



Snohomish County

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MEMORANDUM

TO: Snohomish County Planning Commission
FROM: 2024 Update Project Team
SUBJECT: 2024 Update Briefing Wrap-Up
DATE: September 12, 2023

The purpose of this memorandum is to provide a list of changes to the elements of the Snohomish County’s Growth Management Act (GMA) Comprehensive Plan (“Plan”) that were proposed after the Planning Commission Briefings. The text below will provide the language that was presented to the Planning Commission at the Briefing, the proposed change, and the reason for the proposed change. This list will be organized by element of the Plan. The text in red is new since the Briefing. A Briefing on the recommended language amendments is scheduled for the September 26, 2023, Planning Commission meeting.

Introduction

The Introduction to the Comprehensive Plan is a proposed repeal and replace of the 2015 version and was briefed to the Planning Commission on March 28, 2023. There are two substantial proposed changes to the text since briefed as displayed below in red. Based on public comment from the Puget Sound Regional Council (PSRC) the “Resilience and Conservation” guiding principal within the Vision Statement is revised so it does not appear that the goal is to exceed, as in emit more than, the regional greenhouse gas reduction targets of the region. A new paragraph is also proposed at the end of the “Planning for Growth” section to make it clear that while each element is presented like a separate package, no element is a silo and there is a lot of cross-over, especially with the Urban Core Subarea Plan Element. There are also housekeeping changes proposed throughout the Introduction that are not displayed in the table below, like adding punctuation and ensuring consistent acronym use.

Language at Briefing	Newly Proposed Language
Resilience and Conservation: Communities are resilient to the changing climate. Special efforts continue to support our most vulnerable	Resilience and Conservation: Communities are resilient to the changing climate. Special efforts continue to support our most vulnerable

<p>populations. The County is exceeding the state’s greenhouse gas reduction targets and has implemented transportation and building practices that conserve resources and promote healthy living. The County is well-prepared to respond to natural disasters and emergency events to keep communities safe.</p>	<p>populations. The (County is exceeding the state’s) <u>regional</u> greenhouse gas (<u>GHG</u>) reduction (targets) <u>target is being met and the County</u> has implemented transportation and building practices that conserve resources and promote healthy living. The County is well-prepared to respond to natural disasters and emergency events to keep communities safe.</p>
	<p><u>Each element focuses on a specific topic, although there is cross-over between elements. This is true in particular for the Urban Core Subarea Plan Element that concentrates on a specific geographic area, and includes goals, objectives, and policies to form a planning framework for future growth there that encompasses housing, economic development, climate change, the natural environment, parks, and transportation. There is not duplication between elements where there is cross-over, although the Urban Core Subarea Plan Element is nested within those other elements with information focused on the geographic area. More information about the Urban Core Subarea Plan, and other areas of relationship in the Plan can be found in the specific narratives for each element.</u></p>

Population and Employment

The Population and Employment Element was briefed to the Planning Commission on March 28, 2023, and there are proposed changes to the policies and narrative since the briefing as displayed and described below. There are also proposed housekeeping edits that are not displayed in the table below.

Language at Briefing	Newly Proposed Language	Reason for the Change
<p>Policy PE 1.A.2 The allocations of unincorporated growth to urban areas shall be based on the Regional Growth Strategy guidance contained in Vision ((2040)) 2050, ((and shall reflect the urban centers designated in the county’s comprehensive plan, and any future transit emphasis</p>	<p>Policy PE 1.A.2 The allocations of unincorporated growth to urban areas shall be based on the Regional Growth Strategy guidance contained in ((Vision)) <u>VISION</u> ((2040)) <u>2050</u>, ((and shall reflect the urban centers designated in the county’s comprehensive plan, and any future transit emphasis</p>	<p>Proposed amendment clarifies that VISION 2050 emphasizes growth in areas with or near urban centers and high-capacity transit only if they are affiliated with a city for eventual annexation. Also, the name of the PSRC regional plan is corrected to VISION 2050.</p>

<p>corridors established in the county's comprehensive plan)) <u>which emphasizes growth in and near centers and high-capacity transit, addresses jobs/housing balance, and supports infill development within the UGA.</u></p>	<p>corridors established in the county's comprehensive plan)) <u>which emphasizes growth in ((and)) areas with or near centers and high-capacity transit that are affiliated with cities for annexation, addresses jobs/housing balance, and supports infill development within the UGA.</u></p>	
<p>Policy PE 1.B.2 The population growth allocation in areas outside the UGA under county jurisdiction, and any future modifications to the allocation, shall not exceed ((8.5%)) <u>4.5%</u> of projected countywide growth.</p>	<p>Policy PE 1.B.2 The population growth allocation in areas outside the UGA under county jurisdiction, and any future modifications to the allocation, shall not exceed ((8.5%)) <u>((4.5% of projected countywide growth))</u> <u>the amount of population assigned to these areas by VISION 2050, the CPPs, and Policy LU 6.A.1.</u></p>	<p>Proposed amendment avoids reiterating the description of the requirements for the rural growth allocation by referencing proposed Policy LU 6.A.1 which establishes the specific requirements.</p>

There is also a proposed changes to the Population and Employment Element narrative displayed in the table below. The proposed narrative changes are intended to flag the eventual inclusion of local employment growth targets for the Paine Field/Boeing Everett MIC in placeholder table PE-4 once a county preferred plan alternative is developed. This is a requirement of VISION 2050 Multicounty Planning Policy MPP-RGS-2.

Language at Briefing	Newly Proposed Language
	<p><u>Note that the MUGA employment growth targets table (PE-4) includes subtotals for the Paine Field/Boeing Everett Manufacturing/ Industrial Center (MIC), corresponding to both the incorporated portion that falls within the City of Everett and the unincorporated portion within Snohomish County. The MIC employment subtotals are shown to address the VISION 2050 requirement that local plans include growth targets for each designated regional growth center and manufacturing/industrial center, according to Multicounty Planning Policy MPP-RGS-2. For reference purposes, the boundaries of the Paine Field/Boeing Everett MIC within unincorporated Snohomish County are shown on the LU Map 1 Future Land Use Map (FLUM).</u></p>

Interjurisdictional Coordination

The Interjurisdictional Coordination Element was briefed to the Planning Commission on March 28, 2023, and there are minor housekeeping edits proposed.

Economic Development

The Economic Development Element was briefed to the Planning Commission on March 28, 2023, and there are minor housekeeping edits proposed.

Land Use

The Land Use Element was briefed to the Planning Commission on April 25, 2023, and there are proposed changes to the policies, narrative, and maps since the briefing as displayed and described below. There are also proposed housekeeping edits that are not displayed in the table below.

Language at Briefing	Newly Proposed Language	Reason for the Change
<p><u>Objective LU EQ 1.A Land use strategies shall work to eliminate barriers that have prevented the full participation of historically and currently marginalized communities in the development and implementation of policies and plans.</u></p>	<p><u>Objective LU EQ 1.A Land use strategies shall work to eliminate barriers that have prevented the ((full participation)) meaningful involvement of historically and currently marginalized communities in the development and implementation of policies and plans.</u></p>	<p>Proposing to amend the objective slightly to include “meaningful involvement” instead of “full participation” to be consistent with ESHB 1181’s definition of environmental justice, and because full participation sets an unnecessarily high bar for participation.</p>
<p>Policy 1.A.1 UGAs shall contain sufficient land capacity for a variety of land uses and densities, including green belts and open space, in suitable locations to accommodate at least ((91.5%)) <u>95.5%</u> of the county’s 20-year population and employment projections. No expansion of the UGA that increases population or employment capacity shall be permitted if the resulting total additional population capacity within the Snohomish County composite UGA as documented by both City and County comprehensive plans would exceed the total 20-year forecasted UGA population</p>	<p>Policy LU 1.A.1 UGAs shall contain sufficient land capacity for a variety of land uses and densities, including green belts and open space, in suitable locations to accommodate ((at least)) ((91.5%)) ((95.5%)) <u>the urban allocated portion</u> of the county’s 20-year population and employment projections <u>as established in the CPPs.</u> No expansion of the UGA that increases population or employment capacity shall be permitted if the resulting total additional population capacity within the Snohomish County composite UGA as documented by both City and County comprehensive plans would</p>	<p>Proposed amendment simplifies the criteria for the growth allocations to the urban growth area by referencing the adopted growth targets in the CPPs.</p>

<p>growth by more than 15 percent. A portion of the 20-year forecast UGA population may be reserved for allocation to Transfer of Development Rights (TDR) receiving areas.</p>	<p>exceed the total 20-year forecasted UGA population growth by more than 15 percent. A portion of the 20-year forecast UGA population may be reserved for allocation to Transfer of Development Rights (TDR) receiving areas.</p>	
<p>Policy ((1-A.10)) <u>1.A.9</u> Expansion of the boundary of an individual UGA to include additional residential, commercial industrial land capacity shall not be permitted unless it complies with the Growth Management Act, is consistent with the Countywide Planning Policies and complies with the criteria established in Countywide Planning Policy DP-2.</p>	<p>Policy ((1-A.10)) <u>1.A.9</u> Expansion of the boundary of an individual UGA to include additional residential, commercial, or industrial land capacity shall not be permitted unless it complies with the Growth Management Act, is consistent with the Countywide Planning Policies and complies with the criteria established in Countywide Planning Policy DP-2.</p>	<p>Correcting a typo.</p>
	<p><u>Policy 1.E.6 The County should identify strategies, incentives, and approaches to facilitate the annexation or incorporation of unincorporated areas within urban growth areas into cities.</u></p>	<p>MPP-RGS-16 indicates that the Plan should support annexation for urban unincorporated areas and acknowledge the importance or working together to identify strategies and incentives to facilitate the annexation or incorporation of unincorporated areas. This is a newly proposed policy since the Planning Commission briefing that was recommended by the PSRC. The newly proposed policy language is from MPP-RGS-16 and will help implement the newly proposed annexation objective.</p>
<p>Objective 2.E</p>	<p>Objective ((2-E)) <u>2.D</u></p>	<p>The version briefed to Planning Commission neglected to renumber Objective 2.E and the subsequent policies to 2.D after the proposed removal of 2.D.</p>
<p>Policy 2.E.1</p>	<p>Policy ((2-E.1)) <u>2.D.1</u></p>	
<p><u>Policy 3.A.1 The County shall designate Countywide Centers within UGAs consistent with the criteria in Appendix I of the CPPs.</u></p>	<p><u>Policy 3.A.1 The County shall designate Countywide Centers within UGAs consistent with the criteria in Appendix I of the CPPs. In addition to any</u></p>	<p>The additional language provides criteria for how the County shall designate Countywide Growth Centers</p>

	<p><u>Countywide Centers proposed within incorporated areas by cities, unincorporated areas with the following designations on the Future Land Use Map (FLUM) that also meet the criteria of Appendix I of the CPPs, shall be eligible as Countywide Growth Centers (identified on LU Map 2):</u></p> <ul style="list-style-type: none"> • <u>Urban Center,</u> • <u>Light Rail Community, and</u> • <u>Mixed Use Corridor.</u> 	
	<p><u>Policy 3.A.2 The boundaries for unincorporated Countywide Centers shall be delineated on LU Map 2 Countywide Centers.</u></p>	<p>A new policy consistent with CPP DP-8 and DP-9 to designate Countywide Centers on a map. A new map is also proposed.</p>
<p>Policy (3.A.2) <u>3.B.2 Urban Centers, Light Rail Communities, and Mixed-Use Corridor</u> shall be located within a UGA and:</p> <p>((•) <u>Subsection (a)</u> Be sized up to 1.5 square miles;</p> <p>((•) <u>Subsection (b)</u> Contain a mix of high-density residential and higher-intensity commercial, office, and public uses;</p> <p>((•) <u>Subsection (c)</u> Be pedestrian and transit-oriented <u>and accessible for people with disabilities;</u></p> <p>((•) <u>Subsection (d)</u> Include urban services;</p> <p>((•) <u>Subsection (e)</u> Reflect high quality urban design;</p> <p>((•) <u>Subsection (f)</u> Emphasize open spaces, parks, and plazas to create a sense of place;</p> <p>((•) <u>Subsection (g)</u> Develop/redevelop over time and in phases;</p> <p>((•) <u>Subsection (h)</u> Plan for "complete streets" that are designed and operated to allow</p>	<p>Policy (3.A.2) <u>3.B.2 Urban Centers, Light Rail Communities, and Mixed-Use Corridor</u> shall be located within a UGA and:</p> <p>((•) (Subsection (a) Be sized up to 1.5 square miles;))</p> <p>((•) <u>Subsection ((b)) (a)</u> Contain a mix of high-density residential and higher-intensity commercial, office, and public uses;</p> <p>((•) <u>Subsection ((c)) (b)</u> Be pedestrian and transit-oriented <u>and accessible for people with disabilities;</u></p> <p>((•) <u>Subsection ((d)) (c)</u> Include urban services;</p> <p>((•) <u>Subsection ((e)) (d)</u> Reflect high quality urban design;</p> <p>((•) <u>Subsection ((f)) (e)</u> Emphasize open spaces, parks, and plazas to create a sense of place;</p> <p>((•) <u>Subsection ((g)) (f)</u> Develop/redevelop over time and in phases;</p>	<p>Small amendment to remove the size limitation.</p>

<p>safe access for users of all modes and ability levels with a street center line mile average of no less than 30 center line miles per square mile, as a measure of street connectivity. Street grids should strive to have blocks no larger than three hundred feet by three hundred feet square. In areas where this is not possible, well-designed mid-block pedestrian and bicycle pathways could be used to accomplish a similar result;</p> <p>((*) Subsection (i) Plan for sidewalks and bicycle infrastructure commensurate with population and traffic patterns, including measures of street type, vehicle volume and speeds;</p> <p>((*) Subsection (j) Plan for housing affordable to ((low-income and moderate income households)) all economic segments of the population, including extremely low-, very low-, low-, and moderate-income households ((commensurate with the identified need through Snohomish County's fair share housing methodology));</p> <p>((*) Subsection (k) Include plans and regulations that encourage no net loss of affordable housing;</p> <p>((*) Subsection (l) Plan and zone for a balance of residential, commercial, retail, and recreational uses. At least one housing unit shall be allowed for each employment unit in the center;</p> <p>((*) Subsection (m) Develop with the community design guidelines and standards for buildings and streets that</p>	<p>((*) Subsection ((h)) (g) Plan for "complete streets" that are designed and operated to allow safe access for users of all modes and ability levels with a street center line mile average of no less than 30 center line miles per square mile, as a measure of street connectivity. Street grids should strive to have blocks no larger than three hundred feet by three hundred feet square. In areas where this is not possible, well-designed mid-block pedestrian and bicycle pathways could be used to accomplish a similar result;</p> <p>((*) Subsection ((h)) (h) Plan for sidewalks and bicycle infrastructure commensurate with population and traffic patterns, including measures of street type, vehicle volume and speeds;</p> <p>((*) Subsection ((h)) (i) Plan for housing affordable to ((low-income and moderate income households)) all economic segments of the population, including extremely low-, very low-, low-, and moderate-income households ((commensurate with the identified need through Snohomish County's fair share housing methodology));</p> <p>((*) Subsection ((k)) (j) Include plans and regulations that encourage no net loss of affordable housing;</p> <p>((*) Subsection ((h)) (k) Plan and zone for a balance of residential, commercial, retail, and recreational uses. At least one housing unit shall be allowed for each employment unit in the center;</p>	
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<p>include criteria to make safe and active streetscapes, discourage uses and designs that disrupt pedestrian and bicycle flow and access, incorporate locally important characteristics and historic structures, and promote good building design;</p> <p>(*) Subsection (n) Prohibit surface parking lots and at-grade parking, with the exception of on-street parking; and</p> <p>(*) Subsection (o) Have good access to the local and regional transportation and transit systems.</p>	<p>(*) Subsection ((m)) (l) Develop with the community design guidelines and standards for buildings and streets that include criteria to make safe and active streetscapes, discourage uses and designs that disrupt pedestrian and bicycle flow and access, incorporate locally important characteristics and historic structures, and promote good building design;</p> <p>(*) Subsection ((m)) (m) Prohibit surface parking lots and at-grade parking, with the exception of on-street parking; and</p> <p>(*) Subsection ((e)) (n) Have good access to the local and regional transportation and transit systems.</p>	
<p>Policy 6.A.1 (To help ensure that the) The County shall manage and reduce the rural population (target is not exceeded,) growth rate over time, consistent with VISION 2050, so that the population growth outside of the UGA does not exceed 4.5% of projected countywide growth. (rural) Rural growth (trends) rates shall be monitored using the process and criteria established under Objective PE 2.B and strategies shall be developed to limit rural population growth to 4.5% of the 20-year projection. If rural growth trends indicate that the rural population target may be exceeded, the county shall evaluate whether additional incentive programs or adjustments to planned densities or land uses are necessary to bring rural growth</p>	<p>Policy 6.A.1 (To help ensure that the) The County shall manage and reduce the rural population (target is not exceeded,) growth rate over time, consistent with VISION 2050 and the CPPs, so that the total population outside of the UGA does not exceed (4.5% of projected countywide growth) 144,190 by the year 2044. (rural) Rural growth (trends) rates shall be monitored using the process and criteria established under Objective PE 2.B (and strategies shall be developed to limit rural population growth). If (rural growth trends indicate) an extrapolation of the County's annual estimates of rural population growth, as provided by the State Office of Financial Management (OFM), indicates that the rural population target (may) will be exceeded within</p>	<p>One of the major influences on the Land Use Element is the initial growth targets approved by County Council on February 23rd, 2022, as well as the Regional Growth Strategy of VISION 2050. VISION 2050 changed the necessary accommodation of population within UGAs of the county from 91.5% to 95.5%, and reduced the rural accommodation from 8.5% to 4.5%. The CPPs adopted slightly different initial growth targets and indicate that the urban growth accommodation is 96.7% and the rural growth accommodation is 3.3%. This is because the CPP targets include more recent population base figures from the 2020 census instead of a 2017 base year used within VISION 2050. To be responsive to both VISION 2050 and the CPPs, and not confuse the public, this policy uses</p>

<p>trends back into alignment with the adopted target.</p>	<p><u>two years of the most recent OFM estimate</u>, the county shall ((evaluate whether additional incentive programs or adjustments to planned densities or land uses are necessary)) <u>implement strategies such as a cap on total rural population growth, annual metering of building permits or lots, or adjustments to development regulations</u> to bring rural growth trends back into alignment with the adopted target.</p>	<p>population numbers instead of percentages. The amendments also describe the rural population growth conditions that would trigger the need for strategies to be adopted that would bring rural growth trends back into alignment with the adopted target. Examples of strategies that could be implemented are provided.</p>
	<p><u>Policy 6.B.8 The county shall operate an incentive program to aid the public in maintaining and replacing on-site septic systems, where appropriate.</u></p>	<p>This proposed policy could provide further justification for continued operation of the County’s Savvy Septic program.</p> <p>Proposed new policy consistent with MPP-PS-11 and MPP-PS-12 related to replacing septic systems to improve environmental quality.</p>
	<p><u>Policy 6.B.9 The county shall continue to support a septic monitoring and maintenance program that increases septic owner compliance with WAC 246-272A-0270.</u></p>	<p>Regular inspection and maintenance of on-site septic systems is required by state law, and the county currently has a small program in place. The newly proposed policy will call attention to the existing program.</p> <p>Proposed new policy consistent with MPP-PS-11 and MPP-PS-12 related to replacing septic systems to improve environmental quality. Newly proposed policy will work to protect human and environmental health, and the Natural Environment Element delves further into environmental health.</p>
	<p><u>Policy 6.B.10 The county shall use land use planning tools to reduce and mitigate the risk to</u></p>	<p>HB 1181 will become effective in July of 2023 and this new policy will help the county to be</p>

	<p><u>lives and property posed by wildfire. Tools such as reducing residential development pressure in the wildland urban interface area, adopting portions or all of the wildland urban interface code developed by the international code council, developing building and maintenance standards consistent with the firewise USA program, separating human development from wildfire prone landscape with open space, and protecting existing residential development through community wildfire preparedness and fire adaptation measures.</u></p>	<p>consistent with the changes to the land use element requirements.</p> <p>The 2021 Washington State Building Codes, including the 2021 amendments to the Washington Fire Code, will be effective October 29, 2023.</p>
	<p><u>Policy 7.C.14 The county shall support necessary infrastructure within agricultural areas such as barns, farm worker dwellings, and outbuildings.</u></p>	<p>Infrastructure necessary for the agricultural industry is often allowed within the use matrix within the A-10 zone, although other factors prevent its permitting and eventual construction. This hampers the ability of the agricultural community to be effective, and the Ag Board has requested the county help producers in any way they can. Recognizing that there are federal and state requirements that the county must meet.</p>
<p><u>Policy 7.D.8 The county shall evaluate and implement strategies that support the preservation of designated farmland. Such strategies to consider include increasing the minimum lot size of the Agricultural-10 acre zone and developing a mitigation process for farms impacted by public projects.</u></p>	<p><u>Policy 7.D.8 The county shall evaluate and implement strategies that support the preservation of designated farmland. Such strategies to consider include increasing the minimum lot size of the Agricultural-10 acre zone and developing a mitigation process for farms impacted by public projects such as roads, trails, and parks.</u></p>	<p>Addition of “such as roads, trails, and parks” was provided in response to comments from the Agricultural Board to clarify what the policy meant by public projects.</p>

There are also proposed changes to the Land Use Element’s narrative primarily within the Equity and Centers subelements based on input from the Planning Commission during the briefing on April 25, 2023, and public comments from PSRC. The proposed changes highlighted below in red provide clarity on the intent of the Equity subelement and provide examples. The Centers subelement amendments help clarify the hierarchy of centers as proposed by PSRC and within the CPPs, and describe the differences between and within each type. To further help describe Centers, a Countywide Centers Map (LU Map 2) is also proposed and there are accompanying amendments proposed within the FLUM section of the narrative. Amendments are also proposed within the Rural Lands subelement to use total population numbers instead of percentages to increase clarity and understanding.

Language in Briefing	Newly Proposed Language
Equity Subelement	
<p><u>Planning decisions have historically upheld and instituted social and racial inequities. This subelement will help Snohomish County utilize a social justice-oriented planning process needs to include historically and currently marginalized communities. As the county has an obligation to plan for all residents, workers, and visitors, Snohomish County has committed to equitably and meaningfully engaging and planning with historically and currently marginalized communities.</u></p>	<p><u>Planning decisions have historically upheld and instituted social and racial inequities. ((This subelement will help Snohomish County utilize a social justice-oriented planning process needs to include historically and currently marginalized communities. As the county has an obligation to plan for all residents, workers, and visitors, Snohomish County has committed to equitably and meaningfully engaging and planning with historically and currently marginalized communities.)) Some of the inequities that historically and currently marginalized communities face are unmet housing demand and supply, difficulty in accessing jobs and education, income inequality, poor health care, economic and cultural displacement, lack of acquired wealth, lack of community assets and infrastructure, and inequitable access to opportunity. These social inequities can often lead to poor health outcomes for historically and currently marginalized communities, such as shorter life spans and higher rates of chronic illnesses.^[1]</u></p> <p><u>^[1] “VISION 2050: A Plan for the Central Puget Sound Region.” Puget Sound Regional Council, October 2020.</u></p>
<p><u>VISION 2050 envisions a future where “All people can attain the resources and opportunities to improve their quality of life and enable them to reach their full potential.” A new principle in the CPPs also states that the county should, “Incorporate equity and</u></p>	<p><u>VISION 2050 ((envisions)) imagines a future where “All people can attain the resources and opportunities to improve their quality of life and enable them to reach their full potential.” A new principle in the CPPs also states that the county should, “Incorporate equity and inclusion into all aspects of countywide and local planning.” This</u></p>

<p><u>inclusion into all aspects of countywide and local planning.”</u></p> <p><u>The definition of equity is:</u> <u>All people can attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Those affected by poverty, communities of color, and historically and currently marginalized communities are engaged in decision-making processes, planning, and policy making.</u></p>	<p><u>Equity subelement will help Snohomish County utilize a social justice-oriented planning process, and help the Plan be consistent with VISION 2050 and the CPPs. The Equity subelement incorporates the language and sentiment of the MPPs and CPPs, as well as Snohomish County public input.</u></p> <p><u>The definition of equity utilized in the Land Use Element and the rest of the Plan is:</u> <u>All people can attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Those affected by poverty, communities of color, and historically and currently marginalized communities are engaged in decision-making processes, planning, and policy making.</u></p>
<p><u>The Land Use Element is consistent with VISION 2050 and the CPPs that emphasize equity. The Equity subelement incorporates the language and sentiment of the MPPs and CPPs, as well as Snohomish County public input.</u></p>	<p><u>(The Land Use Element is consistent with VISION 2050 and the CPPs that emphasize equity. The Equity subelement incorporates the language and sentiment of the MPPs and CPPs, as well as Snohomish County public input.) In addition to incorporating the MPPs and CPPs into the Plan, the Equity subelement demonstrates Snohomish County’s commitment to equitably and meaningfully engaging and planning with historically and currently marginalized communities. The County acknowledges the historic and current disadvantages that some in the community face, and commits to improving the county through measures such as eliminating barriers to public participation in decision making, identifying historically and currently marginalized communities, and making investments that meet the needs of current and future residents and employers.</u></p> <p><u>Inequities in the county cannot be attributed to one single factor. Although one example of historic marginalization with impact that can be traced throughout the county, is racially restrictive covenants. Placing racially restrictive covenants in deeds, subdivisions, and other documents was common practice by sellers and developers in the County from the 1920s until the late 1960s. Although these covenants have not been legally</u></p>

	<p><u>enforceable since 1968, they are an important aspect of studying racially disparate housing impacts and are considered in conjunction with economic, demographic, and health data to inform housing plans and policies. More information can be found in the Housing Element and the University of Washington’s Racial Restrictive Covenants Project Washington State.^[1] Addressing inequities in the county will require many solutions, and the Equity subelement is one step in the creation of these necessary solutions.</u></p> <p><u>^[1] “Racially Restrictive Covenants Project Washington State.” Civil Rights and Labor History Consortium / University of Washington, accessed June 23, 2023: https://depts.washington.edu/covenants/county_snohomish.shtml.</u></p>
Centers Subelement	
<p>Centers have been identified by the county and its cities where significant population and employment growth can be located, a community-wide focal point can be provided, and ((the increased use of transit, bicycling and walking can be)) active transportation and transit investments are supported. ((These)) Centers are intended to be compact and promote centralized living, working, shopping, ((and/or)) and activity areas linked to each other by transit emphasis corridors (TECs). Centers are ((pedestrian)) active transportation and transit oriented with a focus on circulation, scale, and convenience with a mix of uses. <u>The Transportation Element defines TECs and includes a map of all TEC locations and policies regarding infrastructure needs.</u></p>	<p>((Centers have been identified by the county and its cities where significant population and employment growth can be located, a community-wide focal point can be provided, and the increased use of transit, bicycling and walking can be supported. These Centers are intended to be compact and centralized living, working, shopping, and/or activity areas linked to each other by transit emphasis corridors. Centers are pedestrian and transit oriented with a focus on circulation, scale, and convenience with a mix of uses.))</p>
<p><u>Centers are defined focal points within a community that are a priority for local planning and infrastructure. The Puget Sound Regional Council’s (PSRC) VISION 2050, and the CPPs provide policy guidance on centers that the Centers subelement has adapted to be Snohomish County specific. Appendix I of</u></p>	<p><u>Centers are defined focal points within a community that are a priority for local planning and infrastructure. The Growth Management Act (GMA), the Puget Sound Regional Council’s (PSRC) VISION 2050, ((and)) the Countywide Planning Policies (CPPs), and the Land Use Element provide policy guidance on centers ((that the Centers</u></p>

<p>the CPPs define Regional Centers, Countywide Centers, and Local Centers and provide criteria for their selection in the county. The Centers subelement identify six types of centers in unincorporated urban growth areas (UGAs) that are differentiated by purpose, location, intensity, and characteristics:</p> <ul style="list-style-type: none"> • <u>Countywide Centers</u> • <u>Urban Centers</u> • <u>Light Rail Community (LRC)</u> • <u>Mixed-Use Corridor (MUC)</u> • <u>Urban Villages</u> • <u>Manufacturing and Industrial Centers</u> 	<p>subelement has adapted to be Snohomish County specific). The PSRC has established a hierarchy of centers for the region based on regional, countywide, and local centers (see Figure LU-1), and Appendix I of the CPPs define Regional Centers, Countywide Centers, and Local Centers and provide criteria for their selection in the county. ((The Centers subelement identify six types of centers in unincorporated urban growth areas (UGAs) that are differentiated by purpose, location, intensity, and characteristics:)) The county supports the efforts of cities to preserve, enhance, and develop centers within their city limits.</p>
	<p>Figure LU-1: Hierarchy of Centers in Snohomish County</p>
	<p>The Land Use Element provides policy direction for the implementation and development of centers. LU Map 1 Future Land Use Map (FLUM) includes several designations which can fit into the countywide or local center designations:</p> <ul style="list-style-type: none"> • ((Countywide Centers)) • ((Urban Centers)) • <u>Light Rail Community (LRC)</u> • <u>Mixed Use Corridor (MUC)</u> • <u>Urban Center (UC)</u> • <u>Urban Villages (UV)</u> • <u>Manufacturing ((and)) / Industrial Centers (MIC)</u>
<p><u>Countywide Centers, Urban Centers, LRCs, MUCs, and Urban Villages should have a mix</u></p>	<p>((Countywide Centers, Urban Centers, LRCs, MUCs, and Urban Villages should have a mix of housing,</p>

<p><u>of housing, employment, retail, and entertainment uses served by multiple transportation options. This includes active transportation such as walking and cycling, and transit such as bus and light rail service. These centers are distinguished by their scale and the surrounding areas that they serve.</u></p> <p><u>Manufacturing and Industrial Centers concentrate and preserve manufacturing and industrial lands in strategic locations. Infrastructure investments in industrial centers support local industry and development.</u></p>	<p>employment, retail, and entertainment uses served by multiple transportation options. This includes active transportation such as walking and cycling, and transit such as bus and light rail service. These centers are distinguished by their scale and the surrounding areas that they serve.</p> <p>Manufacturing and Industrial Centers concentrate and preserve manufacturing and industrial lands in strategic locations. Infrastructure investments in industrial centers support local industry and development.))</p> <p><u>These center designations are future land use designations on the FLUM, and are more fully described in the Future Land Use Map section of the Land Use Element. Manufacturing/Industrial Centers (MICs) are designated with an overlay in the FLUM. This includes the manufacturing industrial overlay for Paine Field Airport.</u></p>
<p>An important component of Centers is the public realm. The public realm ((is the area that the public has access to for informal rest and recreation activities such as walking, sitting, games and observing the natural environment)) <u>includes publicly owned street rights-of-way, sidewalks, trails, and other publicly accessible open spaces such as parks and plazas. The public realm serves as transportation routes, public gathering spaces, and spaces for recreation and leisure. A public realm with high quality infrastructure investments such as sitting areas, tree plantings, and public art ((The public realm along with residential and employment uses)) help define a sense of place and give ((Centers)) centers an identity.</u></p> <p><u>Pedestrian-oriented development is the development and siting of housing, commercial space, services, and job opportunities in a manner that accommodates walking. Such development is intended to create more vibrant urban areas and to reduce</u></p>	<p>((An important component of Centers is the public realm. The public realm is the area that the public has access to for informal rest and recreation activities such as walking, sitting, games and observing the natural environment. The public realm along with residential and employment uses help define a sense of place and give Centers an identity.</p> <p>The pedestrian and transit-oriented design of Centers helps reduce single-occupancy auto trips and promote physical activity, which can reduce obesity. Similar attention to the transit emphasis corridors that connect the Centers can further reduce such trips and the resulting greenhouse gas emissions — a main contributor to climate change. A reduction in vehicle miles traveled helps the county in meeting its goals for climate change as detailed in the Natural Environment chapter of this comprehensive plan.</p> <p><u>Specific Centers also promote the county's goals for sustainability by incorporating environmentally friendly building design and</u></p>

<p>dependency on automobile travel. The pedestrian and transit-oriented design of ((Centers helps)) centers reduce single-occupancy auto trips and promote physical activity, which can ((reduce obesity.)) help create an active and mobile populace. Similar attention to the ((transit emphasis corridors)) TECs that connect the ((Centers)) centers can further reduce such trips and the resulting greenhouse gas emissions – a main contributor to climate change. A reduction in vehicle miles traveled helps the county in meeting its goals for climate change as detailed in the ((Natural Environment chapter)) Climate Change Element of ((this comprehensive plan)) the Plan.</p> <p>((Specific)) Centers ((also)) promote the county’s goals for sustainability by incorporating environmentally friendly building design and development practices into the development process such as Leadership in Energy and Environmental Design (LEED), Built Green, and low impact development (LID) techniques.</p>	<p>development practices into the development process such as Leadership in Energy and Environmental Design (LEED), Built Green, and low impact development (LID) techniques.</p>
	<p><u>REGIONAL CENTERS</u> <u>The PSRC’s 2018 Regional Centers Framework provides the eligibility criteria and process for the designation of regional centers. There are several Regional Centers located in cities and one in unincorporated Snohomish County as described below. The County could also propose to designate additional Regional Centers in the future by using PSRC’s eligibility criteria. The PSRC’S Regional Growth Centers and Manufacturing/Industrial Centers Map shows the location of centers in the region.</u></p> <p><u>Regional Growth Centers</u> <u>Regional Growth Centers are defined as hubs for a high concentration of housing, jobs, and high quality transit services. These centers provide regional services and serve as important civic and cultural areas. Regional Centers have been designated in Everett, Lynnwood, and Bothell</u></p>

Canyon Park, and there are not any in unincorporated Snohomish County.

Regional Manufacturing/Industrial Centers
Manufacturing/Industrial Centers are hubs for industry and services and support the long-term industrial base of the region. MICs form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offer higher than average wages. They also provide future growth opportunities for business and employment. Multiple modes of transportation should be used to move freight and goods including trucks, heavy rail, ships, and airplanes. Regional MICs are further broken down into industrial employment centers and industrial growth centers.

Regional Industrial Employment Centers
Regional Industrial Employment Centers serve an important regional role as they are highly active industrial areas with a significant number of existing jobs and core industrial activities. These centers have a legacy of industrial employment and represent important long-term industrial areas, such as deep-water ports and major manufacturing. The Paine Field/Boeing Everett Center is a regional industrial employment center. This Center is located in unincorporated Snohomish County and the City of Everett.

Regional Industrial Growth Centers
Regional Industrial Growth Centers are regional clusters of industrial lands that have significant value to the region and potential for future job growth. These centers include industrial lands that serve the region with international employers, industrial infrastructure, and concentrations of industrial jobs. The intent of this designation is to continue the growth of industrial employment and preserve the region's industrial land base for long-term growth and retention. The Cascade Industrial Center (CIC) located in the cities of Marysville and Arlington is a regional industrial growth center. It includes over 4,000 acres of manufacturing and industrial zoned lands. It is the second largest

	<p><u>manufacturing industrial center in Snohomish County.</u></p>
<p>((Whenever possible, it is the)) <u>The</u> county’s intent <u>is</u> to support the efforts of ((the)) cities to preserve, enhance, or develop centers within their city limits. Centers within unincorporated UGAs will be established with special emphasis on areas within the Southwest UGA cognizant of the cities’ efforts for their own centers. The county will explore incentives and develop other techniques to make center development viable in the long term. ((Careful attention must be given to the recreational and cultural needs of those who will live and work in unincorporated county areas.)) <u>This includes supporting recreational and cultural initiatives for people who live and work in urban unincorporated areas of the County. The Urban Core Subarea Plan Element focuses a heightened level of attention within the SWUGA and around potential future light rail stations.</u></p>	<p>((Whenever possible, it is the county’s intent to support the efforts of the cities to preserve, enhance, or develop centers within their city limits. Centers within unincorporated UGAs will be established with special emphasis on areas within the Southwest UGA cognizant of the cities’ efforts for their own centers. The county will explore incentives and develop other techniques to make center development viable in the long term. Careful attention must be given to the recreational and cultural needs of those who will live and work in unincorporated county areas.))</p>
	<p><u>Appendix I of the CPPs includes a list of candidate Countywide Growth Centers and Industrial Centers. These centers have been identified by the county and its cities where significant population and employment growth can be located. Countywide Centers within unincorporated UGAs are focused within the Southwest UGA (see LU Map 2 Countywide Centers).</u></p> <p><u>Countywide Growth Centers</u> <u>Countywide Growth Centers serve as nodes for the concentration of jobs, housing, shopping, and recreational opportunities. These centers should be compact, walkable, and should have a radius between 0.25 miles to 0.5 miles. Countywide Growth Centers should support multi-modal transportation including transit, pedestrian amenities, and bicycle infrastructure. Countywide Growth Centers should include a variety of different land uses. These centers include smaller downtowns, high-capacity transit station areas, and neighborhood centers that are linked by transit.</u></p>

	<p><u>Countywide Growth Centers should also be identified in the CPPs and be a priority area for planning and investment in urban areas. The following Countywide Growth Centers have been designated by the County (see LU Map 2):</u></p> <ul style="list-style-type: none"> • <u>Airport Road and Highway 99 Provisional Light Rail Station</u> • <u>Ash Way Light Rail Station Area</u> • <u>Mariner Light Rail Station Area</u> • <u>Thrasher’s Corner</u> <p><u>The planned light rail station areas are in the Southwest UGA. These light rail station areas are part of the Urban Core Subarea, and the Urban Core Subarea Element provides policy guidance and direction for the future development of these station areas. Thrasher’s Corner is in the Southwest UGA north of the City of Bothell.</u></p> <p><u>Countywide Industrial Centers</u> <u>Currently, the County does not have any designated Countywide Industrial Centers. The CPP’s Appendix I identifies several candidate countywide industrial centers.</u></p> <p><u>LOCAL CENTERS</u> <u>Local Centers play an important role at the local neighborhood level. All scales of urban development can benefit from having small centers that serve as local nodes. These places range from neighborhood centers to active crossroads in communities of all sizes. Local Centers help define community character, and provide local gathering places, serve as community hubs, and are often appropriate places for additional growth and focal points for services. There are numerous Local Centers throughout the county. Examples in unincorporated Snohomish County are Filbert Rd and North Rd, 80th Ave NW, and 284th St NW.</u></p>
Rural Lands Subelement	
<p>The ((countywide planning policies)) CPPs for Rural Land Use and Resource Lands (agricultural, forest, and mineral lands) provide the policy framework for preparing the ((rural element)) Rural subelement of the ((county comprehensive plan)) Plan. The rural land use</p>	<p>The ((countywide planning policies)) CPPs for Rural Land Use and Resource Lands (agricultural, forest, and mineral lands) provide the policy framework for preparing the ((rural element)) Rural subelement of the ((county comprehensive plan)) Plan. The rural land use policies <u>in the CPPs and the</u></p>

<p>policies in the CPPs and the Rural subelement provide for limited growth in rural areas((,)) consistent with the county’s maximum rural population growth target of 4.5 percent of total county growth. The rural land use policies strive to be sensitive to existing land uses and development patterns, preserve rural character and lifestyle, and protect the environment and natural resource lands.</p>	<p>Rural subelement provide for limited growth in rural areas((,)) ((consistent with the county’s maximum rural population growth target of 4.5 percent of total county growth. The rural land use policies)) strive to be sensitive to existing land uses and development patterns, preserve rural character and lifestyle, and protect the environment and natural resource lands.</p>
<p>Pre-GMA trend forecasts showed 28 percent of the county’s population growth occurring in rural areas. Actual growth patterns since adoption of the county’s first GMA plan in 1995 show that only 11% of total population growth from 1995 to 2020 has occurred outside the UGAs. This dramatic shift in pre-GMA and post-GMA growth patterns strongly suggests that the county’s Plan has been, and can continue to be, a significant force for the preservation of the county’s rural lands. Concerted action will be required to reduce the growth rate down to a maximum 4.5 percent as directed by VISION 2050, the CPPs, and LU 6.A.1.</p>	<p><u>VISION 2050, the CPPs and Policy LU 6.A.1 establish a total population target outside of UGAs of 144,190 by the year 2044. As of the 2020 Census, population outside of UGAs stood at 134,127. To maintain consistency under VISION 2050, rural growth is limited to not more than 10,063 additional residents between 2020 and 2044.</u> Pre-GMA trend forecasts showed 28 percent of the county’s population growth occurring in rural areas. Actual growth patterns since adoption of the county’s first GMA plan in 1995 show that only 11% of total population growth from 1995 to 2020 has occurred outside the UGAs. This dramatic shift in pre-GMA and post-GMA growth patterns strongly suggests that the county’s Plan has been, and can continue to be, a significant force for the preservation of the county’s rural lands. ((Concerted)) <u>While this is encouraging, the current trend line of rural growth between 2020-2044 suggests that the 2044 population target may be reached by 2033 unless action ((will be required)) is taken to further reduce the growth rate ((down to a maximum 4.5 percent as directed by VISION 2050, the CPPs, and LU 6.A.1)) outside of UGAs. Strategies to reduce the growth rate may include a cap on total rural population growth, annual metering of building permits or lots, or other adjustments to development regulations to limit population growth in rural areas.</u></p>
<p>Rural land use policies describe and accommodate a wide array of land uses and a variety of low-density residential ((densities)) housing that ((are)) is compatible with the character of rural areas and the 4.5 percent growth targets; ((support)) supports rural and</p>	<p>Rural land use policies describe and accommodate a wide array of land uses and a variety of low-density residential ((densities)) housing that ((are)) is compatible with the character of rural areas ((and the 4.5 percent growth targets)); ((support)) supports rural and natural resource-based</p>

<p>natural resource-based industries; ((provide)) provides economic opportunities for rural residents; ((promote)) promotes low intensity recreational uses consistent with rural surroundings; and ((preserve)) preserves the rural lifestyle and traditional rural activities which contribute to the county's overall quality of life.</p>	<p>industries; ((provide)) provides economic opportunities for rural residents; ((promote)) promotes low intensity recreational uses consistent with rural surroundings; and ((preserve)) preserves the rural lifestyle and traditional rural activities which contribute to the county's overall quality of life.</p>
<p>Future Land Use Map</p>	
<p>The Future Land Use Map (FLUM) identifies the specific locations for Urban Centers, ((Transit Pedestrian Villages)) Light Rail Communities, Mixed Use Corridors, Urban Villages, and Manufacturing/ ((and)) Industrial Centers.</p> <p>Additional Centers may be designated in the future through amendments to the comprehensive plan.</p>	<p>The Future Land Use Map (FLUM) shows the Centers designations including Urban Centers (UC), ((Transit Pedestrian Villages)) Light Rail Communities (LRC), Mixed Use Corridors (MUC), Urban Villages, and Manufacturing/ ((and)) Industrial Centers (MIC). <u>The boundaries for countywide and local centers are delineated through future land use designations. MICs are designated with an overlay in the FLUM. This includes the manufacturing industrial overlay for Paine Field Airport. The centers future land use designations are defined below.</u></p>
	<p><u>OTHER GMA COMPREHENSIVE PLAN MAPS OR OVERLAYS</u></p> <p><u>Countywide Centers (Map 2)</u></p> <p><u>LU Map 2 shows the designated Countywide Centers in unincorporated Snohomish County. These centers are locations where significant population and employment growth can be located. Countywide Centers are designated consistent with the PSRC framework and Appendix I of the CPPs.</u></p>

Finally, there are several maps located within the 2015 Land Use Element that will continue to be retained in the 2024 Update, and that are proposed to be updated. LU Map 1 (the Future Land Use Map (FLUM)) and Map 4 (Municipal Urban Growth Area (MUGA)) are discussed in a separate staff report. LU Map 2 (Countywide Centers) is newly proposed, and proposed amendments to LU Maps 3 (Mineral Resource Lands), 5 (Open Space Corridors and Wildlife Areas Map), and 6 (Lands Useful for Public Purpose) include minor updates including putting the maps into the new template, updating the layers with the most up to date information, and consolidating layers where possible.

Natural Environment

The Tree Canopy policies within the Natural Environment Element was briefed to the Planning Commission on June 27, 2023, and there are proposed changes to three policies. The remainder of the

Natural Environment Element was briefed to the Planning Commission on May 23, 2023, and there are no proposed updates since that time.

Language at Briefing	Revised Proposed Language	Reason for the Change
Tree Canopy Subelement		
<p>Policy NE 9.A.5 The county’s urban forest management program shall take into consideration requirements under the Growth Management Act to accommodate population, housing, and employment growth within unincorporated Urban Growth Areas while also preserving the urban forest canopy.</p>	<p>Policy NE 9.A.5 The ((county’s urban forest management program shall)) <u>county shall develop a management approach for urban forests that</u> takes into consideration requirements under the Growth Management Act to accommodate population, housing, and employment growth within unincorporated Urban Growth Areas while also preserving the urban forest canopy.</p>	<p>Public comment requested that this policy better mirror text in Policy NE 9.F.2: The county should develop a management approach for urban forests and trees that supports salmon recovery goals and Snohomish County’s commitment to Salmon Safe Puget Sound Pledge, the Orca Recovery Plan, the Regional Open Space Conservation Plan, and the Priority Habitats and Species data from the Washington State Department of Fish and Wildlife, and the Puget Sound Partnership’s Action Agenda.</p> <p>Public comments requested additional changes, including modifying the ‘shall to should’ and deletion of last phrase “while also preserving the urban forest canopy”.</p>
<p>Policy NE 9.A.6 The county shall periodically perform a tree canopy assessment and inventory to identify areas for protection and enhancement and report this information to the County Council. Subsequent assessments and inventories should evaluate the success and failures of past actions</p>	<p>Policy NE 9.A.6 The county shall periodically perform a tree canopy assessment and inventory to identify areas for protection and enhancement and report this information to the County Council. Subsequent assessments and inventories should evaluate the success and failures of past actions taken to protect or enhance</p>	<p>Revised wording to avoid issue with interpretation and implementation of the policy. This language is changed to be more consistent with GMA terminology.</p>

<p>taken to protect or enhance tree canopy and refine methodologies to improve implementation of the inventory and assessment processes and the urban tree program overall. The assessment will use best available qualitative and quantitative information and can rely on LiDAR/Satellite imagery.</p>	<p>tree canopy and refine methodologies to improve implementation of the inventory and assessment processes and the urban tree program overall. The assessment will use best available (qualitative and quantitative information) <u>science</u> and can rely on LiDAR/Satellite imagery.</p>	
<p>Policy NE 9.B.3 County departments shall develop management strategies for urban forests on properties within their custodial property inventories. Management strategies for county-owned urban forests may include levels of service standards for forested areas within urban parks, right of way planning, impact fees, and properties purchased, donated, and/or managed by the county for conservation or restoration.</p>	<p>Policy NE 9.B.3 County departments shall develop management strategies for urban forests on properties within their custodial property inventories. Management strategies for county-owned urban forests may include levels of service standards for forested areas within urban parks, right of way planning, (impact fees) <u>utilization of mitigation funding</u>, and properties purchased, donated, and/or managed by the county for conservation or restoration.</p>	<p>The intent of this policy is to use a variety of management strategies that include possible funding sources. Changing the term ‘impact fees’ to ‘utilization of mitigation finding’ better clarifies using pay-as-you-go in lieu of fess to fund the urban forest management program, tree planting, and tree care.</p>

Parks and Recreation

The Parks and Recreation Element was briefed to the Planning Commission on May 23, 2023, and there are proposed changes as listed below.

Language at Briefing	Revised Proposed Language	Reason for the Change
<p>The vision complements the Washington State Trails Plan (goal of “building a connected network to accommodate use within neighborhoods, connecting</p>	<p>The vision complements the Washington State Trails Plan <u>priority of “Support healthy, adaptable, and connected communities.”</u> ^[1]</p>	<p>Updated trail plan wording to match the current Washington State parks website</p>

communities together, and providing access to the backcountry and wilderness areas.”))	^[1] Washington State Recreation and Conservation Office. (2023, March 1). 2023 Recreation and Conservation Plan. https://wa-rco-scorp-2023-wa-rco.hub.arcgis.com/	
If urban open space parks are not ((able to be implemented by Parks due to conditions such as staffing availability to support the operations and maintenance of these sites,)) the county should consider revising the LOS minimum standard adopted in this Element.	If urban open space ((parks)) <u>park levels of service</u> are not ((able to be implemented by Parks due to conditions such as staffing availability to support the operations and maintenance of these sites,)) <u>attainable due to operations and maintenance constraints</u> , the county should consider revising the LOS minimum standard adopted in this Element.	Rewrote the sentence to have a more positive connotation.
Maps & Figures at Briefing	Revised Maps & Figures	Reason for the Change
Placeholders for Map PR-12, Map PR-13, Map PR-14 Open Space facilities at a watershed scale	Added the new maps into the document	Maps were not completed at time of briefing
Maps PR-1, PR-11, PR-15, PR-16 drafts	Added revised maps into the document	Updated title block convention for consistency
Figure PR-6	Changed formatting	Color scheme consistency
Formatting at Briefing	Revised Formatting	Reason for the Change
Goals and policies on separate tracking table	Goals and policies integrated into the PRE document	Consistent formatting with the final proposed PRE
Appendices included as placeholders	Appendix content added to the PRE document	Consistent formatting with the final proposed PRE
Draft citations with website links	Final citations with identifying document information in addition to the website links	Final proposed PRE formatting
Table of contents	Table of contents updated numbering	Housekeeping

Climate Change and Resiliency Element (CR)

The Climate Change and Resiliency Element was briefed to the Planning Commission on July 25, 2023, and there are proposed changes as listed below.

Language at Briefing	Newly Proposed Language	Reason for the Change
Draft Policies		
<p><u>GOAL CRE 2 Achieve the regional greenhouse gas emissions reduction target from Puget Sound Clean Air Agency of 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050 and support state efforts to achieve net zero carbon by 2050.</u></p>	<p><u>GOAL CRE 2 ((Achieve)) Help meet the regional greenhouse gas emissions reduction target from Puget Sound Clean Air Agency of 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050 and support state efforts to achieve net zero carbon by 2050.</u></p>	
<p><u>CRE Policy 2.C.2 The County shall support efforts to decarbonize transportation systems, including public and private expansion of electric vehicle infrastructure and use of alternative.</u></p>	<p><u>CR Policy 2.C.2 The County shall support efforts to decarbonize transportation systems, including public and private expansion of electric vehicle (EV) infrastructure and use of alternative by periodically reviewing and updating development regulations, as appropriate.</u></p>	<p>Responding to comments from PSRC on Policy CR 2.C.2 to provide more information on how the County is supporting EV infrastructure.</p>
<p>((NE 10.B.8)) <u>CRE Policy 2.D.4 ((Develop education)) Provide educational information and seek to develop incentive programs ((related)) to ((climate change and sustainability so that citizens, businesses and others can make informed decisions)) assist the public and businesses transition from carbon-based energy and fuel sources.</u></p>	<p>((NE 10.B.8)) <u>CRE Policy 2.D.4 ((Develop education)) Provide educational information and seek to develop incentive programs ((related)) to ((climate change and sustainability so that citizens, businesses and others can make informed decisions)) assist the public and businesses transition away from carbon-based energy and fuel sources.</u></p>	
<p><u>CRE Policy 3.B.4 The County shall support educational and funding opportunities to strengthen food security.</u></p>	<p><u>CRE Policy 3.B.4 The County shall support educational and funding opportunities to that strengthen food security.</u></p>	
<p>Resilience and Conservation: Communities are resilient to the changing climate. Special efforts continue to support our most</p>	<p>Resilience and Conservation: Communities are resilient to the changing climate. Special efforts continue to support our most</p>	<p>Responding to comments from PSRC.</p>

<p>vulnerable populations. The County is exceeding the state’s greenhouse gas reduction targets and has implemented transportation and building practices that conserve resources and promote healthy living. The County is well-prepared to respond to natural disasters and emergency events to keep communities safe.</p>	<p>vulnerable populations. The <u>regional greenhouse gas (GHG) reduction target is being met</u> (County is exceeding the state’s regional greenhouse gas reduction targets) and <u>the County</u> has implemented transportation and building practices that conserve resources and promote healthy living. The County is well-prepared to respond to natural disasters and emergency events to keep communities safe.</p>	
<p><u>The CRE supports the Vision Statement through policies focused on strengthening the county’s climate resiliency by comprehensively addressing climate change (CR Goal 1) with equity and inclusion, and prioritizing efforts to assist the most vulnerable (CR Objective 1.A). This element also contains policies aimed at reducing localized greenhouse gas (GHG) emissions to meet the regional GHG emission reduction target and supporting state goals (CR Goal 2). Although a standalone element, the CRE references and works in concert with other elements of the Plan that contain policies and programs to address climate GHG emissions reductions and resiliency. In addition, there are climate change and resiliency policies in the Urban Core Subarea Plan Element. All of the CRE policies apply within the Urban Core Subarea, and the Urban Core Subarea Element also has subarea-specific climate change and resiliency policies.</u></p>	<p><u>The CRE supports the Vision Statement through policies focused on strengthening the county’s climate resiliency by comprehensively addressing climate change (CRE Goal 1) with equity and inclusion, and prioritizing efforts to assist the most vulnerable (CRE Objective 1.A). This element also contains policies aimed at reducing localized greenhouse gas (GHG) emissions to help meet the regional GHG emission reduction target and support state goals (CRE Goal 2). ((Although a standalone element, the))</u> The CRE references and works in concert with other elements of the Plan <u>((that contain policies and programs to address climate))</u> for GHG emissions reductions and climate resiliency. <u>((In addition, there are climate change and resiliency policies in the Urban Core Subarea Plan Element. All of the CRE policies apply within the Urban Core Subarea, and the Urban Core Subarea Element also has subarea-specific climate change and resiliency policies.))</u></p>	
<p>Under the Growth Management Act (GMA), a Climate Change and Resiliency Element (CRE) is an optional element for Snohomish County until 2029 when it becomes</p>	<p>((Under the Growth Management Act (GMA), a Climate Change and Resiliency Element (CRE) is an optional element for Snohomish County until 2029 when it becomes</p>	

<p>mandatory. The County recognizes the severity of climate change on its communities, environment, economy, and infrastructure – both current and projected. The proposed CRE provides a policy framework to reduce greenhouse gas (GHG) emissions and increase climate resiliency that is consistent with regional and local directives and supports state efforts.</p> <p>The University of Washington’s Climate Impacts Group (UW CIG) publication, “No Time To Waste,” states that the global average temperature has increased by 1 degree Celsius since pre-industrial times (1850-1900), and it is projected to rise an additional 0.5 degrees Celsius between 2030-2052.1 For the Puget Sound region, a changing climate has resulted in increases in extreme heat events, wildfire risk, days of poor air quality, storms, flooding, sea-level rise, and reduced snowpack. The UW CIG’s publication summarizes the devastating effects on human populations and the environment associated with a 1.5-degree Celsius increase in global temperature, as illustrated in Figure CRE-1. <u>n 2023 the Washington State Legislature passed Engrossed Second Substitute House Bill (ESSHB) 1181, which among other actions, amends the GMA includes amendments to RCW that adds to add a Climate Change and Resiliency as a planning goal under, and adds Climate Change and Resiliency t as a mandatory element for comprehensive plans. under for jurisdictions planning under GMA. Snohomish County is required to meet this state requirement by 2029.</u></p>	<p>mandatory. The County recognizes the severity of climate change on its communities, environment, economy, and infrastructure—both current and projected. The proposed CRE provides a policy framework to reduce greenhouse gas (GHG) emissions and increase climate resiliency that is consistent with regional and local directives and supports state efforts.))</p> <p><u>In 2023 the Washington State Legislature passed Engrossed Second Substitute House Bill (ESSHB) 1181, which among other actions, ((amends)) amended the GMA ((includes amendments to RCW that adds)) to add-a Climate Change and Resiliency as a planning goal ((under)), and ((adds Climate Change and Resiliency t)) as a mandatory element for comprehensive plans. ((under for jurisdictions planning under GMA. Snohomish County is required to meet this state requirement by 2029.))</u></p>	
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	<p><u>RCW 36.70A.070(9)(a) and (b) Comprehensive plans—Mandatory elements.</u></p> <p><u>(9)(a) A climate change and resiliency element that is designed to result in reductions in overall greenhouse gas emissions and that must enhance resiliency to and avoid the adverse impacts of climate change, which must include efforts to reduce localized greenhouse gas emissions and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities.</u></p> <p><u>(b) The climate change and resiliency element shall include the following subelements:</u></p> <p><u>(i) A greenhouse gas emissions reduction subelement;</u></p> <p><u>(ii) A resiliency subelement.</u></p> <p><u>Under the Growth Management Act (GMA), a Climate Change and Resiliency Element (CRE) is an optional element for Snohomish County until 2029 when it becomes mandatory. The County recognizes the severity of climate change on its communities, environment, economy, and infrastructure – both current and projected. The proposed CRE provides a policy framework to reduce greenhouse gas (GHG) emissions and increase climate resiliency that is consistent with regional and local directives and supports state efforts.</u></p>	
<p><u>It is important to note that like other elements of this Plan, implementation of policies is</u></p>	<p><u>It is important to note that like other elements of this Plan, implementation of policies is</u></p>	

<p>achieved through a variety of means including regulations in the <u>Snohomish County Code (SCC); programs and projects from various County departments, service providers, and agencies; and community support. The County has been addressing climate change for several years and is steadfast in its continued efforts. Over the years, County leaders have supported the following:</u></p> <ul style="list-style-type: none"> ▪ <u>Joint Resolution No. 19-006 Committing to a goal of 100% Clean Energy by 2045</u> ▪ <u>EXECUTIVE ORDER 13-48A Regarding Climate Change and the County’s Sustainable Operations Action Plan (SOAP)</u> ▪ <u>Ordinance 21-094 For the electrification of the County’s Fleet</u> ▪ <u>Adoption of Green and High-Performance Building Code Chapter 3.06 SCC</u> ▪ <u>Commercial Property Assessed Clean Energy & Resiliency (C-PACER) program</u> ▪ <u>Hazard Mitigation Plan</u> ▪ <u>Healthy Forest Initiative</u> ▪ <u>Open Space Taxation, Purchase of Development Rights, and Transfer of Development Rights programs</u> ▪ <u>Low-income weatherization program</u> 	<p>achieved through a variety of means including regulations in the <u>Snohomish County Code (SCC); programs and projects from various County departments, service providers, and agencies; and community support. The County has been addressing climate change for several years and is steadfast in its continued efforts. Over the years, County leaders have supported the following:</u></p> <ul style="list-style-type: none"> ▪ <u>Joint Resolution No. 19-006 Committing to a goal of 100% Clean Energy by 2045</u> ▪ <u>EXECUTIVE ORDER 13-48A Regarding Climate Change and the County’s Sustainable Operations Action Plan (SOAP)</u> ▪ <u>Ordinance 21-094 For the electrification of the County’s Fleet</u> ▪ <u>Adoption of Green and High-Performance Building Code Chapter 3.06 SCC</u> ▪ <u>Commercial Property Assessed Clean Energy & Resiliency (C-PACER) program</u> ▪ <u>Hazard Mitigation Plan</u> ▪ <u>Healthy Forest Initiative</u> ▪ <u>Land Conservation Initiative</u> ▪ <u>Community Floodplain Solutions (CFS)</u> ▪ <u>Open Space Taxation, Purchase of Development Rights, and Transfer of Development Rights programs</u> 	
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<ul style="list-style-type: none"> ▪ <u>Climate Action Advisory Committee (CAAC)</u> ▪ <u>Interdepartmental Climate Resiliency Committee (ICRC)</u> ▪ <u>Offices of Social Justice, Recovery and Resiliency, and Energy and Sustainability (OES)</u> 	<ul style="list-style-type: none"> ▪ <u>Energy Smart Loan Program / Low-income weatherization program</u> ▪ <u>Climate Action Advisory Committee (CAAC)</u> ▪ <u>Interdepartmental Climate Resiliency Committee (ICRC)</u> ▪ <u>Offices of Social Justice, Recovery and Resiliency, and Energy and Sustainability (OES)</u> 	
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Greenhouse Gas Emissions Reduction Subelement

<p><u>To reduce the severity and duration of climate change impacts, it is imperative to reduce greenhouse gas (GHG) emissions. The objective of this subelement is to help quantify and understand the sources of GHG emissions and establish a framework that results in meaningful reductions in GHG emissions. This effort will help meet the regional emission reduction target, and support state efforts.</u></p> <p><u>The CRE works in concert with other elements of the Plan that contain policies and/or programs that address the reduction of GHG emissions including the following elements:</u></p> <p><u>The Transportation Element implements federal, state, and local transportation requirements through policies, programs, and capital investments. GHG emissions reduction is addressed through the expansion of and upgrades to multimodal systems, transportation demand</u></p>	<p><u>To reduce the severity and duration of climate change impacts, it is imperative to reduce greenhouse gas (GHG) emissions. The objective of this subelement is to (help quantify and understand), <u>provide information on the sources of localized GHG emissions and establish a framework that results in meaningful reductions in GHG emissions. (This effort will help meet the regional emission reduction target, and support state efforts.)</u></u></p> <p><u>(The) As mentioned, the CRE works in concert with other elements of the Plan (that contain policies and/or programs that address the) to achieve reductions in GHG emissions including the following (elements):</u></p> <p><u>The Transportation Element implements federal, state, and local transportation requirements through policies, programs, and capital investments. GHG emissions reduction is addressed through the expansion of and upgrades to multimodal systems, transportation demand management, and other capital investments.</u></p> <p><u>The Land Use Element contains land use strategies for urban</u></p>	
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<p><u>management, and other capital investments.</u></p> <p><u>The Land Use Element contains land use strategies for urban development to produce dense, compact communities with multimodal infrastructure and amenities and services in close proximity to housing to discourage single occupant vehicle trips and reduce vehicle miles traveled. Further, the Land Use Element provides strategies including the transfer and purchase of development rights for the conservation of open space and agricultural and forestry land of long-term significance – these lands play an important role in carbon sequestration.</u></p> <p><u>The Parks and Recreation Element and Natural Environment Element provide programs and policies for the protection and enhancement of wetlands, estuaries, and parks, that sequester carbon and mitigate climate change impacts such as flooding and extreme heat events.</u></p> <p><u>The Urban Core Subarea Plan Element provides policies that support the Regional Growth Strategy including, compact dense development and multimodal transportation infrastructure, in particular connection to the two light rail stations.</u></p> <p><u>The Capital Facilities and Utilities Element promotes decarbonization of energy systems and services and</u></p>	<p><u>development to produce dense, compact communities with multimodal infrastructure and amenities and services in close proximity to housing to discourage single occupant vehicle trips and reduce vehicle miles traveled. Further, the Land Use Element provides strategies including the transfer and purchase of development rights for the conservation of open space and agricultural and forestry land of long-term significance – these lands play an important role in carbon sequestration.</u></p> <p><u>The Parks and Recreation Element and Natural Environment Element provide programs and policies for the protection and enhancement of wetlands, estuaries, and parks, that sequester carbon and mitigate climate change impacts such as flooding and extreme heat events.</u></p> <p><u>The Urban Core Subarea Plan Element provides policies that support the Regional Growth Strategy including, compact dense development and multimodal transportation infrastructure, in particular connection to the two light rail stations. All the CRE policies apply within the Urban Core Subarea, and the Urban Core Subarea Element also has subarea-specific climate change and resiliency policies.</u></p> <p><u>The Capital Facilities and Utilities Element promotes ((decarbonization)) decarbonizing ((ef)) energy systems and services and stresses coordination between and among service providers.</u></p>	
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<p><u>stresses coordination between and among service providers.</u></p>		
<p><u>County Government Operations Inventory</u></p> <p><u>Since 2009, the County has periodically conducted GHG emissions inventories for County government operations. The purpose of these inventory reports was to assess the County’s progress in meeting its GHG emissions reduction target as established in Executive Order 13-48A, which put forth a 20 percent emission reduction below 2000 levels by the year 2020. The most recent GHG emissions inventory was completed in 2020 and reflected GHGs produced by County operations in the 2018 calendar year. Based on the 2020 report, the County had reached its 20 percent emissions reduction goal two years before the 2020 target date.</u></p>	<p><u>County Government Operations Inventory</u></p> <p><u>Since 2009, the County has periodically conducted GHG emissions (inventories) inventory reports for County government operations(:-The purpose of these inventory reports was) These reports have been helpful to assess the County’s progress in meeting its GHG emissions reduction target (as established in). For example, Executive Order 13-48A, (which put forth) established a 20 percent emission reduction below 2000 levels by the year 2020. The most recent GHG emissions inventory for County operations was completed in 2020 and reflected GHGs produced in the 2018 calendar year. Based on the 2020 report, the County had reached the 20 percent emissions reduction goal two years before the 2020 target date.</u></p>	
<p><u>Snohomish County received a grant from Commerce to produce a climate change vulnerability and risk assessment. This funding was part of Commerce’s assistance to integrate climate change and resilience into comprehensive planning. The County utilized consultants for the climate change vulnerability and risk assessment tool (“CVI tool”), which was completed in March 2023. The CVI tool is a mapping tool that organizes several data sets into three main indexes (Exposure, Sensitivity, and Adaptive Capacity) to produce a “Climate Vulnerability Index (CVI)” for areas in the county</u></p>	<p><u>Snohomish County received a grant from Commerce to produce a climate change vulnerability and risk assessment ((This funding was part of Commerce’s assistance)) to integrate climate change and resilience into comprehensive planning. The (County) County’s Climate Vulnerability Tool (utilized consultants for the climate change vulnerability and risk assessment tool (“CVI tool”), which) was completed in March 2023 and will help prioritize actions and inform projects and programs. The (CVI tool) Climate Vulnerability Tool is a mapping tool that organizes several data sets about the county</u></p>	

<p>that range from low (16) to high (73). The CVI mapping tool is based on best available climate science, drawing largely from the University of Washington Climate Impacts Group (UW CIG) and data from state and federal agencies including the Health Disparities Mapping from the Washington State Department of Health, demographic information from the American Community Surveys, and flood data from the Federal Emergency Management Agency (FEMA). The CVI tool will help educate the public and assist the County to identify, prioritize, and manage climate risks to our communities, environment, economy, and infrastructure. The indexes were developed countywide; however, the risk assessment was only produced for unincorporated portions of the county.</p> <p>The CVI tool groups the unincorporated portion of the county into four geographic areas that have similar attributes:</p> <ul style="list-style-type: none"> ▪ <u>Highlands to Mountains</u> ▪ <u>Coastal</u> ▪ <u>Unincorporated Urban</u> ▪ <u>Estuaries/Agricultural/Flatlands</u> ▪ <p>Results from the CVI tool reveal that several areas of unincorporated Snohomish County are at high risk for climate hazards. As indicated in Figure CRE-7, the Mountain/Highland area near Darrington for example, is an area that is more vulnerable relative to other parts of the county to climate impacts including extreme heat, flooding, and wildfire risk.</p>	<p>into three main indexes (Exposure, Sensitivity, and Adaptive Capacity) ((to)) and produces a Climate Vulnerability Index in to help inform on which communities and areas in the county are most vulnerable to the projected impacts of climate change ((for areas in the county that range from low (16) to high (73))). The ((CVI)) <u>Climate Vulnerability Tool</u> ((mapping tool)) is based on best available climate science, drawing largely from the University of Washington Climate Impacts Group (UW CIG) and data from state and federal agencies including the Health Disparities Mapping from the Washington State Department of Health, demographic information from the American Community Surveys, and flood data from the Federal Emergency Management Agency (FEMA). ((The CVI)) <u>This</u> tool will help educate the public and assist the County to identify, prioritize, and manage climate risks to our communities, environment, economy, and infrastructure. ((The indexes were developed countywide; however, the risk assessment was only produced for unincorporated portions of the county.</p> <p>The CVI tool groups the unincorporated portion of the county into four geographic areas that have similar attributes:</p> <ul style="list-style-type: none"> ▪ <u>Highlands to Mountains</u> ▪ <u>Coastal</u> ▪ <u>Unincorporated Urban</u> ▪ <u>Estuaries/Agricultural/Flatlands</u> <p>Results from the ((CVI)) <u>Climate Vulnerability Tool</u> ((tool)) reveal that several areas of unincorporated</p>	
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<p>The CVI tool accomplishes several steps in Table CRE-2 to build the county’s climate resilience. Using the CVI tool, the County can assess risks to climate hazards. The next steps in the table are to investigate options, prepare a resiliency plan, and implement plans and policies. The County will continue its efforts to address climate change and increase its resiliency including updates to its Hazard Mitigation Plan (HMP) led by the Department of Emergency Management (DEM) and the development of a Communitywide Resiliency Action Plan facilitated by the Office of Energy and Sustainability (OES) of the Department of Conservation and Natural Resources (DCNR).</p> <p>The policy framework in this Resiliency subelement responds to the information from the CVI tool as illustrated in Table CRE-3, and includes existing County projects and programs that address climate change. Policies and programs in other elements of the Plan contribute greatly to building the county’s resiliency. The implementation of resiliency policies and programs is spread across various County departments and external agencies. The DCNR, for example, oversees the maintenance and acquisition of parks and open space. The OES provides residential weatherization programs and energy upgrades and is leading a community wide resiliency plan. The DEM coordinates with the county’s municipalities, special purpose districts, and other agencies on emergency response and preparedness for natural and human caused hazards. The</p>	<p>Snohomish County are at high risk for ((climate hazards)) <u>the projected impacts of climate change</u>. As indicated in Figure CRE-7, the Mountain/Highland area near Darrington for example, is an area that is more vulnerable relative to other parts of the county to climate impacts including extreme heat, flooding, and wildfire risk.</p> <p><u>For a countywide perspective, CRE Maps 1-4 in this subelement relay information from the Climate Vulnerability Tool regarding vulnerability and projected impacts of climate change. CRE Maps 1 and 2 provide a countywide perspective on two projected climate change impacts. CRE Map 1 displays the change in days in the annual maximum humidex (measure of temperature and humidity) above 90 degrees Fahrenheit. This is a mid-century (2030-2059) projection using 1980-2009 average and uses a higher GHG emissions scenario (RCP 8.5). CRE Map 1 reveals that the eastern portion of the county is projected to have a greater change in the number of days with maximum humidex above 90 degrees Fahrenheit. CRE Map 2 relays the percent change in the magnitude of the 25-year storm using the same higher GHG scenario and baseline years as CRE Map 1. It appears that a large portion of the county would experience a 6 percent change or greater by midcentury. CRE Map 3 illustrates the gap in the adaptive capacity by census block. Adaptive capacity means the ability of people, assets, or systems to adjust to a hazard, take advantage of new opportunities, or cope with change. The higher the gap, the</u></p>	
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<p>County’s Human Services Department connects individuals in need with public services and emergency housing.</p> <p>The GMA (RCW 36.70A.130(9)(a)) requires the County to provide Commerce an implementation progress report detailing the progress it has achieved in implementing its comprehensive plan five years after the December 2024 review and revision of the comprehensive plan. This implementation progress report presents an opportunity for the County and others to assess progress on this Element, adjust to changing needs, and incorporate new information.</p>	<p><u>lower the ability to adapt to a climate hazard or to take advantage of new opportunities. Attributes that contribute to adaptive capacity include:</u></p> <ul style="list-style-type: none"> • <u>Income</u> • <u>Level of Education</u> • <u>Language Proficiency</u> • <u>Race / Ethnicity</u> • <u>Household Size</u> • <u>Housing Cost Burden</u> • <u>Housing Condition</u> <p><u>CRE Map 4 focuses on sensitivity, or the degree to which a system, population, or resource is or might be affected by a hazard. Data sets regarding age, housing, and health (diabetes, asthma, heart disease) inform sensitivity. CRE Map 4 reveals that there are several areas in the county where there is a high sensitivity to climate hazards. ((The CVI tool accomplishes several steps in Table CRE-2 to build the county’s climate resilience. Using the CVI tool, the County can assess risks to climate hazards. The next steps in the table are to investigate options, prepare a resiliency plan, and implement plans and policies. The County will continue its efforts to address climate change and increase its resiliency including updates to its Hazard Mitigation Plan (HMP) led by the Department of Emergency Management (DEM) and the development of a Communitywide Resiliency Action Plan facilitated by the Office of Energy and Sustainability (OES) of the Department of Conservation and Natural Resources (DCNR).))</u></p> <p><u>The policy framework in this Resiliency subelement responds to the information from the ((CVI tool)) Climate Vulnerability Tool as ((illustrated in Table CRE-3 and,))</u></p>	
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	<p>with actions, ((includes existing County)) projects, and programs to increase the adaptive capacity of our communities. ((that address climate change. Policies and programs in other elements of the Plan contribute greatly to building the county's resiliency)). ((The Implementation of resiliency policies is spread across various County departments and external agencies. The DCNR, for example, oversees the maintenance and acquisition of parks and open space. The OES provides residential weatherization programs and energy upgrades and is leading a community wide resiliency plan. The DEM coordinates with the county's municipalities, special purpose districts, and other agencies on emergency response and preparedness for natural and human caused hazards. The County's Human Services Department connects individuals in need with public services and emergency housing. ((The GMA (RCW 36.70A.130(9)(a)) requires the County to provide Commerce an implementation progress report detailing the progress it has achieved in implementing its comprehensive plan five years after the December 2024 review and revision of the comprehensive plan. This implementation progress report presents an opportunity for the County and others to assess progress on this Element, adjust to changing needs, and incorporate new information.))</p>	
Maps at Briefing	Newly Proposed Maps	
	<p>Map showing: Change in Days with Maximum Humidex Above 90 degrees Fahrenheit (mid-century</p>	<p>Provides graphical view of climate change projection related to heat and humidity.</p>

	with higher GHG scenario (RCP 8.5), baseline 1980-2009	
	Map showing: Percent Change in the Magnitude of 25-year Storms (mid-century with higher GHG scenario (RCP 8.5), baseline 1980-2009)	Provides graphical view the percent change in magnitude of 25-year storm
	Map showing: Sensitivity to climate change	Provides a graphical view of sensitivity to the projected impacts of climate change
	Map showing: Gap in Adaptive Capacity to climate change	Provides a graphical view of the gap in adaptive capacity to the projected impacts of climate change
Formatting at Briefing	Revised Formatting	Reason for the Change
Goals and policies on separate tracking table	Goals and policies integrated into the CRE document	Consistent formatting with the final proposed CRE

Capital Facilities and Utilities (CUE)

The Capital Facilities and Utilities Element was briefed to the Planning Commission on July 25, 2023, and there are proposed changes as listed below.

Language at Briefing	Newly Proposed Language	Reason for the Change
Surface Water Management (SWM) Subelement		
Policy ((3-D.2)) CUE 4.E.2 ((county)) County shall consider identifying, prioritizing and correcting the highest priority fish passage problems in unincorporated Snohomish County to improve the conservation of ESA-listed and non-listed salmonid populations.	Policy ((3-D.2)) CUE 4.E.2 The ((county)) County shall <u>collaborate with Washington State Department of Natural Resources, Washington State Department of Fish and Wildlife, and tribes on</u> ((consider)) identifying, prioritizing, and correcting the highest priority fish passage problems in unincorporated Snohomish County to improve the conservation of ESA-listed and non-listed salmonid populations.	Edits made in response to comments from PSRC on this policy.
Analysis performed through SWM’s Master Drainage Planning (MDP) Program generally predicted that future growth would increase both the volumes of surface water runoff and the peak flows. The extent of these predicted increases	Analysis performed through SWM’s Master Drainage Planning (MDP) Program generally predicted that future growth would increase both the volumes of surface water runoff and the peak flows. The extent of these predicted increases varies depending on factors such as existing land use, proposed future land use,	The two paragraphs are redundant to the previous sections.

<p>varies depending on factors such as existing land use, proposed future land use, soils, basin size, the potential for infiltration, and other hydrologic conditions. An increase in either the peak flows or in the volume of stormwater runoff can potentially impact existing flooding problems by increasing the depth of flooding, the area that is flooded, how often flooding occurs, or the length of time an area remains flooded. An increase in the peak flow or volume of stormwater runoff may, in some cases, also create new flooding problems that do not currently exist. An increase in either the peak flows or the volume of stormwater runoff could also potentially impact existing streams and aquatic habitat. These potential impacts generally include increased channel erosion and sedimentation, reduced habitat diversity, increased pollutant loads, higher water temperatures, reduced low flows during dry weather periods, and increased fish passage barriers. These types of impacts have the potential to reduce the quality and quantity of existing aquatic habitat.</p>	<p>soils, basin size, the potential for infiltration, and other hydrologic conditions. An increase in either the peak flows or in the volume of stormwater runoff can potentially impact existing flooding problems by increasing the depth of flooding, the area that is flooded, how often flooding occurs, or the length of time an area remains flooded. An increase in the peak flow or volume of stormwater runoff may, in some cases, also create new flooding problems that do not currently exist.</p> <p>An increase in either the peak flows or the volume of stormwater runoff could also potentially impact existing streams and aquatic habitat. These potential impacts generally include increased channel erosion and sedimentation, reduced habitat diversity, increased pollutant loads, higher water temperatures, reduced low flows during dry weather periods, and increased fish passage barriers. These types of impacts have the potential to reduce the quality and quantity of existing aquatic habitat.</p>	
<p>CUE Maps-3 through 6 depict constructed infrastructure density per square mile. The maps were created by overlaying the constructed drainage network with a square mile hexagonal grid and assigning a density of miles of</p>	<p>CUE Maps-3A through 6 depict constructed infrastructure density per square mile. The maps were created by overlaying the constructed drainage network with a square mile hexagonal grid and assigning a density of miles of constructed drainage network per square mile.</p>	<p>Added reference to CUE Map 3A to illustrate a countywide perspective of constructed drainage infrastructure density.</p>

<p>constructed drainage network per square mile.</p> <ul style="list-style-type: none"> • CUE Map-3 shows the constructed drainage infrastructure density for the South County. • CUE Map-4 is for the Southeast portion of the county. • CUE Map-5 is for the East County. • CUE Map-6 is for the North County 	<ul style="list-style-type: none"> • CUE Map-3A shows the constructed drainage infrastructure density countywide • CUE Map-3 shows the constructed drainage infrastructure density for the South County. • CUE Map-4 is for the Southeast portion of the county. • CUE Map-5 is for the East County. • CUE Map-6 is for the North County 	
	<p>Green Infrastructure Inventory As part of the 2023 state legislative session, Engrossed Second Substitute House Bill (E2SHB) 1181, effective July 23, 2023, amended RCW 36.70A.070(3) to add green infrastructure to the inventory of capital facilities owned by public entities as a requirement for the capital facilities plan element. E2SHB 1181 also amended RCW 36.70A.030 to add a definition of green infrastructure as follows: "Green infrastructure" means a wide array of natural assets and built structures within an urban growth area boundary, including parks and other areas with protected tree canopy, and management practices at multiple scales that manage wet weather and that maintain and restore natural hydrology by storing, infiltrating, evapotranspiring, and harvesting and using stormwater." Snohomish County development regulations contained in Title 30 of the Snohomish County Code (SCC) already require several "green infrastructure" related elements as a condition of both public and private development. Drainage regulations in Chapter 30.63A SCC maintain natural hydrology by requiring infiltration when feasible and limiting discharge from sites to mimic pre-development conditions following natural drainage channels and discharge locations. General development standards relating to</p>	<p>E2SHB 1181 requires an inventory of publicly owned green infrastructure as part of the Capital Facilities Element</p>

	<p><u>landscaping in Chapter 30.25 SCC promote evapotranspiration (the process by which surface water runoff is transferred from the land to the atmosphere by evaporation from the soil and transpiration from plants) by requiring preservation/conservation of urban tree canopy and significant trees together with natural vegetation for certain developments. The County's Critical Areas Regulations (Chapters 30.62A SCC, 30.62B SCC, and 30.62C SCC), and Shoreline Management Program (Chapter 30.67 SCC) maintain and protect natural assets such as wetlands, streams, shorelines and riparian corridors, and critical aquifer recharge areas by limiting development within such natural assets and through the recording of Critical Area Site Plans (CASPs) and Native Growth Protection Area (NGPA) easements as a condition of development approval, all of which contribute to preserving the natural hydrology.</u></p> <p><u>Because the inventory of green infrastructure is limited to those natural assets and built structures owned by public agencies, it is noted that a vast majority of the natural assets and built structures within urban growth areas which serve to manage wet weather by maintaining natural hydrology arise from development regulations as applied to private property and, thus, are omitted from this inventory. Nevertheless, while such natural assets and built structures are privately owned, they remain subject to governmental regulations and restrictions which ensure that their function and purpose of maintaining natural hydrology is preserved.</u></p> <p><u>In addition to development regulations which help to maintain natural hydrologic functions in the face of development within urban growth areas, public agencies also undertake affirmative programs to preserve natural hydrology through conservation of open space including</u></p>	
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	<p><u>establishment of parks and wildlife conservation areas precluding development, and to restore natural hydrology in certain developed areas through floodplain, wetland, and habitat restoration projects.</u></p> <p><u>Drainage Facilities: As set forth above, drainage facilities help to maintain natural hydrology through infiltration and preservation of natural discharge paths.</u></p> <p><u>The County, as part of its stormwater management permit, National Pollutant Discharge and Elimination System (NPDES) permit issued by the state Department of Ecology, is required to inventory, and maintain its stormwater management facilities both manmade and natural as detailed in the previous section. The County referenced its NPDES infrastructure inventory, in particular the low impact development (LID) facilities, to help fulfil this requirement. The County also requested pertinent data from external public agencies including water and sewer districts, school districts, drainage, diking and flood control districts, Snohomish Public Utility District No. 1, and the Snohomish County Conservation District. The inventory only covers urban areas in unincorporated Snohomish County.</u></p> <p><u>The County’s inventory of green infrastructure in the unincorporated Urban Growth Areas (UGAs) consists of LID features and facilities as illustrated in CUE Map 7 and Table 2-2, an inventory from the Parks Division, and other public owned facilities.</u></p> <p><u>For Parks Facilities: Refer to the Park Inventory Report of the Parks and Recreation Element for an existing inventory of the publicly owned green infrastructure facilities in urban parks. A new appendix in the Park Inventory Report includes a list of facilities that meet the definition of green infrastructure as defined by RCW 36.70A.030 (as revised by E2SHB 1181).</u></p>	
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	<ul style="list-style-type: none"> • Table 2.2 County Inventory of LID Features and Facilities • Table -2.3 Green Infrastructure Owned by other Public Agencies in Unincorporated UGAs 	
The recommended SWM level of investment in the 6-year Capital Improvement Program (CIP) for 2023-2028 totals \$114M, well above the \$8.35M needed to meet the adopted LOS. The minimum level of investment (service) standard will be evaluated and may be changed as part of SWM’s SDRS, given the disparity between the minimum LOS and the CIP totals.	The recommended SWM level of investment in the 6-year Capital Improvement Program (CIP) for ((2023-2028)) 2024-2029 totals (((\$114M)) \$132M), well above the \$8.35M needed to meet the adopted LOS. ((The minimum level of investment (service) standard will be evaluated and may be changed as part of SWM’s SDRS, given the disparity between the minimum LOS and the CIP totals.))	Updates the recommended level of investment and the relevant 6-year CIP timeframe. Deletes unnecessary language.
The CIP requires an annual ‘Statement of Assessment,’ which reviews the surface water management LOS relative to the list of surface water management capital projects to ensure that the LOS is being met for the next six years. The proposed 2023-2028 six-year list of surface water projects totals \$114M, well above the minimum investment required by the LOS.	The CIP requires an annual ‘Statement of Assessment,’ which reviews the surface water management LOS relative to the list of surface water management capital projects to ensure that the LOS is being met for the next six years. The proposed ((2023-2028)) 2024-2029 six-year list of surface water projects totals (((\$114M)) \$132M), well above the minimum investment required by the LOS.	Updates the recommended level of investment and the relevant 6-year CIP timeframe. Deletes unnecessary language.
General Government Facilities Subelement		
Construction of a six-story underground parking garage facility was completed in 2004 as part of the County’s Campus Redevelopment Initiative. This facility is located on the Snohomish County Main Campus in downtown Everett. This facility’s purpose is to serve both law and justice and general government functions in the buildings located at the County campus. The County also continues to utilize the existing surface parking lot	((Construction of a six-story underground parking garage facility was completed in 2004 as part of the County’s Campus Redevelopment Initiative. This facility is located on the Snohomish County Main Campus in downtown Everett. This facility’s purpose is to serve both law and justice and general government functions in the buildings located at the County campus. The County also continues to utilize the existing surface parking lot across Wall Street from the County campus.)) The County’s continued participation in the commute trip reduction program and remote work has	Deleting language from the forecast of future needs section that was previously mentioned in the inventory section.

across Wall Street from the County campus. The County’s continued participation in the commute trip reduction program and remote work has reduced the demand for additional parking. The law and justice and general government parking needs should be served well into the future with this facility, the existing surface parking lot combined with continued County participation in the commute trip reduction program. Additional studies in the future will be made to assess any potential needs.	reduced the demand for additional parking. The law and justice and general government parking needs should be served well into the future with this facility, the existing surface parking lot combined with continued County participation in the commute trip reduction program. Additional studies in the future will be made to assess any potential needs.	
The existing inventory for Paine Field Airport can be found in Table 2-4 and in the Paine Field Airport Master Plan. Snohomish County owns and operates Paine Field, which is a unique airport with approximately 1,250 acres with two runways including the 9,010’ foot long Runway 16R-34L.	((The existing inventory for Paine Field Airport can be found in Table 2-4 and in the Paine Field Airport Master Plan.)) Snohomish County owns and operates Paine Field, which is a unique airport with approximately 1,250 acres with two runways including the 9,010’ foot long Runway 16R-34L.	
Water Provider Subsection – Table 3-5		
Existing Inventory Information	Existing Inventory Information <u>(The information in this table is sourced directly from the system plans and input from the providers)</u>	Added sources of information for the title of the table
City of Bothell Comprehensive Plan Update: 2023	City of Bothell Comprehensive Plan Update: ((2023)) <u>2012</u>	Updated information based on County records
City of Mountlake Terrace Comprehensive Plan Update: 2017	City of Mountlake Terrace Comprehensive Plan Update: ((2017)) <u>2018</u>	Updated information based on County records
City of Arlington Comprehensive Plan Update: 2015, last amended December 2019; update in process due 2024	City of Arlington Comprehensive Plan Update: ((2015, last amended December 2019; update in process due 2024)) <u>2017</u>	Updated information based on County records
Town of Darrington Comprehensive Plan Update:2020	Town of Darrington Comprehensive Plan Update: ((2020)) <u>2001</u>	Updated information based on County records

Town of Index Comprehensive Plan Update: 2020	Town of Index Comprehensive Plan Update: ((2020)) 1999**	Updated information based on County records
Snohomish PUD: Total ERUs projected to 2040 is 42,104.	Snohomish PUD: ((Total ERUs projected to 2040 is 42,104.)) <u>2044 projections indicate adequate capacity in 2044:</u> <u>Lake Stevens Total ERU 41,858* (30,065 retail + 11,793 wholesale)</u> <u>Storm Lake Ridge 356</u> <u>Creswell 31</u> <u>May Creek 831</u> <u>Skylite 161</u> <u>Sunday Lake 319</u> <u>Kayak 495</u> <u>Warm Beach 947</u> <u>Combined Warm Beach and Kayak (Listed separately and together) 1442</u> <u>*The Lake Stevens Total ERU estimate for 2044 is slightly lower than the 2040 estimate in the PUD's WSP because average day demand numbers that Granite Falls had provided for PUD's use in preparing its WSP were higher than Granite Falls' final numbers in their approved WSP.</u>	Updating information for 2044 projected capacity.
Wastewater Provider Subsection		
	<u>The Washington State Department of Ecology issued the first Puget Sound Nutrient General Permit on Dec. 1, 2021, effective on Jan. 1, 2022. The intent of this permit is to control excess nutrient, in particular nitrogen, from entering estuaries and marine waters of the Salish Sea. This permit applies to several wastewater treatment facilities in the county. The County will continue to monitor potential impacts on sewer capacity and funding needs that may arise because of implementation of this permit.</u>	Added to the Forecast of Future Needs section, language regarding Ecology's Nutrient General Permit as implementation of the permit has the potential to affect capacity.
Table 3.6 Wastewater Systems and Treatment Plants Serving Unincorporated Snohomish County		
Existing Inventory Information	Existing Inventory Information <u>(The information in this table is sourced directly</u>	Added sources of information for the title of the table

	<u>from the system plans and input from the providers)</u>	
City of Granite Falls, Most Recent Comprehensive Plan Update: 2013	City of Granite Falls, Most Recent Comprehensive Plan Update: ((2013)) 2022	Updated information based on County records
City of Marysville, Most Recent Comprehensive Plan Update: 2015	City of Marysville, Most Recent Comprehensive Plan Update: ((2015)) 2011	Updated information based on County records
City of Snohomish, Most Recent Comprehensive Plan Update: 2019	City of Snohomish, Most Recent Comprehensive Plan Update: ((2019)) 2010	Updated information based on County records
Telecommunication / Broadband		
	<u>Moreover, the state has established goals for the WSBO regarding high-speed broadband upload and download capabilities (RCW 43.330.536). Maps in this section reflect these state goals based on data from the Federal Communications Commission (FCC).</u>	Added language to reference state goals for high-speed broadband and to introduce broadband maps.
15.E.2. The County should improve broadband access to all community anchor institutions (CAIs) in support of the state goal for broadband internet service for all anchor institutions as follows. The term “community anchor institution” means a public school, a public or multi-family housing authority, a library, a medical or healthcare provider, a community college or other institution of higher education, a state library agency, and any other nonprofit or governmental community support organization.	15.E.2. The County should improve broadband access to all community anchor institutions (CAIs) in support of the state goal for broadband internet service for all anchor institutions as follows. The term “community anchor institution” means a public school, a public or multi-family housing authority, a library, a medical or healthcare provider, a community college or other institution of higher education, a state library agency, and any other nonprofit or governmental community support organization. <u>means an entity such as a school, library, health clinic, health center, hospital or other medical provider, public safety entity, institution of higher education, public housing organization, or community support organization that facilitates greater use of broadband service by vulnerable populations, including low-income individuals, unemployed individuals, and aged individuals.</u> Subsection (a) By 2026, have access to at least one gigabit per second symmetrical broadband service.	Updated the definition for “community anchor institutions” per 47 USC Ch. 16: BROADBAND ACCESS (house.gov)

Newly Proposed Maps	Reason for the Change	
Constructed drainage infrastructure density countywide	To reflect a countywide view of drainage infrastructure density	
Inventory of Green Infrastructure Map	E2SHB 1181 requires an inventory of publicly owned green infrastructure as part of the Capital Facilities Element	
Broadband Capacity – State’s 2026 Goal	To reflect the state’s goals for broadband speed in 2026	
Broadband Capacity – State’s 2028 Goal	To reflect the state’s goals for broadband speed in 2028	
Formatting at Briefing	Revised Formatting	Reason for the Change
Goals and policies on separate tracking table	Goals and policies integrated into the CUE document	Consistent formatting with the final proposed CUE
Table of Contents	Updated Table of Contents	Updates to correspond to revisions
Maps with placeholder numbering	Maps sequentially numbered	Sequential numbering of CUE Maps
No photos	Photos with captions	Added photos to provide images of capital facilities and utilities in the county
No Cover page	Cover page with title and photos	Provide a more complete version of the CUE

Urban Core Subarea Element (UR)

The Urban Core Subarea Element was briefed to the Planning Commission on June 27, 2023. There are proposed changes to the policies, narrative, and maps since the briefing as displayed and described below. There are also proposed housekeeping edits that are not displayed in the table below, such as slightly altered project numbers in Tables 7-2, 7-3, and 7-5 in the narrative.

Language at Briefing	Newly Proposed Language	Reason for the Change
2.0 Community Profile		
<u>Woodway and Mill Creek were planned developments that later incorporated.</u> Socioeconomic Data	<u>Woodway and Mill Creek were planned developments that later incorporated.</u> ((Socioeconomic Data))	Typographical error.
Table 2-1. Source: Appendix B, Table P2 Population Growth Targets for Cities and Unincorporated MUGAs within the SW County UGA , (Recommended by the Snohomish County Tomorrow	Table 2-1. Source: ((Appendix B, Table P2 Population Growth Targets for Cities and Unincorporated MUGAs within the SW County UGA, (Recommended by the Snohomish County Tomorrow	Data in the table was from a different source.

Steering Committee, Dec-01-2021).	Steering Committee, Dec-01-2021.)) <u>Snohomish County Long Range Planning Division, Snohomish County Tomorrow Steering Committee.</u>	
<u>Under the Puget Sound Regional Council’s Vision 2050, 75% of new employment growth in Snohomish County is to be directed to high capacity transit corridors.</u>	<u>Under the Puget Sound Regional Council’s ((Vision) VISION 2050, 75% of new employment growth in Snohomish County is to be directed to high capacity transit corridors.</u>	Correct name of the PSRC Plan is VISION 2050.
<u>As shown in Table 2-3, In 2019, there were 14,243 jobs in the Urban Core Subarea. Employment forecasts for 2044 project the number of jobs between 20,987 to 22, 236. See Appendix B – Population Alternatives for the complete analysis.</u>	((As shown in Table 2-3, In 2019, there were 14,243 jobs in the Urban Core Subarea. Employment forecasts for 2044 project the number of jobs between 20,987 to 22, 236. See Appendix B – Population Alternatives for the complete analysis.))	Removing Table 2-3, and associated narrative description.
<u>Table 2-3. Urban Core Subarea Employment Forecasts</u>	((Table 2-3. Urban Core Subarea Employment Forecasts))	Removing Table 2-3.
<u>Table 2-4 shows the population and housing unit information by MUGA in the subarea.</u>	<u>Table 2-3((4)) shows the population and housing unit information by MUGA in the subarea.</u>	Renumbering table to Table 2-3.
<u>Table 2-4. 2020-2022 Population and Housing Unit Information by MUGA Portions of the Urban Core Subarea</u>	<u>Table 2-3((4)). 2020-2022 Population and Housing Unit Information by MUGA Portions of the Urban Core Subarea</u>	Renumbering table to Table 2-3.
<u>Community Demographics</u> <u>Information regarding community demographics has been generated by data from PSRC. As part of the VISION 2050 plan update, PSRC developed a Displacement Risk Mapping tool that combines data on local community characteristics into an index. The source for this data was the 5-year Estimates American Community Survey (ACS), US</u>	<u>Community Demographics</u> ((Information regarding community demographics has been generated by data from PSRC. As part of the VISION 2050 plan update, PSRC developed a Displacement Risk Mapping tool that combines data on local community characteristics into an index. The source for this data was the 5-year Estimates American Community Survey (ACS), US	Updated narrative reflects the addition in the community demographics section of educational attainment, poverty threshold, population by race and Hispanic origin, and English proficiency.

<p>Census Bureau from 2012-2016. This data is represented at the census tract level. This data was used to create the following maps.</p>	<p>Census Bureau from 2012-2016. This data is represented at the census tract level. This data was used to create the following maps.)) <u>The community demographics section identifies the educational attainment, poverty threshold, population by race and Hispanic origin, and English proficiency of the population in the Subarea. The source for this data is the 2017-2021 American Community Survey (ACS) 5- year estimates from the United States Census Bureau. The data is represented at the census block group level in the maps.</u></p>	
<p>Education Attainment <u>Educational attainment refers to the highest level of education that an individual has completed. This is distinct from the level of schooling that an individual is currently attending. Map 2-1 shows the percent of population 25 years and over with a bachelor’s degree or higher. Approximately 32.9% of residents in the Urban Core Subarea have attained this education level. This is slightly lower than the general southwest urban growth area (SWUGA) at 39.6%, and the total County at 34.1%. Generally, educational attainment levels are higher in the census tracts east of I-5. Education attainment levels are lower in the census tracts west of I-5 in the north Subarea.</u></p>	<p>((Education)) Educational Attainment <u>Educational attainment refers to the highest level of education that an individual has completed. This is distinct from the level of schooling that an individual is currently attending. Figure 2-5 ((Map 2-1)) shows the percent of population 25 years and over with a bachelor’s degree or higher. Approximately 32.9% of residents in the ((Urban Core)) Subarea have attained this education level. This is slightly lower than the general southwest urban growth area (SWUGA) at 39.6%, and the total County at 34.1%. ((Generally, educational attainment levels are higher in the census tracts east of I-5. Education attainment levels are lower in the census tracts west of I-5 in the north Subarea.))</u></p>	<p>Describing Figure 2-5 in the narrative and removing redundant information.</p>
	<p><u>Figure 2-5. Percent of Population 25 Years and Over</u></p>	<p>Adding new figure showing education attainment.</p>

	<u>with Bachelor’s Degree or Higher</u>	
	<u>Source: 5-year (2017-2021) American Community Survey</u>	Adding source to Figure 2-5.
	<u>UC Map 2-1 shows that education attainment levels are generally higher in the census block groups east of I-5. Education attainment levels are generally lower in the census block groups west of I-5 in the north Subarea.</u>	Adding new narrative for UC Map 2-1.
<u>Map 2.-2 shows the poverty threshold in the Urban Core Subarea. Approximately 10.2% of households have incomes below the poverty level. This is higher than the general southwest urban growth area (SWUGA) at 7.3%, and the total County at 6.9%. Generally, incomes below the poverty rate are higher in census tracts west of I-5 in the north and south of the Subarea.</u>	<u>Figure 2-6 shows the percent of households with income below the poverty level. Approximately 10.2% of households in the Subarea have income below the poverty line. This is comparable to 7.3% of households in the Southwest Urban Growth Area (SWUGA), and 6.9% of households in the total County. ((Map 2.-2 shows the poverty threshold in the Urban Core Subarea. Approximately 10.2% of households have incomes below the poverty level. This is higher than the general southwest urban growth area (SWUGA) at 7.3%, and the total County at 6.9%. Generally, incomes below the poverty rate are higher in census tracts west of I-5 in the north and south of the Subarea.))</u>	Describing Figure 2-6 in the narrative and removing redundant information.
	<u>Figure 2-6. Percent of Households with Income Below Poverty Level.</u>	Adding new figure showing education attainment.
	<u>Source: 5-year (2017-2021) American Community Survey</u>	Adding source to Figure 2-6.
	<u>UC Map 2-2 shows the poverty threshold in the Subarea by census block group. Generally, incomes below the poverty rate are higher in census blocks west</u>	Adding new narrative for UC Map 2-2.

	<u>of I-5 in the north and south of the Subarea.</u>	
<p><u>People of Color</u> <u>People of color are the percent of population that is a race other than non-Hispanic White. Map 2-3 shows people of color as a percentage within census tracts in the Urban Core Subarea. The Urban Core Subarea has a diverse population. Most of the census tracts west of I-5 are 43-63% people of color. The census tracts south of 164th St are 43-63% people of color. The census tracts east of I-5 between 128th St SE and 164th St SW has a smaller percentage of people of color. These census tracts range from 16-30% percent people of color.</u></p>	<p>((<u>People of Color</u>)) <u>Population by Race and Hispanic Origin</u> ((<u>People of color are the percent of population that is a race other than non-Hispanic White. Map 2-3 shows people of color as a percentage within census tracts in the Urban Core Subarea. The Urban Core Subarea has a diverse population. Most of the census tracts west of I-5 are 43-63% people of color. The census tracts south of 164th St are 43-63% people of color. The census tracts east of I-5 between 128th St SE and 164th St SW has a smaller percentage of people of color. These census tracts range from 16-30% percent people of color.</u>)) <u>The U.S. Census Bureau provides information on the racial and ethnic composition of communities. Figure 2-7 shows population and race by Hispanic origin in Snohomish County. The population of the Subarea is more diverse in comparison to the Southwest Urban Growth Area (SWUGA), and the total County.</u></p>	<p>Section was rewritten to include additional information on population by race and Hispanic origin.</p>
	<u>Figure 2-7. Population by Race and Hispanic Origin</u>	Adding new figure showing population by race and Hispanic origin.
	<u>Source: 5-year (2017-2021) American Community Survey</u>	Adding source to Figure 2-7.
	<u>People of color are defined as a race other than non-Hispanic White. Figure 2-8 shows that 51.8% of the population are people of color in the Subarea. This is comparable to 40.0% in the Southwest Urban Growth</u>	Adding narrative describing Figure 2-8.

	<u>Area (SWUGA), and 33.2% in the total County.</u>	
	<u>Figure 2-8. People of Color as a Percent of Total Population</u>	Adding new figure showing people of color as a percent of total population.
	<u>Source: 5-year (2017-2021) American Community Survey</u>	Adding source to Figure 2-8.
	<u>UC Map 2-3 shows people of color by census block group. There is a higher proportion of people of color in census blocks west of I-5. Census blocks along the SR 99 Hwy have a higher proportion of people of color. Census blocks east of the I-5 have a smaller proportion of people of color.</u>	Adding narrative describing UC Map 2-3.
<p>Linguistic Isolation <u>Linguistic isolation is the percentage of the population who do not speak English very well. This terminology is used by the US Census Bureau. Populations that do not speak English well are at increased risk of social and economic isolation. Map 2-4 shows linguistic isolation as a percentage within census tracts in the Urban Core Subarea. There are varying levels of linguistic isolation in the Urban Core Subarea. Most of the census tracts west of I-5 have a 10-15% linguistic isolation rate. The percentage of linguistic isolation increases to 20-25% for census tracts adjacent to SR 99. The census tracts south of 164th St SW have a 10-15% linguistic isolation rate. The census tracts east of I-5 between 128th St SE and 164th St SW have the lowest linguistic isolation rate of 5-10%.</u></p>	<p>((Linguistic Isolation Linguistic isolation is the percentage of the population who do not speak English very well. This terminology is used by the US Census Bureau. Populations that do not speak English well are at increased risk of social and economic isolation. Map 2-4 shows linguistic isolation as a percentage within census tracts in the Urban Core Subarea. There are varying levels of linguistic isolation in the Urban Core Subarea. Most of the census tracts west of I-5 have a 10-15% linguistic isolation rate. The percentage of linguistic isolation increases to 20-25% for census tracts adjacent to SR 99. The census tracts south of 164th St SW have a 10-15% linguistic isolation rate. The census tracts east of I-5 between 128th St SE and 164th St SW have the lowest linguistic isolation rate of 5-10%.))</p>	Linguistic isolation narrative removed and replaced with English proficiency narrative.

	<p>English Proficiency <u>English proficiency is the ability for people to effectively communicate using the English language. The U.S. Census Bureau collects data on languages spoken at home and English proficiency. People who are 5 years and over who speak English less than “very well” are considered to have Limited English proficiency. Figure 2-9 indicates that 16.7% of the population in the Subarea has limited English Proficiency. This is comparable to 11.5% in the Southwest Urban Growth Area (SWUGA), and 8.5% for the total County.</u></p>	<p>Added narrative describing English proficiency.</p>
	<p><u>Figure 2-9. Percent of Population 5 Years and Over with Limited English Proficiency (Speak English Less than “Very Well”)</u></p>	<p>Adding new figure showing Limited English proficiency.</p>
	<p><u>Source: 5-year (2017-2021) American Community Survey</u></p>	<p>Adding source to Figure 2-9.</p>
	<p><u>UC Map 2-4 shows Limited English proficiency in the Urban Core Subarea. The census blocks with the highest percentage of population with limited English proficiency are located north of 128th St SW, and along the SR 99 Hwy.</u></p>	<p>Added narrative describing UC Map 2-4 Limited English proficiency.</p>
<p>3.0 Interjurisdictional Collaboration</p>		
<p><u>Long-range projections for population, households, and employment count are also provided to the year 2044 in the Demographic Profile subelement.</u></p>	<p><u>Long-range projections for population, households, and employment count are also provided ((to the year 2044)) in the ((Demographic Profile)) Community Demographics sub((-))element.</u></p>	<p>Narrative updated to reflect the Community Demographics subelement.</p>

<p>4.0 Environment and Climate Change</p>		
<p><u>Climate Change Impacts</u> <u>Information regarding climate change and the vulnerability of communities can be accessed through the Climate Change and Vulnerability Risk Assessment Tool. This tool utilizes a composite of data from federal, state, and local sources. As show in Map 4-2, this tool can be used to identify areas that are vulnerable to different impacts of climate change.</u></p>	<p>((Climate Change Impacts Information regarding climate change and the vulnerability of communities can be accessed through the Climate Change and Vulnerability Risk Assessment Tool. This tool utilizes a composite of data from federal, state, and local sources. As show in Map 4-2, this tool can be used to identify areas that are vulnerable to different impacts of climate change.))</p>	<p>This section of the narrative was removed. It was replaced with new narrative describing Climate Vulnerability Tool.</p>
	<p><u>Information regarding climate change and the vulnerability of communities is accessible through the Climate Vulnerability Tool. The tool synthesizes key climate, environmental, and community data and organizes it into indices. These indices are averaged and combined into an overall climate vulnerability score, which is mapped by census block group units. Block groups are statistical divisions of census tracts that are generally defined to contain between 600 and 3,000 people and are used to present data and control block numbering.</u></p> <p><u>UC Map 4-3 shows the adaptive capacity gap for climate change. The adaptive capacity gap shows how people or places will be able to cope with climate change. Indicators like tree canopy and impervious surfaces are used to identify the potential for heat islands. The index also includes the following metrics: low income, linguistic isolation, housing cost burden,</u></p>	<p>New section adding describing Climate Vulnerability Tool, climate maps UC Map 4-3, and UC Map 4-4.</p>

	<p><u>access to vehicles, housing condition, and housing cost burden. The higher the adaptive capacity gap score, the less able the population will be able to adapt. Areas west of I-5 show higher rates of adaptive capacity gaps. Areas east of I-5 show lower rates of adaptive capacity gaps. There are higher adaptive capacity gaps north of 128 St SW and along the SR 99 Hwy.</u></p> <p><u>UC Map 4-4 shows climate change sensitivity. Sensitivity is based on age and health conditions that affect how susceptible the population may be to climate-related hazards. Health conditions include populations less than 5 years old or over 64 years old, asthma, diabetes, respiratory disease, and physical and mental health. The areas showing the highest level of sensitivities to climate changes are north of 128 St SW. The areas adjacent to the SR 99 Hwy also show high levels of sensitivities to climate change.</u></p>	
5.0 Land Use and Urban Design		
<u>Map XX-## in Section XXX is the Future Land Use Map (FLUM) for the whole County.</u>	<p>((Map XX-## in Section XXX is the Future Land Use Map (FLUM) for the whole County.))</p> <p><u>LU Map 1 FLUM in the Land Use Element is the Future Land Use Map for the whole County.</u></p>	Narrative updated to include LU Map 1 which is the Future Land Use Map in the Land Use Element.
	<p><u>UC 5.10</u></p> <p><u>The County shall support creating safe, secure, and comfortable environments along and between buildings and public rights-of-way including implementing design principles such as Crime</u></p>	Policy added that reflects Sound Transit’s Model Code Principles regarding creating safe and comfortable environments.

	Prevention through Environmental Design (CPTED).	
7.0 Transportation and Mobility		
Table 7-1. Projects to Support the Future High-Capacity Transit Network.	Table 7-1. Projects to Support the Future High-Capacity Transit Network.	See narrative for amendments to Table 7-1.
Table 7-2. Projects to Support the Future Pedestrian Network.	Table 7-2. Projects to Support the Future Pedestrian Network	See narrative for amendments to Table 7-2.
<p><u>Bicycle Facility Classifications</u> <u>Bicycle facility classifications are a common way to identify designated bicycle facilities. The order of class numbers does not always correlate with one facility being better or more comfortable than another. Some classifications may be more appropriate in some areas over others. Bicycle facility classification is generalization what facilities might be most appropriate in a particular location. Using bicycle classification for the Urban Core Subarea is helpful to get a general idea of the type of bicycle facilities proposed in each area, without getting into specific designs standards/guidance. More specific bicycle standards will be used to design each bicycle facility. For more information about bicycle facility classifications generally, see the Transportation Element of Snohomish County’s Comprehensive Plan.</u></p> <ul style="list-style-type: none"> • <u>Class I – Separated Shared-Use Paths (Trails):</u> <u>Facilities separated from the roadway that allow both cyclists and pedestrians</u> 	<p>((<u>Bicycle Facility Classifications</u> <u>Bicycle facility classifications are a common way to identify designated bicycle facilities. The order of class numbers does not always correlate with one facility being better or more comfortable than another. Some classifications may be more appropriate in some areas over others. Bicycle facility classification is generalization what facilities might be most appropriate in a particular location. Using bicycle classification for the Urban Core Subarea is helpful to get a general idea of the type of bicycle facilities proposed in each area, without getting into specific designs standards/guidance. More specific bicycle standards will be used to design each bicycle facility. For more information about bicycle facility classifications generally, see the Transportation Element of Snohomish County’s Comprehensive Plan.</u></p> <ul style="list-style-type: none"> • <u>Class I – Separated Shared-Use Paths (Trails):</u> <u>Facilities separated from the roadway that allow both cyclists and pedestrians</u> 	Section on Bicycle Facility Classifications removed.

<ul style="list-style-type: none"> • Class II – Bike Lanes: <u>Painted bicycle lanes adjacent to the roadway, which are separated from pedestrian facilities which can also be built with a painted buffers from vehicular traffic, making them more comfortable for cyclists</u> • Class III – Sharrows/Bicycle Boulevards/Greenways: <u>Roadways where painting and/or signage indicates that bicyclists will be sharing the roadway with motor vehicles (in Washington, cyclists are legally allowed to ride on most roadways, must obey motor vehicle traffic laws, and must be treated like a motor vehicle in most instances).</u> • Class VI – Separated/Protected Bike Lanes/Cycle Tracks: <u>Either protected or separated bicycle lanes (unlike Class I facilities, these are facilities only for cyclists and not pedestrians).</u> 	<ul style="list-style-type: none"> • Class II – Bike Lanes: Painted bicycle lanes adjacent to the roadway, which are separated from pedestrian facilities which can also be built with a painted buffers from vehicular traffic, making them more comfortable for cyclists • Class III – Sharrows/Bicycle Boulevards/Greenways: Roadways where painting and/or signage indicates that bicyclists will be sharing the roadway with motor vehicles (in Washington, cyclists are legally allowed to ride on most roadways, must obey motor vehicle traffic laws, and must be treated like a motor vehicle in most instances). • Class VI – Separated/Protected Bike Lanes/Cycle Tracks: Either protected or separated bicycle lanes (unlike Class I facilities, these are facilities only for cyclists and not pedestrians).)) 	
<p><u>When designing and building bicycle facilities, it is important to recognize that different facilities can have different comfort levels for cyclists depending on both the standards of the roadway and the type of bicycle facility (see the "Bicycle Facility Classification" section above).</u></p>	<p><u>When designing and building bicycle facilities, it is important to recognize that different facilities can have different comfort levels for cyclists depending on both the standards of the roadway and the type of bicycle facility ((see the "Bicycle Facility Classification" section above))).</u></p>	<p>Removal of reference to Bicycle Facility Classification section.</p>

<p><u>There are a variety of methods for estimating how much stress bicyclists will feel on a route, but most methods take into consideration the speed and volumes of adjacent roadways, and the bicycle classification of the route (see “Bicycle Facility Classification” section above).</u></p>	<p><u>There are a variety of methods for estimating how much stress bicyclists will feel on a route, but most methods take into consideration the speed and volumes of adjacent roadways, and the type of bicycle facility ((classification of the route (see “Bicycle Facility Classification” section above)))).</u></p>	<p>Removal of reference to Bicycle Facility Classification section.</p>
<p><u>Most of the existing bicycle facilities in the Urban Core Subarea are Class II bike lanes along the principal arterials of 128th St/Airport Rd and 164th St SW. There is also the Class I Interurban Trail that goes north/south through the subarea, from Lynnwood to Everett. In the subarea, there are approximately 3.4 miles of existing Class II bike lanes and approximately 8.8 miles of Class I separated shared-use paths (trails), for a total of approximately 12.2 miles of bicycle facilities.</u></p>	<p><u>Most of the existing bicycle facilities in the Urban Core Subarea are ((Class II)) bike lanes along the principal arterials of 128th St/Airport Rd and 164th St SW. There is also the ((Class I)) Interurban Trail that goes north/south through the subarea, from Lynnwood to Everett. In the subarea, there are approximately 3.4 miles of existing ((Class II)) bike lanes and approximately 8.8 miles of ((Class I)) separated shared-use paths (trails), for a total of approximately 12.2 miles of bicycle facilities.</u></p>	<p>Removal of references to Class I and Class II bike lanes.</p>
	<p><u>UC 7.8 The County shall implement standards that support flexible programming and designs for public rights-of-way. This may include curb management strategies and amenities for active transportation.</u></p>	<p>Policy added that reflects Sound Transit’s Model Code Principles regarding curb management strategies.</p>
	<p><u>UC 7.12 Provide direct and accessible connections to/from station entrances and other modes of travel.</u></p>	<p>Policy added that reflects Sound Transit’s Model Code Principles regarding accessibility to stations.</p>
<p>9.0 Capital Facilities, and Utilities</p>		
<p><u>As shown on Map 9-8, most of the parcels in the subarea are serviced by natural gas.</u></p>	<p><u>As shown on Map 9-((2))8, most of the parcels in the subarea are serviced by natural gas.</u></p>	<p>Typographical amendment to Map UC 9-8.</p>

	<u>UC Map 9-9 shows Broadband Capacity in the Subarea based on 2024 State Goal Broadband Capacity (mbps).</u>	Narrative added to describe UC Map 9-9. Broadband Capacity.
<u>UC 9.3</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>UC 9.3</u> The County should coordinate with telecommunication providers to plan for the provision of equitable telecommunications infrastructure including wireless communications to provide <u>affordable and reliable</u> access for residents and businesses in all communities, particularly in ((historically)) <u>unserved or underserved areas.</u>	Policy updated from public feedback received regarding telecommunication services.
	<u>UC 9.8</u> <u>The County shall implement standards for utilities to create attractive streetscapes along road rights-of-way that may include:</u> <u>Subsection (a) locating utilities underground or of the rear of sites/alleys where feasible.</u> <u>Subsection (b) encourage unobstructed access for pedestrians, screening, and adequate areas for tree and vegetation plantings.</u>	Policy added that reflects Sound Transit’s Model Code Principles regarding locating utilities away from pedestrian rights-of-ways.
10.0 Economic Development		
<u>Snohomish County’s Climate Change Vulnerability & Risk Assessment tool provides spatial analysis on a block group level within the subarea along various economic related subjects. These subjects include Population Density, Educational Attainment,</u>	<u>Snohomish County’s Climate ((Change)) Vulnerability ((& Risk Assessment tool)) Tool provides spatial analysis on a block group level within the subarea along various economic related subjects. These subjects include Population Density, Educational Attainment,</u>	Narrative amended to reflect the Climate Vulnerability Tool.

<p><u>Access to Vehicles, and Unemployment, which help construct an economic profile for the area. These maps can be found on the tool here: These maps can be found on the tool here:</u></p>	<p><u>Access to Vehicles, and Unemployment, which help construct an economic profile for the area. (These maps can be found on the tool here:)</u></p>	
	<p><u>UC Map 10-1 shows areas in the Subarea that are within a 10-minute walk to a grocery store. Currently, there is access to groceries in the North along 112th St and 128th St, and to the South along 148th and 164th St. However, much of the central area in the Subarea will remain a food desert barring any unanticipated commercial development. According to the U.S. Census Bureau’s 2017-2021 ACS data, many of these areas contain households that have no access to a vehicle, which underscores the importance of pedestrian access to grocery stores in these neighborhoods.</u></p>	<p>Narrative added for Map 10-1 Grocery Store Access.</p>
	<p><u>UC 10.4 The County shall explore opportunities to create commercial stabilization programs that serve local and independent business, and cultural groups and programs.</u></p>	<p>Policy added that reflects Sound Transit’s Model Code Principles regarding commercial stabilization programs.</p>
<p>Maps at Briefing</p>	<p>Newly Proposed Maps</p>	<p>Reason for Change</p>
<p>Placeholder for Map 2-1. Education Attainment</p>	<p>UC Map 2-1. Educational Attainment</p>	<p>Adding map showing education attainment.</p>
<p>Place holder for Map 2-2. Poverty Threshold</p>	<p>UC Map 2-2. Poverty Threshold</p>	<p>Adding map showing poverty threshold.</p>
<p>Map 2-3. People of Color by Census Tract</p>	<p>UC Map 2-3. People of Color by Census Block Group</p>	<p>New map showing people of color by census block group.</p>
<p>Map 2-4. Linguistic Isolation by Census Tract.</p>	<p>UC Map 2.4- Limited English Proficiency</p>	<p>New map showing Limited English Proficiency.</p>
<p>Place holder for Map 4-3. Climate Vulnerability and Risk Assessment</p>	<p>UC Map 4-3. Adaptive Capacity Gap</p>	<p>Adding map showing Adaptive Capacity Gap.</p>

	UC Map 4-4. Climate Change Sensitivity	Adding map showing climate change sensitivity.
Map 7-5. Projects to Support the Future Bicycle Facility Network.	UC Map 7-5. Projects to Support the Future Bicycle Facility Network.	Map has been amended.
	UC Map 9-9. Broadband Capacity.	Adding map showing broadband capacity.
Placeholder for Map 10-1. 10 Minute Drive Access to Grocery Stores by Census Block Group.	UC Map 10-1. Grocery Store Access	Adding map showing grocery store access.
Appendices	Appendices Changes	Reason for Change
Appendix A - Public Engagement	Appendix A – <u>Urban Core Subarea Element</u> Public Engagement Summary	Adding Urban Core Subarea Element to the title for Appendix A. This is to organize appendices that are part of the Comprehensive Plan.
Appendix B - Population Alternatives	((Appendix B – Population Alternatives-))	Appendix is not needed.
Formatting at Briefing	Revised Formatting	Reason for the Change
Policies UC 5.10 to UC 5.17	Policies UC 5.10 to UC 5.18	Policies are renumbered to reflect inclusion of a new policy for UC 5.10.
Policies UC 7.8 to UC 7.16	Policies UC 7.8 to UC 7.18	Policies are renumbered to reflect inclusion of new policies for UC 7.8 and UC 7.12.
Policies UC 9.8 to UC 9.11	Policies UC 9.8 to 9.12	Policies are renumbered to reflect inclusion of a new policy for UC 9.8.
Policies UC 10.4 to UC 10.15	Policies UC 10.4 to UC 10.16	Policies are renumbered to reflect inclusion of a new policy for UC 10.4.
Map XX-XX.	UC Map XX-XX.	Adding UC to Map titles. This indicates that the maps are part of the Urban Core Subarea Element.

Housing

The Planning Commission received a briefing on the Housing Element on July 25, 2023. The Housing Needs Analysis technical report had not been completed during that time. It is attached to this memo, and will be included as an appendix to the Housing Element.

Language at Briefing	Revised Proposed Language	Reason for the Change
Policy HO 2.C.3 The county shall consider equitable development initiatives,	Policy HO 2.C.3 The county shall consider equitable development initiatives,	Public comment requested that this policy include community engagement as a

inclusionary zoning, and other strategies to counter displacement.	inclusionary zoning, and other strategies to counter displacement. <u>The county shall engage those communities most at risk of displacement, including those affected by poverty, communities of color, and other historically and currently marginalized communities while developing anti-displacement strategies.</u>	part of developing anti-displacement strategies.
Appendices	Appendix Change	Reason for change
Housing Needs Analysis	Appendix added	The Housing Needs Analysis was not available at the time of the briefing

Transportation Element

The Planning Commission received a briefing on the Transportation Element on August 22, 2023. The following changes to the draft Transportation Element have been made since that briefing:

- Added the tracked changes version of the goals and policies into each section, instead of just the clean version. Tracked changes for the remanded of the TE were not included due to the breadth of changes to the narrative section.
- Added the arterial mileage lengths data to Table TE-2 “County Arterial Mileage by Functional Classification”
- Revised table TE-5 “State Routes Segments with Forecasted Beyond Their LOS Target in 2044”. Updated the table with revised data from the DEIS and changes to list state route segments that are “Beyond the LOS target” instead of “LOS F”.
- Revised language about Washington State Ferry under the Public Transit Agencies to clarify the role of ferries in the public transit system
- Revised the county railroad crossing list in section 7.C.I to be more accurate
- Revised TE-1 through TE-9b (all maps) for minor aesthetics and clarity edits
- Revised Maps TE-2a & TE-2b “Arterial Circulation” to add the non-arterial county roads as part of the inventory.
- Revised Maps TE-4a&4b “Countywide Bicycle Facility System” to maintain consistency with previous comp plan updates. Added existing bike lane on 35th Ave NE adjacent to the Stillaguamish Reservation. Added existing trail facility to a portion of roadway in Stanwood. Added a new route along Miller Rd and Norman Rd near Stanwood as a potential lower cost bicycle route.

- Revised Map TE-4a by adjusting placement of the Darrington inset and adding arrows pointing “To Darrington” and “To Arlington” to present a clearer view of where the bicycle routes are going to.
- Revised Map TE-7 “Freight Corridors” to include the other rail freight corridors and rail crossings on county roadways.
- Added the inventory to Attachment A-1. This was previously excluded because the inventory was being finalized. Added table A-1-1 “Park and Ride Inventory”. This change includes the additions of the following maps:
 - Map TE-A-1-1a “Snohomish County Transportation Facilities – Bicycle Network - North”
 - Map TE-A-1-1b “Snohomish County Transportation Facilities – Bicycle Network - South”
 - Map TE-A-1-2 “Snohomish County Transportation Facilities – Bridges & Interchanges”
 - Map TE-A-1-3a “Snohomish County Transportation Facilities – Pedestrian Network - North”
 - Map TE-A-1-3b “Snohomish County Transportation Facilities – Pedestrian Network - South”
 - Map TE-A-1-4a “Snohomish County Transportation Facilities – Ports - North”
 - Map TE-A-1-4b “Snohomish County Transportation Facilities – Ports - South”
 - Map TE-A-1-5 “Snohomish County Transportation Facilities – Restricted Traffic Lanes”
 - Map TE-A-1-6a “Snohomish County Transportation Facilities – Signals - North”
 - Map TE-A-1-6b “Snohomish County Transportation Facilities – Signals - South”
 - Map TE-A-1-7a “Snohomish County Transportation Facilities – State Highway Unites and Inventory - North”
 - Map TE-A-1-7b “Snohomish County Transportation Facilities – State Highway Unites and Inventory - South”
- Updated Section 6.A.I for the inventory of public transit agencies
- Added Table TE-9 “Park & Rides” as part of the inventory
- Updated Section 6.I.I for the airport inventory
- Updated Section 7.E for the air freight inventory

Tribal Coordination Element

The Planning Commission received a briefing on the Tribal Coordination Element on August 22, 2023, and there are no proposed changes at this time.

Opening Pages

The final version of the Comprehensive Plan will also have tables of contents and appendices. These were not briefed to Planning Commission previously. The tables of contents are considered final formatting and will not be complete until the final document is ready to be put together and published. The original text below is the list of appendices from 2015 with underline and strike-out proposed in 2024:

Appendices	Reason for Change
Appendix A ((County Profile)) <u>Policy Cross-Reference</u>	The County Profile Appendix A was repealed by Amended Ordinance 14-129. Appendix A within the 2024 Update will be a cross reference of policy numbers that have moved within elements or between elements from 2015 to 2024
Appendix B	Repealed Amended Ordinance 14-129
Appendix C	Repealed Amended Ordinance 14-129
Appendix D Growth Targets	Appendix amended with new growth targets adopted by County Council.
Appendix E Glossary	Amendments are proposed, see full appendix for all changes to align with text of 2024 Update. <ul style="list-style-type: none"> • Relocated Park and Recreation Element (PRE) glossary terms to Appendix E
Appendix F Review Criteria for School District Capital Facility Plans	No changes proposed
Appendix G ((Introduction to 1995 GPP))	Repealed Amended Ordinance 14-129
Appendix H ((Master and Conceptual Plans for Urban Centers))	Repealed Amended Ordinance 14-129
Appendix I Technical Reports	Additions made for new reports as of 2024.

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