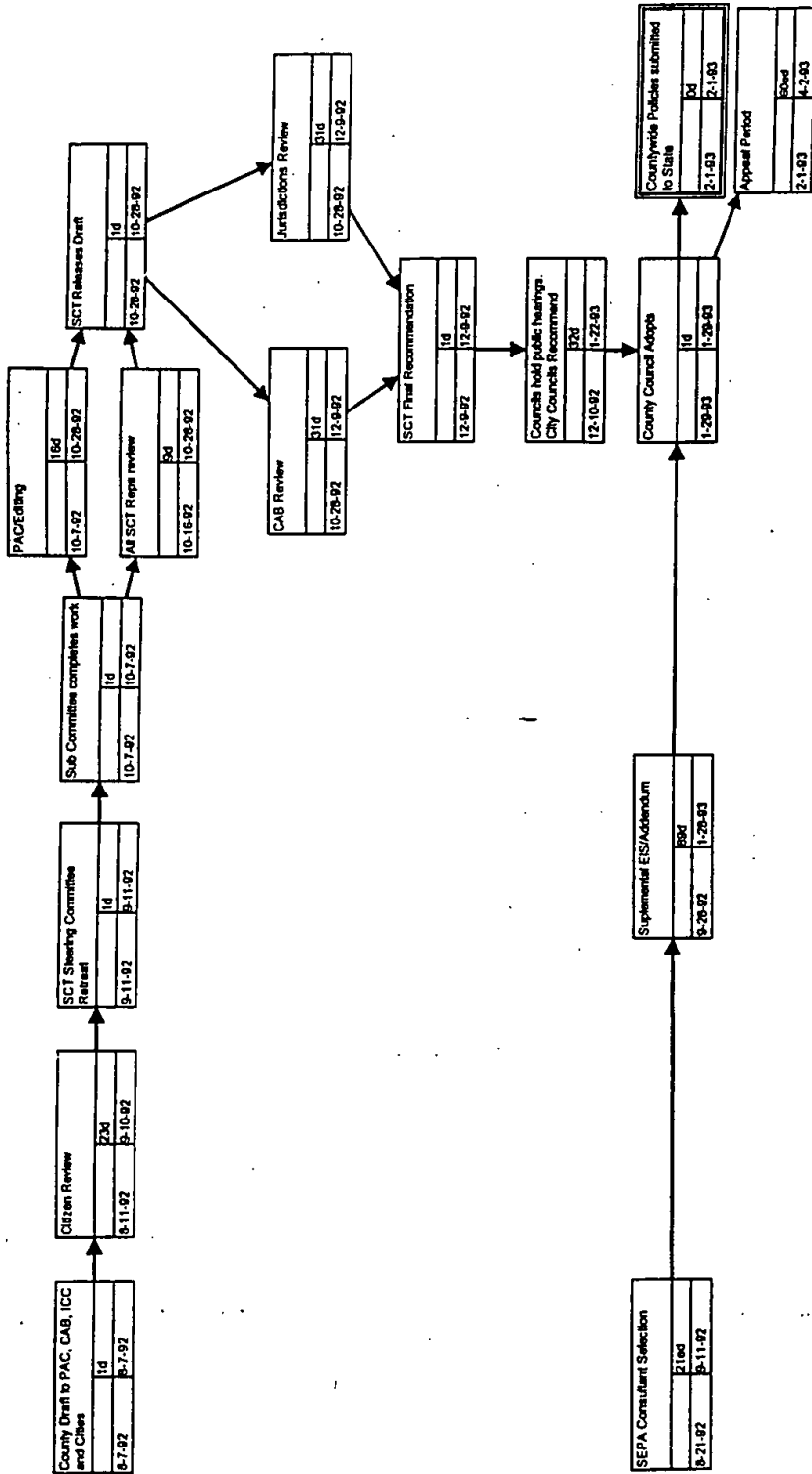
APPENDIX A

ADOPTION PROCESS Countywide Planning Policies



APPENDIX A

County-Wide Policy Schedule



APPENDIX B

Initial 2012 Population Forecast
For Cities and the Interim Urban Growth Areas (IUGA)
(See notes on next page)

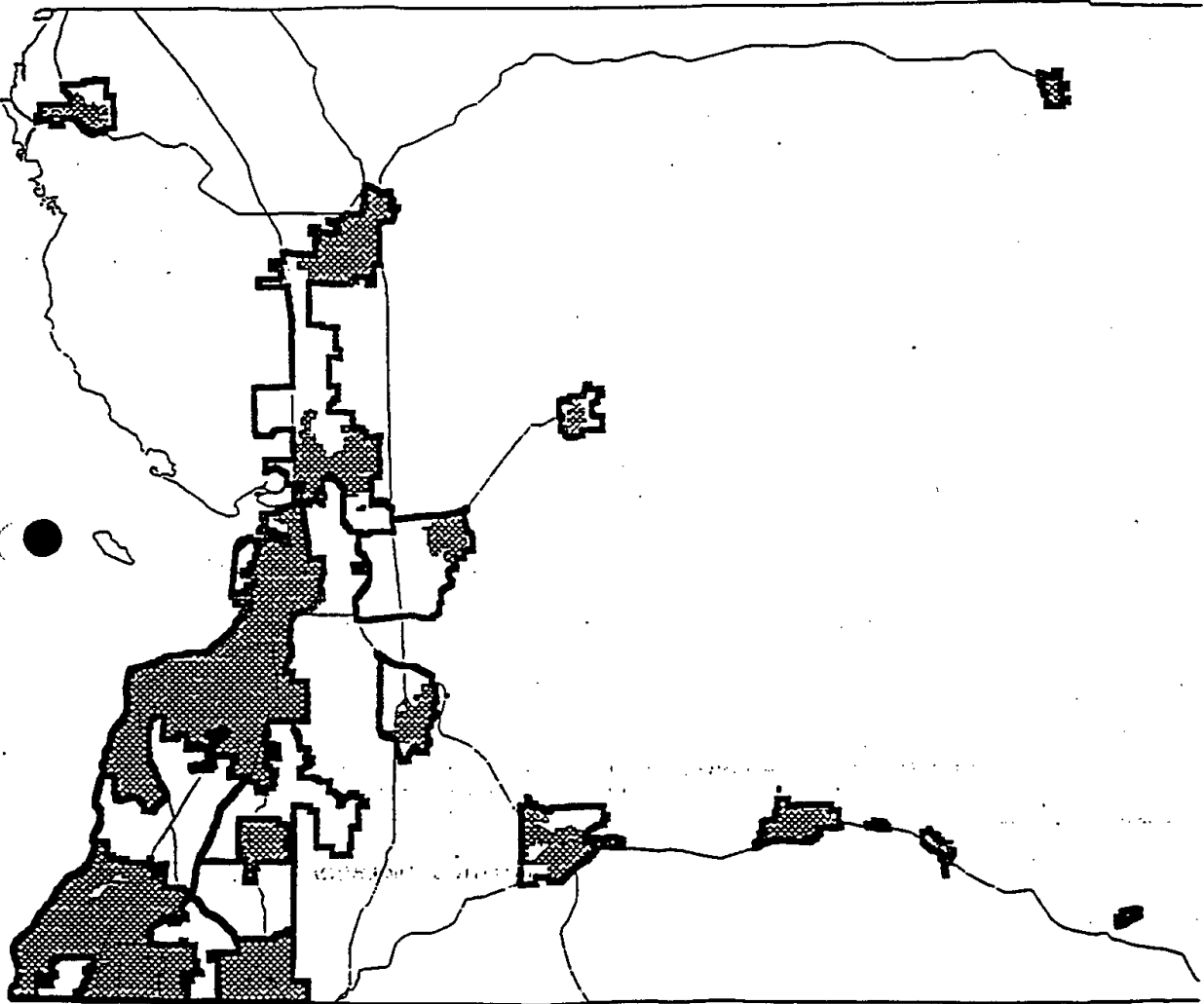
Aug-5-92
Revised Sep-12-92

Area /1	1992 Pop Estimate	2012 Pop Forecast	1992-2012 Change
Arlington/Marysville IUGA	39,691	56,566	16,875
Arlington City	4,450	6,139	1,689
Marysville City	13,030	18,240	5,210
Unincorporated	22,211	32,187	9,976
Darrington IUGA /2	1,075	1,112	37
Gold Bar IUGA /2	1,140	1,208 /4	68
Granite Falls IUGA	1,451	2,193	742
Granite Falls Town	1,260	1,683	423
Unincorporated	191	510	319
Index IUGA /2	140	148 /4	8
Lake Stevens IUGA	14,564	20,678	6,114
Lake Stevens City	4,240	5,672	1,432
Unincorporated	10,324	15,006	4,682
Monroe IUGA	7,708	9,310	1,602
Monroe City	4,970	6,145	1,175
Unincorporated	2,738	3,165	427
Snohomish IUGA	9,427	11,015	1,588
Snohomish City	6,650	7,533	883
Unincorporated	2,777	3,482	705
Stanwood IUGA	2,640	3,911	1,271
Stanwood City	2,155	3,059	904
Unincorporated	485	852	367
Sultan IUGA	2,329	3,542 /4	1,213
Sultan Town	2,293	3,256	963
Unincorporated	36	286	250
S.W. County IUGA	312,873	466,916	154,043
Incorporated	195,160	266,471	71,311
Bothell City (part)	11,295 /3	19,708	8,413
Brier City	5,740	7,387	1,647
Edmonds City	30,750	36,787	6,037
Everett City	75,840	100,432	24,592
Lynnwood City	29,110	38,043	8,933
Mill Creek City	8,270	14,709 /4	6,439
Mtlake Terrace City	19,820	24,730	4,910
Mukilteo City	13,420	23,502	10,082
Woodway Town	915	1,173	258
Unincorporated	117,713	200,445	82,732
Alderwood	16,282	25,999	9,717
Esperance	11,382	12,482	1,100
North Creek - N.	27,122	49,199	22,077
North Creek - S.	22,831	38,640	15,809
Paine Field	38,961	72,671	33,710
Other	1,135	1,454	319
IUGA Total	393,038 (80%)	576,599 (81%)	183,561 (83%)
City Total	236,563 (48%)	320,666 (45%)	84,103 (38%)
Uninc. IUGA Total	156,475 (32%)	255,933 (36%)	99,458 (45%)
Non-IUGA Total (Rural Uninc.)	101,262 (20%)	137,645 (19%)	36,383 (17%)
County Total	494,300 (100%)	714,244 (100%)	219,944 (100%)

- - City forecasts are shown for current city boundaries. IUGA forecasts are based on preliminary IUGA boundaries as of July 15/92 (see attached map).
- _/2 - IUGA identical to town boundary at this time.
- _/3 - For comparison purposes, the Apr 1/92 population estimate for Bothell includes the unincorporated population in Canyon Park, even though this area was not annexed by Bothell until Apr 30/92.
- _/4 - Further analysis needed.
- _/5 - The 36,383 population increase in rural unincorporated Snohomish County is 38 percent lower than the PSRC's Existing Plans Forecast.

NOTE: These forecasts are based on the May 28/92 draft PSRC Vision 2020 Alt. #1 forecast, adjusted to add to the Office of Financial Management (OFM) 2012 population projection of 714,244 for Snohomish County. The forecasts were distributed to cities using the County's POPUL model. POPUL disaggregates the PSRC forecasts (produced for each of Snohomish County's 47 Forecast and Analysis Zones - FAZs) to 16th sections based on each 16th section's theoretical holding capacity for population assuming full residential buildout at the highest allowable density. The 16th section forecasts are then aggregated to produce a city and IUGA population forecast. These forecasts, center designations, and density standards represent initial city and IUGA assignments to be further evaluated once IUGA boundaries are finalized and information on developable land supply and capital facilities capacity is obtained.

Prepared by Snohomish County Planning Department, August 5, 1992.



Interim UGA boundaries (shown with thick lines) used for initial population forecast. Cities are shown in cross-hatch.



City of Stanwood

10220 - 270th Street NW
Stanwood, Washington 98292
(206) 629-2181 (206) 652-9090
FAX (206) 629-3009

DATE: September 23, 1992
TO: Snohomish County Tomorrow Steering Committee
FROM: The City of Stanwood
SUBJECT: County-wide Planning Policies for Snohomish County
DRAFT POLICIES FOR HOUSING - MINORITY REPORT

HO-16 Ensure the expeditious and efficient processing of development applications by maintaining clear and specific submittal standards and the most current available information on wetlands, geologic hazardous areas, and fish and wildlife habitat conservation areas, while endeavoring to process complete development applications within 180 days. The expeditious processing of development applications shall not result in the lowering of environmental and land use standards.

The bold portion of this draft goes beyond policy framework and mandates implementation measures for the jurisdictions. These measures are beyond the mandates of the GMA.

By inserting a timeline into this policy the jurisdictions place themselves under a legal obligation to meet the specified standard. The Cities to date have generally been efficient and expeditious in processing development applications. So, there is no need for them to place themselves under this legal regulation. If the County has a problem in expeditiously and efficiently processing development applications, then the problem needs to be addressed in the County's administrative code. This remedy would also apply to any City which is or has had problems in this issue.

But, the fact that one or more jurisdictions may have or had problems in time delays in this issue is not justification for establishing an administrative procedure for all jurisdictions in what should be a policy which establishes the framework for county-wide planning on affordable housing.

Also, by mandating a specific period of time in which the jurisdiction should process the application, the mandate also then gives the jurisdiction the right to delay the processing for 180 days.