City of Snohomish Comprehensive Plan

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Our Vision

Many elements make Snohomish a special place. On a prominence amid the fields of the Snohomish Valley and at the confluence of two rivers, the setting provides a sense of idyllic remove from the outside world; yet we are still connected by two highways, an airport, and the Centennial Trail. We cherish the preserved history of our community, our outstanding schools, our distinctive neighborhoods and downtown, and our parks and lake. We are sustained by a vital and diverse economy. We have the benefits of a small town: a community of neighbors and volunteers, who define citizenship through their involvement in and concern for the Snohomish of today and tomorrow.

This is our Snohomish. Our vision is to preserve and enhance these assets as we grow and evolve to make Snohomish an even better and more attractive place to live and work.

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INTRODUCTION

The City of Snohomish Comprehensive Plan is a policy document whose primary purpose is to guide decisions regarding growth and development over the next twenty years. While accommodating growth, the policies also address preserving and improving those aspects and features of the built and natural environments that contribute to quality of life in the community and further other priorities. As a long-range plan, the Comprehensive Plan provides continuity and consistency in land use decisions, and a systematic approach to preparing for projected growth. As a coordinated plan, the Comprehensive Plan is internally and externally consistent; the policies of one element support and complement those in other elements, and the plan is aligned with state, regional, and countywide planning goals and implementation.

In addition to its value as planning tool, the Comprehensive Plan serves to communicate the City Council's intent, priorities, objectives, and expectations to citizens, agencies, developers and others with an interest in the city. The policy direction of the plan does not substitute for regulations, but provides the policy framework and reference for such implementing regulations to ensure that the City Council's vision is achieved.

The Comprehensive Plan is informed and supported by various detailed analyses that, for the sake of brevity and manageability, are contained in separate documents. Supporting plans and studies, referred to or adopted by reference within the Comprehensive Plan, include the following:

- City of Snohomish Transportation Master Plan;
- City of Snohomish Parks Recreation, and Open Space Long Range Plan;
- City of Snohomish Water Comprehensive Plan;
- Wastewater General Sewer Plan and Wastewater Facilities Plan;
- City of Snohomish Stormwater Comprehensive Plan;
- City of Snohomish Endangered Species Act Response Planning; and
- Housing Profile: City of Snohomish.

These plans and studies are anticipated to be updated over the life of the Comprehensive Plan, as environmental, fiscal, social, economic, and technological circumstances evolve. Such new information should direct future amendments to the Comprehensive Plan, as appropriate, to maintain its currency and usefulness to the community.

The current plan is a refinement and extension of prior planning efforts, proceeding from the City's original 1962 Comprehensive Plan and the succeeding versions adopted in 1976, 1995, and 2005, as well as subsequent amendments. Prior to the 2015 update, no exhaustive review of the body of goals and policies that comprise the Comprehensive Plan had occurred since the 1995 adoption. For the 2015 update, the Planning Commission and City Council conducted a detailed public review of each goal and policy to ensure that it addressed current circumstances and priorities, that it was clear in its direction, and that it was a necessary component of the overall body of policies. The policies were also reviewed, as a whole, for compliance with current state mandates and regional and countywide policies. The result is a more concise, current, useful, and usable Comprehensive Plan.

Relationship to other planning requirements

Planning under the Growth Management Act requires a balance of local policy objectives with state mandates within the act and with regional and countywide policy priorities. The three primary sources of external direction are the Growth Management Act itself, Puget Sound Regional Council's Vision 2040 Multicounty Planning Policies, and the Snohomish County Countywide Planning Policies.

Growth Management Act.

In Washington State, comprehensive plans are directed by the Growth Management Act (GMA), Chapter 36.70A RCW. GMA provides a context and specific requirements for jurisdictions planning under the act. This context is outlined in the framework planning goals contained in RCW 36.70A.020, as follows:

1. ***Urban growth.*** *Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
2. ***Reduce sprawl.*** *Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*
3. ***Transportation.*** *Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*
4. ***Housing.*** *Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*
5. ***Economic development.*** *Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*

6. ***Property rights.*** *Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*
7. ***Permits.*** *Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*
8. ***Natural resource industries.*** *Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.*
9. ***Open space and recreation.*** *Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*
10. ***Environment.*** *Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*
11. ***Citizen participation and coordination.*** *Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*
12. ***Public facilities and services.*** *Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*
13. ***Historic preservation.*** *Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.*
14. *The goals and policies of the Shoreline Management Act as set forth in RCW 90.58.020.*

<u>Puget Sound Regional Council's Vision 2040</u>.
The Puget Sound Regional Council (PSRC) is an association of cities, towns, counties, ports, and state agencies that serves as a forum for developing policies and making decisions about regional growth management, environmental, economic, and transportation issues in the central Puget Sound region that includes King, Kitsap, Pierce, and Snohomish counties. PSRC is designated under federal law as the Metropolitan Planning Organization and under state law as the Regional Transportation Planning Organization for the four-county area.

PSRC's Vision 2040 is a shared strategy for moving the region toward a sustainable future according to the following framework goals:

Environment. *The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas*

emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that the health of all residents is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development patterns, and transportation on the ecosystem.

Development Patterns. *The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.*

Housing. *The region will preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.*

Economy. *The region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.*

Transportation. *The regional will have a safe, cleaner, integrated, sustainable, and highly efficient, multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to better public health.*

Public Services. *The region will support development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.*

PSRC Vision 2040 Statement

The City of Snohomish Comprehensive Plan advances a sustainable approach to growth and future development consistent with the policy direction in Vision 2040. The Plan's goals and policies promote protection of the natural environment and a commit the City to preserving and restoring ecosystems, to improving water quality, and to providing the facilities and compact, walkable, and transit-compatible urban form necessary to reduce greenhouse gases and other emissions as well as providing for residents' health and wellbeing. The Plan promotes a healthy environment for current and future generations.

The Comprehensive Plan will ensure that the City's residential and employment targets, based on the Vision 2040 Regional Growth Strategy, will be accommodated and adequately served over the next 20 years. Housing policies include provisions to preserve existing housing stock and to encourage the development of new housing in various forms to provide affordable opportunities for all economic and demographic segments of the community. At the same time, the policies speak to the importance of preserving the City's historic character as growth occurs.

The Economic Development goals and policies address actions to sustain and advance economic vitality and the quality of life in Snohomish for the benefit of all citizens. Transportation

planning supports various transportation modes, users, and technologies to ensure the City's transportation systems further the other goals of the Plan. The Plan addresses the public services necessary to support the planned growth and directs the coordinated, efficient, and cost effective provision of the facilities to provide these services. In adopting this document, it is the City Council's intent to move the City forward in unison with the region and the policy framework established in Vision 2040.

The Snohomish County Countywide Planning Policies incorporate and direct each jurisdiction's comprehensive plan to be compliant with the Vision 2040 Multicounty Planning Policies.

Snohomish County Countywide Planning Policies.
The Countywide Planning Policies (CPPs) establish a countywide framework for developing and adopting comprehensive plan. The CPPs are intended to ensure that comprehensive plans are consistent between jurisdictions and to provide direction necessary for the coordinated implementation of GMA goals and the Vision 2040 Multicounty Planning Policies. The CPPs encourage flexibility in local interpretations to support diverse interests throughout the county. This Comprehensive Plan incorporates the direction of the CPPs as appropriate to the City's circumstances.

LAND USE ELEMENT

Introduction

Land has significant importance for people—as a place of identity, as a basis for one's livelihood, or as a commodity. When there are changes in how land is used, these changes are typically long-lasting. They can alter the sense of place people have come to value. The interests of the individual and the interests of the community can often be at odds when changes in land take place.

Land use planning addresses many different types of land and a variety of ways in which land is used. It provides a public process for ordering and relating land, along with related resources and facilities, to ensure the physical, economic, and social well-being of communities and their residents. (Vision 2040, Puget Sound Regional Council)

The Land Use Element is one of the mandatory components of the comprehensive plan under the Washington State Growth Management Act (RCW 36.70A.070). The Land Use Element is a long range guide to the physical development of the City and its urban growth area. Together with the Land Use Designation Map, it provides a policy and spatial framework to accept and direct future growth and development based on the City's past planning, existing land use, development, circulation patterns, and the community's vision for its future. The community vision is as much about preservation as change. Many aspects of the built environment and the relationships between its components, contribute to the fundamental identity of the city, its neighborhoods, and its districts. Consistent with the values of the community, these elements should be preserved and enhanced even as the city grows and evolves to meet its other priorities and mandates. The Land Use Element also unifies and directs the other elements of the Comprehensive Plan that support it and that provide policy detail on specific topics such as housing, environmental protection, and economic development.

As implemented in the Land Use Development Code in Title 14 of the Snohomish Municipal Code and reflected on the Land Use Designation Map, the Land Use Element provides guidance on what, where, and how property may be developed, redeveloped or otherwise modified through general land use designations. This land use framework provides residents, property owners, business owners, and developers predictability and certainty about the future of land use in Snohomish.

Policy frameworks

The Growth Management Act requires that a land use element include:

- The proposed general distribution and general location and extent of land uses, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses;

- Population densities, building intensities, and future population growth estimates;
- Protection of the quality and quantity of ground water used for public water supplies;
- Where possible, consider urban planning approaches that promote physical activity; and
- Review of drainage, flooding and storm water run-off in the area and nearby jurisdictions, and guidance for corrective actions to mitigate or cleanse discharges that pollute waters of the state, including waters entering the Puget Sound.

The City's land use planning efforts are also guided by urban land use policies contained in the regional policy framework of the Puget Sound Regional Council's Vision 2040 Regional Growth Strategy and in the Snohomish County Countywide Planning Policies. The policy direction of these documents is incorporated into this element as appropriate to the circumstances and planning context of Snohomish.

Historical context and preservation

Snohomish's historic roots continue to play an important part in the life, appearance, and physical organization of the city. Founded in 1859, Snohomish was the first incorporated city in the county. The town was originally called Cadyville, until 1871 when the plat *Snohomish City Western Part* joined the western and eastern claims of the Fergusons and the Sinclairs at Union Avenue. In 1861, Snohomish County split from Island County, and the town was voted county seat. In 1897, a controversial countywide vote resulted in Snohomish losing the county seat to the nearby growing town of Everett by a margin of seven votes; all records were moved in the middle of the night by horse-drawn wagons[i].

The town was initially developed to support the surrounding agricultural community of the Snohomish River valley, and boasted a booming logging industry. In 1884, a Seattle newspaper reported Snohomish's early population was 700 people[ii]. One hundred years later, that figure had grown to 5,500, and to 9,385 by 2015. Population, employment, and the area of the city have steadily risen but Snohomish has remained a generally compact town with historic neighborhoods and a vibrant commercial and cultural core. The city continues to function as the economic and cultural center of a larger community extending in all directions from the city limits. Although it retains a significant and growing employment base of commercial and industrial uses, Snohomish also serves as a bedroom community to the larger metropolitan areas of Snohomish and King Counties.

Snohomish continues to celebrate its long history. By policy, regulation, and volunteer actions, the city is dedicated to preserve its heritage and to continue its unique historic character. Representative of community efforts to highlight its history, the Snohomish Historical Society was founded in 1969. The group is based at the Blackman House Museum, which was constructed in 1878 by the town's first mayor, Hyrcanus Blackman[iii]. In 1973, Snohomish was the first jurisdiction in the county to establish a historic district by ordinance. The City's Historic District is listed on the National Register of Historic Places. The Historic District is a 26-block area along the Snohomish River, containing a mix of commercial and residential uses including many historic resources. The Design Review Board was established as an advisory body to ensure development in the Historic District is consistent with adopted historic standards.

Historic development pattern

Development patterns that characterize much of the city have a significant basis in circumstances and the decisions of policy makers, individual property owners, and others dating back over the last century and earlier. Commercial corridors, neighborhoods, street grids, even some current development standards are a legacy of the city's past. While the city's rich history provides a civic identity and represents a valuable asset, it also poses certain challenges in meeting the needs and mandates of today's context.

The early white settlement on the north bank of the Snohomish River provided the seed of development that would become the city of today. From the community's early roots, land use, development, and circulation patterns were established that continue to influence the City's land use decisions. The historic business district along First Street was the original commercial area of the city. Only by the foresight of interested citizens four decades ago to establish the Historic District do many of the original buildings still exist. The two original plats—Snohomish City Western Part and Snohomish City Eastern Part—recorded in 1871 and 1872, respectively, together with a number of additional plats recorded prior to 1900, established the development pattern in the southern part of the city. Railroads laid tracks through the city in the late 1800s and early 1900s, supporting industrial uses along their alignments. The railroads, now long gone, affected land use, circulation, and ownership patterns in ways that are still in evidence. In the decades preceding the 1980s when United States Highway 2 (US 2) was reconstructed north and east of the city, the highway followed Avenue D and Second Street through town, contributing to the creation of a commercial corridor along its path. Over its long development history, the zoning framework, like the land use pattern, has been relatively stable. However, certain areas of the city have been subject to a variety of divergent zoning strategies that have resulted in the creation of nonconforming uses of varying compatibility with surrounding land uses.

In post-war years of the mid-20th Century, the city began to spread north to and past Blackmans Lake. Growth primarily took the form suburban style single family subdivisions. With some exceptions, the City has in recent history extended this suburban single family land use template to most areas not planned for commercial development. While the City has adequate capacity to meet its 20-year growth target, a reconsideration of the historic growth pattern may be prudent to ensure remaining lands will be used efficiently.

Land use overview

The city is approximately 2,467 acres in size with roughly 1,152 acres remaining in the unincorporated urban growth area (UGA). According to the estimates in the 2012 Buildable Lands Report, there are approximately 630 buildable acres remaining in the city and its current designated UGA, including vacant and assumed partially developed and redevelopable properties.

Table LU 1: Current Land Status

	Acres			
	Total	Right-of-Way	Net	Buildable
City of Snohomish	2,467	540.5	1,926.5	448.2
Urban Growth Area	1,152	267.1	884.9	182.1
Total	3,619	807.6	2,811.4	630.3

Source: 2012 Buildable Lands Report; Snohomish County Assessor; City of Snohomish

2035 Population target

According to the Washington State Office of Financial Management, Snohomish County is forecast to reach a 2035 population within the range of 802,384 to 1,161,003 residents, with a "medium" forecast of 955,281. Snohomish County has determined to plan for the medium forecast. Through Snohomish County Tomorrow, Snohomish County engaged in a process to allocate countywide growth forecast to cities, UGAs and rural areas according the Puget Sound Regional Council's Vision 2040 Growth Strategy. The policy-based formula is intended to allocate the growth targets according to a hierarchy of regional geographies. The majority of growth is intended to be absorbed by the Metropolitan Cities, Everett for Snohomish County, and decreasing amounts by the Core Cities, Bothell and Lynnwood, then the Large Cities, the Small Cities, UGAs and finally the rural areas. Snohomish is designated a Small City.

Preliminary population targets derived through the model are adopted in Appendix B of the Countywide Planning Policies. Table LU 2 shows the population targets for the City and its UGA, as well as the available population capacity published in the 2012 Buildable Lands Report.

Table LU 2: Population Targets and Capacity

	2011 Population	2035 Target	2011-2035 Increase	Capacity	Surplus (Deficit)
City of Snohomish	9,200	12,289	3,089	2,939	(150)
Snohomish UGA	1,359	2,204	846	1,409	563
Total	10,599	14,494	3,935	4,348	413

Source: Snohomish County Countywide Planning Policies; 2012 Buildable Lands Report

According to the data in Table LU 2, the City is estimated to have a marginal capacity deficit of about five percent of the allocated population increase with regard to the current city limits. However, when viewed in conjunction with the population target and capacity for the City's UGA, there is somewhat over ten percent more capacity than allocated growth increment. The City supports moving 150 persons from the 2035 population target for the City to the target for the City's UGA through the Snohomish County Tomorrow target reconciliation process. If the resolution of the deficit cannot be achieved through the reconciliation process, the City must consider other options, which may include amending the Land Use Designation Map to provide adequate additional residential capacity.

Land Use Designation Map

The City's land use plans incorporate a variety of commercial and industrial land uses as well as a variety of housing types. The distribution of land area by land use designation is provided in Table LU 3. As is evident in the table and the Land Use Designation Map, the predominant land

use designation is *Single Family*, representing 43 percent of non right-of-way areas of the city (808 acres) and 48 percent of the non right-of-way areas of the city and UGA combined (1,269 acres). According to the 2012 Buildable Lands Report, the City's planning area has capacity for 1,114 additional single family dwellings. Areas designated for single family use are generally located away from the primary arterial corridors of Maple Avenue, Second Street, and Avenue D/Bickford Avenue. By policy, *Single Family* areas are intended for locations that provide quietness, privacy, safety, and land use stability and compatibility.

In addition to allowances for multi-family development in all commercial designations, the City has designated a number of relatively small areas specifically for development of multi-family uses of varying densities, generally in the vicinity of primary transportation corridors or commercial designations. Permitted densities range from 12 units per acre to 24 units per acre. The exception is the *Pilchuck District* designation which has no maximum density. Lands designated *Low Density Residential*, *Medium Density Residential*, and *High Density Residential* total 184 acres, little of which is vacant. According to the 2012 Buildable Lands Report, most of the multi-family capacity, estimated at 671 units, is in the commercial designations.

The City's land use framework includes eight commercial and industrial designations, each intended for a different context. Apart from the *Neighborhood Commercial* designation, which has not been implemented, the designation with the most limited capacity is *Industrial*. This designation is intended for heavy industrial uses that may have impacts on adjacent uses and therefore require a somewhat isolated location. Within the current city limits, the *Industrial* designation is limited to two locations. The first is the contiguous area between Bonneville Avenue and State Route 9 (SR 9). The Bonneville Power Administration facility site comprises the southern half of the area and the remainder is largely in use or constrained. The second is within a 32-acre noncontiguous area of the incorporated city east of the Pilchuck River. Approximately ten acres of *Industrial* designated land are owned and operated by the City. Another five acres are part of an industrial operation adjacent to and outside of the city limits. Additionally, an extensive portion of the southern UGA is also designated *Industrial*. Due to its location within a 100-year floodplain, no additional capacity is assumed for this area. The 2012 Buildable Lands Report estimated a capacity for only four additional jobs in all *Industrial* designations.

The *Business Park* designation is primarily located along Bickford Avenue, with a total area of 259 acres within the city and another 11 acres within the unincorporated UGA. This designation is intended to accommodate light industrial and warehousing uses as well as large-scale commercial uses. Residential uses are permitted subject to certain limitations. While most new jobs in the designation would occur through intensification or redevelopment of existing sites, the 2012 Building Lands Report estimates a capacity for 811 jobs.

An *Airport Industry* designation is adopted for Harvey Field, a general aviation reliever facility and surrounding areas within the southern UGA. Due to the floodplain location, no additional employment capacity is assumed.

The *Commercial* designation is intended largely for auto-oriented retail and services along arterials. The primary implementation is within the Avenue D corridor north of Sixth Street. Other nodes include an area along the Snohomish River west of Avenue D and at the north end

of the city east of Sinclair Avenue. Remaining capacity in the *Commercial* designation is estimated to be 215 jobs.

The *Historic Business* designation applies exclusively to the commercial portion of the Historic District, primarily between First and Second Streets. The intent of the designation is to maintain a pedestrian retail and services environment. Special parking standards exempt new uses occupying existing floor area from requirements to provide additional parking. This allowance is meant to encourage preservation of buildings within the Historic District that were typically constructed without on-site parking. The Historic Business designation comprises about 30 acres. Through infill and some adaptive redevelopment, capacity is estimated to be 80 additional jobs.

The *Pilchuck District* subarea policies and regulations were adopted in 2011. The subarea is located north and south of Second Street along the Pilchuck River. The intent of the designation is to foster a range of pedestrian-oriented commercial uses as well as various types of residential uses. The *Pilchuck District* plan was adopted to encourage and guide redevelopment of an area containing a range of disparate and, in places, incompatible land uses resulting from a history of zoning changes. Unlike other areas of the city, the implementing zoning is form-based, with a strong emphasis on design. Employment capacity is estimated to be 265 jobs.

TABLE LU 3: Inventory of Land Use Designations

Land Use Designation	Incorporated		Urban Growth Area		Total	
	Acres	Percent	Acres	Percent	Acres	Percent
Residential						
Single Family Residential	809.4	33%	460	40%	1,269.4	35%
Low Density Residential	42	2%	0	0%	42	1%
Medium Density Residential	124	5%	0	0%	124	3%
High Density Residential	15.97	1%	0	0%	15.97	0%
Commercial/Light Industrial						
Commercial	112.6	5%	0	0%	112.6	3%
Business Park	259.1	11%	17.5	1%	276.6	8%
Neighborhood Commercial	0	0%	0	0%	0	0%
Airport Industry	0	0%	146.5	13%	146.5	4%
Industrial	220.2	9%	77.5	7%	297.6	8%
Historic Business	29.7	1%	0	0%	29.7	1%
Mixed Use	21.8	1%	0	0%	21.8	1%
Pilchuck District	57.7	2%	0	0%	57.7	2%
Other						
Parks, Open Space & Public	160.96	7%	10.2	1%	171.16	4%
Urban Horticulture	9.64	1%	22.1	2%	31.74	1%
Right of Way	540.5	22%	267.16	23%	807.5	22%
Open Water	62.2	3%	151.5	13%	213.7	6%
Total	2,467.2	100%	1,152.2	100%	3,619.4	100%

Source: City of Snohomish; Snohomish County Assessor's parcel data

Several areas in the southeast portion of the city are designated *Mixed Use*. The *Mixed Use* designation was, in large part, supplanted with the *Pilchuck District* designation. However, not

all *Mixed Use* areas were determined consistent with the intent of the *Pilchuck District* subarea. As directed in the Land Use Element policies, these remnant designations, comprising about 21 acres, are intended to be re-designated in a future Comprehensive Plan cycle.

The city has no resource lands of long-term commercial significance. One commercial agricultural operation continues on a ten-acre parcel within the City's unincorporated UGA. To address small-scale farming operations, of which there were several in recent decades, the City implemented an *Urban Horticulture* designation. With only one remaining agricultural use, the policy direction in this Comprehensive Plan is to transition *Urban Horticulture* properties no longer in active agricultural use to another designation.

Urban growth areas and annexation

On a countywide basis, UGAs include all cities and unincorporated areas necessary to accommodate most forecast growth to a 20-year planning horizon. Establishing and modifying UGAs occurs only under the legislative authority of the Snohomish County Council. Adding new land from an unincorporated UGA to a city to extend its municipal boundaries is accomplished through the annexation process in state law. Annexation proposals may be initiated by the City Council, but are more typically proposed by property owners or registered voters. Only unincorporated areas designated as a UGA may annex to a city.

The City's original UGA boundaries were established in 1995 following a collaborative process with Snohomish County. The UGA boundary was subsequently expanded in the vicinity of Bickford Avenue and Fobes Road in 2005 as part of the County's ten-year update. The following year, the City Council adopted the revised boundaries in the Comprehensive Plan. Since 1995, the City has approved annexation of about one square mile of its UGA, with about 1.4 square miles remaining.

The City has unincorporated UGAs on the north, south, and west. The southern UGA, south of the Snohomish River, contains about 300 acres and home to a wide variety of land uses, including a variety of commercial and industrial businesses, a number of single family homes, and a railroad right-of-way. Over half the UGA is comprised of Harvey Field, a privately held general aviation airport. The entirety of the southern UGA is part of a 100-year floodplain and designated Density Fringe by the Federal Emergency Management Agency (FEMA). Due to its size and unique function, Harvey Field is designated *Airport Industry*, a designation applied to no other site in the City's planning area. However, the remaining area of the UGA is primarily designated *Industrial*, consistent with the predominant use and with the current Snohomish County Urban Industrial designation. Under both City and Snohomish County planning, the southwest corner is designated *Urban Horticulture*.

With some small exceptions, remaining UGAs on the north and west sides of the city are designated Single Family. These areas are generally characterized by large lot single family development and hobby farms. Lack of access to sanitary sewers prior to annexation is the primary limitation on development.

Airport compatibility

Comprehensive plans of cities in which a general aviation airport is operated for the benefit of the general public are required to discourage incompatible uses adjacent to the airport (RCW36.70A and RCW 36.70.547). Harvey Field is located south of the city limits in the southern urban growth area. Given the proximity of the airport to the city and the city's topography, development within the city can potentially interfere with the safe operation of the airport. Similarly, airport-related activities near and over the city can adversely affect the comfort and repose of city residents. As this Comprehensive Plan is amended and implemented in the City's development regulations, more can be done in coordination with the Washington State Department of Transportation and Harvey Field to ensure that activities in the city do not create unsafe conditions for airport users and to ensure that city residents are aware of potential impacts of airport operations.

North Planning Area

The North Planning Area describes a 683-acre area north the UGA and US 2 near the junction with SR 9. The area is currently designated Rural Urban Transition Area (RUTA) by Snohomish County. While the City currently has sufficient capacity to accommodate its 20-year growth targets, this area was identified in 2008 as a logical and beneficial expansion of the UGA should additional capacity be required in the future. As options to grow east and south are constrained by floodplains, areas north and west provide the only long-term options for continued growth and development. The location at a junction of two highways and the area's proximity to unincorporated urban-level development make the North Planning Area a more appropriate option for conversion to further urban development than areas west of Snohomish. Following a lengthy public outreach process to residents of the area, many of whom indicated a strong orientation to Snohomish, the City Council passed Resolution 1224 in February 2009 designating it as an area of interest for future municipal expansion.

While the North Planning Area is identified on the Land Use Designation Map, the City acknowledges that the area is designated a rural area and may remain so throughout the current planning period and beyond. The City remains committed to ensuring lands currently within the city are used efficiently, productively, and responsibly before considering options to expand the UGA.

Encouraging physical activity

The built environment of the city should provide for and encourage physical activity among its residents. This concept is incorporated throughout the Comprehensive Plan. Promotion of physical activity occurs through land use measures that maintain walkable distances to the commercial and civic areas that comprise the daily and weekly orbits of citizens, circulation systems that incorporate non-motorized modes of transportation, all-purpose trails for commuting and recreation, and convenient public park facilities that provide opportunities for outdoor recreation. This Comprehensive Plan advances all of these concepts.

The City benefits from a small size, relative compactness, and distribution of current and future commercial areas within walking distance of many residential areas of the city. Challenges include the historic suburban style single family development that has occurred in the eastern portion of the city as well as access limitations from the west side of the city posed by the location of SR 9. Although not yet implemented, the City's land use framework provides for

neighborhood retail and service nodes, the *Neighborhood Commercial* designation, intended for small-scale business uses that can be integrated and compatible with a residential context. Further, the Land Use Element promotes a close and systematic evaluation of individual neighborhoods, their facilities, circulation patterns, and connections to other neighborhoods and other areas of the city. These studies should inform future decision on potential changes to the land use pattern to improve access to daily-needs goods, services, and facilities.

The Transportation Element includes policy and budgetary provisions to continue and enhance the City's on-street bicycle and pedestrian facilities as well as the off-street multi-purpose path system. Snohomish is a popular destination and stopping point for regional bicyclists. Expanding and improving routes to and through the city to connect to new regional facilities will provide amenities to city residents and continue to promote bicycle tourism. Improving and filling gaps in the sidewalk network will provide more continuous, comfortable, and convenient pedestrian access to schools, shops, and other destinations within the community.

Parks and recreation facilities are recognized as important resources and amenities for the city and its residents, and access is a high priority. The capital improvements promoted in the Parks Element are based on a level of service for proximity to residents rather than merely the number of potential users. This approach encourages an equitable distribution of parks and trails throughout the community and encourages their use by reducing the friction of distance.

Floodplain Land Use

The GMA directs cities to reduce low-density development and its consumption of land; however it also directs cities to limit development in environmentally sensitive or constrained areas, including flood hazard areas. Areas of the Historic District and some low-lying residential neighborhoods are within a 100-year floodplain and are subject to occasional inundation. Additionally, much of the southern urban growth area is located within the FEMA Density Fringe area for the Snohomish River, wherein new residential construction is prohibited. More information can be found in the Environmental Protection Element.

Drainage management

The City of Snohomish has several year round streams, wetlands, and riverfront. The storm drainage and stream systems in Snohomish are part of the Snohomish River basin, the second largest basin in the Puget Sound[iv]. Watersheds within the city include the Snohomish River, the Pilchuck River, Cemetery Creek, Bunk Foss Creek, and the Blackmans Lake/Swifty Creek complex[v]. All surface water flows drain to the Snohomish River, and ultimately the Puget Sound. Pollutants contained in urban runoff have significant impacts on water quality. Past development has resulted in interferences and obstructions to natural storm drainage systems and an increase in impervious surfaces. Continued water quality in the Puget Sound must be a consideration of future development in the area, as well as maintaining the city's environmental amenities. More information can be found in the Environmental Protection Element.

[i] David Dilgard, email July 30, 2010
[ii] Snohomish Thumbnail History, HistoryLink File #8508, by Warner Blake, March 10, 2008
[iii] Snohomish Historical Society website, accessed July 28, 2014
[iv] Habitat Work Schedule website, accessed August 6, 2014
[v] City of Snohomish Endangered Species Act Response Planning, Steward and Associates, 2004

LAND USE ELEMENT GOALS AND POLICIES

GOAL LU 1: Designate adequate lands for existing and future land use needs of Snohomish.

LU 1.1: **Capacity.** Maintain capacity to accommodate the City's residential and employment growth targets as adopted in the Countywide Planning Policies.

LU 1.2: **Trends.** Evaluate demographic and economic trends and opportunities to ensure that land supply and development regulations will support future needs.

LU 1.3: **Land use boundaries.** Establish logical boundaries between land use designations that account for existing land uses, access, topography and natural features.

LU 1.4: **UGA expansion.** Identify lands adjacent to the UGA that represent logical expansion of services. Advocate for the eventual expansion of the City of Snohomish UGA to the North Planning Area established by Resolution 1224 and depicted on Figure LU-2.

LU 1.5: **Planning process.** Engage interested agencies, property owners, and other stakeholders in the public planning process.

LU 1.6: **Opportunity districts.** Evaluate the potential for special zoning regulations for key opportunity districts, such as the area between Avenue D and Bonneville Avenue.

GOAL LU 2: Manage growth and community change in accordance with the values and vision of the Snohomish community of residents, land owners, and business people, and consistent with the Growth Management Act.

LU 2.1: **Innovative zoning.** Utilize innovative zoning models to increase density and achieve other policy goals where it will not adversely affect the character of existing neighborhoods.

LU 2.2: **Urban form.** Consider elements of form such as building heights, setbacks, and relationship to the public realm in establishing the planned character in residential areas.

LU 2.3: **Residential densities.** Evaluate options for increasing district-wide residential densities where it will not have a detrimental effect on infrastructure and existing neighborhoods and where adequate accommodations are made for public spaces and pedestrian facilities.

LU 2.4: **Innovative design.** Consider innovative design concepts for public and private sites, buildings, and infrastructure to distinguish districts and to continue, improve, and promote the livability of the City and its districts.

LU 2.5: **Design standards.** Continue to improve and apply the adopted design standards to preserve the character of the City and its districts.

LU 2.6: **Airport compatibility.** With consideration of historic development patterns, state mandates, City priorities, and Federal Aviation Administration guidelines, evaluate the compatibility of new development and proposed land use changes with the general aviation activities at Harvey Field. Similarly, recognizing that Harvey Field is within the City's UGA but within Snohomish County's jurisdiction, evaluate proposals for changes to the type and intensity of aviation activities at Harvey Field for compatibility with the City's existing and future land uses.

LU 2.6: **Airport compatibility.** With consideration of historic development patterns, state mandates, City priorities, the best management practices contained in the Washington State Department of Transportation Aviation Division's *Airports and Compatible Land Use Guidebook*, and Federal Aviation Administration guidelines, evaluate the compatibility of new development and proposed land use changes with the general aviation activities at Harvey Field.

LU 2.7: **Airport consultation.** The City will formally consult with the airport sponsor, aviation stakeholders, general aviation pilots, and the Aviation Division of the Washington State Department of Transportation prior to updating or amendment of comprehensive plans or development regulations that may affect properties within the airport influence area. The City shall formally consult and participate in the airport master planning process.

LU 2.8: **Reduce air traffic conflicts.** The City will work collaboratively with the airport sponsor on measures to improve safety for air traffic over the city and to avoid the potential for noise impacts from air traffic on city residents.

LU 2.9: **Airport compatibility guidelines.** Evaluate the consistency of current land use plans and regulations with airport compatibility guidelines.

LU 2.10: **Airport-incompatible uses.** Discourage the siting of uses that attract birds, create visual hazards, discharge any particulate matter into the air that could alter atmospheric conditions, emit transmissions that would interfere with aviation communications and/or instrument landing systems, or otherwise obstruct or conflict with aircraft patterns within airport influence areas.

LU 2.11: **Airport influence area.** Based on guidance from the Washington State Department of Transportation, identify the appropriate airport influence area within the City and its UGA.

GOAL LU 3: **Preserve and enhance the quality of character of and connections between the City's residential and mixed-use neighborhoods.**

LU 3.1: **Neighborhood studies.** Support natural neighborhoods within the city in a review of land use, infrastructure, amenities, circulation, and connections to other areas of the city.

LU 3.2: **Neighborhood improvements.** Consider opportunities for capital improvements and modification to land use plans based on the findings of neighborhood studies.

SINGLE-FAMILY LAND USE

GOAL LU 4: **Plan for single-family neighborhoods that provide quietness, privacy, safety, and land use stability and compatibility.**

SF 4.1: **Stable single-family neighborhoods.** Detached single-family areas should coincide with defined planning areas that allow for the retention or development of stable single-family neighborhoods with individual character and identity.

SF 4.2: **Single-family densities.** Detached single-family development should not exceed six units per gross acre.

SF 4.3: **Subdivision design.** New plats should create visually accessible home sites, provide efficient circulation for pedestrians and vehicles, and exhibit an orderly lot pattern that minimizes irregularly shaped lots.

SF 4.4: **Neighborhood character.** The predominant character of Single Family designations should be a detached single-family neighborhood. Non-residential uses, where permitted, should be designed to maintain and continue the residential character.

SF 4.5: **Street trees.** Provide for street trees in all subdivisions. All trees in planter strips should be species that will minimize damage to public infrastructure.

SF 4.6: **Alley access.** New subdivisions should provide alley access where feasible to minimize curb cuts and the prominence of garages.

MULTI-FAMILY LAND USE

GOAL LU 5: **Accommodate a range of housing types and residential densities to provide living options for the spectrum of ages, lifestyles, and economic segments of the City's population.**

MF 5.1: **Density range.** Provide a range of density options for multi-family development types.

MF 5.2: **Multi-family location.** Medium and high density development should be located near public amenities in order to provide easy access.

MF 5.3: **Multi-family access.** Design of multi-family development should provide clear and convenient pedestrian access to the public sidewalk. Buildings rather than the parking area should be the predominant appearance of the site.

MF 5.4: **Transitional land use.** Multi-family designations may be used to provide a transition between areas of differential intensity of land use where existing or future adjacent land uses will not compromise the health or quality of life for multi-family residents.

COMMERCIAL LAND USE

GOAL LU 6: **Develop thriving commercial areas that are safe, attractive, and convenient.**

CO 6.1: **Commercial capacity.** Designate adequate mixed-use areas to provide for a variety of commercial activities with differing characteristics and emphases as described below:

a. **Commercial.** Concentrations of retail and service uses in neighborhood and community shopping centers or commercial corridors along arterials. Such commercial areas should provide a wide range of convenience, general merchandise, and specialty goods and services and may incorporate multi-family development to create vibrant centers.

b. **Neighborhood Business.** Small-scale convenience retail and personal and professional service uses, either stand-alone or in small groups, compatibly located in residential areas. Uses are intended to primarily serve the daily needs of the immediate community and should be located and designed for pedestrian orientation and to preserve neighborhood character.

c. **Historic Business District.** While preserving and enhancing its historic character and vitality to maintain its regional appeal and local significance, this commercial area of the Historic District is intended to accommodate uses providing a broad range of pedestrian-oriented services and goods, including offices, specialty shops, and entertainment activities. The designation serves as a regional commercial destination, a center for community activities, and a cultural connection to the community's past. The design priority is to preserve and renovate existing structures and to ensure that new development and public improvements are compatible with the historic context.

d. **Business Park.** Areas intended to provide for a mix of light manufacturing, commercial, and limited multi-family uses on large sites. Where feasible, commercial uses should be aggregated in large developments to discourage strip commercial forms.

CO 6.2: **Traffic.** All commercial development should be carefully located and designed to eliminate or minimize adverse impact of heavy traffic volumes, and to separate automobiles from pedestrian traffic.

CO 6.3: **Commercial centers.** Commercial centers should be developed so as to encourage aesthetic site arrangements of buildings with landscaping and adequate off-street parking areas and contain pedestrian friendly orientation.

CO 6.4: **Business Park access.** Business park areas shall have access to at least one minor arterial in order to meet transportation needs of commercial activities and are coordinated with non motorized transportation systems.

CO 6.5: **Business Park sites.** Business park areas shall be designated where the City wishes to preserve large sites for a blend of selected commercial and manufacturing uses.

CO 6.6: **Business Park design.** Site design for Business Park developments shall include ample landscaping and open space, preserve existing environmental features, and protect existing residential neighborhoods. Site design is encouraged to have internal road networks and limited access onto the minor arterial. Access limitations will reduce traffic hazards on arterials impacted by the vehicles attracted to these commercial activities.

CO 6.7 **Commercial design.** All new commercial development should be designed to be compatible with the character of the neighborhood and immediate context of the site and consistent with applicable design standards.

CO 6.8 **Mixed Use designations**. Amend the Land Use Designation Map to re-designate remaining Mixed Use designations consistent with the existing use and context of the properties.

INDUSTRIAL LAND USE

GOAL LU 7: **Designate sufficient industrial areas of varying sizes and types to encourage the development of the city as a small diversified manufacturing and technology center and to provide locations for other land uses that require separation from residential and other uses.**

IN 7.1: **Industrial capacity.** Designate adequate land use areas to allow for the growth of existing industries, to provide space for new industrial and aviation-related activities, and to address needs of other land uses that require separation. The land use categories described below, when implemented on the land use plan, will provide areas for manufacturing and other activities with different characteristics.

a. **Industrial Designation.** The industrial plan designation is for those uses that may create compatibility problems with other kinds of land uses, but do not create noxious odors or hazardous products or by-products.

b. **Airport Industry Designation.** Harvey ~~Airf~~Field and the surrounding area should be protected as a regional resource. This designation will protect it from incompatible land uses, allow its orderly expansion, and provide for its further development as a regional reliever field as designated by the FAA. It is also intended to reduce the impact of airport uses on adjacent properties. The airport area designation will allow a mix of certain commercial and light industrial uses compatible with airport activities. It may allow for event related uses as well as trade/aviation schools with associated seasonal student dormitory housing.

IN 7.2: **Industrial access.** Truck routes or other transportation modes should be considered in designating sites and areas for industrial uses to reduce or avoid transportation impacts to commercial and residential areas.

IN 7.3: **South UGA.** The existing industrial land south of the Snohomish River should be encouraged to annex to the City to allow optimum commercial and industrial development of this area, subject to a cost-benefit risk analysis.

PARK, OPEN SPACE & PUBLIC LAND USES

GOAL LU 8: **Provide adequate areas for public uses such as schools, parks, and other governmental uses where they are compatible with surrounding uses.**

POP 8.1: **Park acquisition.** The City will attempt to buy, trade, receive in dedication, or receive in easement resources for sufficient open space and park property to meet the needs identified in the Parks Element.

POP 8.2: **Location of governmental functions.** Municipal governmental functions that are people-intensive should be located in desired activity nodes to stimulate human activity, new growth and investment.

POP 8.3: **Reuse of public facilities.** Encourage adaptive re-use of unused public facilities to serve new public purposes in the community, where economically feasible and functionally desirable.

POP 8.4: **Location of public facilities.** Public facilities should be located and designed to minimize negative impacts to adjacent properties and neighborhoods.

POP 8.5 **Essential public facilities.** Establish criteria and public processes to identify and evaluate essential public facilities.

POP 8.6: **Public parks.** Public Parks shall be developed and maintained in accordance with the Parks Element.

GOAL LU 9: **Preserve lands inappropriate for development as natural and open space areas.**

POP 9.1: **Parks, Open Space & Public designation.** The Parks, Open Space & Public designation identifies those areas that will not be developed for private uses, although low intensity recreational activities and other public uses may be allowed where consistent with the sensitivity of the site.

URBAN HORTICULTURE LAND USE

GOAL LU 10: **Provide for areas of commercial agriculture, nurseries, and related uses where they are compatible with an urban context.**

UH 10.1: **Change of use.** Transition Urban Horticulture areas to other appropriate land use designations as agricultural uses are abandoned.

UH 10.2: **Notice on plats.** Plats adjacent to Urban Horticulture designations shall include notice that residents should be prepared to accept inconveniences or discomforts related to the impacts of normal, necessary agricultural operations.

ANNEXATION

GOAL LU 11: **Approve annexations that support logical expansions of the City boundaries, conserve City resources, and result in no substantial reductions in levels of service provision to the existing community.**

AN 1.1: **Policy guidance.** Review of annexations should balance policy criteria and other City objectives. Review criteria are intended as guidance rather than standards. Annexations should be evaluated in terms of the overall effect on the community.

AN 1.2: **Larger annexations preferred.** Larger annexations should generally be favored over smaller annexations to conserve City resources.

AN 1.3: **Boundaries.** Annexation boundaries should be regular, as defined by:

a. The use of physical boundaries, such as streets and natural features;
b. Avoiding creation of islands or peninsulas of unincorporated lands;
c. Consideration of the relationship to hydrological systems, topography, and utility basins where appropriate; and
d. Administrative boundaries, such as special service districts.

AN 1.4: **Annexation untimely.** Annexation may be considered untimely if insufficient property owner support for annexation would result in less than optimal boundaries, unless other policy goals would be furthered.

AN 1.5: **Street system.** Annexations should have access from a City street or state highway, and should represent a logical and timely expansion of the City's street network. Future street grid system plans should be considered.

AN 1.6: **Vested development.** Annexations should not be supported when the action would facilitate vested development proposals that are inconsistent with City standards, regulations, and policies.

AN 1.7: **Include adjacent rights-of-way.** Annexation proposals should generally include adjacent county rights-of-way. The cost of improvements and maintenance should be considered in the determination.

AN 1.8: **Fiscal impact.** The fiscal impacts should be considered in evaluating annexation proposals.

AN 1.9: **Level of service.** Service level impacts to existing residents and property owners should be considered in evaluating annexation proposals. Impacts to other service providers should also be considered.

AN 1.10: **Existing indebtedness.** Annexations should be required to assume a proportionate share of any existing City bonded indebtedness, unless waiving the requirement would achieve other City goals.

AN 1.11: **Utility service outside city limits.** The City should allow connection to the City's utility systems for property located outside of City's corporate boundary but within the City's designated Urban Growth Area (UGA) provided:

- Conditions are imposed requiring support of future annexations of the properties where the connections are allowed; and
- Development being served by the utility connections is consistent with the City's development standards.

This policy provides for the possibility but does not commit the City to providing utility service to any specific area outside the City's corporate boundary but within its UGA.

PILCHUCK DISTRICT

GOAL LU 12: **Establish and maintain a distinctive, desirable, vital, and walkable, mixed-use neighborhood in the Pilchuck District.**

PD 12.1: **Subarea plan.** Maintain the Pilchuck District Subarea Plan as a guide for future public and private improvements in the Pilchuck District consistent with the community's vision for the area.

PD 12.2: **Periodic review.** Periodically review the Pilchuck District policies, regulations, boundaries, and physical development to ensure that public and private improvements are consistent with the intended character, form, and compatible land use mix.

PD 12.3: **Transfer of development rights.** The Pilchuck District designation is a designated receiving area for transfer of development rights.

PD 12.4: **Building heights.** Building heights of five stories should be allowed in the Pilchuck District in accordance with the Pilchuck District Plan and development standards. Building heights over three stories should only be permitted through transfer of development rights.

PD 12.5: **Design features.** Encourage the development and use of gateway features, focal points, and unique design features that contribute to the identity of the City and the Pilchuck District.

GOAL LU 13: **Foster a walkable district with a focus on the Centennial Trail as the centerpiece.**

PD 13.1: **Sidewalk width.** Adjacent to commercial and higher-density multi-family uses, sidewalks should be wide to provide a dynamic and flexible public space. In all cases, pedestrian comfort should be paramount in sidewalk design.

PD 13.2: **Sidewalk amenities.** Sidewalks should include amenities to enhance the pedestrian experience such as street trees and other landscaping, street furniture, pedestrian lighting, artwork, and interesting paving materials, as appropriate.

PD 13.3: **Pedestrian features.** Buildings adjacent to public sidewalks should relate to the street and incorporate features of pedestrian interest and, where appropriate, weather protection.

PD 13.4: **Continuous streetscape.** New development shall support a continuous built streetscape, where feasible. Parking areas between the building and the sidewalk or visible from the sidewalk should be avoided. The preferred location for parking is behind or beneath buildings.

PD 13.5: **Access points.** Vehicle access points from the street should be minimized to avoid conflict with pedestrians and to maintain a constant sidewalk grade. Where feasible, parking access should be from alleys or consolidated for multiple sites.

PD 13.6: **On-street parking.** On-street parking is encouraged to provide convenient parking and to separate moving vehicles from sidewalks.

PD 13.7: **Pedestrian crossings.** Intersections should have pedestrian bulb-outs, clear demarcation of crosswalks, and other measures, as appropriate, to promote safe passage.

PD 13.8: **Trail connections.** Pedestrian connections to the Centennial trail are encouraged, but should be consolidated and controlled to promote access safety.

GOAL LU 14: **Encourage a network of public and private open spaces.**

PD 14.1: **Connections.** Encourage connections between adjacent developments.

PD 14.2: **Open spaces.** Encourage private and quasi-public open spaces such as alcoves, plazas, patios, trails, landscaped areas, and other pedestrian use areas to be included in residential and commercial development.

PD 14.3: **Private outdoor spaces.** Encourage mixed-use and residential buildings to provide an easily accessible gathering space for building occupants and their guests. Examples include an upper level or roof-top patio area or an at-grade courtyard.

PD 14.4: **Decorative paving.** Encourage the addition of detail and texture to sidewalks and plazas with unit pavers, bricks, tiles, decorative scoring, or public artwork.

PD 14.5: **Weather protection.** Require where appropriate awnings, arcades, pergolas, and/or overhangs to protect pedestrians from inclement weather.

GOAL LU 15: Encourage investment in the Pilchuck District.

PD 15.1: **Promote vision.** Promote the vision for the Pilchuck District as outlined in the Pilchuck District Subarea Plan to encourage investment in existing land uses and redevelopment of underdeveloped properties.

PD 15.2: **Consistency.** Create certainty for property owners and developers in the future character and compatible land use mix of the Pilchuck District through development and design standards.

PD 15.3: **Encourage investments.** Encourage land uses and public and private improvements that are consistent with the Pilchuck District Subarea Plan and further the vision for the District.

PD 15.4: **Quality development.** In order to promote advancement of ascending property values within the Pilchuck District, promote development that exhibits professional design expertise, durable building materials, integrated architectural detailing.

GOAL LU 16: Encourage higher density residential development in appropriate locations.

PD 16.1: **Residential density.** Allow residential densities proportionate to the height and bulk standards in the development code.

PD 16.2: **Discourage low-intensity uses.** Except in areas identified for single-family dwellings and townhomes, discourage inefficient use of land through low-rise, low-density residential development.

GOAL LU 17: Promote a residential neighborhood character with allowances for office, retail, and service uses in areas outside of the Second Street corridor.

PD 17.1: **Compatible commercial uses.** Encourage commercial uses that are functionally and visually compatible with a residential context. Land uses that generate significant noise, odor, vibration, or light impacts upon surrounding properties should be discouraged.

PD 17.2: **Mixed-use.** Encourage mixed-use buildings with commercial and residential development throughout the Pilchuck District.

PD 17.3: **Visual compatibility.** Site and building design outside of the Second Street commercial corridor should be designed for visual compatibility with residential and mixed-use structures and uses.

PD 17.4: **Exterior lighting.** In primarily residential areas, exterior lighting and sign illumination should be limited to avoid light and glare impacts to residential uses.

GOAL LU 18: **Maintain a primarily commercial character and predominantly commercial land use within the Second Street corridor.**

PD 18.1: **Vehicular orientation.** Encourage land uses along Second Street that benefit from visibility by large volumes of traffic, convenient vehicular access, and direct access to public transit.

PD 18.2: **Second Street land use.** Encourage multi-story, mixed-use development.

PD 18.3: **Pedestrian access.** While accommodating vehicle access and parking, new development should be designed to provide direct pedestrian access from a public sidewalk.

PD 18.4: **Ground floor uses.** Ground-floor spaces along sidewalks should be designed for commercial uses and should have significant storefront windows.

GOAL LU 19: **Create opportunities for visual or physical access to the Pilchuck River where the environmental sensitivity of the riparian area is protected and property rights are respected.**

PD 19.1: **Shoreline access.** Work with private property owners and developers on opportunities for trails or public views of the Pilchuck River when compatible with development proposals.

PD 19.2: **Street-end parks.** Pursue opportunities to develop street-end, overlook parks within existing rights-of-way on Third Street and Fourth Street at the Pilchuck River.

GOAL LU 20: **Foster development of a distinctive urban village through design standards.**

PD 20.1: **Design standards.** Develop design standards for the Pilchuck District that are clear in intent and requirements.

PD 20.2: **Reinforce character.** New development shall be required to incorporate materials, features, and architectural relationships that reinforce the City's character.

PD 20.3: **Public realm.** Development should foster an active, pedestrian-oriented streetscape through ground-floor design that allows interaction between building and sidewalk.

PD 20.4: **Design of tall buildings.** Taller buildings shall incorporate architectural features and step-backs to articulate vertical planes and to reduce the overall impression of height.

GOAL LU 21: **Encourage preservation of historic structures where appropriate.**

PD 21.1: **Preserve historic structures.** Modifications to historic structures that are proposed for retention should be encouraged to follow established practices for historic preservation, such as the Secretary of the Interior's Standards for Rehabilitation.

PD 21.2: **Relocate historic structures.** Encourage relocation rather than demolition where sites containing historic structures are proposed for redevelopment.

GOAL LU 22: **Encourage environmentally sustainable development practices.**

PD 22.1: **Stormwater management.** Promote infiltration as the primary method of stormwater management in the Pilchuck District.

PD 22.2: **Low impact development.** Encourage low impact development methods to reduce impacts to the Pilchuck River.

PD 22.3: **LEED development.** Promote development that uses sustainable practices such as LEED certification.

PD 22.4: **Non-motorized transportation.** Incorporate measures for pedestrian and bicycle safety and convenience in public and private projects.

PD 22.5: **Compact form.** Encourage compact development and a mix of land uses that will reduce automobile dependence.

GOAL LU 23: **Encourage new development to orient to public spaces, such as public sidewalks, public parks, the Centennial Trail, and the Pilchuck River.**

PD 23.1: **Orient to sidewalks.** Buildings and building entries should orient to adjacent public sidewalks.

PD 23.2: **River views.** Encourage development adjacent to the Pilchuck River to maximize public and private visual access to the river.

PD 23.3: **Trail views.** Development along the Centennial Trail should provide an appropriate transition between the trail corridor and the site. Development should be discouraged from creating unaesthetic views from the trail, such as unscreened parking or service areas

GOAL LU 24: Encourage retention of existing single-family land uses where appropriate.

PD 24.1: **Single-family areas.** The existing single-family blocks between Lincoln and the Pilchuck River should be preserved for residential uses compatible in character with single-family homes. Development standards should allow continued single-family homes on existing platted lots and townhouse development for designated areas.

PD 24.1: **Single-family compatibility.** Sites and structures adjacent to areas designated to preserve single-family homes should be sensitively designed to minimize impacts on the single-family uses through a transition of building heights and intensity of use and activity.

Figure LU 1a: Land Use Designation Map - City

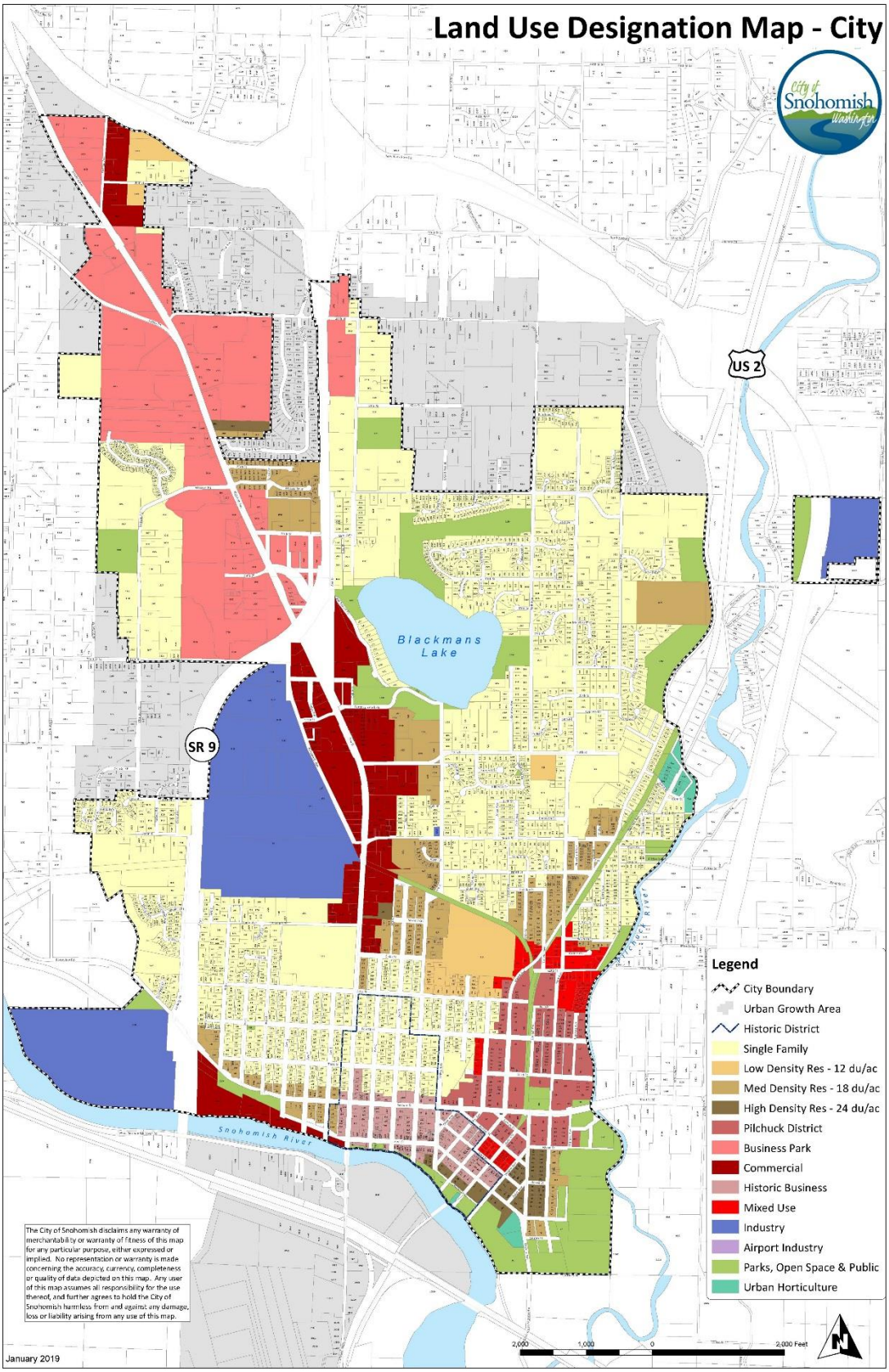


Figure LU 1b: Land Use Designation Map – UGA

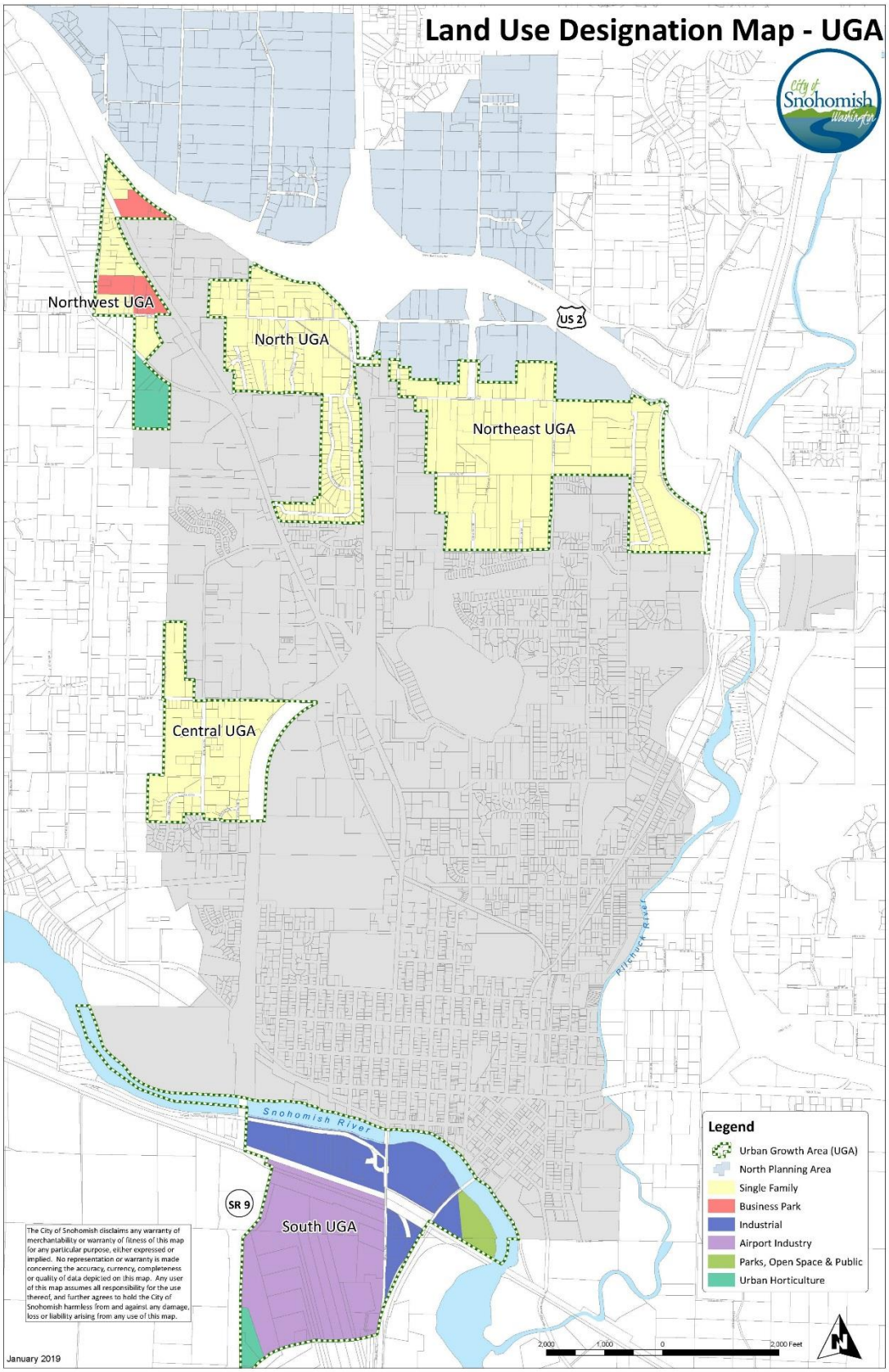
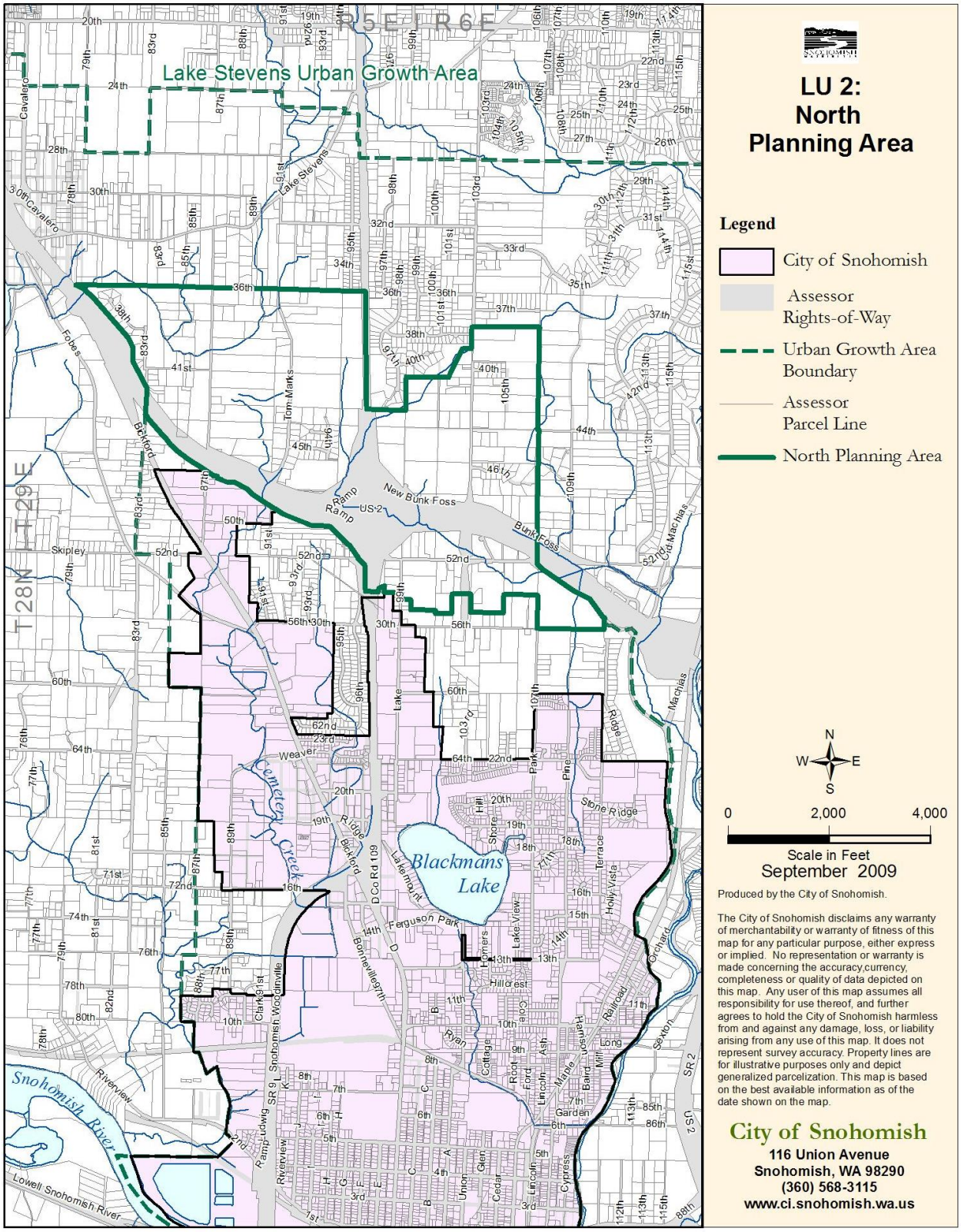


Figure LU 2: North Planning Area



HOUSING ELEMENT

Introduction

Housing is a basic need for every individual. With opportunities and challenges that come with growth and new development, the region must be attentive to how we address the housing needs of the region's population while protecting our environment, supporting our economy, and enhancing our communities. Our success depends on ensuring the availability of a variety of housing types and densities, as well as an adequate supply of housing affordable at all income levels, to meet the diverse needs of both current and future residents. (Vision 2040, Puget Sound Regional Council)

This element provides an assessment of current and future housing conditions in Snohomish, a demographic summary of the city's current population, and a policy framework to address the statutory requirements and City priorities over the 20-year planning cycle.

Policy frameworks

The Growth Management Act requires that a housing element include:

- An inventory and analysis of exiting and projected housing needs that includes the number of housing units necessary to manage projected growth;
- A statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences;
- Identification of sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and
- Adequate provisions for existing and projected needs of all economic segments of the community.

Providing housing opportunities to meet the needs of all segments of the population is recognized as an issue that transcends jurisdictional boundaries. Achieving regional solutions requires the separate and cumulative efforts of each local jurisdiction. To ensure these efforts are coordinated and consistent, the Puget Sound Regional Council's Vision 2040 and the Snohomish County Countywide Planning Policies establish housing policy frameworks for the region and the county, respectively. Direction contained in each of these documents is incorporated in the goals and policies of this element.

Growth target

According to the Washington State Office of Financial Management, Snohomish had an estimated 4,040 housing units as of April 1, 2014. With significant fluctuations year-to-year, the city has added housing units since 1990 at an average rate of about 1.9 percent per year.

Excluding annexations, the city's housing unit growth rate is about 1.6 percent for the same period.

Snohomish County estimates about 532 housing units are currently located in the City's unincorporated urban growth area (UGA), for a current estimated planning area total of 4,572 housing units. Appendix B of the Snohomish County Countywide Planning Policies provides an initial combined city and UGA housing unit target of 6,115 housing units by 2035. This increase of 1,543 units equates to an average growth rate of about 1.4 percent or about 73 new housing units per year. Since 1990, the city has averaged 50 new housing units per year. Since 2000, however, the average annual production has been about 30 new units. While the City has planned for adequate capacity, infrastructure and services to accommodate the housing target, achieving it as well as City development priorities is dependent on market forces.

According to the 2012 Building Lands Report (BLR) land capacity analysis prepared by Snohomish County, the city and its UGA have capacity to accommodate 1,114 additional single family dwellings, 679 multi-family dwellings, and nine senior apartments. Senior apartments were calculated separately due to the lower assumed household size. The total capacity of 1,795 additional dwellings is about 15 percent above the City's allocated 2035 planning area housing unit growth target. Based on historic rates of land consumption per developed housing unit, the 2012 BLR assumes that no more than 72 percent of the projected growth will be single family and up to 45 percent of may be multi-family units. These capacity constraints assume no change to the City's Land Use Designation Map or development regulations and that future residential development will be consistent with historic densities for each land use designation.

In 2011, the City adopted policies and regulations for the 86-acre Pilchuck District subarea, which significantly increased potential multi-family capacity in the city. However, no new residential development has occurred within the subarea since implantation of the regulations. Therefore, the resulting increase in residential capacity is not reflected in the 2012 BLR.

Housing Profile

In 2014, the Alliance for Housing Affordability (AHA), of which the City is a member, prepared a housing profile and analysis of current housing issues in the City (Housing Profile: City of Snohomish). Information was drawn from a variety of sources, including the United States Census Bureau's decennial census and American Community Survey, 2008-2012, the United States Department of Housing and Urban Development, the Washington State Office of Financial Management, the Puget Sound Regional Council, the Housing Authority of Snohomish County, Snohomish County Tomorrow's "2012 Building Lands Report" and "Housing Characteristics and needs in Snohomish County", Dupre and Scott, and the Snohomish County Assessor. The report considered demographic trends in the city, existing housing stock, rents and property values, ownership rates, and housing affordability measures. Except as noted, the information below is derived from the housing profile.

Housing stock

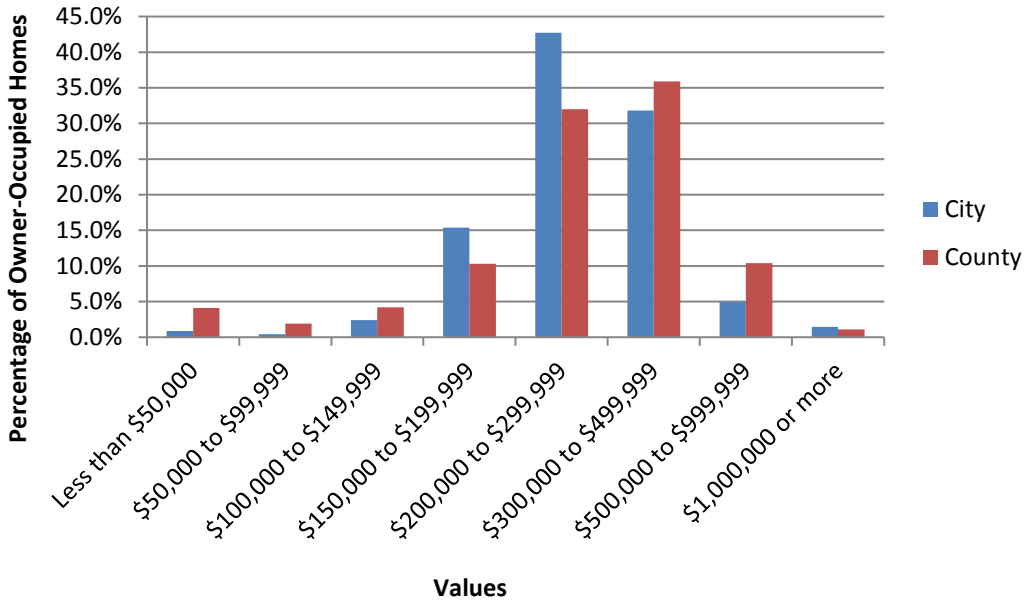
The City's housing stock includes homes from the late 19th century to the present. Almost one-fifth of current homes were constructed prior to 1940. Another 22 percent were constructed between 1940 and 1969. The remainder is about equally divided between the periods before and

after 1990. According to 2014 estimates by the Washington State Office of Financial Management, about 60 percent of dwellings (2,380 units) were detached single family structures, about 38 percent (1,524 units) were multi-family, and mobile homes and travel trailers accounted for just over one percent (55 units). Three manufactured/mobile home parks are located in the city with a capacity for about 70 units. All three are privately owned and managed for rental income.

Overall, 47 percent of occupied units are rented, while 53 percent are owner-occupied. By comparison, only 33 percent of dwellings are rented in Snohomish County as a whole. Half of all renters and 88 percent of all owners live in single family attached or detached dwellings. Dwellings of two bedrooms or fewer account for 47 percent of all residential units in the city compared to only 35 percent countywide.

The United States Census Bureau's American Community Survey (ACS) estimates the median 2013 value of an owner-occupied home in Snohomish was $274,400, about 94 percent of the countywide median value of $292,500. The distribution of owner-occupied housing values in the city had a lower percentage of homes below $150,000 than the county as a whole, but a significantly higher percentage in the $200,000 to $300,000 range.

Figure HO 1: Owner-Occupied Home Values



Source: 2009-2013 American Community Survey 5-Year Estimates

In 2014, the city and UGA had 357 units of assisted housing. Of these, 254 units were subsidized rental units, meaning that rental assistance or an operating subsidy is provided to ensure that rents are affordable at the tenants' income levels. Populations targeted for subsidized units often include the disabled, elderly, and other populations living on fixed incomes with special needs. Rent subsidy sources include Section 8 Housing Choice Vouchers and Project-Based Vouchers, United States Department of Agriculture Rental Assistance, United States

Department of Housing and Urban Development (HUD) Section 202 Rental Assistance, and federally-subsidized public housing. Of these 254 units, 144 are dedicated subsidized housing units and 110 are households using subsidy vouchers.

The remaining 103 assisted units are workforce housing. In this context, the term "workforce" refers to assisted affordable housing that receives a one-time subsidy in exchange for affordability restrictions. Snohomish is fortunate to have the private nonprofit Snohomish Affordable Housing Group (SAHG) constructing and managing affordable workforce housing units in the community. SAHG operates only within the city and is responsible for all 103 workforce housing units. Rents in SAHG facilities are maintained at a level affordable to very low income households (30-50 percent of area median income). The City has supported the efforts of SAHG through long-term affordable land leases and assistance with development fees.

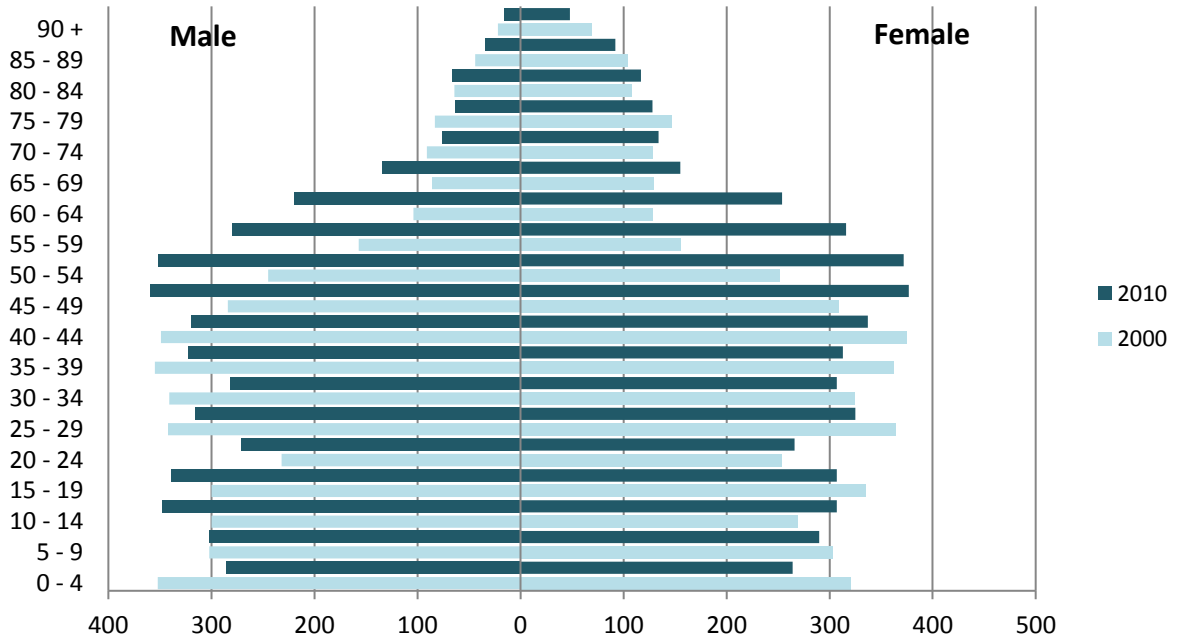
Household characteristics

The 2013 ACS estimated a total of 3,646 households within the city limits. Of these, almost 63 percent were occupied by either one or two persons. Three-person households and four or more person households represented about 16 percent and 20 percent of households, respectively. Family households, meaning households of two or more related persons, accounted for about 64 percent of all households. Of these, about 55 percent included children younger than 18 years. Families within the city were more likely to be headed by a single parent (24 percent) than the county (15 percent). The 2013 ACS also found a higher rate of disability in the population under 18 years for the city (9 percent) than the county (3.6 percent).

At 2.01 persons per household, the average size of renter households in the city is appreciably smaller than the average renter household size for the county of 2.44 persons, and smaller than the city's average homeowner household size of 2.76. The high number of renter households and the low average renter household size indicates a potentially significant demand for smaller housing unit types.

According to census data, the median age of city residents is increasing. Over the ten-year period from 2000 to 2010, the demographic profile of the city experienced a moderate reduction in the number of residents in their thirties and early forties, and a significant increase in the age cohorts from 45 to 69 years. This will be an important consideration for planning housing and services if the residents who are at or nearing retirement desire to age in place.

Figure HO 2: Population Pyramid, 2000-2010, City of Snohomish

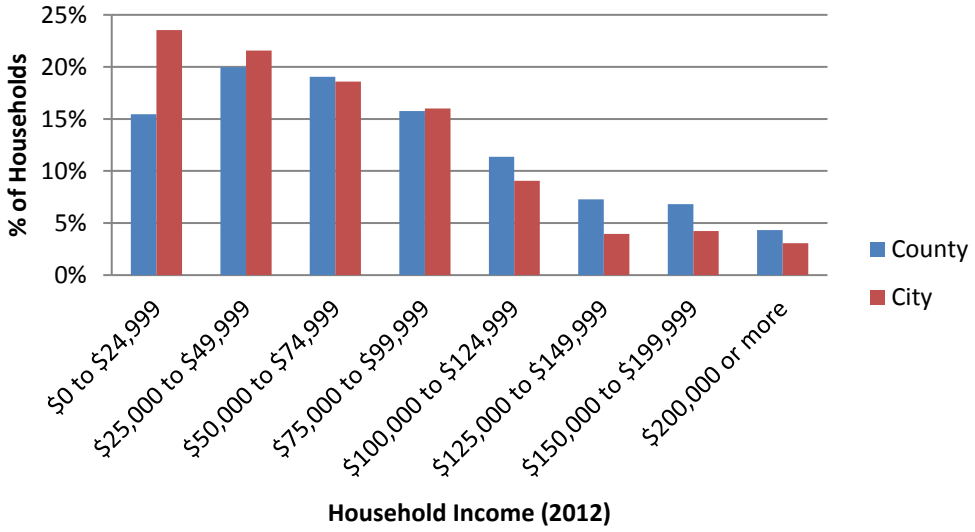


Source: US Census Bureau, 2000; US Census Bureau, 2010

Household income

The 2013 ACS provides an estimate of median income for households in the city of $53,038 with a mean of $65,884. The estimated median income for all households in Snohomish County was appreciably higher at $68,381. As shown in the Figure HO 3 the city had a significant number of households (722) and a higher percentage of households compared to the county overall that earned less than $25,000 in the prior year.

Figure HO 3: Household Income, 2012, City of Snohomish and Snohomish County



Source: 2009-2013 American Community Survey 5-Year Estimates

According to the analysis in the Housing Profile, the 2012 area median income (AMI) for the Seattle-Bellevue HUD Metro Fair Market Rent Area (HMFA), of which Snohomish County is a part, was $88,000. This AMI was higher than the Snohomish County overall 2012 median income of $68,388 and the city's median income of $53,897. Compared to the HUD HMFA AMI and based on the 2012 ACS 5-year estimates:

- 912 households, or 25 percent of all households in the city, were considered to be *extremely low income*, earning less than 30 percent of AMI;
- 606 households, or 17 percent of the total, were considered *very low income*, earning between 30 and 50 percent of AMI;
- 709 households, or 19 percent of the total, were considered *low income*, earning between 60 and 80 percent of AMI; and
- 300 households, or 8 percent of the total, were considered *moderate income*, earning between 80 and 90 percent of AMI.

It is important to note that these percentages are not adjusted for household size due to data constraints. HUD's AMI calculations include ranges for household sizes of one to eight people, with the assumption that a larger household would be more financially constrained for a given income than would a smaller household. Accordingly, for the same income level, a smaller household would be considered higher on the income continuum than a larger household. As noted, the city's population of renter households has a smaller average size than renter households countywide. Irrespective of the specific percentage of households in each of the lower income categories above, it is likely that cost burdening affects many households.

Housing affordability

The Housing Profile estimates that 43 percent of the city's households are "cost burdened", meaning they spend more than 30 percent of monthly income on housing. Cost burden is used as a benchmark to evaluate housing affordability. Overall, Snohomish households considered middle income and lower are slightly less likely to be cost burdened than similar households across the county. Cost burden also improves as income rises. While 76 percent of very low income renter households are considered cost burdened, only 33 percent of low income renters are cost burdened. The percentage drops to zero for middle income renters. For owners, the difference in cost burden between very low income and low income households is 95 percent to 50 percent.

Table HO 1: Cost Burden by Income Level and Tenure, City of Snohomish and Snohomish County

	Renters		Owners		All	
	City of Snohomish	Snohomish County	City of Snohomish	Snohomish County	City of Snohomish	Snohomish County
Extremely Low	83%	80%	56%	73%	76%	78%
Very Low	76%	85%	95%	80%	62%	64%
Low	33%	27%	50%	59%	51%	54%
Moderate	13%	15%	31%	44%	23%	37%
Middle	0%	5%	15%	32%	9%	25%

Source: US Census Bureau; American Community Survey, 2008-2012

There are an estimated 1,719 occupied units of rental housing in the city, including both single family and multi-family dwellings. Table HO 2 provides 2013 estimated housing costs by unit size and the minimum hourly and annual wage necessary to afford the unit.

Table HO 2: Average Rent and Affordability by Size, City of Snohomish and UGA

	Average Rent (With Utilities)	Minimum Hourly Wage	Minimum Annual Wage	Hours/Week at Min. Wage	Range
Studio	No Data	n/a	n/a	n/a	No Data
1 Bed	$849	$16.33	$33,960	70	$712-$1,121
2 Bed	$1,077	$20.71	$43,080	89	$817-$1,641
3 Bed	$1,705	$32.79	$68,200	141	$1,160-$2,220
4 Bed	$2,165	$41.63	$86,600	179	$1,542-$2,547
5 Bed	$2,172	$41.77	$86,880	179	$1,771-$3,176

Source: Dupre & Scott, 2013; National Low Income Housing Coalition, 2013

Table HO 3 shows the affordability distribution of average rents in Snohomish by unit size. In this table, "Yes" means that the average rent is affordable to a household at that income level, adjusting for household size. "Limited" means the average rent is not affordable, but there are lower-end affordable units. "No" means the entire rent range is not affordable. As shown, extremely low income households will not be able to afford a market rental unit of any size, while middle and moderate income households can afford the average rental rates for any size unit. Low income families in Snohomish can generally afford smaller units, but have limited affordability with larger units. Very low income households have limited affordability with smaller units and cannot afford larger units.

Table HO 3: Distribution of Rent Affordability by Size

	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed
Extremely Low	No	No	No	No	No
Very Low	Limited	Limited	No	No	No
Low	Yes	Yes	Limited	Limited	Limited
Moderate	Yes	Yes	Yes	Yes	Yes
Middle	Yes	Yes	Yes	Yes	Yes

Source: Alliance for Housing Affordability Staff; Dupre and Scott, 2013

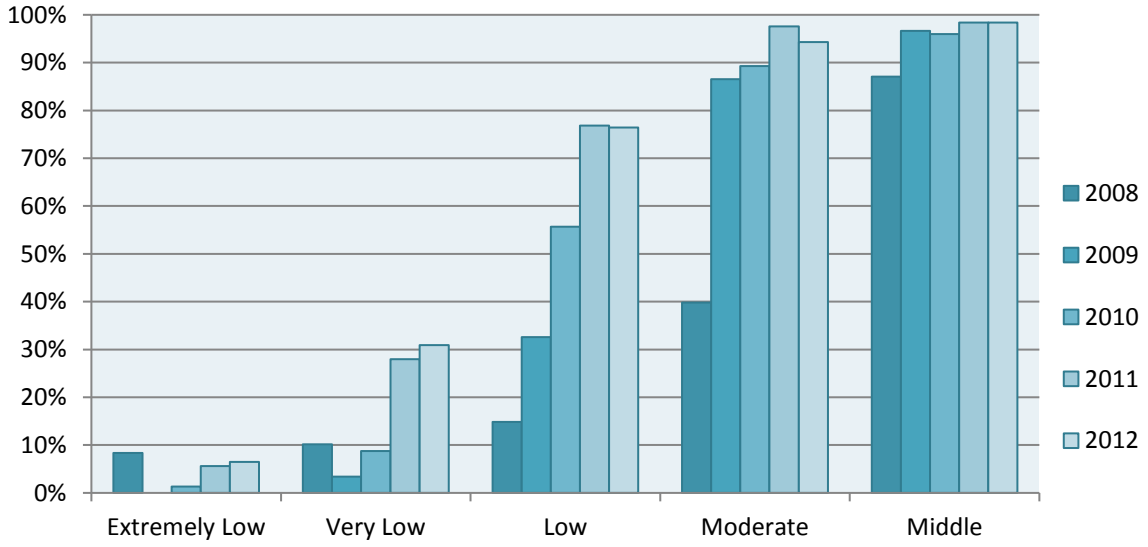
Between 2008 and 2013, 78 percent of all homes sold in Snohomish were three or four bedrooms in size. This includes detached single family homes, townhouses, manufactured homes, and condominiums. The next largest market segment was two bedroom homes, at ten percent of all sales. Homes classified as having zero bedrooms, typically manufactured homes, followed at five percent of all sales.

According to the Snohomish County Assessor, the 2012 median sale price for a single family home in Snohomish was $229,950. Assuming a 20 percent down payment and using average rates of interest, property taxes, utilities, and insurance, the estimated monthly ownership cost for

a median priced home was $1,356. For a family to afford this payment without being cost burdened, they would require an annual income of at least $54,226, just above the city median income but below county and HMFA median income. This is considered low income for a family of three to six individuals.

The "affordability gap" describes situations where there are more households at a given income than there are housing options affordable to those households. Figure HO 4 shows how the percentage of sales affordable to each income level changed from 2008 to 2012. As shown, there were plenty of sales potentially affordable to households earning at least 80 percent of AMI, which is the minimum income recommended for home ownership. There was also abundant supply for the city's low income households, although home ownership may only be a good choice for certain households in this group.

Figure HO 4: Home Sale Affordability, 2008-2012, City of Snohomish



Source: Snohomish County Assessor

While the most recent data available is the period from 2008 to 2012, these represent a time when economy was in recession and recovery. The period brought a number of distressed and foreclosed properties to the market, which may have temporarily depressed housing values. While this market reaction may have put low-priced homes within the reach of more households, it occurred at the expense of the previously displaced households. Ongoing increases in property values, as well as the types of properties on the market, may further limit ownership opportunities for lower income households.

Future affordable housing

Expanding the stock of affordable housing to lower income households is a significant challenge. While the City may contribute resources to the work of nonprofit agencies working in Snohomish, the vast majority of new units and investment in existing stock will be the province of private property owners and the development industry responding to the land market.

According to Snohomish County estimates in Snohomish County Tomorrow's 2013 Housing Characteristics and Needs Report, through the 2035 planning horizon the county overall will need:

- 10,684 new units of housing affordable to households earning less than 30 percent of AMI;
- 10,684 new units of housing affordable to households earning 30 to 50 percent of AMI; and
- 16,512 new units of housing affordable to households earning 51 to 80 percent of AMI.

This equates to 11 percent, 11 percent, and 17 percent for each income category, respectfully, of the countywide growth projected for the planning period. Applied to the City's allocated growth of 1,256 new units, this formula suggests that Snohomish will need 490 units of housing affordable to households at 80 percent of AMI and lower. While policy and programmatic responses to meet these projected needs are encouraged, the report notes that jurisdictions with a larger percentage of lower-income housing units and households may appropriately focus on efforts to preserve and maintain their existing affordable housing stock.

The diversity in age and form of the city's housing stock helps support affordability, provided the range of available housing matches the needs of the community. With the notable exception of highly-valued, well-maintained historic homes, housing typically goes through a "life cycle" of less-affordable when new and becoming more affordable as it ages. Balancing health and safety concerns related to deterioration, older homes can become a significant source of market rate affordable housing. As much of the capacity for new multi-family housing in Snohomish is in properties identified as "redevelopable", affordable units in properties nearing the end of their useful life may be removed to accommodate future growth. While this could create affordability challenges in the near term, increasing the overall supply of housing, and ensuring there is enough to accommodate new population over time, is a critical element of housing affordability.

The city also has three manufactured/mobile home parks with cumulative capacity for about 70 manufactured homes or recreational vehicles. These parks represent an important housing supply for very low and extremely low income households. All three parks are privately owned for rental income. It is likely that these parks will eventually transition to other uses as land values rise. A portion of these units are owned by their occupants, for whom the structure represents an investment. Conversion of the parks to other uses would displace those in rental units and require owned units to relocate to another park if space is available and if the units are sufficiently structurally sound to move. It appears that two of the parks have capacity to absorb several additional units in the short-term, but the likely eventual conversion of all three parks to other uses will be a significant loss to affordable housing in the community.

An issue illuminated by the Housing Profile is the incongruity between housing stock, of which only 47 percent are two bedrooms or fewer in size, and the 62 percent of city households that are comprised of only one or two persons. It is possible that a portion of the apparent discrepancy between expected demand and supply may be accounted for by empty nesters and retirees who are aging in place in single family homes or by householders who simply prefer larger units. However, this appears to be a market niche that is significantly unanswered by development over the last decade. Although residents from 45 to 70 years represent the fastest growing age segment of the population, buyers and renters with families continue to be the evident focus of

the development community in new construction. If a local market for smaller homes exists, it may be incumbent on the City to promote the idea to developers.

Housing strategies and opportunities

To meet future housing demands, the City has implemented certain measures and further actions may be taken based on the policies contained in this element as well as the Land Use Element.

Land use strategies

- Pilchuck District subarea. In 2011, the City adopted policies, regulations, and design standards and issued a planned action environmental impact statement to encourage development in an 86-acre subarea along the Pilchuck River. The intent of the subarea is to encourage greater intensities of multi-family and commercial development than elsewhere in the city. The subarea regulations have no density limit, parking standards are relaxed to encourage mixing of uses, and building heights are increased.

- Unit lot subdivision. These provisions allow subdivision and therefore fee simple ownership of townhouse developments, manufactured home parks, and cottage housing, where standard application of the dimensional standards would otherwise restrict ownership to a condominium arrangement.

- Low-income incentives. Density bonuses and relaxed parking requirements are provided for developments where rents are capped at a rate affordable to households at 60 percent of AMI. Additional density bonuses are provided for senior low-income projects.

- Accessory dwelling units and room rentals. ADUs and room rentals are allowed in conjunction with owner-occupied single family homes.

- Small lot development. Reductions in lot size are permitted as part of planned residential developments.

- Cottage housing and detached condominiums. In all multi-family zones, cottage housing and small lot single family development are permitted uses.

- Mixed-use development. A mix of residential and commercial uses within buildings or within sites is permitted in all commercial zones.

- Manufactured/mobile home parks. Manufactured home parks are an allowed land use in multi-family zones.

- Reasonable accommodations. In compliance with the federal Fair Housing Act and Amendments, the City has adopted code provisions and a process to allow exceptions to standard code requirements for persons with disabilities.

- Group quarters. Adult family homes, congregate care facilities, and community residential facilities are allowed uses.

Partnerships

- Nonprofit providers. The City supports the efforts of the Snohomish Affordable Housing Group to construct or rehabilitate affordable housing units through long-term lease of public lands as well as waiver of development fees.

- Alliance for Housing Affordability. The City is an active member of the Alliance, which provides a forum to share ideas and resources and to leverage the efforts of individual jurisdictions on affordable housing strategies.

- Snohomish County Housing and Community Development Block Grant Consortium. Snohomish is a member of the Consortium and participates on the Block Grant Technical Advisory Committee to assist in recommendations on the allocation of block grants for housing and other projects for low-income and other at-risk populations throughout the county.

HOUSING ELEMENT GOALS AND POLICIES

GOAL HO 1: **Quality housing available to all economic sectors of the community and those with special needs.**

Policies:

HO 1.1: **Housing types.** Plan for a wide variety of housing types, sizes, and densities to provide housing and home-ownership opportunities to a range of ages and income levels.

HO 1.2: **Existing housing stock.** Promote programs to maintain and rehabilitate existing housing stock.

HO 1.3: **Low-income incentives.** Provide incentives to public and private non-profit organizations for low-income housing projects, including density bonuses, reduced parking requirements, waiver of review and utility connection fees, and donation or long-term lease of land.

HO 1.4: **Location.** Increase opportunities and capacity for affordable housing close to employment, education, shopping, public services, and public transit.

HO 1.5: **Accessory dwelling units.** Allow accessory dwelling units on owner-occupied single-family lots as a reasonable measure to provide affordable housing, care for special needs residents, and efficient use of land.

HO 1.6: **Fair and equal access.** Support the principle that fair and equal access to housing is available to all persons regardless of race, color, religion, gender, sexual orientation, age national origin, familial status, source of income, or disability.

HO 1.7: **Affordable housing types.** Studios, efficiency apartments, boarding houses or living units designed for use by a single individual may be considered for an affordable housing strategy**.**

HO 1.8: **Multi-jurisdictional approach.** Work with other jurisdictions and nonprofit agencies within the County on coordinated programs to address regional affordable housing deficits.

HO 1.9: **Concentrations.** Avoid actions that result in local concentrations of low-income and special needs housing.

HO 1.10: **Reasonable accommodations.** Make reasonable accommodations in rules, policies, practices, and services when such accommodations may be necessary to afford persons with disabilities equal opportunity to use or enjoy a dwelling.

HO 1.11 **Special needs assistance.** Encourage and support social and health service organizations that offer programs and facilities for people with special needs, particularly those programs that help people live independently.

GOAL HO 2: **Achieve a diversity of housing types and densities to accommodate the spectrum of housing needs and preferences in the community, while recognizing that the primary form of housing stock will remain single-family.**

Policies:

HO 2.1: **Market demand.** Designate adequate land for various housing types and densities to match market demand, while ensuring that adequate capacity is available for a variety of housing opportunities.

HO 2.2: **Lot size.** Provide flexibility in single-family lot sizes to allow more efficient use of land without increasing the allowable density.

HO 2.3: **Demographic changes.** Monitor demographic changes in the community to ensure that planned housing types and capacities respond to evolving circumstances.

GOAL HO 3: **Promote the design and scale of new residential development that will foster neighborhoods with stability, vitality, and character.**

Policies:

HO 3.1: **Cohesive neighborhoods.** Encourage neighborhood groups such as neighborhood watch groups to increase resident safety and foster familiarity, involvement, internal support, and cohesiveness within neighborhoods.

HO 3.2: **Neighborhood amenities.** Plan for parks, sidewalks, trails, lighting, and other amenities that promote safety and quality of life in neighborhoods.

HO 3.3: **New development.** New development should enhance and be compatible with its surrounding neighborhood.

HO 3.4: **Home occupations.** Home occupations that are clearly accessory to residential uses and have negligible impacts to their neighbors should be allowed in residential areas.

GOAL HO 4: **Ensure that adequate residential capacity is maintained to accommodate the 2035 population target for the City and its urban growth area.**

Policies:

HO 4.1: **Minimum density.** New residential subdivisions should achieve a minimum of four units per acre except where limited by site constraints.

HO 4.2: **Planned Residential Development.** Allow clustered housing and attached single-family dwellings where environmental constraints would cause a reduction in density relative to an unconstrained site. Ensure that adequate usable open space is provided and building scale is proportionate with lot size.

HO 4.3: **Mixed-use.** Encourage a mix of compatible residential and commercial uses on the same site or building in appropriate locations for efficient use of land and parking and to foster active and vital commercial areas.

GOAL HO 5: Encourage home-ownership opportunities.

Policies:

HO 5.1: **Unit lot subdivision.** Allow unit lot subdivisions to create fee simple home ownership opportunities in attached single-family development.

HO 5.2: **First time homebuyers.** Encourage first time homebuyer programs such as those available through the Washington State Housing Finance Commission, sweat-equity programs, and other similar public, private or nonprofit programs.

GOAL HO 6: Maintain permit processes and other regulatory costs that achieve the intended public purpose with the least added cost to housing development.

Policies:

HO 6.1: **Review time frames.** Conduct development review according to predictable and efficient time frames.

HO 6.2: **Impact fees.** Impact fees should add no more to the cost of each housing unit than a fairly-derived proportionate share of the cost of new public facilities necessary to accommodate the housing unit.

HO 6.3: **Permit process.** Achieve permitting processes, applicable regulations, and conditions of approval that are clear and understandable.

HO 6.4: **Periodic review.** Periodically evaluate permit review processes to minimize costs to developers to the extent possible while preserving the public health, safety, and welfare.

ECONOMIC DEVELOPMENT ELEMENT

Introduction

A solid economic foundation is fundamental to our quality of life. Economic growth and activity provides jobs and income for our citizens, the goods and services that we use daily, and revenues that fund local government services and programs. (Snohomish County Countywide Planning Policies, 2014)

This element provides a policy structure for the mutually-supportive objectives of fostering a strong local economy and seeking to maintain and improve those factors that contribute to a high quality of life in the community. These overarching objectives are supported and incorporated throughout the Comprehensive Plan. The building blocks that provide incentive to live, work, and invest in the community—infrastructure and services; land use compatibility, stability, diversity, and opportunity; cultural and recreational facilities; a broad range of housing choices; and environmental stewardship—are addressed in other elements. The focus of the Economic Development Element is on the city's vision and potential for greater prosperity for all segments of the community and support for countywide and regional plans to achieve it.

Policy frameworks

The Growth Management Act requires that an economic development element include:

- A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate;
- A summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and
- An identification of policies, programs, and projects to foster economic growth and development and to address future needs.

The City's economic planning efforts are also guided by economic development policies contained in the regional policy framework of the Puget Sound Regional Council's Vision 2040 Regional Growth Strategy and in the Snohomish County Countywide Planning Policies. The policy direction of these documents is incorporated into this element as appropriate to the circumstances and planning context of Snohomish.

Economic factors

Economic development is fundamentally the promotion of the community's standard of living, a notion closely tied to quality of life. The wealth of the community and the vitality of the economy increase when more money flows in through commercial sales and new investments. The standard of living increases when individual households as well as businesses share in the benefits of increased wealth and vitality. Desirable outcomes of economic development include

attracting more and better local employment options, increasing municipal revenues to enhance public services and facilities, improving the physical environment of the city, drawing a wider variety of shopping and entertainment opportunities, and diversifying the range of businesses within the community to provide a more stable economic base and greater variety in employment opportunities.

By virtue of its size, location, demographics, resources, and even history and political and social context, each locality and its economy has advantages and challenges that offer either opportunities or limitations for economic growth and diversification. In certain instances, advantages and challenges may be represented by the same circumstance. The following local factors will influence future economic development opportunities and limitations for the city.

Location. Despite convenient regional access from two highways, US 2 and SR 9, Snohomish is challenged by its location away from the I-5 corridor. Certain industries may choose not to locate in the city due to the advantages of operating closer to population and industrial centers along the corridor. However, the city has leveraged its unique and picturesque location to become a tourist destination where visitors from the regional population centers and beyond can come to get away from the big city. As well, limited competition allows city businesses to draw on a consumer market area significantly larger area than the city limits, capturing a market share well above its resident population.

The city's physical context between the fields of the Snohomish and Pilchuck River valleys and its separation from the heavily urbanized metropolitan areas to the west contributes to its continued small town flavor and to residents' quality of life. Quality of life factors will continue to draw new residents and new investment to the city.

Population. The current estimated 2014 population is 9,270 with approximately 1,360 additional persons estimated to reside in the City's unincorporated urban growth area (UGA). The Snohomish County Countywide Planning Policies identify a 2035 population growth target of 14,494 for the city and UGA. This represents an increase of about 36 percent above the current population.

As described in the Housing Element, the city's age profile has shifted in recent decades to an older population. From 2000 to 2010, the city experienced a moderate reduction in the number of residents in their thirties and early forties, and a significant increase in the age cohorts from 45 to 69 years. A less pronounced increase is also evident among residents of 10 to 24 years over the same period. According to the United States Census Bureau, the city's median age increased from 34.2 years in 2000 to 39.7 years in 2013. Apart from potential development of new housing for smaller households, it is unclear what affect an aging population will have on future economic opportunities in the city.

The city has also seen increases in educational attainment of its residents since 2000. According to Census Bureau's American Community Survey estimates, the percentage of residents with at least a high school diploma rose from 84.3 percent of those 25 years and over in 2000 to 93 percent in 2013. This is slightly greater than the rate of 91.1 percent for Snohomish County overall. The percentage of residents 25 years and older who have attained a bachelor's degree or

higher is estimated to have marginally increased from 22.8 in 2000 to 24.3 in 2013. Countywide, 28.9 percent of residents hold at least a bachelor's degree.

Employment target and capacity. The Countywide Planning Policies provide a 2035 employment target of 6,941 for the city and urban growth area (UGA). This target represents an increase of 2,070 jobs over the 2011 estimate of 4,871 jobs. According to the 2012 Buildable Lands Report prepared by Snohomish County, the city and UGA had a capacity to accommodate 2,556 jobs, which provides a substantial cushion to allow the market to function within available land capacity. The capacity estimate assumes that 1,326 new jobs could occur through new development and the remainder through the surplus capacity of existing buildings and sites. New development includes intensification of partially used parcels, redevelopment, and construction on vacant lands.

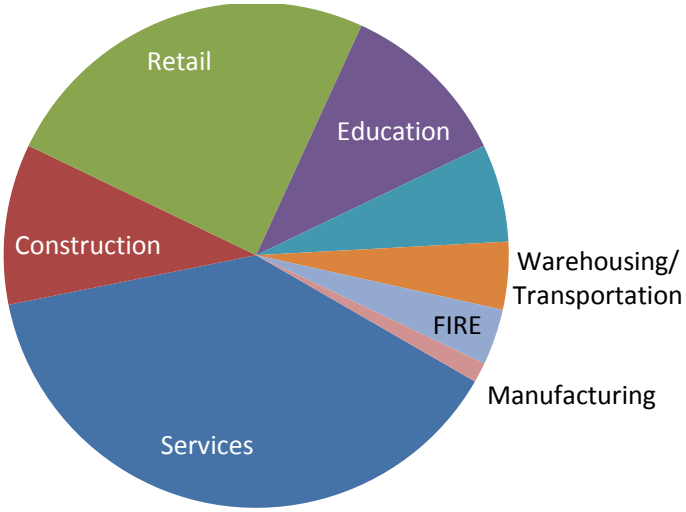
Land use planning.
The City has planned for a variety of employment types. Commercial and industrial land use designations account for over 28 percent of the city, with 40 percent of the remainder in residential designations, and the rest in rights-of-way, parks, open space, and agriculture. According to the 2012 Buildable Lands Report, the city had 127 acres of buildable employment lands. The biggest land capacity constraint for future growth is in the Industrial land use designation, areas intended to accommodate heavy industrial uses. Lands within this designation are estimated to be at current economic capacity. The Business Park designation, which is intended for a variety of light industrial as well as commercial uses, represents about half of existing employment land capacity. While additional land designated Industrial and Airport Industry are located within the City's urban growth area south of the Snohomish River, these areas are highly restricted for additional development due to their location in a regulated floodplain. No development capacity is assumed for this area.

In 2011, the City adopted policies and regulations for the Pilchuck District subarea, an area of about 58 net acres (excluding roadways) in the eastern portion of the city. Parking, height, and other regulatory incentives were incorporated to encourage new investment and redevelopment. To date, little new development has occurred in the subarea.

The former Snohomish County Public Works yard is anticipated to be a future focus of City land use planning efforts in support of economic development. The site, now vacant, comprises about ten acres and has about 700 feet of frontage on Avenue D in the vicinity of 13th Street. Redevelopment of the site represents an opportunity to establish an activity node and focal point for the Avenue D commercial corridor.

Employment distribution.
Figure ED 1 illustrates the sector distribution of covered employment in the city in 2013. *Covered employment* refers to positions subject to the Washington Unemployment Insurance Act. The data set excludes the self-employed, proprietors and corporate officers, military personnel, and railroad workers. Covered employment represents approximately 85 to 90 percent of all employment, and therefore provides a reasonable description of the relative importance of industry sectors in the local economy.

Figure ED 1: Covered Employment



Source: Puget Sound Regional Council

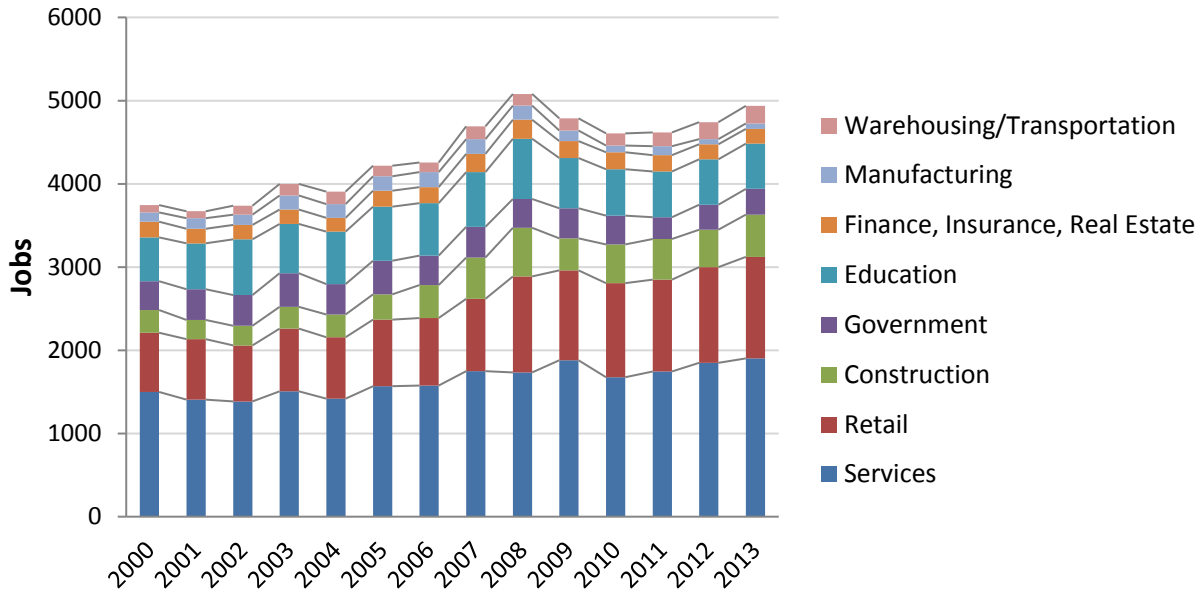
Changes in covered employment since 2000 are shown in Figure ED 2. While there have been no significant changes in the proportionate weight of sectors within the local economy, some relative shifts are evident. Since 2000, sectors with the greatest absolute increases include *retail*, which has grown by 72 percent, followed by *services* (27 percent), *construction* (86 percent), and *warehousing/transportation* (146 percent). The increased strength in *retail* employment is attributable, in large part, to the opening of the Snohomish Station development in 2008. Sectors that have seen declines over the same period include *manufacturing* (44 percent decrease), *government* (11 percent decrease), and *finance, insurance, real estate (FIRE)* (five percent decrease). Losses in *government* employment relate, in part, to the recent recession and its lingering effects as well as to the closure of the Snohomish County Public Works yard at Avenue D and 13th Street. Employment in the *construction*, *government*, *education*, *FIRE*, and *manufacturing* sectors experienced a peak in about 2008 with subsequent declines. According to employment data from the Puget Sound Regional Council, employment had not achieved pre-recession levels by 2013. However, considering the period from 2000 to 2013 overall, employment within the city increased by almost one-third while the number of residents increased by about nine percent.

City Employment (residents).

As a comparison to the estimated number of jobs by industrial sector within the city, Figure ED 3 provides Census Bureau estimates of the number of jobs held by city residents in various industrial classifications. According to the census and PSRC estimates, there are about 500 more jobs in the city than employed residents. Considering only covered employment, the difference is even greater as the census data includes about 200 residents who are self-employed and unpaid family workers. These jobs are not addressed in PSRC's figures.

The largest categories of both jobs and employed residents are *service* and *retail*. The predominance of service employment may appear more pronounced in the census data in Figure ED 3 than in Figure ED 2 as public jobs in *education* and *government* are largely included in the

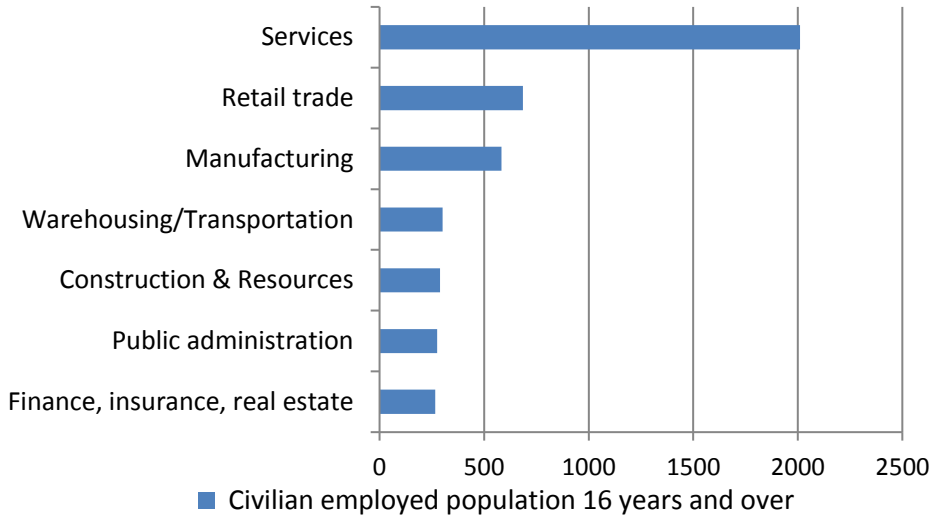
Figure ED 2: Covered Employment, 2000-2013



Source: Puget Sound Regional Council

service sector total. The census categories include only *public administration* to distinguish public sector jobs held by residents. While there are over 1,200 *retail* jobs in the city, only about half this number of residents is employed in the sector. *Manufacturing* accounts for only about 60 jobs within the city but employs over 500 residents. *Finance, insurance, and real estate* sector has a less significant negative balance. Of the 266 resident employees in this sector, no fewer than 89 are employed at locations outside the city. The *warehousing and transportation* sector has a similar net outflow of 88 residents.

Figure ED 3: Resident Employment

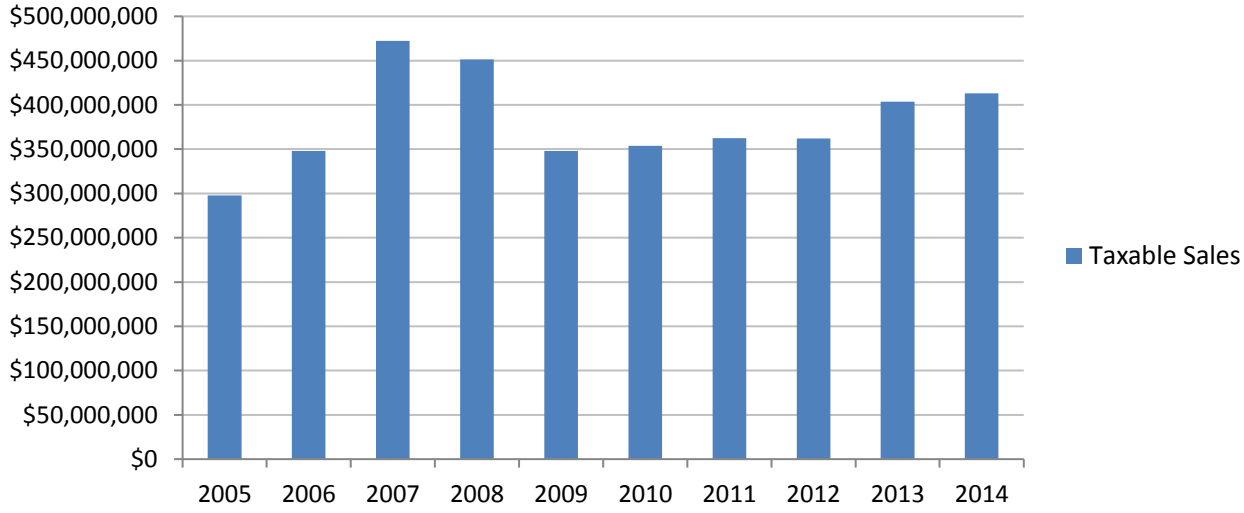


Source: American Community Survey 5-Year, 2009-2013

Taxable sales.
Taxable sales are another measure of the health of the local economy as well as an important revenue source for City operations. Figure ED 4 compares taxable sales for the years 2005 to 2014. The data represented in the chart include consumer and business sales as well as taxable sales related to construction materials used for development within the city. While retail sales are typically sensitive to both soft and robust economic conditions, construction sales are particularly volatile. The exceptional sales in 2007 and 2008 are primarily explained by a high volume of public and pre-recession private development that accounted for over 30 percent of all sales during the two year period.

Excluding construction sales, and with the exception of several years of flat sales in the middle of the economic downturn, the city has experienced gradual year-to-year increases in sales tax revenues over the past decade. As the increase in taxable sales has occurred at a faster rate than population growth within the city, local demand appears to be only a partial explanation.

Figure ED 4: Taxable Sales



Source: City of Snohomish; Washington State Department of Revenue

Retail sales are spread across a variety of industries and business types. According to the Washington State Department of Revenue's records, the four-digit NAICS industrial classifications with the largest taxable retail sales in Snohomish are shown in Table ED 1. The list is limited to classifications for which annual retail sales exceeds ten million dollars. Cumulatively, the nine listed categories represent 58 percent of all taxable sales in the city in 2014.

Table ED 1: 2014 Retail Sales by NAICS Classification

Taxable Sales	Business Classification (NAICS)
$73,476,904	Automobile Dealers
$42,388,046	Building Materials and Supplies
$35,837,964	Restaurants
$31,719,599	Other General Merchandise Stores
$13,136,120	Clothing Stores
$12,101,934	Other Miscellaneous Retail Stores
$11,467,286	Grocery Stores
$10,189,324	Lawn and Garden Equipment and Supplies
$10,026,203	Automotive Parts and Accessories

Source: Washington State Department of Revenue

ECONOMIC DEVELOPMENT GOALS AND POLICIES

GOAL ED 1: Increase the employment base, industrial diversity, and range of goods and services available in Snohomish to achieve economic stability.

Policies:

ED 1.1: Coordinate with businesses. Work with local businesses and business organizations to support the community's economic development objectives.

ED 1.2: Livable wage. Target industries that provide incomes at least equal to the County household median level.

ED 1.3: Adequate land. Ensure an adequate supply of appropriately designated land for a range of commercial enterprises.

ED 1.4: Retail center. Encourage a broad range of services, retail and professional activities to promote the City as a retail service center.

ED 1.5: Tourism. Encourage businesses and civic activities that will promote Snohomish as a year-round tourist destination.

ED 1.6: River orientation. Encourage public and private development of new opportunities for riverfront orientation to increase the attractiveness of and activities in the historic downtown area and Pilchuck District.

ED 1.7 Agriculture. Encourage agricultural tourism to leverage the City's agricultural context.

ED 1.8 Craft industries. Promote awareness of and niche markets for the emerging local craft industries.

ED 1.9 Economic competitiveness. Promote local, regional, and statewide initiatives that increase the competitiveness of the local economy.

GOAL ED 2: Balance the costs and community benefits of regulations that affect economic development.

Policies:

ED 2.1: Review codes. Evaluate the City's zoning ordinances for impediments to and consistency with the current economic development vision and market trends and opportunities.

GOAL ED 3: Foster a high quality of life in the city to attract and retain economic activity.

Policies:

ED 3.1: Economic development. Recognize that economic development is critical to maintaining and increasing a high quality of life.

ED 3.2 Public infrastructure. Maintain adequate investment in public infrastructure and services to achieve a high quality of life standard for city residents and increase the attractiveness of the community for potential residents and businesses.

ED 3.3: Recreation. Maintain, expand, and promote park, trail, and recreational opportunities, as described in the Parks Element, as amenities to attract new residents and businesses.

ED 3.4: Quality education. Support efforts by the Snohomish School District and providers of secondary and technical education programs to maintain high quality educational opportunities in the community.

ED 3.5: Historic resources. Preserve and promote the historic resources of the city and continue the community character as new development occurs.

ED 3.6 Civic participation. Encourage volunteerism and opportunities for civic involvement by residents, business owners, and employees to foster a sense of ownership and membership in the community.

ED 3.7 Technology tools. Encourage information and communication technologies that connect citizens to the City organization and connect local businesses to potential customers.

GOAL ED 4: Use public resources efficiently to leverage economic development.

Policies:

ED 4.1: Market strategy. Develop and implement a marketing strategy.

ED 4.2: Focus resources. Identify and focus available resources on key areas in the city where economic opportunities are determined to be greatest and City efforts will be most productive.

ED 4.3: Revitalization. Assist groups to structure special improvement districts including parking and business improvement authorities, local improvement districts or other programs with which to manage and finance effective revitalization efforts.

ED 4.4: **Partnerships.** Partner with other cities and agencies to promote the interests of the City and its business community.

ED 4.5: **Event management.** Partner with groups to promote civic, cultural and promotional events, while encouraging sponsoring groups to be as self-managing and self-sustaining as possible.

ED 4.6: **Promotions.** Encourage local businesses and trade groups to work collectively on the promotional efforts.

ED 4.7: **Public/private partnerships.** Engage in public/private partnerships where the interests of the community are furthered.

ENVIRONMENTAL PROTECTION ELEMENT

Introduction

The natural setting can play a significant role in the development, form, character, and livability of a place. From its earliest days, this has been true of Snohomish. The Snohomish River drew the earliest white settlers for whom it provided a transportation route and fertile bottom land for farming. With the other major water bodies, the Pilchuck River and Blackmans Lake, the Snohomish River served the economic and utilitarian needs of the nascent town. These waters continue to be meaningful to the community, although now primarily as visual and recreational amenities. Smaller-scale components of the city's natural context are also important, including stream corridors, wetlands, steep slopes and floodplains. Stream, wetlands, and floodplains function as critical components of basin-wide surface water systems. These features, along with steep slopes and other potentially geologically hazardous areas, represent constraints to development within the urban growth area (UGA). However, development limitations means that such areas are available to serve as greenbelts and other passive open spaces that offer relief from the built environment and provide habitat for birds, fish, and other animals that add value to the experience of life in the city.

The presence of sensitive areas obligates the City to oversee their protection, as a prudent and responsible steward of the environment and in the City's roles in maintaining public health and safety and furthering countywide, regional, state, and federal policies. Growth and development within Snohomish increases pressure on the natural systems. Improper encroachment into or development of environmentally sensitive areas or the buffers that protect them may negatively affect not only the property on which they exist, but surrounding properties and the interconnected natural systems that incorporate the features.

The listing of the Chinook salmon and steelhead as a threatened species under the Federal Endangered Species Act, as well as the state requirement for jurisdictions to incorporate *best available science* into their critical areas regulations, has brought increased attention to the impacts of development on natural systems and the ways in which jurisdictions address protection and preservation. The City's challenge is to achieve the parallel goals of facilitating growth and development, preserving property rights, and fostering a *sustainable* circumstance where the actions of today do not compromise the quality of life for the citizens of tomorrow.

Policy framework

The Environmental Protection Element is not required under the Washington State Growth Management Act. Its purpose in this Comprehensive Plan is to provide a policy guide for minimizing the effects of natural hazards, protecting regulated critical areas, and generally encouraging a sustainable approach to community development. The policies contained in this element are based on an analysis of existing environmental features and conditions,

environmental and regulatory issues, and community values regarding the protection of the city's environmental resources.

Environmental Resources

Basin context

Snohomish is located in the Lower Pilchuck River and Fobes Hill subbasins near the western end of the Snohomish River basin (Water Resource Inventory Area 7). The Snohomish River basin is the second largest watershed draining into Puget Sound. From the mouth of the river at Everett, the watershed stretches almost 60 miles into the Cascade Mountains. Its 1,856 square miles are divided between Snohomish and King counties.

Wetlands

Wetlands serve a number of important functions including flood control, groundwater recharge, water filtration and purification, erosion control, shoreline stabilization, and wildlife habitat. Wetlands of various sizes and classifications occur within the city and its UGA. Mapped wetland systems are associated with most streams in the city as well as Blackmans Lake. Of these systems, Cemetery Creek's wetlands are the most extensive. The Endangered Species Act Response Planning, prepared by Steward and Associates Inc. in 2004, evaluated and documented wetland conditions throughout the city. Past disturbance, hydrologic circumstances, site soils, topography, and development activities all contribute to the varying quality of city wetlands.

Snohomish River

From its origins in the Cascade Mountains, the Snohomish River system falls 8,000 feet to sea level. The mainstem Snohomish River is formed by the confluence of the Skykomish and Snoqualmie rivers, approximately 20 miles upstream of its mouth. The river is largely channelized along the southern boundary of the City, with extensive bank armoring and levees. As it passes the city, the river is typically characterized by slow-moving flows that are influenced by the tidal fluctuations of Puget Sound.

The Snohomish River supports significant salmonid populations, including chinook, coho, chum, and pink salmon, steelhead trout, bull trout, and other aquatic species. The Snohomish River comprises a significant riparian and aquatic system of both local and regional importance. The river is the southern boundary of the City's nationally recognized Historic District, which is a fully developed urban area with significant economic value to the City and its residents. Options to implement habitat improvements along this segment of the shoreline are highly limited. However, the City recently purchased about 19 acres of floodplain upstream of the Historic District. This area, which was most recently used as pasture land, provides significant opportunities for habitat enhancements and re-establishment of a functioning riparian buffer to further conservation efforts.

Pilchuck River

The Pilchuck River is a total of 40 miles long and forms the eastern city boundary, joining the Snohomish River southeast of the city. The Pilchuck River has been documented to support chinook, coho, chum and pink salmon, rainbow and cutthroat trout, steelhead, and whitefish. The Pilchuck River is used for spawning, rearing, and as a transportation corridor to and from

habitat in the upper watershed. Bunk Foss Creek is a right bank tributary of the Pilchuck River located to the northeast of the city, with tributaries including Fields Fork and Clarks Fork.

Cemetery Creek

Cemetery Creek runs generally north-south through the north and west portions of the City and drains approximately 1,570 acres of land to the Snohomish River. A system of 14 wetlands physically connected to Cemetery Creek has been documented inside the UGA. North of the City's wastewater treatment plant and outside the UGA is an extensive wetland complex at the mouth of Cemetery Creek. A portion of this delta is owned by the Pilchuck Audubon Society and the remainder was recently purchased by the City for preservation. Tributaries associated with Cemetery Creek include Harkins Fork, Anderson Fork, and Myricks Fork.

The Cemetery Creek basin is known to support fish species as well, including chinook, coho, rainbow and cutthroat trout, and Pacific lamprey. Juvenile chinook salmon and bull trout are believed to use the mouth of Cemetery Creek for rearing and refuge. Bald eagle and great blue heron are also known to frequent the Cemetery Creek habitat corridor.

Blackmans Lake/Swifty Creek

This 61-acre lake is located in the central portion of the City and represents an important recreational resource for residents. Blackmans Lake is surrounded primarily by residential development, with two City parks and several wetland areas preserved as open space. The lake is not known to support anadromous salmonid species, but is stocked annually by Washington State Fish and Wildlife with catchable trout.

The headwaters of Swifty Creek are located at the southern extent of the lake. The creek drains the lake to the Snohomish and the Pilchuck rivers. Swifty Creek is extensively enclosed in culverts and inaccessible from the rivers. The creek is not known to support fish species.

Fish and Wildlife

Development within Snohomish and surrounding areas has significantly reduced available habitat for fish and wildlife. The loss of forested areas that once dominated the landscape has resulted in the reduction of habitat for birds and animals. The replacement of forests and wetlands with urban development has also increased runoff volumes and accelerated the rate at which it enters streams and rivers. This runoff transports pollutants and sediments into streams, which degrade stream conditions that support fish and other aquatic species. The loss of vegetation adjacent to streams increases in-stream temperatures, reduces biofiltration, and eliminates available woody debris that is essential to a healthy stream system.

Because environmentally constrained areas are typically more difficult and costly to develop, many areas of environmental significance have avoided disturbance. Riparian corridors, wetland areas, and an extensive network of open space throughout the city continue to provide habitat for wildlife. A vast and diverse population of bird species has been documented at the Riverview Wildlife Refuge near the mouth of Cemetery Creek, making it a popular destination for bird watchers.

The most important habitats in the City for salmon are identified as the Pilchuck and Snohomish Rivers as well as the Cemetery Creek corridor which has habitat restoration potential in the lower reach of the subbasin. It is the intent of the City to preserve and improve the health of the watershed to meet the needs of salmon, which will also improve the habitat quality of the watershed more generally.

Floodplains

The Snohomish River floodplain lies at the south end of the city and more extensively on the south side of the Snohomish River in the City's southern UGA. The Pilchuck River floodplains are primarily east of the river and outside the UGA, although certain limited areas within the city limits are designated floodplain. Considerable development has occurred in both floodplains, though more significantly in the Snohomish River floodplain. Only a small portion of the floodplains are within the current City limits.

City floodplain regulations do not prohibit development within a floodplain, although limitations and conditions apply. According to rules promulgated by the Federal Emergency Management Agency (FEMA) pursuant to a Biological Opinion issued in 2008 by the National Marine Fisheries Service, the City requires applicants for development permits in designated floodplains to submit a biological assessment to demonstrate compliance with the Endangered Species Act. City regulations also require conformance to other FEMA requirements for floodplain development. New development citywide must meet the applicable standards in the Department of Ecology Stormwater Management Manual for Western Washington, as adopted by the City. Stormwater treatment and detention in compliance with the Department of Ecology manual is intended to avoid exacerbating current downstream flooding conditions and to provide an adequate level of water quality prior to discharge to natural systems.

Geologically hazardous areas

Certain areas of the city are subject to special consideration as geologically hazardous areas due to their geologic and/or topographic conditions. Steep slopes are limited but present in the planning area. Additionally, the city and UGA are characterized by a variety of soil types. Glacial deposits generally characterize the uplands above the Pilchuck and Snohomish Rivers. The last glacial epoch, which began approximately 14,000 years ago, deposited sand and gravel from advancing glaciers, which was overridden and compressed by glacial ice. Glacial till, or hardpan, was deposited concurrently with the movement of glacial ice. The hardpan is a dense mixture of sand, silt, and gravel with low permeability. As glaciers retreated between 10,000 and 13,500 years ago, additional layers of loose sand and gravel were deposited within surfical depressions underlain by glacial till and advance outwash. Other areas, such as the Snohomish and Pilchuck River floodplains, are filled with a 40-foot to 120-foot thick layer of post-glacial sand, silt, and gravel sediment deposited by the rivers. Additionally, the decades of occupation and development within the current city and UGA have resulted in fill material of varying depths in many areas.

Due to the variability of soils in the community and their corresponding potential for slides and erosion, susceptibility to seismic events, stability, and permeability, the City relies on site-specific geotechnical studies to determine the type and degree of risk and measures to mitigate such risk.

Shoreline Management
The City has three water bodies which fall under the guidelines of the Shoreline Management Act of 1971 (Chapter 90.58 RCW). The legislature has listed the State's priorities for shoreline areas. Among these priorities are: recognizing and protecting the statewide interest over local interest; preserving the natural character of the shoreline; and protecting the resources and ecology of the shoreline. The Snohomish River is designated a shoreline of statewide significance. The Pilchuck River and Blackmans Lake are shorelines of the state. The City has an adopted Shoreline Management Master Plan for its regulated shorelines. The Shoreline Master Plan must be updated at intervals as required by the Act.

Ground water and aquifer protection.
No ground water in the city or its UGA is used for a public water supply.

ENVIRONMENTAL PROTECTION ELEMENT GOALS AND POLICIES

GOAL EP 1: Preserve and protect significant critical areas as responsible stewards of public and private resources.

Policies:

EP 1.1: **Best available science**. Maintain the City's critical area regulations to be consistent with best available science standards and practices.

EP 1.2: **Technical guidance.** Require professional studies and seek the guidance of disciplines with expertise in critical area protection and natural hazard mitigation: 1) where appropriate to confirm the presence of regulated critical areas and compliance with critical area regulations; and 2) where prudent to ensure that public and environmental safety is adequately addressed through the development review process.

EP 1.3: **Mitigation sequencing.** Emphasize mitigation sequencing—avoiding and minimizing impacts to critical areas—before determining whether and what type of compensatory mitigation is appropriate.

EP 1.4: **Mitigation measures.** Where disturbance of regulated critical areas or their buffers occurs, employ mitigation measures that provide cumulative and long-term benefit to natural systems.

EP 1.5 **Preserve buffers.** Ensure that buffers of native vegetation are adequate to preserve the functions and values of wetlands, lakes, and stream corridors.

EP 1.6: **No net loss.** Allow no net loss of wetland functions and values on a basin-wide basis.

EP 1.7: **Innovative designs.** Encourage and allow innovative development designs to avoid or minimize adverse impacts on wetland and stream systems.

EP 1.8: **Wetland mitigation.** Consider alternative wetland mitigation programs to maximize the potential for long-term success and benefit while preserving the critical functions of on-site resources.

EP 1.9: **Habitat corridors.** Seek opportunities to preserve or restore contiguous corridors of native habitat, particularly along water bodies.

EP 1.10: **Reasonable use.** Allow judicious use of property encumbered by critical areas where compliance with regulations would deny reasonable economic use of the property, where mitigation measures adequately address protection of the resource, and where risk to other properties is not increased.

EP 1.11: **Salmon restoration.** Work with public and private organizations on planning and implementation efforts to improve habitat for native salmon species in Cemetery Creek and its tributaries and other water bodies.

EP 1.12: **Enhancement projects.** Encourage water quality improvement and habitat restoration and enhancement projects and their ongoing maintenance or stewardship.

EP 1.13: **Endangered species.** Special consideration shall be given to conservation or protection measures necessary to preserve or enhance anadromous fisheries and habitats having a primary association with species listed as threatened or endangered under the Endangered Species Act or by the Washington Department of Fish and Wildlife.

EP 1.14: **Cemetery Creek relocation.** Work with Snohomish County, Department of Transportation, and other agencies with jurisdiction to achieve relocation of Cemetery Creek to the west side of Highway 9 to improve its value as fishery habitat.

EP 1.15: **Avoid impacts.** Development adjacent to designated habitat areas such as rivers, creeks, wetlands and their natural buffers should be designed to avoid impacts such as light spill and waste-material flows that may reduce their habitat value.

EP 1.16: **Blackmans Lake.** Continue efforts to improve the water quality and habitat value of Blackmans Lake.

EP 1.17: **Fish barriers.** Work with local, county, and state agencies towards resolving barriers to fish migration.

GOAL EP 2: **Minimize the potential for risk to life, property, and natural and cultural resources due to floods, erosion, landslides, and seismic activity.**

Policies:

EP 2.1: **Hazard mapping.** As City resources allow, identify and classify potentially geologically hazardous areas within the city and urban growth area to better understand and communicate locations where development may be subject to or exacerbate such hazards.

EP 2.2: **Geotechnical review.** Ensure that development in and disturbance of geologically hazardous areas occurs only after review by a qualified professional to minimize potential harm to property and sensitive resources.

EP 2.3: **Floodplain development.** Approve development within floodplains only where it will not increase flood hazards and will not result in direct or indirect harm to protected species.

EP 2.4: **Retain vegetation.** Retain appropriate trees and other native vegetation on steep slopes and areas with a high erosion potential to the extent possible while allowing prudent and productive use of such sites.

GOAL EP 3: Minimize the effects of development on water quality and flooding.

Policies:

EP 3.1: **Low impact development.** Promote the use of low impact development techniques to manage stormwater.

EP 3.2: **Stormwater management.** Require all private stormwater management systems to be maintained to their original design standards.

EP 3.3: **Impervious surfaces.** Minimize impervious surface where stormwater flows are not managed, to reduce the possibility of flooding, to promote ground infiltration, and to protect the environment.

EP 3.4: **Clearing and grading.** Encourage clearing and grading practices that preserve or enhance the capacity of site soils to retain, convey, and infiltrate water.

EP 3.5: **Water quality.** Support and implement programmatic and regulatory measures to improve water quality in the Snohomish River system.

GOAL EP 4: Maintain a high level of air quality and reduce greenhouse gas emissions.

Policies:

EP 4.1: **Non-motorized travel.** Encourage non-motorized travel by improving pedestrian and bicycle systems and promoting pedestrian-and bicycle-friendly facilities in public and private development.

EP 4.2: **Trees.** Promote the expansion of the community's public and private tree inventory.

EP 4.3: **Non-City regulations.** Promote compliance of development and demolition proposals with the permitting requirements of the Puget Sound Clean Air Agency and other public agencies with jurisdiction on air quality issues.

EP 4.4: **Control emissions.** Require best management practices for development to minimize the release of dust and exhaust fumes to the air.

EP 4.5: **Greenhouse gas strategies.** Continue to implement initiatives to reduce the generation of greenhouse gases through energy efficiency retrofits of City facilities, transitioning the City's fleet to more energy efficient vehicles, and evaluate the potential for other sustainability efforts.

SHORELINE ELEMENT

Shoreline Management Act

In 1971 the Washington State legislature passed the Shoreline Management Act (SMA) because of concern over the use, protection, restoration, and preservation of shorelines of the state. The legislature stated shorelines of the state are among the most valuable and fragile of natural resources. It found that ever increasing pressures of additional uses being placed on the shorelines necessitated increased coordination in the management and development of the shorelines. Therefore, the goal of the SMA was to provide for a planned, rational, and concerted effort, jointly performed by federal, state, and local governments, to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines.

The SMA establishes a cooperative program of shoreline management between local governments and the state. Local government, such as the City of Snohomish, is given the primary responsibility of initiating the planning required by the Act and with administering the regulatory program created to implement the policies of the SMA. To achieve this the City develops a Shoreline Master Program (SMP) which is certified by the Washington State Department of Ecology. The SMP must be updated at least every eight years.

There are three basic policy areas in the SMA, which are codified in RCW 90.58.020:

1. Shoreline Use
2. Environmental Protection
3. Public Access

The SMA establishes preferred uses for the shoreline area which are consistent with the control of pollution and prevention of damage to the natural environment. Thus, the preferred uses are single family residences, ports, recreational users, water dependent industrial and commercial uses and development that provide public access opportunities.

The SMA is intended to protect shoreline natural resources against adverse effects. All allowed uses are required to mitigate the adverse environmental impacts they cause to the maximum extent feasible and to preserve the natural character and aesthetics of the shoreline.

The SMA requires local SMPs to include a public access element that makes provisions for public access to publicly owned areas and a recreational element for the preservation and enlargement of recreational opportunities.

Snohomish's SMP must implement the SMA's three basic policy areas.

Shoreline Jurisdiction

Areas that are subject to the requirements of the SMA are:

- Shorelines of the state; and
- Shorelands.

A shoreline of the state is defined as all water areas of the state that meet specified size thresholds. Lakes that are more than 20 acres in area are considered to be shorelines of the state. So too are streams with an average annual flow of more than 20 cubic feet per second.

Shorelands are defined as the area 200 feet landward of the ordinary highwater mark of a shoreline.

Three water bodies in the City meet the threshold to be considered a shoreline of the state. They are Blackman Lake, the Snohomish River, and the Pilchuck River. Thus, they and their shorelands are subject to the requirements of the SMA which in turn makes them subject to the requirements of the City of Snohomish Shoreline Management Program (SMP). Figure SMP 1 depicts the areas subject to the SMP.

The policies of the SMP apply to all development within these areas. When areas are annexed that contain shorelines of the state, the SMP will apply to that shoreline and its associated shoreland and a shoreline environment designation shall be adopted for that area.

Shorelines of Statewide Significance

The SMA requires larger shorelines of the state to be subject to a higher level of effort in implementing policy goals of the SMA than the smaller shorelines. These larger shorelines are called "Shorelines of Statewide Significance." The SMA sets specific use priorities for shorelines of statewide significance. It requires that the public interest be paramount in the management of shorelines of statewide significance. Management goals for shorelines of statewide significance are given a priority order.

The SMA defines rivers with a mean annual flow of more than 2,000 cubic feet per second as a Shoreline of Statewide Significance. The Snohomish River is the only "Shoreline of Statewide Significance" in the City.

City of Snohomish Shoreline Management Program

The City of Snohomish's Shoreline Management Program (SMP) is comprised of the following:

- Overview of the SMP
- Users Guide to explain permitting processes for projects within the shoreline jurisdiction.
- This Shoreline Element of the Comprehensive Plan, which contains the City's goals and policies for protecting and using the shorelines and shorelands within the City.

- A Shoreline Inventory & Characterization report which provides a baseline inventory and characterization of the City's designated shoreline areas. The report identifies which shoreline ecological functions and ecosystems have been impaired.
- A Shoreline Restoration plan which describes ways to restore and enhance those shoreline areas that have been identified as having impaired ecological functions and ecosystems.
- A Cumulative Impacts Analysis which ensures there will be no net loss of shoreline ecological functions (from the current baseline as identified by the Shoreline Inventory & Characterization report) as the SMP is implemented over time.
- Land use and development regulations specific to the City's shorelines and shorelands intended to implement the goals and policies of the SMA and the Shoreline Element of the City of Snohomish Comprehensive Plan. These regulations are in Chapter 14.250 Snohomish Municipal Code.

Critical Areas within the Shoreline Jurisdiction

The Shoreline Management Act (SMA) establishes that critical areas must be regulated as part of a Shoreline Master Program, pursuant to RCW 90.58.090(4) and as implemented through WAC 173-26-221(2) which identify the critical areas as defined within RCW 36.70A.030(5) to include:

- Wetlands;
- Areas with critical recharging effect on aquifers used for potable water;
- Fish and wildlife habitat conservation areas;
- Frequently flooded areas; and
- Geologically hazardous areas.

It is not feasible to simply adopt the City's City-wide Growth Management Act (GMA) Critical Areas Regulations as contained within Chapters 14.255 – 14.280 Snohomish Municipal Code (SMC) because the SMA, pursuant to RCW 90.58 and WAC 173-26-221, requires application of a different set of critical area objectives than that established for GMA critical areas regulations. The GMA regulations rely solely on Best Available Science and do not take into account existing conditions and development. The SMA approach encourages certain uses and activities to be allowed within shoreline buffers to accommodate water-oriented and other preferred uses. This is the primary, though not only, difference between the two approaches.

Further, WAC 173-26-221(2)(b) states the principal upon which critical are regulations shall be crafted:

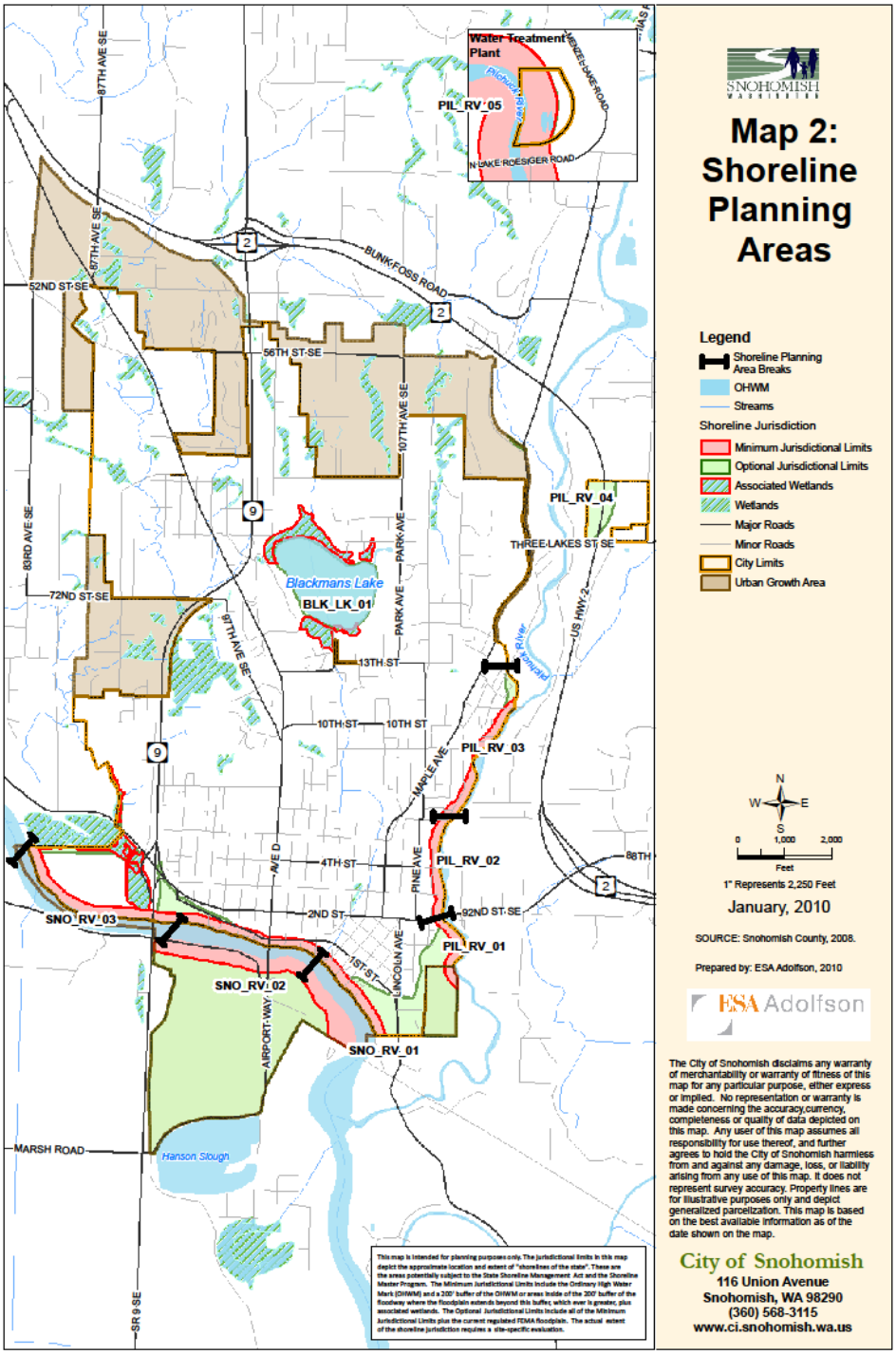
(ii) using "scientific and technical information"
(iii) to "integrate the full spectrum of planning and regulatory measures"
(iv) to protect "existing ecological functions and ecosystem-wide processes and restoration of degraded ecological functions and ecosystem-wide processes."
(v) "Promote human uses and values … such as public access and aesthetic values, provided that impacts to ecological functions are first avoided, and any unavoidable impacts are mitigated."

The proposed SMP critical area regulations within Chapter 14.250 are different from the SMC 14.255 – 14.280 critical area provisions in that:

- Wetland buffers are based upon Ecology standards;
- There is not a reasonable use exception – rather a variance is required;
- Existing uses, structures, activities, and preferred uses (such as water-dependent uses) are taken into consideration; and
- Certain water-oriented uses and activities are allowed within the shoreline buffers.

However, the City-wide critical area regulations in SMC 14.255 – 14.280 forms that backbone of the SMP critical area regulations and many provisions of the City-wide regulations, such as Geologically Hazardous Areas and Aquifer Recharge areas, are duplicated virtually verbatim.

Figure SMP 1: Shoreline Planning Areas



Shoreline Master Program Map 2: Shoreline Planning Areas

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SHORELINE ELEMENT GOALS AND POLICIES

GOAL SMP 1: The City of Snohomish Shoreline Master Program (SMP) is intended to:

- **Promote the public health, safety, and general welfare of the community by providing long range, comprehensive policies and regulations for development and use of City of Snohomish shorelines;**
- **Manage and protect shorelines in an effective and equitable manner; and**
- **Carry out the responsibilities established by the Shoreline Management Act (Chapter 90.58 RCW) for the City of Snohomish, recognizing and fostering the policies contained in RCW 90.58.020 for shorelines of the State.**

Policies:

SMP 1.1: The policy statements of RCW 90.58.020 shall be the basis for the goals, policies and regulations of the City of Snohomish Shoreline Master Program.

SMP 1.2: The shoreline ecology should be protected by:

- Identifying and inventorying the existing and potential ecological functions provided by shorelines.
- Mitigating adverse impacts in a manner that ensures no net loss of shoreline ecological functions from the baseline functions present as of the date of adoption of this SMP. Any required mitigation should include avoidance, minimization, and compensation of impacts.
- Addressing cumulative impacts, including ensuring that the cumulative effect of exempt development will not cause a net loss of shoreline ecological functions and by proportionately allocating the burden of addressing such impacts among development opportunities.
- Adopting regulations and regulatory incentives designed to protect shoreline ecological functions and to restore impaired ecological functions where such opportunities have been identified, consistent with the City's Shoreline Restoration Plan.

SMP 1.3: Regulation of private property to implement SMP policies shall be consistent with all relevant and applicable constitutional, statutory and other legal limitations.

SMP 1.4: Regulatory or administrative actions adopted to implement SMP policies shall be consistent with the Public Trust Doctrine and other applicable legal principles as appropriate and shall not unconstitutionally infringe on private property rights or result in an unconstitutional taking of private property.

SMP 1.5: The regulatory provisions adopted to implement SMP policies shall be applicable only to the shorelines of the state and their related shorelands.

SMP 1.6: The provisions of the Shoreline Restoration Plan may extend beyond the designated shoreline boundaries.

SMP 1.7: The policies and regulations established by the SMP shall be integrated and coordinated with the policies of the City of Snohomish Comprehensive Plan and the development regulations in Snohomish Municipal Code

SMP 1.8: The goals and policies of the SMP should be considered in balance with other relevant local, state, and federal regulatory and non-regulatory programs.

SMP 1.9: The public interest in the stewardship, use, and enjoyment of shorelines of statewide significance in the City of Snohomish should be paramount.

SMP 1.10: In developing and implementing its Shoreline Master Program for the Snohomish River, a shoreline of statewide significance, the City of Snohomish shall give preference, in the following order, to uses that:

- Recognize and protect the statewide interest over local interest;
- Preserve the natural character of the shoreline;
- Result in long-term over short-term benefit;
- Protect the resources and ecology of the shoreline;
- Increase public access to publicly owned areas of the shorelines; and
- Increase recreational opportunities for the public in the shoreline.

GOAL SMP 2: **To ensure appropriate conservation and development of the City's shorelines, uses that are dependent upon access to shorelines, or that provide opportunities for substantial numbers of people to enjoy the shorelines, and that are consistent with the shoreline environments in which they are located, should be encouraged.**

Policies:

SMP 2.1: Only uses or activities that conserve shoreline resources for future generations and do not result in a net loss of ecological functions should be allowed.

SMP 2.2: Only uses and developments that are compatible with the shoreline environment in which they are located should be allowed.

SMP 2.3: Site development performance standards and other appropriate criteria defining minimum acceptable standards to be achieved should be adopted.

SMP 2.4: Property owners should be encouraged to transition their non-conforming uses, sites, and structures to a conforming shoreline use.

SMP 2.5: Multiple use of shorelines where location and integration of compatible uses or activities is feasible should be encouraged.

SMP 2.6: A hierarchy of preferred water-oriented uses that establish the following priorities should be established through regulations and other suitable means:

1. Water-dependent uses should be preferred over all other uses;
2. Other water-oriented uses that do not conflict with water-dependent uses should be allowed if a water-dependent use is not feasible;
3. Non-water oriented uses where water-oriented uses are not practical due to site location or conditions or existing building design should be allowed.

SMP 2.7: A management system should be implemented to allow reasonable and appropriate uses of all areas in the shoreline jurisdiction while implementing the following priority system:

1. Natural areas or systems identified for their unique geological, ecological and/or biological significance should be protected and enhanced;
2. Water-dependent uses should be maintained and promoted as the best option in all environment designations;
3. Water-related uses should be allowed, maintained, and accommodated if no water-dependent use is feasible or practical;
4. Water-enjoyment uses should be allowed, maintained, and accommodated if no water-dependent or water-related use is feasible or practical;
5. Uses that are not water-oriented may be accommodated if a water-oriented use is not feasible or practical ; and
6. Uses that have no relation to the water and whose operation would be intrinsically harmful to the shoreline should be prohibited.

SMP 2.8: Ecological, cultural, and economic studies of the City's shoreline systems should be developed and/or periodically updated to allow proper assessment of the impact of any proposal relative to the City of Snohomish Master Program.

SMP 2.9: All development in the shoreline area shall comply with the requirements of the version of the Washington State Department of Ecology Stormwater Management Manual for Western Washington adopted by the City.

SMP 2.10: Land uses should be designated as permitted, conditionally permitted, or prohibited for each of the shoreline environments.

Residential Development Policies

SMP 2.11: Planned Residential Development should be encouraged in eligible shoreline subdivisions.

SMP 2.12: Water quality, shoreline habitats, and shoreline aesthetic characteristics, and, where feasible, significant public vistas, should be protected and preserved through subdivision design.

SMP 2.13: Subdivisions with more than four lots and new multifamily development with more than four dwellings should be designed to provide public pedestrian access to the shorelines, unless physical access to the shoreline is not feasible due to the presence of critical areas.

SMP 2.14: Where topographically feasible and where ecological functions will not be reduced, subdivisions should be designed to provide all residents within the subdivision with physical and/or visual access to the water.

SMP 2.15: Construction of residential development over water should be prohibited.

SMP 2.16: Shoreline subdivisions should be designed and constructed so that future shoreline stabilization or flood hazard reduction measures will not be required.

Utilities Policies

SMP 2.17: Utility facilities should be located, designed, installed, and operated to ensure no net loss of ecological functions, to preserve the natural landscape and views, and to minimize conflicts with present and planned uses.

SMP 2.18: Utility transmission lines and facilities should be located outside shoreline areas, except where existing easements and rights-of-way exist or where there is a functional necessity for a shoreline location.

SMP 2.19: Where utility infrastructure must be placed in a shoreline area, utility facilities should be located as far landward as possible, underground, and/or in existing or combined utility corridors, and the aesthetic impacts on the shoreline should be minimized.

Boating Facilities Policies

SMP 2.20: Boating facilities should be located, designed, constructed, and operated to minimize adverse impacts on shoreline ecology and to mitigate impacts that cannot be avoided so that such facilities do not result in a net loss of ecological functions.

SMP 2.21: Boating facilities should be located, designed, constructed, and operated to minimize adverse impacts on aesthetic quality of the shoreline, navigation, and adjacent shoreline uses.

SMP 2.22: Boat launch facilities and docks should be allowed on the Snohomish River and Blackman Lake.

SMP 2.23: Marinas should be allowed on the Snohomish River.

SMP 2.24: Only hand launch boat facilities should be allowed on the Pilchuck River.

SMP 2.25: Operating procedures for fuel handling and storage should be established to minimize the potential for accidental spillage and provide satisfactory means for containing and managing those spills that do occur.

SMP 2.26: Procedures should be established to ensure that boat facilities are designed in compliance with State and local health agency standards and guidelines.

Shoreline Environment Designations

GOAL SMP 3: **Have effective shoreline management regulations by prescribing different sets of environmental protection measures, allowable use provisions, and development standards that reflect the physical conditions and development settings for each type of shoreline segment.**

Policies

SED 3.1: Shoreline Environment Designations should be created to allow for customized environmental protection measures, allowable use provisions, and development

standards in recognition of the varying physical conditions and development settings on the City's shorelines.

SED 3.2: Shoreline Environment Designations should establish preference for shoreline uses that protect and preserve shoreline resources.

SED 3.3: Shoreline Environment Designations should encourage efficient use of already-developed shoreline areas.

SED 3.4: Shoreline Environment Designations should encourage uses, densities and development patterns that reinforce the policies of the Shoreline Management Act.

SED 3.5: For areas with high levels of ecological function, a Shoreline Environment Designation should be applied to reserve appropriate shoreline areas for water-oriented uses, and discouraging non-water-oriented uses in the shoreline.

SED 3.6: For areas that area almost fully developed with historic or culturally significant structures, a Shoreline Environment Designation should be applied to preserve the historic nature of the area and emphasizing improved public access and habitat restoration over providing water-oriented uses.

SED 3.7: For areas with high levels of development and little undeveloped land, a Shoreline Environment Designation should be applied to respect the rights of the owners of developed properties by allowing a variety of compatible uses with a priority on providing improved public access, protecting undamaged habitats, restoring damaged habitats, and protecting or improving ecological functions rather than encouraging water-oriented uses.

SED 3.8: For areas largely developed with residential uses, a Shoreline Environment Designation should be made to accommodate residential uses and provide for public access and recreational uses.

SED 3.9: For areas with a unique use, such as a utility facility, a Shoreline Environment Designation should be applied to protect the operational integrity of the utility with an emphasis on enhancing and restoring damaged habitat and impaired ecosystems.

SED 3.10: Undesignated shorelines, including undesignated shorelines in annexed areas, shall be designated Urban Conservancy in accordance with WAC 173-26-211(2)(e), until the SMP is amended to include such areas.

SED 3.11: All Shoreline Environment Designations shall include a purpose, objectives, designation criteria**,** and management policies.

Aquatic Environment

GOAL SMP 4: **The intent of the Aquatic Environment designation is to protect, restore, and manage the existing characteristics and resources of the areas waterward of the ordinary high-water mark of the City's three shorelines of the state – Blackman Lake, the Snohomish River, and the Pilchuck River.**

Aquatic Environment Policies

AQE 4.1: The Aquatic Environment designation shall be applied to all shoreline areas waterward of the ordinary high-water mark.

AQE 4.2: Construction of new over-water structures should be discouraged only allowing structures for water-dependent uses, public access and ecological restoration.

AQE 4.3: The size of new over-water structures should be limited to the size necessary to allow them to serve their intended use.

AQE 4.4: Development on navigable waters should be located and designed to minimize interference with surface navigation, to limit any adverse impacts to public views, and to allow for the safe, unobstructed passage of fish and wildlife.

AQE 4.5: Uses that adversely impact the ecological functions of critical freshwater habitats should be prohibited except where necessary to achieve the objectives of providing for water-dependent uses and public access, and where adverse impacts can be mitigated.

AQE 4.6: Shoreline uses and modifications should be designed and managed to prevent degradation of water quality and alteration of natural hydrologic conditions.

Rural Utility Environment

GOAL SMP 5: **The purpose of the Rural Utility Environment designation is to allow for the operation of the existing water treatment plan while providing for habitat preservation and enhancement opportunities as they may occur.**

Rural Utility Environment Policies:

RUE 5.1: The Rural Utility designation shall be applied only to rural areas with existing utility facilities that are not expected to be redeveloped with urban uses.

RUE 5.2: The only uses allowed should be directly related to the operation of a utility.

RUE 5.3: Expansion and redevelopment shall be allowed but shall be designed to minimize any adverse impacts on environmental functions, mitigate those impacts that cannot be avoided to ensure there is no net loss of ecological function.

RUE 5.4: Expansion and redevelopment projects should include provisions to restore damaged habitat and/or impaired environmental functions.

Shoreline Residential Environment

GOAL SMP 6: The purpose of the Shoreline Residential Environment designation is to accommodate residential development and appurtenant structures and uses and to provide public access and recreational opportunities.

Shoreline Residential Environment Policies

SRE 6.1: The Shoreline Residential Environment designation shall be applied to shoreline areas that are predominantly developed with single-family residential development and areas that are planned for predominantly single-family residential development. Areas designated Shoreline Residential Environment should have minimal native riparian vegetation between structures and the water's edge and should be unsuitable for intensive urban development due to land use designation, presence of critical areas, being in a flood zone, presence of soils with poor drainage and percolation, or in the vicinity of unstable streambanks.

SRE 6.2: New shoreline residential development should be controlled by type, location, and scale in order to maintain and enhance the residential character of the Shoreline Residential Environment.

SRE 6.3: Development should be restricted to single family residential uses, recreational uses, and utilities. Commercial, industrial, and residential development other than single family should be prohibited.

SRE 6.4: Preserving views of natural shorelines and minimizing glare and other visual intrusions in the shoreline by means of setbacks, landscaping requirements and similar means should be required.

SRE 6.5: Beach enhancement projects with appropriate sand supplements should be allowed where it can be shown that other portions of the shoreline would not be adversely affected and that there would be no net loss of ecological functions.

SRE 6.6: New residential development or substantial redevelopment projects more than four lots or dwelling units should include new or improved public access to the shoreline and/or new or improved recreational opportunities.

SRE 6.7: Standards that will enhance the environmental characteristics of the shoreline area, such as setbacks, buffers, shoreline stabilization, vegetation conservation, critical area protection, and water quality should be adopted.

Historic Riverfront Environment

GOAL SMP 7: The purpose of the Historic Riverfront Environment designation is to protect historic resources and provide for the continuation of commercial uses that are consistent with the historic character of the area, while protecting existing ecological functions and enhancing public access – both visual and physical – to the shoreline. This designation recognizes that Snohomish no longer has the water-dependent and water-related uses that characterized its downtown waterfront in the 19th and early 20th centuries. Development and redevelopment in the Historic Riverfront

Environment should maximize water-enjoyment uses and minimize adverse impacts on the aquatic, shoreland, and historic environments.

Historic Riverfront Environment Policies

HRE 7.1: The Historic Riverfront Environment shall be applied only to the shorelines within the Historic District.

HRE 7.2: Water-oriented recreational uses that can be located and designed to minimize conflicts with surrounding development should be encouraged.

HRE 7.3: Uses that are not water-dependent shall be allowed provided they are:

- Part of mixed-use development that includes water-dependent uses, water-related uses, water-enjoyment uses, or public access; or
- In existing buildings in the Historic District that are not designed for water-dependent uses; or
- In new buildings on properties where water-dependent use is infeasible due to the property being separated from the water by publicly owned land, public rights-of-way, or developed or developable properties, or other physical characteristics of the site.

HRE 7.4: Public visual and physical access to the shoreline where adverse ecological impacts can be avoided or mitigated should be encouraged.

HRE 7.5: Shoreline aesthetics, such as historic character and views of water and natural shoreline areas, should be protected and improved by adoption of sign regulations, building design and landscaping standards, and similar methods.

HRE 7.6: New and expanded commercial developments should provide for or facilitate pedestrian waterfront activities where safely feasible.

HRE 7.7: An off-site mitigation program in the Snohomish River shoreline areas should be considered for development in the Historic Riverfront Environment where off-site mitigation would result in better ecological performance than on-site mitigation.

Urban Conservancy Environment

GOAL SMP 8: The purpose of the Urban Conservancy Environment designation is to protect and restore ecological functions of riparian floodplain and other sensitive lands in developed and undeveloped urban settings, while allowing a variety of compatible land uses, public access to the water, and recreation uses.

Urban Conservancy Environment Policies

UCE 8.1: The Urban Conservancy Environment should be applied to areas that possess one or more of the following characteristics:

- Existing moderate-intensity land use where such uses are compatible with maintaining and restoring ecological functions of the shoreline.
- Designated for a use by the City of Snohomish Comprehensive Plan other than for Single Family or Parks, Open Space & Public land uses.

- Public services, utilities, and property access are available to accommodate moderate to high intensity urban development such as multi-family, commercial, and industrial development.
- Undeveloped land not appropriate for the Rural Utility, Shoreline Residential, or Historic Riverfront designation.
- Active agricultural, urban horticultural, or intensive recreational use.
- Existing residential development density is low due to limitations such as buildable area, utility capacities, and vehicular access.

UCE 8.2: Redevelopment of areas capable of accommodating additional density where ecological functions can be restored or protected should be encouraged.

UCE 8.3: Incentives, development regulations and standards that encourage water-dependent industrial and commercial uses should be adopted.

UCE 8.4: Water-dependent uses should be the preferred uses on the Snohomish River shorelands that are designated for industrial use.

UCE 8.5: Uses that are not water-dependent should be allowed if they are:

- Part of a mixed-use development that includes water-related or water-enjoyment uses, or provide public access;
- In existing buildings that are not designed for water-dependent uses; or
- In new buildings on properties where water-dependent use is infeasible due to the property being separated from navigable waters by publicly owned land, public rights-of-way, or developed or developable properties, or other physical characteristics of the site.

UCE 8.7: Water-oriented recreational uses, such as boat launching sites and trail systems that can be located and designed to minimize conflicts with surrounding development should be allowed.

UCE 8.8: Public visual and physical access to the shoreline in the Urban Conservancy Environment where adverse ecological impacts can be mitigated should be encouraged.

UCE 8.9: Industrial and commercial facilities should be designed to allow and encourage pedestrian waterfront activities where feasible without compromising public safety.

UCE 8.10: New development in Urban Conservancy Environments should:

- Reflect the character of the surrounding area; and
- Limit shoreline modifications; and
- Provide permanent open space; and
- Provide public access; and
- Restore damaged habitat or impaired environmental functions either on site or near the site; and
- Maintain adequate building setbacks from the water to minimize impacts on the adjacent Aquatic Environment.

UCE 8.11: An off-site mitigation program should be considered in the Urban Conservancy Environment where off-site mitigation would result in better ecological performance than on-site mitigation. The off-site mitigation should only be allowed on a shoreline of the same water body where the development is occurring.

UCE 8.12: Uses that preserve the natural character of the area or promote preservation of critical areas either directly or over the long term should be allowed in the Urban Conservancy Environment. Uses that result in the restoration of ecological functions should be allowed if the use is otherwise compatible with the purpose of the environment.

UCE 8.13: Shoreline aesthetics such as views of natural shorelines, should be protected and improved by means of adoption of design standards for signs, buildings, and landscaping, or similar methods.

GOAL SMP 9: The City should protect and enhance the economic vitality of the shorelines by encouraging water-oriented commercial, industrial, and recreational uses, while maintaining and improving the quality of the natural shoreline environment.

Policies

SMP 9.1: The amenity value and attractiveness to visitors of public shoreline areas should be improved while protecting natural systems.

SMP 9.2: Water-dependent commercial, industrial and recreational development that implement the City's economic objectives or provide substantial numbers of the public an opportunity to enjoy the shoreline should be encouraged.

SMP 9.3: New commercial and industrial development should be encouraged to locate first in developed areas that are adequately served by existing public services and utilities.

SMP 9.4: Development that provides public access to the shoreline while maintaining the economic viability of the principal use should be encouraged.

SMP 9.5: New non-water-oriented industrial uses should be restricted to sites that are physically separated from the shoreline by another property or public right-of-way or where access is not feasible due to topography or some other obstruction.

SMP 9.6: Shared use of in-water and upland facilities, including but not limited to docks, parking, storage and solid waste facilities, should be encouraged to support efficient use of aquatic and land resources.

SMP 9.7: Forest management shall be consistent with the management practices required by the Forest Practices Act (Chapter 76.09 RCW). Where conversion of forest to non-forest uses is proposed, the provisions of the SMP for the proposed use shall apply.

SMP 9.8: The potential adverse impact that commercial and industrial development may have on the aesthetic quality of the shoreline, navigation, and adjacent shoreline uses should be minimized.

SMP 9.9: New development in the Historic District should assist in preserving the character of the Historic District to ensure its continued economic vitality.

Public Access

GOAL SMP 10: Create convenient and diverse visual and physical public access to shorelines that does not intrude upon the established rights of private property owners, endanger public health and safety, or adversely impact critical areas and is consistent with the SMA.

Public Access Policies

PA 10.1: New commercial, industrial, and multi-family residential developments should provide public access to the shoreline. On the Snohomish River, public access improvements may include off-site improvements to existing public access areas and trails. On the Pilchuck River, public access improvements should be limited to improvements to existing public access locations, except where it can be demonstrated that a new location will avoid degradation of the shoreline ecology.

PA 10.2: Publicly-owned or publicly-funded shoreline development should include public access to the shoreline area, public recreation area, and/or protected open space to protect the natural habitat.

PA 10.3: When locating and designing shoreline public access private property rights subject to constitutional and other legal protections shall be ensured.

PA 10.4: The location, design, and maintenance of public access improvements should be done in a manner that protects unique and/or fragile geological or biological characteristics and critical areas.

PA 10.5: The City should seek to acquire an easement or fee simple ownership of privately-owned property that is determined to be a significant link or component of the shoreline public access network that could provide access to the water for navigation, fishing, and recreation to ensure permanent availability of public access.

PA 10.6: When shoreline properties are developed and public shoreline access is provided the City should acquire control of the shoreline access either by purchase or by requiring easements.

PA 10.7: Except for minor residential development, non-water-oriented development on waterfront lots should be required to grant the public physical and/or visual access to shorelines as a condition of shoreline development.

PA 10.8: Public access should be designed, provided, and maintained so that it is appropriate to the shoreline environment and land use designation where it is located.

PA 10.9: Public access should be designed, maintained, and regulated to ensure that the ecological functions of the shoreline are protected from damage by public use of the shoreline and when there are unavoidable impacts they are adequately mitigated for through restoration actions.

PA 10.10: Wherever practical, public access points should be linked with non-motorized transportation routes such as bicycle and pedestrian paths.

PA 10.11: The recommendations of critical area reports and biological evaluation should be used to provide direction on the appropriate type of public access improvements

that are provided to ensure that proper mitigation of development and public access impacts is implemented.

PA 10.12: The visual and physical connections between downtown Snohomish and the Snohomish River should be improved and maintained through the preservation of view corridors and with directional signs, outdoor seating areas, landscaping, and the design of buildings facing the river.

Recreation

GOAL SMP 11: Create more recreational opportunities by improving the shoreline connections in the City to its lake and riverfront areas.

Recreation Policies

REC 11.1: Park facilities, recreation opportunities, and public access should be enhanced and/or expanded along the City's shorelines.

REC 11.2: Recreational facilities should be located so as to have the least adverse effect on unique or fragile natural features.

REC 11.3: A balanced variety of recreational opportunities on the City's shorelines should be encouraged.

REC 11.4: Recreational development should be located, designed, operated, and regulated in conformance with environmental protection and public access provisions of the City of Snohomish Shoreline Master Program; Parks, Recreation and Open Space Master Plan; and the Comprehensive Plan.

REC 11.5: Public ownership and access along the City's shorelines should be expanded through targeted purchases and/or land dedication.

REC 11.6: Private investment and development that provides shoreline-oriented recreational uses and other improvements facilitating public access to shorelines should be encouraged.

REC 11.7: Parking areas for shoreline recreational uses should be located inland, away from the water and outside of required buffer areas.

REC 11.8: The re-orientation and/or renovation of downtown buildings should be encouraged to take advantage of their proximity to the Snohomish River and thereby promote public access to and recreation near the shoreline.

REC 11.9: Commercial and mixed-use development with public open space and/or public recreation facilities in a manner that will help sustain the economic viability of the urban shoreline should be allowed.

Vehicular Circulation and Parking

GOAL SMP 12: Create an efficient, safe, and convenient circulation and parking system for vehicles that is appropriate to the shoreline environment which preserves shoreline ecological functions.

Vehicular Circulation and Parking Policies

VCP 12.1: Circulation systems should be designed to provide safe and efficient movement of people and products using motorized and non-motorized modes of transportation.

VCP 12.2: Transportation and parking facilities should be planned, located, and designed to have the least possible adverse effect on unique or fragile shoreline ecological functions.

VCP 12.3: Facilities that support waterborne transportation that are compatible with surrounding land uses and preserve ecological functions should be allowed.

VCP 12.4: Shared corridors should be encouraged for transportation and utilities where they must cross shorelines.

VCP 12.5: Transportation and parking facilities should be planned, located, and designed to be consistent with public access plans and policies and the environmental protection policies and provisions of the Shoreline Master Program.

VCP 12.6: Parking facilities necessary to support an authorized use should be allowed.

VCP 12.7: Stand-alone parking facilities, not directly associated with a specific use or uses at a specific location, shall not be allowed within the shoreline regulatory area.

VCP 12.8: Parking facilities in the shoreline area should be designed to minimize negative aesthetic impacts.

VCP 12.9: The provision of overlooks, trails, and other similar types of recreational amenities adjacent to transportation facilities in public shoreline areas should be encouraged.

VCP 12.10: The use of railroad rights-of-way for trail systems, especially where they would provide public access to or enjoyment of the shorelines, should be encouraged.

VCP 12.11: Road and railroad bridges should be located and designed to minimize impacts to existing floodways and channel migration zones of streams and rivers.

Historic, Cultural, Archeological, and Scientific Resources

GOAL SMP 13: Protect, preserve, and restore sites and areas on the shorelines of the City that have significant historical, cultural, archeological, educational, or scientific value.

Historical, Cultural, Archeological, and Scientific Resources Policies

HCA 13.1: Historic, cultural and archeological resources on or eligible for listing in the national or state historical register should be preserved and protected.

HCA 13.2: Preservation of historic structures through flexible regulations that allow adaptive reuse while preserving historical character should be encouraged.

HCA 13.3: Historians, archeologists and tribal representatives should be consulted to identify areas containing potentially valuable archeological or cultural resources.

HCA 13.4: Where development is proposed in areas where the potential for encountering undiscovered cultural resources is high, compliance with all protocols for professional site assessment for potential archaeological and cultural resources and preservation of such resources if discovered should be ensured.

Conservation

GOAL SMP 14: Preserve, protect, and restore ecological functions of the natural systems in the shoreline area.

Conservation Policies

CON 14.1: Utilization of shoreline natural resources should be allowed where there will not be a net loss of ecological functions.

CON 14.2: Areas with potential for restoration of damaged or diminished features or ecological functions should be identified and alternative mitigation programs to achieve restoration should be allowed.

CON 14.3: Opportunities to preserve unique, rare and fragile natural features and resources should be identified and encouraged.

CON 14.4: Existing ecological functions of the shoreline should be preserved by first requiring avoidance of impacts wherever possible, then applying mitigation in the following sequence of steps listed in order of priority when impacts cannot be avoided:

1. Minimizing impacts by limiting the degree or magnitude of the action and its implementation or by taking affirmative steps to reduce impacts;
2. Reducing or eliminating the impact over time by preservation and maintenance operations to restore the affected environment to its historical conditions or the conditions existing at the time the project was initiated;
3. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and
4. Monitoring the impact and the compensation projects and taking appropriate corrective measures.

CON 14.5: Best management practices shall be required for utilization of renewable resources to ensure that such practices provide for a sustained yield of those resources.

CON 14.6: Wetlands, riparian areas, frequently flooded areas, channel migration zones, geologically hazardous areas, critical freshwater habitats, and habitats of rare and endangered species should be protected by restricting development, requiring buffers, and establishing performance standards as necessary to ensure no net loss of ecological functions and habitat areas.

CON 14.7: Public and private shoreline owners should be encouraged to promote the proliferation of native wildlife, fish and plants without unduly interfering with existing activities.

CON 14.8: Surface and groundwater quality and quantity in shoreline areas should be controlled by minimizing land clearing, soil disturbance and non-point runoff.

CON 14.9: To protect existing habitat and environmental functions, uses and activities should be located, and setbacks and buffers incorporated into the site design, to minimize the adverse impacts of those uses and activities. Construction timing, bank stabilization, bio-engineering and use of erosion and drainage control methods should be used both during and after construction.

CON 14.10: Shoreline stabilization and protection measures should be approved only where erosion or flooding pose a threat to existing structures or public safety, but only if they do not result in a net loss of ecological functions associated with the water body.

GOAL SMP 15: Protect shoreline resources, development, and ecological functions by minimizing the impacts of shoreland flooding.

Policies

SMP 15.1: Non-structural flood hazard reduction measures should be used over structural methods where a non-structural measure can be effective and feasible.

SMP 15.2: The City should coordinate with other agencies and jurisdictions on regional flood hazard management planning.

SMP 15.3: Flood hazard reduction measures that are used should not result in a net loss of ecological function.

SMP 15.4: Proponents of development within flood hazard areas shall be required to demonstrate the development is consistent with the National Marine Fisheries Service (NMFS) Biological Opinion relating to the National Flood Insurance Program (NFIP) and the Endangered Species Act (ESA), dated September 22, 2008.

SMP 15.5: Any Restoration Plan should include measures for returning river and stream corridors to more natural hydrological conditions, including seasonal flooding, over time, except for in developed areas.

SMP 15.6: Restoration planning should consider removal of structures in flood-prone areas.

SMP 15.7: The removal of artificial restrictions to natural channel migration should be planned for where feasible if the removal will not endanger existing structures and uses.

SMP 15.8: Flood hazard reduction should be accomplished primarily through the City's existing stormwater management regulations, floodplain regulations, critical areas regulations, and participation in the National Flood Insurance Program.

SMP 15.9: Development, fill, or encroachments in floodways, frequently flooded areas, highly erodible areas, and other critical areas should be discouraged.

GOAL SMP 16: Provide for appropriate agricultural uses within the City's shorelines.

Policies

SMP 16.1: Allow agricultural practices where permitted in the underlying zoning, and encourage use of best management practices for erosion control, water quality protections, and compatibility with shoreline uses.

SMP 16.2: Allow agri-tourism uses that are supportive of continued agricultural uses.

GOAL SMP 17: Preserve the scenic and aesthetic qualities of shorelines and public shoreline vistas.

Policies

SMP 17.1: The positive aesthetic qualities of shorelines should be preserved through building design, the location of parking areas, vegetation management, sign and lighting controls, and consideration of effects of development on public viewpoints and shoreline views from private property both inside and outside of the shoreline.

SMP 17.2: Degradation of vistas and viewpoints and impairment of visual access to the water from such vistas by the placement of signs should be prevented.

GOAL SMP 18: Minimize both the number of breakwaters, jetties, groins, and weirs in shoreline areas and their adverse impacts.

Policies

SMP 18.1: Breakwaters, jetties, groins, and weirs should be designed to protect critical areas and ecological functions. Where negative impacts are unavoidable, mitigation should be provided according to the sequence of priorities in these policies.

SMP 18.2: Jetties, groins and weirs that protect or restore ecological functions should be allowed.

SMP 18.3: Where a jetty or groin is necessary, multiple uses of the jetty and/or groin to increase public access to and enjoyment of the shoreline should be encouraged.

GOAL SMP 19: Minimize both the amount of fill and dredging activity in shoreline areas and the adverse impacts caused by such activities.

Policies

SMP 19.1: Fill and dredging should only be allowed as necessary to support a permitted use.

SMP 19.2: Fill and dredging shall be done in a manner consistent with floodplain regulations and that protects critical areas to ensure no net loss of ecological function. Fill within wetlands and below the ordinary high water mark shall be consistent with the required state and federal approvals.

SMP 19.3: Fill that would adversely affect other uses or interfere with channel migration should be prohibited.

SMP 19.4: Sanitary landfills and solid waste disposal sites shall be prohibited in any shoreline area.

SMP 19.5: Dredging waterward of the ordinary high-water mark for the primary purpose of obtaining fill material should only be allowed through an approved shoreline conditional use permit, except where the activity is associated with a project related to:

- Restoration of ecological functions;
- Habitat restoration;
- The Model Toxics Control Act (MTCA); or
- The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

SMP 19.6: New dredging projects should be approved only when accompanied by an acceptable plan for the long-term disposal of dredge spoils created by the project and its continued maintenance.

SMP 19.7: Dredging in or disposing of spoils on archeological sites listed on the Washington State Register of Historic Places shall only be allowed when approved by the Washington State Department of Archaeology and Historic Preservation and any affected Native American tribe.

SMP 19.8: New development should be sited and designed to avoid or, if that is not possible, to minimize the need for new and maintenance dredging.

SMP 19.9: Dredging for the purpose of establishing, expanding, relocating or reconfiguring navigation channels and basins should be allowed only where necessary to assure safe and efficient accommodation of existing navigational uses and then only where significant ecological impacts are minimized and where mitigation is provided. Maintenance dredging of established navigation channels and basins should be restricted to maintaining previously dredged areas and/or to existing authorized location, depth, and width.

GOAL SMP 20: Allow new shoreline structural stabilization measures only where necessity is demonstrated.

Policies

SMP 20.1: To protect existing primary structures, shoreline structural stabilization measures should be allowed subject to all of the following conditions:

- New or enlarged structural shoreline stabilization measures for an existing primary structure, including residences, should not be allowed unless there is conclusive evidence documented by a geotechnical analysis that the structure is in danger from shoreline erosion caused by tidal action, flooding, currents, or waves.
- The erosion control structure will not result in a net loss of shoreline ecological functions.

SMP 20.2: Shoreline structural stabilization measures should be allowed in support of new non-water-dependent development uses, including single-family residences, subject to all of the following conditions:

- The erosion is not being caused by upland conditions, such as the loss of vegetation and drainage.
- Non-structural measures, such as placing the development further from the shoreline, planting vegetation, or installing on-site drainage improvements, are not feasible or not sufficient.
- The need to protect primary structures from damage due to erosion is demonstrated through a geotechnical report. The damage must be caused by natural processes, such as tidal action, currents, and waves.
- The erosion control structure will not result in a net loss of shoreline ecological functions.

SMP 20.3: Shoreline structural stabilization measures should be allowed if in support of water-dependent development, subject to all of the following conditions:

- The erosion is not being caused by upland conditions, such as the loss of vegetation and drainage.
- Non-structural measures, planting vegetation, or installing on-site drainage improvements, are not feasible or not sufficient.
- The need to protect primary structures from damage due to erosion is demonstrated through a geotechnical report.
- The erosion control structure will not result in a net loss of shoreline ecological functions.

SMP 20.4: To protect projects proposed to restore ecological functions or hazardous substance remediation projects pursuant to Chapter 70.105D RCW, shoreline structural stabilization should be allowed, subject to all of the following conditions:

- Non-structural measures, planting vegetation, or installing on-site drainage improvements, are not feasible or not sufficient to protect the project.
- The erosion control structure will not result in a net loss of shoreline ecological functions.

SMP 20.5: An existing shoreline stabilization structure may be replaced with a similar structure if there is a demonstrated need to protect principal uses or structures from erosion caused by currents, tidal action, or waves, subject to all of the following conditions:

- The replacement structure shall be designed, located, sized, and constructed to assure no net loss of ecological functions.
- Replacement walls or bulkheads protecting residential dwelling units shall not encroach waterward of the ordinary high-water mark or existing structure unless the residence was occupied prior to January 1, 1992, and there is an overriding safety or environmental concern. In such cases, the replacement structure shall abut the existing shoreline stabilization structure.
- Soft shoreline stabilization measures are not feasible or sufficient. Soft shoreline stabilization measures that provide restoration of shoreline ecological functions may be permitted waterward of the ordinary high-water mark once the applicant has obtained the required state and federal approvals.

SMP 20.6: Where proposed structural shoreline stabilization measures meet the conditions of SMP 20.5, the stabilization measures should meet all of the following design standards:

- The size of stabilization measures should be limited to the minimum necessary and include measures designed to assure no net loss of shoreline ecological functions.
- Soft approaches should be used unless demonstrated not to be sufficient to protect primary structures, dwellings, and businesses.
- Publicly-financed or subsidized shoreline erosion control measures should be designed to ensure they do not restrict appropriate public access to the shoreline except where such access is determined to be infeasible because of incompatible uses, safety, security, or harm to ecological functions. Where feasible, ecological restoration and public access improvements should be incorporated into the project.
- New erosion control measures, including replacement structures, should be designed to avoid adverse impacts. If that is not possible, they should be designed to minimize adverse impacts to sediment conveyance systems.

GOAL SMP 21: Minimize the use and adverse impact on shoreline areas of flood protection measures, including but not limited to dikes and levees.

Policies

SMP 21.1: All flood protection measures should be placed landward of the principal floodway and associated wetlands that are directly interrelated and interdependent with the stream proper.

SMP 21.2: New development should be designed to preclude the need for shoreline stabilization or structural flood control protection.

SMP 21.3: Construction of flood control works or streambank stabilization projects that would contribute to destructive streamway channelization or substantial modification of existing shoreline character should be avoided, except for in the case of streamway restoration projects.

SMP 21.4: Where possible, bulkheads and seawalls should be designed to blend in with the surroundings and should not detract from the aesthetic qualities of the shoreline.

GOAL SMP 22: Allow new piers and docks only for public access, water-dependent uses, and as accessory to single family residences.

Policies

SMP 22.1: Pier and dock construction should be restricted to the minimum size necessary to meet the needs of the proposed water-dependent use.

SMP 22.2: Where a pier or dock is proposed for any development of two or more residential units, shared or community piers should be required.

SMP 22.3: Docks and piers should be located and designed so that they do not significantly interfere with navigation or public access to the shoreline.

SMC 22.4: Docks and piers shall be constructed of materials that have been approved by applicable state agencies.

GOAL SMP 23: Support and coordinate shoreline habitat and natural systems enhancement projects with other adopted plans and regulations, including salmon conservation plans and flood hazard management regulations.

Policies

SMP 23.1: Habitat and natural systems enhancement projects such as the following should be allowed:

- Modification of existing vegetation;
- Removal of non-native or invasive plants;
- Shoreline stabilization using soft or non-structural techniques; and
- Dredging, and filling, provided that the primary purpose of such actions is clearly restoration of the natural character and ecological processes and functions of the shoreline.

SMP 23.2: Habitat and natural systems enhancement projects should address restoration needs and priorities, as determined by the City, and facilitate implementation of the City of Snohomish Shoreline Restoration Plan.

GOAL SMP 24: Advance the intent and policy of the Shoreline Management Act of 1971 through the implementation of the City of Snohomish Shoreline Management Program, the administration of the shoreline permit processes, and other legal requirements of the Act.

Policies

SMP 24.1: Applications for shoreline permits should be processed expeditiously with a thorough analysis and review.

SMP 24.2: When necessary, advice and assistance from recognized experts at federal, state, or local levels should be sought whenever technically complex issues are involved in review of shoreline permit applications.

SMP 24.3: The Shoreline Master Program should be administered in a consistent fashion and in compliance with the provisions of the Shoreline Management Act (Chapter 90.58 RCW) and WAC Chapters 173-18 through 173-22 and Chapters 173-26 and 173-27as exist now and hereafter amended.

SMP 24.4: To ensure compliance with applicable regulations, shoreline development applications should include, where appropriate, submittal of a survey delineating the ordinary high water mark, wetlands, and buffers, including the placement of permanent survey markers.

PARK ELEMENT

Introduction

One of the distinctive features of the City of Snohomish is its unique setting with quality parks, recreation, and open space resources. As a small town experiencing increasing development pressure, it is incumbent upon the City to be proactive in providing and planning for adequate parks, recreation and open space. To that end, this section of the Comprehensive Plan describes the City's long-term vision for the parks, recreation, and open space, presents goals and policies for parks, recreation, and open space, establishes level of service (LOS) standards, and provides a brief summary of parks, recreation, and open space resources in the city.

The information provided below draws substantially from the City's Parks, Recreation, and Open Space Long Range Plan (PROS Plan), which provides a more detailed framework for parks, recreation, and open space within the City limits and urban growth boundary (UGA) based on an analysis of existing conditions, community demographics, residents' needs and interests, and regional trends for parks and recreation activities.

Collectively, this element of the Comprehensive Plan and the separate PROS Plan, which is adopted herein by reference, set the course for future City action related to parks, recreation, and open space. If a conflict between the Park Element and the PROS Plan should occur, the Park Element shall take precedence.

Vision

Parks, recreation, and open space protect both the economic and physical health of communities and residents alike. They are essential services of local government. The City of Snohomish plans to continue providing high-quality parks and open space over the next 20 years. The City also intends to continue partnering with other agencies and interest groups to effectively meet the parks, open space and recreation needs of the city.

The parks, recreation, and open space system emphasizes a safe and sustainable pedestrian-oriented community. The system provides access to and connectivity between city parks and open space and ensures linkages to recreation facilities outside city limits. Parks and open space provide residents access to the city's varied, high-quality natural resources, including the Snohomish River, Pilchuck River, and Blackmans Lake, and contribute to the ecological function of these natural systems, while supporting our historic heritage and helping to maintain an identifiable edge between the community and its agricultural and forested surroundings.

Policy frameworks
Washington State's Growth Management Act (RCW 36.70A) requires local jurisdictions to effectively plan for urban land uses by ensuring the provision of adequate supplies of land to meet the needs of growth. Generally, the GMA aims to reverse the trend toward converting undeveloped land into sprawling, low-density land use that represents a threat to open space in this state. As a part of this effort, the GMA encourages local jurisdictions to retain open space, promote healthy/active lifestyles, conserve wildlife habitat, increase public access to shorelines, and ensure the provision of adequate recreation facilities for existing and future populations.

Under the Growth Management Act, the Park Element must implement and be consistent with the parks and recreation facilities identified in the Capital Facilities Element. The element must also include three components:

- Estimates of park and recreation demand for at least a 10-year period;
- An evaluation of facilities and service needs; and
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

The preparation of a Park Element enables the City to more effectively plan for and fund parks and recreation facilities. The City has developed this Park Element to ensure the maintenance of a high quality of life in the city for the long term, recognizing the contribution of parks, recreation, and open space to quality of life.

The companion PROS Plan and its objectives were developed to implement the directives of the Growth Management Act. In the PROS Plan, park, recreation, and open space demand over the next 20 years (2015 to 2035) was estimated according to the LOS standards provided below. Park facilities' service needs to meet that demand were also identified, and intergovernmental coordination opportunities for meeting park and recreational demand were determined. The PROS Plan, as approved by City Council, is hereby adopted by reference and serves as the foundation for the conclusions of this Element.

The City may seek assistance from the State and others to implement the PROS Plan. The primary state agency that oversees parks and recreation planning is the Washington State Recreation and Conservation Office (RCO). Through its grant awards and planning activities, the RCO is the state coordinating agency responsible for maintaining and enhancing statewide opportunities for recreation, protecting the best of the state's wild lands, and contributing to the State's efforts to recover threatened and endangered salmon species. The RCO supports five boards to achieve its mission:

- Recreation and Conservation Funding Board (RCFB)
- Salmon Recovery Funding Board (SRFB)
- Forum on Monitoring Salmon Recovery and Watershed Health
- Washington Biodiversity Council
- Invasive Species Council

Together, these State boards provide leadership, funding, and technical assistance to help communities such as Snohomish plan for and implement a variety of parks and recreation

projects, including trails, boating facilities, playfields, and others, and also protect and restore the state's important habitats and biological heritage. To that end, RCO manages ten grant programs. Since 1990, the RCO has averaged 264 grants award for $69 million annually.

The RCO also prepares and updates the Statewide Comprehensive Outdoor Recreation Plan (SCORP), which includes several documents that are periodically updated. These SCORP documents were used to develop the PROS Plan and generally provided guidance to local communities on recreation trends and needs.

Benefits of Parks

Parks, recreation, and open space play a critical role in creating high-quality communities. For many years, the National Recreation and Parks Association (NRPA) has been a leader and advocate in communicating and promoting the various benefits of parks, recreation, and open space. Recently, the economic benefits of parks and open space have also become better understood and quantified, along with the more traditional individual, community, and environmental benefits. This section provides a brief summary of the various types of benefits created by parks, recreation, and open space.

Economic Benefits

Development of a high-quality parks and open space system within a community has been shown to create significant economic benefits for residents. In a number of case studies, proximity to parks and open space has been shown to increase the property value of adjacent parcels, stimulate economic development, and reduce the cost of providing public services.

Recent studies indicate that parks and open space provide the following economic benefits:

- Increase land values and property taxes;
- Boost local economies by attracting businesses and residents;
- Conservation is a money-saving alternative to some development types;
- Preserve the value of ecosystem services; and
- Reduce health care costs.

The City of Vancouver, Washington, invested $6 million to renovate downtown Esther Short Park. This attracted $250 million in new capital investment, including the Vancouver Center complex of apartments and condominiums, a 226-room hotel, a convention center, a 160-unit public housing project, and a six-story office building. (*Conservation: An Investment That Pays*, 2009)

Additionally, as the U.S. workforce has become more mobile, attracting families and individuals to areas of high quality of life has become a critical tool for employers to attract highly sought-after workers. Generally, business executives are increasingly choosing work locations based on the area's amenities, including quality educational facilities and parks and open space. Businesses that depend on a highly-educated workforce increasingly emphasize quality of life in their decision to locate in an area. As such, ample parks and recreation opportunities for local residents, such as trails, contribute substantially to local business recruitment.

Individual and Community Benefits

Parks and open space provide opportunities for individuals of all ages and abilities to be physically active, socially engaged, and cognitively stimulated. They also promote participation in personal health and fitness activities and contribute to full and meaningful lives through mental and physical health. Through these activities, community bonds are strengthened and social interactions between residents are facilitated. A quality parks and open space system provides organized and structured activities for local youth, seniors, and others, while also fostering a sense of community.

Other individual and community benefits of parks, recreation, and open space include:

- Opportunities for rest, relaxation, and revitalization that reduces stress;
- Contributions to children's play and general activity, an essential component of early childhood development;
- Preservation and interpretation historic community assets;
- Opportunities for community involvement, as well as a sense of responsibility for the resource; and
- Emergency housing and evacuation sites during catastrophic events.

Environmental Benefits

Open space may be provided along with more active recreation opportunities at park sites or at separate locations. Both parks and open space allow for the protection and preservation of vital green spaces, critical wildlife habitat, and natural processes. Open space creates important "quiet zones" within noisy urban environments. In many cases, parks and open space allow for education of visitors regarding the appropriate use of natural areas as recreational areas. Parks and open space also contribute to clean air and water by removing toxins in air, groundwater and surface waters. They address global warming by removing carbon dioxide from the air.

Parks, Recreation, and Open Space LOS Standards

LOS standards are commonly used to measure the amount and quality of a public service or facility that should be provided to meet a community's adopted goals. In park and recreation LOS standards, local jurisdictions establish the number and type of park facilities, trails, and open space resources that they deem necessary to adequately serve the needs of their citizens. LOS standards allow jurisdictions to establish specific targets and measure progress toward those targets over time. By periodically comparing current levels of performance with established standards, it can be determined how quickly a community is (or is not) progressing toward their goals.

To ensure that Snohomish residents are adequately served by parks, recreation, trails, and open space resources, using recommended RCO LOS guidelines, LOS standards for four facility types have been established, including neighborhood parks, community parks, non-motorized trails, and open space.

Table PRO 1. City of Snohomish Parks and Recreation LOS Standards

Park Type	LOS Standard
Pocket	No recommended LOS standard (developed when opportunities arise and public benefit is demonstrated)
Neighborhood	75% of population within 0.5 miles of a neighborhood park
Community	90% of population within 1.5 miles of a community park
Regional	No recommended LOS standard (City not expected to provide Regional Parks)
Non-Motorized Trails	90% of population within 0.5 miles of a trail
Open Space	10% of City of Snohomish maintained as open space
Note: Open space includes publicly-owned parcels, undeveloped school properties, undeveloped tracts deeded to the City, and similar areas. Private open space parcels are not included in this calculation.	

Source: RCO 2007; City of Snohomish.

Snohomish Parks, Recreation, and Open Space Resources

Parks, recreation, and open space resources are generally categorized by their resource context, user type and desired experience, types of facilities provided, service radii, and range of overall size. The definitions below are provided in the PROS Plan and provide guidance regarding the different types of parks, trails, and open space planned for the City of Snohomish.

Pocket parks are typically small areas (less than two acres) that provide specific recreation opportunities (e.g., a playground, benches, etc.) for a local population (neighborhood, etc.). Pocket parks are usually accessed by foot or other non-motorized method of travel and do not have designated parking. Generally, these parks provide a limited number of recreation facilities. The City of Snohomish currently operates eight pocket parks throughout the City.

Neighborhood parks are generally considered the basic unit of a park system. These parks tend to be smaller in size (approximately two to five acres) and provide a variety of recreation and social opportunities for residents living within a 0.25- to 0.5-mile radius. Neighborhood parks may include landscaped and/or open space areas, but tend to provide a small number of developed/built recreation facilities that can be used for organized or impromptu sports activity (e.g., single ball fields, in-park trails, picnic areas, etc.). Neighborhood parks are usually accessed by foot or other non-motorized means of travel and, consequently, do not typically provide significant on-site parking. The City of Snohomish currently operates one neighborhood park, Morgantown Park.

Community parks serve a broader purpose and population base compared to neighborhood parks. These parks are often larger (greater than five acres in size) and frequently provide both developed recreation as well as passive recreation opportunities. The level of development in a community park may range from light (e.g., single use soft surface trails, picnic sites, non-delineated play fields, etc.) to high (e.g., multiple delineated ball fields, multiple sport courts, paved trails, group picnic shelters, etc.). Community parks are generally designed to provide

recreation opportunities to people living within a 1- to 3-mile radius and typically have designated parking for users, though non-motorized access and connections are encouraged. There are currently five community parks in the city, including: the Averill Youth Complex, Hill Park, Ferguson Park, Pilchuck Park, and Riverfront Park (which includes Kla Ha Ya Park, Cady Park, Avenue A Gazebo, and Riverview Wildlife Refuge).

Regional parks typically serve multiple communities. In addition to providing developed recreation opportunities, regional parks also typically include open space with unique landscapes, natural resources, and/or aesthetic resources. While regional parks may provide developed/built site facilities commonly found in neighborhood and/or community parks (e.g., playgrounds, ball fields, etc.), they often incorporate larger, highly developed recreation facilities (e.g., tournament ball fields, regional trails, swim complexes, etc.) and special use facilities (e.g., amphitheaters, etc.) that are usually not practical in community parks. Regional parks are large (approximately 25 acres or more) and generally have a 25-mile service area. Designated parking is usually provided in regional parks, though non-motorized access and connections are encouraged. The City does not operate a regional park facility. These types of facilities are generally provided and managed by county and state agencies.

Trails are generally land or water corridors that provide recreational, aesthetic, transportation, and/or educational opportunities to motorized and/or non-motorized users of all ages and abilities. Common types of trails include in-park trails (e.g. single or multi-purpose soft or hard surfaced trails located within parks or open space), connector trails (single or multi-purpose hard surface trails that emphasize safe travel between parks and other community features), and regional trails (single or multi-purpose hard surface trails that cross community boundaries and connect important/significant regional areas), among others. Trails may also be designed for specific uses (e.g., equestrians, off-road vehicles (ORV), cross-country skiers, etc.). Regional trails typically must meet specific city, county, and/or state trail design guidelines. The City currently provides a number of non-motorized trails to Snohomish residents.

Open space areas tend to be set aside primarily for the preservation of natural/significant resources, remnant/important landscapes, and/or as visual/aesthetic buffers. These areas may also serve important historic or ecological/natural functions that would be lost in more highly developed park environments. These areas may be in public or private ownership and the public property interest may be in fee or easement. Commonly, open space tracts are established through plat dedication, permit requirements, or acquisition. While recreation use is not necessarily precluded in open space areas, appropriate uses tend to be limited to those activities (e.g., bird watching, nature appreciation, walking/hiking, etc.) that do not require highly developed/built facilities. Open space owned and managed by the City currently accounts for approximately nine percent of the overall land.

Additional detail related to the City's current parks and recreation inventory can be found in the companion Park, Recreation and Open Space Long Range Plan.

PARK ELEMENT GOALS AND POLICIES

PARKS, RECREATION, AND OPEN SPACE OPPORTUNITIES AND ACCESS

GOAL PRO 1: Provide a high-quality system of parks, recreation, and open space. Develop a well-maintained, interconnected system of multi-functional parks and recreation facilities and open space that is attractive, safe and available to all segments of the City's population.

Policies:

PRO 1.1: Level of service. Strive to meet the City's Park and Recreation level of service standards.

PRO 1.2: Diverse facilities. Ensure a diverse collection of parks and recreation programs and facilities, including pocket parks, neighborhood parks, community parks, and trails and open space, to meet the needs of city residents.

PRO 1.3: Trail system. Develop a citywide trail and bike/pedestrian path system with internal connections and regional linkages (including regional partnerships to connect bike and walking trails from other parts of the region and finish trail linkages to the Centennial Trail). As a part of this effort, identify potential locations for pedestrian connections across Highway 9.

PRO 1.4: ADA. Ensure Americans with Disabilities Act (ADA) compliance for all new and existing recreation facilities, where applicable.

PRO 1.5: Impact fees. All new residential development shall provide park impact fees and/or appropriate parkland to ensure new development does not diminish the City's adopted level of service standards.

PRO 1.6: Surveys. Conduct periodic surveys of City of Snohomish residents and service providers to measure satisfaction with existing facilities and identify demand not being met by existing facilities (if any).

PRO 1.7: Off-leash areas. Provide off-leash dog areas.

GOAL PRO 2: Preserve important open space areas. Protect and preserve open space areas that are scenic, ecologically significant and sensitive, serve as urban separators, provide trails and/or wildlife corridors, and/or enhance fish and wildlife habitat.

Policies:

PRO 2.1: **Open space standard.** Strive to meet the City's Open Space level of service standard.

PRO 2.2: **Open space easements.** Encourage the dedication of open space and/or Native Growth Protection Areas (NGPA) to the City as part of the plat process as appropriate.

PRO 2.3: **Preserve open space.** When undeveloped land is converted to urban use, ensure that highly-valued open space is preserved, whenever possible.

PRO 2.4: **Native vegetation.** Encourage the preservation and/or restoration of native vegetation in natural areas and open space throughout the City and control the spread of noxious weeds.

PRO 2.5: **Strategic protections.** Identify key environmentally-sensitive land for potential purchase and/or conservation easement to provide open space corridors and critical habitat within the City.

PRO 2.6: **Foster stewardship.** Foster and promote environmental stewardship, responsibility and awareness within the City, especially among youth.

PRO 2.7: **Dedications.** Dedication of critical open space areas to the public shall not fulfill requirements for dedication for park purposes.

ROLE OF THE CITY'S SHORELINES

GOAL PRO 3: **Connect City residents with their shorelines. Strengthen the shoreline connection between the City and its lakes and riverfront areas.**

Policies:

PRO 3.1 **Shoreline facilities.** Enhance and/or expand park and recreation opportunities, including piers, trails, boat launches and other public access along the city's shorelines.

PRO 3.2: **Shoreline acquisitions.** Expand public ownership and access along the City's shorelines through targeted purchases and/or land dedication.

PRO 3.3: **Public access.** Provide public access to key shoreline areas, consistent with the public safety, private property rights, and sensitive resource protection needs.

PRO 3.4: **Shoreline enhancements.** Encourage enhancement of downtown building facades and properties facing the Riverfront Trail to increase visual access to and improve the aesthetic qualities of the trail and the Snohomish River shoreline.

PRO 3.5: **Shoreline activities.** Support and encourage community activities along the City's shorelines, specifically in the downtown area.

OPERATIONS AND MAINTENANCE OF EXISTING AND NEW FACILITIES

GOAL PRO 4: **Provide for maintenance of recreation sites and facilities by ensuring sufficient parks and recreation funding and staffing. Ensure that all park sites, equipment and facilities are maintained at a level that enhances public safety, maximizes equipment and facility lifespan, provides a positive park experience, and meets public expectations by providing necessary funding and staff resources.**

Policies:

PRO 4.1: **Maintenance costs.** Design and develop recreation facilities that are durable and low maintenance to reduce maintenance requirements and costs.

PRO 4.2: **Maintain facilities.** Keep parks and recreation facilities clean and in good condition through effective maintenance. Maintain City-owned properties to support the "Garden City" image of the community.

PRO 4.3: **BMPs.** Utilize best management practices in park maintenance activities.

PRO 4.4: **Commemorations.** To communicate the history of each park and acknowledge ongoing private contributions, establish a recognition wall or similar feature to communicate to park visitors this multigenerational legacy of caring.

PRO 4.5: **Park naming.** Develop and adopt a park naming policy and a set of approved park and public facility standard details.

PRO 4.6: **Aerial utilities.** New aerial utilities and telecommunication transmission infrastructure that result in unmitigated adverse impacts are prohibited in parks.

PRO 4.7: **Utility corridors.** While respecting private property rights, the City should seek opportunities to create desirable recreation facilities upon properties used principally for utilities and similar infrastructure.

PRO 4.8: **Accessibility.** Establish an ad hoc citizen committee to assist the City in assessing the accessibility of park and open space facilities. Prioritize and implement needed improvements to support universal access to City facilities.

PROMOTION OF COMMUNITY HEALTH AND QUALITY OF LIFE

Goal PRO 5: **Support active lifestyle choices. Provide non-motorized trail and other outdoor opportunities that connect people and places and promote a healthy lifestyle. Continue to promote and increase walkability, connectivity and bike/pedestrian access to and within the city.**

Policies:

PRO 5.2: **Non-motorized circulation.** Include trails, bike routes, walkways and safe street crossings in transportation planning to promote active lifestyles, conservation of resources, and protection of the environment.

PRO 5.3: **Wayfinding.** Implement public outreach and wayfinding programs to help citizens locate and use City parks, trails, and open space.

PRO 5.4: **Physical activity.** Encourage physical activity by all City residents, with a special emphasis on young people and senior citizens.

PRO 5.5: **Active recreation facilities.** Ensure that active recreation facilities within the City and the surrounding area, including baseball and softball fields, soccer fields, basketball courts, and others, are sufficient to meet the needs of City residents for practice and competition.

SUSTAINABILITY AND EFFECTIVE USE OF CITY RESOURCES

Goal PRO 6: **Expand park, recreation, and open space opportunities via the strategic use of new and existing resources. Continue to provide high-quality parks, recreation, and open space for city residents through the efficient use of City resources, which could include the establishment of a sustainable funding model.**

Policies:

PRO 6.1: **Core service.** Acknowledge parks and recreation as a core City service.

PRO 6.2: **Seek efficiencies.** Utilize effective and efficient methods of acquiring, developing, operating and maintaining recreation facilities and programs, which may include partnering with other agencies with expertise in providing specialized recreation services.

PRO 6.3: **Future land needs.** Strategically identify potential land for future City parks and open space and prioritize the acquisition of key parcels of land needed to meet the park and recreation needs of City residents.

PRO 6.4: **Level of service.** Ensure that new development is accommodated without reducing the LOS established for critical municipal services, including parks, recreation, and open space through the utilization of a GMA-based parks impact fee and other resources.

PRO 6.5: **Partnerships.** Recognizing that construction and operation of particular parks and recreation facilities (e.g. swimming pools, sports complexes, etc.) is beyond the current financial capability of the City, coordinate with other agencies and organizations for the efficient delivery of these services.

PRO 6.6: **In lieu contributions.** Land and facilities may be provided by a developer at the discretion of the City in lieu of an equivalent portion of the required Park Impact Fee only where such land or facilities are identified as necessary to serve the demands of growth in the Parks, Recreation and Open Space Long Range Plan.

PRO 6.7: **Sustainable financing.** Establish a sustainable model for strengthening and expanding our parks, trails, and open spaces.

PRO 6.8: **Volunteers.** Promote the use of community volunteers in park improvement projects for the savings in resources and to foster citizens' connections to and stewardship of parklands.

PRO 6.9: **Long-term costs.** Consider the long-term costs of maintenance and operation in the design of park facilities.

COORDINATION WITH OTHER AGENCIES AND ORGANIZATIONS

Goal PRO 7: **Coordinate with other entities to provide recreation facilities or services not provided by the City. Provide a complete system of park and recreational facilities and open space; coordinate with entities that provide other public, non-profit, and private recreation facilities or services that are needed by City residents.**

Policies:

PRO 7.1: **Collaboration.** Work with adjacent public agencies, community groups, non-profits, and private organizations to provide recreation facilities and open space, especially in areas experiencing increased development pressure.

PRO 7.2: **Unmet demands.** Identify parks and recreation demand not currently met in the community (e.g., recreation programs for disabled children, community gardens, off-leash parks) and determine potential solutions for adding these resources to the system, either through use of City resources or coordination with other agencies and organizations.

PRO 7.3: **Partner agencies.** Maintain close coordination and communication with important regional parks and recreation partners, including Snohomish County, Snohomish Parks Foundation, and others.

PRO 7.4: **School District.** Coordinate with the Snohomish School District for the use of ballfields, pools, and other recreation facilities by the public to supplement (but not replace) existing park facilities.

PRO 7.5: **Surplus property.** Encourage the transition of public properties (e.g. schools, etc.) proposed for surplus into City parks, recreation, and open space where it serves the City's purposes.

Goal PRO 8: **Support private and non-profit recreation providers to meet the needs of City residents. Recognize and support the important role of private recreation providers in meeting the full range of recreation needs of City residents.**

Policies:

PRO 8.1: **Private providers.** Work with private recreation providers to ensure the availability of private facilities in the long-term, such as ballfields.

PRO 8.2: **Leases.** Provide sites and facilities for operation through lease agreements and other arrangements to community organizations that serve youth, seniors, low-income, and other priority groups as identified by the City Council.

TRANSPORTATION ELEMENT

Introduction

The networks of highways, roads, trails, and transit services move residents, visitors, and goods into, through, and out of the community. Today's circulation routes and infrastructure reflect the incremental development that has happened over 150 years or longer. Changes have occurred as transportation modes have transitioned, as demands on the system have evolved, and as the city has grown and integrated with regional highway and trail systems. Optimizing existing infrastructure and planning for future needs is necessary to maintain an efficient system that will serve the city into the future. A comprehensive, well-planned and efficiently functioning transportation system is essential to Snohomish's long-term growth and vitality, and to sustaining a high quality of life.

The Transportation Element together with its companion document, the Transportation Master Plan, provides the framework to guide the growth and development of the city's transportation infrastructure. They integrate land use and the transportation systems, responding to current needs and ensuring that all future developments are adequately served. The Transportation Element addresses the development of a balanced, multi-modal transportation system for the city and adjacent urban growth area (UGA) and recognizes the regional nature of the transportation system and the need for continuing interagency coordination.

This Transportation Element and Transportation Master Plan are based on a 2014 study of Snohomish's existing transportation network, combined with a 20-year (2035) projection of future growth and transportation needs. The Transportation Element establishes a policy framework for making decisions consistent with the City's vision, and describes a strategy for accomplishing the City's vision over the 20 year planning horizon. Based on the goals and policies in the Transportation Element, the Transportation Master Plan is intended to serve as a guide for transportation decisions to address both short and long term needs.

Policy frameworks

The Growth Management Act requires that a transportation element be consistent with the Land Use Element and that it address:

- Land use assumption used in estimating travel;
- Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;
- Facilities and services including:

- An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;
- Regionally coordinated level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system;
- Level of service standards for state-owned highways;
- Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;
- Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth; and
- Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with statewide multimodal transportation planning;

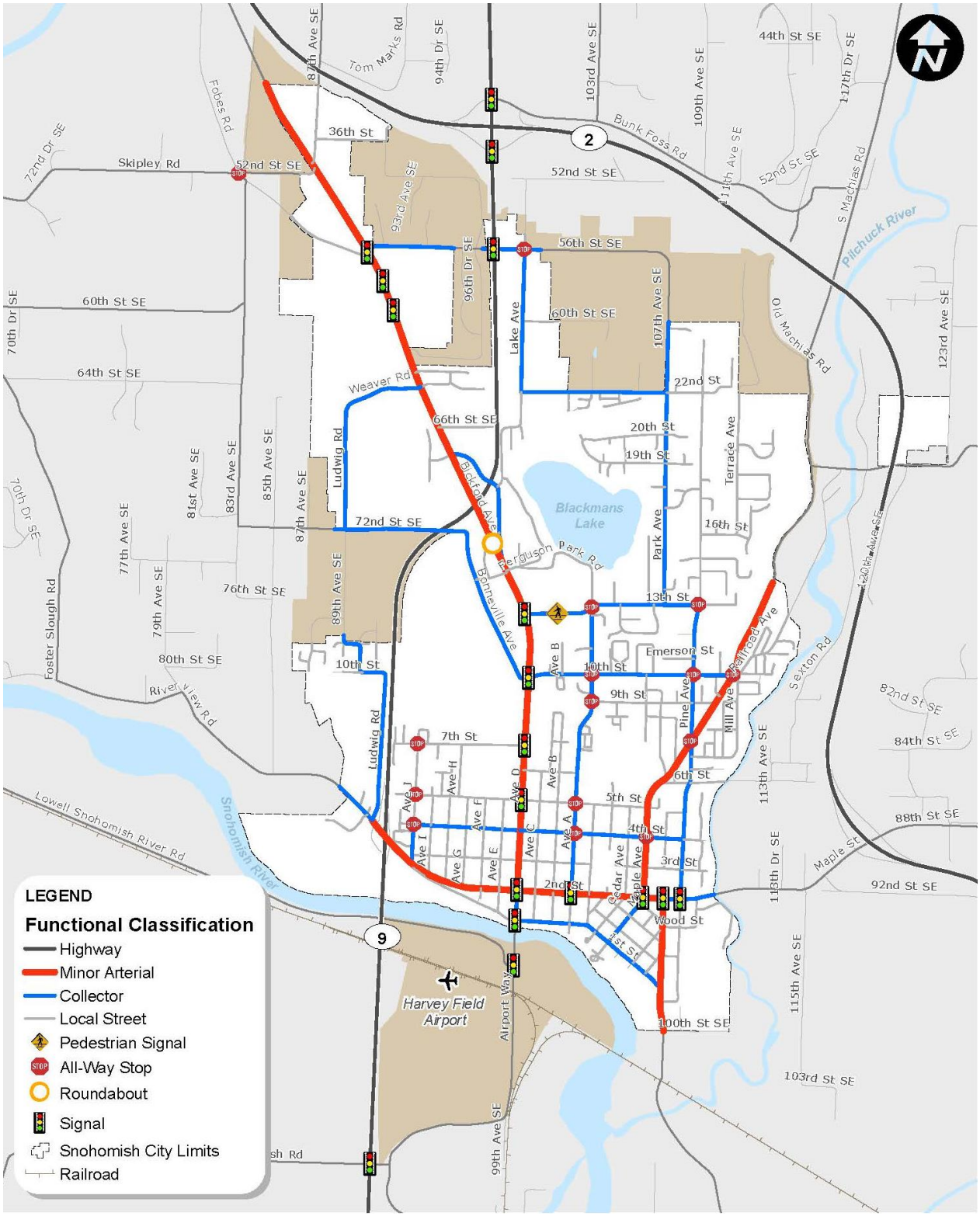
- Financing, including:
  - An analysis of funding capability to judge needs against probable funding resources;
  - A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program; and
  - A discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met, if probable funding falls short of meeting identified needs;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;
- Demand management strategies; and
- Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

Creating a functional, coherent, and seamless regional transportation systems requires coordination of transportation planning between jurisdictions and agencies. To ensure the efforts of all service providers are coordinated, consistent and meet a range of regional goals, the Puget Sound Regional Council's Vision 2040 and the Snohomish County Countywide Planning Policies establish transportation policy frameworks for the region and the county, respectively. Direction contained in each of these documents is incorporated in the goals and policies of this element.

Roadway Network

The roadway network provides mobility and access for a range of travel modes and users. The following sections describe the number of lanes and existing traffic controls, traffic volumes and operations, transportation safety conditions, and the freight system. Non-motorized and transit facilities and services that use the roadway system are described in the next sections.

Figure TR 1: Roadway Functional Classification and Intersection Control



Functional Classification. Figure TR 1 shows the existing functional classification transportation system and all-way stop and signalized intersections serving the City of Snohomish. Roadways are classified by their intended function and traffic volumes to provide for a hierarchy of roadways. The City of Snohomish Functional Classification defines the characteristics of individual roadways to accommodate the travel needs of all roadway users. The design of cross-sections for existing and planned roadways is tied to the functional classification of city roadways.

Traffic Volumes. Traffic counts were collected at several locations on state highways and city roadways in June 2014. Traffic volumes in urban areas are typically highest during the weekday PM peak hour. This reflects the combination of commuter work trips, shopping trips, and other day-to-day activities that result in travel between 4:00 and 6:00 p.m., Monday through Friday. Therefore, the weekday PM peak hour is used to evaluate transportation system needs. Roadways with the highest PM peak hour traffic volumes include Bickford Avenue west of SR 9 and 2nd Street through downtown. Forecast (2035) traffic volumes show moderate changes in overall growth with the highest areas of growth on Bickford Avenue and within the downtown.

Intersection traffic operations evaluate the performance of signalized and stop-controlled intersections according to the industry standards set forth in the *Highway Capacity Manual 2010* (Transportation Research Board, 2010). Peak hour traffic operations are evaluated at the study intersections based on level of service (LOS) methodology, and evaluated using Synchro version 8.0. The PM peak hour intersection operations were selected due to the higher typical traffic volumes occurring for a single hour between 4 and 6 p.m.

Level of Service (LOS) Standards. Signalized intersection LOS is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control and provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle.

WSDOT sets the LOS standards for Highways of Statewide Significance (HSS), which include SR 9 and US 2. The LOS standard for facilities in urban areas is LOS “D” and for facilities in rural areas is LOS “C”. Both US 2 and SR 9 with the City of Snohomish vicinity are designated as urban and have a LOS “D”. The City is required to include the LOS standards for all state routes in the Transportation Element.

WSDOT applies these HSS LOS standards to highway segments, intersections, and freeway interchange ramp intersections. When a proposed development affects a segment or intersection where the LOS is already below the State’s adopted standard, then the pre-development LOS is used as the standard. When a development has degraded the LOS on a state highway, WSDOT works with the local jurisdiction through the SEPA process to identify reasonable and proportional mitigation to offset the impacts. Mitigation may include access constraints, constructing improvements, right-of-way dedication, or contribution of funding to needed improvements.

The City of Snohomish LOS standard for roadways within the city is LOS E. The results of the LOS analysis indicate that all of the study intersections currently meet City's LOS standards, with the exception of the three locations. The three intersections exceeding the City's LOS standard are two-way stop-controlled intersections that report LOS F for the worst movement at the intersection. These intersections typically involve low-volume side streets that experience high vehicle delays during the PM peak hour.

Intersection Improvements. Improvement projects are identified for certain intersections with capacity or safety issues under existing or forecast conditions. These projects include adding turn lanes or modifications to traffic control at intersections. Where applicable, intersection improvements may also include upgrading traffic signals and implementing Intelligent Transportation Systems.

Three intersections with operational or capacity issues are on Bickford Avenue in the northwest quadrant of the city. Two-way stop-controlled intersections at Sinclair Avenue (34th Street), Weaver Way, and 19th Street operate at LOS F today and are anticipated to worsen in the future. There are already signals along Bickford Avenue at 30th Street, the Fred Meyer entrance, and the Home Depot driveway. Providing signal coordination along this segment of the corridor and adding new signals at one or more of the intersections operating at LOS F would improve traffic flow for all roadway users.

Corridor Upgrades. These projects include upgrading and widening of roadways to City standards to provide turn lanes at major access locations as well as improvements to non-motorized facilities. These projects are intended to serve both the growth in vehicular traffic, as well as the range of non-motorized users through the addition of multimodal facilities. Two roadways were identified for corridor upgrades and are expected to serve as examples of complete streets in the city:

Second Street – Second Street is a vital east-west connection through the city that serves both local and regional traffic. This project would restrict parking along Second Street near unsignalized intersections to improve sight distance for vehicles and pedestrians. The project also includes curb bulbs at both existing and future marked crosswalks. In addition, signals would be coordinated through new interconnect cables at Avenue D, Avenue A, Maple Avenue, Lincoln Avenue and Pine Avenue to improve traffic flow through the corridor.

Avenue A – This roadway is a critical north-south corridor in the city that is anticipated to serve future growth and accommodate multiple travel modes. Avenue A currently changes width in several locations and does not have consistent non-motorized facilities. In addition, this key corridor that connects downtown to residential neighborhoods does not have curb and gutter along both sides of the street for much of its length. The Avenue A corridor improvement project would upgrade the corridor to existing city roadway standards, including provisions for sidewalks and bicycles.

Two intersections along Avenue D at **Second Street** and **Seventh Street** are identified as locations with potential safety concerns due to the number of driveway accesses in the vicinity.

The projects identified for these locations are primarily safety focused and include upgrades to the traffic signal and implementation of access management strategies.

Active Transportation

Active transportation refers to non-motorized modes of travel. The non-motorized transportation network consists of facilities for residents and visitors to participate in active transportation modes and recreational activities in the City of Snohomish. A combination of on-street facilities and off-street pathways provide the core network for walkers, cyclists, and other non-motorized users to travel. These facilities can be used for many of the same purposes as personal vehicles and transit, including commuter travel, grocery store trips, and other errands within the city. Non-motorized facilities, particularly off-street pathways, are also used for recreational trips or for access to parks and other recreational destinations. Safe, convenient and comfortable facilities for walking and bicycling offer opportunities for and encourage healthy lifestyles as well as providing alternatives to motor vehicles.

Types of Facilities. Non-motorized facilities vary across the City of Snohomish to include a range of types that are suited for pedestrians, cyclists, and other types of non-motorized users.

Sidewalks. Sidewalks are the primary pedestrian facility and are typically included in the roadway frontage improvements required of new development. The characteristics of sidewalks, such as width and separation from the parking or travel lanes, vary with the land use context and the era of development.

On-Street Facilities. On-street facilities include the bicycle lanes, striped shoulders, and shared roadways that comprise the non-motorized facilities on state highways and city roads.

Bicycle Lanes. Bicycle lanes are dedicated striped roadway space for cyclists that are typically in both directions on the edge of the traveled way. They are marked with a wide white stripe and range from 4 to 6 feet in width. The City of Snohomish has a bicycle lane on 30th Street, east of Bickford Avenue.

Striped Shoulder - Striped shoulders serve as less-formal bicycle lanes. They are on the edge of the traveled way where there is a reasonable distance available for pedestrians and cyclists to travel outside motor vehicle lanes.

Shared Roadway - A portion of the formal bicycle network is provided by shared roadways. On these street segments, shared use of lanes by bicycles and motor vehicles is indicated by shared lane markings, or “sharrows”. The City has sharrows on 1st Street from Avenue D to Lincoln Avenue and on Avenue A from First Street to Fourth Street.

Off-Street Facilities. Off-street facilities include multiuse pathways and unpaved trails that are used by all types of non-motorized users. These facilities are generally used for recreational purposes, but may also serve commuter and utility travel between neighborhoods and to surrounding areas.

Standard trails are separated from the roadways and vary in width from approximately 5 feet to 12 feet wide. ADA access is provided on many trails, but some may not include these features.

The city is served by two primary trails: the Centennial Trail, which is a portion of a regional trail and the Interurban Trail. The Centennial Trail is 12-foot wide paved multiuse pathway on abandoned railroad right-of-way that extends through the eastern portion of the city; the Interurban Trail is an unpaved, dirt trail that crosses east-west within the city.

Future Network Connections. A viable active transportation network consists of connections to pedestrian generators, such as major employers, shopping districts, schools, residential areas, parks, and transit stops. Connectivity to schools, transit stops, parks, and other destinations were used to identify critical gaps in the pedestrian and bicycle networks to be included in these active transportation plans.

Pedestrian Network improvements add sidewalks to roadways or construct multiuse pathways for pedestrians to complete gaps in the existing pedestrian network. This ongoing program would be funded to enhance the pedestrian network. This program would account for potential sidewalk and path improvements, driveway reconstruction, curb and gutter construction, and landscaped buffers.

As part of the development of the citywide pedestrian network, a strategy to address compliance with federal Americans with Disabilities Act (ADA) requirements is needed. A program to establish an ADA Transition Plan includes funding for the inventory of existing barriers in the pedestrian network, and recommendations for upgrading pedestrian ramps, pedestrian pushbuttons at signals, and relocation of objects within the minimum space for pedestrians.

Bicycle Network improvements expand travel options for residents by providing safe, comfortable places to ride a bicycle for commute or recreational trips. Specific bicycling improvements may include widening shoulders on existing or planned roadways, installing shared lane markings to indicate where cyclists will be present in travel lanes, or developing multi-use pathway for bicyclists and other users.

Transit and Transportation Demand Management

Community Transit currently operates four bus routes providing 53 weekday trips through Snohomish, and maintains 22 bus stops and one park & ride facility. There are also 11 vanpool groups that originate in the City of Snohomish and travel to employment destinations in south Snohomish County and King County.

Fixed Route Service. Transit service is operated by Community Transit, which operates four routes through the City of Snohomish: Routes 270, 275, 277, 424. These routes serve both local riders and commuters.

Paratransit Service. Community Transit also provides paratransit services for patrons who cannot use fixed-route bus services due to disability, in accordance with the Americans with Disabilities Act (ADA). This service provides curb-to-curb paratransit service within three-quarters of a mile of all local fixed-routes during hours of fixed-route operation.

Vanpool Program. Community Transit's vanpool fleet of more than 400 vans is one of the largest in the nation. A vanpool is a group of 5 to 15 riders who begin or end their trip in Snohomish County. There are currently 11 vanpool groups that originate in Snohomish.

Park-and-Ride. The Snohomish Park & Ride is located near the Bickford Avenue overpass above State Route 9. This facility has 102 parking stalls with a 35 percent occupancy rate and it has bicycle facilities.

Future Transit Service. Transit service in Snohomish County is expected to continue being provided by Community Transit in 2035. The *Long Range Transit Plan*[1], which is anticipated to be updated in 2015, contains the transit agency's 20-year vision and establishes the standards and policies to support it. The future transit network built around a corridor-based, fixed-route transit system. While Community Transit also provides paratransit (DART), vanpool, transportation demand management (TDM)/Commute Trip Reduction (CTR), and ride-matching services, the emphasis of future transit service in the City of Snohomish will be fixed-route service.

Land Use and Transportation

Future land use allocations are based on anticipated changes to population and employment types and densities within city limits, UGA, and adjacent areas. Future forecasts must incorporate growth in travel demand entering and exiting the city to develop a consistent picture with neighboring jurisdictions and regional growth strategies.

According to the adopted growth targets in the Snohomish County Countywide Planning Policies, the number of households for the city and UGA may increase by more than one-third over the planning horizon. The City is also required to plan for employment growth of about 40 percent for both the city and UGA.

Environment

As the population continues to grow in Snohomish over the next 20 years, it is important to consider and plan for how the growth will impact the natural environment. With proper planning techniques, the environmental impact created by the transportation system can be mitigated. The City has adopted policies that address housing and employment density to concentrate growth and make the transportation systems serving the growth efficient and accessible.

The highest household growth percentages are seen in the Bickford Avenue subarea, west of SR 9 within the UGA, and the Pilchuck District. While these areas are projected to have some of the highest growth percentages, the majority of new households are anticipated to be located in the central, north, and northwest areas of the city.

Active transportation is an effective way of moving people while minimizing the harmful environmental impacts of increased vehicular traffic. Non-motorized facilities serving the Bickford Avenue subarea and Pilchuck District as they continue to grow will help to reduce traffic demand as well as parking demand in these areas.

[1] Community Transit. 2011.

Maintenance and Preservation

Citywide programs include annual transportation maintenance and operations costs within the city. This program includes a general budget for performing pothole repairs, pavement patching, shoulder restoration and mowing, crack sealing, sign replacements, striping and other maintenance tasks. Without maintenance at regular intervals, pavement will fall into disrepair, eventually requiring more costly replacement of road sections.

General Fund costs for pavement maintenance and preservation are significantly supported by the sales tax revenue stream of the Transportation Benefit District (TBD), established by the city's voters in 2011. Unless re-approved through another ballot measure, the TBD will conclude in 2021.

Finance

Table TR 1 summarizes the costs of the recommended transportation improvement projects and programs. These cover City of Snohomish capital improvements, maintenance and operations. The costs are summarized for the life of the Plan. Improvements under the responsibility of WSDOT or Snohomish County are not included in the summary table. However, the City may choose to include a share of the costs of WSDOT improvements in its transportation impact fee or other funding options.

Table TR 1: Transportation Improvements and Estimated Costs

Improvement Type	(2015-2035) Total Costs[1]	Percent of Total Costs
Transportation Capital Projects[2]		
Intersection Improvements	$6,280,000	15%
Corridor Upgrades	$9,840,000	23%
Active Transportation	$24,660,000	57%
Small Capital Projects	$2,310,000	5%
Subtotal Capital Projects	**$43,090,000**	**100%**
Maintenance & Operations (M & O) Programs		
Maintenance & Operations	$27,300,000	92%
Pavement Preservation and Overlay	$2,310,000	8%
Subtotal M & O Programs	**$29,610,000**	**100%**
Total Costs	**$72,700,000**	

1. All costs in 2014 dollars, rounded to $1,000
2. Does not include other agency improvements

The estimated capital cost of the Transportation Plan is approximately $43 million (in 2014 dollars). Over half of the capital costs are associated with completion of the active transportation

network in the city. These costs include upgrading roadways to provide expanded options for pedestrians and bicyclists, along with construction of urban features such as crosswalks and sidewalks. Another quarter of the capital project costs are for upgrading corridors, and approximately 15 percent of capital costs are for intersection improvement projects.

Maintenance and operations costs were projected based on recent expenditures and assume three percent annual growth to account for expected population growth and annexations. Maintenance and operations costs cover general administration, roadway and storm drainage maintenance, street lighting, traffic signal and street signs, street sweeping, and other miscellaneous safety improvement programs. To reduce the need for extensive capital reconstruction projects, the maintenance and operations program to preserve the existing street system is estimated to be nearly $30 million, of the total $73 million Transportation Plan cost.

Although the financing plan in the Transportation Master Plan identifies the potential for a total revenue shortfall of approximately $16 million (in 2014 dollars) over the life of the Plan, the City is committed to reassessing their transportation needs and funding sources each year as part of its six-year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short term improvement projects and funding. In order to implement the Transportation Plan, the City will consider the following principals in its transportation funding program:

- Balance improvement costs with available revenues as part of the annual six-year TIP;
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards;
- Explore ways to obtain more developer contributions to fund improvements;
- Coordinate and partner with WSDOT, Snohomish County, and others to implement improvements to the SR 9;
- Vigorously pursue grant funds from state and federal sources;
- Work with Snohomish County to develop multiagency grant applications for projects that serve growth in the city and its UGA;
- Review and update the traffic impact fee program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations;
- The City could consider changes in its level of service standards and/or limit the growth potential in the city and UGA as part of future updates to its Comprehensive Plan.

Some lower priority improvements may be deferred or removed from the Transportation Plan. The City will use the annual update of the six-year TIP to re-evaluate priorities and timing of projects and need for alternative funding programs. Throughout the planning period, projects will be completed and priorities revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and its UGA. The City will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the City's level of service standards. Development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

Transportation Master Plan

The City's Transportation Master Plan is a companion document to this Transportation Element. The Master Plan is based on and guided by the Transportation Element goals and policies. The Master Plan, as approved by the City Council, is incorporated herein by reference to provide detail and analysis on current and future transportation needs and implementation measures and to support the conclusions of this Element and the list of transportation project priorities in the Capital Facilities Element.

TRANSPORTATION ELEMENT GOALS AND POLICIES

GOAL TR I: **Develop an integrated and balanced transportation system in Snohomish that provides safe, efficient, and reliable multimodal transportation and improves the system's environmental outcomes.**

GOAL TR 2: **Increase the share of trips made by non-motorized travel modes.**

GOAL TR 3: **Provide a transportation system that supports the City's Land Use Plan and is consistent with the Snohomish County Countywide Planning Policies and the Puget Sound Regional Council's Vision 2040 Multicounty Planning Policies.**

GOAL TR 4: **Preserve and extend the service life and utility of transportation investments.**

GOAL TR 5: **A stable, long-term financial foundation for improving the quality, effectiveness, and efficiency of the transportation system.**

Policies

Transportation System. A multimodal transportation network moves people and goods safely through the city and nearby areas. These policies include monitoring data to ensure consistent measurements over time, implementing standards that improve safety and efficiency for all roadway users, and maintaining design standards.

TR 1: **Safety and efficiency.** Evaluate the safety and efficiency of the transportation system across all modes on an ongoing basis so that it continues to adequately serve the city's residents and businesses.

TR 2: **SR 9 capacity.** Support efforts to increase capacity on State Route 9.

TR 3: **Residential streets.** Residential streets should be designed to discourage through traffic and provide pedestrian comfort and convenience.

TR 4: **Number of lanes.** Limit arterials to a maximum of two through lanes, one each way and one left turn, except at the intersection of arterials.

TR 5: **Traffic calming.** Employ effective traffic calming measures to reduce speeds where there is a benefit to safety.

TR 6: **Regional traffic.** Consider the impacts of regional traffic volumes using city streets in designing transportation improvements.

TR 7: **Emergency response.** Design transportation facilities to accommodate emergency response vehicles.

TR 8: **Monitor LOS.** Monitor and adjust level of service standards that promote the optimal movement of people across a multimodal transportation network.

TR 9: **Multi-modal LOS.** Assess transportation level of service standards for potential inclusion of pedestrian, non-motorized, and other multimodal transportation options.

TR 10: **Street grid.** Maintain and continue a consistent street grid system where natural features and existing development allow.

TR 11: **Harvey Field.** Recognize Harvey Field as an integral component of the regional and community transportation systems.

Active Transportation. The active transportation system includes pedestrian, bicycling, and other modes that promote healthy lifestyles and provide alternative modes to private vehicles for commuting. These modes depend on increasing network connectivity and constructing non-motorized facilities within the city.

TR 12: **Non-motorized systems.** Improve pedestrian and bicycle networks that provide an alternative to the use of the automobile as opportunities arise.

TR 13: **Safe walking conditions.** Coordinate with the Snohomish School District on priorities and funding for pedestrian improvements for safe and convenient walking conditions for students.

TR 14: **Complete streets.** Incorporate pedestrian, bicycle, and transit friendly designs into roadway improvement projects where feasible.

Transit and Transportation Demand Management. Transit service and transportation demand management (TDM) strategies are part of an integrated transportation system that provides travel options to people in the city.

TR 15: **Expand public transit.** Support the continued operation and expansion of county and regional public transportation systems to provide frequent and comprehensive transit service

TR 16: **Transit opportunities.** Promote improved transit opportunities.

TR 17: **TDM.** Encourage transportation demand management (TDM) programs to support commercial centers and employment areas to reduce single-occupancy vehicle (SOV) travel.

TR 18: **Special needs.** Incorporate mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low income populations.

TR 19: **Rail options.** Work with partner agencies to promote and facilitate rail transportation options to serve the city.

Land Use and Transportation. The city's transportation network should be suitable for the land uses it serves. Concurrency programs and planning for forecasted growth are essential to the health and longevity of the network.

TR 20: **Plan for growth.** Plan for multimodal transportation improvements that support the 20-year growth targets and land use plans and that are compatible with surrounding land uses.

TR 21: **Urban design.** Consider urban design and community, district, and corridor land use and character in designing transportation improvements.

TR 22: **Land use planning.** Plan for land use densities and mixed-use development patterns that encourage walking, biking and transit use in designated areas.

TR 23: **Development review.** Review all land use and development proposals for compliance with the Transportation Element.

TR 24: **Concurrency.** Prohibit development if the development causes the level of service on transportation facility to decline below the standards adopted in this element, or ensure that funding is identified to implement improvements to increase capacity within six years of the development

TR 25: **Regional coordination.** Coordinate with state and county agencies to ensure access points on highways and major arterials in the UGA function as efficiently as possible.

TR 26: **Multi-modal concurrency.** Transition the City's concurrency program to facilitate the movement of people across multiple transportation modes, when feasible.

TR 27: **Connectivity.** Provide for connectivity within and between developments. Where cul-de-sacs are unavoidable, provide pedestrian access through to the adjacent parcels and rights-of-way.

Environment. Development of the transportation system includes potential environmental impacts that can be reduced or mitigated by reducing the number single-occupancy vehicle trips, advancing technology to reduce greenhouse gas emissions, and managing storm water runoff on transportation facilities.

TR 28: **New roadways.** Design new roadways to avoid crossing critical areas, park areas, and significant cultural resources where reasonable alternatives exist.

TR 29: **Electric vehicles.** Evaluate opportunities to install charging stations for electric vehicles.

TR 30: **LID.** Incorporate low impact development techniques in street design where feasible.

TR 31: **Minimize pavement.** Minimize the paved width of streets where public safety is preserved.

Maintenance and Preservation. The maintenance and preservation of the transportation system is important to the long-term use and safety for all travelers. Safety planning and mitigation, including strategies for protecting the transportation from disasters, includes multidisciplinary efforts that can significantly improve the livability of our community.

TR 31: **Facility maintenance.** Maintain and preserve the transportation system mindful of life-cycle costs associated with delayed maintenance.

TR 32: **Disaster planning.** Coordinate prevention and recovery strategies and disaster response plans with regional and local agencies to protect the transportation system against major disruptions.

TR 33: **Bridge improvements.** Support efforts to maintain and enhance or replace the Avenue D bridge and the Bickford Avenue bridge over State Route 9, including pedestrian and non-motorized facilities.

Finance. Adequate financial planning is necessary to achieve comprehensive future transportation network that meets the needs of existing and forecast travel demands.

TR 34: **Finance options.** Use grants, local taxes, impact fees, and other funding sources to implement capital projects identified in the City's transportation improvement program.

CAPITAL FACILITIES ELEMENT

Introduction
The Capital Facilities Element provides the bridge between the City's land use plans, the capital improvements required to support those plans, and the financial strategies of the City to address the necessary improvements. The Element is intended to represent a coherent and achievable path forward, based on clear expectations of service levels and grounded in sound financial principals. However, the Element is subject to regular calibration. Forecasts of future conditions are subject to change based on economic and development circumstances and, to some extent, evolving opportunities and priorities. To respond to inconstant conditions, the Element should be revisited on an annual basis to confirm or modify assumptions of future facilities needs and funding priorities, constraints, and exigencies. However, commitment to the financial planning and infrastructure planning processes must also be disciplined so that costs are anticipated and infrastructure and services are available at the time they are needed. Annual updates of the six-year capital facility plans provide an opportunity to incorporate facility planning with the budgeting process.

The Capital Facilities Element addresses City-owned facilities and infrastructure and future needs over the 20-year planning horizon. Detail on these systems is provided in associated functional plans for transportation, water, wastewater, stormwater, and parks and recreation.

Policy frameworks
The Growth Management Act requires that a capital facilities element include:

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- A forecast of the future needs for such capital facilities;
- The proposed locations and capacities of expanded or new capital facilities;
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

The City's capital facilities planning efforts are also guided by various policies contained in the regional policy framework of the Puget Sound Regional Council's Vision 2040 Regional Growth Strategy and in the Snohomish County Countywide Planning Policies. Vision 2040 policies promote increased efficiencies, conservation, environmental protection, public health, and prioritization of funding to compact, foster pedestrian- and trans-oriented densities and

development. The Countywide Planning Policies echo many of the Vision 2040 policies and add direction to coordinate with adjacent jurisdictions on level of service standards and coordination of capital facilities plans between service providers in urban growth areas (UGAs). The policy direction of these documents is incorporated into this and other Comprehensive Plan elements as appropriate to the circumstances and planning context of the City.

City services

The City of Snohomish currently provides general governmental services, streets, parks, and utilities. The City contracts with the Snohomish County Sheriff's Office for police services, although deputies are housed in a City-owned building. Fire suppression services are provided by Snohomish County Fire District #4, into which the City annexed in 2003. The City is entirely within Snohomish School District #201. By interlocal agreement, the City adopts the most current School District capital facilities plan and enforces remittal of the School District's impact fee. The City is also annexed to the Sno-Isle Library system.

Water system

The City's water system is detailed in the City of Snohomish Water System Plan, prepared in 2011. The City's water utility operates as an enterprise fund in the context of the municipal budget. The primary funding sources for improvements are ratepayers and developer connection charges.

Service area. The City's current water service area includes all of the urban growth area as well as several areas east of the Pilchuck River adjacent to the city limits. The overall service area is approximately 5.3 square miles. Within the service area are a number of small water associations, typically with substandard infrastructure that is incapable of providing required fire flows. These water associations are served directly from Everett's transmission line. New development on properties served by water associations within the city is required to connect to the City's water system. A portion of the City's water service area on the west side of the city and UGA are in an area of overlap with the Cross Valley Water District. This area is anticipated to be served by the City eventually. Discussions with the Cross Valley Water District have been ongoing for a number of years.

Water sources. The City water system currently receives water from two sources. The City purchases water wholesale from the City of Everett via five connections to Everett's Transmission Line No 5. These interties and associated conveyance serve the city's northern pressure zones. No additional treatment is required for Everett water supply.

The second source is a diversion dam on the Pilchuck River and a nearby water treatment plant, owned and operated by the City. The intake and treatment facilities are located south of the City of Granite Falls, about 14 miles northeast of Snohomish. The City holds surface water rights for this source. Water from the Pilchuck River serves the 218 pressure zone in the southern portion of the city and about 93 customers along the transmission line. Everett water is used to supplement the 218 pressure zone during periods of high demand. The City's water right is for instantaneous withdrawal of 2,244 gallons per minute (gpm) and 1,859 gpm on an annualized basis. The treatment plant's current design capacity is 1,500 gpm, although the current average supply is about 800 gpm.

Over the past decade, the City has evaluated options to invest in the treatment plant to increase output and utilize more of its Pilchuck River water right or to decommission the treatment plant and rely on Everett as the City's exclusive water source. Both alternatives have financial implications.

If the treatment plant is retained, irrespective of capacity upgrades and improvements mandated by evolving treatment standards, the significant potential cost is repair or replacement of the 14-mile transmission main. The transmission main was constructed in the 1980s and is projected to require replacement in approximately 2030 based on the average service life of the pipe materials. However, extensive portions of the transmission main alignment are adjacent to the Pilchuck River and potentially subject to exposure and damage during flood events. The potential for flood damage is an ongoing financial risk, although replacement will eventually be required in any event.

The alternative, currently under detailed review by the City, is to abandon the Pilchuck River water source and decommission the treatment plant. Primary costs associated with this approach are assisting the 93 customers along the transmission line and outside the City's formal water service area with a new source. While the Snohomish County Public Utility District is capable of providing service, extensive improvements would be required to extend lines to the customers. Additionally, the capacity of lines from the Everett transmission line to the 218 pressure zone would need to be increased to replace the Pilchuck River transmission main. Due to projections of long-term costs to purchase Everett water relative to the costs of making capital improvements to the treatment plant and transmission main, abandoning the Pilchuck River water source is the current preferred option. The City Council has not, as yet, made a formal decision. However, costs to address the needs of out-of-city transmission line customers are included in the six-year capital improvement plan.

The Everett transmission line has adequate source capacity to augment or replace the Pilchuck River water supply to serve the City's 2035 employment and population targets.

Existing system. The existing system is comprised of two reservoirs with a total capacity of 7.7 million gallons, a distribution system of 66 miles of main of varying sizes, ages, and materials, and four active pressure reducing stations. In 2014, Reservoir No. 1 was decommissioned due to its structural condition. An analysis showed that the City's water system has sufficient supply and storage without a replacement. The system is comprised of six pressure zones. Due to the age and variable capacities of certain system components, fire flow is limited in certain areas. In other areas, the surges associated with high fire flow water velocities may damage undersized system components. The City has an ongoing, budgeted program of main replacement. The location and capacities of the various system components are described in detail in the City of Snohomish Water Comprehensive Plan.

Future improvements and costs. As noted above, the primary issue for the water system is whether to retain or abandon the Pilchuck River water source. Specific costs for each alternative will be identified as the evaluation continues and the costs associated with the preferred alternative will be incorporated in updates to the Capital Facilities Element.

Other future costs are primarily related to main replacement and maintenance of reservoirs and other facilities. City water mains do not currently reach all portions of the service area. Future extensions are anticipated to be installed by developers as development occurs. Apart from localized fire flow issues, no system capacity issues are identified. Water system projects currently identified for funding in the next six-year period are shown in Table CF 1.

Conservation. Water is a critical resource requiring an efficient and conservative approach to ensure supplies will be adequate to continue to serve future demand. To protect the resource, it is incumbent on each jurisdiction to continue efforts to reduce the per capita consumption and make better use of the current supply. To promote efficient water use, the City has a multipronged water use efficiency program, which is documented in the Water System Plan. Certain element of the program are mandatory for public water systems under the Washington State Municipal Water Supply – Efficiency Requirements Act, also known as the Municipal Water Law. Mandatory measures include requirements for source meters to provide a picture of volumes entering the City's system; for individual service meters for all water customers to determine regulated consumption; for an ongoing program of meter calibration based on generally accepted industry standards and manufacturer information; for a water loss control action plan to calculate and address distribution system leakage; and for customer education.

In addition to the mandatory elements, the City has evaluated several other measures to increase water use efficiency. The City has analyzed opportunities to reclaim and reuse treated water from the wastewater treatment plant for non-potable purposes. This option was discarded for economic reasons. The wastewater treatment plant does not currently treat wastewater to a level that can be used for reclaimed purposes. Significant upgrades to the plant and the installation of a second "purple pipe" conveyance system would be necessary to provide reclaimed water to customers. Additionally, customers who could utilize reclaimed water include large irrigators such as parks, schools, and cemeteries. The City's current highest volume water customers require potable water and would not be likely to purchase reclaimed water. However, as treatment practices improve at the plant and as the customer base evolves, the City should continue to evaluate opportunities to reuse the treated water currently discharged to the Snohomish River.

The other non-mandatory practice to increase water use efficiency is a consumer rate structure that increases the rate with higher consumption. The City's current utility rates are designed to encourage water conservation through uniform block rates. The water rates are set so customers who use over 400 cubic feet in a two-month billing cycle are billed an additional fee for every 100 cubic feet of water consumed in excess of the base volume. Additionally, customers are also subject to a sanitary sewer surcharge for consumption in excess of 400 cubic feet. The City continues to evaluate modifications to the rate structure, such as seasonal rates, to continue to encourage efficient water use.

Other measures the City implements include notification to customers of meter readings that are inconsistent with the customers consumption history; a water-efficient appliance rebate program through the Everett Water Utilities Committee for residential customers; provision of free indoor and outdoor conservation kits; and annual distribution of voluntary lawn watering calendars.

Sanitary sewer system
The City's wastewater system is detailed in the City of Snohomish General Sewer Plan and Wastewater Facilities Plan, prepared in 2005 and updated in 2010 and 2013. The City's sanitary sewer utility operates as an enterprise fund in the context of the municipal budget. The primary funding sources for improvements are ratepayers and developer connection charges.

Service area. The wastewater system service area includes all areas within the current city limits and the UGA. However, wastewater planning documents assume that no service will be requested or required in the UGA south of the Snohomish River as little or no new development is likely due to the Federal Emergency Management Agency's designation of the entire area as density fringe flood hazard area.

Treatment. The City owns and operates a wastewater treatment plant at 2115 Second Street adjacent to the Snohomish River. The City's original wastewater treatment facility was constructed in 1958, with a 40-acre stabilization pond, chlorine disinfection facilities, and an outfall to the Snohomish River. In 1995, the City constructed a new headworks and a new and more compact lagoon system to improve the plant's performance.

In 1999, the U.S EPA and Washington State Department of Ecology conducted a Total Maximum Daily Load (or TMDL) on the Snohomish River. This made the discharge requirements more strict for certain parameters, especially Nitrogen, and the newly updated plant struggled. The plant began to have a number of permit limit exceedences of the City's National Pollutant Discharge Elimination System (NPDES) permit. The City was sued by a third party environmental group, and in 2003 the City signed a U.S. District Court consent decree to further improve the function of the plant. In 2010, the City entered into a separate agreed order with Ecology to construct facilities to pump effluent to the City of Everett for treatment at a cost of $44 million. The City completed the design and much of the permitting required to effect this solution. In 2012, the City installed innovative near-term improvements in the form of submerged fixed film media and aeration facilities. Subsequent to the installation of the near-term improvements, there has been a significant reduction in violations. Consequently, the Department of Ecology issued a Notice of Compliance for the Agreed Order determining that the City had satisfied all conditions and withdrew the requirement to convey sewage to Everett for treatment. In addition, the 2003 consent decree has been dismissed "with prejudice" (meaning permanently dismissed). Future treatment improvements will be made to the City's wastewater treatment plant with the expectation that it will provide the sole treatment function for city flows.

The wastewater treatment plant was designed for a capacity of 2.8 million gallons per day, sufficient to accommodate projected flows through about 2033 with conveyance improvements programmed for the 20-year period. Capacity to accommodate growth may also be affected by other factors. The submerged fixed film media together with filtration and disinfection improvements have the potential to increase the capacity of the facility in excess of three million gallons per day. Further, water conservation in recent years has decreased the sewer flows from individual uses. Changes to effluent generation increase the number of connections that can be served by a fixed treatment capacity.

Conveyance. The conveyance system is comprised of a network of gravity mains, force mains, and lift stations to move flows to the wastewater treatment plan. In general, the existing system is capable of conveying projected flows. Locations and capacities are detailed in the General Sewer Plan and Wastewater Facilities Plan.

In 2006, the City constructed Cemetery Creek Trunkline Segments 1 and 4 on the west side of State Route 9, opening the western portion of the city to development. However, planned trunkline Segments 2 and 3, which were portions of the overall capacity improvement project, were not constructed due to the severe downturn in development in 2008. Segment 3 was proposed to extend from Segment 1 in 16th Street west of State Route 9 to the Lake Mount Drive pump station and from the east end of the Casino Royale trunk line northeast to 22nd Street. Currently, flows to the Lake Mount Drive pump station are conveyed south to Avenue D, then southeast to Maple Avenue. When constructed, Segment 3 will redirect flows from the northeast area of the city, where sewer capacity is limited due to downstream constraints, to Segment 1, which has adequate capacity. Until Segment 3 is constructed, development in the northeastern portion of the city and UGA will be highly restricted. Segment 3 is included as a future year project in the six-year capital improvement plan. Segment 3 may also be privately constructed as part of a future development proposal in the northeast area.

Due to its period of early development, the southern portion of the city—generally the area south of Seventh Street and west of Glen Avenue—uses a system of combined storm and sanitary sewers. This is referred to as the combined sewer overflow (CSO) area. During heavy storm events, flows to the wastewater treatment plant increase, removing available treatment capacity. To preserve capacity to serve population and employment growth over the 20-year planning period, these flows must be separated. To support this effort, in 2010, a dry storm sewer was constructed west of Avenue D to accept separated stormwater flows from the adjacent Avenues. These flows will be conveyed to 25 acres of the former 40-acre sewer lagoon removed from service in 1995. The intent is for the lagoon to serve as a regional stormwater facility, with natural treatment in constructed wetlands.

Future improvements and costs. To improve treatment effectiveness and capacity, upgrades to the wastewater treatment plant's disinfection and filtration facilities are necessary. The other significant cost center for treatment capacity is the combined sewer separation project. The primary conveyance capacity improvement required to meet the demands of future growth is Cemetery Creek Trunkline Segment 3. This improvement represents a significant cost that may be addressed by private developers or as a City-funded project subject to a special assessment district. Wastewater system projects currently identified for funding in the next six-year period are shown in Table CF 2.

Stormwater system

The City's stormwater system is detailed in the City of Snohomish Stormwater Comprehensive Plan Update, prepared in 2013. The City's stormwater utility operates as an enterprise fund in the context of the municipal budget. The primary funding source for improvements is utility rates.

Service area. The stormwater utility is responsible for all areas within the city limits, which are anticipated to eventually include all portions of the existing UGA. However, the analysis in the Stormwater Comprehensive Plan also includes portions of basins that extend outside of the land use planning area.

Existing system. The existing system is comprised of detention and water quality treatment facilities maintained by property owners and the City, a conveyance system comprised of roadside ditches and pipes maintained by the City, streams, rivers, and other water bodies such as Blackmans Lake and wetlands.

Development upstream of Blackmans Lake, as well as constrictions on the downstream Swifty Creek outlet, have resulted in condition of highly fluctuating lake levels and shoreline flooding. In 2010, a Superior Court ruling established the desired lake elevation at 141.1 feet (NGVD 29). Achieving this elevation has required downstream improvements to remove impediments to free flow. In addition, the 2013 Stormwater Comprehensive Plan Update identified stormwater problems requiring capital improvements to address at 11 other locations in the city. These localized issues result from insufficient or non-existent stormwater conveyance.

The CSO separation program and associated regional stormwater facility described above in the Wastewater section is another pending series of capital projects. Stormwater captured and conveyed to the wastewater treatment plant receives adequate treatment, but at the expense of wastewater treatment capacity.

Regulatory context. The City is regulated under the NPDES Western Washington Phase II Municipal Stormwater Permit issued by the Washington State Department of Ecology. All municipalities subject to the permit are required to create and implement a Stormwater Management Program that is designed to reduce the discharge of pollutants from the regulated small Municipal Separate Storm Sewer System.

All development proposals, both public and private, are evaluated for compliance with the 2005 Department of Ecology Stormwater Manual for Western Washington that establishes standards for erosion and sediment control during development and standards for detention and water quality treatment.

Future improvements and costs. First priority projects to maintain and expand the stormwater system include the Blackmans Lake Outlet Improvement project and the stormwater portion of the CSO project. It is anticipated that other projects identified in the 2013 Stormwater Comprehensive Plan Update will be incorporated in the six-year capital improvement plan in a subsequent update. Stormwater system projects currently identified for funding in the next six-year period are shown in Table CF 3.

Transportation system

The City's transportation system and capital and capacity needs are described in the Transportation Element and the Transportation Master Plan. Transportation improvements may receive funding from a variety of sources including traffic impact fees, Transportation Benefit

District revenues, grant funds, and General Fund revenues. Transportation system projects currently identified for funding in the next six-year period are shown in Table CF 4.

Sidewalk and trail system

Sidewalks and trails are separated from other transportation and parks projects, as they serve both recreation and circulation functions. Existing and planned systems and improvements to increase capacity and to remedy existing deficiencies are described in the Park and Transportation Elements and, in more detail, in the Parks, Recreation, and Open Space Long Range Plan and the Transportation Master Plan. Sidewalk and trail improvements may receive funding from sources including traffic and park impact fees, grant funds, and General Fund revenues. Sidewalk and trail system projects currently identified for funding in the next six-year period are shown in Table CF 5.

Park and recreation system

The City's park facilities and capital and capacity needs are described in the Park Element and the Parks, Recreation, and Open Space Long Range Plan. Park improvements may receive funding from sources including park impact fees, grant funds, and General Fund revenues. Park system projects currently identified for funding in the next six-year period are shown in Table CF 6.

Municipal facilities

In addition to transportation, utility, and park systems, the City owns and operates a number of facilities at various locations throughout the City.

City Hall at 116 Union Avenue and the adjacent Engineering building at 112 Union Avenue are the primary offices of the City of Snohomish. Following a modest expansion of City Hall in 2014, these buildings are anticipated to provide adequate capacity to serve the target population in 2035. Due to the age of the City Hall and its adaptive reuse from a former Post Office building, capital improvements to increase efficiency and customer service are anticipated within the next six years.

City shop campus at 1801 First Street provides offices and indoor and outdoor storage for materials and vehicles used by the City's Public Works Maintenance and Operations Divisions. No capacity issues are identified. Due to the location of the site within a 100-year floodplain, the long-term expectation is that the facility will relocate and the site will be converted to a public park. However, no alternative site has been identified and a move is not imminent. Within the six-year horizon of the capital improvement plan, the only identified cost is to expand an existing building to consolidate storage.

Police Station at 230 Maple Avenue is a former bank converted to municipal use in 1994. The building now houses Snohomish County Sheriff's deputies providing contract police services. No capacity issues are identified. However, interior improvements to increase efficiencies are programmed.

Carnegie Building at 105 Cedar Avenue is a historic Carnegie library. The Sno-Isle Regional Library System opened a new library in 2003 at 311 Maple Avenue on land donated by the City.

At that time, the library use of the Carnegie Building ceased. The Carnegie Building serves a standby function as a facility from which to manage City operations during emergencies. The City's long-term intent is to work with the Carnegie Foundation to preserve and restore the building to its original appearance and allow greater ongoing active use by the community.

Visitor's Information Center at 1301 First Street was constructed by the City in 2005. No improvements are currently identified for the facility.

The City also owns or co-owns, but does not operate or maintain certain other facilities including the Boys and Girls Club at 400 Second Street, the Senior Center at 505 Fifth Street, Fire Station 41 at 427 Maple Avenue, Fire Station 43 at 1535 Avenue D, and the Snohomish Food Bank at 1330 Ferguson Park Road. Increasing the service capacity of these facilities is the responsibility of the respective operators although the City Council may opt to contribute in-kind or financial assistance.

Projects related to general municipal facilities currently identified for funding in the next six-year period are shown in Table CF 7.

School District Capital Facilities Plan

While the Snohomish School District is a separate governmental entity from the City, the City assists the School District by confirming payment of school impact fees, where applicable, by applicants for residential development proposals. On a biennial basis, the City Council has the option of adopting the School District's impact fee rate. For compliance with state law, impact fees must be consistent with an adopted capital facilities plan. The current capital facilities plan of Snohomish School District #201 shall be considered a part of this Capital Facilities Element and as such is adopted herein by reference.

Reassessment Strategy

The Growth Management Act requires that provision should be made to reassess plan elements periodically in light of the evolving Capital Facilities Plan. This is to determine if probable funding for capital improvements is sufficient to meet existing needs. If funding falls short, the Land Use Element and its growth assumptions shall be reassessed. Changes may be made by restricting development potential within the City's land use framework or by lowering the level of service standard.

In the event the City cannot fund the capital improvements necessary to maintain an adopted level of service, as identified in the Capital Facilities Element, the City shall take one or a combination of the three following actions:

1. Phasing of proposed developments that are consistent with the Land Use Element until such time as adequate resources can be identified to provide adequate capital facility improvements.
2. Reassessing the City's financial strategy to commit additional resources to address the shortfall.
3. Reassessing the City's adopted level of service standards to reflect service levels that can be maintained given known financial resources.

Table CF 1: Water System Capital Improvement Program

City of Snohomish
Capital Improvement Plan - Master Detail
2016 - 2021

Category / Project	Plan Ref.	Rank	2016	2017	2018	2019	2020	2021	Total 6-yr CIP	Future Year Growth	Total Project Sources & Uses
Utilities - Water											
South Zone Reservoir PRV	Water Plan		$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000	$ -	$ 200,000
Funding Sources:											
Utility Funds			$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000	$ -	$ 200,000
Water Main Replacements	Water Plan		$ 528,374	$ 414,186	$ 414,186	$ 414,186	$ 414,186	$ 414,186	$ 2,599,304	$ 3,530,275	$ 6,129,579
Funding Sources:											
Utility Funds			$ 528,374	$ 414,186	$ 414,186	$ 414,186	$ 414,186	$ 414,186	$ 2,599,304	$ 3,530,275	$ 6,129,579
WTP Decommission and Transmission Line Service Transfer	Water Plan		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,210,000	$ 2,210,000
Funding Sources:											
Utility Funds			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,210,000	$ 2,210,000
Total Water Utility Capital Projects			$ 728,374	$ 414,186	$ 414,186	$ 414,186	$ 414,186	$ 414,186	$ 2,799,304	$ 5,740,275	$ 8,539,579
Total Water Utility Funded			$ 728,374	$ 414,186	$ 414,186	$ 414,186	$ 414,186	$ 414,186	$ 2,799,304	$ 5,740,275	$ 8,539,579

Table CF 2: Wastewater System Capital Improvement Program

City of Snohomish
Capital Improvement Plan - Master Detail
2016 - 2021

Category / Project	Plan Ref.	Rank	2016	2017	2018	2019	2020	2021	Total 6-yr CIP	Future Year Growth	Total Project Sources & Uses
Utilities - Sewer											
Treatment											
WWTP	Sewer Plan		$ 500,000	$ 250,000	$ 258,125	$ 266,514	$ 275,176	$ 284,119	$ 1,833,934	$ 1,565,253	$ 3,399,187
Funding Sources:											
Utility Funds			$ 500,000	$ 250,000	$ 258,125	$ 266,514	$ 275,176	$ 284,119	$ 1,833,934	$ 1,565,253	$ 3,399,187
Disinfection	Sewer Plan		$ -	$ -	$ 100,000	$ 902,000	$ -	$ -	$ 1,002,000	$ -	$ 1,002,000
Funding Sources:											
Utility Funds			$ -	$ -	$ 100,000	$ 902,000	$ -	$ -	$ 1,002,000	$ -	$ 1,002,000
FEMA Levee	Sewer Plan		$ -	$ -	$ -	$ -	$ 300,000	$ -	$ 300,000	$ 1,000,000	$ 1,300,000
Funding Sources:											
Utility Funds			$ -	$ -	$ -	$ -	$ 300,000	$ -	$ 300,000	$ 1,000,000	$ 1,300,000
Filtration Upgrades	Sewer Plan		$ -	$ -	$ 150,000	$ -	$ 2,001,000	$ -	$ 2,151,000	$ -	$ 2,151,000
Funding Sources:											
Utility Funds			$ -	$ -	$ 150,000	$ -	$ 2,001,000	$ -	$ 2,151,000	$ -	$ 2,151,000
Collection											
System Repair & Replacements	Sewer Plan		$ -	$ 350,000	$ 361,375	$ 373,120	$ 385,246	$ 397,767	$ 1,867,508	$ 2,191,355	$ 4,058,863
Funding Sources:											
Utility Funds			$ -	$ 350,000	$ 361,375	$ 373,120	$ 385,246	$ 397,767	$ 1,867,508	$ 2,191,355	$ 4,058,863
Rainer Force Main Replacement	Sewer Plan		$ -	$ -	$ -	$ -	$ -	$ 500,000	$ 500,000	$ -	$ 500,000
Funding Sources:											
Utility Funds			$ -	$ -	$ -	$ -	$ -	$ 500,000	$ 500,000	$ -	$ 500,000
Lift Station Upgrade 2	Sewer Plan		$ -	$ -	$ -	$ -	$ 450,000	$ -	$ 450,000	$ 500,000	$ 950,000
Funding Sources:											
Utility Funds			$ -	$ -	$ -	$ -	$ 450,000	$ -	$ 450,000	$ 500,000	$ 950,000
Cemetery Creek Trunkline	Sewer Plan		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,000,000	$ 9,000,000
Funding Sources:											
Other Source	*Development*		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,000,000	$ 9,000,000
Total Sewer Utility Capital Projects			$ 500,000	$ 600,000	$ 869,500	$ 1,541,634	$ 3,411,422	$ 1,181,886	$ 8,104,442	$ 5,256,608	$ 13,361,050
Total Sewer Utility Funded			$ 500,000	$ 600,000	$ 869,500	$ 1,541,634	$ 3,411,422	$ 1,181,886	$ 8,104,442	$ 5,256,608	$ 13,361,050

Table CF 3: Stormwater System Capital Improvement Program

City of Snohomish
Capital Improvement Plan - Master Detail
2016 - 2021

Category / Project	Plan Ref.	Rank	2016	2017	2018	2019	2020	2021	Total 6-yr CIP	Future Year Growth	Total Project Sources & Uses
Utilities - Storm Water											
Blackmans Lake Outlet Control	Storm Plan		$ 565,000	$ -	$ -	$ -	$ -	$ -	$ 565,000	$ -	$ 565,000
Funding Sources:											
Other Source			$ 250,000	$ -	$ -	$ -	$ -	$ -	$ 250,000	$ -	$ 250,000
Utility Funds			$ 315,000	$ -	$ -	$ -	$ -	$ -	$ 315,000	$ -	$ 315,000
Combined Sewer Overflow (CSO)	Storm Plan		$ -	$ 550,000	$ -	$ -	$ -	$ -	$ 550,000	$ -	$ 550,000
Funding Sources:											
Utility Funds			$ -	$ 275,000	$ -	$ -	$ -	$ -	$ 275,000	$ -	$ 275,000
Utility Funds			$ -	$ 275,000	$ -	$ -	$ -	$ -	$ 275,000	$ -	$ 275,000
Combined Sewer Overflow (CSO)			$ -	$ 80,000	$ 650,000	$ -	$ -	$ 714,000	$ 1,444,000	$ 786,000	$ 2,230,000
Funding Sources:											
Utility Funds			$ -	$ 40,000	$ 325,000	$ -	$ -	$ 357,000	$ 722,000	$ 393,000	$ 1,115,000
Utility Funds			$ -	$ 40,000	$ 325,000	$ -	$ -	$ 357,000	$ 722,000	$ 393,000	$ 1,115,000
Holly Vista Dr Storm			$ -	$ -	$ 100,000	$ 400,000	$ -	$ -	$ 500,000	$ -	$ 500,000
Funding Sources:											
Utility Funds			$ -	$ -	$ 100,000	$ 400,000	$ -	$ -	$ 500,000	$ -	$ 500,000
Swift Creek Storm			$ -	$ 35,000	$ -	$ 75,000	$ 650,000	$ -	$ 760,000	$ -	$ 760,000
Funding Sources:											
Utility Funds			$ -	$ 35,000	$ -	$ 75,000	$ 650,000	$ -	$ 760,000	$ -	$ 760,000
87th Ave SE (Sinclair) Storm			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 110,000	$ 110,000
Funding Sources:											
Utility Funds			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 110,000	$ 110,000
16th St Storm			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 180,000	$ 180,000
Funding Sources:											
Utility Funds			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 180,000	$ 180,000
Cypress Storm			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 120,000	$ 120,000
Funding Sources:											
Utility Funds			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 120,000	$ 120,000
Short & Long St. Storm			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ 300,000
Funding Sources:											
Utility Funds			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ 300,000
Baird & Victor Ave Storm			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 310,000	$ 310,000
Funding Sources:											
Utility Funds			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 310,000	$ 310,000
Grove St Storm			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 190,000	$ 190,000
Funding Sources:											
Utility Funds			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 190,000	$ 190,000
Annual Other Storm			$ -	$ 75,000	$ 77,438	$ 79,954	$ 82,553	$ 85,236	$ 400,181	$ 469,576	$ 869,757
Funding Sources:											
Utility Funds			$ -	$ 75,000	$ 77,438	$ 79,954	$ 82,553	$ 85,236	$ 400,181	$ 469,576	$ 869,757
Total Stormwater Utility Capital Projects			$ 565,000	$ 740,000	$ 827,438	$ 554,954	$ 732,553	$ 799,236	$ 4,219,181	$ 2,465,576	$ 6,684,757
Total Stormwater Utility Funded			*$ 565,000*	*$ 740,000*	*$ 827,438*	*$ 554,954*	*$ 732,553*	*$ 799,236*	*$ 4,219,181*	*$ 2,465,576*	*$ 6,684,757*

Table CF 4: Transportation System Capital Improvement Program

City of Snohomish
Capital Improvement Plan - Master Detail
2016 - 2021

Category / Project	Plan Ref.	Rank	2016	2017	2018	2019	2020	2021	Total 6-yr CIP	Future Year Growth	Total Project Sources & Uses
Transportation											
Bickford Avenue & Weaver Way	TIP ID: I-2	H-S	$ -	$ 590,000	$ -	$ -	$ -	$ -	$ 590,000	$ -	$ 590,000
Funding Sources:											
TBD Funds			$ -	$ 118,000	$ -	$ -	$ -	$ -	$ 118,000	$ -	$ 118,000
State Grant			$ -	$ 118,000	$ -	$ -	$ -	$ -	$ 118,000	$ -	$ 118,000
Impact Fees			$ -	$ 354,000	$ -	$ -	$ -	$ -	$ 354,000	$ -	$ 354,000
Bickford Avenue & 19th Place	TIP ID: I-3	H-S	$ -	$ 890,000	$ -	$ -	$ -	$ -	$ 890,000	$ -	$ 890,000
Funding Sources:											
TBD Funds			$ -	$ 178,000	$ -	$ -	$ -	$ -	$ 178,000	$ -	$ 178,000
State Grant			$ -	$ 178,000	$ -	$ -	$ -	$ -	$ 178,000	$ -	$ 178,000
Impact Fees			$ -	$ 534,000	$ -	$ -	$ -	$ -	$ 534,000	$ -	$ 534,000
30th Street & SR 9 Intersection	TIP ID:		$ 790,685	$ -	$ -	$ -	$ -	$ -	$ 790,685	$ -	$ 790,685
Funding Sources:											
State Grant			$ 711,595	$ -	$ -	$ -	$ -	$ -	$ 711,595	$ -	$ 711,595
TBD Funds			$ 79,090	$ -	$ -	$ -	$ -	$ -	$ 79,090	$ -	$ 79,090
7th & 10th Street	TIP ID:		$ 705,000	$ -	$ -	$ -	$ -	$ -	$ 705,000	$ -	$ 705,000
Funding Sources:											
TBD Funds			$ 150,000	$ -	$ -	$ -	$ -	$ -	$ 150,000	$ -	$ 150,000
Utility Funds			$ 375,000	$ -	$ -	$ -	$ -	$ -	$ 375,000	$ -	$ 375,000
Utility Funds			$ 180,000	$ -	$ -	$ -	$ -	$ -	$ 180,000	$ -	$ 180,000
Maple Avenue & 10th Street	TIP ID: I-4	M-M	$ -	$ -	$ 830,000	$ -	$ -	$ -	$ 830,000	$ -	$ 830,000
Funding Sources:											
State Grant			$ -	$ -	$ 166,000	$ -	$ -	$ -	$ 166,000	$ -	$ 166,000
Impact Fees			$ -	$ -	$ 664,000	$ -	$ -	$ -	$ 664,000	$ -	$ 664,000
Maple Avenue & Pine Avenue	TIP ID: I-5	M-M	$ -	$ -	$ 1,280,000	$ -	$ -	$ -	$ 1,280,000	$ -	$ 1,280,000
Funding Sources:											
State Grant			$ -	$ -	$ 256,000	$ -	$ -	$ -	$ 256,000	$ -	$ 256,000
Impact Fees			$ -	$ -	$ 1,024,000	$ -	$ -	$ -	$ 1,024,000	$ -	$ 1,024,000
2nd Street & Avenue J	TIP ID: I-6	M-M	$ -	$ -	$ 460,000	$ -	$ -	$ -	$ 460,000	$ -	$ 460,000
Funding Sources:											
TBD Funds			$ -	$ -	$ 276,000	$ -	$ -	$ -	$ 276,000	$ -	$ 276,000
Impact Fees			$ -	$ -	$ 184,000	$ -	$ -	$ -	$ 184,000	$ -	$ 184,000
2nd Street Corridor	TIP ID: C-1	M-M	$ -	$ 1,110,000	$ -	$ -	$ -	$ -	$ 1,110,000	$ -	$ 1,110,000
Funding Sources:											
TBD Funds			$ -	$ 333,000	$ -	$ -	$ -	$ -	$ 333,000	$ -	$ 333,000
State Grant			$ -	$ 555,000	$ -	$ -	$ -	$ -	$ 555,000	$ -	$ 555,000
Impact Fees			$ -	$ 222,000	$ -	$ -	$ -	$ -	$ 222,000	$ -	$ 222,000
Avenue A Corridor	TIP ID: C-2	L-L	$ -	$ 715,000	$ -	$ -	$ -	$ -	$ 715,000	$ 8,030,000	$ 8,745,000
Funding Sources:											
State Grant			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,365,000	$ 4,365,000
Impact Fees			$ -	$ 100,000	$ -	$ -	$ -	$ -	$ 100,000	$ 1,746,000	$ 1,846,000
TBD Funds			$ -	$ 260,000	$ -	$ -	$ -	$ -	$ 260,000	$ 400,000	$ 660,000
Other Source			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 519,000	$ 519,000
Utility Funds			$ -	$ 145,000	$ -	$ -	$ -	$ -	$ 145,000	$ 300,000	$ 445,000
Utility Funds			$ -	$ 135,000	$ -	$ -	$ -	$ -	$ 135,000	$ 400,000	$ 535,000
Utility Funds			$ -	$ 75,000	$ -	$ -	$ -	$ -	$ 75,000	$ 300,000	$ 375,000
2nd Street & Avenue D	TIP ID: I-7	M-M	$ -	$ -	$ 240,000	$ -	$ -	$ -	$ 240,000	$ -	$ 240,000
Funding Sources:											
Impact Fees			$ -	$ -	$ 144,000	$ -	$ -	$ -	$ 144,000	$ -	$ 144,000
Other Source			$ -	$ -	$ 96,000	$ -	$ -	$ -	$ 96,000	$ -	$ 96,000
Avenue D & 7th Street	TIP ID: I-8	L-L	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 520,000	$ 520,000
Funding Sources:											
Impact Fees			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 312,000	$ 312,000
Other Source			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 208,000	$ 208,000
Electric Charging Station	N/A		$ -	$ 30,000	$ -	$ -	$ -	$ -	$ 30,000	$ -	$ 30,000
Funding Sources:											
Other Source			$ -	$ 30,000	$ -	$ -	$ -	$ -	$ 30,000	$ -	$ 30,000
1st Street Pedestrian	TIP ID:		$ -	$ -	$ -	$ 1,060,000	$ -	$ -	$ 1,060,000	$ -	$ 1,060,000
Funding Sources:											
State Grant			$ -	$ -	$ -	$ 430,000	$ -	$ -	$ 430,000	$ -	$ 430,000
Impact Fees			$ -	$ -	$ -	$ 200,000	$ -	$ -	$ 200,000	$ -	$ 200,000
Other Source			$ -	$ -	$ -	$ 430,000	$ -	$ -	$ 430,000	$ -	$ 430,000
Lincoln Avenue Overlay	Pavement		$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 400,000	$ -	$ 400,000
Funding Sources:											
State Grant			$ 340,000	$ -	$ -	$ -	$ -	$ -	$ 340,000	$ -	$ 340,000
TBD Funds			$ 60,000	$ -	$ -	$ -	$ -	$ -	$ 60,000	$ -	$ 60,000
Maple Avenue Overlay	Pavement		$ 513,000	$ -	$ -	$ -	$ -	$ -	$ 513,000	$ -	$ 513,000
Funding Sources:											
State Grant			$ 461,700	$ -	$ -	$ -	$ -	$ -	$ 461,700	$ -	$ 461,700
TBD Funds			$ 51,300	$ -	$ -	$ -	$ -	$ -	$ 51,300	$ -	$ 51,300
20th St Extension	TIP ID:		$ -	$ -	$ -	$ 3,530,000	$ -	$ -	$ 3,530,000	$ -	$ 3,530,000
Funding Sources:											
Other Source			$ -	$ -	$ -	$ 3,530,000	$ -	$ -	$ 3,530,000	$ -	$ 3,530,000
Bickford Avenue	TIP ID:		$ -	$ -	$ -	$ 2,650,000	$ -	$ -	$ 2,650,000	$ -	$ 2,650,000
Funding Sources:											
Other Source			$ -	$ -	$ -	$ 2,650,000	$ -	$ -	$ 2,650,000	$ -	$ 2,650,000
Sinclair Avenue & Bickford Avenue	TIP ID:		$ -	$ -	$ -	$ -	$ 2,500,000	$ -	$ 2,500,000	$ -	$ 2,500,000
Funding Sources:											
Other Source			$ -	$ -	$ -	$ -	$ 2,500,000	$ -	$ 2,500,000	$ -	$ 2,500,000
Total Transportation Capital Projects			$ 2,408,685	$ 3,335,000	$ 2,810,000	$ 7,240,000	$ 2,500,000	$ -	$ 18,293,685	$ 8,550,000	$ 26,843,685
Total Transportation Funded			*$ 2,408,685*	*$ 3,335,000*	*$ 2,810,000*	*$ 7,240,000*	*$ 2,500,000*	*$ -*	*$ 18,293,685*	*$ 8,550,000*	*$ 26,843,685*

Table CF 5: Sidewalk and Trail System Capital Improvement Program

City of Snohomish
Capital Improvement Plan - Master Detail
2016 - 2021

Category / Project	Plan Ref.	Rank	2016	2017	2018	2019	2020	2021	Total 6-yr CIP	Future Year Growth	Total Project Sources & Uses
Sidewalks & Trails											
Interurban Trail	PROS-7	1	$ -	$ 800,000	$ -	$ -	$ -	$ -	$ 800,000	$ -	$ 800,000
Funding Sources:											
Federal Grant			$ -	$ 680,000	$ -	$ -	$ -	$ -	$ 680,000	$ -	$ 680,000
Other Source			$ -	$ 120,000	$ -	$ -	$ -	$ -	$ 120,000	$ -	$ 120,000
Pedestrian Network	TIP ID: A-1	H-S	$ -	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 200,000	$ 10,880,000	$ 11,080,000
Funding Sources:											
Impact Fees			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,192,000	$ 2,192,000
State Grant			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,480,000	$ 5,480,000
Other Source			$ -	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 200,000	$ 3,208,000	$ 3,408,000
Multiuse Pathways & Greenways	TIP ID: A-2/A-5	M-S	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,410,000	$ 5,410,000
Funding Sources:											
Impact Fees			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,082,000	$ 1,082,000
State Grant			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,705,000	$ 2,705,000
Other Source			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,623,000	$ 1,623,000
Bicycle Lane Program	TIP ID: A-4	M-S	$ -	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 500,000	$ 7,990,000	$ 8,490,000
Funding Sources:											
Impact Fees			$ -	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 250,000	$ 3,995,000	$ 4,245,000
State Grant			$ -	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 250,000	$ 3,995,000	$ 4,245,000
Total Sidewalk & Trails Capital Projects			$ -	$ 940,000	$ 140,000	$ 140,000	$ 140,000	$ 140,000	$ 1,500,000	$ 24,280,000	$ 25,780,000
Total Sidewalk & Trails Funded			$ -	$ 940,000	$ 140,000	$ 140,000	$ 140,000	$ 140,000	$ 1,500,000	$ 24,280,000	$ 25,780,000

Table CF 6: Park System Capital Improvement Program

City of Snohomish
Capital Improvement Plan - Master Detail
2016 - 2021

Category / Project	Plan Ref.	Rank	2016	2017	2018	2019	2020	2021	Total 6-yr CIP	Future Year Growth	Total Project Sources & Uses
Parks											
Riverfront Park	PROS-1-5-6	1	$ 25,000	$ 405,000	$ -	$ 72,500	$ 72,500	$ -	$ 575,000	$ -	$ 575,000
Funding Sources:											
Impact Fees			$ -	$ 180,000	$ -	$ 72,500		$ -	$ 252,500	$ -	$ 252,500
Other Source	REET		$ 25,000	$ 225,000	$ -	$ -	$ 72,500	$ -	$ 322,500	$ -	$ 322,500
Hal Moe Pool Site	PROS-2	2	$ 90,000	$ -	$ -	$ -	$ -	$ -	$ 90,000	$ 1,130,000	$ 1,220,000
Funding Sources:											
Bonding			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,130,000	$ 1,130,000
Other Source	REET		$ 90,000	$ -	$ -	$ -	$ -	$ -	$ 90,000	$ -	$ 90,000
Ludwig Park	PROS-3-5	3	$ 25,000	$ -	$ -	$ -	$ -	$ -	$ 25,000	$ 3,350,000	$ 3,375,000
Funding Sources:											
Other Source	Development		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,350,000	$ 3,350,000
Other Source	REET		$ 25,000	$ -	$ -	$ -	$ -	$ -	$ 25,000	$ -	$ 25,000
Playground Equipment	PROS-4	4	$ -	$ -	$ -	$ -	$ -	$ 70,000	$ 70,000	$ 210,000	$ 280,000
Funding Sources:											
Other Source			$ -	$ -	$ -	$ -	$ -	$ 70,000	$ 70,000	$ 210,000	$ 280,000
Kla Ha Ya Park	PROS-12	5	$ -	$ -	$ -	$ -	$ -	$ 20,000	$ 20,000	$ 1,000,000	$ 1,020,000
Funding Sources:											
Other Source	REET		$ -	$ -	$ -	$ -	$ -	$ 20,000	$ 20,000	$ 1,000,000	$ 1,020,000
Neighborhood Parks	PROS-multi	6	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,500,000	$ 9,500,000
Funding Sources:											
Other Source	Development		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,500,000	$ 9,500,000
Community Parks	PROS-21-28	7	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,900,000	$ 4,900,000
Funding Sources:											
Other Source	Development		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,900,000	$ 4,900,000
Total Parks Capital Projects			$ 140,000	$ 405,000	$ -	$ 72,500	$ 72,500	$ 90,000	$ 780,000	$ 20,090,000	$ 20,870,000
Total Parks Funded			$ 140,000	$ 405,000	$ -	$ 72,500	$ 72,500	$ 90,000	$ 780,000	$ 20,090,000	$ 20,870,000

Table CF 7: Municipal Facilities Capital Improvement Program

City of Snohomish
Capital Improvement Plan - Master Detail
2016 - 2021

Category / Project	Plan Ref.	Rank	2016	2017	2018	2019	2020	2021	Total 6-yr CIP	Future Year Growth	Total Project Sources & Uses
Facilities											
City Hall	N/A		**$ 50,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 50,000**	**$ -**	**$ 50,000**
Funding Sources:											
Other Source	*Fund Balance*		$ 25,000	$ -	$ -	$ -	$ -	$ -	$ 25,000	$ -	$ 25,000
Other Source	*REET*		$ 25,000	$ -	$ -	$ -	$ -	$ -	$ 25,000	$ -	$ 25,000
Police Station	N/A		**$ 135,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 135,000**	**$ -**	**$ 135,000**
Funding Sources:											
Other Source	*Seizure Funds*		$ 135,000	$ -	$ -	$ -	$ -	$ -	$ 135,000	$ -	$ 135,000
Shop Storage Building	N/A		**$ 40,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 40,000**	**$ -**	**$ 40,000**
Funding Sources:											
Other Source	*Fund Balance*		$ 40,000	$ -	$ -	$ -	$ -	$ -	$ 40,000	$ -	$ 40,000
Carnegie Site	N/A		**$ 15,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 15,000**	**$ -**	**$ 15,000**
Funding Sources:											
Other Source	*Fund Balance*		$ 15,000	$ -	$ -	$ -	$ -	$ -	$ 15,000	$ -	$ 15,000
Total Facilities Capital Projects			**$ 240,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 240,000**	**$ -**	**$ 240,000**
Total Facilities Funded			***$ 240,000***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ 240,000**	***$ -***	***$ 240,000***

CAPITAL FACILITIES ELEMENT GOALS AND POLICIES

GOAL CF 1: **Maintain and expand public facilities and associated services in a manner that is cost-effective, that meets adopted levels of service, and that accommodates growth targets.**

Policies:

CF 1.1: **Fair share.** New development shall bear a fair share of facility improvement cost necessary to serve the development in order to maintain adopted level of service standards and measurable objective standards.

CF 1.2: **Capital improvement criteria.** Proposed capital improvement projects shall be evaluated and prioritized using all the following criteria:

a. Whether the project supports land use plans and is consistent with capital priorities established in transportation, utility, and park plans;

b. Whether the project is needed to correct existing deficiencies, to maintain or replace facilities, or to provide capacity for future growth;

c. Whether the project will eliminate a public hazard;

d. Whether the project is consistent with prudent fiscal management, including but not limited to costs associated with future maintenance and operations, based on an evaluation of alternatives;

e. Whether the improvement will encourage economic development in targeted areas; and

f. How the project may affect natural and cultural resources.

CF 1.3: **Utility connection fees.** City sewer and water connection fee revenues shall be allocated primarily for capital improvements related to capacity and upgrade of facilities to meet standards and eliminate current deficiencies.

CF 1.4: **Maintain transportation LOS.** The City shall verify that transportation improvements are sufficient to maintain adopted level of service standards as development occurs.

CF 1.5: **Capital facilities plans.** The City shall update its six-year capital facilities plans and prepare a one-year capital improvement project list and capital budget as part of its annual budgeting process.

CF 1.6: **Grant funding.** Efforts shall be made to secure grants or private funds whenever available to finance the provision of capital improvements.

CF 1.7: **Internal consistency.** Fiscal policies to direct expenditures for capital improvements will be consistent with other comprehensive plan elements.

CF 1.8: **Maintain implementing plans.** The City shall maintain transportation, utility, and parks plans that implement the Comprehensive Plan to guide the development, maintenance and expansion of utility, transportation, and parks systems.

CF 1.9: **Utility line replacements.** Where feasible, water, sewer, and stormwater line replacement should be done in conjunction with the upgrading or reconstruction of existing streets.

CF 1.10: **Latecomer agreements**. Allow recovery of sewer, water, and stormwater line construction expenses to reimburse the City and/or private developer for a proportionate share of the cost of installation of the water, sewer, and stormwater lines that provide benefit to other properties.

CF 1.11: **Over-sizing.** If the City requires over-sizing of sewer, water, and stormwater improvements beyond the needs of the property owner doing the installation in order to allow for anticipated future needs, the City may pay for the cost of over sizing.

CF 1.12: **Joint development.** The City will support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in an area of mutual concern and benefit.

GOAL CF 2: **Ensure that utility and transportation system capacities are adequate to accommodate new development consistent with adopted standards.**

Policies:

CF 2.1: **Service capacity.** Permit new development only where utility system capacity and performance will be available at the time of demand for service.

CF 2.2: **Maintain LOS.** A developer is responsible for ensuring adequate capacity to adequately serve the proposed development without reducing service to existing users below adopted levels. If the City requires improvements to increase system capacity to serve future users, the City may participate in the cost of the excess system improvements.

CF 2.3: **Concurrency.** Development shall not be approved that will cause a portion of the transportation system to fall below the adopted level of service unless there is a financial commitment in place to implement transportation improvements or strategies to provide the necessary improvements within six years.

CF 2.4: **Frontage improvements.** Sidewalks, curbs and gutters, and street surface shall be required on that half of the street adjacent to the development as a condition of construction, including new single-family residential development, where these

improvements do not now exist, or are deteriorated, unless determined by the City Engineer to be untimely.

CF 2.5: **Infrastructure maintenance.** Sustaining an ongoing program of street and sidewalk maintenance to protect the community's infrastructure investments shall be a budgetary priority, although the City's primary responsibility is to maintain the curb-to-curb portion of the street section. A pavement management program shall be maintained and updated to identify priority street segments for preservation improvements.

CF 2.6: **Right-of-way dedication.** The City, where practicable, will require the dedication of property for right-of-way necessary to meet City standards for right-of-way width based on the classification of the adjacent street.

CF 2.7: **Water system.** Plan for a water system that provides sufficient capacity and pressure to meet existing and future needs and at a quality that meets federal and state laws and standards.

CF 2.8: **Water associations.** Connect customers of water **associations** within the City's water service area to the City's water system where capacity is available and connection and system development fees are paid consistent with new development.

CF 2.9: **Minimize treatment costs.** The City should continue to evaluate cost assumptions, emerging technologies, and growth projections to minimize wastewater treatment and stormwater management costs while meeting regulatory requirements, protecting water quality, and meeting future treatment capacity needs.

CF 2.10: **Service to annexed areas.** Extension of water, sewer, and stormwater lines to serve areas annexed to the City will be the responsibility of and financed by the benefiting property owners.

CF 2.11 **Level of service.** Ensure that level of service (LOS) standards are maintained as growth occurs.

a. **Transportation level of service.**
LOS E for the PM peak-hour for all intersections

b. **Sanitary Sewer**
No LOS identified. System improvements shall be in accordance with the current adopted General Sewer and Wastewater Facilities Plan and Combined Sewer Overflow Reduction Plan, and the City's National Pollutant Discharge Elimination System (NPDES) Permit.

c. **Stormwater**
No LOS identified. System improvements shall be in accordance with the current adopted Stormwater Management Plan and the City's National Pollutant Discharge Elimination System (NPDES) Permit.

d. **Potable Water.**

No LOS identified. System improvements shall be in accordance with the current adopted Water System Plan.

e. **Fire Flows**
No LOS adopted. System improvements and development standards shall be in accordance with the International Fire Code, as adopted, which is based on the use and structure type.

f. Recreation and Open Space

Park Type	LOS Standard
Pocket:	No recommended LOS standard (developed when opportunity arises & public benefit is demonstrated)
Neighborhood:	75% of population within ½ mile of a neighborhood park
Community:	90% of population within 1.5 miles of a community park
Regional:	No recommended LOS standard (City not expected to provide Regional Parks)
Trails:	90% of population within ½ mile of a trail
Open Space:	10% of City of Snohomish maintained as open space

CF 2.12: **Combined sewer separation.** Continue investment in separating stormwater and wastewater flows in the combined sewer system.

CF 2.13: **Combined sewer connections.** Allow no new sources of stormwater to be discharged into the sanitary sewer system, except connections to the existing combined system where alternative options are not practical.

CF 2.14: **Connection to the sanitary sewer system.** If new development is not served by the City's sanitary sewer system at the time of occupancy, dry sewers should be provided, as practical, in anticipation of connection to the sewer system.

CF 2.15: **Pilchuck transmission line.** Allow no additional connections to the water transmission line from the City's water treatment plant. Seek alternative sources of water for current transmission line customers.

CF 2.16: **Water conservation.** The City should evaluate and implement effective and equitable measures to encourage the conservation and efficient use of water.

UTILITIES ELEMENT

Introduction

The City provides most urban services to its residents and businesses. However, certain critical services are provided by other agencies and private purveyors. As with City services, these services are necessary to support current residents and businesses as well as future population and employment growth. Therefore, their service levels must be adequate to support uses, residential densities, and development intensities described in the Comprehensive Plan. This element addresses electric power, natural gas, solid waste and recycling, and telecommunications services. Utilities provided by the City are addressed in the Capital Facilities Element.

Policy frameworks

The Growth Management Act requires that a utilities element include the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.

The City's utility planning efforts are also guided by various policies contained in the regional policy framework of the Puget Sound Regional Council's Vision 2040 Regional Growth Strategy and in the Snohomish County Countywide Planning Policies. Vision 2040 policies promote conservation measures to reduce solid waste and increase recycling; conservation measures to reduce energy consumption; the use of renewable energy sources; and telecommunication infrastructure that is consistent with the regional vision and friendly to the environment. The Countywide Planning Policies direct coordination with solid waste service providers to meet state mandates for the reduction of solid waste and to promote recycling, and coordination with service providers to ensure service levels are appropriate to support planned growth. The policy direction of these documents is incorporated into this and other Comprehensive Plan elements as appropriate to the circumstances and planning context of the City.

Service providers

The following agencies and private firms serve the City's planning area.

Electricity:	Snohomish County PUD No. 1
Natural gas:	Puget Sound Energy
Solid Waste/Recycling:	Republic Services/Allied Waste Waste Management
Telecommunications:	Comcast Frontier Communications Wave Broadband
Wireless:	Various providers

Electric power
Snohomish is served by the Public Utility District of Snohomish County No. 1 (PUD), which operates or purchases power from electrical generation facilities of various types throughout Snohomish County and the larger region. Most of PUD's power is purchased from the Bonneville Power Administration (BPA), which has a substation located within Snohomish city limits at 914 Avenue D. A majority of BPA's power is generated by dams located primarily on the Columbia and Snake Rivers in the Pacific Northwest.

The PUD also owns several hydroelectric dams in eastern Snohomish County, including the Jackson Hydroelectric project, the Woods Creek Hydroelectric project, and the Youngs Creek Hydroelectric project, all located southeast of Snohomish. In 2013, the PUD received 84 percent of its power supply from BPA Columbia River hydropower, six percent from its long-term wind and other renewable resources, six percent from its own hydroelectric projects, and four percent from wholesale market purchases. PUD makes short-term purchases and sales in the wholesale power market to balance daily and seasonal fluctuations in its load and resources.

The PUD services an area of 2,200 square miles, including all of Snohomish County and Camano Island, with 6,321 miles of electric lines. The PUD uses a 115,000 volt transmission system to distribute electricity to distribution substations, which then transform the electricity to an average 12,500 volts for distribution to customers. Electrical facilities of less than 55,000 volts (55 kV) are referred to as distribution facilities. Facilities of more than 55,000 kV are referred to as transmission facilities. The BPA substation located on Avenue D within city limits is a major substation facility. Snohomish is generally served by this substation. However, power could also come from several other sources, depending on system configuration. PUD transmission facilities within the City's UGA are shown on Figure UT 1.

According to the PUD, there is ample capacity to meet existing and future demand for both the incorporated city limits as well as the urban growth area. To meet future demand, PUD's policy priority is to pursue all cost-effective energy efficiency measures.

In the next several years, the PUD plans to upgrade 1.45 miles of transmission lines between the BPA substation and the Snohomish substations, as well as automation upgrades to the Snohomish substation. The PUD has been actively researching and developing alternate sources of power, including renewable energy, in the interest of preparing for growth, and creating a balanced mix of energy sources.

Natural gas
Puget Sound Energy (PSE) supplies natural gas to Snohomish. PSE is an investor-owned utility that was formed in 1997 by the merger of Washington Natural Gas Company and Puget Sound Power & Light Company. PSE is regulated by the Washington Utilities and Transportation Commission (WUTC) and the Federal Energy Regulatory Commission (FERC).

PSE operates the state's largest natural-gas distribution system, serving more than 750,000 gas customers in six counties. Snohomish is served from the main transcontinental pipeline, which extends south from Canada a distance of approximately 1,975 miles. The main lies

approximately three miles east of Snohomish. In 2010, a two-mile section of the pipeline adjacent to Snohomish was upgraded from a four-inch line to an eight-inch line, which helped stabilize the gas system and enhanced reliability in the community.

PSE's distribution system is generally comprised of the following components:

Gas Supply Mains are usually larger-diameter steel wrapped mains (eight inches and over) designed to operate at higher pressure (over 100 psig, pound per square inch gauge) to deliver natural gas from the supply source to pressure reducing stations.

Pressure Reducing Stations include district regulators, which are located throughout the system to reduce pressure to a standard distribution operating pressure of approximately 60 psig.

Distribution Mains are the pipes fed from district regulators that carry the gas to customers. These mains vary in size (usually less than eight-inch diameter) and material (typically polyethylene).

PSE owns more than 21,000 miles of gas mains and service lines. Natural gas supplies are purchased from producers in Canada and the Rocky Mountain states. Deep natural gas deposits are brought to the surface by wellhead pumps. The gas is then processed, purified, and distributed via interstate pipelines. Pressure is maintained by compressor stations that are located every 50 to 60 miles along the pipelines. PSE stores gas in large underground facilities to meet demand year-round. The gas then enters the city through a gate station where it is metered and delivered to customers through a distribution network of local gas mains, small-diameter service lines, and customer meters. For security reasons, PSE requested nondisclosure of facility locations.

Extension of natural gas service is initiated by customer request. Due to the relative cost savings of natural gas over electricity, natural gas has become the preferred fuel choice for many residents and businesses. New connections are likely to grow at a pace closely matching the City's growth rate. Upgrades to existing facilities and installation of new facilities may be needed to deliver gas to customers and maintain system reliability. These new lines would be located within existing public rights-of-way or in easements as required by site conditions.

The U.S. Department of Energy estimates that there are 2,203 trillion cubic feet of recoverable natural gas in the United States. At the current rate of consumption of about 24 trillion cubic feet per year, the current reserve is enough to last about 92 years. Reserves have increased each year since 1999 due to improvements in shale gas exploration and production technologies.

Solid waste/recycling

Snohomish currently contracts with Republic Services/Allied Waste to provide solid waste, recycling, and yard waste collection services to all residents within the municipal boundaries of the city through April 2017. Solid waste and recycling collection is a mandatory service within City limits. For unincorporated areas, solid waste collection services are provided by Waste Management. According to state law, the franchise solid waste hauler for annexed areas must be offered a City franchise for a minimum of seven years following annexation. The disposal of solid waste is guided by the *Snohomish County Comprehensive Solid Waste Management Plan*, updated in 2004.

The City provides billing services to solid waste customers, and the company invoices the City on a monthly basis. Garbage and recycling fees are included in the bi-monthly utility bills. Rates are set by the company to which a nine percent City surcharge is added for administration. Low income senior and low income disabled rates are available to eligible customers.

The company collects solid waste monthly or weekly, depending on the level of service selected by the customer. The waste is delivered to one of several disposal sites operated by Snohomish County, as stipulated by an interlocal agreement with the County. Source-separated recyclables and yard waste are processed for recycling or composted at the company's material recovery facility. Once the solid waste reaches the transfer station, it is compacted into shipping containers and hauled to the Regional Disposal Company Rail Loading Facility in Everett. The waste is then transferred by rail to the Republic Services Regional Landfill in Roosevelt, Washington. The facility was established in 1991 with an on-site landfill gas-powered power plant that generates electricity for sale to the Klickitat Public Utility District.

The capture and reuse of landfill gas at the plant creates enough energy to power more than 20,000 homes in Klickitat County and creates a sustainable disposal system. Energy produced by the landfill replaces the consumption of 20.4 million tons of coal, thus offsetting 35.4 million tons of carbon dioxide emissions. The facility is situated to accommodate future growth; it was permitted to accept 120 million tons of solid waste, and has a projected lifespan of 80 years.

Telecommunications

Telecommunication is the transmission of information from one point to another using technology. A broad range of services and media is included in the term, which generally refers to telephone, television, and internet. These communications formats are provided in a variety of ways, including telephone lines, fiber optic cables, communications satellites, cloud and enterprise services, and broadband cable. These services—and the technology which makes them available—are becoming increasingly sophisticated, and are more commonly offered as a package, or "bundle" by providers.

Cable television and broadband internet services are provided by Comcast Corporation. Based in Philadelphia, Comcast is the largest U.S. cable company, serving more than 24 million customers. Comcast operates a cloud-enabled network. There are approximately 2,500 Comcast video and internet subscribers in the city limits.

Comcast runs fiber optic cable to a "node", which is an electronic device capable of sending and receiving information over a communications channel, and serves as an access point for cable modems. Nodes include broadband optical receivers that convert the downstream optically modulated signal to an electrical signal. Nodes generally serve 150 to 400 subscribers. The company prefers not to over-subscribe nodes, as the available bandwidth decreases with a larger number of customers. Each node has a built-in battery backup, which lasts about 12 hours for residential service, depending on usage. From the node point, service transitions to coaxial cable running to the individual residences. There are currently four nodes within City limits, all fed from a Hub located on 13th Street.

Comcast has no immediate plans to add facilities. However, the company expects to extend its cable network as needed to serve additional development. As new subscribers are added, the company adds or splits nodes to serve growth.

Telephone and internet services are provided by Frontier Communications, including local and long-distance general telephone services as well as high speed internet. Frontier Communications is the fifth largest provider of DSL broadband in the U.S., serving over 17.7 million people in 28 states. Frontier's fiber internet service is available to 1.8 million people. In Snohomish, Frontier's facilities are a combination of fiber optic and distribution copper cables, both aerial and buried, to provide telephone and internet. Telephone and internet service is delivered side by side, traveling at separate wavelengths.

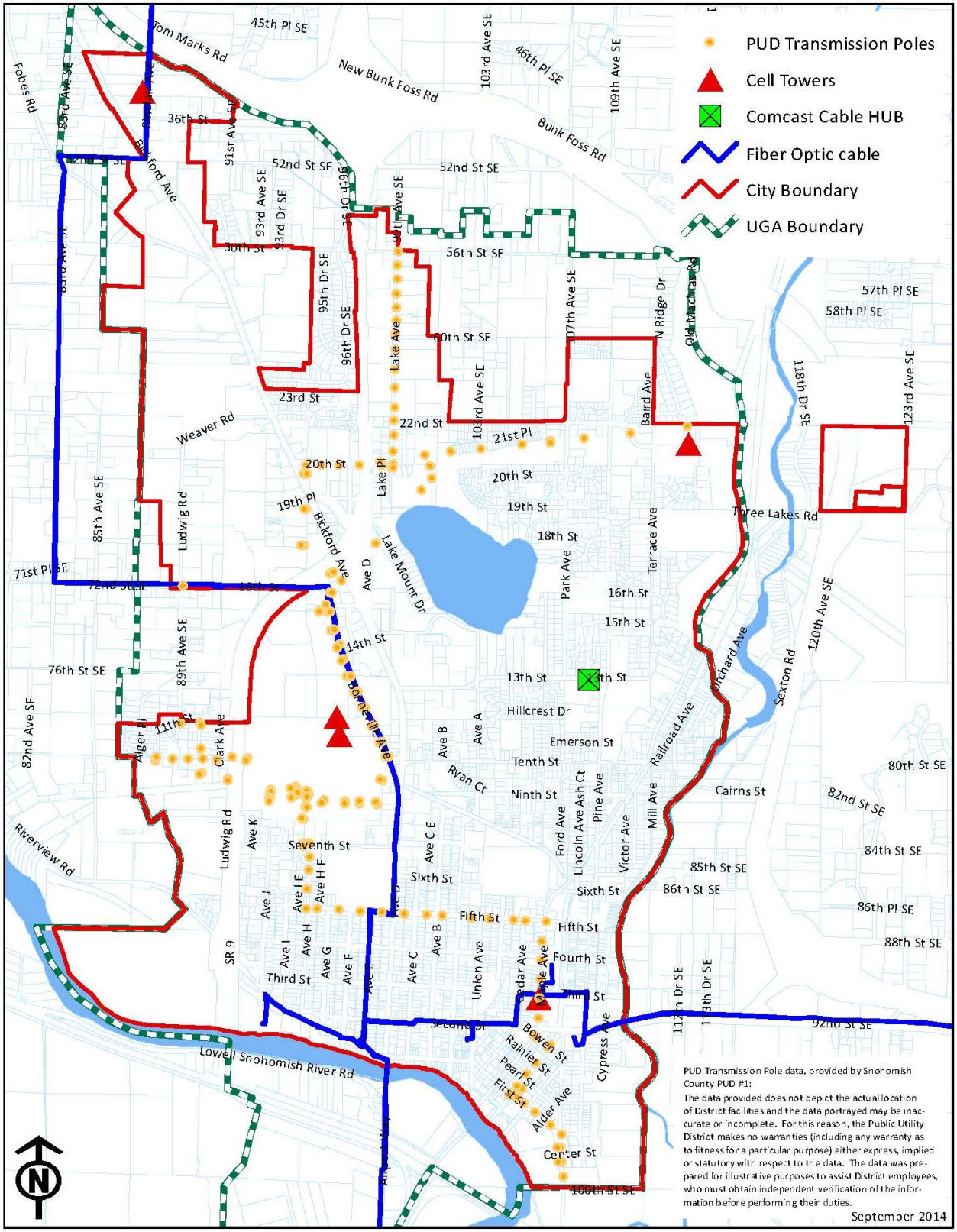
Frontier operates a central service location in Snohomish that feeds the remote electronic equipment serving individual customers. Recent upgrades to the central office location have increased the company's ability to provide open bandwidth to existing and future customers in the city. Business product speeds range from 3 megabits to 100 gigabits per second. Frontier operates approximately 7,000 lines in Snohomish.

Wave Broadband, formerly Black Rock Cable, provides fiber-based communications services including video, internet, and telephone in Washington, Oregon, and California. The company is headquartered in Kirkland, Washington, and serves over 400,000 residential and business customers. The company builds, owns, and operates its own fiber optic network. Prior to the merger with Wave Broadband in 2012, Black Rock Cable extended buried fiber optic cable through several corridors in Snohomish, including 16th Street, Bonneville Avenue to Avenue D, Second Street, and First Street. Wave Broadband's fiber optic network is shown on Figure UT 1.

Wireless

Wireless communication combines a portion of the radio frequency spectrum with switching technology, making it possible to provide mobile or portable telephone and data service to any number of subscribers within a given service area. Transmission quality is comparable to that provided by conventional wire-line telephones, and the same dialing capabilities and features available to wire-line users are available to cellular users. This involves the location of towers and antennas throughout the community. There are currently several wireless facilities in Snohomish. Three are located on industrial land near Bonneville Avenue, one is located between Bickford Avenue and Sinclair Avenue, one is located in the Single Family Land Use Designation Area on Terrace Avenue, and one is located in the right-of-way adjacent to the Snohomish Police Department property at 230 Maple Avenue, collocated on a PUD pole. Cell tower locations are shown on Figure UT 1

Figure UT 1: Private Utility Transmission Facilities



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UTILITES ELEMENT GOALS AND POLICIES

GOAL UT 1: **To ensure services from non-City utilities further the City's goals for growth and development, are safe and reliable, are aesthetically compatible with surrounding land uses, and are available at reasonable economic costs.**

Policies:

UT 1.1: **Coordinate projects.** Coordinate infrastructure projects such as street improvements with private utilities to minimize disruption and reduce costs.

UT 1.2: **Available land.** Ensure that sufficient land is available for the location of utility facilities, including within transportation corridors.

UT 1.3: **Utilities in plats.** Reserve land within new plats for private utilities serving the development.

UT 1.4: **Land use planning.** Coordinate land use plans with private utility purveyors to ensure utility services are available for new development.

UT 1.5: **Annexations.** Provide notice to private utility purveyors during annexations to provide a smooth transition and minimize impacts to affected citizens.

UT 1.6: **Minimize disruptions.** Encourage system design and maintenance practices intended to minimize the number and duration of interruptions to customer service.

UT 1.7: **New technologies.** Encourage new technology that improves utility services and reliability while balancing health and safety, economic, aesthetics, and environmental factors.

UT 1.8: **Franchise process.** Use the franchise process to maximize the benefit to the City residents and rate payers.

UT 1.9: **Undergrounding utilities.** Require undergrounding of all new utilities for new developments.

UT 1.10: **Visually screen facilities.** Where feasible and beneficial, require landscaping or other aesthetic screening of at-grade utility facilities.

Telecommunications

UT 1.11: Respond to changing circumstances. Respond to changes in telecommunication and other data transfer technologies and their federal regulatory frameworks to ensure local controls are consistent with evolving circumstances.

UT 1.12: Facility location and design. Wireless communication facilities should be designed and located in a manner that minimizes adverse impacts, including aesthetic impacts, on adjacent land uses and neighborhoods.

UT 1.13: Collocation. Encourage collocation of multiple wireless carriers on the same facility.

Electric and Natural Gas

UT 1.14: New generation facilities. Encourage careful evaluation of proposals for electricity generation facilities to avoid impacts to local air and water quality.

UT 1.15: Provide public information. Assist non-City utility purveyors in disseminating information on measures to reduce energy and resource consumption and to reduce the waste stream.

UT 1.16: **Alternative technologies.** Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.

UT 1.17: Energy efficient designs. Encourage and support investment by developers in energy efficient designs and technologies.

Solid Waste

UT 1.18: City management. Maintain a responsive and cost-effective solid waste collection program.

UT 1.19: Commercial recycling. Evaluate opportunities to expand the City's recycling program to commercial uses.

UT 1.20: Reduce waste stream. Promote reductions in the waste stream by disseminating educational materials on re-using, recycling, composting, and other waste reduction methods.

GLOSSARY

Adequate Capital Facilities means facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Agricultural Land means land primarily devoted to the commercial production of horticultural, viticulture, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock and that has long-term commercial significance for agricultural production.

Arterial (Minor) is a designation of public roadway within the City's roadway functional classification scheme that identifies primary traffic corridors. These streets typically have the highest traffic speeds and/or volumes of all City-maintained roadways.

Available Capital Facilities means that facilities or services will be constructed and operational to serve new development concurrent with such development. In the case of transportation facilities, the specified time is six years from the time of development. In the context of transportation facilities, "concurrent" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

Best Available Science means current scientific information derived from a valid scientific process, including that used in the process to designate, protect, or restore critical areas as defined by WAC 365-195-190 through 356-195-925.

Capital Facilities are publicly-owned assets such as real estate, structures, or equipment with a value of at least $15,000 and an expected useful life of at least ten years.

Capital Improvement means physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Collector is a designation of public roadway within the City's roadway functional classification scheme that provides access and mobility between the arterial network and local streets.

Commercial Uses are activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Comprehensive Plan means a generalized coordinated land use development policy statement of the governing body of a county or City that is adopted pursuant to the Washington State Growth Management Act, RCW Chapter 36.70A.

Concurrency is the requirement that adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate capital facilities" and "available capital facilities" as defined in this section.

Consistency means that no feature of a plan or regulation in incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Coordination means consultation and cooperation among jurisdictions.

Critical Areas include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Density is a measure of the intensity of residential development, typically expressed in terms of dwelling units per acre.

Essential Public Facilities refers to public facilities that are typically difficult to site. The term includes all facilities and types of facilities identified in RCW 36.70A.200 as well as locally-defined facilities and types of facilities.

Forest Land means land with long-term commercial significance for harvesting trees, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140.

Geologically Hazardous Areas describes areas that, because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Household means all the persons who occupy a housing unit that is intended as separate living quarters and having direct access from the outside of the building or through a common hall. Occupants may be a single family related by blood, marriage, or adoption, one person living alone, or any group of related or unrelated persons who share living arrangements.

Impact Fee is a charge levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development. The Growth Management Act authorizes imposition of impact fees on new development and sets the conditions under which they may be imposed.

Industrial Uses means activities or facilities predominantly connected with manufacturing, assembly, processing, or storage of products.

Infrastructure means those man-made structures that serve the common needs of the population, such as transportation, utility, and recreation facilities.

Intensity a relative description of land uses and activities based on density, use, scale, context, and impact.

Land Development Regulations: means any governmental controls placed on subdivision, development, or the use of land. Development regulations typically take the form of building codes and zoning, subdivision, and critical area ordinances.

Level of Service (LOS) is a measure of public service or capital facility supply that frequently relates to a unit of public demand and is used to establish needs or targets for facility planning purposes.

Long-Term Commercial Significance includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land.

Local Road is a designation of public roadway within the City's roadway functional classification scheme that provides direct access to adjoining properties and traffic circulation within or through neighborhoods. Local roads typically carry low volumes of traffic at relatively low speeds.

Manufactured Housing means factory-assembled structures intended solely for human habitation, installed on a permanent foundation with running gear removed, and connected to utilities.

Mineral means gravel, sand, and valuable metallic substances.

Multi-Family Housing means one structure or one lot designed to accommodate two or more households.

Owner means any person or entity, including a cooperative or a public housing authority (PHA), having the legal rights to sell, lease, or sublease, any form of real property.

Planning Area (outside of an urban growth area) describes Rural designated lands with or without a Rural-Urban Transition Area (RUTA) overlay designation: 1) that represent logical expansions of the City and its services; and 2) where urbanization is expected in the future, following expansion of the City's UGA boundary pursuant to the Growth Management Act (GMA) and the Snohomish Countywide Planning Policies (CPP). Planning areas are designated by Ordinance or Resolution.

Public Facilities means any capital facility owned by a public agency, including streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

Public Services include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other services provided by a public agency.

Regional Transportation Plan means the transportation plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization.

Regional Transportation Planning Organization (RTPO) means the voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties which have common transportation interests.

Right-of way describes land on which there is a legal right of public use for vehicular or pedestrian circulation or utilities, typically established by purchase for or dedication.

Rural Lands mean all lands that are not within an urban growth area and are not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Sanitary Sewer Systems means all facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment or discharge of any water borne waste, whether domestic in origin or a combination of domestic, commercial or industrial waste.

Shall signifies a directive or requirement.

Should signifies an expectation or guideline.

Single-Family Housing, as used in this plan, means a detached housing unit on its own lot designed for occupancy by not more than one household.

Transportation Facilities means capital facilities related to air, water or land transportation.

Transportation Demand Management (TDM) means strategies intended to change travel behavior as an alternative to increasing the capacity of the transportation network to meet travel demand. Such strategies may include flexible work hour, ride-sharing options, parking policies, and telecommuting.

Urban Governmental Services include those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, solid waste disposal, and other public utilities associated with urban areas and normally not associated with non-urban areas.

Urban Growth refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Growth Area (UGA) means the geographic area that encompasses the existing contiguous area of the city and the area outside the City's corporate boundary, as adopted by the Snohomish County Council pursuant to RCW 36.70A.110, where urban growth will be encouraged and supported by public facilities and services. The urban growth area contains land that the City may consider including in its corporate boundary through the annexation process.

Utilities means enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water and for the disposal of sewage.

Wetland means areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a

prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands no not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined stales, canals, detention facilities, waste water treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the City.