

Document 3.3
City of Snohomish
Application for Docket XV

**Response to Application Question 3 regarding consistency with the
Countywide Planning Policies (CPP) for Snohomish County**

Reference	Statement of Consistency
UG-1.a	The proposal is consistent with this criterion.
UG-1.b	NA
UG-1.c	The City of Snohomish North Planning Area (NPA) currently is supported by urban levels of public services (except sanitary sewer). The City of Snohomish Police Department is typically the first responder to calls for police service. The area has a sufficiently large number of residents and workers that the area is not significantly different from unincorporated UGA lands to the south. City capital facility plans can be readily adjusted to include the delivery of public services to the NPA.
UG-1.d	A fiscal forecast and analysis was prepared by the City of Snohomish (Berk and Associates). That analysis is summarized within the City’s strategic plan, <i>Imagine Snohomish – Promoting Vitality and Preserving Character</i> (Document 8.5). The fiscal analysis demonstrates that the City will have a structural budgetary deficit beginning around the year 2019. This proposal is in direct response to that analytical data (developed by a highly-experienced consulting firm).
UG-1.e	The proposed boundary for the expanded UGA follows streets and predominant property lines. The boundary closely approximates the boundary between the Snohomish School District and the Lake Stevens School District.
UG-1.f	No designated resource lands exist within the NPA.
UG-1.g	The NPA is immediately adjacent to a grade-separated interchange of two controlled-access highways. The area does have some critical areas, primarily wetlands and streams.
UG-1.h	Critical areas and their buffers will be preserved as open space corridors. The concept of an “urban separator” has not been translated/communicated by clear policy and criteria. The proposal maintains an urban separator between the City of Snohomish UGA and the City of Lake Stevens UGA.
UG-1.i	The proposal continues the vision for the Bickford Avenue corridor further to the north. The City promotes the highest possible caliber urban design, site planning, and architectural integrity. Also, expansion of the Snohomish UGA to the north is consistent with the policies and strategies contained within <u>Imagine Snohomish: Promoting Vitality and Preserving Character</u> .
UG-1.j	Lands within the UGA have been found to be highly inefficient. This is largely due to the presence of critical areas, small parcel size, and irregular parcel shape.
UG-2	NA; procedural policy.
UG-3	The proposal would facilitate the location of new population in urban rather than rural areas.
UG-4	NA; procedural policy.
UG-5	As evidenced by the “Common Themes” map developed by property owners of the NPA, the City is planning a compact, walkable, sustainable community (Document 8.6). The vicinity is served by Community Transit, and transit-oriented-development

	(TOD) is planned..
UG-6	The NPA is not an urban center.
UG-7	The community planning process begun in 2008 produced a vision for a compact and sustainable community. Detailed land use policies and development regulations will be enacted to achieve urban, rather than suburban, development.
UG-8	<p>The City of Snohomish’s southern UGA (south of the Snohomish River) is not developable due to flood hazards. Therefore, these 299 acres of the City’s UGA cannot be relied upon to achieve the City’s population or employment targets. The southern UGA cannot be relied upon to alleviate the looming budgetary deficit referenced above.</p> <p>Commercial, industrial, and business park property within the current UGA is highly constrained by the presence of wetlands, streams, and utility transmission easements. In terms of commercial, industrial, and business park properties, the City does not have an adequate supply of large, developable parcels. In contrast, the NPA contains several large parcels relatively free of critical areas. These NPA properties are needed to support the City’s fiscal health and to achieve its growth targets.</p>
UG-9	<p>The community planning process begun in 2008 placed a heavy emphasis upon the values and preferences of the NPA property owners. During 2010, that planning process will be continued to address the remaining NPA properties not yet discussed. The “Common Themes” map calls for creation of a compact, urban, walkable community.</p> <p>The City of Snohomish has spearheaded the formation of a new SR-9 Coalition—an advocacy group for improvement of SR-9. The Coalition will be promoting enhanced transit service along SR-9, with the accompanying facilities (park and ride lots, transit centers, TOD, etc.)</p>
UG-10	<p>The City of Snohomish, in partnership with Cascade Land Conservancy (CLC), is developing an infill redevelopment plan for the area to the north and east of the City’s Historic District. This area (tentatively called the Pilchuck District), contains a variety of land uses, including numerous civic facilities. The redevelopment plan will include incentives for achieving maximum build-out allowed, and will also be designated as a TDR receiving area.</p> <p>Within the Historic Business District, the City does not require off-street parking for reuse of existing historic structures. This promotes maximum use of existing commercial and mixed-use structures.</p> <p>Land use plans for the NPA will strive to take advantage of topography to create multi-level commercial structures. Compact development will be required while low-density urban sprawl will be prohibited.</p>
UG-11	See responses above. See Common Themes Map for planning objectives for NPA.
UG-12	NA
UG-13	The City of Snohomish respects the use of consistent methodology for buildable lands analysis. However, the City asserts that employment targets alone do not adequately or accurately determine whether there is a sufficient number of large commercial and industrial parcels within a UGA. This is because employment projections do not accurately predict tax revenues—and it is tax revenue (not the number of hypothetical jobs) that determine a city or county’s ability to deliver urban services. No doubt, jobs

	<p>are a critical component of urban sustainability.</p> <p>Given Washington’s increasingly difficult taxing environment (ala anti-tax initiatives), cities and counties must be capable of generating sales tax, not <i>just</i> jobs. Therefore, consideration of UGA properties’ ability to produce tax revenue is now more critical than hypothetical employment targets. Commercial and industrial properties within the Snohomish UGA, because of the limiting factors discussed herein, may be able to achieve employment targets but certainly cannot achieve the City’s objective of fiscal sustainability.</p>
UG-14.a	NA; procedural policy.
UG-14.b	Review of consistency with reasonable measures provided below.
UG-14.c	NA; procedural policy.
UG-14.d	Land capacity analysis provided.
UG-14.d.4	<p>Provided as an attachment is data confirming that the Snohomish UGA has a deficiency of larger parcels to accommodate the remaining projected commercial or industrial growth (see Document 8.1). This is due primarily to parcel characteristics that collectively severely constrict the efficiency of the parcels. Those characteristics include: a) presence of critical areas; b) parcel size; c) parcel shape; d) topography; e) poor vehicular access; and f) poor visibility.</p> <p>The City of Snohomish recently constructed Segments 1 and 4 of the Cemetery Creek Wastewater Trunkline to spur new commercial and employment-related development. The area served includes the Bickford Avenue corridor. The only developments realized to date are: Snohomish Station (450,000 sq. ft. retail), and Snohomish Depot (6,000 sq. ft. retail). An 82-unit condominium project is also under construction. While Snohomish Station is a significant generator of sales tax for the City, the fiscal analysis referenced herein included Snohomish Station within its baseline calculations.</p>
UG-15	NA
UG-16	NA
UG-17	NA
OD-1	As described above, the City has facilitated community-based land use planning for some of the area, and will complete the process for all of the NPA. This will lead to greater clarity regarding future development, which in turn allows better planning for public services. Once the County provides affirmation that the proposed amendment will be approved, the City can embark upon new capital facility planning for the area. The City intends to develop land use and capital facility plans for all of the NPA prior to annexation.
OD-2	To the extent feasible, the City suggests that zoning within the NPA not be changed until annexation occurs. This will alleviate County obligation to realize urban development here, and will correlate urban development with annexation. Furthermore, the City prefers, to the extent feasible, to preclude segmented or phased annexation of portions of the NPA. City suggests that no “piecemeal” annexation be permitted.
OD-3	Coordination with Fire District 4, Snohomish School District, WSDOT, Community Transit, and City utilities has been initiated, and will continue through annexation.
OD-4	NA
OD-5	The existing level of development within the NPA does not suggest a differentiation in levels of service when compared to unincorporated lands within Snohomish’s UGA. The City intends to clearly differentiate the NPA from surrounding rural lands through

	development of a compact, walkable, transit-oriented community.
OD-6	NA
OD-7	NA
OD-8	The City is proposing a compact, mixed-use community providing housing along with the needed commercial and industrial land uses. It is hopeful that the NPA could be a “live-work” community that would promote use of alternative modes of transportation.
OD-9	The City proposes to delay the implementation of urban zoning until annexation occurs. This will ensure that all urban development is consistent with City standards.
OD-10	See response above regarding the Pilchuck District plan and TDR receiving area.
OD-11	NA
OD-12	The City of Snohomish is willing to implement this interlocal agreement that would delay urban zoning until annexation, and discourage or prohibit “piecemeal” annexation of the NPA.
OD-13	The City intends to fully implement this policy.
JP-1-4	No areas of inconsistency identified.
RU-1-4	NA
RU-5	Presently, the Frontier Lumber business is not consistent with this policy. Inclusion of the Frontier Lumber property in the Snohomish UGA would create greater consistency with RU-5.
RU-6-7	NA
HO-1-21	No areas of inconsistency identified.
CF-1-5	No areas of inconsistency identified.
ED-1-3	The City of Snohomish Comprehensive Plan contains an Economic Development Element, which is based upon the City’s (award-winning) 2001 Economic Development Plan. In 2007, the City’s strategic plan (referenced above) provided a fresh perspective and vision for the City’s economic future. These adopted plans identify the need to develop new sources of tax revenue.
ED-4	At the outset of community planning for the remainder of the NPA (as discussed above), the City intends to identify the lands east of SR-9 and north of US-2 as a commerce and industry center. These designations are expected to be contained within land use plans for the area, and would subsequently be incorporated into the City’s Comprehensive Plan. The parcels in this area are approximately 10 acres in size, are relatively flat, have minimal environmental constraints, and have excellent physical and visual access from the two adjacent highways. This area is expected to be capable of supporting hundreds of jobs and generating ongoing sales and property tax revenue.
ED-5-8	No areas of inconsistency identified.
ED-9	This proposal is prompted by the City’s recognition of growth and development needs of businesses and industry. Within the Snohomish UGA, virtually all Industrial and Airport Industrial parcels are constrained by wetlands, steams, and floodplain. The floodplain hazard designation Density Fringe makes all 299 acres of industrial property undevelopable. Similarly, properties designated Business Park are highly constrained by the Cemetery Creek, Anderson Creek, Myricks Fork, and their associated wetlands. The NPA offers Snohomish, Snohomish County, and Washington approximately 100 acres of high-value commercial/industrial land.
Fiscal Impact	No areas of inconsistency identified.
TR-1-13	No areas of inconsistency identified. As described above, the City and the NPA community envision sustainable, compact, walkable, transit-oriented development

<p>here. This approach will off-set the number of vehicle miles traveled (VMT) and the number of vehicular trips generated through urbanization at this location. It is generally agreed, and the RUTA designation confirms, that this area will eventually urbanize. Snohomish has taken the initiative to rule out low-density sprawl and under development of high-value land. Transportation planning will be coordinated with Snohomish County, Community Transit, WSDOT, PSRC, and the Cities of Lake Stevens and Monroe.</p>

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