

Urban Core Subarea Plan- Draft Policies

2024 Snohomish County Comprehensive Plan Update

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Note: The Urban Core Subarea Plan is a new element to the 2024 Comprehensive Plan update. All goals and policies are new, and new text is shown as underlined.



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Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Reason for Proposed Policy
1.0 Introduction/Vision		
<u>Goal UC 1</u>	<u>Support development in the Urban Core Subarea that meets the housing, employment, services, and transportation needs of communities.</u>	
2.0 Demographic Profile		
<u>Goal UC 2</u>	<u>Support the communities that reside, work, and recreate within the Urban Core Subarea.</u>	
3.0 Regional Collaboration		
<u>Goal UC 3</u>	<u>Work with regional authorities, neighboring jurisdictions, community members, and developers to achieve the overarching vision and goals of the Urban Core Subarea.</u>	
<u>UC 3.1</u>	<u>The County shall consult with regional authorities, private developers, and community members on design measures, regulations, investments, and incentives in the Urban Core Subarea Plan.</u>	<ul style="list-style-type: none"> • CPP DP-11 “The County and cities should revise development regulations and incentives, as appropriate, to encourage higher residential densities and greater employment concentrations in Urban Growth Areas.” • CPP DP-16 “Jurisdictions should encourage the use of innovative development standards, design guidelines, regulatory incentives, and applicable low impact development measures to provide compact, high-quality communities.” • Development in the Urban Core Subarea requires collaboration between the County, Sound Transit, regional authorities, and private developers.

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UC 3.2	<u>In conjunction with regional authorities, private developers, and community members, the County shall monitor and assess the implementation of the Urban Core Subarea Plan and make adjustments to meet the plan’s vision and goals. Review of the implementation of the Subarea Plan should occur every ten years after the Plan’s adoption.</u>	<ul style="list-style-type: none"> • The Urban Core Subarea Plan needs to be monitored to ensure that the vision and goals are being achieved. The County’s Comprehensive Plan is updated every 10 years under state law.
UC 3.3	<u>The County shall work with the cities of Everett, Lynnwood, Mukilteo, and Mill Creek on light rail and land use planning, as the Urban Core Subarea includes the municipal urban growth areas of these cities.</u>	<ul style="list-style-type: none"> • The Subarea includes the future urban growth areas for several adjacent cities. This policy ensures that development is coordinated between different jurisdictions.
UC 3.4	<u>The County shall plan with Sound Transit, and the cities of Everett and Lynnwood on the development and implementation of a Model Code for light rail station areas.</u>	<ul style="list-style-type: none"> • CPP JP-5 “The County and affected cities should collaborate on the development of appropriate urban design measures in unincorporated Urban Growth Areas.” • Sound Transit, Snohomish County, and the cities of Everett and Lynnwood have been meeting regularly to work on the planning for a shared Model Code. The intent is to have consistent guidelines for light rail station areas along the Everett Link light rail extension.
UC 3.5	<u>The County shall collaborate with Sound Transit on the siting of light rail stations. This includes reviewing National Environmental Policy Act (NEPA) studies and traffic studies. Considerations shall be made for mitigating impacts on traffic flows caused by the siting of light rail stations.</u>	<ul style="list-style-type: none"> • The County and Sound Transit meet regularly to review and discuss plans for the Everett Link extension. This includes the siting of potential station locations and alignments.
UC 3.6	<u>The County shall coordinate efforts with Sound Transit, Community Transit, and adjacent municipalities in determining the siting and design of the SR 99/Airport Road light rail station, including vehicle and active transportation access to the site.</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-JP-5. • The SR 99/Airport Road light rail station is a provisionally planned station dependent on funding. • The station location at SR 99/Airport Road is near the municipal boundaries of the City of Everett, and future urban growth areas for the City of Mukilteo. Station planning will require coordination between transit providers and jurisdictions to ensure that the design

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		will meet the requirements of these different parties.
<u>UC 3.7</u>	<u>The County shall coordinate the timing of local infrastructure improvements including roads, sidewalks, and utilities with Sound Transit with the planning and construction of light rail infrastructure include stations and lines.</u>	<ul style="list-style-type: none"> • The County and Sound Transit should synchronize the planning and construction of infrastructure. Local improvements by the County would be completed at the same time as light rail improvements by Sound Transit.
<u>UC 3.8</u>	<u>The County shall coordinate with Sound Transit during the construction process of light rail stations and rail lines to mitigate construction impacts and nuisances. This includes mitigating impacts on traffic flows caused by construction.</u>	<ul style="list-style-type: none"> • The County and Sound Transit need to work together to ensure that construction impacts and nuisances are mitigated.
<u>UC 3.9</u>	<u>The County will collaborate with Sound Transit in the planning and design of open spaces, parks, and plazas adjacent to light rail stations. This may include identifying funding opportunities and strategies for land acquisition, development, and maintenance.</u>	<ul style="list-style-type: none"> • MPP-DP-11 “Identify and create opportunities to develop parks, civic places (including schools), and public spaces, especially in or adjacent to centers.” • Development around light rail stations allows for the prospect of new parks and open spaces. As part of station design, Sound Transit considers an open space component. There may be opportunities for partnerships in the development of these sites.
<u>UC 3.10</u>	<u>The County shall coordinate land use policies along the SR 99 corridor to integrate developments with adjacent municipalities, the Washington State Department of Transportation (WSDOT), and Community Transit (CT).</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-JP-5. Future land use planning will require coordination between transit providers, jurisdictions, and the Washington State Department of Transportation (WSDOT). This will ensure that future land use development is consistent along the SR 99 highway corridor.
<u>UC 3.11</u>	<u>The County shall collaborate with local jurisdictions within the Swamp Creek Watershed to enhance public access to publicly owned conservation and recreational areas where public access is permitted.</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-JP-5. • The Swamp Creek Watershed is an important environmental area within the Urban Core Subarea and requires the conservation efforts of adjacent municipalities including Snohomish County, City of Lynnwood, City of Mill Creek, and City of Mukilteo

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<u>UC 3.12</u>	<u>The County should support coordinating site access and infrastructure improvements including interpretative signage with the Alderwood Water & Wastewater District to protect and enhance the 164th Steet Artesian Well site.</u>	<ul style="list-style-type: none"> • The Artesian Well is an important site that is regularly accessed by the public. The County should support the Alderwood Water & Wastewater District in protecting and enhancing the site.
4.0 Environment and Climate Change		
<u>Goal UC 4</u>	<u>Protect and enhance the natural environment, environmentally critical areas and implement carbon reducing practices in the Urban Core Subarea.</u>	
<u>UC 4.1</u>	<u>The County shall promote the conservation and restoration of streams, creeks, wetlands, and other environmentally critical areas including setback buffers in the Urban Core Subarea.</u>	<ul style="list-style-type: none"> • CPP-Env-1 “All jurisdictions shall protect and enhance natural ecosystems through their comprehensive plans, development regulations, capital facilities programs, and management practices. Jurisdictions should work collaboratively, employing integrated and interdisciplinary approaches, to consider regional and countywide strategies and assessments, as well as best available qualitative and quantitative information, in formulating plans and regulations that are specific to their community.” • It is important to protect environmentally sensitive areas including watersheds and waterbodies for the region’s water supplies.
<u>UC 4.2</u>	<u>The County shall consider developing greenway and wildlife corridors that connect parks and open spaces within and adjacent to the Urban Core Subarea. Corridors that cross jurisdictional boundaries shall require coordinated planning between jurisdictions.</u>	<ul style="list-style-type: none"> • CPP-Env-4 “The County and cities should identify and protect, enhance, or restore wildlife corridors and important habitat areas that support designated species of local or state significance, such as orca and salmon, and those areas that are critical for survival or endangered or threatened species.” • MPP-Env-14 “Identify and protect wildlife corridors both inside and outside the urban growth area.”

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		<ul style="list-style-type: none"> • This policy is in following with CPP-Env-4 to protect and connect open spaces for wildlife.
UC 4.3	<p><u>The County shall collaborate with local jurisdictions, public entities, and private landowners within the Swamp Creek Watershed to enhance access and connectivity to publicly owned conservation areas where appropriate and feasible.</u></p>	<ul style="list-style-type: none"> • MPP-DP-14 “Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.” • The Swamp Creek Watershed is an important environmental area. There should be collaboration to allow for access to publicly owned recreation areas.
UC 4.4	<p><u>The County shall support public transportation including light rail, bus rapid transit, and active transportation including walking and cycling and other travel alternatives to single occupancy vehicles to support reducing air pollution and greenhouse gas emissions in the Urban Core Subarea.</u></p>	<ul style="list-style-type: none"> • MPP-En-21 “Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.” • MPP-CC-3 “Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the transportation system, and reducing vehicle miles traveled by increasing alternatives to driving alone.” • Follows state and regional greenhouse gas emissions requirements. The County shall support public transportation and active transportation to reduce air pollution and greenhouse gas emissions in the Urban Core Subarea.
UC 4.5	<p><u>The County shall encourage the expansion of electric transportation infrastructure including electrical vehicle charging stations near light rail stations and other transportation and community service locations.</u></p>	<ul style="list-style-type: none"> • Proposed policy is consistent with MPP-CC-3 • The Subarea aims to support multiple forms of transportation. This includes electric vehicles and the charging infrastructure required by these vehicles.
UC 4.6	<p><u>The County shall require that public facilities, buildings, light rail station buildings, and associated structures in the Urban Core Subarea integrate innovative green building practices and LEED standards in design, materials selection, construction, and maintenance.</u></p>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-Env-7 • Proposed policy is consistent with CPP-CC-3 • MPP-En-5 “Locate development in a manner that minimizes impacts to natural features. Promote the use

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		<p>of innovative environmentally sensitive development practices, including design, materials, construction</p> <ul style="list-style-type: none"> • Consistent with County policies that support green building practices. This should be extended to include light rail stations and other facility buildings in the Urban Core Subarea.
UC 4.7	<p>The County shall encourage private developers to utilize <u>green building practices and LEED standards in new and retrofitted buildings to reduce energy use. This includes supporting rooftop designs with green or cool roof features.</u></p>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-CC-3 • MPP-CC-2 “Reduce building energy use through green building and retrofit of existing buildings.” • In following County policies that support green building practices. This should be extended to include light rail stations and other facility buildings in the Urban Core Subarea.
UC 4.8	<p><u>Enhance urban tree canopy by encouraging planting new trees in residential and non-residential areas and preserving existing stands of trees in the Urban Core Subarea.</u></p>	<ul style="list-style-type: none"> • MPP-En-9 “Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.” • The preservation and enhancement of the urban tree canopy are important as new development occurs within the Urban Core Subarea.
<p>5.0 Land Use and Urban Design</p>		
Goal UC 5	<p><u>Plan for communities centered around light rail stations that provide residential, commercial, and employment opportunities, support adjacent residential neighborhoods, and are accessible by transit and active forms of transportation.</u></p>	
	Light Rail Station Centers	

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<u>UC 5.1</u>	<u>The County shall develop and implement a Light Rail Community future land use designation that supports high density residential, commercial, and mixed-use developments in light rail centers.</u>	<ul style="list-style-type: none"> • CPP-DP-13 “The County and cities should integrate the desirable qualities of existing residential neighborhoods when planning for urban centers and mixed-use developments. Jurisdictions should adopt design guidelines and standards for urban centers to provide for a compact, efficient site design that integrates building design with multimodal transportation facilities and publicly accessible open spaces” • Light rail communities should include services and amenities that are within walking distance. This includes residential, commercial, and other land uses.
<u>UC 5.2</u>	<u>Light Rail Communities shall have a diversity of uses, including mixed-use, office, small-to-medium format retail, community services, multi-residential, and open spaces within walking distance.</u>	<ul style="list-style-type: none"> • MPP-DP-1 “Develop high-quality, compact urban communities throughout the region’s urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.” • Light rail communities should include services and amenities that are within walking distance. This includes residential, commercial, and other land uses.
<u>UC 5.3</u>	<u>The County shall adopt development regulations that create a transition from higher densities to lower densities at the periphery of Light Rail Communities, so that they integrate with adjacent residential neighborhoods.</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-DP-13. • For land use compatibility, a transition should be provided between light rail communities that have a greater development intensity and building height and adjacent residential neighborhoods. This can be achieved through development regulations regarding development intensities and building heights.
<u>UC 5.4</u>	<u>Support the siting of human services facilities that support public and community needs in accessible and walkable locations within Light Rail Communities.</u>	<ul style="list-style-type: none"> • CPP-PS-17 The County and cities should encourage the location of new human services facilities near access to transit.” • Policy was influenced by discussions with community groups in the Urban Core Subarea. It is important that

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		<p>facilities are accessible by transit and active transportation including walking and cycling.</p>
<p><u>UC 5.5</u></p>	<p><u>Promote infill development on vacant and underutilized parcels in the Urban Core Subarea, particularly in Light Rail Communities.</u></p>	<ul style="list-style-type: none"> • CPP-DP-15: “The County and cities should adopt policies, development regulations, and design guidelines that allow for infill and redevelopment of underutilized lands and other appropriate areas.” • There are opportunities for development on vacant and underutilized parcels of land in the Urban Core Subarea. This is particularly important for parcels that are accessible by transit.
	<p>Building and Site Designs</p>	
<p><u>UC 5.6</u></p>	<p><u>Encourage developments that incorporate quality building designs, finishings, and amenity spaces to create active street frontages that may include:</u></p> <p><u>Subsection (a) patios, sitting areas, and landscaped areas adjacent to sidewalks and public right-of-way.</u></p> <p><u>Subsection (b) awnings and canopies on building facades adjacent to the street to protect pedestrians from weather elements.</u></p> <p><u>Subsection (c) art and design features such as murals, installations, and sculptures on building facades or in plazas and amenity spaces.</u></p>	<ul style="list-style-type: none"> • MPP-DP-10: “Design public buildings and spaces that contribute to a sense of community and a sense of place.” • Building features should support an attractive and interactive street front to support pedestrians.

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<u>UC 5.7</u>	<u>The County should encourage the ground floor of mixed-use buildings to incorporate flexible designs and spaces that can accommodate commercial, service, institutional or cultural uses in the Light Rail Communities and Mixed-Use Corridor designations.</u>	<ul style="list-style-type: none"> • MPP-DP-1 “Develop high-quality, compact urban communities throughout the region’s urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.” • This policy supports mixed use development that has an interactive street front. Mixed use buildings should have flexible ground floor designs.
<u>UC 5.8</u>	<u>The County should encourage residential building designs that include residential units and live-work units fronting onto open spaces, sidewalks, and streets with an active transportation focus or adjacent to transit in the Light Rail Communities and Mixed-Use Corridor designations.</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with MPP-DP-10. • Building designs should include an interactive street front along sidewalks. For residential buildings, this can include units accessed from the sidewalk.
<u>UC 5.9</u>	<u>The County will review its regulations to find areas where it can encourage the preservation and establishment of incubator spaces that are affordable and flexible for small businesses and start-ups in the Urban Core Subarea.</u>	<ul style="list-style-type: none"> • ED-2 “The County and cities should encourage the establishment and growth of locally owned, small businesses through comprehensive plan policies, infrastructure investments, and fair and appropriate land use regulations in all communities.” • Small businesses and start-ups require flexible and affordable spaces for their operations. This can include supporting existing spaces, or the building of new spaces.
<u>UC 5.10</u>	<u>The County should consider off-street parking reductions for developments such as non-market housing and community facilities that are accessible by high-capacity transit stations or reduce the need for single occupancy vehicles.</u>	<ul style="list-style-type: none"> • CPP-DP-16: “Jurisdictions should encourage the use of innovative development standards, design guidelines, regulatory incentives, and applicable low impact development measures to provide compact, high-quality communities”. • Travel by transit and active transportation are encouraged in the Urban Core Subarea. There are opportunities to reduce the amount of travel by personally operated vehicles. There can be a reduction

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		in the amount of parking spaces required in new developments.
<u>UC 5.11</u>	<u>The County should consider regulations that allow for the adaptive reuse or redesign of parking facilities, surface parking lots, or off-street parking into other uses if there is a decrease in parking demands near high-capacity transit stations.</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-DP-16. • Travel by transit and active transportation are encouraged in the Urban Core Subarea. There are opportunities to reduce the amount of travel by personally operated vehicles. There can be a reduction in the amount of parking spaces required in new developments.
	Temporary Structures and Amenities	
<u>UC 5.12</u>	<u>The County may allow temporary structures and amenities for commercial, retail, or recreational purposes that are removable. This may include shipping container structures, canopy tents, stands, stalls, and temporary decking.</u>	<ul style="list-style-type: none"> • CPP-DP-36 “Jurisdictions should develop high quality, compact urban communities that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.” • Temporary structures can serve as pop-up amenities such as coffee shops, market stalls, or sitting areas. These provide amenities and services to the local community and can be readily accessed by pedestrians.
<u>UC 5.13</u>	<u>The County should support regulations that allow for sidewalk cafes and outdoor seating arrangements on public rights-of-way.</u>	<ul style="list-style-type: none"> • CPP-DP-18 “In coordination with transit agencies, jurisdictions that are served by transit should, where appropriate, enact transit-oriented development policies and development standards. Transit oriented development should include the following common elements: <ul style="list-style-type: none"> • b. Include pedestrian scale neighborhoods and activity centers to stimulate use of transit and ride sharing”. • Streets that support active transportation should include amenities that can be utilized by pedestrians.

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	SR 99 Corridor Policies	
UC 5.14	<p><u>The County shall create and implement a new Mixed Use Corridor future land use designation that will be applied to the following locations within the Urban Core Subarea:</u></p> <p><u>Subsection (a) SR 99 Highway Corridor;</u></p> <p><u>Subsection (b) 164th Street SW and SR 525; and</u></p> <p><u>Subsection (c) 112th and 4th Avenue.</u></p>	<ul style="list-style-type: none"> • CPP-JP-5 “The County and affected cities should collaborate on the development of appropriate urban design measures in unincorporated Urban Growth Areas.” • A Mixed Use Corridor designation should support a variety of land uses and developments. This district can be applied to specific locations within the Urban Core Subarea.
	General Urban Core Subarea Land Use Policies	<ul style="list-style-type: none"> •
UC 5.15	<p><u>For sites zoned Multiple Residential (MR), Neighborhood business (NB), Planned Community business (PCB), Community Business (CB), or General Commercial (GC) within the Urban Core Subarea, the maximum gross residential density shall be calculated based on 750 square feet of land or less per dwelling unit.</u></p>	<ul style="list-style-type: none"> • The Puget Sound Regional Council <i>Vision 2050 Regional Growth Strategy</i> requires that High Capacity Transit Communities, which includes this Urban Core Subarea, plan to accommodate a significant portion of the region’s growth. Urban Center and Mixed Use Corridor zones would accommodate the highest concentrations of growth in the immediate proximity of light rail and Bus Rapid Transit, and the remainder of the zones within the Urban Core Subarea that allow high density multi-family development would have height and density provisions like what is currently allowed along a portion of the SR 99 corridor. • The policy language mirrors the existing notes to the bulk matrix that applies around SR 99 and refers to gross density from Snohomish County Code policy SCC 30.23.040(5). The maximum density shall be calculated based on 750 square feet of land per dwelling unit. • The maximum gross residential density is being expanded from the vicinity of SR 99 to the whole Urban Core Subarea.

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<u>UC 5.16</u>	<u>Increase the housing variety allowed in existing single family neighborhoods and medium density residential zones within the Urban Core Subarea, including missing middle housing types such as duplexes, triplexes, fourplexes, and townhomes. The Urban Low Density Residential designation shall not be applied within the Urban Core Subarea.</u>	<ul style="list-style-type: none"> • HB 1220 adopted by the State Legislature in 2021 requires that jurisdictions consider moderate density housing within urban growth areas. • The Regional Growth Strategy also requires that High Capacity Transit Communities, which includes this Urban Core Subarea, plan to accommodate a significant portion of the region’s growth. Redesignating areas within the Urban Core Subarea from Urban Low Density Residential to Urban Medium Density Residential would further this goal.
6.0 Housing		
<u>Goal UC 6</u>	<u>Preserve, improve, and expand housing stock to provide a range of accessible, healthy, and safe housing choices that are affordable to all income segments within the Urban Core Subarea.</u>	
<u>UC 6.1</u>	<u>Locate higher-density housing, including units that are affordable and accessible, in and around areas designated as Light Rail Communities and Mixed Use Corridor.</u>	<ul style="list-style-type: none"> • Following the Puget Sound Regional Council Vision 2050 Regional Growth Strategy, development is to be focused near high-capacity transit and urban centers.

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<p><u>UC 6.2</u></p>	<p><u>Establish a targeted inclusionary housing program within areas designated as Light Rail Communities and Mixed-Use Corridor as a means of increasing affordable housing supply for extremely low-, very low-, low- and moderate- income households along with market rate housing near transit.</u></p>	<ul style="list-style-type: none"> • House Bill 1220 adopted by the State Legislature in 2021 requires jurisdictions to make adequate provisions for existing projected needs of all economic segments of the community, including extremely low-, very low-, low- and moderate-income households. 1220 also requires that jurisdictions also identify and implement policies to address and begin undo exclusion in housing. Targeted inclusionary housing near the subarea urban centers will work to prevent exclusion from a neighborhood with transit. • The Revised Code of Washington RCW36.70A.030 provides definitions for households by income level relative to “median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development. The Department of Housing and Urban Development (HUD) publishes this income standard, referred to as Median Family Income or Area Median Income (AMI) <ul style="list-style-type: none"> ○ Extremely Low-Income 0-30% of AMI ○ Very Low-Income >30-50% of AMI ○ Low-Income >50-80% of AMI ○ Moderate Income >80-120% of AMI
<p><u>UC 6.3</u></p>	<p><u>The County should coordinate with Sound Transit within Sound Transit’s affordable housing mandate to identify and plan for affordable housing developments.</u></p>	<ul style="list-style-type: none"> • State House Bill 1220: <i>Supporting emergency shelters and housing through local planning and development regulations</i> requires jurisdictions to make adequate provisions for existing projected needs of all economic segments of the community, including extremely low-, very low-, low- and moderate- income households. 1220 also requires that jurisdictions also identify and implement policies to address and begin undo

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		<p>exclusion in housing. Targeted inclusionary housing near the subarea urban centers will work to prevent exclusion from a neighborhood with transit.</p> <ul style="list-style-type: none"> • Under the Revised Code of Washington RCW 81.112.350, regional transit authorities must contribute to a revolving loan fund to support the development of affordable housing opportunities related to equitable transit-oriented development.
<p><u>UC 6.4</u></p>	<p><u>Increase the housing variety at a range of affordability levels allowed in existing single-family neighborhoods and medium density residential zones within the Urban Core Subarea, including missing middle housing types such as duplexes, triplexes, fourplexes, and townhomes</u></p>	<ul style="list-style-type: none"> • State House Bill 1220 requires that jurisdictions consider moderate density housing within urban growth areas, including duplexes, triplexes, and townhouses. • The Regional Growth Strategy also requires that High Capacity Transit Communities, which includes this Urban Core Subarea, plan to accommodate a significant portion of the region’s growth. Increasing the housing variety in existing single family and medium density neighborhoods within the Urban Core Subarea would further this goal.
<p><u>UC 6.5</u></p>	<p><u>Encourage investments to protect the socioeconomic diversity and cultural stability of established historically and currently marginalized communities within the Urban Core Subarea.</u></p>	<ul style="list-style-type: none"> • State House Bill 1220 requires that jurisdictions establish anti-displacement policies with consideration given to historically underserved communities as well as extremely low-, very low-, low-, and moderate-income housing. This policy would direct plans and investments toward protecting existing communities, which would prevent displacement.
<p><u>UC 6.6</u></p>	<p><u>The County shall coordinate with community organizations and housing and service providers to increase housing within the Urban Core Subarea, by supporting land-banking efforts for affordable housing, promoting homeownership opportunities for low- and moderate-income households, and providing special needs housing.</u></p>	<ul style="list-style-type: none"> • State House Bill 1220 requires jurisdictions to make adequate provisions for existing projected needs of all economic segments of the community, including extremely low-, very low-, low- and moderate-income households. This policy outlines a variety of policies to pursue in coordination with other organizations to

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UC 6.7	<u>Evaluate plans, investments, and new development for the potential to increase housing costs for, or cause displacement of historically and currently marginalized communities, and low- and moderate-income households and renters within the Urban Core Subarea. Identify and implement strategies to mitigate the anticipated impacts.</u>	<p>target housing within the subarea.</p> <ul style="list-style-type: none"> State House Bill 1220 requires that jurisdictions establish anti-displacement policies with consideration given to historically and currently marginalized communities as well as extremely low-, very low-, low-, and moderate-income housing. This policy would require the potential for displacement to be considered at the planning stage. The subarea has been identified as containing census tracts that are at risk of displacement, therefore language has been added that mitigation strategies should be identified and implemented
UC 6.8	<u>Implement a mitigation/relocation program for extremely low-, very low-, and low- Area Median Income (<80% AMI) income households displaced because of public or private redevelopment, the conversion of publicly assisted housing stock, or the result of manufactured community closures or conversions within the Urban Core Subarea.</u>	<ul style="list-style-type: none"> State House Bill 1220 requires that jurisdictions establish anti-displacement policies with consideration given to historically underserved communities as well as extremely low-, very low-, low-, and moderate-income housing. This policy would require the potential for displacement to be considered at the planning stage. The subarea has been identified as containing census tracts that are at risk of displacement, therefore mitigation language has been added for publicly assisted housing stock conversion and manufactured community closure or conversion. Manufactured housing communities are one of the county's housing types that are often naturally occurring affordable housing and senior housing and are therefore more likely to house populations at risk of displacement.
UC 6.9	<u>Establish indicators for monitoring the affordability and availability of housing for all income levels within the Urban Core Subarea, as part of the countywide monitoring program. Periodically evaluate if adjustments in policy and implementing actions are needed to further housing goals within the Urban Core Subarea.</u>	<ul style="list-style-type: none"> State House Bill 1220 requires that jurisdictions make adequate provisions for existing and projected housing needs for all economic segments, considering extremely low-, very low-, low- and moderate-income households. Establishing indicators for monitoring the

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Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Reason for Proposed Policy
		affordability and availability of housing for all income levels will allow the County to assess progress toward meeting our housing goals.
7.0 Transportation and Mobility		
<u>Goal UC 7</u>	<u>Develop and maintain a safe, equitable, and sustainable multimodal transportation system that enhances mobility and connectivity for all users, provides access to high-capacity transit and higher intensity development, and ensures that transportation investments contribute to the Urban Core Subarea’s sense of place.</u>	
	General Mobility	
<u>UC 7.1</u>	<u>To improve connectivity for all modes of transportation within the Urban Core Subarea, the County shall develop a network of roads through County improvements or through redevelopment, that will connect users and enhance the character of the Urban Core Subarea with smaller, more walkable block sizes.</u>	<ul style="list-style-type: none"> • Support for breaking up the large blocks and allowing more alternative connections for all users to improve mobility and access. • This supports the County requiring dedicated right-of-way for future road and pedestrian connections
<u>UC 7.2</u>	<u>Identify and preserve necessary rights-of-way for the transportation network identified in the Urban Core Subarea by ensuring that proposed site and building development plans are compatible with the planned transportation system.</u>	<ul style="list-style-type: none"> • As the subarea develops/redevelops, we need to make sure we maintain the important connections that we need. • This can include roads and bike/ped only connections • One example, dedicating right-of-way as part of a new plat or supporting stub outs that connect to an adjacent property
<u>UC 7.3</u>	<u>Develop and implement street typologies and design guidelines in the Urban Core Subarea to enhance the area's sense of place and improve transportation and land use integration.</u>	<ul style="list-style-type: none"> • The County has been working on street typologies as part of the Urban Core Subarea Plan that will guide transportation and land use planning.
<u>UC 7.4</u>	<u>Prioritize projects and programs in the Light Rail Communities land use designation that improve safety and enhance transit, pedestrian, and bicycle mobility, particularly for historically marginalized communities.</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-TR.4 • There are opportunities for active transportation systems that are safe and accessible to people.

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<u>UC 7.5</u>	<u>Develop a transportation system in the Light Rail Communities land use designation that emphasizes safety, person throughput, and multimodal transportation.</u>	<ul style="list-style-type: none"> • There are opportunities for multimodal transportation systems that are safe and accessible to people.
<u>UC 7.6</u>	<u>An interconnected system of high-occupancy vehicle (HOV) lanes and treatments shall be provided to serve the Light Rail Communities’ land designation within the Urban Core Subarea.</u>	<ul style="list-style-type: none"> • Originally policy 2.A.4 moved from the Transportation element and revised to fit Urban Core Subarea Plan. • This policy helps implement the need to reduce vehicle miles travelled (VMT), GHG, and drive-alone trips. This policy helps supports transit.
<u>UC 7.7</u>	<u>Arterial roadways in the Urban Core Subarea shall be redesigned, improved, and maintained for multimodal transportation.</u>	<ul style="list-style-type: none"> • This helps implement the state and regional requirements for multimodal transportation and complete streets • Encourages transit and advice transportation use, which could reduce vehicle miles travelled (VMT), GHG, and drive-alone trips
	Transit	<ul style="list-style-type: none"> •
<u>UC 7.8</u>	<u>In collaboration with Sound Transit, Community Transit, and the cities adjacent to the Urban Core Subarea, support the development of a comprehensive transit system that expands availability and encourages increased use of public transportation.</u>	<ul style="list-style-type: none"> • Establishes the County’s role/priority to work with transit agencies on supporting and expanding transit
<u>UC 7.9</u>	<u>Develop a system of multimodal transportation facilities throughout the Urban Core Subarea that will serve to maximize the effectiveness of, and access to, transit.</u>	<ul style="list-style-type: none"> • Sets the priority for the transportation network in the Urban Core Subarea.
<u>UC 7.10</u>	<u>In collaboration with Sound Transit, Community Transit, and the cities adjacent to the Urban Core Subarea, analyze opportunities within the Urban Core Subarea to help extend the reach of transit including microtransit, car/vanpools, rideshares, park and rides, active transportation improvements, and other first/last mile solutions.</u>	<ul style="list-style-type: none"> • Fixed route transit won’t/can’t serve 100% of the subarea (even with bike/ped connections) • This is about looking at innovative solutions to getting people to/from transit/their destination so as to provide 100% transit coverage.
	Active Transportation	<ul style="list-style-type: none"> •
<u>UC 7.11</u>	<u>To improve walkability, pedestrian connections shall be provided for at reasonable intervals using public rights-of-way or public easements,</u>	<ul style="list-style-type: none"> • In urban areas, there need to be pedestrian connections at a frequency that improves walkability.

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	<u>especially around high-capacity transit facilities, schools, public facilities located within Light Rail Communities or Commercial Mixed-Use land use designations.</u>	<ul style="list-style-type: none"> • These connections don't need to always be on roads. • These connections also can be along private property (e.g., walkways in front of a shopping center)
<u>UC 7.12</u>	<u>To improve pedestrian safety and mobility, the County will analyze locations for the provision of marked and signalized pedestrian crossings, and other enhanced pedestrian crossings in the Urban Core Subarea.</u>	<ul style="list-style-type: none"> • This is both about mid-block crossings and finding ways to discourage people from unsafely crossing roads (e.g., jaywalking) and avoid pedestrian injury and death on principle and minor arterials.
<u>UC 7.13</u>	<u>To encourage more frequent bicycle use, Bicycle Level of Traffic Stress (B-LTS) should guide design of new bicycle facilities in the Urban Core Subarea, including when feasible, facility designs at B-LTS 2 or better for Countywide Connector bicycle routes; and B-LTS of 3 or better for Urban Neighborhood bicycle routes.</u>	<ul style="list-style-type: none"> • Establishes a baseline goal • Adds flexibility to infrastructure development (there are multiple ways to improve comfort levels)
<u>UC 7.14</u>	<u>Evaluate lower-cost retrofits that can improve the Bicycle Level of Traffic Stress (B-LTS), such as speed reduction and restriping lanes, on existing designated Countywide Connector or Urban Neighborhood bicycle routes that have a high B-LTS and do not have a planned project for improvement.</u>	<ul style="list-style-type: none"> • Establishes a baseline goal • Adds flexibility to infrastructure development (there are multiple ways to improve comfort levels)
<u>UC 7.15</u>	<u>The County shall develop consistent active transportation wayfinding systems and signage assessable to the population of the Urban Core Subarea that connect users to high-capacity transit, trails, and other key destinations.</u>	<ul style="list-style-type: none"> • Signage and wayfinding are crucial for making a community welcoming and easier for new users to comfortably find their way around a neighborhood on foot or bike • It is important to have linguistically diverse signage and signage in formats for people of varying ability levels, particularly in the languages understood by people who live, work, or frequent the Urban Core Subarea.
<u>UC 7.16</u>	<u>Prioritize pedestrian improvement investments in the Urban Core Subarea for locations that have the greatest potential for improving access to schools, parks/trails, transit, public facilities, multi-family residences, commercial areas, and within historically and currently marginalized communities.</u>	<ul style="list-style-type: none"> • Policy establishes a baseline goal to assess pedestrian access to sites within the Urban Core Subarea.

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8.0 Parks, Recreation, and Open Space		
<u>Goal UC 8</u>	<u>Support equitable access for all people to parks, open spaces, and recreational amenities in the Urban Core Subarea.</u>	
<u>UC 8.1</u>	<u>The County shall develop or renovate parks, open spaces, and public spaces near light rail stations. This may include providing amenities such as plazas, seating areas, play opportunities, water access, landscaped areas, interpretive signage, community and cultural gathering spaces, public art, and trail connections.</u>	<ul style="list-style-type: none"> • Supports enhancing parks and open spaces through the development of new amenities and features.
<u>UC 8.2</u>	<u>The County should acquire and develop new urban parks and open spaces in areas serving historically and currently marginalized communities and near high density residential developments in the Urban Core Subarea.</u>	<ul style="list-style-type: none"> • CPP-Env-2 The County and cities should work collaboratively to identify, designate, and protect regional open space networks and wildlife corridors both inside and outside the Urban Growth Area and across the jurisdictional boundaries. Jurisdictions should establish policies and coordinated approaches to preserve and enhance these open space networks and corridors and ensure that all residents have access to parks and open space.” • Proposed policy is consistent with CPP-DP-35 • Proposed policy is consistent with MPP-En-15. • Policy supports enhancing parks and acquiring land for new parks and open spaces within the Urban Core Subarea Plan.
<u>UC 8.3</u>	<u>The County shall assess acquiring new and improving existing access to public open spaces and water access sites for environmental or public recreational purposes within the Urban Core Subarea, and especially within a half mile of the SR 99 Airport Road Light Rail Station.</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with MPP-DP-11 • Opportunities to develop and improve access to new open spaces and amenities in the SR 99 Airport Road area. This may include water features such as lakes.
<u>UC 8.4</u>	<u>The County should identify and mitigate barriers to public access to parks, open spaces, and other public spaces to improve equitable access for all in the Urban Core Subarea.</u>	<ul style="list-style-type: none"> • MPP-En-15 “Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.”

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		<ul style="list-style-type: none"> • Supports opportunities to access and improve access for all people to parks, open spaces, and recreational amenities.
<p><u>UC 8.5</u></p>	<p><u>The County should enhance connectivity, accessibility, and safety of the Interurban Trail and the North Creek Trail to improve access to parks, open space, and recreation amenities within the Urban Core Subarea.</u></p>	<ul style="list-style-type: none"> • CPP-DP-36 “Jurisdictions should develop high quality, compact urban communities that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.” • Proposed policy is consistent with MPP-En-15 • Supports opportunities to access and improve access for all people to parks, open spaces, and recreational amenities.
<p><u>UC 8.6</u></p>	<p><u>The County should consider the use of public-private partnerships and other funding opportunities to acquire and develop parks, plazas, open spaces, and civic spaces within the Urban Core Subarea.</u></p>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-DP-35 • Proposed policy is consistent with CPP-DP-11 • Development around light rail stations allows for the prospect of new parks and open spaces. As part of station design, Sound Transit considers an open space component. There may be opportunities for partnerships in the development of these sites.
<p><u>UC 8.7</u></p>	<p><u>The County should provide interpretive signage and wayfinding on public lands in the Urban Core Subarea to highlight the importance of protecting environmentally critical areas such as the Swamp Creek watershed and the 164th Street Artesian Well and navigating along trails. This may include financial support and streamlined permitting for wayfinding signage.</u></p>	<ul style="list-style-type: none"> • CPP-Env-2 “The County and cities should work collaboratively to identify, designate, and protect regional open space networks and wildlife corridors both inside and outside the Urban Growth Area and across the jurisdictional boundaries. Jurisdictions should establish policies and coordinated approaches to preserve and enhance these open space networks and corridors and ensure that all residents have access to parks and open space.” • MPP-DP-6 “Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.”

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		<ul style="list-style-type: none"> • Potential to provide wayfinding signage for trails and parks and highlight important environmental areas and landmarks.
<p>9.0 Capital Facilities and Utilities</p>		
<p><u>Goal UC 9</u></p>	<p><u>Deliver coordinated, efficient, and standardized services and utilities that promote safe and healthy communities and enhance the quality of life in the Urban Core Subarea.</u></p>	
<p><u>UC 9.1</u></p>	<p><u>The County shall work with service providers to extend services in a manner that is consistent with the growth planned for the Urban Core Subarea. This includes identifying and constructing infrastructure systems to meet new zoning and development requirements.</u></p>	<ul style="list-style-type: none"> • CPP-PS-15 "Jurisdictions should adopt capital facilities plans, and coordinate with other service providers, to provide the appropriate level of service to support planned growth and development in Urban Growth Areas." • Public services, infrastructure, and facilities need to be planned and constructed to service new developments in the Urban Core Subarea.
<p><u>UC 9.2</u></p>	<p><u>The County shall consider the use of public private partnerships and other funding opportunities for the financing, building, and operating of capital facility and service improvements within the Urban Core Subarea.</u></p>	<ul style="list-style-type: none"> • The County should consider opportunities for public-private partnership and other funding opportunities for developing capital facilities and amenities.
<p><u>UC 9.3</u></p>	<p><u>The County shall coordinate with telecommunication providers to plan for the provisions of equitable telecommunication infrastructure including wireless communications to provide access for residents and businesses in all communities, particularly in historically underserved areas.</u></p>	<ul style="list-style-type: none"> • CPP-PS-20 "The County and cities should support planning for the provision of telecommunication infrastructure in order to improve and facilitate access to telecommunication for all residents and businesses, especially those in underserved areas." • Telecommunication infrastructure is an important communications service, and all people within the Urban Core Subarea should have equitable access to reliable service Since March 2021, the Broadband Action Team (BAT) a collaboration of stakeholders has been identifying the need for broadband expansion and developing strategies to address this need.

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<u>UC 9.4</u>	<u>The County will assess the feasibility of providing public wireless fidelity services in appropriate areas to promote tourist wayfinding and economic development interests.</u>	<ul style="list-style-type: none"> • ED-1 The County and cities, through Snohomish County Tomorrow, should support the Regional Growth Strategy of VISION 2050 and the Regional Economic Strategy. -> Public Services p 110 “Equitable access to these services will require identifying gaps in services and planning for expanded or improved services and facilities, which represent significant investment. As the internet has become an increasingly important resource, the widespread availability of affordable, reliable internet and telecommunications services has become a priority for communities.”
<u>UC 9.5</u>	<p><u>The County shall coordinate with service and utility providers to identify opportunities for the co-location of public facilities and infrastructure including but not limited to:</u></p> <p><u>Subsection (a) ensuring lands for rights-of-way are being dedicated in suitable locations to accommodate future infrastructure needs;</u></p> <p><u>Subsection (b) ensuring adequate amounts of lands for rights-of-way are set aside to accommodate future infrastructure needs;</u></p> <p><u>Subsection (c) planning and installation of underground infrastructure including water, sanitary sewer, storm water, gas, and electric to optimize the use of right-of-way area and construction costs; and</u></p> <p><u>Subsection (d) the sharing of trenches, conduits, and poles to optimize operations.</u></p>	<ul style="list-style-type: none"> • CPP-PS-16 "The County and cities should develop and coordinate compatible capital facility construction standards for all service providers in individual Urban Growth Areas." • This policy was influenced by communications with service providers within the Urban Core Subarea. There is a need for the County, service providers, and utility providers to coordinate the planning and construction of new and upgraded infrastructure.
<u>UC 9.6</u>	<u>The County shall coordinate with service providers to ensure that adequate levels of water and sanitary sewer services, including infrastructure upgrades that support redevelopment, are available in the Urban Core Subarea.</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-PS-15 • This policy was influenced by communications with service providers within the Urban Core Subarea. There is a need for the County, service providers, and utility

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		<p>providers to coordinate the planning and construction of new and upgraded infrastructure.</p>
<p><u>UC 9.7</u></p>	<p><u>The County should coordinate with wastewater service providers to identify unsewered urban enclaves. These areas should be connected to municipal wastewater systems with future redevelopment. This includes the residential area between Silver Lake and McCollum Park, east of the I-5 Highway corridor.</u></p>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-PS-15 • This policy was influenced by communications with sanitary water providers within the Urban Core Subarea. There are locations that require upgraded and new sanitary infrastructure.
<p><u>UC 9.8</u></p>	<p><u>The County shall coordinate with school districts to ensure that plans for school sites and facilities meet the changing demands of student enrollment.</u></p>	<ul style="list-style-type: none"> • CPP-PS-21 “The County and cities should work collaboratively with school districts to plan for the siting and improvement of school facilities to meet the current and future community needs. Considerations should include recent growth, 6-year projections of population and student enrollment growth, adopted comprehensive plans including capital facility plans, and the growth targets in Appendix B.” • Snohomish County regularly reviews the School Districts’ Capital Facility Plans. The County and School Districts should work together to ensure that school facilities meet the needs of growth and changing demographics.
<p><u>UC 9.9</u></p>	<p><u>The County shall coordinate with Fire Protection Districts to ensure that fire stations and facilities are located in strategic locations and can accommodate future development demands.</u></p>	<ul style="list-style-type: none"> • CPP-DP-5 "The County and cities shall adopt comprehensive plans and development regulations (RCW 36.70A.040). In Urban Growth Areas (UGAs), such plans and regulations shall: <ul style="list-style-type: none"> b. Provide for urban governmental services and capital facilities sufficient to accommodate the broad range of needs and uses that will accompany the projected urban growth;"

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		<ul style="list-style-type: none"> This policy was influenced by communications with Fire Protection Districts. There is a need to plan for new fire stations and facilities. These services are need for a growing population.
10.0 Economic Development		
<u>Goal UC 10</u>	<u>Support education and training opportunities for people, businesses, and industries so that the Urban Core Subarea continues to serve as a gateway to Paine Field and other employment centers in the region.</u>	
Business Retention and Expansion and Workforce Training Policies		
<u>UC 10.1</u>	<u>The County shall encourage, and assist with, the provision of appropriate economic development programs and work force training opportunities for employment centers situated in the Urban Core Subarea.</u>	<ul style="list-style-type: none"> CPP ED-3 Jurisdictions should prioritize multi-modal transportation system linkages between growth centers, manufacturing/industrial centers, and residential areas to support economic development and improve access to a wide variety of job opportunities and employment.
<u>UC 10.2</u>	<u>The County shall encourage innovative financing mechanisms in support of economic development and public infrastructure projects, including the coordination of public-private partnerships, special assessment districts, federal grants, and tax increment financing, among others.</u>	<ul style="list-style-type: none"> CPP TR-1 d. Local comprehensive plans and long-range transit agency plans should provide policies that encourage private sector investment in transportation services and facilities.
<u>UC 10.3</u>	<u>The County shall encourage and support vocational-technical education and skills training in the manufacturing and professional, scientific, and technical services industries present in the Urban Core Subarea.</u>	<ul style="list-style-type: none"> Esri geographic information system forecasts indicate these industries will have a high percentage of the employed population in the future. CPP ED-7 The County and adjacent cities shall protect the Paine Field-Boeing area as a Manufacturing/Industrial Center (MIC), recognizing that it is a major, existing regional employment area of intensive, concentrated manufacturing, and industrial land uses, including aerospace, aircraft manufacturing, and high-technology uses. Notwithstanding the VISION

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		<p>2050 guidelines for MIC designation, land uses, and zoning of Paine Field continue to be governed by the Snohomish County Airport Paine Field Master Plan and Snohomish County Zoning Code consistent with federal aviation policies and grant obligations.</p> <ul style="list-style-type: none"> • CPP ED-11 In cooperation with school districts, other education providers, and each other, jurisdictions should ensure the availability of sufficient land and services for future K-20 school needs and support high-quality education and job training resources for all residents, such as a 4-year university or technical college in Snohomish County.
	<p>Food Economy and Urban Food Systems Policies</p>	<ul style="list-style-type: none"> •
<p><u>UC 10.4</u></p>	<p><u>Support uses that create opportunities for increasing the Urban Core Subarea’s capacity to produce, market, and distribute food, including culturally important and traditional foods, in a manner that can build resiliency to the impacts of extreme weather and other natural hazards worsened by climate change.</u></p>	<ul style="list-style-type: none"> • DP-41 The County and cities should adopt policies that create opportunities for: a. Supporting urban food production practices, distribution, and marketing such as community gardens and farmers markets; and b. Increasing the local agricultural economy’s capacity to produce, market, and distribute fresh and minimally processed foods • The County should support community initiatives that allow people to produce, market, and distribute food.
<p><u>UC 10.5</u></p>	<p><u>The County shall encourage the location of grocery stores, farmer’s markets, commercial kitchens, food banks, and community food gardens to support access to healthful food in areas with underserved populations and communities at risk of displacement.</u></p>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-DP-41. • There are opportunities to support and improve community access to produce and healthy foods.
<p><u>UC 10.6</u></p>	<p><u>The County shall encourage the development of facilities for preparing and distributing food to reduce the risk of food desertification and increase the variety of healthful and culturally relevant foods available in the Urban Core Subarea.</u></p>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-DP-41. • There are opportunities to support places where food can be prepared and distributed within the Urban Core Subarea.
<p><u>UC 10.7</u></p>	<p><u>The County shall encourage the creation and maintenance of community gardens, meaning locally managed pieces of land that are developed in</u></p>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-DP-41.

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	<u>response to and reflect the needs of the community in which they are based.</u>	<ul style="list-style-type: none"> • There may be opportunities for local communities to startup community gardens to grow and harvest their own produce.
UC 10.8	<u>The County shall work with local food banks, community services, market distributors, and business owners to find suitable locations for remote food bank lockers and mobile distribution facilities in the Urban Core Subarea that enable the distribution of food and resources including medical and personal protective equipment (PPE). This includes reviewing development regulations to ensure food bank resources are being permitted in more land use zones.</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-DP-41. • There is a need for amenities including food bank lockers and distribution facilities within the Urban Core Subarea.
UC 10.9	<u>The county shall assist the Urban Core Subarea build resiliency to climate change in a way that supports continued access to culturally relevant foods and practices, ensuring that access is not compromised by the impacts of extreme weather and other natural hazards worsened by climate change.</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP DP 36 and CPP DP 41. Opportunities to support and improve access to produce and health foods, particularly those of cultural significance, must recognize their fraught position in relation to climate change issues.
Creative Placemaking and Creative Economy Policies		
UC 10.10	<u>The County shall encourage creative placemaking as an economic driver of entrepreneurship and innovation, and encourage the use of cultural resources, public art, co-working spaces, subsidized artist residency programs, and historic resources as a tool for stimulating innovation and shaping communities.</u>	<ul style="list-style-type: none"> • Quality of life improvements and creative placemaking draws big companies and encourages entrepreneurs and the creative class. Artists were one of the hardest hit industries by covid and should be encouraged back. • CPP ED-1 The County and cities, through Snohomish County Tomorrow, should support the Regional Growth Strategy of VISION 2050 and the Regional Economic Strategy. -> “The new economy relies on a highly skilled and diverse population to stimulate creative and innovative enterprise, as well as local-serving employment in retail, health care, and other services” VISION 2050 p 95
UC 10.11	<u>The County shall encourage alternative sources of funding and private-public partnerships to finance County projects, including crowd funding by</u>	<ul style="list-style-type: none"> • In instances where funding for County projects is limited including trails, open spaces, ped-biking infrastructure,

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	<u>residents, non-profits, and other fund-raising techniques that recognize patronizing donors.</u>	etc., the County could seek donations and recognize patrons as a tool to provide gap funding. <ul style="list-style-type: none"> • CPP TR-1 d. Local comprehensive plans and long range transit agency plans should provide policies that encourage private sector investment in transportation services and facilities.
UC 10.12	<u>The County should support incorporating art from local artists and indigenous artists in light rail stations; parks; plazas; and civic, community, and cultural amenity gathering spaces.</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-ED-1. • The County should support local arts groups and artists in acknowledging local culture and history.
UC 10.13	<u>Encourage the pursuit of state and local endorsements, funding, and promotion for arts-related endeavors</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-ED-1. • Quality of life improvements and creative placemaking draws big companies and encourages entrepreneurs and the creative class. Artists were one of the hardest hit industries by covid and should be encouraged back.
UC 10.14	<u>The County shall support placemaking efforts such as community and light rail station area based branding and marketing. This may include but not limited to public art, signage, and banners.</u>	<ul style="list-style-type: none"> • Quality of life improvements and creative placemaking draw big companies and encourages entrepreneurs and the creative class. Artists were one of the hardest hit industries by covid and should be encouraged back.
Land Development and Acquisition Policies		
UC 10.15	<u>The County shall acquire and assemble parcels of land adjacent to light rail stations and other strategic locations for the development of parks, open spaces, community amenities, service facilities, and affordable (non-market) housing.</u>	<ul style="list-style-type: none"> • CPP-PS-17 The County and cities should encourage the location of new human services facilities near access to transit.” • The County should look at acquiring sites in strategic locations in anticipation of future development around light rail stations.
UC 10.16	<u>The County shall provide information on land use and development regulations to community groups and non-profit organizations</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-PS-17 • Local community groups and non-profits should look at opportunities to acquire sites near future light rail

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Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Reason for Proposed Policy
	<u>considering the acquisition of buildings and lands for the development of community and service facilities in the Urban Core Subarea.</u>	stations.
<u>UC 10.17</u>	<u>The County shall ensure commercial and industrial real estate data is available for interested parties.</u>	<ul style="list-style-type: none"> • CPP ED-8 Jurisdictions should collaborate with businesses and organizations to develop economic development plan elements and analyze the land use designations, infrastructure, and services needed to support businesses. • This helps to ease the site selection process. Supports existing services provided by EASC and the State Department of Commerce.
<u>UC 10.18</u>	<u>Support programs that encourage sustainable land development, including transfer of development rights programs and the promulgation of available and affordable commercial and industrial real estate for lease or purchase.</u>	<ul style="list-style-type: none"> • Transfer of Development Rights, or TDR, programs are a method for preserving rural land and encouraging development in existing communities by leveraging private funds.

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