



**CONSISTENCY WITH SNOHOMISH  
COUNTY PLANNING POLICIES**

**Appendix P**

# Snohomish County Countywide Planning Policies Consistency Checklist

## Development Patterns

Countywide Planning Policy / Multicounty Planning Policies	Comprehensive Plan Goal or Policy
<p><b>CPP-DP-1:</b> The County shall maintain Urban Growth Areas (UGAs), as shown on the map in Appendix A, that: a. Include all cities in Snohomish County; b. Can be supported by an urban level of service consistent with capital facilities plans for public facilities and utilities; c. Are based on the best available data and plans regarding future urban growth including new development, redevelopment, and infill; d. Have identifiable physical boundaries such as natural features, roads, or special purpose district boundaries when feasible; e. Do not include designated agricultural or forest land unless the city or County has enacted a program authorizing transfer or purchase of development rights; f. Have been evaluated for the presence of critical areas; g. Where possible, include designated greenbelts or open space within their boundaries and on the periphery of the UGA to provide separation from adjacent urban areas, rural areas, and resource lands; h. Should consider the vision of each jurisdiction regarding the future of their community during the next 20 years; i. Are large enough to ensure an adequate supply of land for an appropriate range of urban land uses to accommodate the planned growth; and j. Support pedestrian, bicycle and transit compatible design.</p>	Not applicable to Arlington
<p><b>CPP-DP-2:</b> An expansion of the boundary of an individual Urban Growth Area (UGA) that results in a net increase of residential, commercial or industrial land capacity shall not be permitted unless: a. The expansion is supported by a land capacity analysis adopted by the County Council pursuant to RCW 36.70A.110; b. The resulting total additional population capacity within the Snohomish County composite UGA as documented by both City and County comprehensive plans does not exceed the total 20-year forecasted UGA population growth by more than 15 percent; c. The expansion otherwise complies with the Growth Management Act; d. Any UGA expansion should have the support of affected cities. Prior to issuing a decision on a UGA boundary change, the County shall consult with affected cities and give substantial weight to a city’s position on the matter. If the County Council approves an expansion or contraction of a UGA boundary that is not supported by an affected city, it shall include in its findings how the public interest is served by the UGA expansion or contraction despite the objection of an affected city; and e. One of the following conditions is met: 1. The expansion is a result of the most recent buildable lands review and evaluation required by RCW 36.70A.215 and performed per policy GF-7 following the procedures in Appendix E. 2. The expansion is a result of the review of UGAs at least every eight years to accommodate the succeeding twenty years of projected growth, as projected by the State Office of Financial Management, and adopted by the County as the 20-year urban allocated population projection as required by RCW 36.70A.130(3). 3. Both of the following conditions are met for expansion of the boundary of an individual UGA to include additional residential land: a. Population growth in the UGA (city plus unincorporated UGA) since the start of the twenty-year</p>	Not applicable to Arlington

planning period, equals or exceeds fifty percent of the additional population capacity estimated for the UGA at the start of the planning period. Acceptable sources of documentation are the most recent Snohomish County Tomorrow (SCT) Growth Monitoring Report (GMR) or the buildable lands review and evaluation (Buildable Lands Report [BLR]), and b. An updated residential land capacity analysis conducted by city and County staff for the UGA confirms the accuracy of the above finding using more recent residential capacity estimates and assumptions, and any new information presented at public hearings that confirms or revises the conclusions is considered. 4. Both of the following conditions are met for expansion of the boundary of an individual UGA to include additional employment land: a. Employment growth in the UGA (city plus unincorporated UGA) since the start of the twenty-year planning period, equals or exceeds fifty percent of the additional employment capacity in the UGA at the start of the planning period. Acceptable sources of documentation are the most recent SCT GMR or the buildable lands review and evaluation (BLR), and b. An updated employment land capacity analysis conducted by city and County staff for the UGA confirms the accuracy of the above finding using more recent employment capacity estimates and assumptions. 5. The expansion will correct a demonstrated mapping error.<sup>12</sup> 6. Schools (including public, private and parochial), places of worship, institutions and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans should be located in an urban growth area. In the event that it is demonstrated that no site within the UGA can reasonably or logically accommodate the proposed facilities, urban growth area expansions may take place to allow the development of these facilities provided that the expansion area is adjacent to an existing UGA. 7. In UGAs where the threshold in Condition 4 has not been reached, the boundary of an individual UGA may be expanded to include additional industrial land if the expansion is based on the criteria contained in RCW 36.70A.365 for the establishment of a major industrial development. This assessment shall be based on a collaborative County and city analysis of large developable industrial site needs in relation to land supply. "Large developable industrial sites" may include land considered vacant, redevelopable, and/or partially-used by the Buildable Lands Program (per GF7 and Appendix E of these CPPs) and may include one or more large parcels or several small parcels where consolidation is feasible. 8. The expansion will result in the realization of a significant public benefit as evidenced by Transfer of Development Rights (TDR) to the expansion area from Agriculture or Forest lands designated as TDR sending areas. The expansion area shall not be a designated forest or agricultural land of longterm significance. 9. The expansion will permanently preserve a substantial land area containing one or more significant natural or cultural feature(s) as open space adjacent to the revised UGA boundary and will provide separation between urban and rural areas. The presence of significant natural or cultural features shall be determined by the respective legislative bodies of the county and the city or cities immediately adjacent to the proposed expansion, and may include, but are not limited to, landforms, rivers, bodies of water, historic properties, archeological resources, unique wildlife habitat, and fish and wildlife conservation areas. 10. The expansion is a response to a declaration by the County Executive, or the County Council by resolution, of a critical shortage of affordable housing which is uncurable in a timely manner by the implementation of reasonable measures or other instrumentality reasonably available to the jurisdiction, and the expansion is reasonably calculated to provide affordable housing. 11. The expansion will result in the economic development of lands that no longer satisfy the designation criteria for natural resource lands and the lands have been redesignated to an

<p>appropriate non-resource land use designation. Provided that expansions are supported by the majority of the affected cities and towns whose UGA or designated MUGA is being expanded and shall not create a significant increase in total employment capacity (as represented by permanent jobs) of an individual UGA, as reported in the most recent Snohomish County Tomorrow Growth Monitoring Report in the year of expansion.</p>	
<p><b>CPP-DP-3:</b> Following consultation with the affected city or cities, the County may adjust urban growth areas – defined in this policy as concurrent actions to expand an Urban Growth Area (UGA) in one location while contracting the same UGA in another location – without resulting in a net increase of population or employment land capacity. Such action may be permitted when consistent with adopted policies and the following conditions: a. The area being removed from the UGA is not already characterized by urban development, and without active permits that would change it to being urban in character; and b. The land use designation(s) assigned in the area removed from the UGA shall be consistent with the existing rural or resource designations in the comprehensive plan for Snohomish County</p>	<p>Not applicable to Arlington</p>
<p><b>CPP-DP-4:</b> The County and Cities shall use consistent land capacity analysis methods as established in the Procedures Report called for in Appendix E.</p>	<p>Policy LU-10.2</p>
<p><b>CPP-DP-5:</b> The County and cities shall adopt comprehensive plans and development regulations (RCW 36.70A.040). In Urban Growth Areas (UGAs), such plans and regulations shall: a. Achieve urban uses and densities; b. Provide for urban governmental services and capital facilities sufficient to accommodate the broad range of needs and uses that will accompany the projected urban growth; and c. Permit the urban growth that is projected to occur in the succeeding twenty-year period (RCW 36.70A.110(2)). The County shall adopt such plans and regulations for its unincorporated territory. Each city shall adopt such plans and regulations for territory within its city limits. Additionally, cities may adopt such plans and proposed development regulations for adjacent unincorporated territory within its UGA or Municipal UGA (MUGA) to which the city has determined it is capable of providing urban services at some point in the future, via annexation. When amending its comprehensive plan, the County shall give substantial consideration to the city’s adopted plan for its UGA or MUGA. Likewise, the affected city shall give substantial consideration to the County’s adopted plan for the same area. However, nothing in this policy shall limit the authority of the County to plan for and regulate development in unincorporated territory for as long as it remains unincorporated, in accordance with all applicable county, state and federal laws. Similarly, nothing in this policy shall limit the authority of cities to plan for territory in and adjacent to their current corporate limits and to regulate development in their current corporate limits, in accordance with all applicable city, county, state and federal laws.</p>	<p>Goal LU-1  Policy LU-1.1  Policy LU-1.2  Policy LU-1.3  Policy LU-1.4</p>
<p><b>CPP-DP-6:</b> City and County comprehensive plans should locate employment areas and living areas in close proximity in order to maximize transportation choices, minimize vehicle miles traveled, optimize the use of existing and planned transportation systems and capital facilities, and improve the jobs-housing balance.</p>	<p>Policy LU-4.6</p>

<p><b>CPP-DP-7:</b> The County and cities shall coordinate their comprehensive plans (RCW 36.70A.100). Coordination in unincorporated territory planned by both the County and a city means that each plan should provide for the orderly transition of unincorporated to incorporated areas, including appropriate urban design provisions, by: a. Creating a safe and attractive urban environment that enhances livability; and b. Balancing actions necessary to meet the requirement of achieving urban uses and densities with the goal of respecting already established neighborhoods. When amending its comprehensive plan, the County shall give substantial consideration to the city's adopted plan for its UGA or MUGA. Likewise, the affected city shall give substantial consideration to the County's adopted plan for the same area. However, nothing in this policy shall limit the authority of the County to plan for and regulate development in unincorporated territory for as long as it remains unincorporated, in accordance with all applicable county, state and federal laws. Similarly, nothing in this policy shall limit the authority of cities to plan for territory in and adjacent to their current corporate limits and to regulate development in their current corporate limits, in accordance with all applicable city, county, state and federal laws.</p>	<p>Policy LU-9.2</p>
<p><b>CPP-DP-8:</b> If applicable, the County and cities shall designate and provide for the development of local, countywide, and regional centers consistent with the Regional Growth Strategy, the Regional Centers Framework, and the Countywide Center Criteria contained in Appendix I.</p>	<p>Policy LU-5.1 Policy LU-5.2 Policy LU-5.4</p>
<p><b>CPP-DP-9:</b> Jurisdictions that have designated regional growth centers and manufacturing/industrial centers shall direct a significant share of population and employment growth to those areas through the provision of land use policies and infrastructure investments that support growth levels and densities consistent with the regional vision.</p>	<p>Policy LU-5.1</p>
<p><b>CPP-DP-10:</b> The County and cities shall coordinate the designation and planning of regional, countywide, and local centers with transit service and other service providers to promote well-designed and transit oriented developments that enhance economic development opportunities for all residents, address environmental goals, and reduce vehicle miles traveled and greenhouse gas emissions from transportation.</p>	<p>Policy LU-4.7</p>
<p><b>CPP-DP-11:</b> Consistent with the Regional Growth Strategy and growth targets in Appendix B, the County and cities should encourage higher residential densities and greater employment concentrations in Urban Growth Areas by revising development regulations and incentive programs as appropriate.</p>	<p>Policy LU-4.3</p>
<p><b>CPP-DP-12:</b> Urban Growth Areas should provide for sufficient levels of development and developable or redevelopable land so that adequate sources of public revenue and public facilities are available to support the projected population and employment growth in Snohomish County consistent with the Regional Growth Strategy, GF-5, and the growth targets in Appendix B. In addition, the allowed density should support transit services and the efficient utilization of infrastructure.</p>	<p>Policy LU-10.1</p>
<p><b>CPP-DP-13:</b> The County and cities should integrate the desirable qualities of existing residential neighborhoods when planning for urban centers and mixed-use developments. Jurisdictions should adopt design guidelines and standards for urban centers to provide for compact, efficient site design that integrates building design with multimodal transportation facilities and publicly accessible open spaces.</p>	<p>Policy LU-11.4</p>

<p><b>CPP-DP-14:</b> The County and cities should promote and focus new compact urban growth in local centers, countywide centers, regional centers, and transit emphasis corridors.</p>	<p>Policy LU-4.3</p>
<p><b>CPP-DP-15:</b> The County and cities should adopt policies, development regulations, and design guidelines that allow for infill and redevelopment of underutilized lands and other appropriate areas.</p>	<p>Policy LU-4.3</p>
<p><b>CPP-DP-16:</b> Jurisdictions should encourage the use of innovative development standards, design guidelines, regulatory incentives, and applicable low impact development measures to provide compact, high quality communities.</p>	<p>Policy LU-7.3</p>
<p><b>CPP-DP-17:</b> The County and cities should encourage transit supportive land uses in non-contiguous Urban Growth Areas (UGAs) in order to help preserve transit service between non-contiguous UGAs.</p>	<p>Policy LU-4.4 Policy LU-4.5</p>
<p><b>CPP-DP-18:</b> In coordination with transit agencies, jurisdictions that are served by transit should, where appropriate, enact transit oriented development policies and development standards. Transit oriented development should include the following common elements: a. Located to support the development of designated local growth centers, countywide growth centers, regional growth centers, and existing and planned transit emphasis corridors; b. Include pedestrian scale neighborhoods and activity centers to stimulate use of transit and ride sharing; c. Plan for an appropriate intensity and mix of development, including both employment and housing options, that support transit service; and d. Plan for growth near high-capacity transit.</p>	<p>Policy LU-11.5</p>
<p><b>CPP-DP-19:</b> City comprehensive plans should have policies on the annexation of areas within their unincorporated Urban Growth Area and/or Municipal Urban Growth Area.</p>	<p>Goal LU-8 Policy LU-8.3 Policy LU-8.4 Policy LU-8.4 Policy LU-8.6</p>
<p><b>CPP-DP-20:</b> In the Southwest Urban Growth Area (SWUGA), Municipal Urban Growth Areas shall be maintained as a part of these Countywide Planning Policies for the purposes of allocating growth as required by the Growth Management Act and CPP GF-5 and shall be portrayed on the map in Appendix A and documented in County and city comprehensive plans.</p>	<p>Not Applicable to Arlington</p>
<p><b>CPP-DP-21:</b> Where the Municipal Urban Growth Area (MUGA) map in Appendix A portrays agreement – meaning in places that do not include areas of gap, overlap, or other special notation – the MUGAs shall be used to designate future annexation areas for each of the nine cities in the Southwest Urban Growth Area. An interlocal agreement should be executed by the County and city addressing transition of services.</p>	<p>Not Applicable to Arlington</p>

<p>CPP-DP-22: Where Municipal Urban Growth Area (MUGA) gaps and overlaps occur, the affected cities are encouraged to negotiate a solution and, if needed, to use a mediation process to fill gaps and resolve overlaps before proceeding with a proposed action to annex. The following guidance is provided for reconciling overlapping MUGAs and MUGA gaps: a. Overlapping MUGAs and MUGA gaps may be reconciled between the affected cities and in consultation with the County. As used in this policy, the term “affected cities” means cities that are adjacent to MUGAs located in Snohomish County. For cities located in Snohomish County, “affected cities” include cities identified on the map in Appendix A that have MUGAs in common, as “overlaps” and cities that have incorporated boundaries or designated MUGAs adjacent to “gap” areas on the map. Cities having no territory in Snohomish County only qualify as “affected cities” after adoption of interlocal agreement(s) pursuant to Countywide Planning Policy JP-2 and Appendix F. b. Amendments to MUGA boundaries that occur in conjunction with changes to the outer Southwest UGA boundary may take place through agreement and action by the County and affected cities following consultation with the cities. c. Amendments to MUGA boundaries that are internal to the Southwest UGA boundary may take place through agreement and action by the affected cities following consultation with the County. d. When an agreement is reached under (a), (b), or (c), the County Council shall consider the recommendation of the Snohomish County Tomorrow Steering Committee on the proposed changes to the MUGA boundary and may amend the MUGA map in Appendix A</p>	<p>Policy LU-8.8 Policy LU-8.9</p>
<p><b>CPP-DP-23:</b> Where jurisdictions are unable to reach agreement under DP-22, it is not necessary for affected cities to resolve overlapping Municipal Urban Growth Areas (MUGAs) or MUGA gaps as a precondition to proposing annexation of property in the MUGA gap or overlap. In such cases, the established annexation processes under state law will guide city boundary decisions.</p>	<p>Not Applicable to Arlington</p>
<p><b>CPP-DP-24:</b> Paine Field represents a unique situation in the Southwest Urban Growth Area, as it is a County-administered regional essential public facility. Any proposal to annex Paine Field is not subject to DP-22 and requires an approved agreement with the County prior to proceeding with any action to annex.</p>	<p>Policy LU-5.2</p>
<p><b>CPP-DP-25:</b> The County shall establish low intensities of development and uses in areas outside of Urban Growth Areas to preserve resource lands and protect rural areas from sprawling development.</p>	<p>Not Applicable to Arlington</p>
<p><b>CPP-DP-26:</b> Density and development standards in rural and resource areas shall work to manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, GF-5, and the growth targets in Appendix B.</p>	<p>Policy LU-6.2</p>
<p><b>CPP-DP-27:</b> The County shall establish infrastructure and road standards in rural and resource areas that are consistent with appropriate development patterns and densities to maintain rural character.</p>	<p>Not Applicable to Arlington</p>
<p><b>CPP-DP-28:</b> Domestic water supply systems may be developed in rural and resource areas to meet the needs of rural areas as provided in the county’s coordinated water system plan. Water sources and transmission lines may be developed in rural and resource areas to meet the needs of urban growth areas.</p>	<p>Not Applicable to Arlington</p>

<p><b>CPP-DP-29:</b> The county may permit rural clustering in accordance with the Growth Management Act.</p>	<p>Not Applicable to Arlington</p>
<p><b>CPP-DP-30:</b> The County and cities should meet the demand for new commercial activity and services as well as new industrial job base in Urban Growth Areas (UGAs) with limited exceptions as identified below. Outside of UGAs, the County should limit commercial and industrial development consistent with GMA and the Regional Growth Strategy and should plan for commercial and community services that serve rural residents to locate within nearby UGAs, but can otherwise allow for: a. Resource-based and resource supportive commercial and industrial uses; b. Limited convenience commercial development serving the daily needs of rural area residents; c. Home-based businesses; d. Low traffic and employment enterprises that benefit from a non-urban location due to large lots, vegetative buffers, etc.; e. Maintenance of the historical locations, scale, and character of existing commercial services and industrial activities; and f. Resource-dependent tourism and recreation oriented uses provided they do not adversely impact adjoining rural and resource uses.</p>	<p>Policy LU-5.1 Goal ED-5 Policy ED-5.2 Policy ED-7.1</p>
<p><b>CPP-DP-31:</b> The County shall develop strategies and programs to support agricultural and forest activities. a. Strategies should reduce pressure to convert resource and rural lands with resource-based activities to non-resource uses. Strategies may include redesignation of rural land to resource land. b. Programs may include transfer of development rights, purchase of development rights, and other conservation incentives that encourage and focus growth in the Urban Growth Areas.</p>	<p>Policy LU-6.2</p>
<p><b>CPP-DP-32:</b> Jurisdictions should encourage the use of transfer of development rights (TDR), purchase of development rights, and conservation incentives. The objective is to focus growth in the Urban Growth Areas while lessening development pressure on rural and resource areas. Specific steps regarding TDR include: a. Designating additional TDR sending and receiving areas; b. Developing zoning incentives to use TDR in urban areas not already designated as receiving areas; c. Coordinating efforts to establish a regional TDR program; and d. Ensuring that an area designated as a TDR receiving area by the County remains a receiving area after annexation or that the city provides an equivalent capacity for receiving TDR certificates elsewhere in the city when the County and the affected cities have adopted an interlocal agreement addressing the TDR program.</p>	<p>Policy LU-6.4</p>
<p><b>CPP-DP-33:</b> Jurisdictions should minimize the adverse impacts on resource lands and critical areas from new developments through the use of environmentally sensitive development and land use practices.</p>	<p>Policy T-1.1 Policy T-2.3 Policy E-1.6 Policy E-5.5 Goal LU-5</p>
<p><b>CPP-DP-34:</b> Jurisdictions should design public buildings and spaces, transportation facilities, and infrastructure so they contribute to livability, a desirable sense of place and community identity.</p>	<p>Policy LU-1.3</p>

<p><b>CPP-DP-35:</b> Jurisdictions should identify and plan for the development of parks, civic places, and public spaces, especially in or adjacent to centers.</p>	<p>Goal E-10 Policy E-10.1 Policy E-10.2</p>
<p><b>CPP-DP-36:</b> Jurisdictions should develop high quality, compact urban communities that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.</p>	<p>Policy LU-1.4 Policy LU-4.2</p>
<p><b>CPP-DP-37:</b> The County and cities are encouraged to protect and preserve historical, cultural and archaeological resources in a manner consistent with state law and local policies and in collaboration with state agencies and tribes. The County and cities should consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds and should work with tribes to protect Tribal Reservation lands from encroachment by incompatible land uses and development both within reservation boundaries and on adjacent land.</p>	<p>Policy LU-3.3 Policy LU-3.4</p>
<p><b>CPP-DP-38:</b> The County and cities should reduce disparities in access to opportunity for all residents through inclusive community planning and making investments that meet the needs of current and future residents and businesses.</p>	<p>Policy LU-11.2</p>
<p><b>CPP-DP-39:</b> The County and cities should include measures in comprehensive plans, subarea plans, and development regulations that are intended to reduce and mitigate the impacts of displacement on marginalized residents and businesses as a result of development and redevelopment, particularly in regional, countywide, and other urban centers.</p>	<p>Policy LU-10.5</p>
<p><b>CPP-DP-40:</b> The County and cities should address the safety, health, and well-being of residents and employees in countywide and local planning through: a. Adoption of development standards that encourage design and construction of healthy buildings and facilities; b. Provision of infrastructure that promotes physical activity; and c. Incorporating a focus on health and well-being, including the reduction of existing disparities between population groups, into countywide and local decision-making processes.</p>	<p>Policy LU-11.4</p>
<p><b>CPP-DP-41:</b> The County and cities should adopt policies that create opportunities for: a. Supporting urban food production practices, distribution, and marketing such as community gardens and farmers markets; and b. Increasing the local agricultural economy's capacity to produce, market, and distribute fresh and minimally processed foods.</p>	<p>Policy E-3.2</p>
<p><b>CPP-DP-42:</b> The County and cities should conserve designated industrial land for future industries and related jobs by: a. Protecting industrial land from encroachment by incompatible uses and development on adjacent land; b. Discouraging non-industrial uses on industrial land unless such uses support and enhance existing industrial land uses; and c. Discouraging conversion of industrial land to other land use designations unless it can be demonstrated that a specific site is not suitable for industrial uses.</p>	<p>Policy LU-5.1</p>

<b>CPP-DP-43:</b> Adjacent to military lands, the County and cities should encourage land uses that are compatible with military uses and discourage land uses that are incompatible.	Not Applicable to Arlington
<b>CPP-DP-44:</b> The County and cities shall protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.	Policy LU-5.1

## Housing

Countywide Planning Policy / Multicounty Planning Policies	Comprehensive Plan Goal or Policy
<b>CPP-HO-1:</b> The county and cities shall make provisions in their comprehensive plans to accommodate existing and projected housing needs, consistent with the Regional Growth Strategy and Snohomish County Growth Targets. Plans must include a specific assessment of housing needs by economic segment, as described in the housing report prescribed in CPP HO-5. Those provisions should consider the following strategies: a. Avoid further concentrations of low-income and special needs housing. b. Increase opportunities and capacity for affordable housing in Regional, Countywide, and local growth centers. c. Increase opportunities and capacity for affordable housing close to employment, education, shopping, public services, and public transit. d. Increase opportunities and capacity for affordable and special needs housing in areas where affordable housing is currently lacking. e. Support affordable housing opportunities in other Snohomish County jurisdictions, as described below in CPP-HO-3. f. Support the creation of additional housing options in single-family neighborhoods to provide for more diverse housing types and choices to meet the various needs of all economic segments of the population.	Policy H-1.2 Policy H-2.1 Policy H-2.3 Policy H-2.5 Policy H-2.7
<b>CPP-HO-2:</b> County and city comprehensive plans shall include policies to meet affordable housing goals consistent with VISION 2050. Jurisdictions should demonstrate within their land use and housing elements that they can accommodate needed housing consistent with the Regional Growth Strategy and Snohomish County Growth Targets. These efforts should include facilitating the regional fair share of affordable housing for very low, low, moderate, and middle-income households and special needs individuals. Housing elements of comprehensive plans shall be periodically evaluated for success in facilitating needed housing.	Policy H-2.1 Policy H-2.4 Policy H-2.9
<b>CPP-HO-3:</b> The county and cities should participate in multi-jurisdictional affordable housing programs and engage in other cooperative efforts to promote and contribute to an adequate supply of affordable, special needs, and diverse housing countywide.	Policy H-2.3 Policy H-2.4

<p><b>CPP-HO-4:</b> The county and cities should implement policies that allow for the development of moderate density housing to help meet future housing needs, diversify the housing stock, and provide more affordable home ownership and rental opportunities. This approach should include code updates to ensure that zoning designations and allowed densities, housing capacity, and other restrictions do not preclude development of moderate density housing.</p>	<p>Goal H-1 Policy H-1.1 Policy H-1.2</p>
<p><b>CPP-HO-5:</b> The cities and the county shall collaborate to report housing characteristics and needs in a timely manner for jurisdictions to conduct major comprehensive plan updates and to assess progress toward achieving CPPs on housing. The report shall be sufficiently easy to understand and use for planning and evaluation. To the extent made possible by the availability of valid data, this report shall, for the entire county and each jurisdiction:</p> <p>a. Describe the measures that jurisdictions have taken (individually or collectively) to implement or support CPPs on housing, especially measures taken to support housing affordability. b. Quantify and map existing characteristics that are relevant to the results prescribed in the CPPs on housing, including (but not limited to): i. The supply of housing units, including subsidized housing, by type, tenure, affordability, and special needs populations served. ii. The availability and general location of existing affordable housing units and the distribution and location of vouchers and similar assistance methods. iii. The supply of land that is undeveloped, partially used/or has the potential to be developed or redeveloped for residential purposes. c. Identify the number of housing units necessary to meet the various housing needs for the projected population of households of all incomes and special needs populations. The number of units identified for each jurisdiction will be utilized for planning purposes and to acknowledge the responsibility of all jurisdictions to plan for affordable housing within the regional context. d. Evaluate the risk of physical and economic displacement of residents, especially low-income households and marginalized populations.</p>	<p>Policy H-2.4</p>
<p><b>CPP-HO-6:</b> The county and cities should implement policies and programs that encourage the rehabilitation and preservation of existing legally established, affordable housing for residents of all income levels, including but not limited to mobile/manufactured housing and single - room occupancy (SRO) housing.</p>	<p>Policy H-2.6 Policy H-4.1 Policy H-8.1</p>
<p><b>CPP-HO-7:</b> Jurisdictions shall use housing definitions consistent with those of the Snohomish County Tomorrow Housing Characteristics and Needs Report prescribed in HO5. Definitions may be periodically revised based on consideration of local demographic data and the definitions used by the Department of Housing and Urban Development.</p>	<p>Policy H-2.4</p>
<p><b>CPP-HO-8:</b> Each jurisdiction’s comprehensive plan should reconcile the need to encourage and respect the vitality of established residential neighborhoods with the need to identify and site essential public residential facilities for special needs populations, including those mandated under RCW 36.70A.200.</p>	<p>Policy H-3.3</p>
<p><b>CPP-HO-9:</b> In order to improve the jobs-to-housing balance in Snohomish County, jurisdictions shall adopt comprehensive plans that provide for the development of: a. A variety of housing choices, including affordable housing, so that workers at all income levels may choose to live in proximity to existing and planned employment concentrations and transit service; and b. Employment opportunities in proximity to existing and planned</p>	<p>Policy H-2.5</p>

residential communities.	
<b>CPP-HO-10:</b> Jurisdictions should encourage the use of environmentally sensitive housing development practices and environmentally sustainable building techniques and materials in order to minimize the impacts of growth and development on the county's natural resource systems. This approach should also consider the potential costs and benefits to site development, construction, and building maintenance to balance housing affordability and environmental sustainability.	Policy H-6.1 Policy H-6.2 Policy H-6.3
<b>CPP-HO-11:</b> The county and cities should consider the economic implications of proposed building and land use regulations so that the broader public benefit they serve is achieved with the least additional cost to housing.	Policy H-1.7
<b>CPP-HO-12:</b> The county and cities should minimize housing production costs by considering the use of a variety of infrastructure funding methods, such as existing revenue sources, impact fees, local improvement districts, and general obligation bonds.	Policy H-1.6
<b>CPP-HO-13:</b> Jurisdictions should ensure that their impact fee programs add no more to the cost of each housing unit produced than a fairly-derived proportionate share of the cost of new public facilities necessary to accommodate the housing unit as determined by the impact fee provisions of the Growth Management Act cited in chapter 82.02 RCW.	Policy H-4.3
<b>CPP-HO-14:</b> The county and cities should incentivize and promote the development and preservation of long-term affordable housing through the use of zoning, taxation, and other tools, including height or density bonuses, property tax incentives and parking requirement reductions. The incentives should apply where feasible to encourage affordable housing.	Policy H-2.7
<b>CPP-HO-15:</b> Metropolitan cities, Core cities, and High Capacity Transit Communities, as defined by the Regional Growth Strategy in VISION 2050, shall develop and implement strategies to address displacement of historically marginalized populations, including residents identified in the report prescribed in HO-5, and neighborhood-based small business owners.	Policy H-4.4

## Economic Development and Employment

Countywide Planning Policy / Multicounty Planning Policies	Comprehensive Plan Goal or Policy
--	-----------------------------------

<p><b>CPP-ED-1:</b> The County and cities, through Snohomish County Tomorrow, should support the Regional Growth Strategy of VISION 2050 and the Regional Economic Strategy. Jurisdictions should utilize comprehensive plan policies, infrastructure investments, and regulations to support the existing and emerging industry clusters that play an important role in growing and sustaining Snohomish County’s economy.</p>	<p>Goal T-11 Policy CFU-3.7 Policy CFU-9.3 Goal LU-10 Policy H-2.1 Policy ED-2.7</p>
<p><b>CPP-ED-2:</b> The County and cities should foster an equitable business and regulatory environment that supports and encourages the establishment and growth of small and startup businesses, especially those that are woman- and minority-owned.</p>	<p>Policy ED-1.4</p>
<p><b>CPP-ED-3:</b> Jurisdictions should prioritize multi-modal transportation system linkages between growth centers, manufacturing/industrial centers, and residential areas to support economic development and improve access to a wide variety of job opportunities and employment.</p>	<p>Policy ED-7.9</p>
<p><b>CPP-ED-4:</b> State and federal economic development and transportation funding should be prioritized to regionally designated centers, countywide centers, high-capacity station areas with a station area plan, and other local centers, as well as transportation system linkages between regional growth centers, manufacturing/industrial centers, and supporting residential areas containing an adequate supply of affordable housing.</p>	<p>Policy ED-7.8</p>
<p><b>CPP-ED-5:</b> Jurisdictions should promote economic and employment growth that creates a countywide economy that consists of a diverse range of living wage jobs for all of the county’s residents.</p>	<p>Policy ED-1.2</p>
<p><b>CPP-ED-6:</b> As a part of the overall countywide economic development strategy, jurisdictions should target economic development activities that improve access to economic opportunity for residents that historically have low and very low access to opportunity.</p>	<p>Policy ED-1.8</p>
<p><b>CPP-ED-7:</b> The County and adjacent cities shall protect the Paine Field-Boeing area as a Manufacturing/Industrial Center (MIC), recognizing that it is a major, existing regional employment area of intensive, concentrated manufacturing and industrial land uses, including aerospace, aircraft manufacturing and high-technology uses. Notwithstanding the VISION 2050 guidelines for MIC designation, land uses and zoning of Paine Field continue to be governed by the Snohomish County Airport Paine Field Master Plan and Snohomish County Zoning Code consistent with federal aviation policies and grant obligations. This MIC should: a. Accommodate aerospace related employment and associated activities; b. Accommodate employment which requires a high floor area to employee ratio but increase the overall employment density in the manufacturing and industrial center; c. Encourage a mix of uses which support and enhance manufacturing, aerospace and industrial centers; and d. Be supported by adequate public facilities and services, including good access to the region’s transportation system, which are essential to the success of the MIC.</p>	<p>Not applicable to Arlington.</p>

<p><b>CPP-ED-8:</b> Jurisdictions should collaborate with businesses and organizations to develop economic development plan elements and analyze the land use designations, infrastructure and services needed to support businesses.</p>	<p>Policy ED-3.2</p>
<p><b>CPP-ED-9:</b> As appropriate, the County and cities should adopt plans, policies, and regulations that preserve designated industrial, commercial, agricultural, and resource land base for long-term regional economic benefit.</p>	<p>Goal ED-5 Goal E-1</p>
<p><b>CPP-ED-10:</b> In their local comprehensive plans, jurisdictions shall include economic development policies consistent with existing or planned capital and utility facilities. These plans should identify and implement strategies to ensure timely development of needed facilities.</p>	<p>Policy ED-7.8</p>
<p><b>CPP-ED-11:</b> In cooperation with school districts, other education providers, and each other, jurisdictions should ensure the availability of sufficient land and services for future K-20 school needs, and support high-quality education and job training resources for all residents, such as a 4-year university or technical college in Snohomish County.</p>	<p>Policy ED-1.5</p>
<p><b>CPP-ED-12:</b> The County and cities should coordinate economic development plans and economic elements within comprehensive plans with transportation, housing, and land use policies, and the Regional Growth Strategy to support economic development that is compatible with each community.</p>	<p>Policy ED-2.7</p>
<p><b>CPP-ED-13:</b> Jurisdictions should recognize, where appropriate, the growth and development needs of businesses of local, regional, or statewide significance and ensure that local plans and regulations provide opportunity for the growth and continued success of such businesses.</p>	<p>Policy ED-3.2 Policy ED-3.3</p>
<p><b>CPP-ED-14:</b> The County and cities should promote an appropriate balance of jobs-to-housing to: a. Support economic activity; b. Encourage local economic opportunities and housing choice; c. Improve mobility; and d. Respond to the challenge of climate change.</p>	<p>Policy LU-4.6</p>
<p><b>CPP-ED-15:</b> Jurisdictions should ensure that economic development sustains and respects the county's natural environment and encourages the development of existing and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience.</p>	<p>Policy ED-6.1</p>
<p><b>CPP-ED-16:</b> The expeditious processing of development applications shall not result in the reduction of environmental and land use standards.</p>	<p>Policy ED-6.5</p>
<p><b>CPP-ED-17:</b> The County and cities shall support the Cascade Industrial Center as a Manufacturing/Industrial Center (MIC), recognizing that it is a major, existing regional employment area of intensive, concentrated manufacturing and industrial land uses.</p>	<p>Goal ED-5 Policy ED-5.2 Policy ED-5.4</p>

<p><b>CPP-ED-18:</b> Jurisdictions should identify the potential for physical, economic, and cultural displacement of existing locally owned, small businesses as a result of development or redevelopment and market pressure. Jurisdictions should consider a range of mitigation strategies to mitigate the impacts of displacement to the extent feasible.</p>	<p>Policy ED-1.6</p>
--	----------------------

## Transportation

Countywide Planning Policy / Multicounty Planning Policies	Comprehensive Plan Goal or Policy
<p><b>CPP-TR-1:</b> Jurisdictions should establish agreements and procedures for jointly mitigating traffic impacts, including provisions for development and design review and sharing of developer impact mitigation. Interlocal agreements among the cities and County should be used in Urban Growth Areas and areas proposed for annexation, to define procedures and standards for mitigating traffic impacts, sharing improvement and debt costs for transportation facilities, and addressing maintenance and funding for future transportation facilities and services. These interlocal agreements may also include transit agencies or the Washington State Department of Transportation where mitigation includes transportation demand management strategies or transit related improvements, such as park and ride facilities, bus rapid transit stations, or high-occupancy lanes. Joint development and plan review teams should be formed for major projects having impacts that extend across jurisdictional boundaries. Development impact mitigation should be shared where a project's impacts extend across jurisdictional boundaries. Local comprehensive plans and long-range transit agency plans should provide policies that encourage private sector investment in transportation services and facilities. Local land use regulations should provide for integrated design of transportation facilities in designated urban growth centers to encourage transit-oriented land uses and nonmotorized modes of travel.</p>	<p>Policy T-2.1 Policy T-2.3 Goal T-5 Goal T-6 Policy T-6.3 Policy T-8.1 Goal T-12 Goal T-14 Policy T-14.1</p>
<p><b>CPP-TR-2:</b> Jurisdictions may designate transportation service areas that provide the geographic basis for joint projects, maintenance, level of service methods, coordinated capital and mitigation programs and finance methods for transportation facilities and services. In these transportation service areas, the Washington State Department of Transportation, the County, cities and transit agencies may coordinate future land use, transportation, and capital facilities planning efforts to ensure consistency between jurisdictional comprehensive plans and long-range transit agency plans.</p>	<p>Policy T-12.3</p>
<p><b>CPP-TR-3:</b> The County and cities should establish processes and procedures for setting priorities, programming, and financing for countywide, regional and state transportation facilities and services consistent with VISION 2050, the Growth Management Act, and federal transportation legislation.</p> <p>a. The County and cities, in coordination with public transit agencies and the</p>	<p>Policy T-1.5 Goal T-2 Policy T-2.5 Policy T-7.7 Policy T-10.1</p>

<p>Washington State Department of Transportation (WSDOT), should develop consistent methodologies to determine transportation needs and their estimated costs in terms of capital, operations, preservation, and maintenance.</p> <p>b. Transportation needs should be prioritized based on the extent to which they fulfill the objectives of the adopted Regional Growth Strategy (RGS), local comprehensive plans, long range transit agency plans, and transportation policies.</p> <p>c. Within cities and unincorporated county in urban growth areas, transportation facility and service investments should be prioritized that support compact, pedestrian- and transit- oriented development, especially within designated regional, countywide, and local centers, near HCT facilities, and along corridors connecting centers.</p> <p>d. Transportation investments should be prioritized that support the achievement of regional greenhouse gas emission reduction goals.</p> <p>e. The Puget Sound Regional Council, WSDOT, County, and cities should maintain an ongoing and coordinated six-year program that specifies the financing of immediate transportation improvements consistent with the RGS, The Regional Transportation Plan, and WSDOT’s Washington Transportation Plan.</p> <p>f. The financing of transportation systems and improvements should reflect the true costs of providing service, reflecting the costs and benefits attributable to those who use the system as well as those who benefit from it. Revenues to finance transportation should come from traditional measures (e.g., fuel taxes, property taxes, and impact mitigation fees), but also from other innovative measures (e.g., user fees, high occupancy tolls, Vehicle Miles Travelled assessments, and private-sector contributions). Importantly, impacts of transportation system choices and funding decisions on climate change should be considered as part of this process.</p>	<p>Policy T-11.2  Policy T-12.1  Policy T-16.1</p>
<p><b>CPP-TR-4:</b> The County and cities, together with WSDOT and transit agencies, shall provide transportation facilities and services necessary to support and implement the RGS and the land use elements of local comprehensive plans, including roadway capacities, active transportation options, and public transportation services appropriate to the designated land use types and intensities by:</p> <p>a. Maintaining and improving existing arterials, neighborhood streets, and associated pedestrian, bicycle, and transit infrastructure in order to promote safe and efficient use for all modes;</p> <p>b. Providing a network of multimodal arterials based on a consistent classification system and appropriate design standards that will improve connectivity, circulation, and reduce vehicle miles of travel;</p> <p>c. Using land use projections based on the Regional Growth Strategy and implemented through local comprehensive plans to identify and plan for adequate</p>	<p>Policy T-2.6  Policy T-4.1  Goal T-5  Policy T-5.1  Policy T-5.5  Policy T-5.7  Policy T-6.3  Goal T-8  Policy T-8.1  Policy T-8.4  Policy T-9.1  Policy T-9.4  Goal T-10</p>

<p>roadway, pedestrian, bicycle, and transit services to meet travel needs;</p> <p>d. Reviewing land use designations where levels of service cannot adequately serve or expect to achieve concurrency for development allowed under the designation;</p> <p>e. Providing adequate access to and circulation for public service and priority for public transportation vehicles will be part of the planning for comprehensive plan land use designations and subsequent development as appropriate; ((and))</p> <p>f. Consulting with transit agencies, as appropriate, when planning future land use in designated transit emphasis corridors and in the area of high capacity transit stations for consistency with long-range transit agency plans and to ensure that the land use and transit services are mutually supported;</p> <p>g. Preparing for changes in technology and travel patterns for moving people and goods; and</p> <p>h. Improving street connectivity to encourage walking, bicycling, transit use, and physical activity.</p>	<p>Policy T-11.1  Policy T-11.2  Policy T-12.2  Policy T-14.1  Policy T-16.1</p>
<p><b>CPP-TR-5:</b> The County and cities together with the Washington State Department of Transportation should develop consistent transportation design standards for urban and rural areas throughout the County that address public transportation, roadways, ferries, walkways, bikeways, and access for people with disabilities, low-income and special needs populations, and that recognize differences among communities by:</p> <p>a. Identifying major travel routes needing additional public transportation, pedestrian, or bicycle-related improvements to increase people-carrying capacity;</p> <p>b. Coordinating local comprehensive plans to develop or complete a system of interconnected walkways and bikeways;</p> <p>c. Establishing multimodal transportation facility design, level of service standards and site plan design standards that will address the movement of goods and services to enhance the wellbeing of the economy and public health; and</p> <p>d. Implementing context-sensitive solutions that recognize the variety of functions of transportation facilities and that promote compatibility with the natural environment, adjoining land uses, and activities and that create high quality public spaces.</p>	<p>Policy T-8.4</p>
<p><b>CPP-TR-6:</b> The County and cities should prepare consistent rules and procedures among affected jurisdictions and transit agencies for locating, designing, and constructing transportation facilities and services to minimize and mitigate their adverse impacts on the natural environment, resource lands, or human health. Depending on the jurisdiction, these may include:</p> <p>a. Design standards and consistent methods to reduce stormwater pollution, improve fish passages, and minimize other adverse impacts on shorelines, water resources,</p>	<p>Policy T-1.1  Policy T-1.2  Policy T-1.3  Policy T-1.4  Policy T-7.3  Policy T-7.6  Policy T-7.7</p>

<p>drainage patterns, and soils;</p> <p>b. Location criteria that minimize the disruption to natural habitat, flood plains, wetlands, geologically and other environmentally sensitive areas;</p> <p>c. Cooperation with the Puget Sound Clean Air Agency, PSRC, and local jurisdictions to ensure consistency with the transportation control measure requirements of the 1990 Clean Air Act Amendments; and</p> <p>d. Development of a transportation system that minimizes negative impacts to and promotes human health.</p>	
<p><b>CPP-TR-7:</b> The County and cities shall employ professionally accepted methodologies for determining transportation levels of service that consider different development intensities for urban centers, other urban areas and rural areas, high-occupancy vehicle use and community values as reflected by the city and County comprehensive plans, and transit agency long range plans.</p> <p>The County and cities should use – in coordination with transit agencies – a consistent technique in calculating transportation level of service on a systems basis that:</p> <p>a. Incorporates different levels of service depending on development form, mix of uses and intensity/density of land use, availability and adequacy of transit service, and the availability and adequacy of bicycle and pedestrian facilities in accordance with local comprehensive plans and long-range transit agency plans;</p> <p>b. Employs consistent data collection and processing in determining travel demand and system operations along with the Puget Sound Regional Council (PSRC), adjacent local jurisdictions and transit agencies; and</p> <p>c. Monitors level of service and concurrency on a routine basis on those critical transportation facilities and services that serve as indicators of system operation.</p>	<p>Goal T-9 Policy T-10.1</p>
<p><b>CPP-TR-8:</b> The County and cities shall establish concurrency requirements for land development by considering transportation levels of service and available financial resources to make needed transportation improvements.</p> <p>a. The goals, policies, and objectives of local comprehensive plans shall be the basis for making interpretations of development concurrency with transportation.</p> <p>b. Level of service shall be used as a growth management tool to limit development in rural areas and offer incentives for more intense development in existing urban areas.</p> <p>c. The impact of alternate modes of travel (e.g., pedestrian, bicycle, carpools, vanpools, buses, rail, etc.), as well as single-occupant vehicles, shall be considered in local concurrency programs, both in assessment and mitigation.</p> <p>d. Recognize there are transportation services and facilities that are at their ultimate capacity.</p>	<p>Goal T-9</p>

<p>e. The County and cities will reconsider land use designations where it is evident transportation facilities and services cannot be financed or provided in sufficient time to maintain concurrency with land development.</p> <p>f. Concurrency programs in designated regional, countywide, and local centers, and near HCT facilities should be designed to encourage transit supportive development.</p>	
<p><b>CPP-TR-9:</b> The County and cities should establish common policies and technical procedures for transportation system management and transportation demand management programs that reduce trip making, total miles traveled, and the climate change and air quality impacts associated with development, and improve the efficiency of the transportation system.</p> <p>a. The Washington State Department of Transportation, Puget Sound Regional Council, County and cities should establish consistent commute trip reduction, vehicle-miles-of-travel and single-occupant vehicles goals and consistent methods of measuring progress to ensure consistency and equity.</p> <p>b. The County and cities should coordinate with transit agencies and with each other for the implementation of employer and residential trip reduction programs.</p>	<p>Goal T-5 Policy T-5.1 Policy T-7.8 Policy T-9.4 Policy T-14.2</p>
<p><b>CPP-TR-10:</b> The County and cities should collaborate with federal, state, and regional agencies, and adjacent counties, cities, and transit agencies to prepare uniform criteria for locating and mitigating the impacts of major countywide and regional transportation facilities and services. These agencies should:</p> <p>a. Designate transportation facilities of countywide and regional significance;</p> <p>b. Prepare criteria for locating park-and-ride lots, transit stations, and similar components of a regional transportation system; and</p> <p>c. Coordinate studies that look at alternative sites with affected public agencies and impacted neighborhoods.</p>	<p>Policy T-9.2 Policy T-12.2</p>
<p><b>CPP-TR-11:</b> The County and cities should establish an education program utilizing state, County, transit agency, city transportation resources, and local school districts that encourages use of public transportation. The County and cities, in cooperation with transit agencies, should also establish an ongoing public awareness program for ridesharing and public transportation.</p>	<p>Policy T-5.6</p>
<p><b>CPP-TR-12:</b> Each local jurisdiction served by transit should, in cooperation with transit agencies, map the general locations of planned major transit facilities in their comprehensive plans and provide for transit-supportive infrastructure and programs, including:</p> <p>a. Safe, pleasant, and convenient access for pedestrians and bicyclists;</p> <p>b. Safe and convenient access to and transfer between all forms of transit and other modes of travel; and</p> <p>c. Pricing or regulatory mechanisms to encourage transit use and reduce reliance</p>	<p>Policy T-5.1 Policy T-8.1 Policy T-8.2 Policy T-8.4 Goal T-10 Policy T-10.1 Policy T-10.4</p>

<p>on the automobile.</p>	<p>Goal T-15 Policy T-15.1</p>
<p><b>CPP-TR-13:</b> The County, cities, and transit agencies in the Southwest Urban Growth Area (UGA) should collaborate with Sound Transit to ensure planning and right-of-way preservation for future phases of light-rail corridor development that will extend to the Everett Regional Growth Center as soon as possible. Planning for light-rail transit should:</p> <ul style="list-style-type: none"> <li>a. Be compatible with the Sound Transit 2 System Expansion Plan, which includes commitments for stations in Lynnwood and Mountlake Terrace;</li> <li>b. Be compatible with the Sound Transit 3 System Expansion Plan, which includes commitments for stations near Alderwood Mall, in the vicinity of 164th St SW near I-5, in the vicinity of 128th St SW near I-5, at the Southwest Everett Industrial Center, in the vicinity of SR526 near Evergreen Way, and near Everett Station, with provisions for a possible station at Airport Rd near SR 99;</li> <li>c. Recognize and be compatible with local land use planning and urban design objectives in the Southwest UGA; and</li> <li>d. Include consideration and evaluation of additional transit services to major employment centers in the Southwest UGA.</li> </ul>	<p>Not applicable to Arlington.</p>
<p><b>CPP-TR-14:</b> In order to improve countywide and regional transit service, the County and cities should provide assistance and support to transit agencies in evaluating the potential to expand the Public Transportation Benefit Area (PTBA) and/or the Regional Transit District (RTD) to Urban Growth Areas beyond the current boundaries in Snohomish County.</p>	<p>Policy T-8.1</p>
<p><b>CPP-TR-15:</b> The County and cities shall maintain, preserve and operate the existing transportation systems in a safe and usable state. The County and cities should collaborate on maintenance, management, predictable funding and safety practices that:</p> <ul style="list-style-type: none"> <li>a. Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services;</li> <li>b. Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs;</li> <li>c. Reduce the need for some capital improvements through investments in operations; pricing programs; demand management strategies, and system management activities that improve the efficiency of the current system;</li> <li>d. Improve the safety of the transportation system and, in the long term, pursue the goal of zero deaths and serious injuries;</li> <li>e. Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning</li> </ul>	<p>Policy T-4.1 Policy T-7.8 Policy T-7.14 Goal T-10</p>

<p>for system recovery; and  f. Assess and plan for adaptive transportation responses to potential threats and hazards arising from climate change.</p>	
<p><b>CPP-TR-16:</b> The County and cities, in cooperation with transit operating agencies and the Washington State Department of Transportation, should plan strategically to integrate measures to reduce emissions that contribute to climate change in transportation planning, by:</p> <ul style="list-style-type: none"> <li>a. Developing and coordinating transportation plans that support land use and other plan elements and contribute to a flexible, holistic and long-term approach to promote sustainability and mitigate impacts contributing to climate change;</li> <li>b. Maximizing efficiency of existing transportation investments and pursuing measures to reduce vehicle miles of travel and greenhouse gas emissions from transportation;</li> <li>c. Supporting the transition to a cleaner transportation system by planning for and encouraging investment in clean energy options such as zero emission vehicles, low carbon fuels and the necessary infrastructure to support clean energy options;</li> <li>d. Developing and implementing transportation modes, fuels and technologies that are energy-efficient and reduce negative impacts on the environment;</li> <li>e. Investing in nonmotorized transportation improvements in and between urban centers; and</li> <li>f. Increasing the proportion of trips made by transportation modes that are alternatives to driving alone by ensuring availability of reliable and competitive mobility options, especially to and within centers and along corridors connecting centers.</li> </ul>	<p>Goal T-5  Goal T-7  Goal T-8  Policy T-11.1  Policy T-11.2  Policy T-14.1  Policy T-14.2</p>
<p><b>CPP-TR-17:</b> The County and cities should collaborate with the Washington State Department of Transportation (WSDOT) and transit operating agencies in order to designate transit emphasis corridors that allow effective and integrated planning of land use and transportation. Transit emphasis corridors – as delineated by local comprehensive plans – should:</p> <ul style="list-style-type: none"> <li>a. Be served, or planned to be served, by public transportation;</li> <li>b. Provide for transit-compatible and transit-oriented land uses and densities in transit emphasis corridors that recognize and reflect appropriate activity zones and walking distances, generally within ¼ to ½ mile of the corridor;</li> <li>c. Connect all designated mixed-use urban centers;</li> <li>d. Conform to urban design and infrastructure standards that accommodate and enhance the operations of transit services;</li> <li>e. Be planned for compact, mixed-use commercial and residential development that</li> </ul>	<p>Policy T-8.2  Policy T-8.7  Policy T-13.2</p>

<p>is designed to be transit-oriented;</p> <p>f. Include programs to implement vehicle access management measures that preserve capacity, maintain level of service standards and promote traffic safety;</p> <p>g. Include transportation control measures, transportation demand management programs, and transportation system management programs to reduce travel delay and vehicle-miles of travel; and</p> <p>h. Promote consistency between County, city, WSDOT, and transit agency long-range transportation plans.</p>	
<p><b>CPP-TR-18:</b> The County and cities, in cooperation with the Washington State Department of Transportation and port authorities, should plan and implement projects and programs that support global trade and the needs of state, regional, and local distribution of goods and services and attract and retain industries and skilled workers through:</p> <p>a. Coordinated design and construction of regional and local transportation facilities that support manufacturing and international trade;</p> <p>b. Traffic operations measures and capital improvements that minimize the impacts of freight movement on other modes of travel;</p> <p>c. Maintenance, preservation, and expansion of freight rail capacity;</p> <p>d. Establishment of interjurisdictional programs aimed at preserving rail rights-of-way; and</p> <p>e. Special efforts to ensure any ongoing conflicts and other needs are planned for and resolved to the greatest extent possible.</p>	<p>Goal T-4 Policy T-5.4 Goal T-8 Policy T-9.4</p>
<p><b>CPP-TR-19:</b> The County, cities, and transit agencies should prepare compatible rules and procedures to implement transportation programs and projects that provide access to opportunities while preventing and mitigating potential adverse impacts to people of color, people with low incomes, and people with special transportation needs.</p>	<p>Policy ED-7.9 Goal T-2</p>
<p><b>CPP-TR-20:</b> The County and cities, in cooperation with transit agencies, the Washington State Department of Transportation, and port authorities, should plan and design transportation facilities and services to efficiently interface with waterborne and air transportation terminals and facilities. It is intended that these efforts would:</p> <p>a. Promote a seamless transportation system for all modes of travel;</p> <p>b. Emphasize multi-modal intersection points at efficiently designed terminals;</p> <p>c. Lead to coordinated fare and ticketing systems;</p> <p>d. Benefit local transportation systems by reducing traffic volumes or improving traffic flows; and</p> <p>e. Accommodate and complement existing and planned local land use patterns.</p>	<p>Policy T-13.1</p>

<p><b>CPP-TR-21:</b> The County and cities, in cooperation with the Washington State Department of Transportation (as appropriate), shall coordinate in planning, designing programming, and constructing nonmotorized transportation facilities in Snohomish County. The County and affected cities recognize a need for:</p> <ul style="list-style-type: none"> <li>a. Bikeway and walkway standards that are compatible among affected jurisdictions;</li> <li>b. Joint planning to achieve continuous and/or direct bicycle routes and pedestrian connections between cities and major centers in Snohomish County and the region;</li> <li>c. Joint planning for a safe system of bicycle and pedestrian facilities that link residential areas, schools, recreational areas, business districts, and transit centers and facilities; and</li> <li>d. New development to accommodate nonmotorized transportation facilities in its site planning.</li> </ul>	<p>Policy T-5.2  Policy T-5.3  Policy T-5.5  Policy T-6.3  Goal T-8  Policy T-9.1  Policy T-11.1  Goal T-12  Goal T-15  Policy T-15.1  Policy T-15.2  Policy T-16.1  Policy T-16.2</p>
<p><b>CPP-TR-22:</b> The County and cities, in cooperation with the Washington State Department of Transportation and transit operating agencies, should preserve existing freight and passenger railroad rights-of-way for continued rail transportation use.</p>	<p>Policy T-5.4</p>
<p><b>CPP-TR-23:</b> The County, along with affected cities, should cooperate in efforts to acquire and/or purchase abandoned railroad right-of-way in order to preserve options for alternative transit corridors, such as commuter rail, between growth centers in or adjacent to Snohomish County.<sup>27</sup> The County and affected cities recognize that:</p> <ul style="list-style-type: none"> <li>a. Interim or co-existing uses, such as freight rail, nonmotorized transportation, and recreational activities need to be considered and planned in conjunction with commuter rail service;</li> <li>b. Compatible land use types and densities need to be strategically planned at key locations to support the rail corridors; and</li> <li>c. Impacts on resource lands, the natural environment, and the community shall be considered with regard to preservation and use of abandoned railroad rights-of-way.</li> </ul>	<p>Policy T-8.7</p>
<p><b>CPP-TR-24:</b> Consistent with the RGS, arterial capacity improvements that encourage rural growth should be avoided. Where increased arterial capacity is warranted to provide safe and efficient travel between UGAs:</p> <ul style="list-style-type: none"> <li>a. Road standards shall be consistent with appropriate development patterns and densities; and</li> <li>b. Appropriate rural land development and access management regulations should be in place prior to authorizing improvements.</li> </ul>	<p>Not applicable to Arlington</p>

<b>CPP-TR-25:</b> The County and cities should coordinate with the county's airports to meet local and regional aviation system needs while minimizing impacts to the community consistent with state and regional aviation system plans.	Policy T-13.1
---	---------------

## Natural Environment and Climate Change

Countywide Planning Policy / Multicounty Planning Policies	Comprehensive Plan Goal or Policy
<b>CPP-ENV-1:</b> All jurisdictions shall protect and enhance natural ecosystems through their comprehensive plans, development regulations, capital facilities programs, and management practices. Jurisdictions should work collaboratively, employing integrated and interdisciplinary approaches, to consider regional and countywide strategies and assessments, as well as best available qualitative and quantitative information, in formulating plans and regulations that are specific to their community.	Policy PS-9.1
<b>CPP-ENV-2:</b> The County and cities should work collaboratively to identify, designate, and protect regional open space networks and wildlife corridors both inside and outside the Urban Growth Area and across the jurisdictional boundaries. Jurisdictions should establish policies and coordinated approaches to preserve and enhance these open space networks and corridors and ensure that all residents have access to parks and open space.	Policy E-5.1
<b>CPP-ENV-3:</b> The County and cities shall work collaboratively to create goals and policies intended to implement and address the needs identified in the Regional Open Space Conservation Plan.	Policy E-5.11
<b>CPP-ENV-4:</b> The County and cities should identify and protect, enhance, or restore wildlife corridors and important habitat areas that support designated species of local or state significance, such as orca and salmon, and those areas that are critical for survival of endangered or threatened species.	Goal E-5 Policy E-5.12 Policy E-5.17 Policy E-5.20
<b>CPP-ENV-5:</b> The County and cities should work with neighboring jurisdictions and tribes to identify and protect significant open space areas, natural resources, and critical areas through appropriate local policies, regulations or other mechanisms such as public acquisition, easements, voluntary agreements, supporting the efforts of conservation organizations, and other best practices.	Goal P-8 Policy P-8.4

<p><b>CPP-ENV-6:</b> In recognition of the broad range of benefits from ecological systems, the County and cities should establish policies and strategies to restore – where appropriate and possible – the region’s freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.</p>	<p>Policy E-8.1</p>
<p><b>CPP-ENV-7:</b> The County and cities should reduce and mitigate the stormwater impacts of land development and redevelopment through collaboration in watershed planning, implementation of low impact development, and other best practices.</p>	<p>Policy E-5.13</p>
<p><b>CPP-ENV-8:</b> The County and cities shall work to maintain and improve air and water quality and ensure that all residents have equitable access to clean air and water.</p>	<p>Policy T-4.2 Policy T-7.7</p>
<p><b>CPP-ENV-9:</b> The County and cities should reduce the impacts of light and noise pollution upon residents, including an emphasis on reducing these impacts on vulnerable populations, through land use, development, and transportation decisions.</p>	<p>Policy E-2.2 Policy E-10.2 Policy T-4.3 Policy T-7.5</p>
<p><b>CPP-ENV-10:</b> The County and cities should support the use of integrated pest management and other programs that work to reduce the use of toxic pesticides and other products that present a risk to the health of the environment and humans.</p>	<p>Policy E-5.15 Policy E-5.17</p>
<p><b>CPP-ENV-11:</b> The County and cities should establish and/or support programs that manage and work to reduce the spread of invasive species that are harmful to natural ecological function and habitat throughout the county.</p>	<p>Policy E-5.15</p>
<p><b>CPP-CC-1:</b> The County and cities shall incorporate emissions reduction actions into local plans and collaborate with regional and state agencies on initiatives to ensure that air quality meets or exceeds established state and federal standards and greenhouse gas emissions are reduced in accordance with the goals of the Puget Sound Clean Air Agency. Any initiatives which exceed established state and federal standards shall be voluntary between jurisdictions and are not required by CC-1.</p>	<p>Goal E-4 Policy E-4.1 Policy T-1.5</p>
<p><b>CPP-CC-2:</b> The County and cities should support the implementation of the state’s climate change initiatives and work toward developing a common framework to analyze climate change impacts when conducting environmental review under SEPA.</p>	<p>Policy E-4.3</p>
<p><b>CPP-CC-3:</b> The County and cities should establish and/or support programs that work to reduce greenhouse gas emissions and increase energy conservation, including the retrofit of existing buildings, expansion of alternative/clean energy within the public and private sector, and the use of environmentally sustainable building techniques and materials.</p>	<p>Goal E-4 Policy E-4.1</p>

<b>CPP-CC-4:</b> The County and cities should use natural systems to reduce carbon in the atmosphere by establishing programs and policies that maintain and increase natural resources that sequester and store carbon, such as forests, vegetative cover, wetlands, farmland, and estuaries.	Goal E-8 Policy E-5.14
<b>CPP-CC-5:</b> The County and cities should plan for climate adaptation and resilience by establishing a planning framework in local plans and coordinating regionally to identify, anticipate, prepare for, and adapt to likely impacts of climate change on natural systems, infrastructure, public health, and the economy. These efforts should identify measures to mitigate climate impacts and include a focus on minimizing these impacts upon highly impacted and vulnerable populations.	Policy E-5.23 Goal E-6 Policy E-6.2 Policy E-6.3
<b>CPP-CC-6:</b> The County and cities should support the achievement of regional greenhouse gas emissions reduction targets through adoption of policies and implementation of actions including identification of emissions reduction goals in local plans and providing support for land use, transportation, and development policies that reduce vehicle miles traveled and greenhouse gas emissions from transportation.	Policy T-7.5 Policy T-7.7 Policy E-4.1
<b>CPP-CC-7:</b> Jurisdictions should consider rising sea level by planning for the siting of new and relocation of existing essential public facilities and hazardous industries to areas that are outside the 500-year floodplain.	Policy PS-5.1

## Public Services and Facilities

Countywide Planning Policy / Multicounty Planning Policies	Comprehensive Plan Goal or Policy
<b>CPP-PS-1:</b> Jurisdictions should support cities as the preferred urban service providers.	Policy CFU-10.9
<b>CPP-PS-2:</b> Cities shall determine the appropriate methods for providing urban services in their incorporated areas including any annexations thereto. Cities that currently have no territory in Snohomish County shall have an interlocal agreement in place with the County prior to annexations into the county, to address the provision of public services.	Policy CFU-3.8
<b>CPP-PS-3:</b> Jurisdictions should support the County as the preferred provider for regional services, rural services, agricultural services, and services for natural resource areas.	Not Applicable to Arlington

<b>CPP-PS-4:</b> The County and cities should support the planned development of jobs and housing through strategic investment decisions and coordination of public services and facilities.	Policy CFU-9.4
<b>CPP-PS-5:</b> Public services and infrastructure provided by jurisdictions in rural and resource areas should be at a level, scale, and in locations that do not induce urban development pressures.	Not Applicable to Arlington
<b>CPP-PS-6:</b> The County and cities should design infrastructure and public services to promote conservation of natural resources.	Goal CFU-5
<b>CPP-PS-7:</b> To ensure long-term water availability for both human use and environmental needs, jurisdictions should work collaboratively to reduce per capita water consumption through conservation, improvements in efficiency, and if applicable, reclamation and reuse.	Policy CFU-5.1
<b>CPP-PS-8:</b> The County and cities shall work collaboratively, in coordination with tribal governments, for the planning of water and wastewater utilities to meet the area's long-term needs and support the regional growth strategy.	Policy CFU-9.3
<b>CPP-PS-9:</b> The County and cities, in collaboration with water providers and utilities, should consider the potential impacts of climate change, including impacts exacerbated by seasonal or cyclical conditions, when engaged in planning efforts to ensure the county's long-term water supply.	Policy CFU-4.2
<b>CPP-PS-10:</b> Jurisdictions should coordinate with solid waste service providers in order to meet and, if desired, exceed state mandates for the reduction of solid waste and promotion of recycling.	Policy CFU-9.3
<b>CPP-PS-11:</b> The County and cities shall permit new development in urban areas only when sanitary sewers are available with the exception of where sewer service is not likely to be feasible for the duration of the jurisdiction's adopted plan.	Policy CFU-10.5
<b>CPP-PS-12:</b> Jurisdictions should promote the use and investment in renewable and alternative energy sources to meet the local and countywide energy needs.	Policy CFU-6.2
<b>CPP-PS-13:</b> The County and cities should support energy conservation and efficiency in new and existing public facilities in order to achieve fiscal savings and reduce environmental impacts associated with energy generation and use	Policy CFU-5.2

<p><b>CPP-PS-14:</b> Jurisdictions in Urban Growth Areas shall coordinate on the data, analysis and methodologies relating to the Levels of Service (LOS) standards for all public facilities and services that are required by the Growth Management Act. Each jurisdiction may implement and monitor its own LOS standards in accordance with each jurisdiction's adopted comprehensive plan.</p>	<p>Policy CFU-3.9 Policy CFU-5.2</p>
<p><b>CPP-PS-15:</b> Jurisdictions should adopt capital facilities plans, and coordinate with other service providers, to provide the appropriate level of service to support planned growth and development in Urban Growth Areas.</p>	<p>Policy CFU-3.9</p>
<p><b>CPP-PS-16:</b> The County and cities should develop and coordinate compatible capital facility construction standards for all service providers in individual Urban Growth Areas.</p>	<p>Policy CFU-9.2</p>
<p><b>CPP-PS-17:</b> The County and cities should encourage the location of new human services facilities near access to transit.</p>	<p>Policy CFU-12.4</p>
<p><b>CPP-PS-18:</b> The County and cities should work collaboratively at a local and countywide level to promote equitable access of public services and facilities for all residents, especially those that are historically underserved.</p>	<p>Goal CFU-1</p>
<p><b>CPP-PS-19:</b> The County and cities should promote connection to sanitary sewers for residents and businesses within urban growth areas as the preferred alternative to resolving failing septic systems.</p>	<p>Policy CFU-10.4</p>
<p><b>CPP-PS-20:</b> The County and cities should support planning for the provision of telecommunication infrastructure in order to improve and facilitate access to telecommunication for all residents and businesses, especially those in underserved areas.</p>	<p>Policy CFU-1.1</p>
<p><b>CPP-PS-21:</b> The County and cities should work collaboratively with school districts to plan for the siting and improvement of school facilities to meet the current and future community needs. Considerations should include recent growth, 6-year projections of population and student enrollment growth, adopted comprehensive plans including capital facilities plans, and the growth targets in Appendix B.</p>	<p>Policy CFU-12.5</p>
<p><b>CPP-PS-22:</b> Sanitary sewer mains shall not be extended beyond Urban Growth Areas (UGAs) into rural areas except when necessary to protect basic public health and safety and the environment, and when such sewers are financially supportable at rural densities and do not result in the inducement of future urban development outside of UGAs. Sewer transmission lines may be developed through rural and resource areas to meet the needs of UGAs as long as any extension through resource areas does not adversely impact the resource lands. Sanitary sewer connections in rural areas are not allowed</p>	<p>Policy CFU-10.1</p>

<p>except in instances where necessary to protect public health and safety and the environment and as allowed in RCW 36.70A.213. Sanitary sewer mains are prohibited in resource areas.</p>	
<p><b>CPP-EPF-1:</b> The County and each city may impose reasonable conditions and/or mitigation of adverse environmental impacts on approval of a development agreement or other land use approvals as a result of the siting of local, regional, statewide, or federal essential public facilities.</p>	<p>Goal PS-3 Policy PS-6.1 Policy CFU-3.4 Policy LU-3.2</p>
<p><b>CPP-EPF-2:</b> The County and each city may establish a process through their respective comprehensive plans and implementing development regulations to identify and site local essential public facilities that are consistent with the provisions of the GMA and ensure long-term resilience of these facilities. This process should include:</p> <ul style="list-style-type: none"> <li>a. A definition of these facilities;</li> <li>b. An inventory of existing and future facilities;</li> <li>c. Economic and other incentives to jurisdictions receiving facilities;</li> <li>d. A public involvement strategy;</li> <li>e. Assurance that the environment and public health and safety are protected;</li> <li>f. Consideration of impacts from climate change when selecting locations for facilities, including, but not limited to, potential flood risk and sea-level rise; and</li> <li>g. A consideration of alternatives to the facility.</li> </ul>	<p>Policy PS-5.1</p>
<p><b>CPP-EPF-3:</b> Local essential public facilities should be sited or expanded to support the countywide land use pattern, minimize public costs, and protect the environment and public health, including reducing adverse impacts upon historically marginalized populations and disproportionately burdened communities.</p>	<p>Policy CFU-3.10 Policy CFU-3.11 Policy LU-5.5</p>
<p><b>CPP-EPF-4:</b> Local essential public facilities shall first be considered for location inside Urban Growth Areas unless it is demonstrated that a non-urban site is the most appropriate location for such a facility. Local essential public facilities located outside of an Urban Growth Area shall be self-contained or be served by urban governmental services in a manner that shall not promote sprawl.</p>	<p>Not Applicable to Arlington</p>
<p><b>CPP-EPF-5:</b> The County and each city should collaborate with public agencies and special districts to identify opportunities for the co-location of local essential public facilities.</p>	<p>Policy CFU-3.10</p>