

Urban Core Subarea Plan- Draft Policies

2024 Snohomish County Comprehensive Plan Update

Contents

1.0 Introduction/Vision	3
2.0 Community Profile	3
3.0 Interjurisdictional Collaboration	3
4.0 Environment and Climate Change	6
5.0 Land Use and Urban Design	8
General Land Use Policies	8
Light Rail Community Designation	11
Mixed Use Corridor Designation	12
Urban Design in Light Rail Community and Mixed Use Corridor Designations	12
Temporary Structures and Amenities	13
6.0 Housing	14
7.0 Transportation and Mobility	18
General Mobility	18
Transit	19
Active Transportation	20
8.0 Parks, Recreation, and Open Space	21
9.0 Capital Facilities and Utilities	23
10.0 Economic Development	27
Business Retention and Expansion and Workforce Training Policies	27
Food Economy and Urban Food Systems Policies	28

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Creative Placemaking and Creative Economy Policies..... 29

Land Development and Acquisition Policies 30

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.

DRAFT

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
1.0 Introduction/Vision		
<u>Goal UC 1</u>	<u>Support development in the Urban Core Subarea that meets the housing, employment, services, health, and transportation needs of communities.</u>	
2.0 Community Profile		
<u>Goal UC 2</u>	<u>Support the communities that reside, work, and recreate within the Urban Core Subarea. This includes the people that access the Urban Core Subarea for transit, amenities, and employment.</u>	
3.0 Interjurisdictional Collaboration		
<u>Goal UC 3</u>	<u>Work with community members, regional authorities, partnering cities, developers, and transit users to achieve the overarching vision and goals of the Urban Core Subarea.</u>	
<u>UC 3.1</u>	<u>The County shall consult with community members, regional authorities, partnering cities, and developers on design measures, regulations, investments, and incentives in the Urban Core Subarea Plan that support urbanized and transit oriented development.</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.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy <u>Proposed new text</u>	Findings
<u>UC 3.2</u>	<u>In conjunction with community members, regional authorities, and developers 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.
<u>UC 3.3</u>	<u>The County shall work with the cities of Everett, Lynnwood, Mukilteo, and Mill Creek on light rail, land use, and future annexation planning as the Urban Core Subarea includes the municipal urban growth areas (MUGA) 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.
<u>UC 3.4</u>	<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.
<u>UC 3.5</u>	<p><u>The County shall collaborate with Sound Transit, Community Transit, and adjacent municipalities on the siting of light rail stations. This includes reviewing National Environmental Policy Act (NEPA) studies and traffic studies:</u></p> <p><u>Subsection (a) station and alignment design considerations shall include decibel levels, shadow casts from elevated tracks, and safety for at-grade tracks.</u></p>	<ul style="list-style-type: none"> • County staff from the Planning & Development Services and Public Works Department meet regularly with Sound Transit to review and discuss plans for the Everett Link extension. • Considerations on traffic flows shall be considered in the siting and construction of light rail stations and alignments. • Mitigating measures shall be taken to reduce the impacts on traffic flows during the construction of light rail.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
	<p><u>Subsection (b) the siting of light rail stations and alignments shall consider the impacts on traffic flows including vehicle and active transportation access to the site.</u></p> <p><u>Subsection (c) mitigating measures shall be taken to reduce impacts on traffic flows, construction impacts, and nuisances caused by the construction of light rail stations and alignments.</u></p>	
UC 3.6	<p><u>The County shall coordinate the timing of local infrastructure improvements including roads, sidewalks, and utilities with Sound Transit during the planning and construction phases of light rail infrastructure.</u></p>	<ul style="list-style-type: none"> • The County and Sound Transit shall synchronize the planning and construction of infrastructure. Local improvements by the County should be completed at the same time as light rail improvements by Sound Transit.
UC 3.7	<p><u>The County shall collaborate with Sound Transit in the planning and design of open spaces, parks, and plazas adjacent to light rail stations that are to an urban level of service. This may include identifying funding opportunities and strategies for land acquisition, development, and maintenance.</u></p>	<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.
UC 3.8	<p><u>The County should coordinate land use and development regulations with adjacent municipalities along SR 99 to encourage uniform development along the corridor.</u></p>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-JP-5. Future land use planning requires coordination between jurisdictions. This will ensure that future land use development is consistent along the SR 99 highway corridor.
UC 3.9	<p><u>The County shall coordinate infrastructure improvements along SR 99 with the Washington State Department of Transportation (WSDOT), and Community Transit (CT).</u></p>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-JP-5. Coordination is required between the County, transit providers, and the Washington State Department of Transportation (WSDOT).

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed new text	Findings
<u>UC 3.10</u>	<u>The County should 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
<u>UC 3.11</u>	<u>The County should consider interlocal agreements with cities that establish the process for the orderly transition of unincorporated areas within the Urban Core Subarea to cities. This may include the transition processes for planning and development projects and capital facility projects.</u>	<ul style="list-style-type: none"> Cities with Urban Growth Areas (UGAs) within the Urban Core Subarea have requested policies that address annexations and establish Interlocal Agreements.
<u>UC 3.12</u>	<u>The County may seek interlocal agreements with cities to identify the development regulations and standards for the unincorporated areas to be annexed. Development standards and regulations similar to the Light Rail Community and Mixed Use Corridor designations should be retained.</u>	<ul style="list-style-type: none"> Policy is to ensure that the Urban Growth Areas (UGAs) annexed by cities retain the development standards and regulations required to support land uses and development intensities suitable for light rail communities.
4.0 Environment and Climate Change		
<u>Goal UC 4</u>	<u>Protect and enhance the natural environment and environmentally critical areas and implement carbon and pollution 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

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
		<p>plans and regulations that are specific to their community.”</p> <ul style="list-style-type: none"> • It is important to protect environmentally sensitive areas including watersheds and waterbodies for the region’s water supplies.
<p><u>UC 4.2</u></p>	<p><u>The County shall study and plan for the development of greenway and wildlife corridors that connect parks and open spaces within and adjacent to the Urban Core Subarea.</u></p>	<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.” • This policy is in following with CPP-Env-4 to protect and connect open spaces for wildlife.
<p><u>UC 4.3</u></p>	<p><u>The County should collaborate with local jurisdictions, public entities, and private landowners within the Swamp Creek Watershed to enhance access to and connectivity of 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.
<p><u>UC 4.4</u></p>	<p><u>Encourage the expansion of electric transportation infrastructure including electric 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.
<p><u>UC 4.5</u></p>	<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

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
		of innovative environmentally sensitive development practices, including design, materials, construction <ul style="list-style-type: none"> • Consistent with existing County policies that support green building practices.
<u>UC 4.6</u>	<u>The County should encourage private developers to utilize 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>	<ul style="list-style-type: none"> • MPP-CC-2 “Reduce building energy use through green building and retrofit of existing buildings.” • The County should encourage private developers to utilize green building practices in the subarea. •
<u>UC 4.7</u>	<u>Enhance urban tree canopy by encouraging the planting of new trees in residential and non-residential areas and preserving existing stands of trees in the Urban Core Subarea.</u>	<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.
5.0 Land Use and Urban Design		
<u>Goal UC 5</u>	<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>	
General Land Use Policies		
<u>UC 5.1</u>	<u>The County should consider the adoption of form-based code opportunities where appropriate in the Urban Core Subarea.</u>	<ul style="list-style-type: none"> • The Urban Core Subarea presents opportunities to support form-based code regulations. • Public comments stated interest in allowing for form-based code regulations in the subarea.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
<u>UC 5.2</u>	<u>The County shall revise development regulations to include pedestrian oriented design measures to development codes applicable to land use zones in the Urban Core Subarea.</u>	<ul style="list-style-type: none"> • County departments support including pedestrian oriented design measures to development codes. Pedestrian-friendly design measures should be required explicitly in code. This would allow for greater enforcement at the permitting stage.
<u>UC 5.3</u>	<u>The County shall encourage developments near light rail stations to incorporate Universal Design and Accessibility features that are designed to be usable by all people.</u>	<ul style="list-style-type: none"> • County departments support encouraging Universal Design and Accessibility for developments near transit. • Universal Design is a concept in which buildings and environments are designed to be usable by all people.
<u>UC 5.4</u>	<u>Support the siting of human services facilities that support public and community needs in accessible and walkable locations near transit.</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.” • Community groups in the Urban Core Subarea have emphasized the importance of facilities that are accessible by transit and active transportation including walking and cycling.
<u>UC 5.5</u>	<u>The County should 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. These spaces can be located in existing or new buildings.
<u>UC 5.6</u>	<u>The County should evaluate proposed development plans, for the potential to displace existing community, cultural, and institutional facilities within the Urban Core Subarea. The County may work with the applicant to identify and implement strategies to mitigate the potential impacts of displacement.</u>	<ul style="list-style-type: none"> • Public shared concerns regarding potential displacement of community, cultural, and institutional facilities that operate within the Urban Core Subarea. • Need to consider the potential displacement impacts that new developments may have on existing community, cultural, and institutional facilities.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
<u>UC 5.7</u>	<u>The County should consider off-street parking reductions that meet the needs of the community and market demands for developments. Such reductions could include non-market housing and community facilities that are accessible by high-capacity transit.</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 in the amount of parking spaces required in new developments.
<u>UC 5.8</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.
<u>UC 5.9</u>	<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>	<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. Light Rail Community 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

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
		<p>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.</p> <ul style="list-style-type: none"> The maximum gross residential density is being expanded from the vicinity of SR 99 to the whole Urban Core Subarea.
	Light Rail Community Designation	
<u>UC 5.10</u>	<p><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></p>	<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” Lands designated as Light Rail Community should include services and amenities that are within walking distance. This includes residential, commercial, and other land uses.
<u>UC 5.11</u>	<p><u>Lands designated as Light Rail Community shall have a diversity of uses, including mixed-use, office, small-to-medium format retail, community services, multi-residential, and open spaces within a walkable distance.</u></p>	<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 5.12</u>	<p><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 Community designation.</u></p>	<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.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
	Mixed Use Corridor Designation	
UC 5.13	<p><u>The County shall create and implement a Mixed Use Corridor land use designation that supports high density residential, commercial, and mixed-use developments. This land use designation shall be applied to locations within the Urban Core Subarea Plan as referenced in the Future Land Use Map (FLUM).</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 designation shall be applied to specific locations within the Urban Core Subarea.
	Urban Design in Light Rail Community and Mixed Use Corridor Designations	
UC 5.14	<p><u>Encourage commercial and mixed use 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> <p><u>Subsection (d) storage facilities and electric charging stations for bicycle and scooter to encourage active forms of transportation.</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. • County departments identify the need to include storage and charging facilities for bicycles and other active forms of transportation.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
UC 5.15	<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 Community 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.
	Temporary Structures and Amenities	<ul style="list-style-type: none"> •
UC 5.16	<u>The County should consider regulations that 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. • Pop-up amenities need to meet the Snohomish County health and safety codes. • These regulations shall be created with feedback from the County’s Building Code Inspection and Fire Marshal’s offices.
UC 5.17	<u>The County should adopt regulations that allow for sidewalk cafes and outdoor seating arrangements on public rights-of-way. Coverings, shelters, heating, and/or lighting should be encouraged for outdoor seating areas to promote year-round use.</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”.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
		<ul style="list-style-type: none"> Streets that support active transportation should include amenities that can be utilized by pedestrians. Internal County department recommended wording regarding coverings, heating, and lighting for outdoor seating areas so that they can be used year round.
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 Community 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.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
<p><u>UC 6.2</u></p>	<p><u>Establish a targeted inclusionary housing program within areas designated as Light Rail Community 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 lands designated as Light Rail Community will work to prevent exclusion from a neighborhood with transit. • RCW 36.70A.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 as Sound Transit implements its 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

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
		<p>undo 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 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 target housing within the subarea.
<p><u>UC 6.7</u></p>	<p><u>Evaluate plans, investments, and new development for the potential to increase housing costs for, or cause displacement of historically and</u></p>	<ul style="list-style-type: none"> • State House Bill 1220 requires that jurisdictions establish anti-displacement policies with consideration given to

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
	<p><u>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>	<p>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</p>
<p><u>UC 6.8</u></p>	<p><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></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 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.
<p><u>UC 6.9</u></p>	<p><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></p>	<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 affordability and availability of housing for all income levels will allow the County to assess progress toward meeting our housing goals.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
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 as part of development activity, 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, it is important to maintain needed right-of-way connections. • 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 Community land use designation that improve safety and enhance transit, pedestrian, and bicycle mobility, particularly for historically and currently 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.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed new text	Findings
<u>UC 7.5</u>	<u>Develop a transportation system in the Light Rail Community 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) or Business Access and Transit (BAT) lanes and treatments shall be provided to serve the Light Rail Community land use 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	
<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 and priority to work with transit agencies and adjacent cities 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 to provide 100% transit coverage.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
	Active Transportation	
<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, especially around high-capacity transit facilities, schools, public facilities located within the Light Rail Community or Commercial Mixed-Use Corridor land use designations.</u>	<ul style="list-style-type: none"> • In urban areas, there need to be pedestrian connections at a frequency that improves walkability. • 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 shall 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.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
UC 7.16	<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.
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>	
UC 8.1	<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.
UC 8.2	<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.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
<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 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. The County’s parks and open space analysis identifies the need for parks in the vicinity of the SR 99/Airport Road station area.
<u>UC 8.4</u>	<u>The County shall 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.” Supports opportunities to access and improve access for all people to parks, open spaces, and recreational amenities.
<u>UC 8.5</u>	<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>	<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.
<u>UC 8.6</u>	<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>	<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.
<u>UC 8.7</u>	<u>The County should provide interpretive and educational signage on public lands in the Urban Core Subarea to highlight the importance of</u>	<ul style="list-style-type: none"> CPP-Env-2 “The County and cities should work collaboratively to identify, designate, and protect regional

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed new text	Findings
	<p><u>protecting environmentally critical areas such as the Swamp Creek watershed and the 164th Street Artesian Well. This may include financial support and streamlined permitting for wayfinding signage.</u></p>	<p>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.”</p> <ul style="list-style-type: none"> • 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.” • 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>Support 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 should work with service providers to identify infrastructure systems that need improvements to meet new zoning and development requirements so that they are consistent with the growth planned for the Urban Core Subarea.</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 should 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.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
UC 9.3	<p><u>The County should coordinate with telecommunication providers to plan for the provision of equitable telecommunications 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 telecommunications infrastructure in order to improve and facilitate access to telecommunications 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.
UC 9.4	<p><u>The County should coordinate with agencies and service providers, the County will assess the feasibility and encourage the establishment of free public internet access where appropriate.</u></p>	<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."
UC 9.5	<p><u>The County shall notify, engage, and 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>	<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

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
	<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, electric, telephone, and internet cable 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>	<p>new and upgraded infrastructure.</p>
<p><u>UC 9.6</u></p>	<p><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></p>	<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 providers to coordinate the planning and construction of new and upgraded infrastructure.
<p><u>UC 9.7</u></p>	<p><u>The County should coordinate with wastewater service providers in identify unsewered urban enclaves. Wastewater service providers should support connecting these areas 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. • Finding funding, coordinating funding
<p><u>UC 9.8</u></p>	<p><u>The County may explore opportunities with wastewater service providers for renewable natural gas (RNG) energy optimization projects.</u></p>	<ul style="list-style-type: none"> • Policy influenced by feedback from service providers regarding renewable natural gas (RNG) energy optimization with unsewered urban enclaves. • Renewable natural gas is available for PSE natural gas customers – renters, homeowners, or businesses – who want to further reduce their carbon footprint by replacing a portion of their conventional natural gas use with renewable natural gas.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
		<ul style="list-style-type: none"> • Technical report from United States Department of Energy- Energy Efficiency & Renewable Energy <u>Opportunities for Recovering Resources from Municipal Wastewater</u>
UC 9.9	<p><u>The County should 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.
UC 9.10	<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;" • 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.

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
<u>UC 9.11</u>	<u>The County shall coordinate with Fire Protection Districts to identify the fire flow demands for higher intensity developments that may require zoning and land use changes. This may include planning for infrastructure upgrades such as increasing pipe sizes and network layouts.</u>	<ul style="list-style-type: none"> Policy reflects comments submitted by Wastewater Special Purpose District. Identifying flow demands for the proposed zoning and land use, should be used to plan utility infrastructure.
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.” 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.”
<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. “

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
<p><u>UC 10.3</u></p>	<p><u>The County shall encourage vocational-technical education and skills training in the manufacturing and professional, scientific, and technical services industries present in the Urban Core Subarea.</u></p>	<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 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.” • 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>		
<p><u>UC 10.4</u></p>	<p><u>Encourage 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"> • CPP 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 Countywide Planning Policies encourage community initiatives that allow people to produce, market, and

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
		distribute food. <ul style="list-style-type: none"> • Snohomish County Health Department would like to be included as part of this process.
UC 10.5	<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. The Snohomish County Health Department shall be included as part of this process.</u>	<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.
UC 10.6	<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. The Snohomish County Health Department shall be included as part of this process.</u>	<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. • Snohomish County Health Department would like to be included as part of this process.
UC 10.7	<u>The County shall encourage the creation and maintenance of community gardens, meaning locally managed pieces of land that are developed in response to and reflect the needs of the community in which they are based.</u>	<ul style="list-style-type: none"> • Proposed policy is consistent with CPP-DP-41. • 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 allowed 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.
Creative Placemaking and Creative Economy Policies		
UC 10.9	<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</u>	<ul style="list-style-type: none"> • Quality of life improvements and creative placemaking draw big companies and encourages entrepreneurs and

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
	<u>residency programs, and historic resources as a tool for stimulating innovation and shaping communities.</u>	<p>the creative class. Artists were one of the hardest hit industries by covid and should be encouraged back.</p> <ul style="list-style-type: none"> • 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 10.10	<u>The County should explore alternative sources of funding and private-public partnerships to finance projects that encourage creative placemaking, including trails, open space, and pedestrian-biking infrastructure, through crowd funding by residents, non-profits, and other fund-raising techniques that recognize patronizing donors.</u>	<ul style="list-style-type: none"> • In instances where funding for County projects is limited including trails, open spaces, ped-biking infrastructure, etc., the County could seek donations and recognize patrons as a tool to provide gap funding. • 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 10.11	<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. • There are opportunities for the County to support local arts groups and artists in acknowledging local culture and history.
UC 10.12	<u>The County should pursue 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.
Land Development and Acquisition Policies		<ul style="list-style-type: none"> •
UC 10.13	<u>The County should acquire and assemble parcels of land in close proximity to light rail stations and other strategic locations for the</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

URBAN CORE SUBAREA PLAN- DRAFT POLICIES

Number	Proposed Draft Goal or Policy Proposed <u>new text</u>	Findings
	<u>development of parks, open spaces, community amenities, service facilities, and affordable (non-market) housing. This may also be accomplished through public-private partnerships.</u>	transit.” <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. The County should look at acquiring sites in strategic locations in anticipation of future development around light rail stations.”
UC 10.14	<u>The County should help provide information on the availability of commercial and industrial real estate in the Subarea on a publicly available database</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.
UC 10.15	<u>Implement and expand programs that encourage transfer of development rights, by increasing receiving areas and the disclosure 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.