

2024 - 2044

COMPREHENSIVE PLAN



CITY OF
SNOHOMISH



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CITY OF SNOHOMISH 2024-2044 COMPREHENSIVE PLAN

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ORDINANCE 2502

City of Snohomish
116 Union Avenue
Snohomish, WA 98290
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MAYOR'S MESSAGE



Mayor Linda Redmon

Welcome to the City of Snohomish Comprehensive Plan! The “Comp Plan” is a synthesis of the policy and goals created by your elected leadership, the expertise of City staff and subject matter consultants, an evaluation of the history and current standing of the community and its assets, the predictions of data analysts who evaluate service and growth capacities and potentials, and the efforts of the community to capture the hope and dreams of the community so that future generations will have all they need to thrive and prosper in our beautiful city.

The Comprehensive Plan is fully rewritten every ten years with a 20-year planning horizon. This plan guides what your government does in all the areas that impact your experience of living here. For those who are unfamiliar with why this type of planning is done, in Washington State we are mandated by the Growth Management Act to keep growth close to our city areas so we can preserve the farmlands and rural and wilderness lands surrounding our cities and towns. Part of meeting this mandate includes producing a Comprehensive Plan with specific focus areas to make thoughtful and proactive decisions about planning aspects such as land use, housing, transportation, parks and open spaces, and water and sewer services. So rather than just reacting to inevitable growth, a community can attempt to create a clear vision of how to direct that growth to maintain the features you treasure about your community and to enhance the environment in which you live.

This Comprehensive Plan incorporates the results of more than two years of public engagement that included the usual surveys, public hearings, and notices, but also many creative efforts by the Planning and Development Services Department and other City staff. There were educational videos, interactive online tools, a Carnival and Open House, several visits to local schools to gather input from younger residents and families, and a Civic Ambassador program that recruited community members to interact with their own networks to disseminate information and collect input for incorporation into the Plan. Targeted efforts to talk with those residents and businesses located in the areas that will be annexed in the future were met with great interest and enthusiasm. And every element of the Plan went through a thorough vetting and public input process with the City's Planning Commission, a board consisting of dedicated members of the community.

I am grateful to Planning and Development Services Director Brooke Eidem and her team for all their efforts to garner and include as much public participation as possible in the shaping of this document which will guide the City for the next two decades. I hope you are as pleased with the outcome as I am. If there is anything you think has been left out or that you would like to see addressed differently, there is an annual process that allows you to propose changes, and I encourage you to connect with our Planning Department to share your ideas.

Sincerely,
Mayor Linda Redmon

VISION



Our future Snohomish is a community with a small-town feel where people are proud to live, work, and play in the city they call home. It is recognized as an important part of the larger Puget Sound, with regional and Tribal partnerships. It has safe and walkable neighborhoods with housing for all, a thriving economy with vibrant commercial districts, and a distinct, well-preserved Historic District. Our future Snohomish has healthy eco-systems and natural landscapes that include an interconnected park and trail system. Snohomish is a welcoming and inclusive place that encourages cultural heritage and expression and creativity in the arts; it incorporates well-maintained multimodal streetscapes and public spaces that foster interpersonal connections and enjoys a collaborative government that is transparent and accessible to its residents.

THE COMPREHENSIVE PLAN

The primary purpose of the City of Snohomish Comprehensive Plan 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 a planning tool, the Comprehensive Plan communicates the City Council's intent, priorities, objectives, and expectations to residents, businesses, agencies, developers and others with an interest in the city. The policy direction of the plan does not substitute for regulations but provides the framework and reference for the implementing regulations to ensure that the City Council's vision is achieved.

The Comprehensive Plan is informed and supported by various detailed analyses that are contained in separate documents. Supporting plans and studies, referred to or adopted by reference within the Comprehensive Plan, are listed in Table I-1.

Table I-1: Supporting Documents

DOCUMENT NAME	DATE
Endangered Species Act Response Planning	May 2004
Stormwater Comprehensive Plan	October 2013
General Sewer Plan and Wastewater Engineering Report	September 2020
Water Comprehensive Plan	June 2020
Housing Assessment and Gap Analysis	December 2022
Parks, Recreation, and Open Space Plan	December 2023
Urban Forestry Plan	December 2023
Middle Housing Policy Analysis	May 2023
Racial Equity and Displacement Analysis	May 2023
Planning for Climate Change	June 2023
Housing Element Supplementary Data	January 2024
Public Engagement Report	March 2024
Local Road Safety Plan	March 2024
Complete Streets Policy	May 2024
Transportation Master Plan	August 2024

Documents prepared for or by the City of Snohomish unless otherwise indicated

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 usefulness to the community.

The current plan acknowledges prior planning efforts, proceeding from the City's original 1962 Comprehensive Plan and the succeeding versions adopted in 1976, 1995, 2005, and 2015, in addition to subsequent amendments. Previous plans were referenced where practical to refine and extend past goals that remain relevant today.

For the 2024 update, an extensive community engagement campaign was conducted before the Planning Commission began public review of each goal and policy. Their work, and the work of the City Council, was to ensure that the policy framework addressed current circumstances and priorities, that it is necessary and consistent with other long-range plans, and it is clear in direction. The policies were also reviewed for compliance with state mandates and regional and countywide policies. The result is a concise, relevant, useful, and usable Comprehensive Plan for City leaders, staff, and the community.

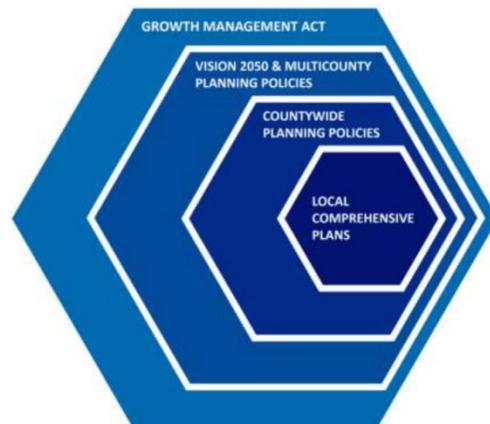
“You got to be very careful if you don't know where you are going, because you might not get there.”

-Yogi Berra

STATE & REGIONAL PLANNING

Relationship to other planning requirements

Planning under the Growth Management Act requires a balance of local policy objectives with 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 2050 Multicounty Planning Policies, and the Snohomish County Countywide Planning Policies.



credit: Snohomish County

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 multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.*
- 4 **Housing.** *Plan for and accommodate housing affordable 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 forestlands and productive agricultural lands, and discourage incompatible uses.*

- 9 **Open space and recreation.** *Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*
- 10 **Environment.** *Protect and enhance 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, including the participation of vulnerable populations and overburdened communities, 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 **Climate change and resiliency.** *Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.*
- 15 **Shorelines of the state.** *For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.*



Puget Sound Regional Council's Vision 2050

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 2050 is a shared strategy for moving the region toward a sustainable future according to the following framework goals:

Environment

The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.

Climate change

The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.

Development Patterns

The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.

Housing

The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.

Economy

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

Transportation

The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.

Public Services

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

PSRC Vision 2050 Statement

The City of Snohomish Comprehensive Plan advances a sustainable approach to growth and future development consistent with the policy direction in Vision 2050. The Plan's goals and policies promote protection of the natural environment and a commitment of the City to preserving and restoring ecosystems, improving water quality, and reducing greenhouse gas emissions while building resiliency to climate change. The Plan emphasizes a compact, walkable, and transit-compatible urban form to provide for the health and well-being of the community. Increasing the stock of affordable housing while ensuring provision of supporting infrastructure is prioritized. 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 2050 Regional Growth Strategy, will be accommodated and adequately served over the next 20 years. Housing policies include preservation of existing housing stock and planning for the development of new housing in various forms, including middle housing types, to provide affordable opportunities for all economic 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. Transportation planning supports multi-modal mobility for all users, in addition to measures 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 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 2050. The Snohomish County Countywide Planning Policies incorporate and direct each jurisdiction's comprehensive plan to be compliant with the Vision 2050 Multicounty Planning Policies.

Snohomish County Countywide Planning Policies

The Countywide Planning Policies (CPPs) establish a countywide framework for developing and adopting comprehensive plans. 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 2050 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.



Photo credit Jake Campbell, Seattle North Country



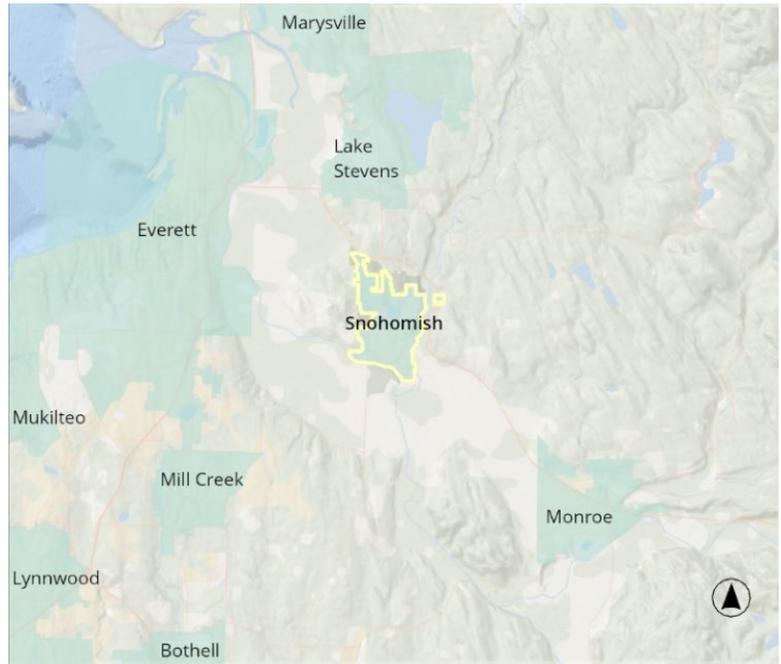
HISTORY

Celebrating our roots as we look to the future

GEOGRAPHIC CONTEXT

Location

The City of Snohomish is located at the confluence of the Snohomish and Pilchuck Rivers, in the central Puget Sound region of Western Washington between the Puget Sound and the North Cascades. It sits above an agricultural floodplain in the Snohomish River Valley of Snohomish County, along the US-2 corridor between the cities of Everett and Monroe and on SR-9 between Lake Stevens and Woodinville. The Snohomish River is tidally influenced and has shifted its location over history, particularly in the flats south of the city, where it is fed by the Pilchuck River.



Transportation Access

Snohomish is just south of US-2 and is bisected by SR-9. Federal highway 2 (US-2) at one time ran directly through Snohomish, along the Bickford Avenue corridor, to Avenue D and Second Street, before heading east beyond city limits toward Monroe. This channeled much of the traffic between Stevens Pass and the Puget Sound through the city. In the 1980s a bypass was constructed that detoured the city, allowing Snohomish to develop without the constraints and congestion of highway traffic.

INDIGENOUS PEOPLES

Snohomish is in a region that Native Americans have inhabited for at least 14,000 years before the time of European contact. The Snohomish watershed was occupied by Salishan Lushootseed-speaking people including the ubš (Snohomish people), who lived along the waterways, mountain paths, forests, and wetlands, along with many tribal groups (Snoqualmie, Skykomish, Snohomish, and Stillaguamish). The culture of the tribal people that occupied this region is alive today through their descendants, and the stories of the lives of those original inhabitants.

The people of the Snohomish River watershed followed seasonal mobility patterns, spending the winter in a permanent village and traveling among temporary camps during warmer months for fishing, hunting, and gathering. Some lived in winter camps year-round, in longhouses constructed of cedar planks on posts that could house up to 30 people. Summer houses were constructed of materials that could be easily moved from location to location. Salmon was a staple of the Coast Salish, and winter



Pilchuck Julia

villages were often located where salmon fishing was plentiful, such as along spawning streams and rivers like the Snohomish River, which is well-known to support salmonids.

There were frequent and friendly interactions between the people of the Snohomish River watershed and other tribes, including those located east of the Cascade mountains such as the Chelan and Wenatchee. Trade and intermarriage between tribes was not uncommon.

In 1850 the Donation Land Claim Act was passed, granting every male U.S. citizen over the age of 18 up to 320 acres of land in the Oregon Territory if they had been cultivating it for at least four years. This was followed by the Homestead Act in 1862, allowing settlement of public land by U.S. citizens. A single person could claim up to 160 acres; a married couple could claim up to 320 acres. These two Acts of Congress had significant impacts on the people who lived in this region at the time; the traditional lands of native tribes were diminished while an increasing number of white homesteaders came to claim lands.

Members of the Snohomish tribe were present when the Point Elliott Treaty was signed in 1855 in Mukilteo, establishing four reservations. After signing the treaty, many displaced indigenous people relocated to the Tulalip Reservation near Marysville, while other groups such as the sdu^wkalbix^w (Snoqualmie) remained in their traditional homelands.

SETTLEMENT & INCORPORATION

White settlement of Snohomish closely followed the railroad and the growth of industries like agriculture and logging. In 1859, a group of settlers came from Steilacoom in anticipation of a new military road that would connect Steilacoom to Bellingham. These settlers, Edson Cady, Heil Barnes, and Egbert Tucker came to claim land for a ferry to cross the Snohomish River. Cady staked his claim and applied for a post office permit for what he called “Cadyville”. Barnes staked an abutting claim on behalf of Emory Ferguson, who built a cottage and shipped it over by boat from Steilacoom. He then came to live in the cottage a year later in 1860.



Cadyville settlement, 1866

The petition to form Snohomish County was drawn up in Ferguson’s cottage. Snohomish County would be formed out of Island County in January of 1861 by the Washington Territorial Legislature. The County seat was temporarily located in Mukilteo, and then relocated to Cadyville that July after a vote of the people. At that time there were 49 residents.

Cadyville was then renamed to Snohomish in 1871 when the plat of *Snohomish City Western Part* joined the eastern and western claims of the Fergusons and the Sinclairs at Union Avenue. Ferguson’s western

portion named streets running east-west by number and streets running north-south by letter. The Sinclair claim named the avenues after trees. Both were oriented along the Snohomish River.



Blackmans Lake logging camp,



Snohomish riverboat

The Blackman brothers arrived from Maine in 1875 and established a logging camp on what was then called Stillaguamish Lake, now known as Blackmans Lake. The first sawmill began its operations on the Pilchuck River in 1876. In 1878, another sawmill was opened by the Blackmans on the Snohomish River.

By 1884, Snohomish had 700 inhabitants. There was a courthouse, a school building, six saloons, and a church. The Snohomish train station was built in 1888; the first to arrive was a Seattle, Lake Shore & Eastern Railway train. Electric lighting followed in 1889. By 1893 the Great Northern Railway from St. Paul to Seattle was completed, with a stop in Snohomish.

When Snohomish was officially incorporated in 1890 it was the first city in the county. Hyrcanus Blackman was elected mayor in June by special election. Ferguson was then elected mayor in the November general election that year. At that time Snohomish had a population of 1,995, which grew to 3,000 by 1895.

In 1897, a controversial countywide election resulted in Snohomish losing the county seat to the nearby growing town of Everett by a margin of seven votes. Snohomish contested the election, and the matter was settled when all records were moved to Everett in the middle of the night by horse-drawn wagons.

EARLY INDUSTRIES

Snohomish was originally established as a logging town due to the area's dense forests of Douglas firs and its easy access to river-based transportation. By 1878 there were two sawmills and a logging camp on the lake. As the timber resources were depleted, an agricultural economy replaced logging as the city's major industry. Agricultural ventures like crop fields, dairy farms, and canning factories soon became important to the Snohomish economy.

At the turn of the century the railroads began establishing their routes through the area; the Great Northern Railway line extended across the continent, stopping in Snohomish before its termination in Everett. With the railroad came increased population growth. By 1910 the population had increased to 3,430 people. Snohomish's access to the railroad helped maintain its position as an important regional trading center, ensuring economic stability.



Food processing facility

Service industries like retail, eating and drinking establishments, bakers, butchers, and blacksmiths followed population growth. The first car dealership came to town in 1934 when Lawrence Bickford opened Bickford Ford on First Street. Poier Chevrolet then opened in 1947.



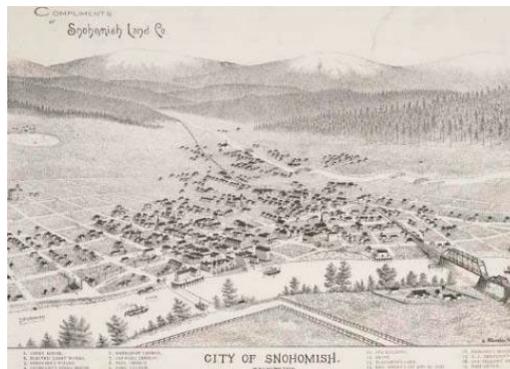
Early grocer on First Street



Milwaukee train, 1910

DEVELOPMENT PATTERNS

The characteristic patterns of development in Snohomish are legacy of the city's past. Early settlers established land claims along the north bank of the Snohomish River. The plats of the Fergusons and the Sinclairs were both designed with a gridiron street layout, but oriented differently, their convergence at Union Avenue creates a section of triangular-shaped blocks south of Second Street. The gridiron street pattern continues in many of the older neighborhoods, with wide rights-of-way containing sidewalks and street trees, and alley access in the rear. Newer subdivisions around Blackmans Lake tended to have cul de sacs and dead-end streets with few public alleys.



In the years following World War II, Snohomish saw a sharp increase in population. The city began to grow north toward and then beyond Blackmans Lake. Growth during this era primarily took the form of subdivisions containing detached single-family housing. This suburban-style development continued through the latter half of the 20th century. Commercial development was largely contained along the Avenue D and Bickford Avenue corridor. The Historic

downtown remained a mixed-use neighborhood.

Snohomish has grown at a much slower pace than other Snohomish County cities and Snohomish County overall. Partly attributed to its location off the I-5 corridor, construction of the US-2 bypass that eliminated through-traffic, and the natural boundaries created by the rivers, another likely factor is residents' historical preference to maintain Snohomish's identity as a small-town community.



HISTORIC PRESERVATION



Preservation of the features and characteristics that make Snohomish a unique place has always been important to the community. In the 1960s there was a push to preserve the character and commercial viability of the city.

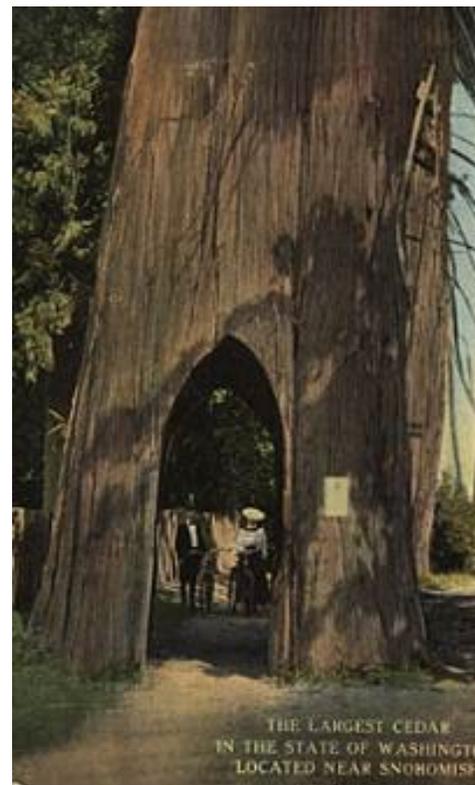
The Historical Society was formed in 1969 and made it a priority to ensure the rich collection of late 19th and early 20th century buildings stayed intact. The Historical Society is headquartered in the Blackman House Museum on Avenue B, the 1878 home of

Hyrcanus Blackman. Their goal was to have a portion of the city listed on the National and State Historic Register. In conjunction with the City Council and the Chamber of Commerce, the Historical Society defined Snohomish as “a community dedicated to influencing its future by preserving its past.”

The first step was to establish a Historic District. In 1973 the City Council was the first in Snohomish County to pass an ordinance setting the boundaries for the district and establishing a Historic Preservation Board. The Historic District is a 26-block area along the Snohomish River, containing a mix of commercial and residential uses. The application for national and state historical status was completed in January of 1974 by members of the Historical Society. The District is now federally recognized and listed on the National Register of Historic Places.

The Design Review Board (DRB) was established in 1979 as an advisory body to the city, with a charge of ensuring that development in the Historic District is consistent with established standards. The Historic Downtown Snohomish Association (HDSA) was established in 2004 as a non-profit organization of volunteers and businesses working to promote, preserve, and improve the City’s historic downtown business district.

In 2024 HDSA was designated as a Washington State Main Street Community, a testament to the organization’s preservation-based economic development efforts and the Historic District’s strong sense of place.





LAND USE

Accommodating what Snohomish residents need while planning for the future

INTRODUCTION

The Land Use Element is one of the mandatory elements of the comprehensive plan under the Washington State Growth Management Act. The Land Use Element is a long-range guide to the physical development of the City and its urban growth area. Together with the Future Land Use Map, it provides a policy and spatial framework to direct future growth and development based on past planning, existing land use, development, circulation patterns, and the community's vision for its future.

As noted in the Vision Statement, the community priorities are as much about preserving the past as anticipating the future. Many aspects of the built environment contribute to the fundamental identity of Snohomish, its neighborhoods, and its districts. Consistent with the values of the community, these elements should be preserved and enhanced as the city grows and evolves to meet emerging priorities and mandates.

The Land Use Element also unifies and directs the other elements of the Comprehensive Plan that support it and provide policy detail on specific topics such as housing, environmental protection, and economic development. As implemented in the Land Use Development Code and reflected on the Future Land Use Map, the Land Use Element provides guidance on what, where, and how property may be developed, redeveloped, or otherwise modified. This land use framework provides residents, property owners, business owners, and developers predictability and certainty about the future of land use in Snohomish.

POLICY FRAMEWORK

Growth Management Act Requirements

- Proposed general distribution, 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;
- Consideration of urban planning approaches that promote physical activity; and
- 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.

(RCW 36.70A.070(1))

Regional Planning

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 (PSRC's) Vision 2050 Regional Growth Strategy (Multicounty Planning Policies, or MPPs) and in the Snohomish County Countywide Planning Policies (CPPs). The policy direction of these documents is incorporated into this element as appropriate to the circumstances and planning context of Snohomish.

Consistency and Coordination

All elements of the Comprehensive Plan must be consistent with each other, and each must be consistent with the Future Land Use Map contained in the Land Use Element. Additionally, the Comprehensive Plans for adjacent jurisdictions must be coordinated to ensure related issues are addressed and conflicts are resolved. Internal consistency and interjurisdictional coordination are incorporated as a matter of policy in Snohomish's long-range planning efforts.

COMMUNITY CONTEXT

History

Refer to the History section for a more detailed description of the early days of Snohomish. In 1884, the population was reported to be 700 people. One hundred years later, that figure had grown to 5,500, and to 9,385 by 2015. Today, the city is home to 10,300 people. More information about population demographics can be found in the Housing Element.

Population, employment, and the land area of the city have risen steadily, at a far slower rate than neighboring cities, and Snohomish has remained a generally compact small town with historic neighborhoods and a vibrant commercial and cultural core. The city continues to function as an economic and cultural center of a larger community extending in all directions from the city limits. Snohomish takes pride in its long history. By policy, regulation, and volunteer actions, the city is dedicated to preserving its heritage and its unique historic character.

Development Pattern

Early development began on the north bank of the Snohomish River. Land use, development, and circulation patterns were created in the mid-1800s that continue to influence the City's land use. The historic business district along First Street was the original commercial area of the city. Only by the foresight of interested residents 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, some areas of the city have seen a variety of zoning strategies over the years. These have led to neighborhoods with diverse land uses, some of them nonconforming and of varying compatibility.

Over the decades after World War II, the city began to spread northward past Blackmans Lake, and the suburban, single family detached land use model extended 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 current land use pattern will be needed to ensure remaining lands are used efficiently. More intensive growth patterns will help the City meet its other goals, such as housing affordability, climate resilience, reduced traffic congestion, economic opportunities, improved jobs to housing balance, and overall quality of life for residents.



First Street, then and now

Community Preference

Snohomish largely prefers to remain a small town. Public engagement during the Comprehensive Plan process revealed the community’s priorities are to preserve the elements that make Snohomish a unique place to live, work, and visit, and to broaden amenities that contribute to the quality of life and daily convenience. Improvements and expansions to roads, sidewalks, public parks and youth activities, public safety, housing, and living wage jobs are important to the community. Those elements are reflected in the City’s future land use plans, and the goals and policies within this Comprehensive Plan.

Land Use Overview

The city is approximately 2,500 acres in size with roughly 1,000 acres remaining in the unincorporated urban growth area (UGA). According to the estimates in the 2021 Buildable Lands Report and analysis by the City, there are approximately 740 buildable acres remaining in the city and its current UGA, including vacant and assumed partially developed and redevelopable properties.

Table L-1: Current land status

	ACRES			
	Total	Right-of-Way	Net	Buildable
City of Snohomish	2,571	655	1,916	527
Urban Growth Area	1,065	279	786	210
Total	3,636	934	2,702	737

Table L-1: 2021 Buildable Lands Report; Snohomish County Assessor; City of Snohomish GIS; 2024 City of Snohomish Land Capacity Analysis

GROWTH TARGETS

According to the Washington State Office of Financial Management, Snohomish County is forecast to reach a 2044 population of 1,136,309. Through Snohomish County Tomorrow, the countywide planning body, Snohomish County engaged in a process to allocate the forecasted countywide growth to cities, UGAs, and rural areas according to the PSRC Vision 2050 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 as a Small City, anticipated to accommodate less than 1% of the County's future growth.

Preliminary population targets derived through the model are adopted in Appendix B of the Countywide Planning Policies. Table L-2 shows the population targets for the City and its UGA, as well as the available population capacity published in the 2021 Snohomish County Buildable Lands Report.

Table L-2: Growth targets and capacity

City of Snohomish	2020 BASELINE	2044 TARGET	2020-2044 INCREASE	CAPACITY	SURPLUS (DEFICIT)
City Population	10,126	12,878	2,752	15,368	2,490
UGA Population	1,400	1,805	405	1,954	149
Total Population	11,526	14,683	3,157	17,322	2,639

Table L-2: Snohomish County Countywide Planning Policies; 2021 Snohomish County Buildable Lands Report

According to the data in Table L-2 and as discussed in the following section, the City is estimated to have sufficient capacity to accommodate the allocated population increase. The City also anticipates future annexations, particularly of the northern UGAs, to begin within the planning timeline of this Comprehensive Plan Update.

FUTURE LAND USE

As a policy document, the Comprehensive Plan articulates the City's standards to guide the day-to-day decisions of elected officials and City staff. The Future Land Use Map is the City's policy statement for its vision of how the city is to grow and develop.

The Future Land Use Map is the centerpiece of this Comprehensive Plan. All of the elements of this plan must be internally consistent with each other and with the vision expressed in the Future Land Use Map. As such, the Future Land Use Map shows the preferred general distribution, location, and extent of land uses in Snohomish.

The Future Land Use Map divides the city into five basic land use categories:



Single-family residential



Multi-family residential



Commercial



Industrial



Public

Unlike the Future Land Use Map which establishes policy, the Zoning Map is a regulatory tool found in Title 14 of the Snohomish Municipal Code – the Land Use Development Code. Title 14, with the Zoning Map, implements the policies described in the Comprehensive Plan and the Future Land Use Map. As an implementation tool, the Zoning Map must be consistent with the Future Land Use Map. Changes to the Zoning Map can only be approved if the change does not conflict with the Future Land Use Map.

The Zoning Map in Title 14 refines the future land use designations by subdividing some of the designations into zones, each with its own specific development regulations. Table L-3 lists the specific zoning classifications that are allowed in each future land use designation.

Table L-3: Future land use designations and zoning districts

FUTURE LAND USE DESIGNATION	ZONING DISTRICT
Single-Family Residential	Single Family (SF)
Multi-Family Residential	Low Density Residential (LDR) Medium Density Residential (MDR) High Density Residential (HDR)
Commercial	Commercial (COM) Business Park (BP) Historic Business (HB) Pilchuck District (PIL) Midtown District (MID)
Industrial	Industry (IND) Airport Industry (AI)
Public	Parks, Open Space & Public (POP)

Single-Family Residential

The purpose of this designation is to maintain and develop low density areas which provide suitable living environments for individuals and families. This designation has only one zoning district, the Single-Family zone.

Multi-Family Residential

The purpose of this designation is to maintain and develop adequate multi-family housing stock with a suitable living environment providing a variety of housing types and ownership patterns that can meet the lifestyle and economic needs of all segments of the population, as well as limited small-scale, neighborhood-serving commercial uses. Zoning districts within this designation are Low-Density, Medium-Density, and High-Density Residential.

Commercial

The purpose of this designation is to provide commercial areas suitable for shopping centers, as well as concentrations of offices, individual shops and stores. Commercial areas are intended to provide a wide range of convenience and general merchandise goods and services, mixed with some residential uses.

Commercial zoning districts are Business Park, Commercial, Historic Business, Midtown District, and Pilchuck District.

Industrial

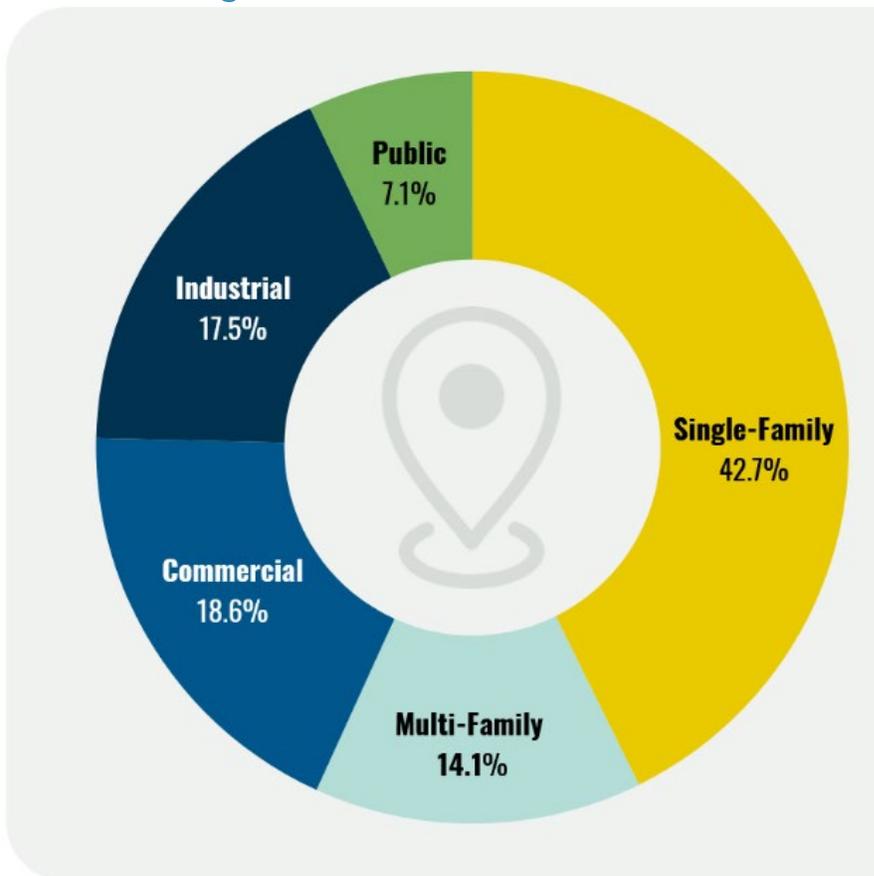
The purpose of this designation is to maintain and develop sufficient industrial areas of varying size and type in order to achieve economic stability and employment growth, to encourage the development of the City as a small diversified manufacturing and tech center, and to provide locations for land uses that may be incompatible with other kinds of land uses but do not create excessive amounts of noise, light, noxious odors, or hazardous products or by-products. Airport Industry and Industry are the two zoning districts in the Industrial land use designation.

Public

The Public land use designation includes the Parks, Open Space, and Public zone. This zone is primarily intended for publicly owned lands, including lands useful for public purposes pursuant to RCW 36.70A.150. The purpose of this designation is to:

1. Identify land that generally is owned and operated by public entities for parks, recreation and other low intensity public uses.
2. Preserve and enhance as open space environmental resources and amenities, including environmentally sensitive areas such as stream corridors, wildlife habitat, steep slopes, wetlands, forest, and critical aquifer recharge areas.
3. Prevent the displacement or elimination of public parks, except as may be allowed through the Comprehensive Plan amendment process.

Figure L-1: Future land use area distribution



Land Area Distribution



The distribution of land area by land use designation is provided in Table L-4. The predominant land use designation is Single Family, representing 28.8% of the city (742 acres) and 30% of the city and UGA combined (1,104 acres). According to the 2021 Buildable Lands Report and the City's 2024 Land Capacity Analysis, the City's planning area has capacity for about 800 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.

The Future Land Use Map designates a number of relatively small areas specifically for multi-family development, generally in the vicinity of primary transportation corridors or commercial designations. Multi-family uses are also allowed in all Commercial designations, either alone or as part of a mixed-use development.

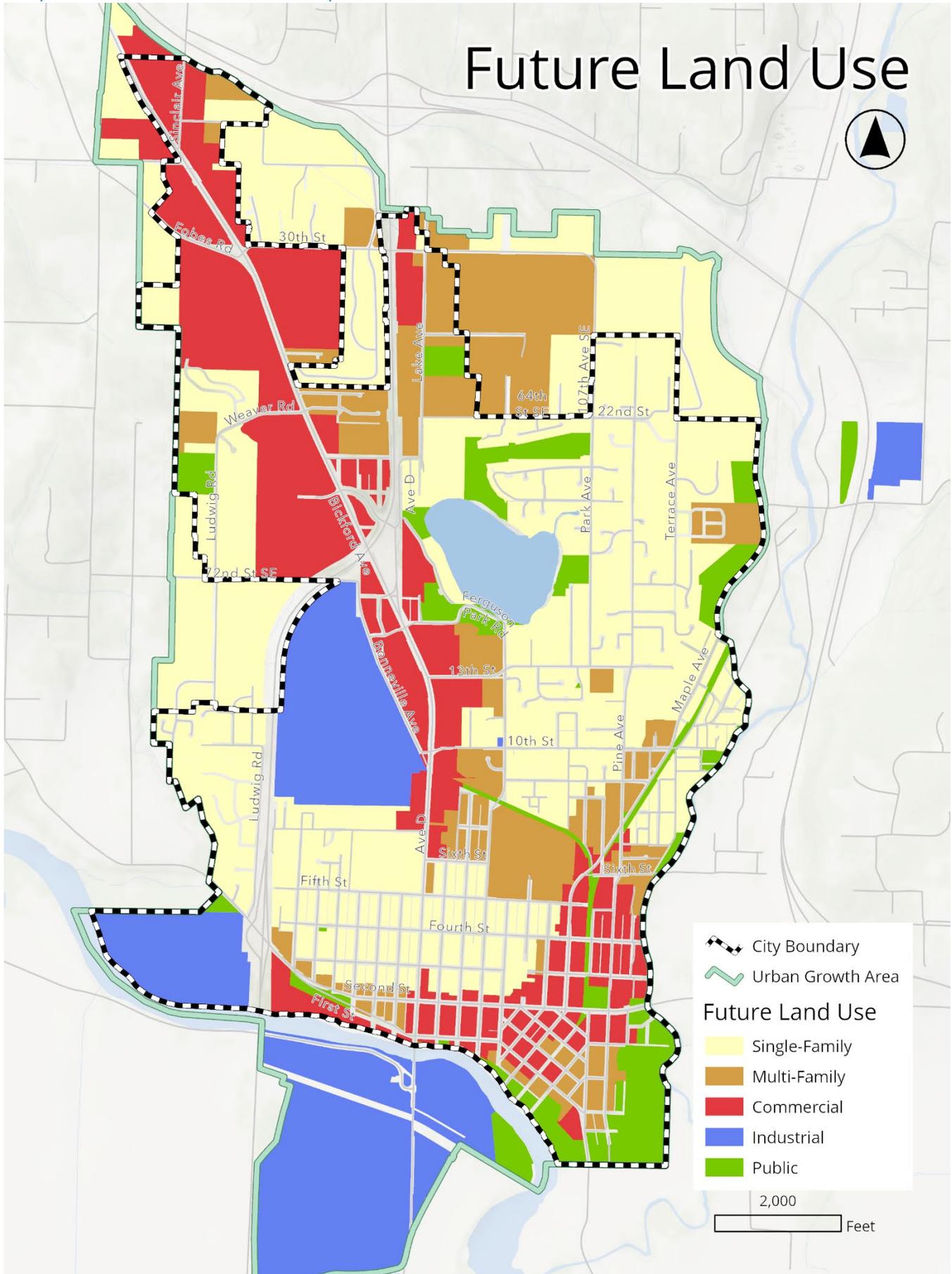
According to the 2024 Land Capacity Analysis, approximately 350 units can be accommodated in the multi-family designations and over 1,200 multi-family units can be accommodated in the commercial areas. With the rezone of approximately 45 acres of previously SF-zoned land to the MDR zone in the latter part of 2024 discussed below, the multi-family unit capacity is expected to increase.

Table L-4: Land Use Inventory

	CITY			UGA		TOTAL	
	Acres	Percent	Buildable	Acres	Percent	Acres	Percent
RESIDENTIAL							
Single-Family	741.6	28.8%	212.2	362.6	34.1%	1,104.2	30.4%
Multi-Family							
Low-Density Residential	51.5	2.0%	18.8	13.6	1.3%	65.1	1.8%
Medium Density Residential	179.2	7.0%	33.2	99.1	9.3%	278.3	7.7%
High Density Residential	20.7	0.8%	5.6	0	0%	20.7	0.6%
COMMERCIAL							
Commercial	39.5	1.5%	19.7	0	0%	39.5	1.1%
Business Park	256.2	10.0%	150.2	17.4	1.6%	273.6	7.5%
Historic Business	29.7	1.2%	9.0	0	0%	29.7	0.8%
Pilchuck District	57.7	2.2%	28.2	0	0%	57.7	1.6%
Midtown	83.5	3.2%	33.0	0	0%	83.5	2.3%
INDUSTRIAL							
Industry	220.5	8.6%	16.7	77.5	7.3%	298	8.2%
Airport Industry	0	0%	0	153.6	14.4%	153.6	4.2%
PUBLIC							
Parks, Open Space & Public	172.9	6.7%	N/A	10.2	1.0%	183.1	5.0%
Right-of-Way	655.1	25.5%	N/A	279.2	26.2%	934.4	25.7%
Open Water	62.9	2.4%	N/A	51.3	4.8%	1142.2	3.1%
Total	2,571	100%	526.6	1,065	100%	3,636	100%

Table L-4: City of Snohomish; Snohomish County Assessor parcel data

Map L-1: Future Land Use Map



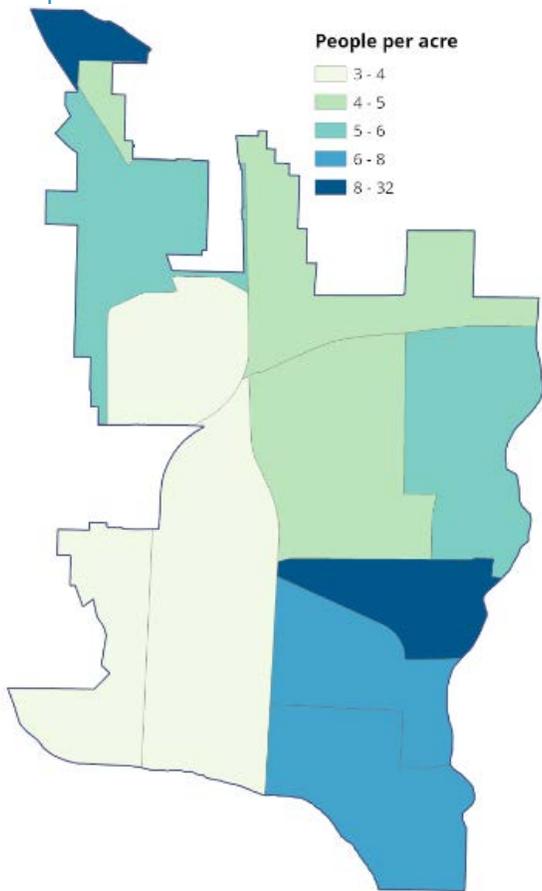
LAND CAPACITY

Buildable Lands Report

Every ten years as required by RCW 36.70A.215, Snohomish County conducts a detailed analysis of the development potential of all lands in the county. The intention is to periodically review whether urban densities are being achieved within urban growth areas and determine if there is sufficient suitable land to accommodate adopted growth targets. The most recent Buildable Lands Report was adopted by the Snohomish County Council in September 2021 and provided a key baseline for a land capacity analysis in light of the City's allocated growth targets in Table L-2.

Population Density and Intensity

Map L-2: Population density by block group



Map L-2: U.S. Census

The City of Snohomish is relatively low density, particularly when compared to neighboring cities. Overall, population density is just about four people per acre within current city limits, compared to over five people per acre in Monroe, Lake Stevens, and Everett.

Density generally follows historic development patterns, with the densest block groups located in the southeast portion of the city, as illustrated in Map L-2. This area was among the earliest to develop, in many cases predating zoning ordinances. Lower density neighborhoods can be found in later annexation areas and are predominantly characterized by single-family housing types.

The northernmost block group adjacent to US-2 is also shown at the highest density classification in Map L-2, however this block group extends well beyond city limits and is likely reflecting dwellings located in unincorporated Snohomish County in addition to the City of Snohomish.

Map L-2 shows that population density does not necessarily follow the City's zoning scheme. Higher density development is permitted along the Avenue D/Bickford Avenue corridor, and multi-family zones can be found throughout the city, allowing more residential development than what has been built.

In contrast, development intensity appears to be relatively consistent with zoning patterns. As seen in Map L-3, commercial land uses can be found along the Avenue D/Bickford Avenue corridor, Second Street, Maple and Pine Avenues, and near the Snohomish River. In terms of both density and intensity, there is opportunity for future growth on the north side of the city and west of SR-9.

Land Capacity Analysis

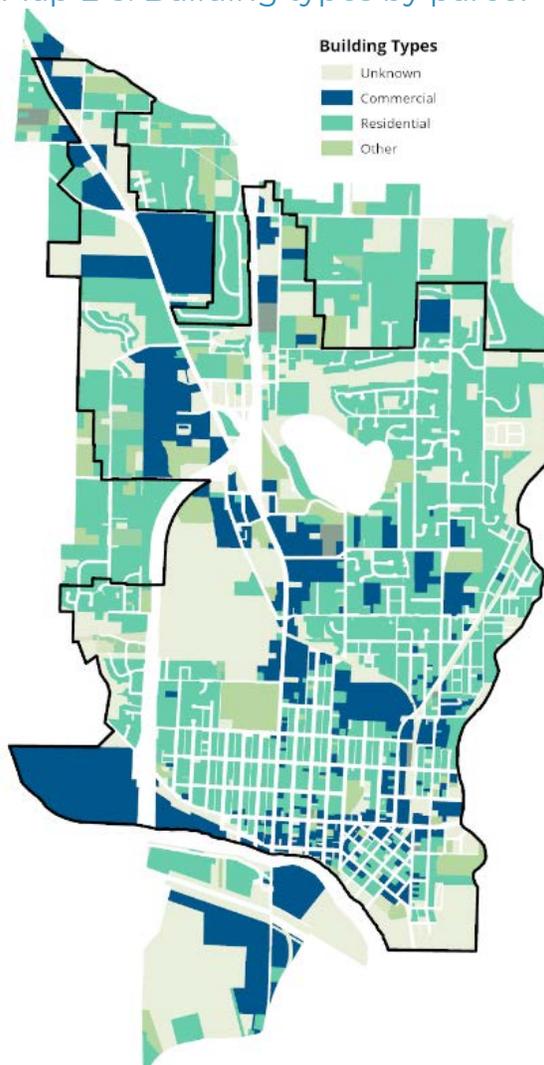
The Snohomish County Buildable Lands Report (BLR) is supplemented by a Land Capacity Analysis conducted by the City in 2024. Several zoning changes were made after the BLR was published that affected housing and employment capacity in Snohomish. These changes include elimination of the *Urban Horticulture* (UH) and *Mixed-Use* zones (MU), and adoption of the *Midtown District* (MID). Wherever possible the BLR was relied upon for data and methodology in the City's analysis for consistency and comparison purposes.

The City's housing targets were categorized by the income level served by each dwelling unit, as required by GMA and addressed in the Housing Element. The Land Capacity Analysis considered income level based on the housing type allowed within each zone. The Land Capacity Analysis also considered zoning to accommodate emergency housing and permanent supportive housing (STEP housing).

The Land Capacity Analysis showed that with removal of known encumbrances such as critical areas and easements, application of an infrastructure deduction factor ranging between 15-25% as recommended by the Department of Commerce, deduction of existing units on developed and partially developed lands, and with the current zoning scheme, the City has sufficient land capacity to accommodate housing and employment targets allocated by Snohomish County Countywide Planning Policies for the 2044 planning period. These numbers are shown in Table L-2 and by zone in Table L-5.

More detailed information and methodologies for the Land Capacity Analysis and Housing Capacity Analysis can be found in the Appendix.

Map L-3: Building types by parcel



Map L-3: Snohomish County Assessor

Table L-5: Land Capacity Analysis (in city limits)

Zoning District	Developable Land (Acres)		Assumed Densities		Capacity	
	Gross	Net	units/acre	jobs/acre	Housing (units)	Employment (jobs)
Single-Family (SF)	212.2	161.4	6	0	734	0
Low Density Res. (LDR)	18.8	14.9	11	0.25	140	2
Medium Density Res. (MDR)	33.2	24.9	14	0.25	156	5
High Density Res. (HDR)	5.6	4.3	19	0.25	48	0
Commercial (COM)	19.7	15.4	8	14	116	107
Midtown (MID)	33.0	26.0	16	21	358	508
Business Park (BP)	150.2	115.1	6	10	657	574
Historic Business (HBD)	9.0	6.8	7	20	21	67
Pilchuck District (PIL)	28.2	21.2	9.5	20	80	423
Airport Industry (AIN)	-	-	0	0	0	0
Industry (IND)	16.7	13.0	0	4	0	50
Parks, Open Space, Public (POP)	-	-	0	0	0	0
Total	526.6	403.0	-	-	2,310	1,736

Table L-5: 2021 Snohomish County Buildable Lands Report; 2024 City of Snohomish Land Capacity Analysis

Reasonable Measures

The reasonable measures process is used to reconcile inconsistencies as part of the comprehensive plan update, by increasing capacity without expanding UGAs when it is shown that growth targets exceed measured capacity. These approaches can be re-evaluating development assumptions or actions such as rezones or changes to development regulations.

Because the BLR and Land Capacity Analysis both indicate sufficient capacity to accommodate assigned growth targets, reasonable measures are not required for this Comprehensive Plan Update. However, rezones are still included in the North Lake Subarea for the 2024 planning period, discussed in more detail in the Urban Growth Areas & Annexation section of this Element. The rezones will increase housing capacity for multiple parcels, both in City limits and the UGA to achieve other goals of the City such as housing choice and affordability, walkability, quality of life, and fiscal sustainability, in addition to increased growth capacity.

URBAN GROWTH AREAS & 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, property owners, or registered voters. Only unincorporated areas that are 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.

South UGA

The southern UGA is located south of the Snohomish River and contains about 300 acres. It hosts a wide variety of land uses, including 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.

Due to its size and unique function, Harvey Field is zoned *Airport Industry*, a classification applied to no other site in the City's planning area. The remaining area of the UGA is primarily *Industrial*, consistent with the predominant use and with the current Snohomish County *Urban Industrial* designation. The entirety of the southern UGA is part of a 100-year floodplain, designated Density Fringe by the Federal Emergency Management Agency (FEMA). Strict development restrictions in the flood hazard area limit the amount of future growth this UGA can accommodate, thus affecting the City's future capacity. In 2024, the Snohomish City Council directed staff to begin working with Snohomish County to analyze elimination of the South UGA from the Future Land Use Map due to its unsuitability for development, its limited capacity for growth, and the challenges associated with providing municipal and emergency services to the area.

Map L-4: South UGA

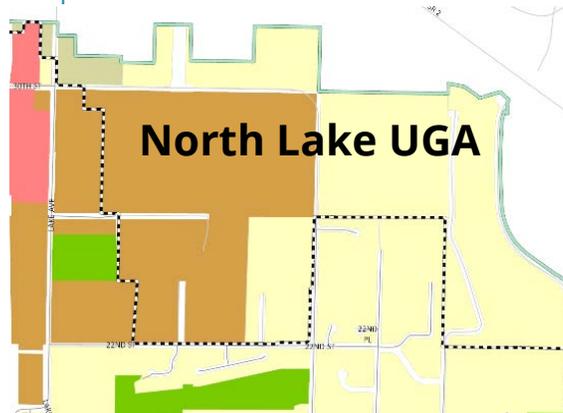


North Lake UGA

The North Lake UGA is located north of 22nd Street and east of SR-9 and contains approximately 240 acres. This land is generally characterized by large lot residential development and hobby farms. Lack of access to sanitary sewers has been the primary limitation on development in this area, however with construction of the North Cemetery Creek Trunkline in 2024-2025, sewer service will become available to the area. Prior to this Comprehensive Plan Update, the entire area was zoned *Single-Family*.

Based on discussions with property owners, taxpayers, and residents of the North Lake UGA, approximately 144 acres (45 acres incorporated and 99 acres unincorporated UGA) is being rezoned to *Medium Density Residential* concurrently with the 2024 Comprehensive Plan Periodic Update. It is anticipated that this area will be the next to be considered for annexation into the City and has been identified as a likely area

Map L-5: North Lake UGA



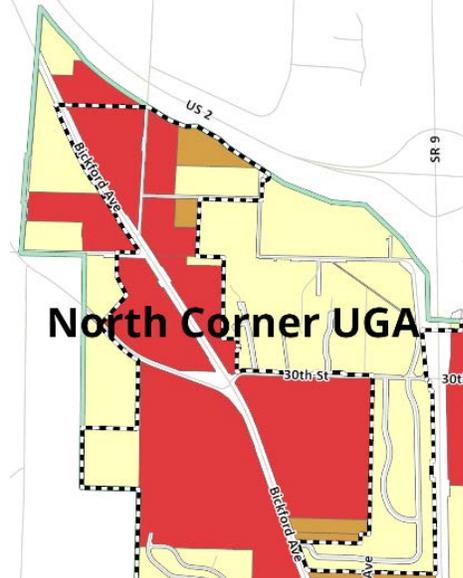
to accommodate future growth, primarily consisting of middle and medium density housing, with some neighborhood-serving commercial uses.

North Corner UGA

The North Corner UGA is located at the furthest northern extent of the UGA and is bisected by Bickford Avenue. The west side is approximately 63 acres and is characterized by large lot residential development with one large church property. The east side is approximately 141 acres and developed for single-family use, with the exception of the Snohomish School District's school bus storage facility. The area is primarily designated Single Family, with two Commercial parcels, both zoned *Business Park*.

Residents of the North Corner UGA have identified a need for additional housing but no significant changes to zoning. The Snohomish County subdivision of Wilshire Lane is located within this UGA; a mid-20th century single-family development with relatively urban densities.

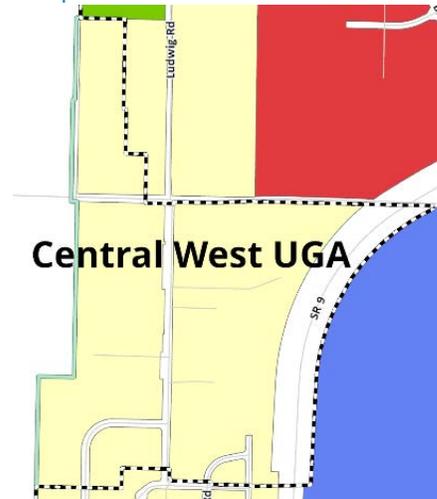
Map L-6: North Corner UGA



Central West UGA

The Central West UGA is located west of SR-9 along Ludwig Road. The area is approximately 109 acres and is characterized by single-family residential development. It is entirely designated *Single-Family*. Adjacent incorporated areas to the north and south have recently developed for single-family use of a more urban scale. The residents of the Central West UGA have indicated little interest in additional growth or annexation during the planning period.

Map L-7: Central West UGA



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 South UGA. Given the proximity of the airport to the city and its topography, development within Snohomish 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 Snohomish residents.

The City has addressed this potential for incompatibility by notifying residents of new subdivisions of the potential impacts of airport operations through plat notes and by limiting the height of trees in the vicinity of the airfield. The City's plan to redevelop the current Public Works Shop site located on the north bank of the Snohomish River to a public park is expected to improve compatibility with airport activities through reduced land use and development intensity.

PUBLIC HEALTH & ACTIVITY

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



Riverfront Trail

Snohomish benefits from its small size, relative compactness, and distribution of commercial areas within walking distance of many residential areas. Some of the challenges include the historic suburban style detached housing development that has occurred in the northern and eastern portions of the city as well as access limitations posed by the location of SR 9 on the west side. The City's land use framework provides for neighborhood retail and service nodes in all multi-family districts to allow small-scale, neighborhood-serving business uses that can be integrated and compatible with a residential context. Further, all commercial designations allow for mixed uses at variable residential densities, facilitating walkability and access, and reducing reliance on personal vehicles.



Image from the Complete Streets Policy

The Transportation Element includes policy and budgetary provisions to enhance the City's non-motorized facilities as well as the multi-purpose trail system. Snohomish is a popular destination and stopping point for regional bicyclists. Expanding and improving routes to and through the city to connect to regional facilities will

provide amenities and improve mobility for city residents while continuing 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 throughout the community. The City's Complete Streets program further advances public health and active mobility through increased funding opportunities and mechanisms to complete needed improvements as part of the development process.

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 and walkability for residents rather than merely the number of potential users. The ability to access parks on foot was a major consideration in developing the level of service standards in the 2023 PROS Plan. This approach supports an equitable distribution of parks and trails and encourages their use by reducing the friction of distance. More information about parks and trails can be found in the Parks Element.

The Climate & Environment Element contains policies for disaster preparedness and protection of public health in the case of severe incidents, such as wildfires and extreme heat. A localized climate hazard risk analysis was conducted to better understand the potential impacts of such incidents on the community. The element promotes mitigating and reducing risk to lives and property caused by severe incidents through preparedness and adaptation measures.

DEVELOPMENT CONSTRAINTS

Floodplains

GMA directs cities to reduce low-density development and its consumption of land; 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, the South UGA is located within the FEMA Density Fringe area of the Snohomish River, wherein new residential construction is prohibited. Eliminating this portion of the UGA and directing future growth to more suitable areas would support these two GMA goals. More information about floodplains can be found in the Climate & Environment Element.

Drainage Management

The City of Snohomish drainage system has several year-round streams, wetlands, and riverfront. These systems are part of the Snohomish River basin, the second largest basin in the Puget Sound. Watersheds within the city include the Snohomish River, the Pilchuck River, Cemetery Creek, Bunk Foss Creek, and the Blackmans Lake/Swifty Creek complex. 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 addition to maintaining the city's environmental amenities. More information about the drainage system and critical areas can be found in the Climate & Environment Element and the Shoreline Element.

Geologic Hazards

Steep slopes and other geologic hazards are considered critical areas that limit development potential. Areas of potential erosion hazard, seismic and liquefaction hazard, landslide risk areas, and other steep slopes can be found in Snohomish and are generally not suitable for development due to public health and safety concerns. Protection from erosion is critical for future growth and development in the city. These areas are mapped by the U.S. Geological Survey and the Washington State Department of Natural Resources. More information about geologic hazards and critical areas can be found in the Climate & Environment Element.



LAND USE ELEMENT GOALS & POLICIES

Internal Reference

L1 Designate adequate lands for existing and future land use needs of Snohomish.		
L1.1	Capacity. Maintain capacity to accommodate the City's residential and employment growth targets as adopted in the Countywide Planning Policies.	E1, H1.8, H2.1, H4, T1.1
L1.2	Trends. Evaluate demographic and economic trends and opportunities to ensure that land supply and development regulations will support future needs.	E3.2, E3.6, H1.13, H2.3, H3.5, T1.11
L1.3	Land use boundaries. Wherever possible, ensure boundaries between land use designations are logical and account for existing land uses, access, topography and natural features.	C10.1.2, T7.3
L1.4	UGA expansion. Identify lands adjacent to the UGA that represent logical expansion of services as buildable land and growth capacity are reduced and the UGA is annexed.	
L1.5	Planning process. Engage interested agencies, property owners, and other stakeholders in the public planning process.	H6.2, P8.2
L1.6	Opportunity districts. Evaluate the potential for special zoning regulations for key opportunity districts.	E2.8
L1.7	Property rights. Regulatory or administrative actions adopted to implement Comprehensive Plan 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.	S1.4
L2 Manage growth and community change in accordance with GMA, PSRC Vision 2050, Countywide Planning Policies, and consistent with the vision and inclusive values of the community.		
L2.1	Innovative zoning. Utilize innovative zoning models to increase density and achieve other policy goals.	C10.3.1, H1.7, H4.1, H5.4, H5.7
L2.2	Urban form. Consider elements of form such as building heights, setbacks, and relationship to the public realm in residential areas.	
L2.3	Residential densities. Evaluate options for increasing district-wide residential densities where Levels of Service (LOS) will not fall below adopted standards and where public spaces and pedestrian facilities are accommodated. Consider opportunities for infrastructure upgrades in areas that have historically substandard infrastructure.	

L2.4	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.	C10.2.1, E5.4
L2.5	Design standards. Continue to improve and apply adopted design standards to development projects within the City and its districts.	E3.3
L2.6	Small-town identity. Maintain the small-town identity of Snohomish by preserving those characteristics that are cherished by the community: relatively slow growth patterns, historic preservation, small businesses, parks and trails, walkable neighborhoods, scenic beauty, and public amenities.	C7.2.2, E2.6, E2.7, E3.3, E3.4, E5.3, E5.10, P2.4, P6.4, P8.3, T1.9, T1.12
L2.7	Airport compatibility. With consideration of historic development patterns, state mandates, City priorities, Federal Aviation Administration guidelines, and best management practices in the Washington State Department of Transportation (WSDOT) Aviation Division's Airports and Compatible Land Use Guidebook, evaluate the compatibility of new development and land use regulations with airport compatibility guidelines and 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.	T7.1
L2.8	Airport consultation. Consult with the airport sponsor, aviation stakeholders, general aviation pilots, and the WSDOT Aviation Division prior to updating or amending the 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.	
L2.9	Reduce air traffic conflicts. 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.	
L2.10	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 aviation operations within airport influence areas.	T7.2
L2.11	Airport influence area. Based on WSDOT guidance, identify the appropriate airport influence area within the City and its UGA.	
L2.12	North Lake, North Corner, and Central West Subareas. Consider different future land use and zoning designations in the North Lake, North Corner, and Central West Subareas that would promote the diversity of the City's tax base and increase housing opportunities and options.	

L2.13	Middle Housing zone. Consider a new type of single-family zoning designation that allows for the development of middle housing types such as duplexes, triplexes, and four-plexes without density constraints.	C10.5.1, H5.4
L3	Preserve, enhance, and support the City's residential and mixed-use neighborhoods.	
L3.1	Neighborhood support. Support the formation and engagement of neighborhoods through land use, infrastructure, amenities, circulation, and connections to other areas of the city.	
L3.2	Neighborhood improvements. Consider opportunities for capital improvements and modification to land use plans based on the findings of neighborhood studies and input from neighborhood groups.	E3.4
L3.3	Middle Housing. Allow duplexes, triplexes, four-plexes, townhomes, and cottage housing in residential zones.	C10.5.1, H5.4
L3.4	Accessory Dwelling units. Allow two ADUs per lot in residential zones.	C10.5, H1.5
L4	SINGLE FAMILY: Plan for single-family neighborhoods that provide quietness, privacy, safety, and housing options.	
L4.1	Single-family densities. Detached single-family development should not exceed six units per gross acre.	
L4.2	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.	C7.2.2
L4.3	Neighborhood character. Single-family neighborhoods should be comprised of small-scale residential uses such as detached homes and ADUs. Non-residential uses, where permitted, should be designed to be consistent with the scale of the neighborhood.	H3.3
L4.4	Street trees. Provide for street trees in all subdivisions. All trees in planter strips should be species selected in accordance with the Urban Forestry Plan that will minimize damage to public infrastructure.	C4.3.2, C4.3.3, P2.5, P3.6
L4.5	Alley access. New subdivisions should provide alley access where feasible to minimize curb cuts and the prominence of garages.	
L4.6	Housing mix. Allow a variety of housing types in single-family areas to increase affordability.	H1.1, H2.2, E5.5
L4.7	Home-based businesses. Consider removing barriers to home-based businesses in residential units.	E5.9, C3.1.4, H3.4
L5	MULTI-FAMILY: 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.	
L5.1	Density range. Provide a range of density options for multi-family development types.	H1.1, H4.1
L5.2	Multi-family location. Medium and high-density development should be located near services and public amenities for easy access.	C10.4.3, H1.4

L5.3	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.	
L5.4	Transitional land use. Multi-family zones 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 residents.	
L5.5	Commercial use. Allow neighborhood-scale commercial use within multi-family developments.	C10.3.1, E3.1
L5.6	Housing mix. Promote a mix of new residential units, sizes and densities and use effective strategies designed to create residences that are affordable to all economic sectors of the population.	E5.5, H1.1, H5.4
L5.7	Multi-Family zoning opportunities. Consider changing the Future Land Use Designation for underdeveloped areas from Single-Family to Multi-family or mixed-use zones to create more housing options.	H2.1
L6	COMMERCIAL: Develop thriving commercial areas that are safe, attractive, and convenient.	C10.4
L6.1	Commercial capacity. Designate adequate commercial and mixed-use areas to provide for a variety of commercial activities with differing characteristics and emphases.	C10.3.1, E3.1
L6.2	Commercial zone. The Commercial zone is intended for concentrations of retail and service uses in neighborhood and community shopping centers or commercial corridors. Such areas should provide a wide range of convenience, general merchandise, and specialty goods and services and may incorporate multi-family development to create vibrant, walkable centers.	C7.2.2
L6.3	Historic Business District. While preserving and enhancing its historic character and vitality to maintain its regional appeal and local significance, this zone is intended to accommodate a broad range of pedestrian-oriented uses, including offices, specialty shops, and entertainment activities. The zone 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 restore existing structures and to ensure that new development and public improvements are compatible with the historic context.	C7.2.2, C10.4, E3.3, E3.5
L6.4	Business Park zone. Business Park is intended to provide for a mix of light manufacturing, commercial, and limited multi-family uses on large sites where a blend of commercial and manufacturing uses are desired. Where feasible, commercial uses should be aggregated in large developments to discourage strip commercial forms.	
L6.5	Business Park access. Business Park areas should have access to at least one minor arterial to meet transportation needs of commercial activities and should be coordinated with nonmotorized transportation systems.	T3.2

<p>L6.6</p>	<p>Midtown District. The Midtown District is intended to promote more intensive development where infrastructure is already available, supporting expansion of existing uses, infill development, and redevelopment of large surface parking lots to mixed-use developments. Architectural and urban design standards enhance the northern gateway to the City and enable increased density and intensity standards that incentivize desired commercial development and respond to local market conditions.</p>	<p>C10.4.1</p>
<p>L6.7</p>	<p>Pilchuck District. The Pilchuck District is intended as a distinctive, compact, walkable mixed-use urban village with the Centennial Trail as the centerpiece. The Pilchuck District Subarea Plan (2011) is a guide for public and private improvements consistent with the community's vision. The Pilchuck District will be characterized by higher density residential and commercial development, historic preservation, nonmotorized connection to public spaces, sustainable development practices, and a continuous streetscape.</p>	<p>C7.2.2, C10.4.1, T3.2</p>
<p>L6.8</p>	<p>Pilchuck District urban village. Promote the vision for the Pilchuck District to encourage investment and redevelopment. Encourage the use of gateway features, focal points, and unique design features to create a distinct urban village. Development should foster an active, pedestrian-oriented streetscape through ground-floor design that allows interaction between building and sidewalk.</p>	
<p>L6.9</p>	<p>Pilchuck District residential. Development adjacent to existing single-family and low intensity residential uses should be sensitively designed to minimize impacts of building heights and intensity of use and activity.</p>	
<p>L6.10</p>	<p>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.</p>	<p>E3.5, T1.7</p>
<p>L6.11</p>	<p>Commercial centers. Commercial centers should be developed to encourage engaging and attractive site arrangements of buildings with landscaping and pedestrian orientation, and with sufficient off-street parking areas.</p>	<p>T3.1</p>
<p>L6.12</p>	<p>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.</p>	
<p>L6.13</p>	<p>Commercial zoning in subareas. To diversify the City's tax base, consider commercial zoning in the subareas fronting through corridors and adjacent to existing commercial uses, particularly in the North Corner subarea.</p>	
<p>L7 INDUSTRIAL: 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.</p>		

L7.1	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. When implemented on the land use plan Industrial zones will provide areas for manufacturing and other activities with different characteristics.	
L7.2	Industry zone. The Industry zone 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.	
L7.3	Airport Industry zone. This zone is intended to protect Harvey Field and the surrounding area from incompatible land uses and reduce the impact of airport uses on adjacent properties. The Airport Industry zone will allow a mix of certain commercial and light industrial uses compatible with airport activities consistent with WSDOT guidance. It may allow for event-related uses as well as trade/aviation schools with associated seasonal student dormitory housing.	
L7.4	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.	
L8	PUBLIC: Provide adequate areas for public uses such as schools, parks, and other governmental uses where they are compatible with surrounding uses.	
L8.1	Parks, Open Space & Public zone. The Parks, Open Space & Public zone is intended to identify those areas that will not be developed for private uses; low intensity recreational activities and other public uses may be allowed where consistent with the sensitivity of the site.	
L8.2	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.	E2.5, P6.3
L8.3	Location of governmental functions. Municipal governmental functions that are people-intensive should be located in activity nodes to stimulate human activity, new growth, and investment.	
L8.4	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, particularly when such actions will clean up contaminated sites or promote PSRC's Regional Growth Strategy.	F3.12, P7.4
L8.5	Location of public facilities. Public facilities should be located and designed to minimize negative impacts to adjacent properties and neighborhoods.	
L8.6	Essential public facilities. Establish criteria and public processes to identify and evaluate essential public facilities to ensure they are not precluded.	C10.2.2, T2.4

L8.7	Public parks. Public parks shall be developed and maintained in accordance with the Parks Element.	P1, P5
L8.8	Open space. Preserve lands inappropriate for development as natural and open space areas.	C4.3.4, P3, P3.5, S13.2, T5.3
L9	Approve annexations that support logical expansions of the City boundaries and extension of City services, conserve City resources, and result in no substantial reductions in levels of service provision to the existing community.	
L9.1	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.	
L9.2	Larger annexations preferred. Larger annexations should generally be favored over smaller annexations to conserve City resources.	
L9.3	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.	C10.1.1
L9.4	Untimely annexations. Annexation may be considered untimely if a cost-benefit analysis does not support the cost of expansion, staffing levels cannot support additional land area, there is insufficient property owner support, or the annexation area has less than optimal boundaries.	
L9.5	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.	T1.1
L9.6	Vested development. Annexations should not be supported when the action would facilitate vested development proposals that are inconsistent with City standards, regulations, and policies.	
L9.7	Include adjacent rights-of-way. Annexation proposals should generally include adjacent county rights-of-way. The cost of improvements and maintenance should be considered.	T9.8
L9.8	Fiscal impact. The fiscal impacts should be considered in evaluating annexation proposals.	T6.4
L9.9	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.	U1.4
L9.10	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.	F1.4
L9.11	Utility service outside city limits. The City should allow connection to the City's utility systems for property located outside of City's corporate	

	<p>boundary but within the City's designated Urban Growth Area (UGA) provided:</p> <ol style="list-style-type: none"> 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. <p>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.</p>	
L9.12	South UGA. The unincorporated land south of the Snohomish River should not be annexed unless the significant challenges and costs associated with providing the area with municipal and emergency services, in addition to its development constraints as a designated flood hazard area are resolved.	F1.5, S17.6, S18.9
L10	Recognize the City's historic identity through preservation of historic buildings and features, particularly in the Historic District.	
L10.1	Historic standards. Review new development proposals in the Historic District using the Secretary of the Interior's Standards for Rehabilitation in addition to adopted Historic District Design Standards.	
L10.2	Historic designations. Maintain a list of structures that have been historically designated by the City Council.	
L10.3	Adaptive reuse. Explore incentives for the preservation, restoration, and adaptive reuse of historic structures such as permit prioritization and density bonuses.	E3.3
L11	Encourage environmentally sustainable development practices.	
L11.1	Stormwater management. Promote infiltration as the primary method of stormwater management.	S2.9
L11.2	Low impact development. Encourage low impact development methods to reduce impacts to drainage systems.	T5.2
L11.3	LEED development. Promote development that uses sustainable practices such as LEED certification.	C1.1.3
L11.4	Nonmotorized transportation. Incorporate measures for multi-modal safety and convenience in public and private projects.	T1.1
L11.5	Walkable form. Encourage compact development and a mix of land uses that will increase walkability and reduce automobile dependence.	C10.2.1, P2.4, T1.4, T1.8
L11.6	Groundwater quality and quantity. Protect groundwater by minimizing land clearing, soil disturbance, and non-point runoff.	C8.3.1, S17.8
L12	Encourage new development to orient to public spaces as amenities, such as public sidewalks, public parks and trails, and the rivers.	P2.2
L12.1	Orientation to sidewalks and public plazas. Buildings and building entries should orient to adjacent public sidewalks. Public plazas should be	E5.10

	integrated into developments wherever possible and maintained as important amenities.	
L12.2	River views. Encourage development adjacent to the Snohomish River and Pilchuck River to maximize visual access to the river, while maintaining shoreline buffers.	E2.6, P4.4
L12.3	Trail views. Development along public trails should provide an appropriate transition between the trail corridor and the site. Development should not create unaesthetic views from the trail, such as unscreened parking or service areas.	P2.1, P2.5



HOUSING

Safe, stable housing for all current and future Snohomish residents

POLICY FRAMEWORK

Growth Management Act Housing Element Requirements

Per the Growth Management Act (RCW 36.70A.070(2)), the Housing Element is required to:

- inventory existing and projected housing needs, identifying the units necessary to accommodate projected growth;
 - including units for moderate, low, very low, and extremely low-income households and emergency housing, emergency shelters, and permanent supportive housing.
- include goals, policies, objectives, and mandatory provisions for preservation, improvement, and development of housing;
 - including single-family and moderate density housing, such as middle housing types.
- identify sufficient land capacity for current and future housing needs;
 - including government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multi-family housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and middle housing types;
- make adequate provisions for existing and projected needs of all economic segments of the community;
 - including moderate, low, very low, and extremely low-income households;
 - documenting programs and actions needed to achieve housing availability, including gaps in local funding, barriers such as development regulations, and other limitations;
 - consideration of housing locations in relation to employment location;
 - identifying local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability;
- identify and implement policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions;
- identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and
- establish anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in moderate, low, very low, extremely low-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

INTRODUCTION

The City of Snohomish is part of a metropolitan region that is economically interconnected with a workforce that commutes throughout Snohomish County and the Puget Sound region. The City recognizes that the availability of housing that is affordable to all economic segments of the population is an issue that transcends jurisdictional boundaries and requires the collaborative efforts of the entire region. The

Puget Sound Regional Council’s VISION 2050 and the Snohomish County Countywide Planning Policies establish housing policy frameworks that are incorporated in the goals and policies of this element.

Data collection and resources

In 2022, the City published the Housing Assessment and Gap Analysis (HAGA), which analyzed community and workforce characteristics and demographics, housing inventory and market trends, and projected housing units needed to serve future growth. The HAGA was augmented by the Snohomish County *Housing Characteristics and Needs in Snohomish County* (the HO-5 Report) and supported by a racial equity and displacement analysis prepared by LDC, Inc., in 2022 and supplementary data prepared by the Alliance for Housing Affordability (AHA) in 2024. AHA’s data updated and complemented the HAGA, which relied on the 2020 American Community Survey, with the latest U.S. Census information.

All four studies are used to generate the inventory and analysis in this element, in addition to the 2021 Snohomish County Buildable Lands Report, City of Snohomish permitting data, and the Snohomish County Assessor’s property sales records and information database.

COMMUNITY PROFILE

The City of Snohomish has 10,330 residents as of 2022, with a population that is 52% female and 48% male, and a median age of 39.8, older than the County’s median of 38.3 and Washington State at 38.2. Over 18% of the population is above the age of 65, compared to 14.4% in Snohomish County, and 16.2% in Washington State. Nearly half of these residents are over age 75. People in this age range will likely have

changing housing needs over the next 20 years, especially if they wish to age in place. The population of children under the age of 18 matches the Statewide population of 21.7% but is below the County population of 22.3%.

As shown in Figure H-1 most of Snohomish’s children are between the ages of 5 and 14 years old (12.5%), with those under the age of 5 at 5.8% and teenagers between 15 and 17 at 3.4%. As children age into adulthood over the 20-year planning period, those who wish to remain in Snohomish or return to start their own families will also impact the housing market.

Figure H-1: Population pyramid

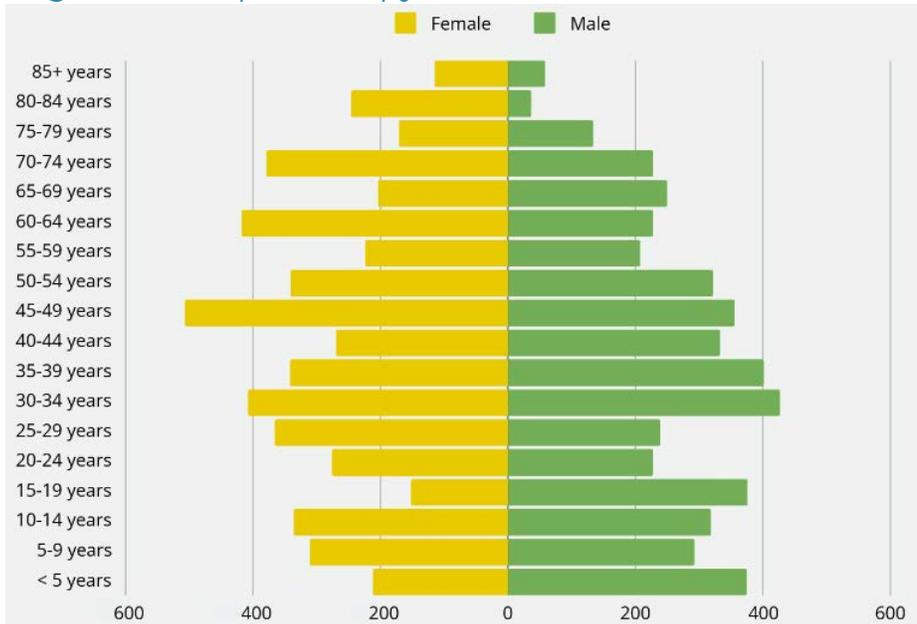


Fig. H-1: US Census Bureau 2020 Decennial Census

Snohomish’s median household income is \$81,731 as of the 2022 ACS. The median family income is \$107,872. Family income differs from household income due to the presence of non-family households (such as two or more individuals living together). The Snohomish median income is appreciably less than the median income in Snohomish County, at \$101,532 for households and \$122,194 for families, and far below the median family income for the Seattle-Bellevue-Everett Metropolitan Area (\$146,500 in 2023), a figure often used for determining income-restricted housing program limits. The percent of Snohomish’s population in poverty is similar to the County at just over 7%, and less than the Washington State poverty rate of 9.9%.

Figure H-2: Household income

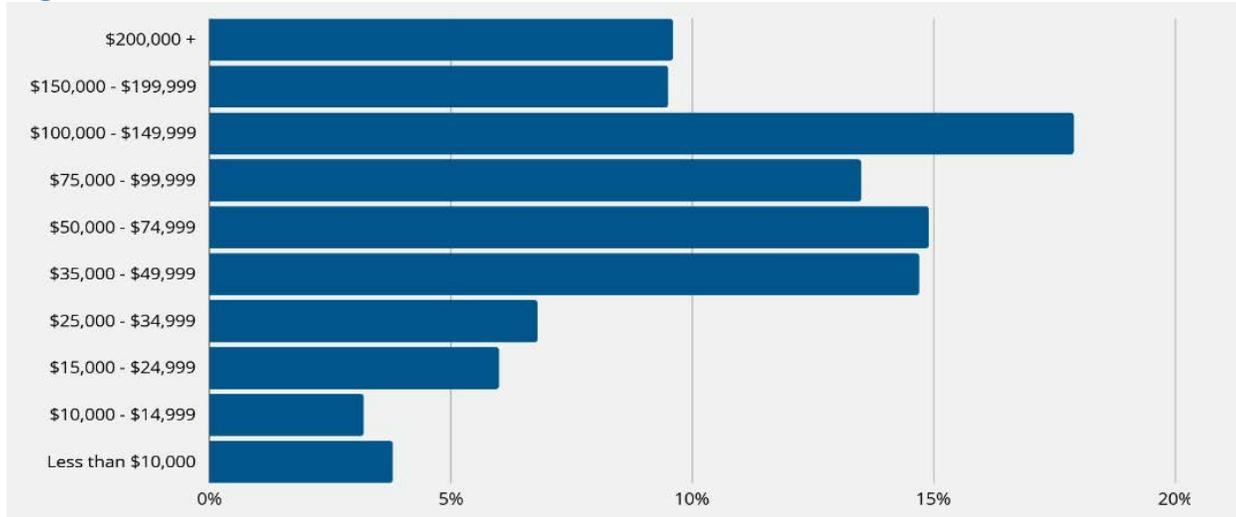


Fig. H-2: US Census Bureau 2020 Decennial Census S1901 (in 2021 Inflation-Adjusted Dollars)

The Snohomish population is predominantly White, but has been steadily diversifying since the 2000 Census, with minority and multi-racial residents comprising a growing proportion of the population. While Snohomish is becoming more diverse with time, the rate is much slower than Snohomish County. According to AHA analysis, the recent diversification of Snohomish can largely be attributed to changes in the female population of all age groups, however the male population remains the more diverse overall. The racial and ethnic composition of the Snohomish population is explored in more detail in the Racial Equity section.

Table H-1: Race and ethnicity

RACE / ETHNICITY	PERCENT OF POPULATION
White, not Hispanic/Latino	79.2%
Hispanic/Latino	9.9%
Black or African American	0.7%
American Indian or Alaska Native	0.6%
Asian	2.4%
Native Hawaiian and Other Pacific Islander	0.5%
Other	0.5%
Two or more races	6.3%

Table H-1: US Census Bureau 2020 Decennial Census P9

Family and household size has also been changing over the years. In 2000 the average household size was 2.48; in 2020 it was 2.35 (Figure H-6). Family size is also trending downward. At an average of 2.94 people, the average family size in Snohomish is smaller than the County average of 3.15 and Washington State at 3.08. Household tenure is 55% owner-occupied and 45% renter occupied.

Workforce

An assessment of the Snohomish workforce is necessary to gain a complete understanding of housing need, attainability, and affordability. It also helps the City work toward other goals, such as walkability and connectivity, public health, climate resilience, and improved quality of life.

According to US Census Bureau OnTheMap data, the number of Snohomish workers who also live in the city has decreased since 2002, while the total workforce has increased over the same period. In 2021, only 7.4% of the Snohomish workforce also lived in the city, compared to 13% in 2002. Snohomish workers are largely commuting from other Snohomish County cities, unincorporated Snohomish County, Seattle, or even further away.

Figure H-3 shows employment locations in relation to where people live. Employment is displayed as graduated symbols based on number of jobs in the location, overlaid on a map of residential density. The largest employment centers are primarily along the Avenue D/Bickford Avenue corridor with additional job areas in the Historic and Pilchuck Districts. Most residential density is in the southeast portion of Snohomish, south of Tenth Street and east of Avenue D.

This data shows that for walkability and access, increased density near job centers is an appropriate housing policy. Recent adoption of the Midtown District in 2022—a portion of the Avenue D corridor from Sixth Street to SR-9 with unlimited density regulations and mixed-use standards—is located in the largest employment area and therefore facilitates and encourages this proximity between housing and employment.

The Snohomish workforce is diversifying more rapidly than the resident population, particularly since 2009. Race and ethnicity, or Hispanic/Latino heritage, are distinct categories that can overlap. The largest growth has been in the 2+ race, Asian, and Hispanic/Latino categories, all close to doubling in their percent of the total workforce. This may imply that people who work in and contribute to the Snohomish community find it difficult to attain housing closer to where they work. Whether this is a result of personal choice, housing scarcity, lack of affordability, or some other barrier or exclusion is not clear.

Figure H-3: Population density and employment locations

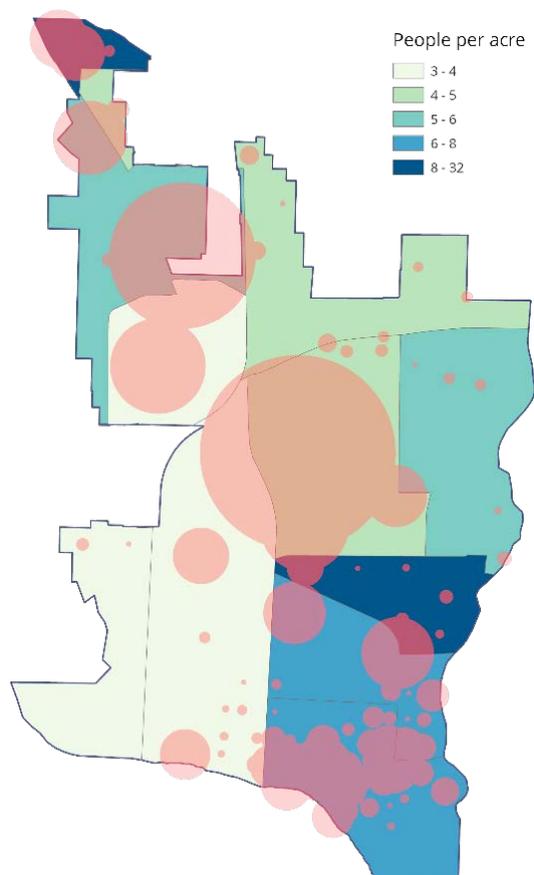


Fig. H-3: US Census Bureau B01003, OnTheMap 2021 job count

Major workforce gains have been in traditionally lower-paying industry sectors, including construction, accommodation and food service, and retail. Gains have also been seen in mid-level income sectors such as professional, and scientific and technical services. Healthcare workers, on the other hand, have declined in the last decade. The median annual earnings for Snohomish workers was \$49,828 between 2018 and 2022, according to the ACS. More information about employment growth and associated policies can be found in the Economic Development Element.

GROWTH TARGETS

According to the Washington State Office of Financial Management (OFM), Snohomish had an estimated 4,521 housing units in 2023. New unit production has fluctuated annually since 2010, increasing by an average of just over 1% per year. According to the HO-5 Report, the population of Snohomish grew by 11.3% between 2010 and 2020.

The HO-5 Report estimates a growth of 2,752 people in Snohomish over the 20-year planning period, with an additional 405 people in the Urban Growth Area (UGA), for a total of 12,878 in current city limits and 1,805 in the UGA. The HO-5 Report translates the city's population growth to 1,546 new units by 2044 and breaks it down by income level of the households served, provided as a percentage of the Seattle-Bellevue-Everett Area Median Income (AMI).

Table H-2: Snohomish growth targets and typical housing types

INCOME BAND	0-30% AMI, PSH	0-30% AMI, NON-PSH	30-50% AMI	50-80% AMI	80-100% AMI	100-120% AMI	120%+ AMI
CURRENT	4	540	864	954	766	509	710
2044	146	0	0	99	183	290	828

AFFORDABLE HOUSING TYPES BY INCOME BAND

INCOME BAND	PERMITTED ZONE(S)*	TYPICAL HOUSING TYPES	ALLOCATED UNITS #
0-30% AMI	LDR, MDR, HDR, COM, PIL, HBD, BP, MID	Permanent supportive housing, low-rise and mid-rise apartments, ADUs	146 (PSH)
30-50% AMI	LDR, MDR, HDR, COM, PIL, HBD, BP, MID	Low-rise and mid-rise apartments, condominiums, ADUs	0
50-80% AMI	LDR, MDR, COM, PIL, HBD, BP, MID	Low-rise and mid-rise apartments, condominiums, moderate density townhomes, duplexes, triplexes, fourplexes, mobile homes, ADUs	99
80-100% AMI	LDR, MDR, HDR, COM, PIL, HBD, BP	Moderate density townhomes, duplexes, triplexes, fourplexes, ADUs	183
100-120% AMI	SF, LDR, MDR, HDR	Moderate density townhomes, duplexes, triplexes, fourplexes, detached single family homes, ADUs	290
120%+ AMI	SF, LDR, MDR, HDR	Detached single family homes, ADUs	828
Emergency Housing	HDR, COM, HBD, MID	Temporary shelters	96

Table H-2: Snohomish County HO-5 report based on Dept. of Commerce and PSRC; 2024 numbers are estimated current unit counts

*Permitted zones means zoning districts where the housing type is either permitted or conditionally permitted.

The relatively low unit targets at the lower income bands reflect the existing housing stock serving low and extremely low-income households in Snohomish. Some of these units are provided by income-restricted housing programs such as housing choice vouchers and units maintained by affordable housing operators, discussed in the Assisted Living section.

The unit allocation method does not consider other related factors such as employment locations and commute patterns. As demonstrated in the workforce section above, most Snohomish workers do not live in the city, and their annual earnings as reported by the Census are relatively low compared to incomes for the region and Snohomish County. Therefore, it is a logical strategy for the City to plan for housing that can serve the local workforce, thus reducing traffic congestion and improving quality of life for existing community members.

Housing serving income levels below 50% AMI generally requires subsidies and other programs and forms of support to incentivize their construction. Several goals and policies are included in this element that are intended to provide the needed incentives to serve all economic segments of the population.

LAND CAPACITY

Buildable Lands Report

Every ten years as required by RCW 36.70A.215, Snohomish County conducts a detailed analysis of the development potential of all lands in the county. The intention is to periodically review whether urban densities are being achieved within urban growth areas and determine if there is sufficient suitable land to accommodate adopted growth targets. The most recent Buildable Lands Report (BLR) was adopted by the Snohomish County Council in September 2021 and provided a key baseline for a land capacity analysis in light of the City's allocated growth targets in Table H-2. The 2021 BLR showed adequate capacity to accommodate those targets.

Land Capacity Analysis

The BLR is supplemented by a Land Capacity Analysis conducted by the City in 2024. Several zoning changes were made after the BLR was published that affected housing and employment capacity in Snohomish. These changes include elimination of the *Urban Horticulture* (UH) and *Mixed-Use* zones (MU), and adoption of the *Midtown District* (MID). All of these changes affected residential development potential. Wherever possible the BLR was relied upon for data and methodology in the City's analysis for consistency and comparison purposes.

The City's housing targets were categorized by the income level served by each dwelling unit, as identified in Table H-2. The Land Capacity Analysis considered income level based on the housing type allowed

within each zone. The Land Capacity Analysis also considered zoning to accommodate emergency housing and permanent supportive housing (STEP housing).

The Land Capacity Analysis showed that with removal of known encumbrances, such as critical areas and easements, application of an infrastructure deduction factor ranging between 15-25%, and with current zoning, the City has land capacity to accommodate 2,310 new housing units and 1,736 new jobs, sufficient to accommodate the housing and employment targets assigned by Snohomish County Countywide Planning Policies for the 2044 planning period. The LCA is summarized in Table L-5 of the Land Use Element and discussed in detail in the Appendix.

Reasonable Measures

Because the BLR and Land Capacity Analysis both indicate sufficient capacity to accommodate assigned growth targets, reasonable measures are not required for this Comprehensive Plan Update. However, rezones are still being processed concurrently with the 2024 periodic update for the North Lake Subarea, discussed in more detail in the Land Use Element.

HOUSING PROFILE

The housing stock in Snohomish is unique among neighboring cities and Snohomish County overall. The city has more remaining historic housing built before 1939 than other cities in Snohomish County, with many predating the 1939 census. This aligns with Snohomish's reputation as an historic city and being the first to incorporate in the County that bears its name. The median year of construction for the housing stock in Snohomish is 1989, reflecting a pattern of slow growth and construction activity that has not yet fully recovered from the Recession of 2008.

Housing stock

There are 4,521 housing units in Snohomish. According to the 2022 HAGA, Snohomish's housing stock is comprised of nearly two-thirds detached single-family homes, with just over one-third of the stock in multi-family housing. AHA's supplementary housing profile provides a breakdown of the number of units in each structure, showing the proportion of detached single-family housing is 62% of the overall stock.

Figure H-4: Housing stock

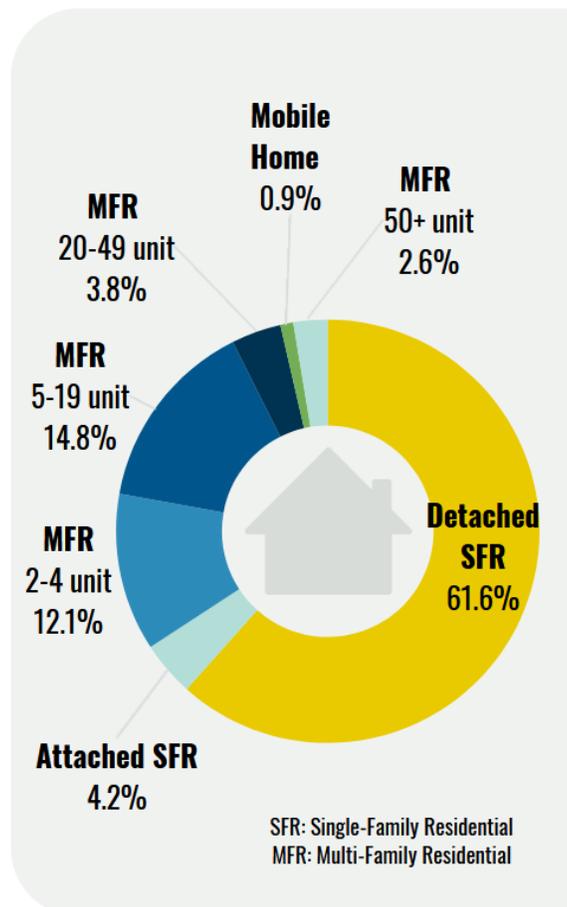


Fig. H-4: US Census Bureau B25024

Housing construction in the city spans over a century of development, with many of the late 19th century homes still in service. In fact, the pre-1939 era is the third most productive construction era in Snohomish’s history, with nearly 600 homes still in inventory, only behind the decades of 2000-2009 (737 homes), and 1990-1999 (644 homes). Snohomish’s older homes make up a significantly higher proportion of the overall stock than in Snohomish County, reflecting the City’s image as one of the oldest cities in the region. The 2010-2019 era is the second least productive (fewer than 300 homes), only ahead of the WWII era of 1940-1949 (fewer than 200 homes).

Other decades are generally even in terms of housing construction, averaging about 500 new homes each decade. While it is still too early to know how much housing to expect over the current decade, the dramatic decline in housing production after 2010 appears to continue. Permit activity shows that between 2020 and 2023, only 105 new units were added to the City’s housing stock.

The type of housing occupancy (whether the household rents or owns the unit) is described as housing tenure. Housing in Snohomish is occupied by 55% owners and 45% renters. The percentage of renter-occupied housing is high compared to Snohomish County, at just over 30%. This can be further analyzed by housing type and construction era, as over half of one-unit housing is owner-occupied, compared to 1% owner-occupancy for all other housing types. Housing built before 1939 is also predominantly owner-occupied, at 78% of the housing from that era.

Figure H-5: Tenure by household income

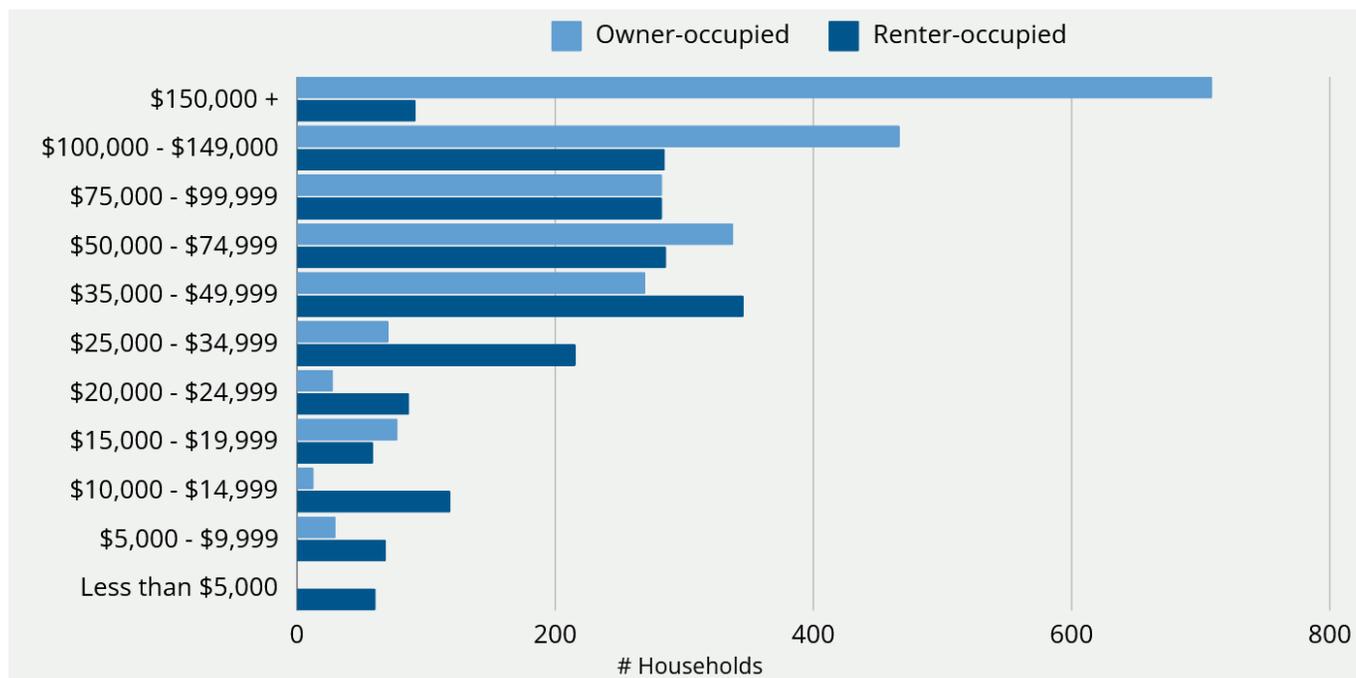


Fig. H-5: US Census Bureau B25118

The largest era of construction for renter-occupied housing is 1990-1999, which aligns with the era that produced the most multi-unit housing. Still, there is a mismatch between the number of smaller units compared to smaller households. Single-occupant households number 1,353, but there are only 656 studio and one-bedroom units in the City to own or rent. While residents may choose to live in a housing

unit that is comparatively larger than their household size, this is not always the case. Some households may occupy a too-large unit because nothing else was available to them in the area. This can lead to cost burden and displacement risk and contribute to housing scarcity.

Figure H-6: Tenure by household size

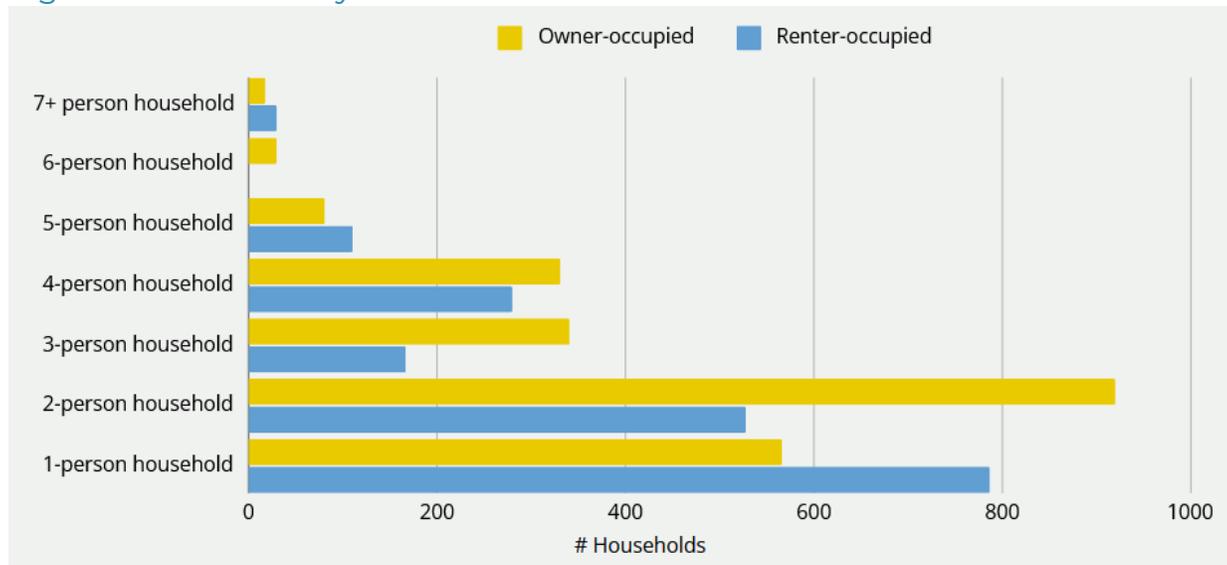


Fig. H-6: US Census Bureau ACS B25009

Housing affordability

Cost burden

A cost burden analysis can help to measure how well the housing market is meeting the needs of residents. Residents paying more than 30% of their monthly income toward housing costs - including other mandatory expenses such as utilities and insurance - are considered cost burdened by the U.S. Department of Housing and Urban Development (HUD). Those who pay more than 50% of their monthly income toward housing are severely cost-burdened. Cost burden is likely to lead residents to making difficult tradeoffs in other areas such as medical costs, childcare, food, and transportation.

HUD's Comprehensive Housing Affordability Strategy (CHAS) data from 2016-2019 indicated more than 1,200 Snohomish households were cost-burdened. The Census reveals that cost burden is increasingly severe at lower income levels and among renter households; 43% of Snohomish renters are considered cost burdened and 25% are severely cost burdened by federal standards. This translates to approximately 467 households that pay a significant portion of their monthly income toward housing, leading to difficult choices in other essentials.

Figure H-8: Gross Rent as a Percentage of Income

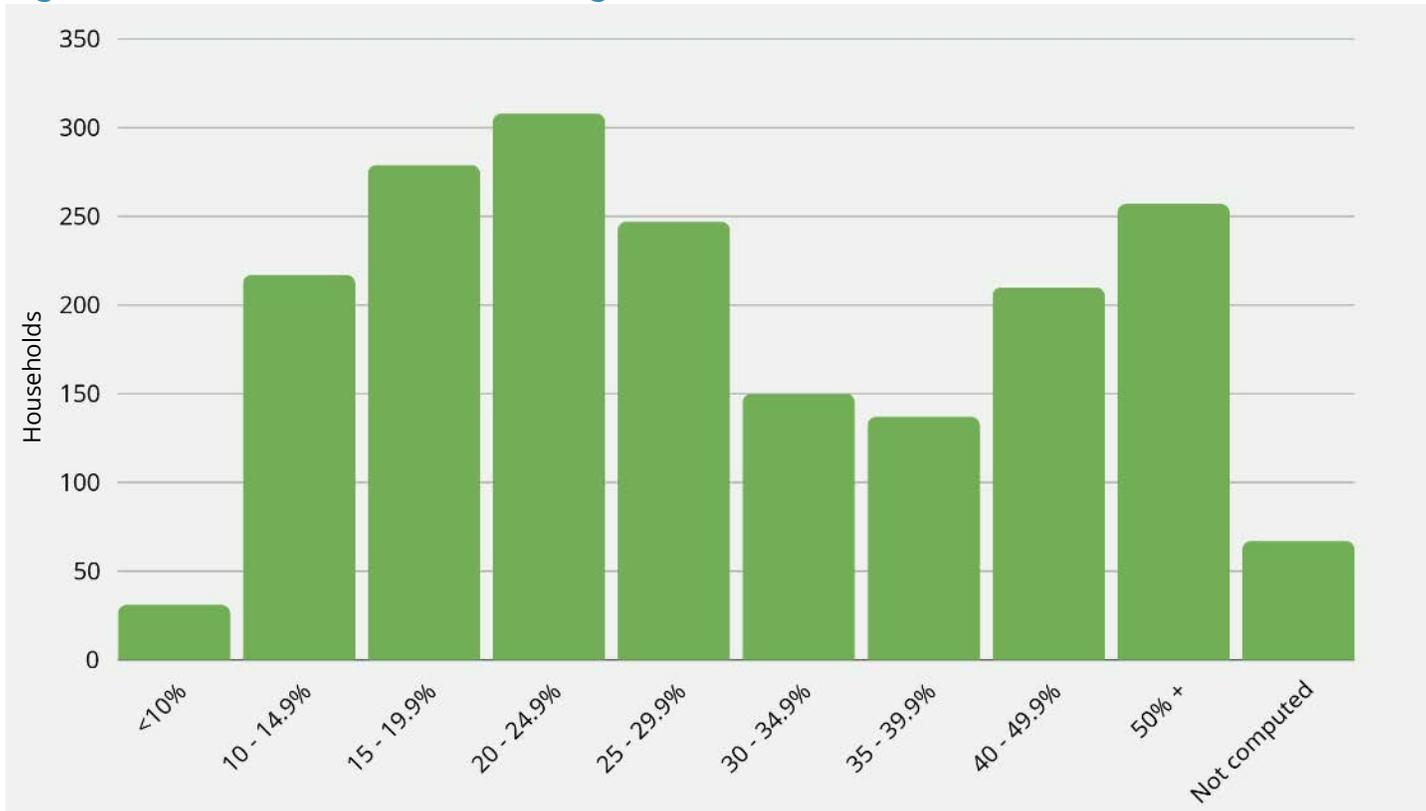


Fig. H-8: US Census Bureau ACS B25070

The median Gross Rent as a Percentage of Income (GRAPI) in Snohomish is 26.7%, meaning that half of the City’s population is below the official cost-burden designation. This compares to the Snohomish County median of 30.4%. However, according to the chart in Figure H-8, the data shows Snohomish renters are divided into two general groups: those who rent affordably according to federal standards and those who do not, with more of the latter being considered severely cost-burdened.

Figure H-9: GRAPI, households by age

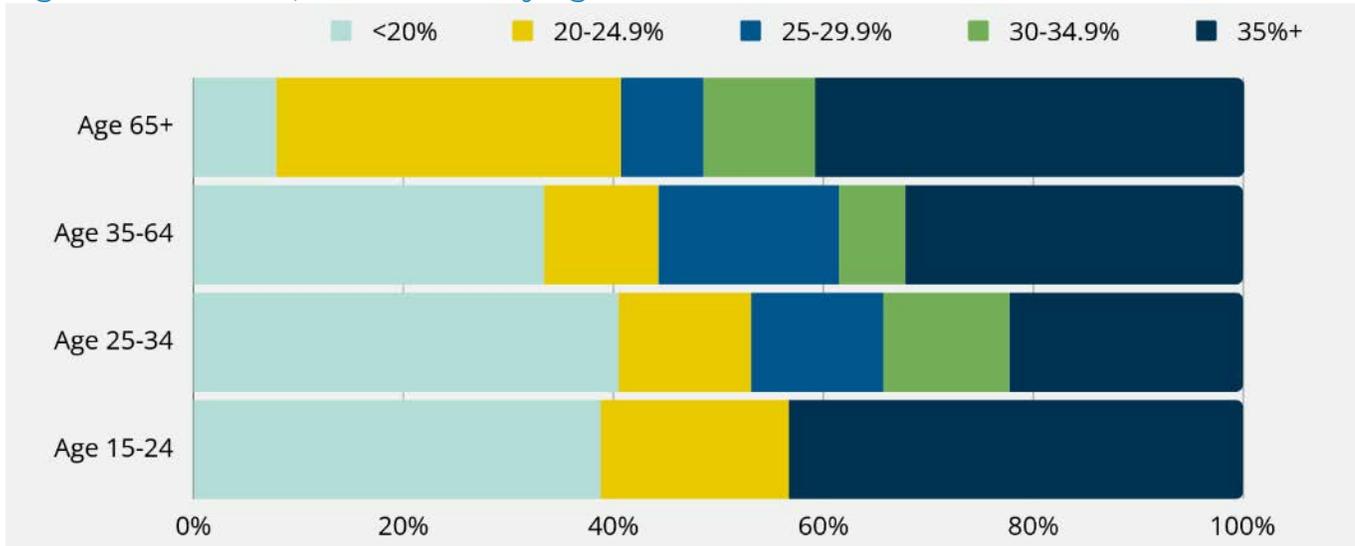


Fig. H-9: US Census Bureau ACS B25072

As shown in Figure H-9, cost burden disproportionately affects the renting senior population and young households in Snohomish, with approximately 40% of both age cohorts being considered cost burdened. For seniors, gross rent comprises a larger percentage of income for renters over the age of 65. Census data also shows this age cohort has a high relative rate of renting, and less vehicle access than younger renting cohorts. Notably, lack of vehicle access for senior owner households is not observed. As rents rise, it is expected that households not affected by cost burden will be reduced in number unless incomes similarly increase. Given these factors, seniors on a fixed income are likely at a higher risk of displacement.

Assisted living units

“Assisted living” is a term for units that receive some manner of government support or assistance and can include a wide range of housing types. Snohomish has 513 assisted living units according to the HO-5 Report, including dedicated units for seniors and individuals/ families, and housing choice vouchers for seniors and individuals/ families. Housing choice vouchers in Snohomish are administered by the Housing Authority of Snohomish County (HASCO) and Everett Housing Authority (EHA). Other income-restricted housing providers in Snohomish are Mercy Housing, Housing Hope, and the Snohomish Affordable Housing Group (SAHG), a local group that maintains 100 units for seniors and disabled individuals and is hoping to expand further. Altogether Snohomish’s assisted living units comprise 2.1% of the County’s total number of units reserved for low-income households or households at risk of displacement. In Snohomish, assisted living comprises about 10% of all units.

Housing tenure

Figure H-5 shows an inverse relationship between income level and ownership. Below an annual household income of \$50,000, there are very few homeowners in Snohomish. Owner-occupied housing units are predominantly one-unit detached housing, largely occupied by 45-54-year-old householders. Householders between 65-74 years old is another dominant owner cohort, and those age 85 and above, while the smallest age group in the City, are all owners. All other age cohorts are predominantly renters. This is a unique pattern compared to other cities and the County overall, where housing ownership is dominant in more cohorts above the age of 35.

Table H-3: Snohomish tenure

TENURE	1-UNIT DETACHED	1-UNIT ATTACHED	2-50 UNITS	50+ UNITS
OWNER-OCCUPIED	2,026	80	124	10
RENTER-OCCUPIED	538	107	1,215	34
TOTAL	2,564	187	1,339	44

Table H-3: US Census Bureau B25124

Home sales

Housing costs continue to increase in Snohomish. In the wake of the 2008 recession, home sales and prices dropped significantly, and so did the rate of new housing construction. Home prices returned to 2008 levels (adjusted for inflation) by 2017, and then rapidly increased in subsequent years. The rate of sales was considerably more variable during that same time. In Snohomish, the rate of new housing production did not recover as quickly as prices did.

Between 2015 and 2021, the median home value rose from \$267,600 to \$435,500. During this same period, median rent prices rose from \$939 to \$1,200 per month.

Figure H-10: Inflation-adjusted median sale price and annual sale count of detached SF homes

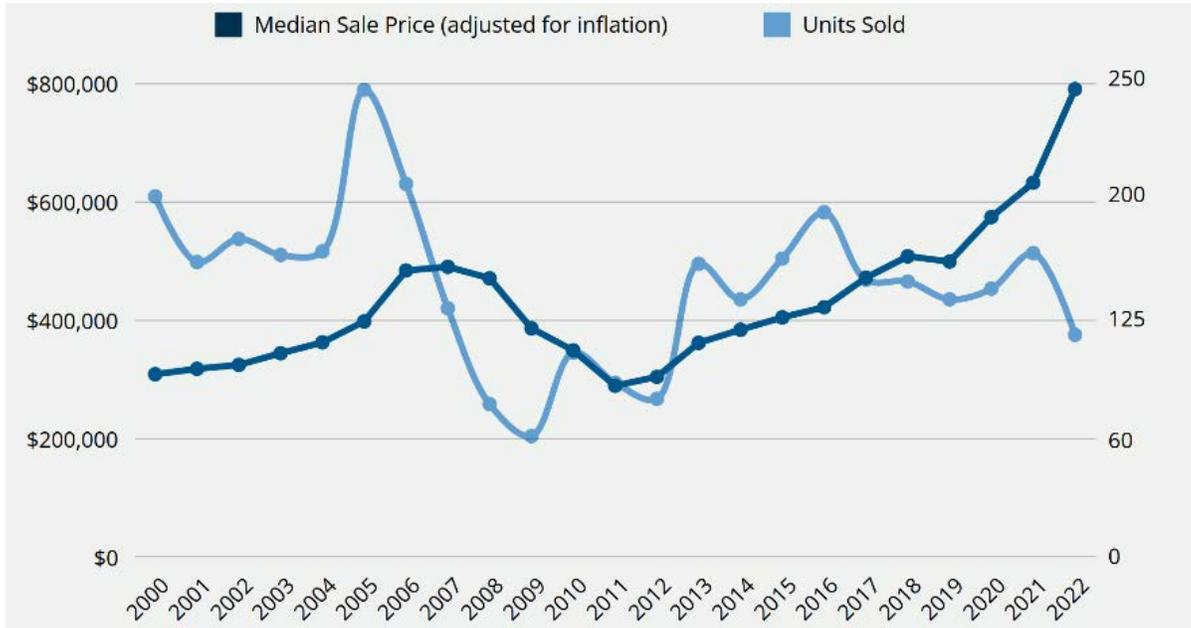


Fig. H-10: AHA Analysis of Snohomish County Assessor Data

Figure H-11: Required income to purchase median home

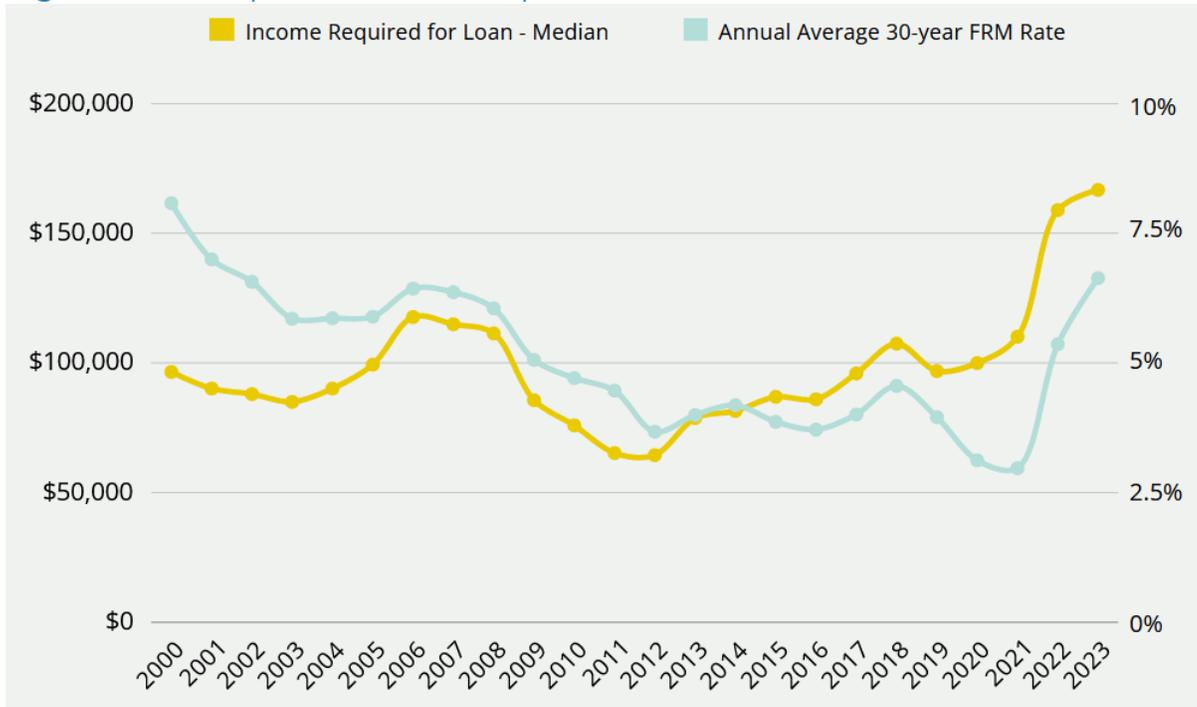


Fig. H-11: AHA Analysis; using Annualized National 30-Year Fixed Rate Mortgage Rate, Freddie Mac

Rental market

The Alliance for Housing Affordability surveys and aggregates advertised rentals three times per month on Apartments.com to determine average cost and availability for its member cities. In 2023, on average there were fewer than two units available for apartments of any size in Snohomish, and zero studios or 4-bedroom units. Rent price determined by the U.S. Census Bureau is compared to AHA's analysis in the table below, showing that actual advertised rent exceeds that estimated by the Census.

Table H-4: Snohomish median rent by number of bedrooms

RENTAL SIZE	US CENSUS B25031	2023 ADVERTISED	
NO BEDROOM	\$856	N/A	0
1 BEDROOM	\$525	\$1,600	Avg. 1
2 BEDROOMS	\$1,126	\$2,000	Avg. 1.3
3 BEDROOMS	\$1,884	\$2,500	Avg. 1.7
4 BEDROOMS	\$3,074	N/A	0

Table H-4: US Census Bureau B25031, AHA Independent Analysis

Between 2015 and 2021, median rent prices rose from \$939 to \$1,200 per month. With nearly half of Snohomish residents renting, displacement risk affects many households in Snohomish.

RACIAL EQUITY, DISPARATE IMPACTS, DISPLACEMENT

New legislation from HB 1220 (2021) requires an evaluation of how historic laws, regulations, and development practices have resulted in housing inequity, displacement, and exclusion of racial groups. This section aims to analyze how past and present regulations and policies have caused housing inequity that remains today, in addition to developing policies to undo those impacts, and to plan for and accommodate housing affordable to all current and future residents.

The City of Snohomish values diversity in the community and wants to eliminate any policies that negatively impact Black, Indigenous, and People of Color (BIPOC) communities, as well as people from other marginalized and underrepresented groups, to ensure a safe, welcoming, and equitable city that is livable for people of all backgrounds, where all individuals are treated fairly, with dignity and respect.

Community context

Historically marginalized groups such as racial and ethnic minorities are at higher risk of displacement due to historical inequalities and past discriminatory practices in the housing market. Racially disparate outcomes can occur regardless of intent; policies that appear race neutral may still perpetuate inequitable outcomes in housing opportunity and choice.

While the Snohomish population remains majority white, the minority population has increased by almost 15% since 2000. Hispanic/Latino, Asian, and those who are of two or more other races account for more of the population growth among BIPOC groups. According to the American Community Survey (B05006), the top two places of birth for Snohomish’s foreign-born population are Mexico and the Philippines, followed by Germany, China, and India. More than 92% of households speak English at home; 7.7% speak other languages, with the most common being Spanish (3.5%) and Asian/Pacific Islander languages (2.5%).

Over recent decades, the impacts between populations of different races and ethnic backgrounds have manifested in Snohomish as wealth and income disparities due to the financial competition resulting from rising prices and housing scarcity. This is supported by income, ownership, and other data by race and ethnicity in this section.

Figure H-12: Snohomish population pyramid by race

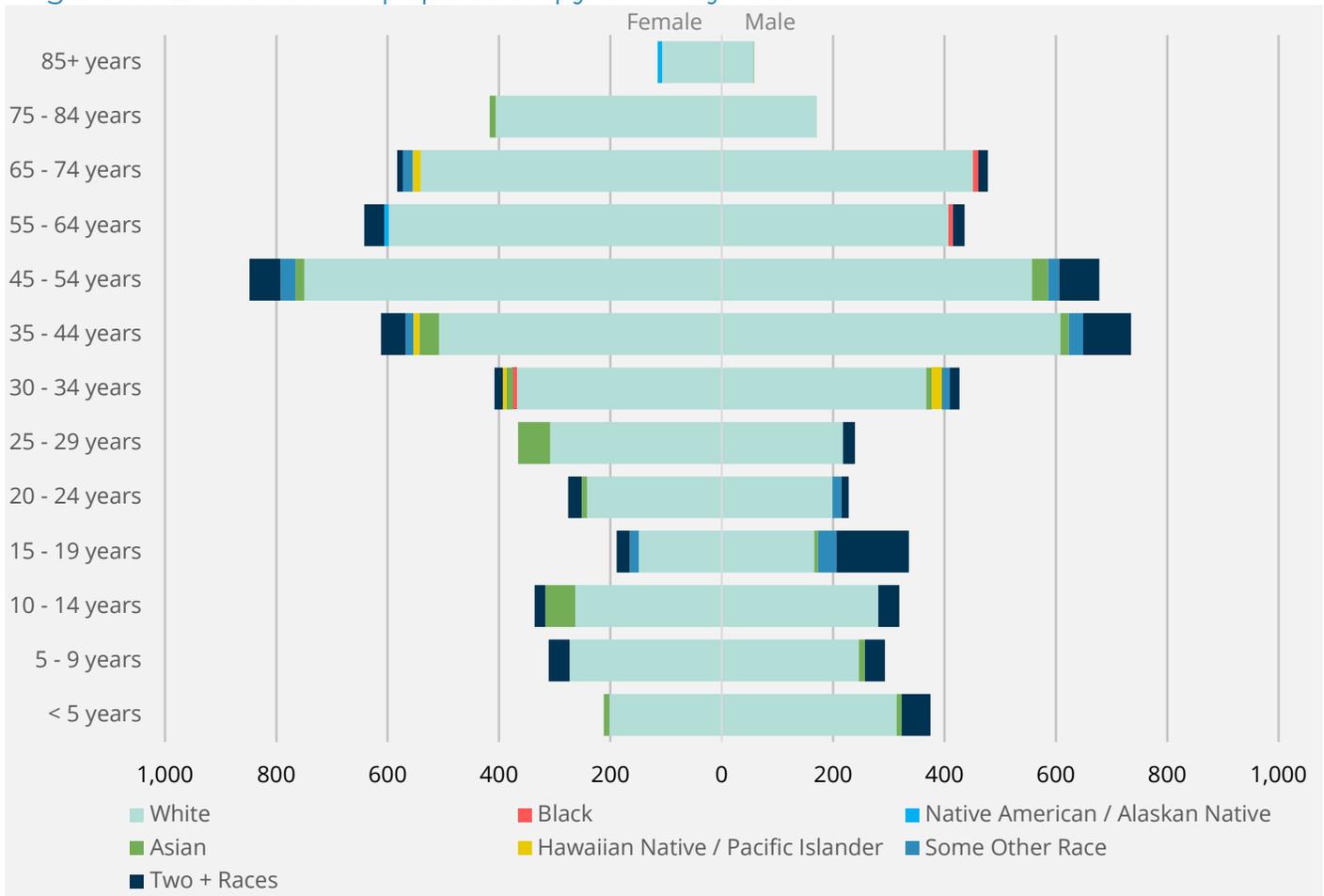


Fig. H-12: US Census Bureau B01001

Figure H-13: BIPOC and Hispanic/Latino percent of population

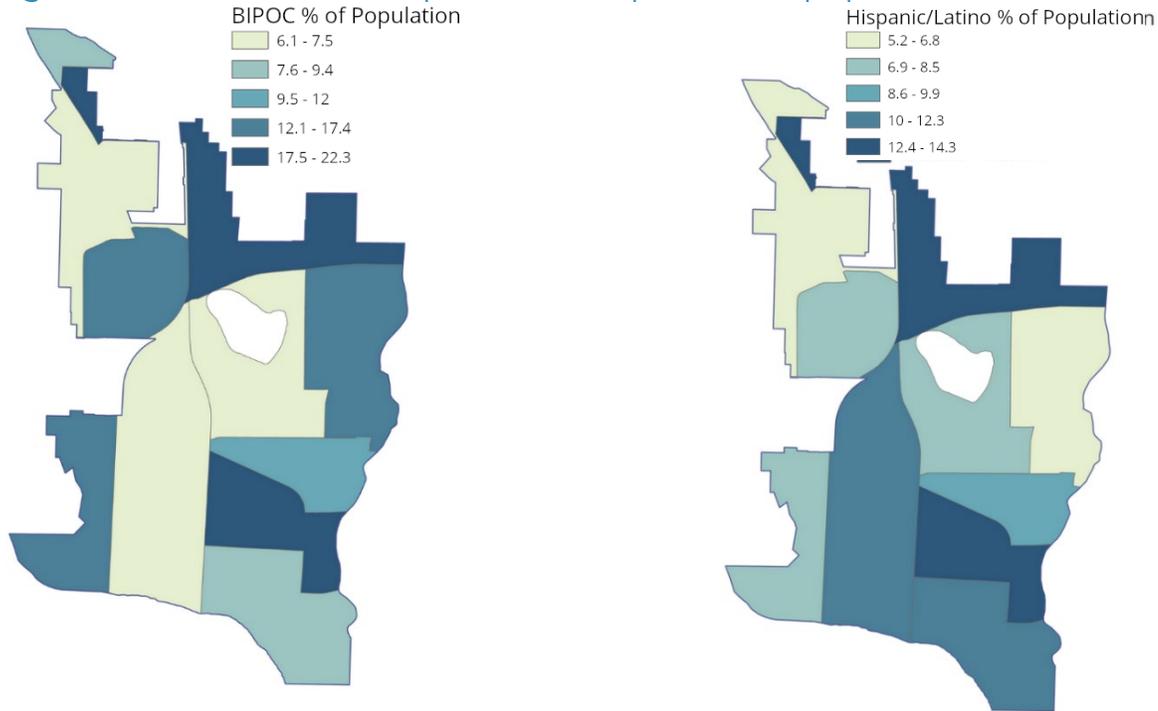


Fig. H-13: US Census Bureau B02001, B03003

Historical context

Snohomish has grown at a much slower pace than other Snohomish County cities and Snohomish County overall. Over the last decade, Snohomish saw a density increase of 7.9%, from 2,648 people per square mile in 2010 to 2,876 people per square mile in 2020. Meanwhile the neighboring cities of Monroe and Lake Stevens saw increases of 11.4% and 18.7%, respectively.

Figure H-14: Snohomish population growth, 1890-2022

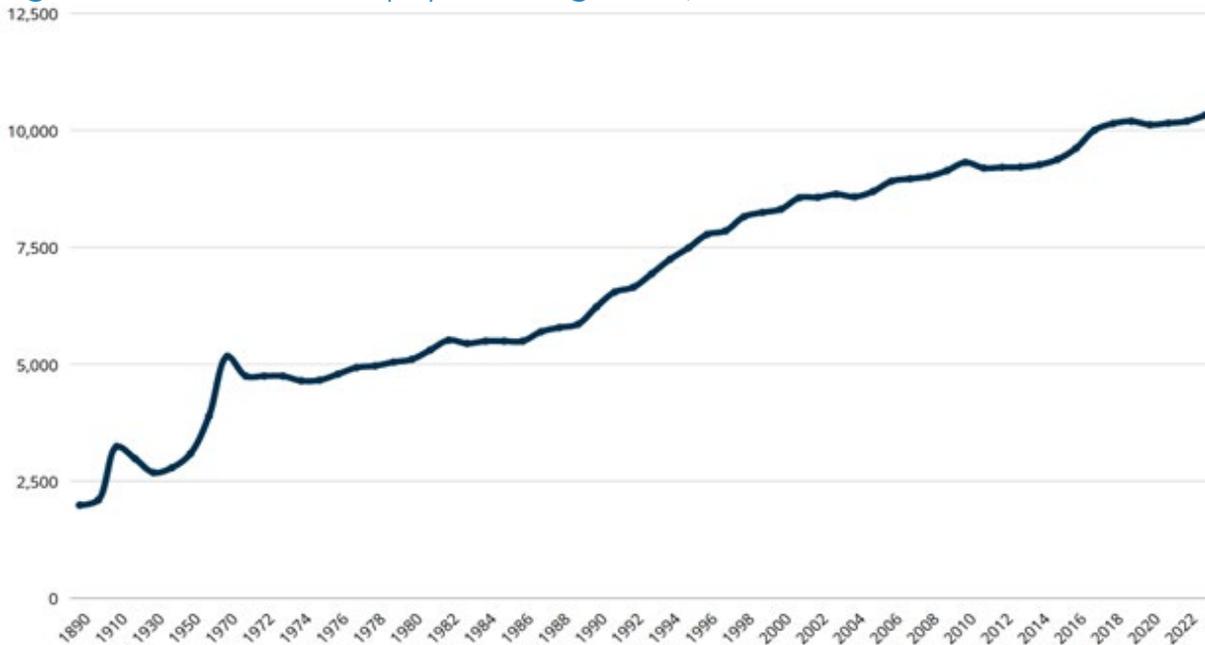


Fig. H-14: Office of Financial Management (OFM), AHA Independent Analysis

Figure H-14 shows the City's population growth since incorporation in 1890. The rapid growth between 1930 and 1970 reflects regional growth in response to World War II, at a time when racism and discrimination were prevalent nationwide. The relatively slow growth after 1970 coincides with the Boeing Bust, when regional population lagged and affordable housing was scarce. The Housing Authority of Snohomish County (HASCO) was created during this time; HASCO is an agency tasked with providing housing solutions for low-income households and addressing racism in the housing market. HASCO is the housing authority in Snohomish through interlocal agreement.

Microsoft was founded in neighboring King County in the 1990s, making the region a technology hub and boosting the population of the Puget Sound area. The Washington State Growth Management Act (GMA) was passed during this time. While the GMA restricted growth through urban sprawl, it did not similarly mandate urban densities. This has led to variable densities and minimum lot sizes throughout the state, contributing to the present housing scarcity that leads to increasing home prices.

Historic housing policy

Before the GMA, Snohomish adopted community plans to accompany land use maps. The housing and land use policies from the 1962 and 1976 plans were reviewed for this Housing Element. The 1962 Plan was silent on the socioeconomic composition of the community. It also did not contain a housing section, but future land use plans were addressed; residential use was intended to comprise 30% of future land use, with no distinction between housing typologies. At the time, detached single-family homes accounted for about 42% of developed land.

Housing policies were introduced in the 1976 Community Development Policy Plan. At that time, housing availability, affordability, and quality were identified as concerns, because middle income residents were increasingly unable to afford detached single-family homes. The plan identified 400 "low-cost housing units" needed to serve low- and moderate-income households. Housing policies included working with other agencies and the federal government to increase low-cost housing, and adoption of fair housing legislation. Rehabilitation and improvement of existing housing stock was also prioritized to address housing quality concerns.

Snohomish adopted its first GMA-mandated Comprehensive Plan in 1995. The first plan does not contain any overt discriminatory practices or policies. However, several policies could have unintended effects on housing choice and availability for BIPOC communities in Snohomish. The 1995 Housing Element does not evaluate the community population in terms of race or ethnicity. Several policies are intended to address economic equity, but without a racial equity lens. Goal HO-2 states: *"Ensure that over 50% of the housing units are single family detached residences."* This policy is likely problematic and exclusionary.

The 2004 Comprehensive Plan contains demographic characteristics for the City, including race information from the 2000 decennial Census. Goal HO-2 from the previous plan was continued forward and a new Goal HO-5 was introduced: *"Maintain a desired community standard that owner occupied units in the City will be at 50% or more."* As with previous policies, Fair Housing and increased density consistent with the Growth Management Act are also referenced.

In 2015, Goal HO-2 was modified to include various housing types and densities: *"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."* While this

policy is less problematic from an equity standpoint than previous iterations, an acknowledgement of the importance of housing variety is incorporated into this Element. Goal HO-5 was modified from its 2004 language to encourage homeownership opportunities, a goal that has been expanded to include all housing types.

Demographic patterns

One way to evaluate the impacts resulting from past housing policy is through demographic changes over time. The 2022 HAGA compared race and Hispanic origin as reported in the 2000, 2010, and 2020 decennial censuses.

The City has seen growth in all minority populations except American Indian/Alaskan Native individuals, which saw an almost 60% reduction between 2000 and 2020. Hispanic, Asian, and other/2+ race categories all saw increases of more than double (nearly 200% increase for Asian and Hawaiian Native/Pacific Islander).

Figure H-15: Race/Ethnic origin over time, 2000 – 2020

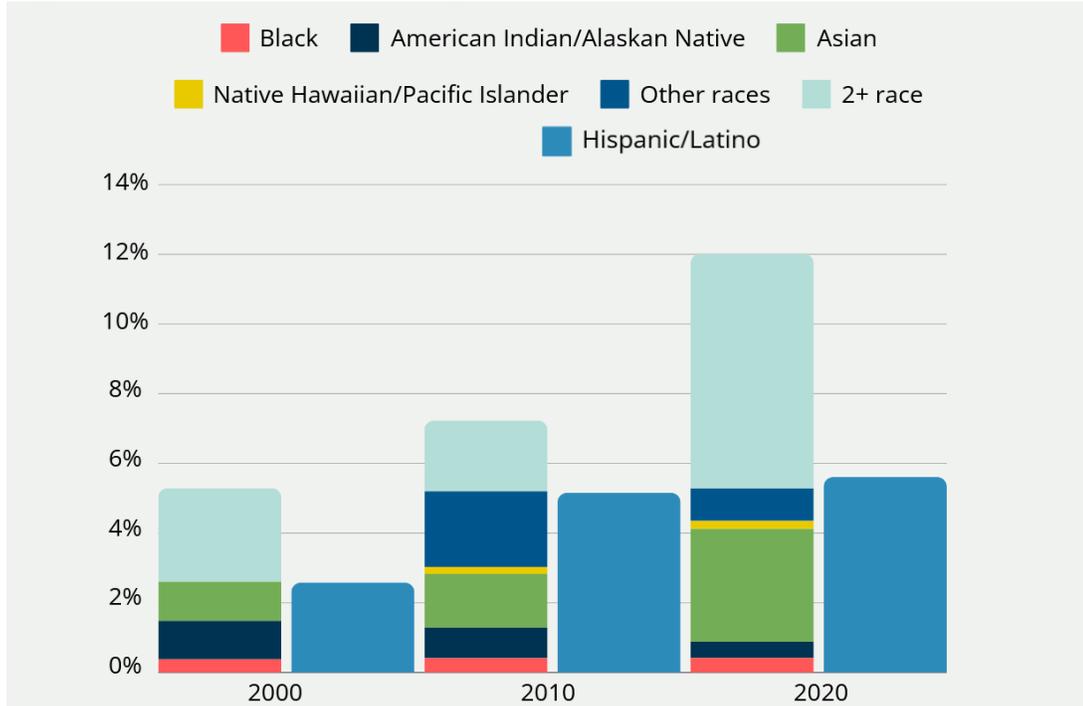


Fig. H-15: US Census Bureau, P2; white not displayed.

The demographic composition of Snohomish is diversifying, but it is doing so at a slower pace than the city's workforce and the overall County. While personal choice is also a factor in where people live, this disparity indicates some kind of barrier could also be at play, whether it is housing price, availability, or something else.

Housing impacts

Patterns of historical racial discrimination can be seen in the housing market today. Past practices such as restrictive covenants, redlining, and loan discrimination have limited where people could live based on

their race. New requirements in the policy framework for Housing Elements are intended to address inequalities by identifying disparities and the long-term work needed to redress them.

There are several ways to identify disparate impacts in housing. For this analysis the City reviewed tenure, housing types, and income by race and ethnicity and compared it to the general community profile and Snohomish County data, to assess how people of color fare in Snohomish compared to their white peers and within the regional context. A search for racially restrictive covenants was also conducted, revealing one subdivision with potentially racial language, as discussed below.

Tenure

Snohomish households are comprised of 45% renters and 55% owners. Housing tenure can be analyzed by type categorized by number of units in the structure, as shown in Figure H-16. This data shows there are two housing types in Snohomish with ownership being most common; these are single-unit detached structures and mobile homes. This is unsurprising, as these are both standalone housing types, usually on individual lots with a yard area. Every other housing type is occupied by majority renters. Duplex housing and developments containing 20-49 units are entirely renter-occupied.

Housing ownership is important for long-term financial stability and building generational wealth. Marginalized groups have historically been excluded from ownership opportunities, so an analysis of ownership patterns was conducted to determine change over time, particularly in response to historic housing policies. The housing ownership chart in Figure H-17 shows the housing tenure between 1940 and 2022. The 1980 census is not shown due to availability issues. Following a spike in 1960, homeownership rates in Snohomish have hovered around just over half the population since at least the 1990 census.

Figure H-16: Tenure by units in structure

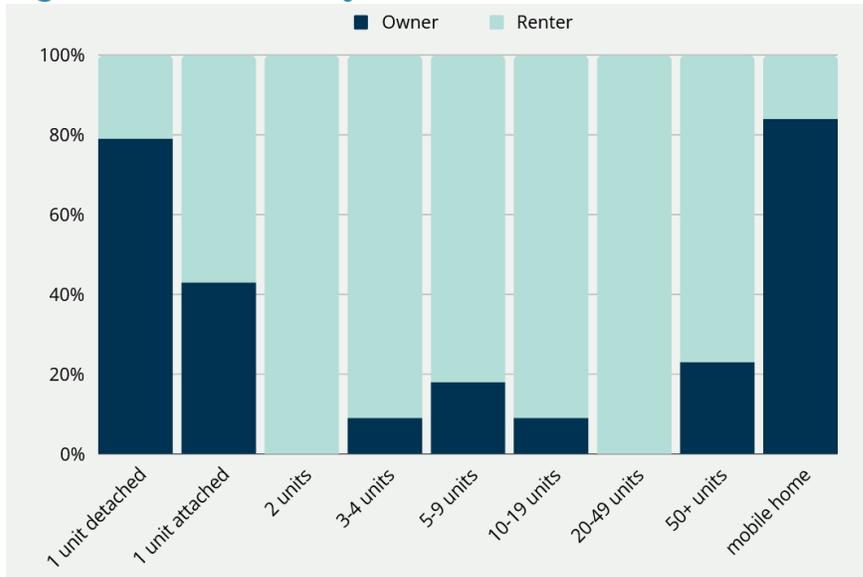


Fig. H-16: US Census Bureau ACS B25032

Figure H-17: Tenure over time, 1940 – 2022

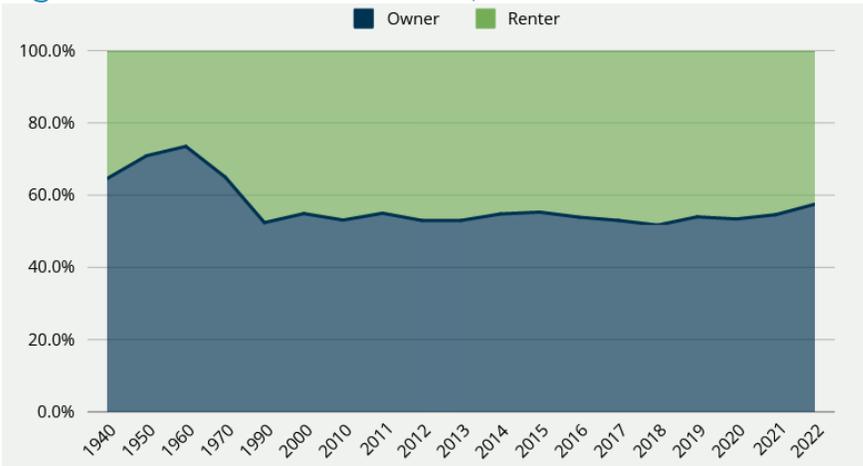
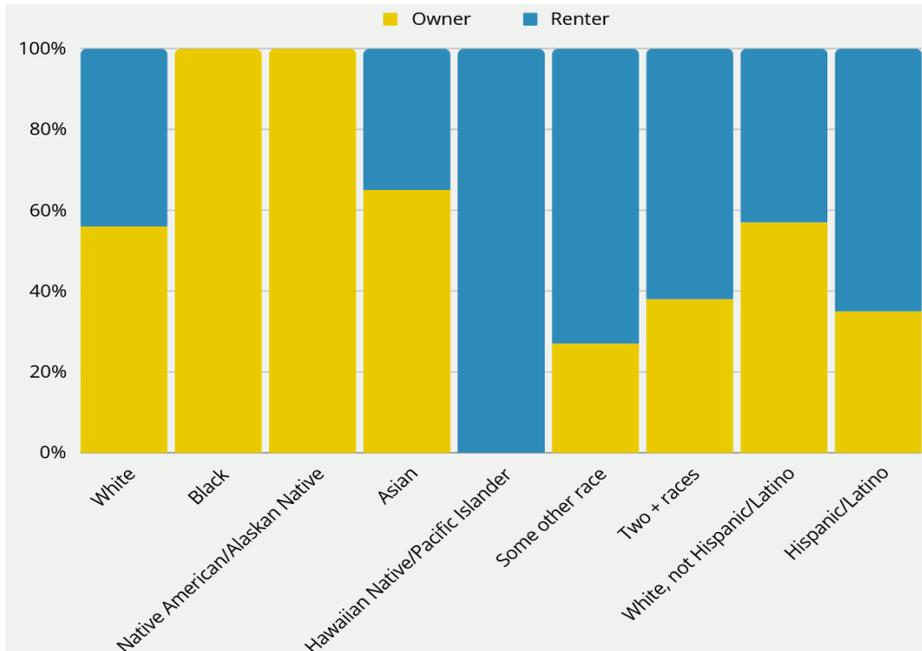


Fig. H-17: US Census Bureau, decennial census, ACS DP04

Figure H-18: Tenure by Race and Ethnicity



Tenure by race and ethnicity data shows housing types categorized by number of units within a structure, that Snohomish’s minority households live in. Only four racial groups are shown to be predominantly owners; White, Black, Native American/Alaskan Native, and Asian households are all majority owner households. While Black and Native American/ Alaskan Native households are each shown to be entirely owner households, it is important to note that due to the small populations of

Table H-5/Fig. H-18: US Census Bureau ACS B25003, A through I

each group in Snohomish, sampling errors could be at play.

As illustrated in Table H-5 and Figure H-18, the proportion of renter households exceeds the Citywide rate of 45% for several minority household types (Hawaiian/ Pacific Islander, Other race, 2+ races, and Hispanic/Latino). Meanwhile the proportion of white-only renters is below the Citywide rate. This disparity indicates that communities which have been subject to discriminatory housing policies in the past do appear to rent at a higher rate in Snohomish than white non-Hispanic people.

Table H-5: Tenure by race and ethnicity

	OWNERS			RENTERS		
	#	% OF TOTAL POPULATION	% OF CATEGORY	#	% OF TOTAL POPULATION	% OF CATEGORY
WHITE	2,134	50.9%	56%	1,695	40.5%	44%
BLACK / AFRICAN AMERICAN	15	0.4%	100%	0	0%	0%
NATIVE AMERICAN / ALASKAN NATIVE	8	0.2%	100%	0	0%	0%
ASIAN	35	0.8%	65%	19	0.5%	35%
HAWAIIAN NATIVE / PACIFIC ISLANDER	0	0%	0%	21	0.5%	100%
SOME OTHER RACE	12	0.3%	27%	32	0.8%	73%
2+ RACES	83	2%	38%	136	3.3%	62%
WHITE, NOT HISPANIC / LATINO	2,123	54.3%	57%	1,612	41.2%	43%
HISPANIC / LATINO	62	1.6%	35%	113	2.9%	65%

Table H-5/Fig. H-18: US Census Bureau ACS B25003, A through I

Figure H-19: Race of householder by units in structure

Housing type

Data shows that other race categories, particularly those who are two or more races, tend to live in higher-density housing types. However, by count, white households comprise the largest racial group in every housing type category, including higher density housing. Because the non-white population of Snohomish is a relatively small portion of the overall population, it is important to review the data in terms of proportionality rather than numbers.

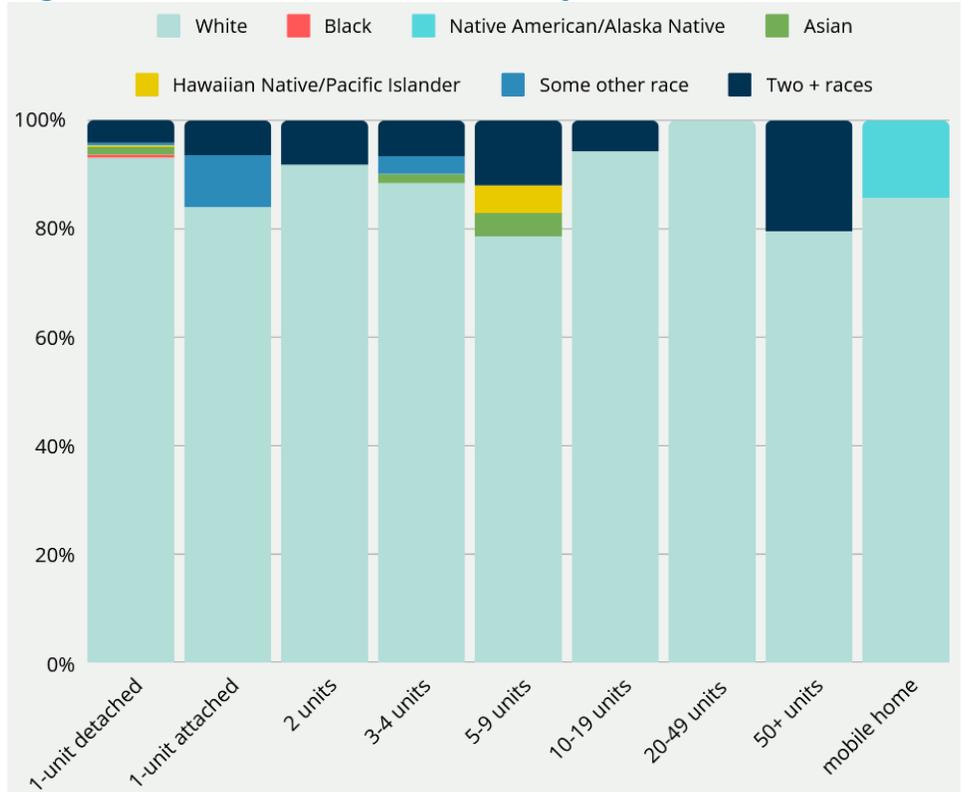


Fig. H-19: US Census Bureau B25032, A through I

Figure H-20: Ethnicity of householder by units in structure

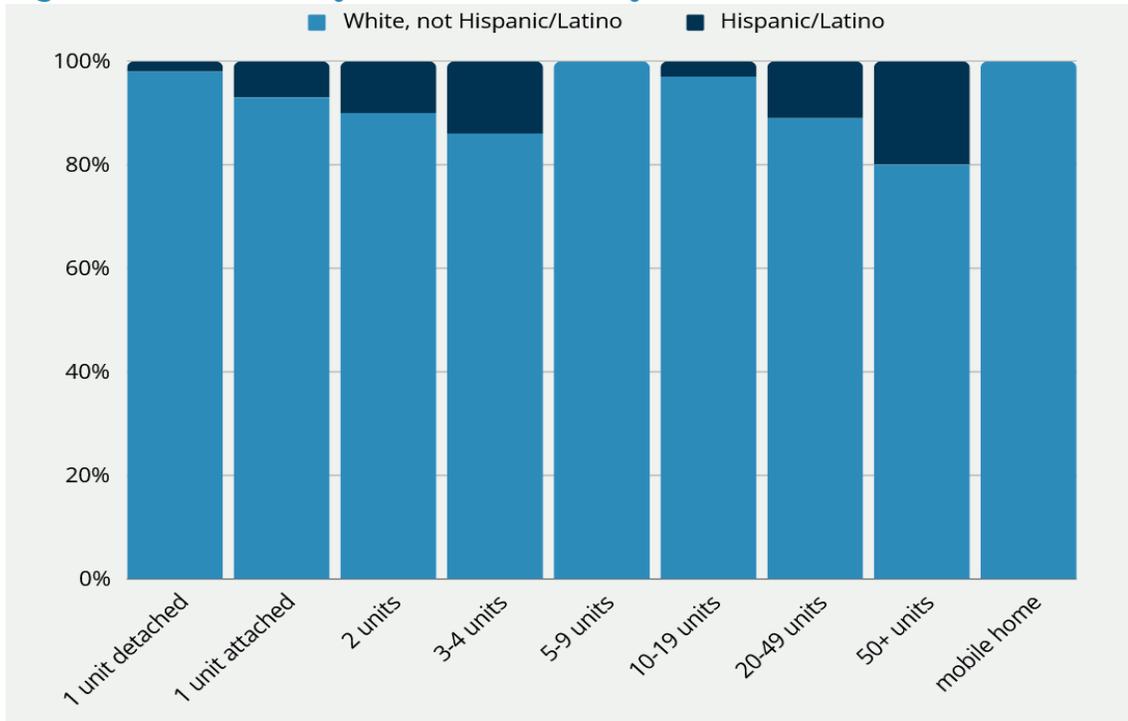


Fig. H-20: US Census Bureau B25032, A through I

Figure H-21: Units in structure by race

Hispanic/Latino households predominantly live in multi-family housing types, primarily in housing developments containing 50+ units, but also in middle housing types. Most do not live in single-unit housing.

When the data is displayed by housing type proportion for each race and for ethnicity, it is clear that different racial groups are represented differently in Snohomish housing types. Only white, Black, and Asian groups primarily reside in single-unit detached housing. All others tend to live in denser and/or multi-unit housing.

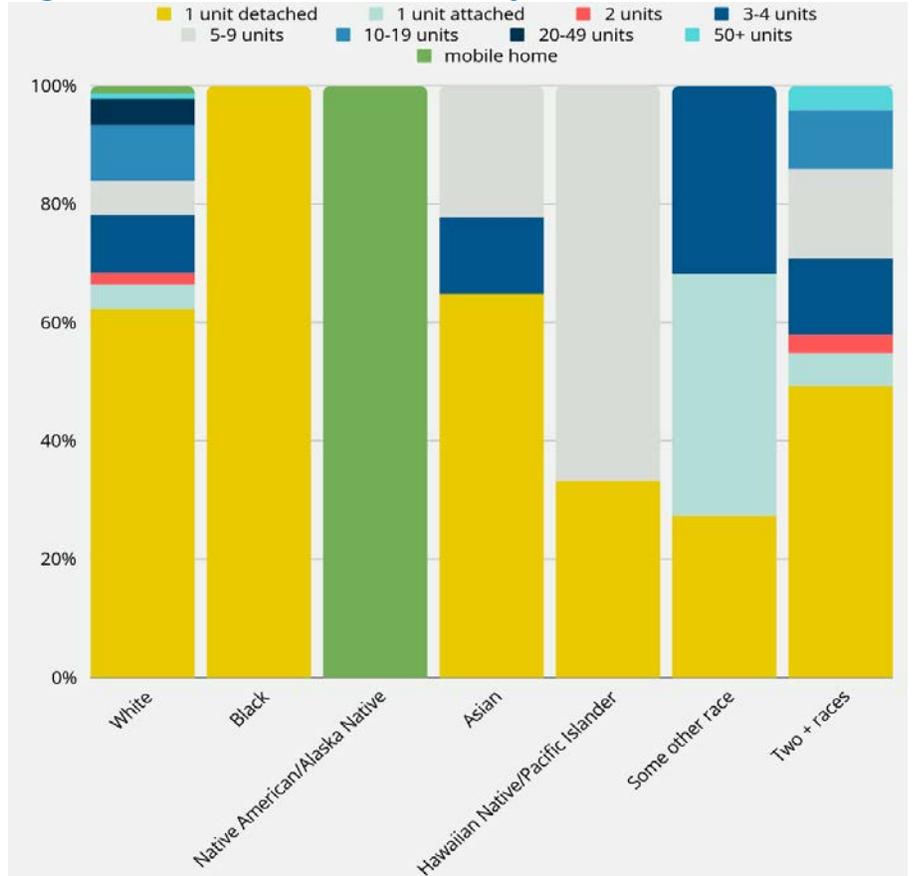


Fig. H-21: US Census Bureau B25032, A through I

Figure H-22: Units in structure by ethnicity

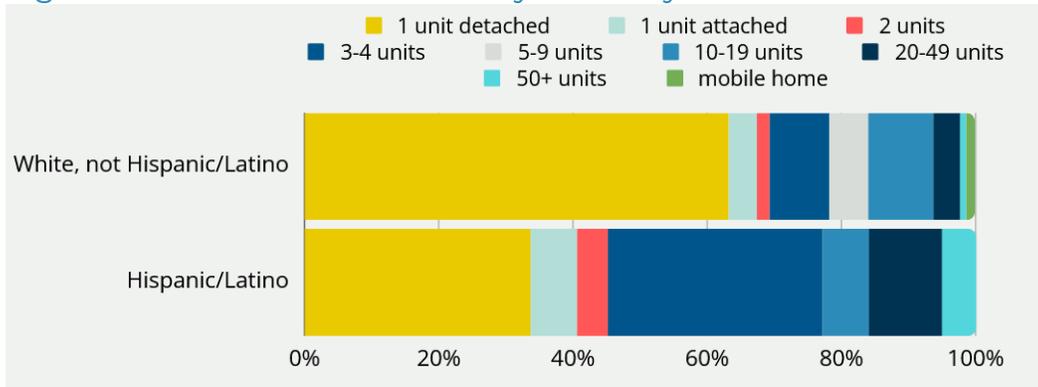


Fig. H-22: US Census Bureau B25032, A through I

When the housing type data is compared to tenure data, it shows that households living in denser and multi-family housing types are more likely to be renters rather than owners. Whether by choice, housing scarcity, or some other reason, it does appear that some minority groups such as other race, 2+ races, and Hispanic/Latino households tend to live in denser rental housing than their white peers.

Income

Individual, or per capita income by race and ethnicity is shown in Figure H-24 and is compared to per capita income data for Snohomish County. Household income by race and ethnicity of householder is shown in Figures H-25 and H-26.

Figure H-23: Per-capita income last year by race and ethnicity

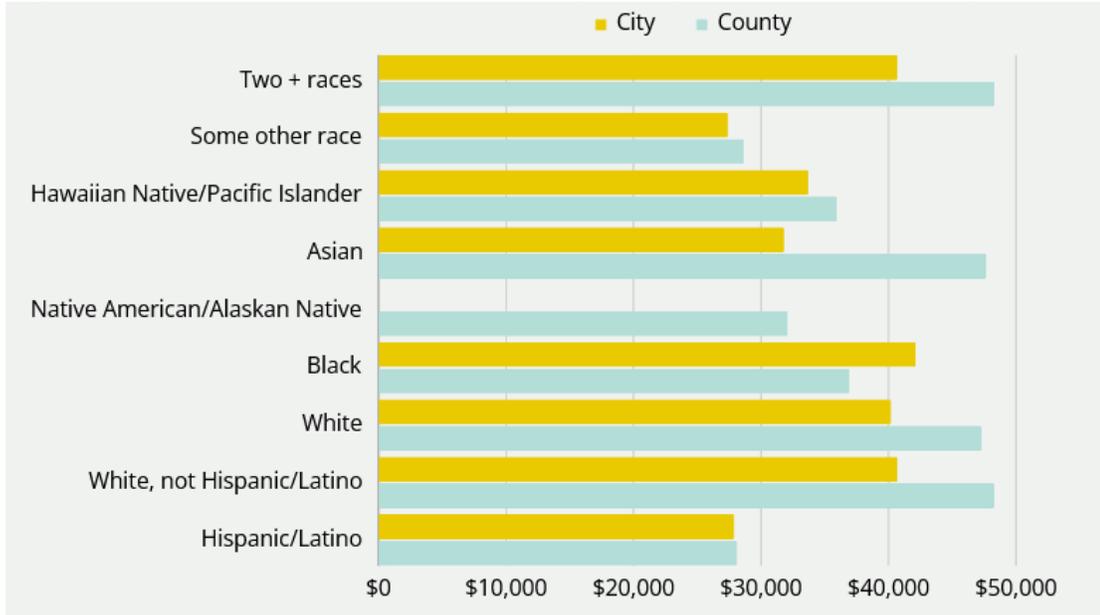


Fig. H-23: US Census Bureau B19001, A through I

Figure H-24: Place of birth by individual income

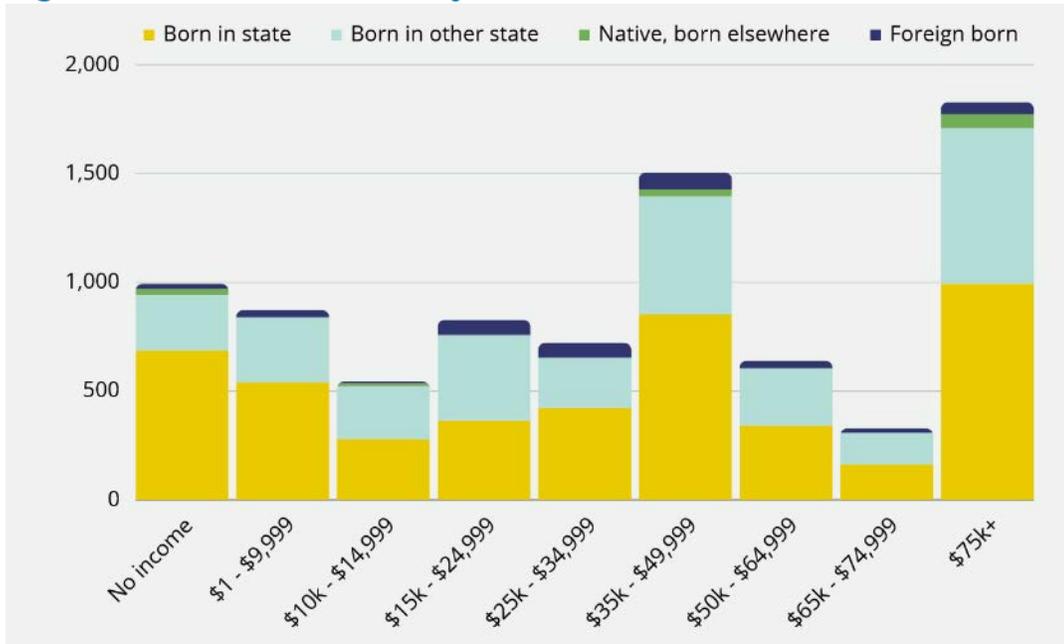


Fig. H-24: US Census Bureau ACS B06011

As shown in Figure H-23, all population groups except for Black individuals have lower incomes in the City of Snohomish than in Snohomish County. When considering income by place of birth in Figure H-24,

those earning less than \$10,000 per year were largely born in-state. As income levels rise, the split between Washington-born and those born elsewhere is about even.

Figure H-25: Household income last year by race of householder

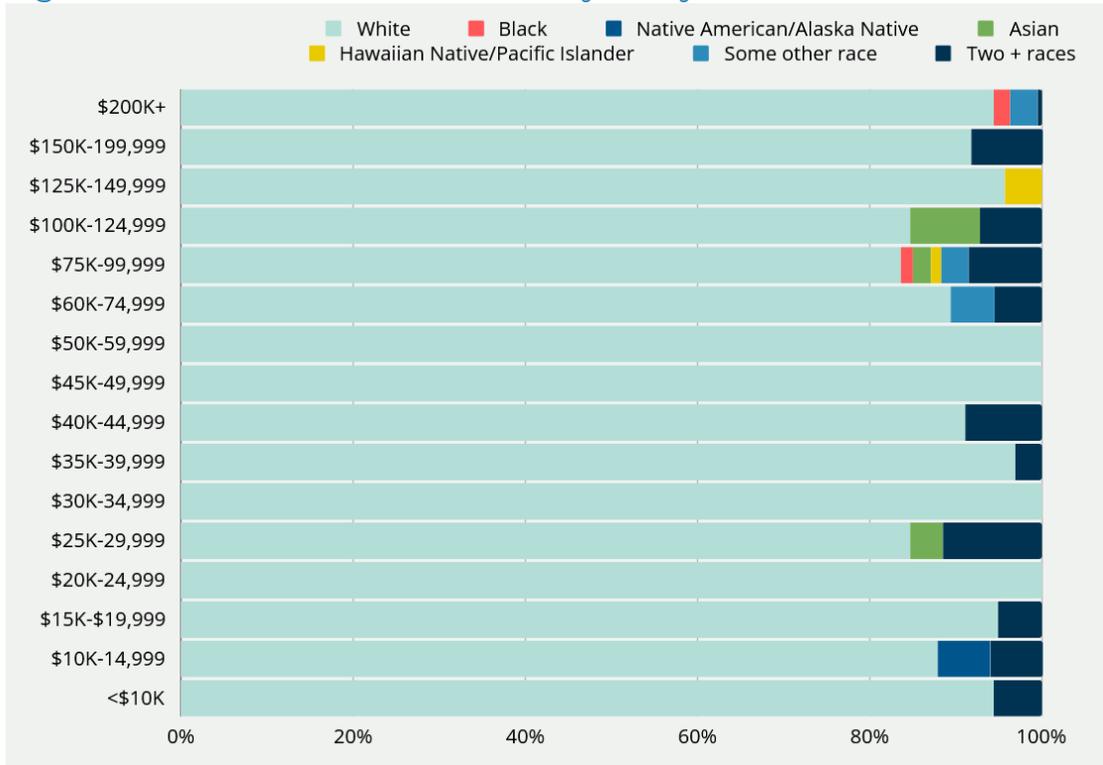


Fig. H-25: US Census Bureau B19001, A through I

Figure H-26: Household income last year by ethnicity of householder

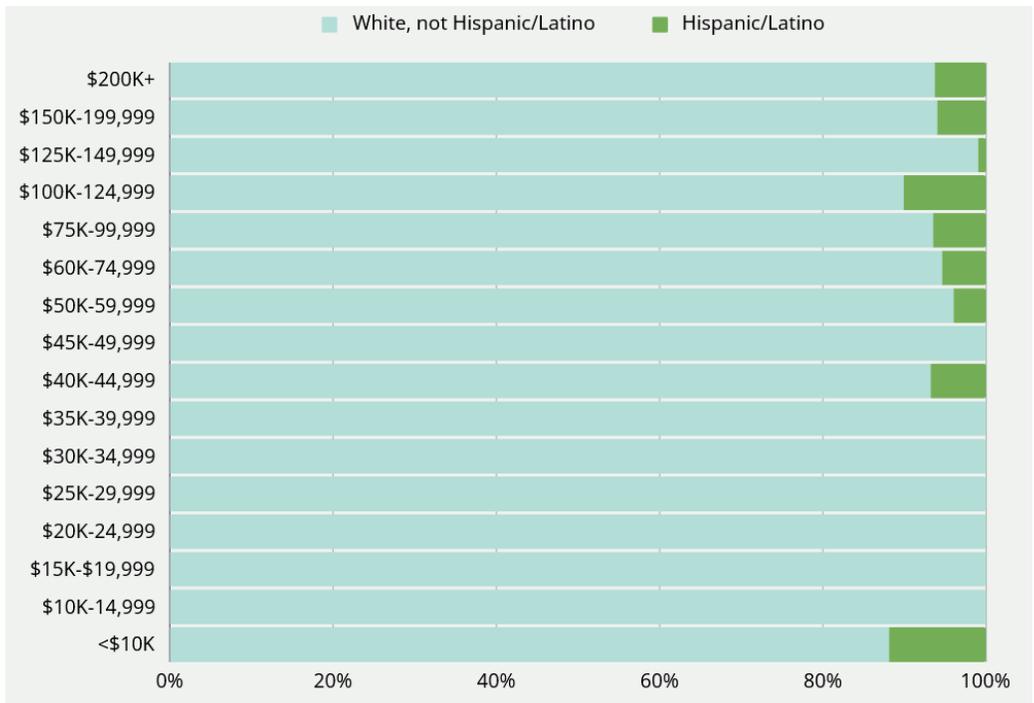


Fig. H-26: US Census Bureau B19001, A through I

According to income data, just over half of white households (51%) make less than \$75,000 per year, and 36% make less than \$50,000 per year. White households have the largest proportion of lower-income earners; 37% of the 2+ race households and 32% of some other race and Hispanic/Latino households in Snohomish make less than \$75,000 per year.

No other racial or ethnic group recorded in the ACS has as high a percentage below the \$75,000 per year income range. A \$75,000 annual income is significant because households earning less are unable to afford rent in Snohomish.

Using income and housing price data, Figure H-27 shows the percent of households by race and ethnicity that cannot afford housing in Snohomish. Several racial groups, including Native American/Alaska Native, Asian, and Hawaiian Native/Pacific Islander cannot afford homeownership in Snohomish. White, those who identify as two or more races, and Hispanic/Latino groups also show a high percentage of households that cannot own housing in Snohomish.

Figure H-27: Households that cannot afford housing in Snohomish, by race and ethnicity

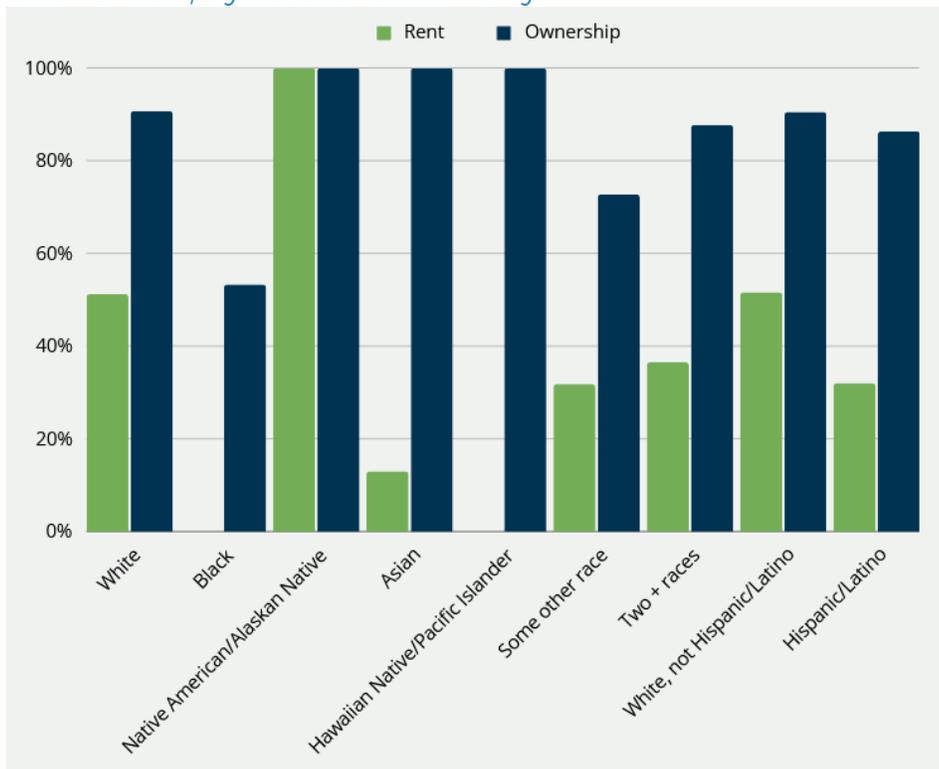


Fig. H-27: US Census Bureau B19001, A through I, AHA Independent Analysis

More than half of white households cannot affordably rent in Snohomish, and 100% of Native American/Alaska Native households also cannot affordably rent according to the data. However, this could be due to a sampling error, as the Native American/Alaska Native population in Snohomish is very small.

Another way to assess the housing impacts on marginalized groups is cost burden and other housing problems. HUD’s CHAS data counts housing problems by race and income level for both renter and owner households. “Housing problems” includes incomplete kitchen facilities, incomplete plumbing facilities, overcrowding, and cost burden. Overcrowding is defined as more than one person per room (not bedroom), and cost burden is defined as housing costs (including utilities) exceeding 30% of monthly income.

According to the CHAS, all housing units have complete plumbing and kitchen facilities, meaning that “housing problems” for households could only be cost burden or overcrowding.

Overcrowding similarly does not appear to be a significant concern in Snohomish. Only 1.7% of housing units are considered overcrowded by the federal definition, equating to 72 households. Those that are considered overcrowded are white (60) and Asian (12) households. For ease of reading, the chart in Figure H-28 shows only those populations that are identified as experiencing housing problems.

Figure H-28: Housing problems by race/ethnicity and income

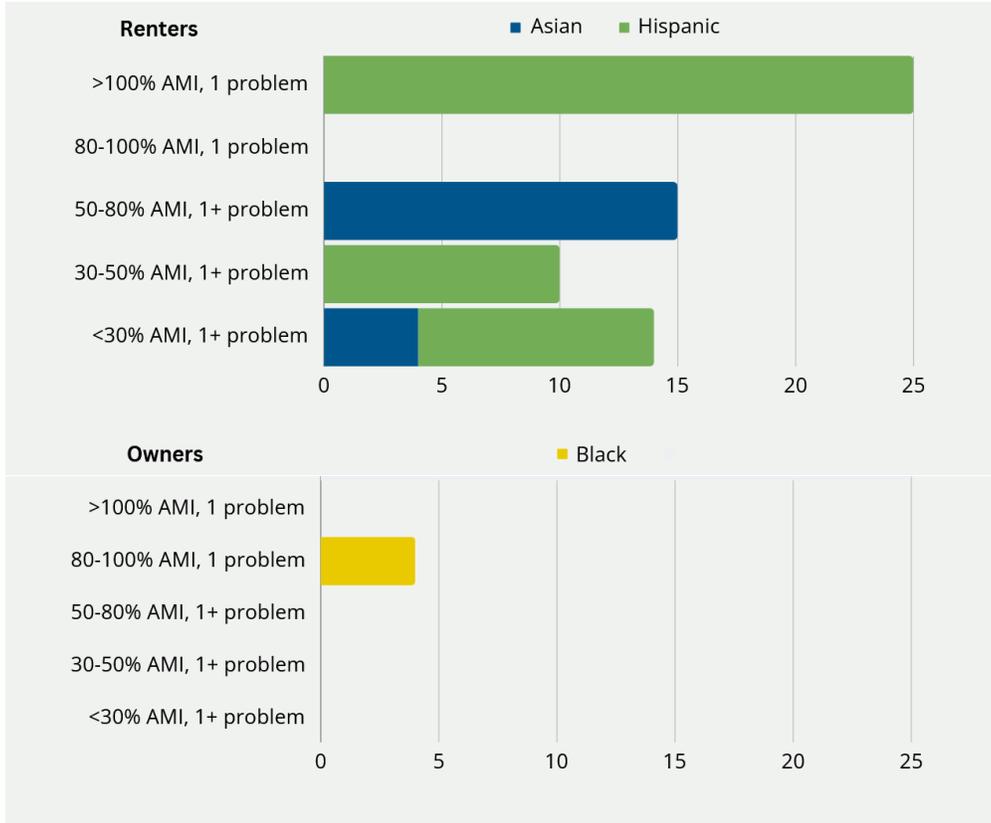


Fig. H-28: HUD CHAS Table 1; All Races, White not displayed

Racially restrictive covenants

Racially restrictive covenants were historically used as a tool to maintain segregation after local government was prohibited from creating exclusively racial zones in *Buchanan v. Warley* (1917). Such racist restrictions contributed toward the extreme disparities in homeownership and generational wealth in the United States.

Exclusionary practices such as restrictive covenants and redlining significantly reduced opportunities for minority families to purchase property and establish wealth, which has led to disparate ownership rates today.

Housing discrimination became illegal in 1968, however some racial language can still be found in official documents. According to the Racial Restrictive Covenants Project at the University of Washington, there is one restricted subdivision in Snohomish with an estimated 38 properties. The subdivision of Stockton Heights (1948) includes language prohibiting sale, lease, or occupation of the property to “any person not of the

Figure H-29: Racial restrictive covenants

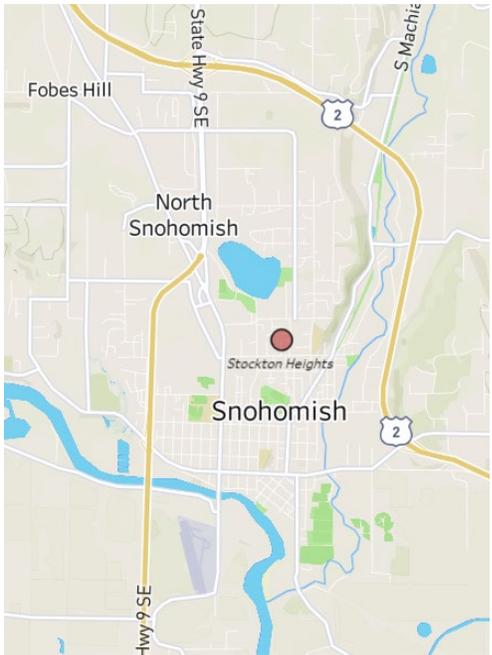


Fig. H-29: Racial Restrictive Covenants Project Washington State, depts.washington.edu/covenants/map_restrictions_snohomish.shtml

white race”. A document may be recorded to terminate and replace the previous version; however, the 1948 document will remain in the public record.

Displacement

Figure H-30: Displacement Risk Map

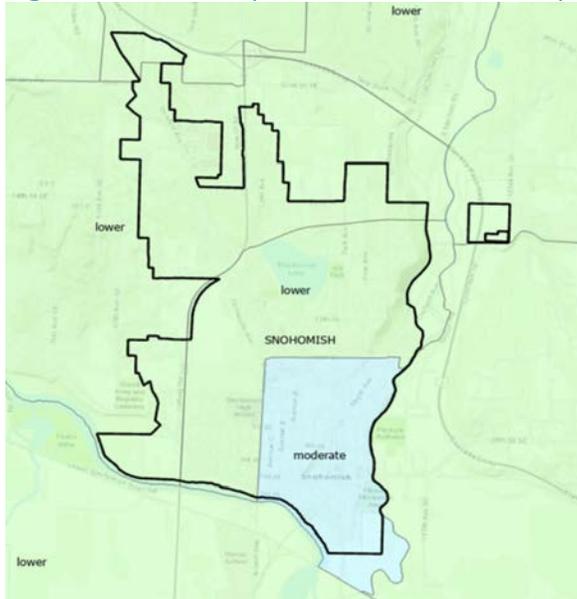


Fig. H-30: PSRC Displacement Risk Composite Index by Census Tract

Evaluating the risk of housing displacement and establishing anti-displacement policies is important to ensuring equal access to safe housing for all residents into the future.

As part of the VISION 2050 plan update, PSRC developed tools to guide and strengthen policies and actions addressing displacement. The Displacement Risk Mapping tool combines data on local community characteristics into an index that classifies areas as having lower, moderate, or higher risk of displacement based on current neighborhood conditions.

According to the Displacement Risk Map in Figure H-30, the majority of Snohomish is at low risk for significant displacement, however the Census Tract in the southeast portion of the city is at moderate risk. This is largely due to demographic information, percent of cost-burdened households, and geographic information such

as distance to grocery stores. When the displacement risk map is compared to the maps in Figure H-13, there does appear to be some geographic correlation between non-white populations and risk of displacement.

The choice to relocate is personal and not always a result of financial burden or exclusion. However, reviewing data about former Snohomish residents can help to identify patterns of potential displacement. Residents at all income levels who recently moved out of Snohomish primarily relocated to within Snohomish County. Those who moved to a different state were primarily low-wage earners, a majority earning below \$35,000 per year in individual income.

Figure H-31: Relocations by age and location

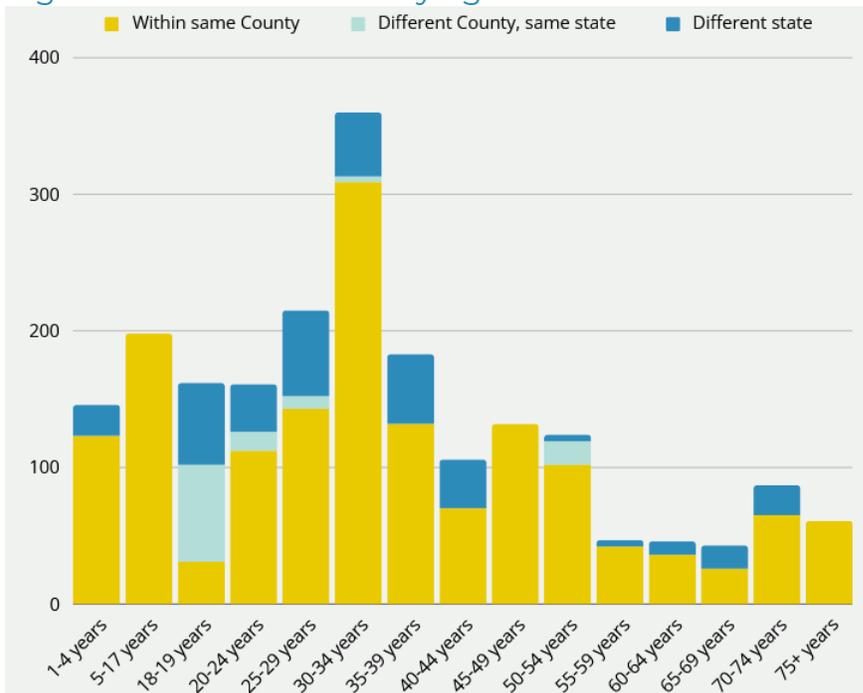


Fig. H-31: US Census Bureau ACS, B07401

By age, those who moved out of Snohomish were primarily younger than age 35, with the vast majority being in the 30-34 age cohort and moving to another location in Snohomish County. Compared to other age groups that have left Snohomish, relatively high numbers of 18 and 19-year-olds have moved out of Snohomish County but stayed in the state. Those leaving the state entirely tend to be between 18 and 39, consistent with college-age students leaving for school or to begin a career elsewhere. The older residents show less relocation; those who do move either stay in Snohomish County or leave Washington.

Choice and accessibility

The rented housing supply in Snohomish is decreasing overall, particularly for households at lower income bands, who have increasingly become cost burdened. Data shows a clear misalignment between available unit size and average household size. One- and two-person households number about 2,800, while there are only 637 homes – including both rental and ownership units – with one or two bedrooms. This mismatch may be resolved by smaller households residing in larger houses than they need or want and costing more of their monthly income. Being over-housed can lead to displacement pressure as rents rise.

The senior population is at risk of displacement due to a higher likelihood of having a fixed income coupled with rising rents, leading to cost burden in addition to lack of transportation, and as they continue to age, their changing housing needs not being met.

Redevelopment

As properties develop and redevelop, nearby property values increase. This can lead to displacement through increased rents or property taxes. However, it is worth noting that while the assessed value of a property may increase as a result of a changing neighborhood, overall property taxes will decrease if redeveloped properties result in more housing units.

FUTURE NEED

Guidance from the Department of Commerce includes assumptions that the homeless population will be reduced to zero by 2044, the average household size will continue to shrink, the vacancy rate will increase to 6%, and seasonal/vacation homes will be removed from the housing base. In Snohomish, like in any city, cost burden is a concern because it can lead to homelessness. A statistically significant connection was found between high rents and low housing vacancy rates leading to areas having a growing homeless population.

Data confirms household size is trending downward in the City, and the vacancy rate as determined by the U.S. Census is less than 4%. It is difficult to determine the impact of seasonal and vacation homes, apart from short-term rentals, which comprise about 2-3% of the housing stock in Snohomish.

Between 2010 to 2020, the Snohomish population increased by 11.3%. The Snohomish County Countywide Planning Policies project a future population increase of 26.3%. The majority of these units, according to Snohomish County allocations, should be at approximately market rates or above. However, there is also a need for housing serving households at lower income bands, which the City must also plan for.

Future housing need by income band

The housing targets in Table H-2 showed most of the growth toward the higher end of the income spectrum, with 828 units at the 120%+ AMI income band, and 290 between 100-120% AMI. This indicates detached housing is still needed in Snohomish, as this is generally the housing type serving the higher income earners. The Future Land Use Map (Map L-1) shows sufficient capacity for this type of housing.

Snohomish's growth target has a combined 282 units between 50%-100% AMI. This generally means more middle and multifamily housing, perhaps some with subsidies. There are several Multi-Family and mixed-use zones with sufficient land capacity to support this growth, particularly with the recent adoption of the Midtown District, the concurrent rezones in the North Lake subarea being processed with this Comprehensive Plan, and the affordable housing incentives discussed in the next section. At the 0-30% AMI income band, Snohomish must plan for 146 units of permanent supportive housing. This can be accomplished through affordable housing incentives, Accessory Dwelling Units, and partnerships with affordable housing developers and faith-based organizations.

Additional findings

Additional findings from the analyses that informed this element are:

- The City needs to increase housing production overall.
- The City's senior renter population demonstrates high risk of displacement and hardship due to cost burden.
- The City's population is aging and will need affordable housing choices that meet their changing needs.
- The City should focus on expanding housing that is affordable to the local workforce.
- The majority owners in the City are primarily in the 45-54 and 65-74 age cohorts, with renters comprising a larger proportion at all other ages.
- The City needs more smaller-sized units to serve one- and two-person households, in both rental and ownership housing.
- Ownership housing opportunities should be expanded and encouraged but should not be required.

HOUSING STRATEGIES & OPPORTUNITIES

Land Use strategies

The City is committed to not only accommodating mandated growth targets, but also to working toward comfortable, stable housing for all Snohomish residents. In concert with the Land Use Element, the goals

and policies of this Element incorporate several land use strategies that are intended to improve and maintain housing options, accessibility, and affordability. Those land use strategies include:

- Rezoning a portion of the Single-Family-zoned land to a higher density multi-family zone.
- Permitting higher density housing in areas with existing services and infrastructure.
- Supporting limited commercial use of residential lots through home occupation and accessory commercial use regulations.
- Establishing an ordinance to consider existing, non-conforming middle housing types as permitted uses.

The role of ADUs

Accessory dwelling units are a historical housing type in Snohomish. Many older homes have a carriage house or similar accessory dwelling on the property. ADUs have been permitted and regulated in Snohomish since at least the 1990s, although they have been limited in size and occupancy. With HB 1337 passing in 2023 and mandating increased allowances in the size and number of ADUs, it is reasonable to expect that ADUs will become a more common housing type in the near future, particularly as they tend to be more affordable and suitable for smaller households.

As shown in Figure H-32, permitting data shows that ADUs appear to be increasing in popularity but still represent a small proportion of new housing production in Snohomish. It is anticipated that the new ADU regulations will contribute to overall housing affordability in Snohomish in an incremental manner. Allowing ADUs to share utilities with principal units will encourage production by avoiding the potentially prohibitive cost of utility extensions.

Figure H-32: New residential unit production, 2007-2023



Fig. H-32: City of Snohomish permitting data as reported to WA Dept. OFM

Housing Incentives

Housing production needs to increase across the region to meet current and future demand. Snohomish strategies incorporate several incentives to spur development and contribute to addressing that regional need.

- Affordable housing incentives, both regulatory and financial, for developments incorporating a minimum percentage of housing units affordable to households earning 60% or below of Area Median Income (implemented)

- Regulatory incentives include density bonuses, a Midtown District height bonus, an open space reduction, parking reduction, and expedited permit processing.
- Financial incentives include permit fee reductions, impact fee reductions, and utility connection fee reductions.
- Multi-Family Property Tax Exemption (MFTE) program in the Pilchuck District (implemented)
- 0.1% Sales and Use Tax for Housing and Related Services (implemented and being collected)
- Investigate options for community preference housing and workforce living in-City
- Support faith-based organization development of unused land for affordable housing

Housing barriers and adequate provisions

The City of Snohomish and Snohomish County face a worsening shortage of affordable housing developers. While there are private market developers developing homes in the 60% AMI range thanks to the Federal LIHTC program, builders and operators of 0-30% AMI housing in particular are in very short supply. The main cause of this shortage stems from historically absent funding at the local level, and increasingly oversubscribed State resources.

The 2022 HAGA analyzed housing production over a 15-year period from 2007 to 2022 to determine trends and identify potential barriers. That data is summarized in Table H-6. Based on historical production trends gathered from permitting data, the City does not appear to have a barrier for low- and moderate-income housing, but a barrier does present itself at the highest income band. It should be noted that permitting data was collected at a time of historically low housing production in Snohomish, partly attributable to the 2008 Recession.

Table H-6: Production Trends Compared to Housing Needs

INCOME LEVEL (AMI)	20-YEAR HOUSING NEED	TYPICAL HOUSING TYPES	AGGREGATED HOUSING NEED	ANNUAL PRODUCTION NEEDED (UNITS)	HISTORICAL AVERAGE PRODUCTION	BARRIER YES/NO
0-30% PSH	146	Low-rise and mid-rise apartments, condominiums, ADUs	146	7	19	No
0-30%	0					
30-50%	0					
50-80%	99	Moderate density townhomes, duplexes, triplexes, fourplexes, ADUs, mobile homes, detached single-family	572	29	32	No
80-100%	183					
100-120%	290					
120%+	828	Detached single-family, ADUs	828	41	28	Yes

Table H-6: 2022 HAGA; Snohomish County HO-5 report based on Dept. of Commerce and PSRC

With the low permitting volume in mind, it is more likely that no policy or zoning barrier exists that would preclude housing serving any economic sector in Snohomish, apart from larger issues facing the State and the region.

Housing production trends are increasing, with 2024 permit activity exceeding the annual production needed in Table H-6; 42 units were permitted for housing types serving incomes at 120%+ AMI and 90

units were permitted for housing types serving incomes below 100% AMI. Detached single-family remains the dominant housing type in Snohomish, representing about two-thirds of the overall housing stock and the primary housing type for new construction each year by issued permits.

While the City of Snohomish stands behind the goals and policies within this Element, it is recognized that local action such as construction incentives and reduction of regulatory barriers is unlikely to result in rapid construction of housing units for extremely low-income households. In most cases, other subsidies will be necessary. The City of Snohomish will continue to pursue policies that increase housing affordability and housing options for current and future City residents while these funding shortfalls, largely outside the City's control, are addressed.

The City of Snohomish will work to identify and reduce barriers that limit construction of housing units to meet adopted growth targets, which are outlined in Snohomish County Option C housing allocations. Whether those barriers are wholly under control of the City (i.e. development regulations), partially (funding availability), or not at all (regional response), the City will seek to address those barriers.

Partnerships and programs

The City works in partnership with agencies and organizations that work to expand housing options throughout our region. Partners include:

- Alliance for Housing Affordability (AHA)
- Snohomish Affordable Housing Group (SAHG)
- Housing Authority of Snohomish County (HASCO)
- Housing Hope
- Mercy Housing



HOUSING ELEMENT GOALS & POLICIES

Internal Reference

H1 Achieve quality housing for all segments of the community and those with special needs.		
H1.1	Housing types. Plan for a wide variety of housing types, sizes, and densities to provide housing and homeownership opportunities to a range of ages and income levels consistent with the Regional Growth Strategy.	E5.5, L3.3, L4.6, L5.1, L5.6
H1.2	Existing housing stock. Promote programs to maintain and rehabilitate existing and historic housing stock.	C10.4
H1.3	Affordable housing incentives. Provide incentives for eligible housing developments serving low-income households, including regulatory bonuses, permit fee reduction, and donation or long-term lease of land.	
H1.4	Location. Increase opportunities and capacity for affordable housing close to employment, education, shopping, public services, and public transit.	C10.4.3, L5.2
H1.5	Accessory dwelling units. Allow two accessory dwelling units on residential lots to provide more affordable housing and efficient use of land.	C10.5.1, L3.4
H1.6	Fair and equal access. Support fair and equal access to housing throughout the city for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, familial status, source of income, or disability.	
H1.7	Affordable housing types. Studios, efficiency apartments, co-living, or individual living units should be considered for an affordable housing strategy.	L2.1
H1.8	Multi-jurisdictional approach. Work with other jurisdictions and non-profit agencies within the County on coordinated programs to address regional affordable housing deficits.	L1.1
H1.9	Housing mix. Work to ensure low-income and special needs housing can be provided throughout the city to assist in meeting housing needs.	L4.6, L5.6
H1.10	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.	
H1.11	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.	
H1.12	Disparate impacts. Identify policies, practices, regulations, covenants, and restrictions that created unequal housing impacts for racial and ethnic groups and work with stakeholders to undo them.	C6.1.1, T3.4

H1.13	Ongoing equity. Continue to identify disparate impacts for racial and ethnic groups and implement policies and regulations to undo such impacts by monitoring Federal, State, and regional data resources.	C6.1.1, L1.2, T3.4
H2	Achieve a diversity of housing types and densities to accommodate the spectrum of housing needs and preferences in the community.	
H2.1	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.	L2.1, L5.7
H2.2	Lot size. Provide flexibility in single-family lot sizes to allow more efficient use of land without increasing the allowable density.	L4.6
H2.3	Demographic changes. Monitor demographic changes in the community using Census data to ensure that planned housing types and capacities respond to evolving circumstances and needs.	L1.2
H2.4	Middle Housing. Allow middle housing types in residential areas, such as duplexes, triplexes, cottage housing, and ADUs.	C10.5.1, L2.13, L3.3
H2.5	Rental assistance. Develop a rental assistance program for low-income renter households.	
H3	Promote neighborhood vitality through design and scale of new development.	
H3.1	Neighborhoods. Encourage neighborhood groups such as neighborhood watch groups to increase resident safety and foster familiarity, involvement, support networks, and social connections within neighborhoods.	L3.1
H3.2	Neighborhood amenities. Plan for parks, sidewalks, trails, lighting, and other amenities that promote safety, walkability, and quality of life in neighborhoods.	C7.2.2, P2.4, T1.4
H3.3	New development. New development should enhance the surrounding neighborhood and support climate resiliency while providing a variety of housing types serving various income levels.	L4.3
H3.4	Home occupations. Home occupations that have negligible impacts to their neighbors should be allowed in residential areas.	C3.1.4, E5.9, L4.7
H3.5	Workforce housing. Support programs that encourage the City's workforce to be able to live in the City.	E5.5, L1.2
H4	Ensure that adequate residential capacity is maintained to accommodate the 2044 population target for the City and its urban growth area.	L1.1
H4.1	Minimum density. New residential developments should achieve a minimum density of at least four units per acre, except where higher densities are anticipated according to the zoning district.	L2.1, L5.1
H4.2	Planned Residential Development. Allow clustered housing and attached dwellings where environmental constraints would cause a reduction in	S3.1

	density relative to an unconstrained site. Ensure that adequate usable open space is provided and building scale is proportionate with lot size.	
H4.3	Mixed-use. Encourage a mix of 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 neighborhoods and commercial areas.	C7.2.2, C10.3.1, E3.1, L11.5, T1.8
H5	Encourage and support homeownership opportunities while recognizing historic inequities in access to homeownership opportunities.	
H5.1	Unit lot subdivision. Allow unit lot subdivisions to create fee simple home ownership opportunities in attached residential development.	
H5.2	Accessory Dwelling Units. Allow individual sale of Accessory Dwelling Units through the condominium or unit lot subdivision process.	C10.5.1, H1.5, L3.4
H5.3	First time homebuyers. Encourage and promote 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.	
H5.4	Housing innovation. Support innovative housing models such as community land trusts and tiny house villages for ownership and shared ownership opportunities.	L2.1, L3.3, L5.6
H6	Maintain permit processes and other regulatory costs that achieve the intended public purpose with the least added cost to housing development.	
H6.1	Review time frames. Conduct development review according to predictable and efficient time frames.	
H6.2	Permit process. Achieve permitting processes, applicable regulations, and conditions of approval that are clear and understandable.	L1.5
H6.3	Expedited permit process. Establish an expedited permit program for development projects meeting affordable housing eligibility requirements.	
H6.4	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.	F4.1, T6.2, T6.4
H6.5	Periodic review. Periodically evaluate permit review processes to minimize costs to developers to the extent possible while preserving the public health, safety, and welfare.	E3.6
H6.6	Infill development. Encourage infill development through streamlined permitting processes.	C10.4.1, L10.3



CAPITAL FACILITIES

High quality municipal services for existing
and future residents

INTRODUCTION

The Capital Facilities Element connects the City's land use plans, the public improvements needed to support those plans, and the financial strategies to address those improvements. This Element is intended to represent an achievable path forward based on clear expectations of service levels, grounded in sound financial principles.

The Capital Facilities Element is subject to regular calibration. Forecasts of future conditions are subject to change based on evolving circumstances, opportunities, and priorities. To respond to changing conditions, the Element should be revisited each year to confirm or modify assumptions of future needs and funding priorities, constraints, and impacts from external sources. It is also necessary to adhere to a disciplined financial and infrastructure planning process 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.

This Element addresses City-owned facilities and infrastructure needs over the 20-year planning horizon, including water, sewer, and storm utility systems, the transportation system, parks, and municipal facilities. Detail on these systems is also provided in associated functional plans. Other utilities that are not owned and operated by the City are addressed in the Utilities Element.

Policy Framework

Growth Management Act

The Growth Management Act requires the capital facilities element to include:

- An inventory of existing capital facilities owned by public entities, including green infrastructure, 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.

Regional Planning

The City's capital facilities planning efforts are also guided by policies contained in the regional policy framework of the Puget Sound Regional Council's Vision 2050 Regional Growth Strategy and in the Snohomish County Countywide Planning Policies (CPPs). Vision 2050 policies promote affordable and equitable access to public services, reduction in stormwater pollution, innovation in technologies to support sustainability and efficiency, low-carbon and renewable energy sources, conservation, environmental protection, public health, and increased resilience. The Countywide Planning Policies add direction to collaborate with adjacent jurisdictions on level of service standards and coordinate capital facilities plans between service providers, and to avoid extending sanitary sewer mains beyond UGAs.

The policy direction of these documents is incorporated into this and other Comprehensive Plan elements as appropriate.

CITY SERVICES

The City of Snohomish provides general governmental services, streets, parks, and utilities. The City contracts with the Snohomish County Sheriff for police services, with the Police Department in a City-owned building within City limits. Fire suppression services are provided by Snohomish County Fire District #4, into which the City annexed in 2003. The City is entirely located within Snohomish School District #201; by interlocal agreement, the City adopts the most current School District capital facilities plan and enforces the School District's impact fee. The City is also annexed into the Sno-Isle Library system.

Water System

The City's water system is detailed in the City of Snohomish Water System Plan, prepared in 2020.

Service area

The City's current overall water service area is approximately 5.3 square miles, including the urban growth area in addition to several areas east of the Pilchuck River adjacent to the city limits. There are several small water associations within the service area, typically with substandard infrastructure that is incapable of providing required fire flows. These water associations are served directly from the City of Everett's transmission line that runs diagonally through the northern portion of Snohomish. As properties served by water associations are developed, they are required to connect to the City's water system.

A portion on the west side of the City's water service area is in an area of overlap with the Cross Valley Water District. This area is anticipated to eventually be served by the City. Discussions with the Cross Valley Water District have been ongoing.

Water sources

In 2017, the City stopped operations of its Pilchuck River source and water treatment plant and transitioned to water from the City of Everett and Snohomish County Public Utility District No. 1 (PUD). The City partnered with the Tulalip Tribes to remove the Pilchuck River Dam, to provide better access for salmonids for approximately 37 miles of spawning habitat.

The City has four connections to Everett's Transmission Line No. 5. Currently, Everett does not limit the amount of water that the City can withdraw from the connections on an annual or instantaneous basis. The City also has a connection to the PUD that provides water to City customers connected directly to the transmission main leading from the City's historic Pilchuck River source to Snohomish city limits.

Existing system

The existing system is comprised of two reservoirs with a total capacity of 7.52 million gallons, a distribution system of 67 miles of main of varying size, age, and materials, and four active pressure reducing stations. The system is comprised of six pressure zones. Due to the age and variable capacities of certain system components, fire flow is limited in some areas. In other areas, the surges associated with high fire flow water velocities may damage undersized system components. The City has an ongoing, budgeted main replacement program. The location and capacities of the various system components are described in detail in the City of Snohomish Water Comprehensive Plan (2020).

Future improvements

Future improvements include telemetry upgrades, water main extensions and replacements, pressure zone improvements, and a booster pump station. 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 F-1. Refer to the appendix for long-range capital project lists.

Map F-1: Water system

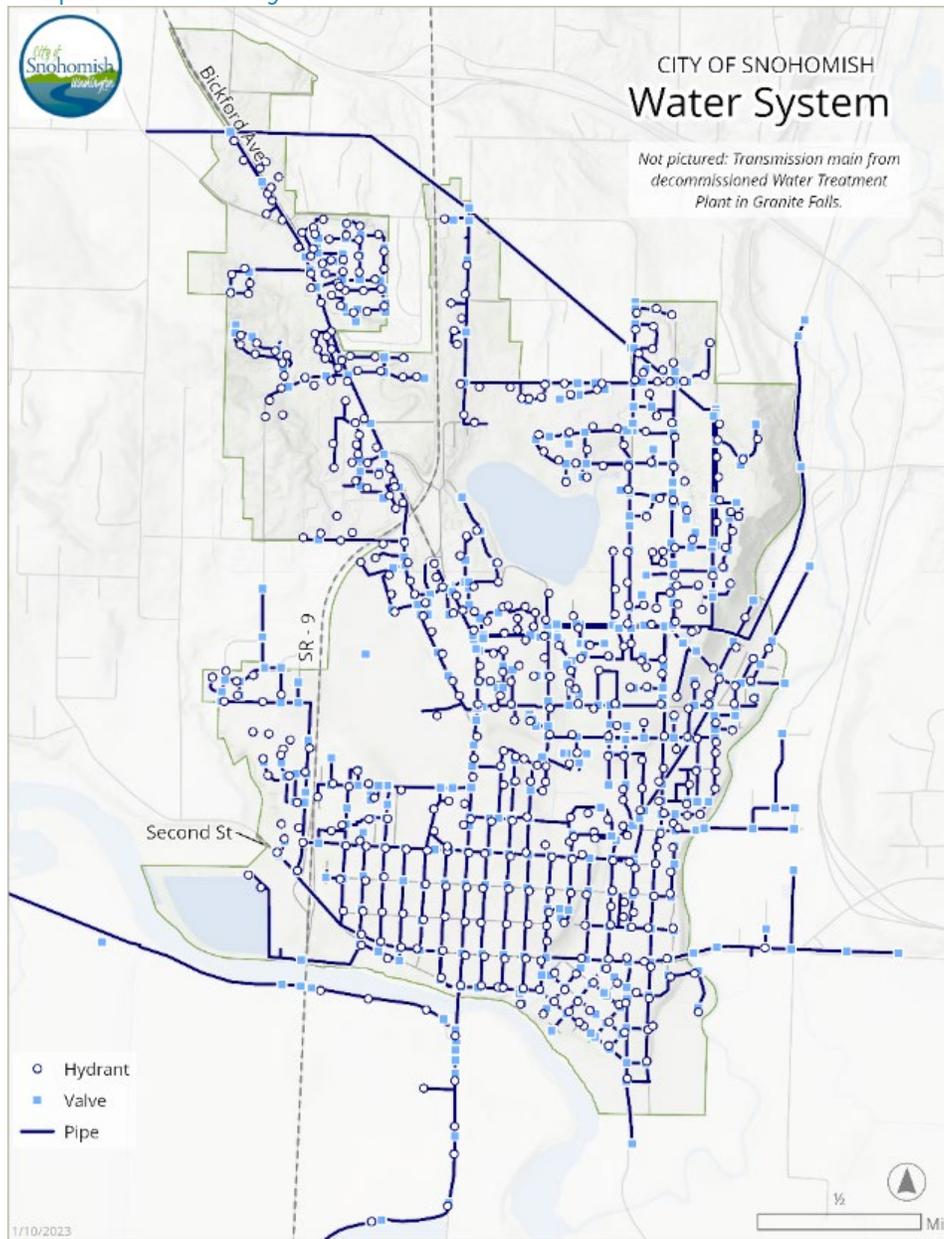


Table F-1: Water system projects

PROJECT	2025	2026	2027	2028	2029	2030
Second Street Bridge	\$560,880					
Sixth Street (Front St-Pilchuck River)	\$156,880					
Sixth Street (Pine Ave-Front St)	\$509,320					
Sixth Street Bridge	\$332,570					
Avenue D (Second St-Fifth St)	\$1,135,010					
Civic Campus Water System	\$4,035,770*					
Avenue F (Second St-Fifth St)		\$1,191,530				
North Zone Reservoir Outlet		\$200,000				
Transmission Main Isolation/WQ		\$5,000,000				
15 th St (west of Pine Ave)			\$434,590			
Avenue J (Second St-Seventh St)			\$1,534,860			
South Zone Reservoir Cover Replace			\$500,000			
Avenue G (Second St-Fifth St)				\$1,145,940		
Maple Ave (First St-Rainier St)				\$508,820		
Maple Ave (Commercial St-First St)				\$320,910		
Airport Way (10500 Blk-SR9)					\$833,000	
Airport Way (99 th Ave SE-10500 Blk)					\$1,084,820	
Second PUD Intertie @ S Machias Rd						\$200,000
Fifth St (Cedar Ave-Maple Ave)						\$276,160
Marquette Ave (Seventh St-Taylor St)						\$209,790
Root Ave (Van Jan St-Tenth St)						\$234,040
Willow Ave (First St-Lincoln Ave)						\$599,000
Total Cost Each Year	\$6,730,430	\$6,391,530	\$2,469,450	\$1,975,670	\$1,917,820	\$1,518,990

All projects water system improvements unless otherwise noted.

* Includes grant application for partial funding.

Funding Sources

The 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.

Conservation

Water is a critical resource requiring an efficient and conservative approach to ensure supplies will be adequate to serve future demand. To protect the resource, each jurisdiction must 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 documented in the Water System Plan. Certain elements 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 of the Municipal Water Law include requirements for:

- source meters to provide a picture of volumes entering the City's system;
- individual service meters for all water customers to determine regulated consumption;
- an ongoing program of meter calibration based on generally accepted industry standards and manufacturer information;
- a water loss control action plan to calculate and address distribution system leakage; and
- customer education.

In addition to these mandatory elements, the City has evaluated several other measures to increase water use efficiency. Opportunities to reclaim and reuse treated water from the wastewater treatment

plant for non-potable purposes have been analyzed, although the option was discarded for economic reasons as 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. As treatment practices improve at the plant and 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 for customers who use over 400 cubic feet within 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 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 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.

Wastewater System

The City’s wastewater system is detailed in the City of Snohomish 2020 General Sewer Plan and Wastewater Engineering Report.

Service area

The wastewater system service area includes the current city limits and the UGA. Wastewater planning documents assume that service will not be provided south of the Snohomish River as development will be limited due to its designation by the Federal Emergency Management Agency as density fringe flood hazard area.

Treatment

The City owns and operates a 2.8 MGD wastewater treatment plant (WWTP) at 2115 Second Street adjacent to the Snohomish River. The WWTP is a four-stage lagoon treatment system, which was retrofitted with a submerged fixed-film (SFF) media system in 2012. The WWTP also includes influent pumping and flow measurement, screening, addition of supplemental alkalinity, effluent filtration, and disinfection with peracetic acid. Treated wastewater is discharged to the Snohomish River. Biosolids that collect in the lagoons are periodically dredged, dewatered, and land applied at a beneficial use facility (BUF).

Conveyance

The conveyance system is comprised of a network of gravity mains, force mains, and lift stations to convey flows to the WWTP. In general, the existing system can convey projected flows. Locations and capacities are detailed in the General Sewer Plan and Wastewater Facilities Plan.

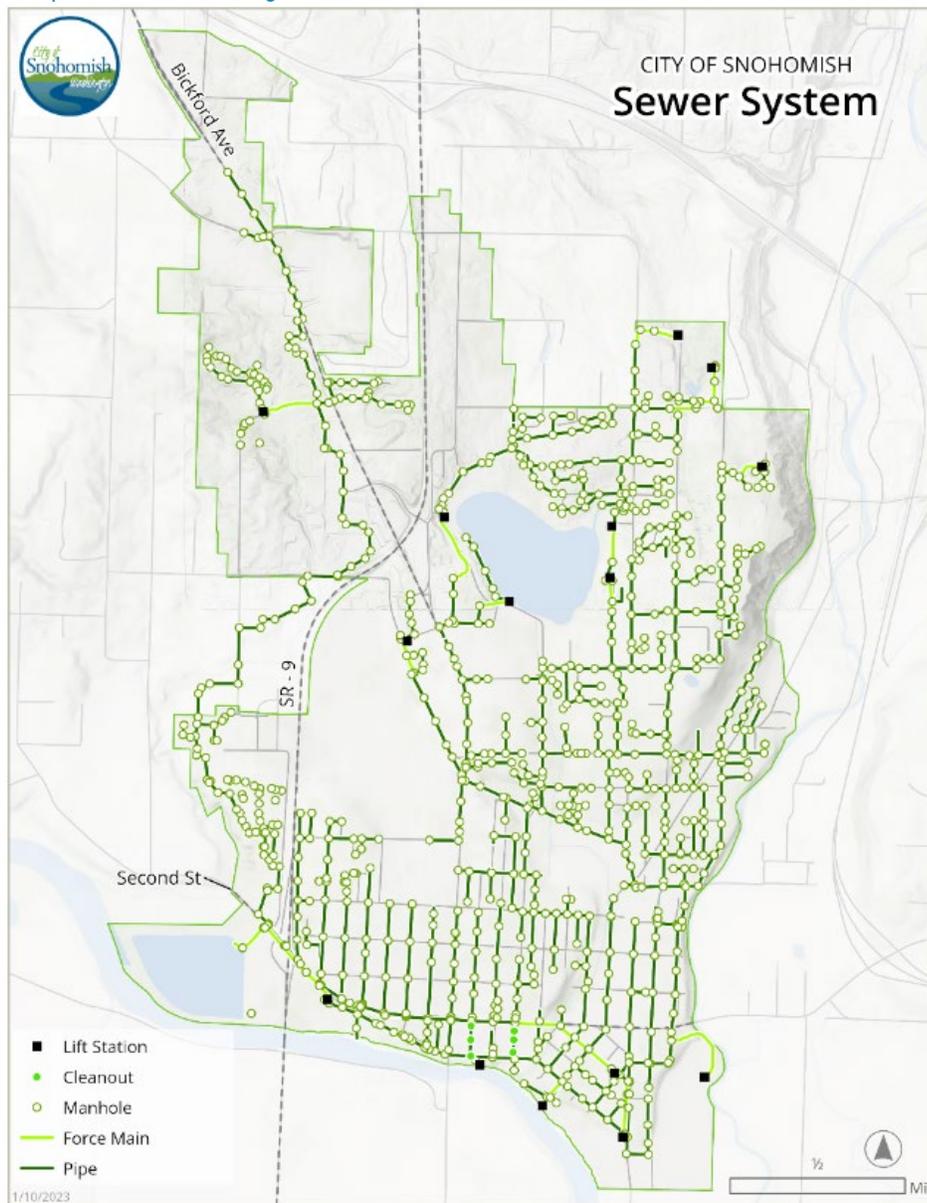
In 2006, the City constructed Cemetery Creek Trunkline Segments 1 and 4 on the west side of State Route 9, to provide sewer capacity for development in the western portion of the city. Planned trunkline Segments 2 and 3, which were part of the overall capacity improvement project, were not constructed due to a downturn in development in 2008. In 2023, the City received funding from the federal Department of Housing and Urban Development (HUD) and began to design Segment 2.

Construction of Segment 2 is scheduled for 2025 and will convey flows from the

northeast portion of the city to Segment 1. This will provide sewer capacity for future development in the northeast areas and divert flows from the Rainier Lift Station. The Casino Royale and Bonneville Lift Stations will be decommissioned after construction of Segment 2. Segment 3 is not currently funded or scheduled.

Due to its period of early development, the southern portion of the city—generally 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. Heavy storm events increase flows to the WWTP, decreasing the 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, a dry storm sewer was constructed west of Avenue D in 2010 to accept separated stormwater flows from the adjacent Avenues. In 2018, a 30-inch storm pipe was constructed connecting the 2010 storm system to the former 25-acre sewer lagoon that was removed from service in 1995. The intent is for the former

Map F-2: Sewer system



lagoon to serve as a regional stormwater treatment facility, with natural treatment in constructed wetlands.

Future improvements

To improve treatment effectiveness and capacity, upgrades to the WWTP's disinfection and filtration facilities, and combined sewer separation projects are necessary. Wastewater system projects currently identified for funding in the next six-year period are shown in Table F-2. Refer to the appendix for long-range capital project lists.

Table F-2: Wastewater system projects

PROJECT	2025	2026	2027	2028	2029	2030
Avenue D (Second St-Tenth St)	\$1,877,270					
Civic Campus Sewer System	\$1,640,000*					
WWTP Motor Control Center Replace	\$2,500,000					
22 nd St Connector Sewer System		\$593,350				
Avenue J (Second St-Eighth St)		\$1,743,670				
WWTP Nitrogen Removal/Filtration		\$3,100,000				
Alger PI Sewer Manhole			\$90,000			
Avenue F (Second St-Fifth St)			\$1,257,970			
Champagne Lane Lift Station			\$1,300,000			
Avenue G (Second St-Fifth St)				\$1,223,020		
Sno. Business Park Trunkline Replace					\$2,043,750	
Interurban Trail (Ave A-Root Ave) 12"						\$958,290
Interurban Trail (Root Ave-Ford Ave) 15"						\$297,400
Total Cost Each Year	\$6,017,270	\$5,437,020	\$2,647,970	\$1,223,020	\$2,403,750	\$1,255,690

All projects sewer system improvements unless otherwise noted.

* Includes grant application for partial funding.

Funding Sources

The 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.

Stormwater System

The City's stormwater system is detailed in the 2013 City of Snohomish Stormwater Comprehensive Plan Update.

Service area

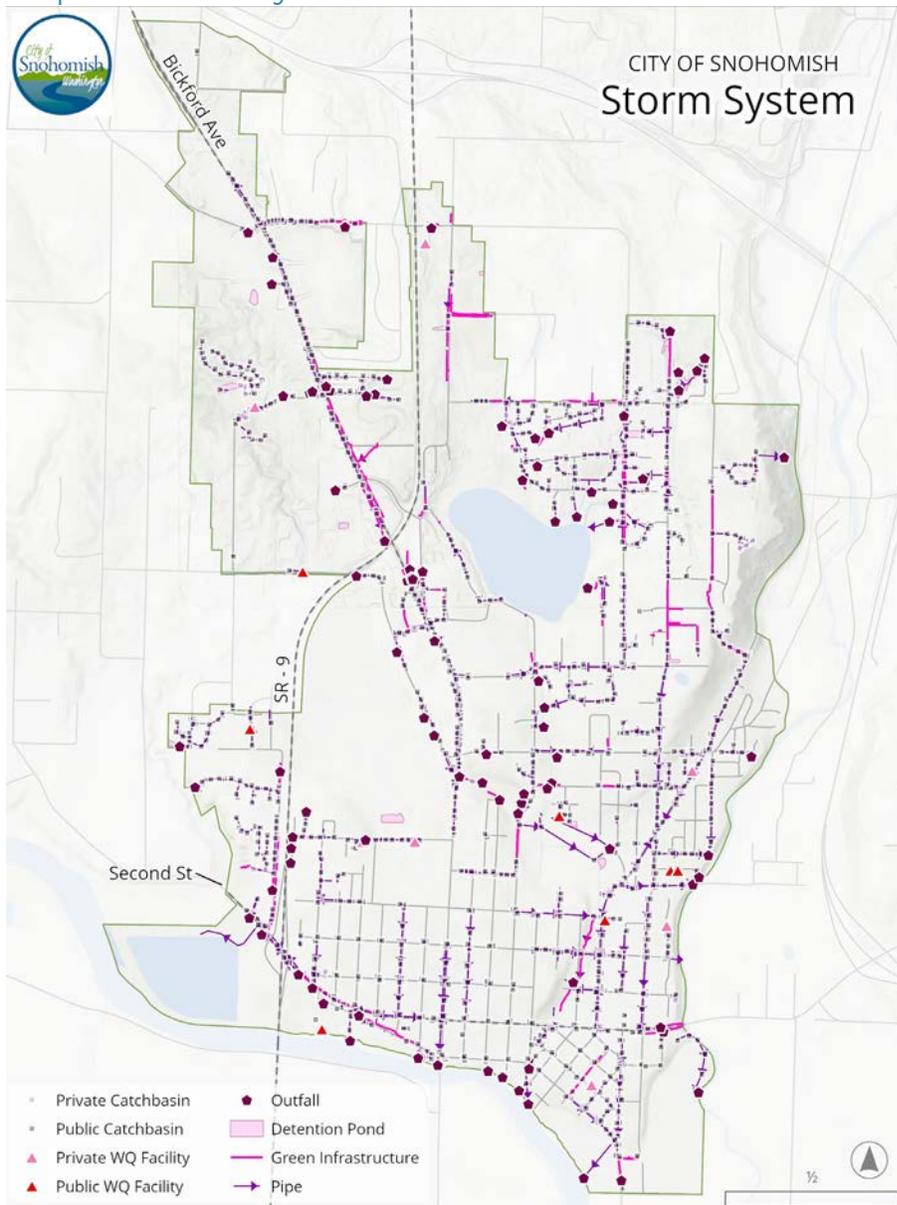
The stormwater utility is responsible for all areas within city limits and will eventually include all portions of the UGA. However, the analysis in the Stormwater Comprehensive Plan also includes portions of basins that extend outside of the land use planning area.

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.

In 2010, a Superior Court Order established the desired Blackmans Lake water level elevation at 141.1 feet (NGVD 29) to address shoreline flooding and erosion. In 2016, the City constructed the Blackmans Lake Outlet Improvement Project. This project consisted of dredging a segment of the Swifty Creek channel from Blackmans Lake to Smithson Place, removing sediment from the culverts along this segment, replacing four culverts at the outlet of Blackmans Lake, and constructing a weir to satisfy the Court Order. In addition to the Blackmans Lake Outlet Improvement Project (C-12), the 2013 Stormwater Comprehensive Plan Update identified stormwater improvements to address conveyance issues. These localized issues result from insufficient or non-existent stormwater conveyance.

Map F-3: Storm system



The following projects have been completed:

- Maple Avenue/Fairview Street Storm Improvement
- Park Avenue/Blackmans Lake Storm Improvement
- Holly Vista Drive Storm Improvement
- Cypress Avenue Storm Improvement
- Third Street/Avenue D Storm Improvement
- Blackmans Lake Outlet Improvement
- CSO Separation (Second Street to 25-acre Lagoon 30-inch pipe segment)

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 2019 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

First priority projects identified in the 2013 Stormwater Comprehensive Plan Update have been completed, apart from the ongoing work to separate the CSO. Storm improvement projects that have not been completed will be included in the six-year capital improvement plan. The Swifty Creek Storm Improvement is in development. Stormwater system projects currently identified for funding in the next six-year period are shown in Table F-3. Refer to the appendix for long-range capital project lists.

Table F-3: Stormwater system projects

PROJECT	2025	2026	2027	2028	2029	2030
Lincoln Avenue (Holiday Ave-Maple Ave)	\$480,250					
Blackmans Lake Cyanobacteria Remediation	\$300,000					
Tenth Street (Ave D-Maple Ave)	\$100,000					
Avenue D (Second St-Tenth St)	\$100,000					
Civic Campus Storm System	\$1,667,550					
Swifty Creek Storm		\$9,000,000				
Avenue J (Fourth St-Fifth St)		\$425,760				
22 nd Street Connector Road Storm		\$456,430				
Avenue A (First St-Second St)			\$301,700			
Avenue B (First St-Second St)			\$301,700			
Avenue C (First St-Second St)			\$301,700			
Avenue G (Second St-mid Fourth St)				\$480,250		
First St (Ave A-Ave D)				\$555,150		
Second St (Ave A-Glen Ave)				\$401,940		
Second St (Ave D-Ave E)					\$248,730	
Second St (Ave B-Ave E)					\$555,150	
Maple Ave (First St-Cedar Ave)						\$709,880
Total Cost Each Year	\$2,647,800	\$9,882,190	\$905,100	\$1,437,340	\$803,880	\$709,880

All projects storm system improvements unless otherwise noted.

Funding Sources

The stormwater utility operates as an enterprise fund in the context of the municipal budget. The primary funding source for improvements is utility rates.

Transportation System

The City's transportation system and capital and capacity needs are described in the Transportation Element and the 2024 Transportation Master Plan. Transportation system projects currently identified for funding in the next six-year period are shown in Table F-4. Additional information can be found in the Transportation Element. Refer to the appendix within this document for Transportation system projects beyond the six-year planning period.

Table F-4: Transportation system projects

PROJECT		2025	2026	2027	2028	2029	2030
N/A	Pavement preservation program	\$200,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
N/A	Traffic signal improvement program	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
N/A	Bickford Ave/Weaver Rd traffic signal	\$775,000	\$1,000,000				
N/A	Avenue D improvements	\$1,400,000					
N/A	Tenth Street corridor	\$2,800,000					
IN7	Bickford Ave/19 th Pl (Ridge Ave) intersection		\$1,775,000				
RW1	22 nd Street connector road		\$2,150,800				
IN11	Pine Ave/Second St intersection			\$4,500,000			
IN4	Tenth St/Pine Ave intersections			\$5,500,000			
RW7	Second Street corridor			\$21,030,000			
IN6	Sinclair/Bickford Ave intersection				\$2,000,000		
NM1	First Street corridor				\$6,400,000		
IN10	Maple Ave/Pine Ave intersection					\$9,200,000	
RW3	Avenue A corridor					\$1,900,000	
RW4	Second St/Avenue J intersection					\$530,000	
Total Cost Each Year		\$5,225,000	\$5,975,800	\$32,080,000	\$9,450,000	\$12,680,000	\$1,050,000

Public Transit

The city is served by Community Transit. Their facilities in city limits include a number of bus stops and a Park & Ride lot. Those facilities are shown on Map F-4. Additional information can be found in the Transportation Element.

Nonmotorized 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 Parks and Transportation Elements and, in more detail, in the Parks, Recreation, and Open Space (PROS) Plan, the Transportation Master Plan, and the Multi-Modal Improvement Plan located in the Complete Streets Program. Some projects identified in Table F-4, particularly corridor projects, will include nonmotorized system improvements in addition to the work to improve the vehicular transportation system. Planned projects dedicated to the sidewalk and trail system currently identified for funding in the next six-year period are shown in Table F-5. Additional information can be found in the Transportation Element.

Table F-5: Nonmotorized system projects

PROJECT	2025	2026	2027	2028	2029	2030
Sidewalk repair program	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Nonmotorized connectivity improvement program	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Pave Interurban Trail		\$1,200,000				
Total Cost Each Year	\$200,000	\$1,400,000	\$200,000	\$200,000	\$200,000	\$200,000

Funding Sources

Transportation projects may receive funding from a variety of sources including traffic impact fees, Transportation Benefit District revenues, grant funds, Real Estate Excise Tax, and General Fund revenues. Nonmotorized system improvements may receive funding from sources including traffic and park impact fees, grant funds, and General Fund revenues.

Park System

The City's park facilities and capital and capacity needs are described in the Parks Element and the 2023 PROS 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 F-6. Refer to the appendix for long-range capital project lists.

Table F-6: Park and recreation system projects

PARK/PROJECT	2025	2026	2027	2028	2029	2030
Averill Field						
Install public restrooms			\$250,000			
Cady Park						
Repair asphalt			\$60,000			
Replace site fixtures			\$10,000			
Urban forestry			\$25,000			
Centennial Trail						
Vehicle barricades	\$100,000					
Surfacing marking	\$20,000				\$20,000	
Wayfinding signs			\$50,000			
Urban forestry				\$50,000		
Crossing improvements						\$2,000,000
Claytown Park						
Play surfacing	\$50,000					
Irrigation system		\$40,000				
Dog fountain		\$20,000				
Sidewalk repairs		\$80,000				
Urban forestry				\$15,000		
Fencing						\$80,000
Ferguson Park						
Playground equipment	\$800,000					
Parking/surfacing	\$120,000					
ADA improvements		\$40,000				
Urban forestry					\$30,000	
Fischer Park						
Urban forestry	\$10,000					
Surfacing			\$50,000			
Playground equipment			\$500,000			
Hill Park						
Fishing dock	\$50,000					
Parking/surfacing		\$160,000				
ADA improvements			\$50,000			
Urban forestry			\$30,000			
Shelter repair/replacement					\$40,000	
Interurban Trail						
Property acquisition					\$200,000	
KlaHaYa Park						
Wayfinding signs	\$10,000					
Urban forestry	\$10,000					
Gateway signs		\$50,000				
Lighting			\$50,000			
Surfacing			\$45,000			
Native plantings					\$30,000	
Morgantown Park						

Play area surfacing	\$30,000					
Sport court resurfacing			\$20,000			
Lighting					\$100,000	
Playground equipment					\$500,000	
Pilchuck Park						
Restroom improvements		\$150,000				
Playground equipment		\$600,000				
Lighting		\$200,000				
Resurfacing & repair			\$150,000			
Sports court resurfacing					\$10,000	
Pilchuck Julia Landing						
Signage	\$50,000					
Resurfacing & repair					\$30,000	
Riverfront Trail						
Wayfinding signage	\$20,000					
Gateway signage	\$50,000					
Art/mural installation		\$80,000				
Native plantings		\$100,000				
Lighting				\$500,000		
Homestead Park						
Urban forestry			\$80,000			
Playground equipment				\$800,000		
Parking/paving				\$600,000		
Active recreation					\$400,000	
Public restrooms					\$250,000	
Total Cost Each Year	\$1,320,000	\$1,520,000	\$1,370,000	\$1,965,000	\$1,610,000	\$2,100,000

Funding Sources

Park projects are funded through the park impact fee paid by developers, grant funding when available, and the general fund.

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 and outside its municipal boundaries. Municipal facilities in city limits can be found on Map F-4, and street light locations can be found on Map F-5. A professional facilities assessment was conducted in 2023. The consultant reviewed all City-owned structures and calculated an estimated replacement value. The study estimated the cost of improvements necessary to correct observed deficiencies and opportunities for other improvements.

City Hall

The primary offices for the City of Snohomish are at City Hall, currently located at 116 Union Avenue and the adjacent 112 Union Avenue. A modest expansion was added to City Hall in 2014. Due to operational needs these buildings are no longer able to provide adequate space, therefore a Public Safety and City Services Campus (“Civic Campus”) is proposed to consolidate City services with Snohomish County Sheriff deputies assigned to the City and the Snohomish County Fire District.



The 2023 facilities assessment estimated the value of the components in the City Hall building at \$5.8 million, and the cost to correct observed deficiencies to be \$1 million. The property was assessed at around \$2 million. The component value of the Engineering building was estimated at \$1.2 million and observed deficiencies were estimated at \$47,000. The assessed value was around \$500,000. Due to the age and improvement cost of the City Hall buildings, they are expected to be sold, but the historic elements, such as the WPA mural, will be preserved.



City Shop

The Public Works Shop at 1801 First Street provides offices and storage for materials and vehicles used by the City's Public Works Maintenance and Operations Divisions. No capacity issues have been identified, however insufficient bathroom fixtures and lack of ADA compliance were noted. Due to the site's location within a 100-year floodplain, the long-term plan is to relocate Public Works staff and operations to the new City Services Campus and develop this property as a public riverfront park. Within the six-year horizon of the capital improvement plan, the City is anticipated to relocate most of the operations, with the exception of some reserved use for the Parks Department.



Public Safety and City Services Campus

The Public Safety and City Services Campus will co-locate City Hall and Public Works, the Snohomish Police Department, and Snohomish County Fire District 4. The property at 325 Pine Avenue was purchased by Snohomish Fire District #4 in 2023. The City acquired just over half the site in 2024. All previous structures on site have since been demolished and the property is anticipated for development within the six-year horizon of the capital improvement plan.



Wastewater Treatment Plant

The Wastewater Treatment Plant is located at 2215 Second Street, adjacent to the Snohomish River and west of the City Shop. The facility was originally built in 1960 and upgraded in 1995 to its current footprint. At that time the west half of the site was redeveloped for stormwater management. The plant was upgraded again in 2012 to modify the treatment process, which included adding several new buildings. The site includes a blower building (2012; 1,200 square feet), chlorine building (1995; 1,000 square feet), mixture building (2012; 400 square feet), and an office/lab (1995; 2,600 square feet), in addition to the headworks and four ponds.



The WWTP Master Plan identifies several upgrades including upstream storm and wastewater separation, electrical service replacement, replacement of the downstream underground sand filter, and other improvements. The 2023 facilities assessment estimated the replacement value of all buildings combined is \$1,745,000, and the estimated cost to correct observed deficiencies was \$85,000. Funding for improvements to this site is categorized under the sewer utility.

Police Station

The Police Department is located at 230 Maple Avenue, a former bank converted to municipal use in 1994. The building now houses a Snohomish police force staffed through a contract with the Snohomish County Sheriff's Office. Several deficiencies were identified during the facilities condition assessment, totaling approximately \$550,000, and the estimated replacement value was \$3 million. Police services would be relocated to the Civic Campus to share a building with City administration and operations. The long-term reuse of the property has yet to be determined.



Carnegie

The historic Carnegie building is at 105 Cedar Avenue. Constructed in 1910 and donated by Andrew Carnegie, the building served as the Snohomish public library until 2003 when the Sno-Isle Regional Library System opened a new library at 311 Maple Avenue on land donated by the City. At that time, the library use of the Carnegie ceased. For several years the Carnegie served a standby function for City operations during emergencies.



In 2020 the building was restored as a community event space and a temporary location for meetings of the City Council and advisory boards. The replacement value of the structure was estimated to be \$1.3 million, and the estimated cost to correct observed deficiencies was \$51,000. Much of this was to address the A/V equipment in the temporary public meeting space; it is anticipated that the Public Safety and City Services Campus will become the site of such meetings in the future and therefore some of the identified improvements would be unnecessary.

Former Visitor's Information Center

This building at 1301 First Street was constructed by the City in 2005 and was operated by the Snohomish County Tourism Bureau as a Visitor's Information Center until 2019. It is currently rented to a private retail entity. No improvements are identified for the facility, however it is anticipated to be sold during the six-year capital improvement program. The estimated replacement value is \$300,000 and it was recently appraised at approximately \$500,000. The estimated cost to correct observed deficiencies is \$59,000.



The City also owns property beyond the contiguous municipal boundary for operational purposes. The [Water Treatment Plant](#) in Granite Falls has been decommissioned and the dam removed. The property will be sold over the coming six-year capital improvement program. The [gravel pit](#) is an approximately 13-acre undeveloped site located east of US 2 off Three Lakes Road. A portion of this property will be improved over the six-year capital improvement program to provide limited storage for non-daily Public Works items.

Additionally, the City owns or co-owns, but does not operate 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 with financial or program planning assistance. A portion of the Fire Station 43 campus will become vacated upon completion of the Civic Campus. Those facilities are shown on Map F-4. Projects related to general municipal facilities currently identified for funding in the next six-year period are shown in Table F-7. Refer to the appendix for long-range capital project lists.

Table F-7: Municipal facilities projects

FACILITY/PROJECT	2025	2026	2027	2028	2029	2030
City Hall						
HVAC maintenance		\$20,000				
Police Station						
HVAC maintenance	\$25,000					
Carnegie						
Lift maintenance			\$5,000			
Lift replacement					\$120,000	
Interior floor refurbish					\$20,000	
Security upgrade				\$10,000		
Public Works Shop						
Restroom improvement	\$5,000					
Demolish Utilities building			\$25,000			
Site cleanup				\$50,000		
Move Utilities to Fire Annex		\$25,000				
Gravel Pit site improvements						\$2,000,000
Public Safety & Civic Campus						
Campus development			\$60,000,000			
Total Cost Each Year	\$30,000	\$45,000	\$60,030,000	\$60,000	\$140,000	\$2,000,000

Funding Sources

Facilities projects are necessary for the maintenance and operations of City services and are funded primarily through the general fund, with some grant funds when available.

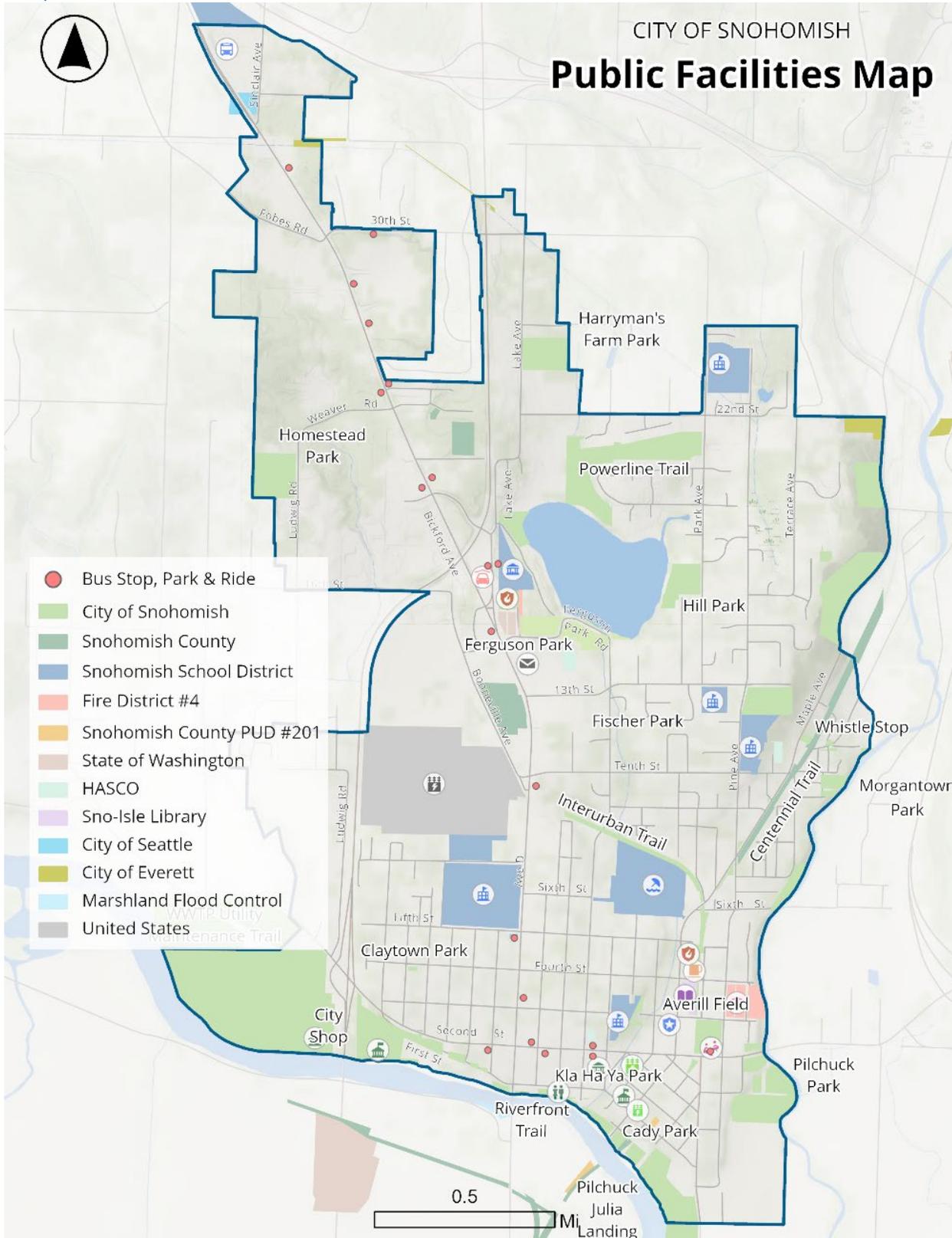
School District Capital Facilities

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, for residential development. 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.

School District Facilities

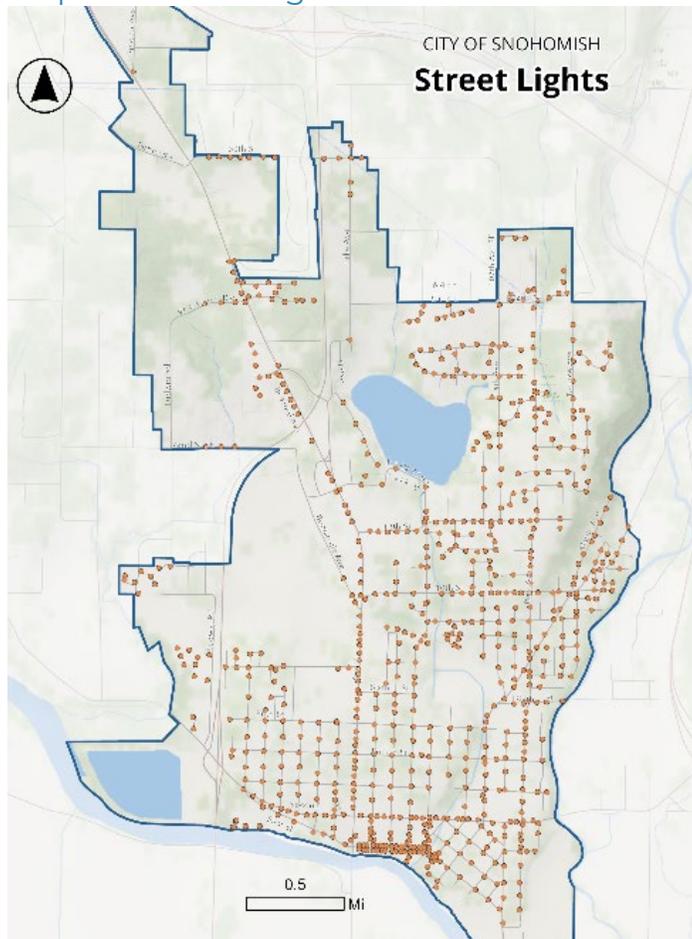
The Snohomish School District owns and operates facilities in city limits, including schools, the Aquatic Center, and the administration building. Those facilities are shown on Map F-4.

Map F-4: Public Facilities



Tree canopy located in public right-of-way can be found on page P-10 of the Parks Element.

Map F-5: Street Lights



REASSESSMENT STRATEGY

The Growth Management Act requires a provision to reassess plan elements periodically in light of the evolving Capital Facilities Plan 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 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.

CAPITAL FACILITIES ELEMENT GOALS & POLICIES



Internal Reference

F1	Plan for and expand public facilities and infrastructure in a manner that accommodates new growth and addresses long-term needs, supply, and the use of conservation practices.	
F1.1	Implementing plans. Maintain facility, transportation, utility, and parks plans that implement the Comprehensive Plan to guide development, maintenance, and expansion of public systems.	C4.2.1, C8.1.1, E5.1, T1.1
F1.2	Capital facilities plans. Update the six-year capital facilities plans and prepare a two-year capital improvement project list and project budget as part of the City's biennial budget process.	T6.4
F1.3	Water system. Plan for a water system that provides sufficient capacity and pressure to meet existing and future needs at a quality that meets federal and state laws and standards.	C5.2.4
F1.4	Service to annexed areas. The cost to extend water, sewer, and stormwater service to newly annexed areas will be borne by the benefiting property owners. The City may assist in exploring methods to reduce costs through alternative funding sources such as grants.	L9.10
F1.5	South UGA. Consider a change to the Urban Growth Area boundary to remove the South UGA from future municipal expansion efforts due to the cost associated with extending and maintaining public services and the lack of growth potential in the area.	L9.12, S17.6, S18.9
F2	Ensure public facilities are maintained with adequate capacity to support new development while meeting level of service standards.	
F2.1	Level of service (LOS). Ensure that level of service standards are maintained as growth and development occur, in accordance with adopted plans.	P1.2, P3.1
F2.2	Transportation LOS. Verify that transportation improvements are sufficient to maintain adopted level of service standards as development occurs and support the City's transportation and multi-modal plans.	
F2.3	Service capacity. Permit new development only where utility system capacity and service will be available at the time of demand.	
F2.4	New development. Developers shall be responsible for ensuring system capacity is adequate to serve their proposed development without reducing service to existing users below adopted levels. Any necessary system improvements will be developed to City standards.	P6.1, P6.2
F2.5	Concurrency. A proposed development shall not be approved if it is shown that it will cause a portion of the transportation system to fall below	T1.7

	the adopted level of service unless a financial commitment or strategy is in place to provide the necessary improvements within six years.	
F2.6	<p>LOS Standards. Ensure that adopted level of service standards are maintained as growth occurs.</p> <ul style="list-style-type: none"> a. Transportation: LOS E* b. Multimodal Facilities: LOS green c. Bicycle Facilities: Based on corridor, as adopted on Bicycle LOS Map d. Transit: LOS D e. Sanitary sewer: 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. f. Stormwater: In accordance with the current adopted Stormwater Management Plan and the City’s National Pollutant Discharge Elimination System (NPDES) Permit. g. Potable water: In accordance with the current adopted Water System Plan. h. Fire flows: In accordance with the International Fire Code, as adopted. i. Neighborhood Parks: 75% of population within ½-mile j. Community Parks: 75% of population within 2 miles k. Regional Parks: 75% of population within 25 miles l. Trails: 90% of population within ½-mile m. Open Space: 10% of city dedicated as open space <p>*An alternate LOS may be determined by the City for specific intersections based on a traffic analysis as defined in the Transportation Element.</p>	P1.2, P3.1, T1.6
F2.7	Right-of-way dedication. When identified in the Engineering Design Standards or the transportation and/or multi-modal plans, the City will require the dedication of property for right-of-way as a condition of new development, based on the classification of the adjacent streets.	
F2.8	Combined sewer connections. Allow no new sources of stormwater to be discharged into the sanitary sewer system, unless determined impractical by the City Engineer.	
F2.9	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 necessary rehabilitation, to meet current City standards.	
F2.10	Low-impact development. Encourage the use of low-impact development, including minimized impervious surfaces, engineered infiltration systems, and similar methods designed to reduce stormwater impacts.	C8.2, S2.9, S17.9, T5.2
F3	Maintain public facilities sustainably and responsibly to ensure quality, equitable service and safety to Snohomish residents.	P5

F3.1	Infrastructure maintenance. Maintain an ongoing program of street maintenance to protect the community's infrastructure investments.	E5.1, T6.1
F3.2	Sidewalk Partnership Program. Explore ways to expand and improve the Citywide program to work with property owners on improving the sidewalks adjacent to their property to reduce the cost burden, maintain safety, and comply with current ADA requirements.	E5.1
F3.3	Water associations. Connect customers of water associations within the City's water service area to the City's water system where capacity is available, the system meets City standards, and connection and system development fees are paid consistent with new development. The City may assist customers in exploring methods to mitigate up-front costs through alternative funding sources such as grants or through utility billing.	
F3.4	Combined sewer separation. Continue investment in separating stormwater and wastewater flows in the combined sewer system.	
F3.5	Water transmission main. Allow no additional connections to the Pilchuck water transmission main. The City will endeavor to partner with stakeholders to seek alternative sources of water for current transmission line customers.	
F3.6	Water conservation. Evaluate and implement effective and equitable measures to encourage the conservation and efficient use of water.	C8.3.1, C8.3.2
F3.7	ZEV charging infrastructure. Work to expand the zero-emissions vehicle charging infrastructure in public locations.	C1.2.1, T5.1
F3.8	Zero emissions vehicles. Convert appropriate City-owned fleet to zero-emissions vehicles by 2050.	C7.3.1
F3.9	Energy sources. Phase out non-renewable energy sources in City-owned facilities by converting to other alternative renewable energy sources, as practical.	C1.1.2, U2.12
F3.10	Stormwater management. Require public and private stormwater management systems to be maintained to their original design standards with updated and accurate maintenance records.	C8.2.2
F3.11	Water resources. Manage water resources to increase resilience from potential hazards including drought and extreme heat.	C8.3
F3.12	Joint development. Partner with other agencies or community organizations to support development and operations of cultural and community facilities that benefit Snohomish residents.	C5.2.5, L8.4, P7.1
F4	Maximize effective use of public funds in managing public facilities and associated services.	
F4.1	Proportionate share. New development shall bear a proportionate share of facility improvement costs necessary to serve the development in order to maintain adopted level of service and applicable standards. Impact fees shall be used for system improvements as identified in WAC 365-196-850.	H6.4, P6.1, T6.2
F4.2	Capital improvement prioritization. Proposed capital improvement projects will be evaluated and prioritized using the following criteria: a. Consistency with adopted land use plans and implementing plans;	C2.2.3, P6.4, T3.4

	<ul style="list-style-type: none"> b. Project purpose and need, including whether the project will eliminate a public hazard, correct existing deficiencies, maintain or replace facilities, or provide capacity for growth; c. Equity in public improvements and use of public funds; d. Consistency with prudent fiscal management, including but not limited to costs associated with future maintenance and operations, based on an evaluation of alternatives; e. Potential economic development benefits in targeted areas; and f. Potential impacts to natural and cultural resources. 	
F4.3	Utility connection fees. City sewer and water connection fee revenues shall be allocated primarily for capital and facility improvements to maintain standards and eliminate deficiencies.	
F4.4	Grant funding. Proactively identify and secure grant funding whenever available to finance capital improvement projects.	E2.2, P6.6, T6.2
F4.5	Internal consistency. Policies to direct expenditures and identify funding sources for capital improvements will be consistent with other Comprehensive Plan elements.	
F4.6	Utility line replacement. Where feasible, water, sewer, and stormwater line replacement should be done in conjunction with the upgrading or reconstruction of existing streets.	U2.1
F4.7	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 infrastructure installation that benefits other properties.	
F4.8	Increased capacity. If the City requires increased capacity beyond the City standards, the City may pay for the difference in cost.	U2.1
F4.9	Minimize treatment costs. 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.	U2.3



UTILITIES

Third party utility service access and capacity for all

INTRODUCTION

The City of Snohomish provides most urban utility services to its residents and businesses, including water, wastewater, and stormwater services. However, certain critical utility services are provided by other agencies and private purveyors.

As with City services, third-party utility 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 the uses, residential densities, and development intensities described in the Comprehensive Plan.

Private utilities for electricity, natural gas, solid waste, and telecommunications serve the community under franchise or other agreements. Information about City-owned utilities can be found in the Capital Facilities Element.

Policy Framework

The Growth Management Act (GMA) 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 2050 Regional Growth Strategy and in the Snohomish County Countywide Planning Policies.

Vision 2050 policies promote conservation measures to reduce solid waste and increase recycling; measures to increase energy efficiency and reduce energy consumption; measures to transition to renewable, alternative, and low-carbon energy sources; measures to electrify the transportation system and the built environment; 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 or exceed state mandates for the reduction of solid waste and to promote recycling; to support planning for telecommunications infrastructure to improve and facilitate access, especially in underserved areas; and coordination with service providers to ensure service levels are appropriate to support growth without reducing overall service. 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.

More information about natural gas, electrification, solid waste and recycling, and utility-related data and policies can be found in the Climate & Environment Element.

UTILITY SERVICES

The agencies and private organizations in Table U-1 serve the City's planning area. Additional information about each service provider can be found in this section.

Table U-1: Utility Service Providers

SERVICE PROVIDER	UTILITY TYPE
Snohomish County PUD No. 1	Electricity
Puget Sound Energy	Natural Gas
Republic Services	Solid waste/recycling
Comcast	Telecommunications
Ziply	Telecommunications
Various	Wireless

Electricity

Snohomish is served by the Public Utility District of Snohomish County No. 1 (PUD), the second largest public utility district in Washington. The PUD has a diverse power portfolio with a broad range of energy-efficient and renewable sources, including PUD-owned facilities, supply contracts with other agencies, and customer-owned generation. The PUD services an area of 2,200 square miles, including all of Snohomish County and Camano Island, with 6,500 miles of distribution and transmission lines to serve more than 370,000 customers.

Figure U-1: Snohomish PUD Energy Sources

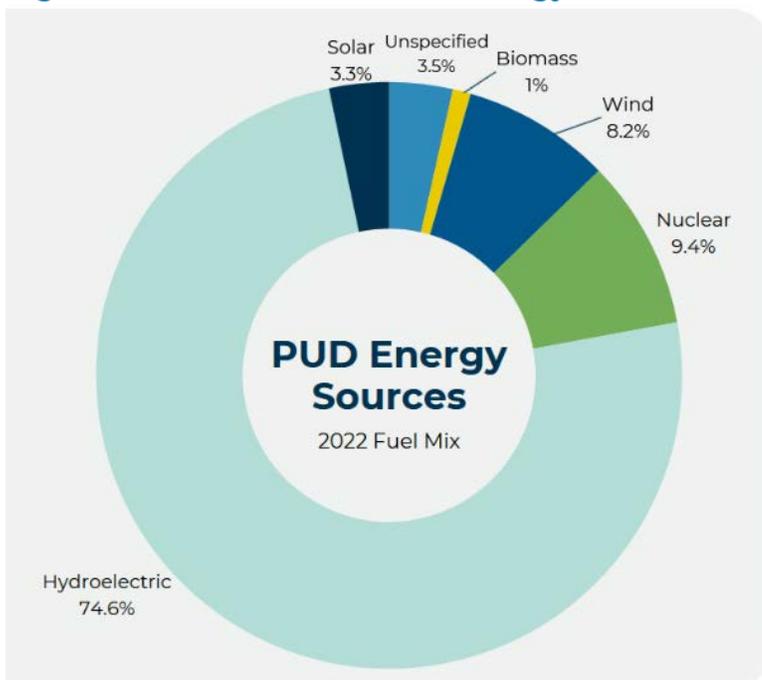


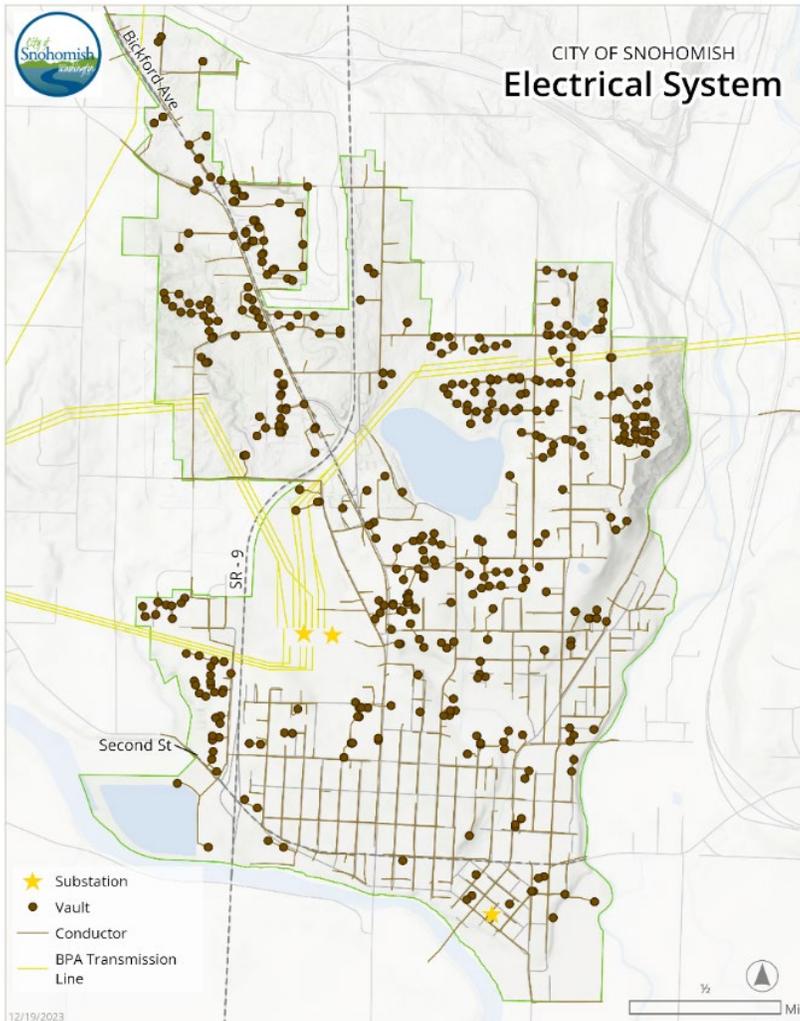
Figure U-1: Based on Snohomish County PUD, <https://www.snopud.com/community-environment/clean-energy/>

More than 80% of the PUD's power is purchased from Bonneville Power Administration (BPA), with the remainder coming from PUD-owned hydroelectric or wind operations, and wholesale market purchases. The BPA has a substation located within Snohomish city limits at 914 Avenue D. Much of the BPA's power is generated by hydroelectric dams built by the federal government 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. The 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 uses a 115,000-volt transmission system to distribute electricity to 94 substations, which then transform the electricity to a nominal 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 kV are transmission facilities. The BPA substation on Avenue D is a major substation facility. Snohomish is generally served by power delivered to the PUD through this substation. However, power could also come from other sources, depending on system configuration. PUD transmission facilities within the city are shown on Map U-1.

Map U-1: Snohomish Electrical System



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.

The PUD is working to improve the system with an emphasis on clean and renewable energy sources and technology, energy storage, load flexibility, and modernizing operations. The City coordinates with the PUD on new developments to ensure adequate capacity as new loads are added to the system.

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 900,000 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 about three miles east of Snohomish. PSE's distribution system is generally comprised of:

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 regulation stations.

Pressure Regulation 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).

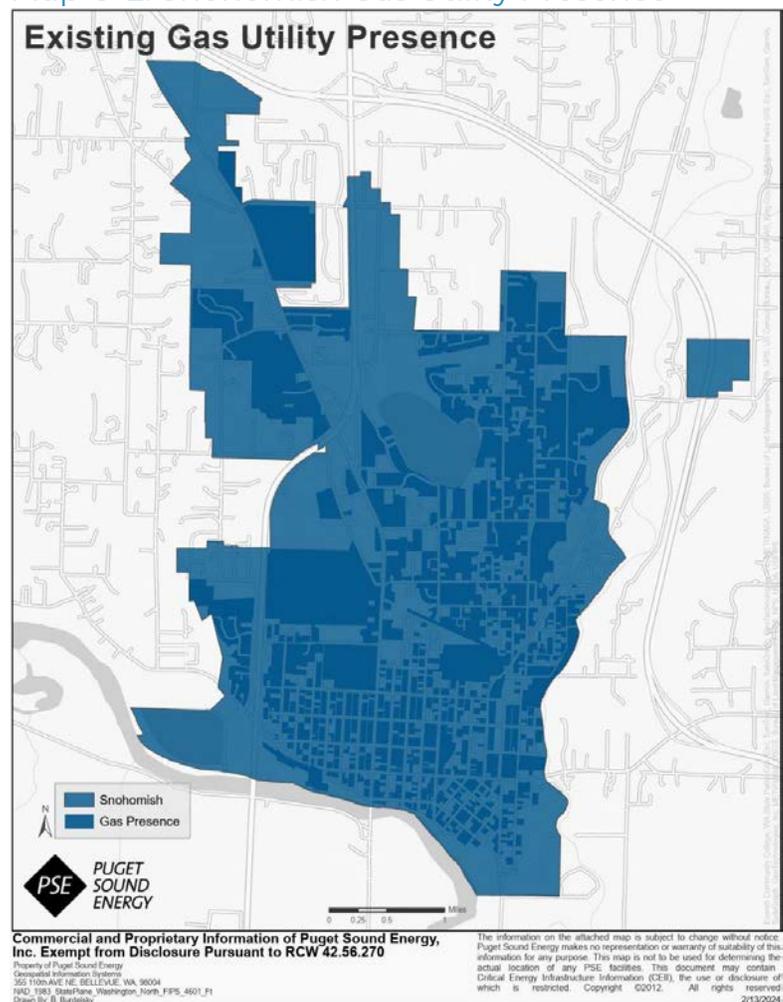
PSE owns more than 26,000 miles of gas mains and service lines. Natural gas supplies are purchased from producers in Canada and the Rocky Mountain states. Deep natural gas deposits are brought to the surface by wellhead pumps. The gas is then processed, purified, and distributed via interstate pipelines. 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. The map in Figure U-3 shows the location of where gas service is present.

Extension of natural gas service is initiated by customer request. Presently there are approximately 500 commercial and 2,100 residential natural gas customers in the City of Snohomish. PSE modifies its delivery system each year to address customer growth, load changes, right-of-way improvements, and pipeline integrity issues to meet regional natural gas demand.

Washington State's climate targets aim to reduce greenhouse gas emissions by 95% by 2050 (relative to 1990 levels), which may affect natural gas consumption. PSE is working toward a net-zero emissions goal by 2045 to meet the requirements of the Clean Electricity Transformation Act (CETA) of 2019.

PSE's efforts are documented in the 2021 Clean Energy Implementation Plan (CEIP), and include programs and investments such as electrification, energy efficiency, new technologies, localized clean energy sources, and renewable energy. A zero-growth assumption in PSE's Integrated Resource Plan (IRP)

Map U-2: Snohomish Gas Utility Presence



Map U-2: Puget Sound Energy

assumes a decline in demand for natural gas in the future. Since launching its Renewable Natural Gas (RNG) program in 2021, PSE has sold more than 92,000 therms of gas captured at a landfill rather than from fossil fuels. The Washington Climate Commitment Act (CCA) of 2021 caps greenhouse gas emissions from large sources to reduce 95% of carbon emissions by 2050.

The U.S. Department of Energy estimates that there are 2,973 trillion cubic feet of technically recoverable resources of dry natural gas in the United States. At the current rate of consumption of about 35 trillion cubic feet per year, the current reserve is enough to last about 86 years.

Solid Waste & Recycling

Snohomish currently contracts with Republic Services to provide solid waste, recycling, and yard waste collection services to all residents within the municipal boundaries of the city through April 2031. 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 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 and Hazardous Waste Management Plan, updated in 2021. The company bills the customers directly for garbage and recycling services. Low-income rates are available to eligible customers.



All-City Household Disposal Event with Republic

Republic Services collects solid waste on a weekly basis. 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 are processed for recycling at the company's material recovery facility. Organics are sent to the Cedar Grove Composting facility in Everett. Once the solid waste reaches the transfer station, it is hauled to the Republic Services Direct to Landfill special waste facility in Seattle. The waste is then transferred 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 30,000 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 an expected trash-receiving lifespan of 80 years.

Telecommunications and Wireless

Telecommunications is a broad term referring to services that provide data to homes, businesses, and individuals, as well as public facilities and infrastructure, through wired and wireless networks. This includes internet, cable television, wired and wireless telephone, over-the-air television, radio, and emergency communications. Internet and cellular service has become a part of daily life for Snohomish

residents and businesses. Equitable, widespread access to an affordable telecommunications network is increasingly important as the resource is relied upon more and more by the community.

Telecommunications networks are primarily privately-owned, publicly-regulated utilities driven by market forces. The Washington State Broadband Office (WSBO) was established at the state level to improve affordable, high-speed broadband for all in Washington and pursues funding to improve accessibility and speed, and to lower cost.

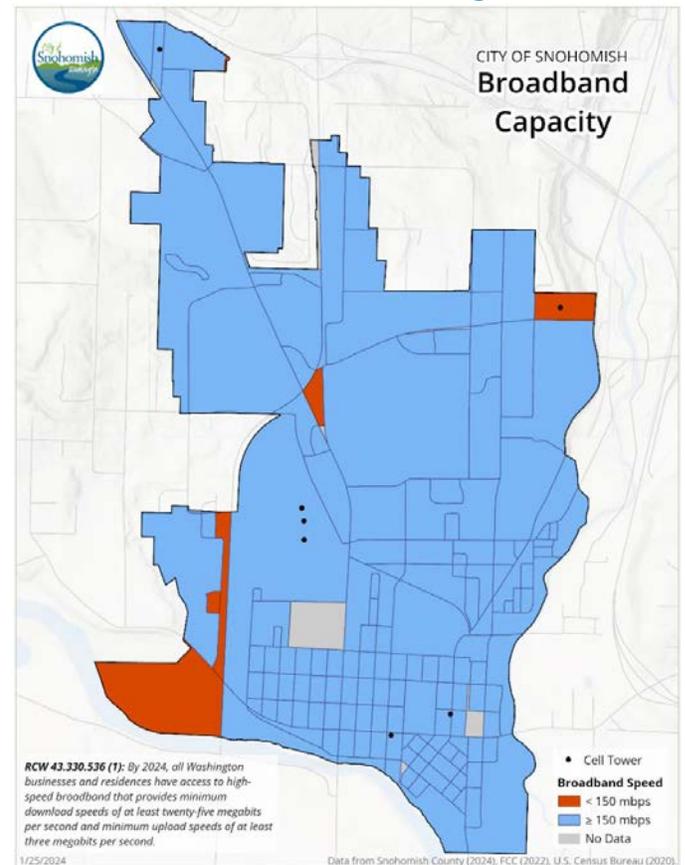
Cable television and broadband internet services are provided by Comcast Corporation. Based in Philadelphia, Comcast is the largest U.S. cable company, serving more than 24 million customers. Comcast operates a cloud-enabled network. Comcast provides service to both residential and business customers, supporting both small business services as well as fiber-based speed offerings. Comcast maintains a hybrid fiber-coax (HFC) design to deploy their products and services across the franchise area. An HFC network uses fiber as the main distribution backbone between connection hubs and node locations and uses coax cables from the node to the customer location.

Comcast has no immediate plans to add facilities. However, the company expects to extend its cable network as needed to serve additional development, expanding and investing in an evolving network to accommodate growth and changes in customer use and need. As new subscribers are added, the company adds or splits nodes to serve growth.

Zipty Fiber provides fiber-based communications services including internet and telephone in Washington, Oregon, Idaho, and Montana. The company is headquartered in Kirkland and Everett, and serves nearly 500,000 residential, business, and enterprise customers. The company began operations in 2020 after acquiring the Northwest operations of Frontier Communications. Zipty builds, owns, and operates its own fiber optic network. Fiber cable runs through several corridors in Snohomish, including 16th Street, Bonneville Avenue to Avenue D, Second Street, and First Street. The city's telecommunications coverage is shown on Map U-3.

There are currently several wireless communications facilities in Snohomish. Three are located on industrial land near Bonneville Avenue, one is located between Bickford Avenue and Sinclair Avenue, one is in a residential area on Terrace Avenue, and one is located within the right-of-way adjacent to the Snohomish Police Department property at 230 Maple Avenue, collocated on a PUD pole. Another facility is integrated into a building tower in the Historic District. Wireless communications facility locations are shown on Map U-3.

Map U-3: Snohomish
Telecommunications Coverage



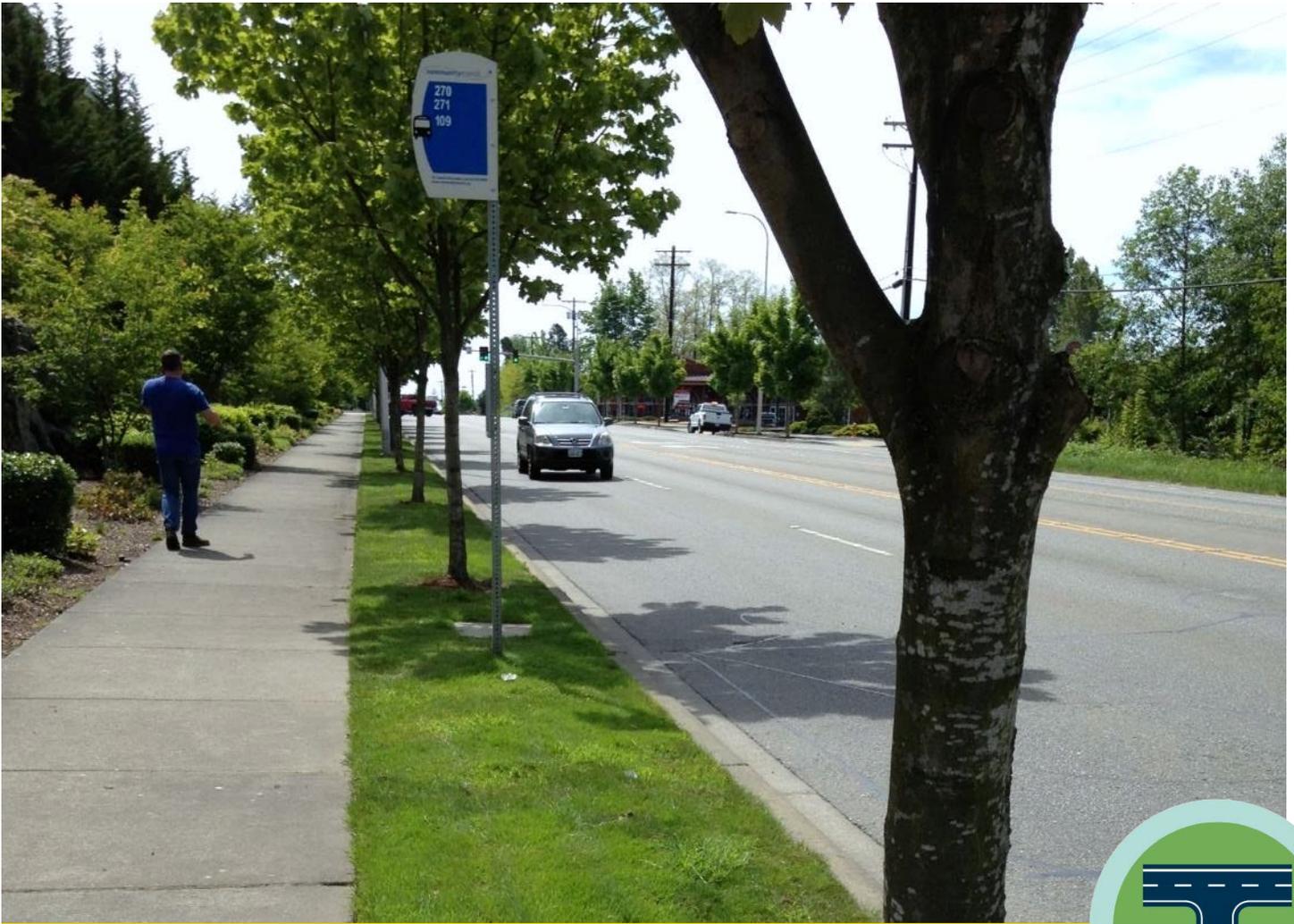


UTILITIES ELEMENT GOALS & POLICIES

Internal Reference

U1	Work with utility providers to ensure their services support City goals for growth and development and are consistent with land use standards.	
U1.1	Available land. Ensure that sufficient land is available for the location of utility facilities, including within transportation corridors.	L1.1
U1.2	Utilities in new developments. Require land to be reserved within new lots for private utilities serving the development.	
U1.3	Land use planning. Coordinate land use plans with private utility providers to ensure utility services are available for new development.	L1.5
U1.4	Annexations. Provide notice to private utility providers during the annexation process to provide a smooth transition and minimize impacts to affected residents.	L9.9
U1.5	Undergrounding utilities. Require undergrounding of all new utilities for new developments, significant redevelopments, and when utilities are upgraded.	C1.3.4, S4.3
U1.6	Visually screen facilities. Where feasible and beneficial, require landscaping, art, or other aesthetic screening or disguising of above-grade utility facilities.	
U1.7	Utility facility location and design. Utility facilities such as wireless communication facilities should be designed and located in a manner that minimizes adverse impacts, including aesthetic impacts, on adjacent land uses and neighborhoods.	S4.3
U1.8	Universal access. Promote a wide range of telecommunications options and provide flexibility for new and emerging technologies and services to ensure reliable and universal access for all.	
U1.9	Energy efficient designs. Encourage and support investment by developers in energy efficient designs and technologies.	C1.1.3
U1.10	Resilient facilities. Require facilities, utilities, and infrastructure projects to be built to avoid or withstand flooding from rising water levels and associated climate impacts.	
U2	Work with utility providers to ensure their services are accessible, safe, reliable, clean, and cost-effective.	
U2.1	Coordinate projects. Coordinate infrastructure projects such as street improvements with private utilities to minimize disruption and reduce costs.	F4.6, F4.8
U2.2	Minimize disruptions. Encourage system design and maintenance practices intended to minimize interruption to customer service.	
U2.3	New technologies. Encourage new technology that improves utility services and reliability while balancing health and safety, economic, and other environmental factors.	F4.9

U2.4	Franchise agreements. Negotiate mutually beneficial franchise agreements that support the delivery of cost-effective services desired by Snohomish residents and businesses that considers the long-term impacts and abandonment of infrastructure in obsolescence.	
U2.5	Clean and renewable energy. Work with utility providers to improve clean energy opportunities and accessibility.	C1.3, C1.3.3
U2.6	Broadband internet access. Work to expand broadband internet access to all businesses and residents in Snohomish.	
U2.7	Evolving technology. Respond to changes in telecommunication and other data transfer technologies and their federal regulatory frameworks to ensure consistency.	
U2.8	Telecommunications colocation. Encourage, and require if feasible, colocation of multiple wireless carriers on the same facility.	
U2.9	New electrical generation facilities. Encourage careful evaluation of proposals for electricity generation facilities to avoid impacts to local air and water quality.	
U2.10	Provide public information. Assist and encourage non-City utility providers in disseminating information on measures to reduce energy and resource consumption and to reduce the waste stream.	C1.1.4
U2.11	Alternative technologies. Encourage the conversion to cost-effective and environmentally sustainable alternative technologies and energy sources.	
U2.12	Renewable energy. Work to convert City-owned facilities to renewable energy sources by 2050.	C1.1.2, F3.9
U2.13	Energy incentives. Develop and/or promote incentive programs and grant opportunities for property owners to improve energy efficiency in their buildings.	C1.1.4, C3.1.4
U2.14	Energy conservation. Support investments in utility infrastructure to facilitate low-carbon energy sources and energy conservation.	C1.1.2, C1.1.4, C1.3.1
U3	Work with solid waste collection service providers to ensure their services support City goals and are consistent with land use standards, reliable, cost-effective, and sustainable.	C9.2
U3.1	Solid waste collection program. Maintain a reliable, responsive, sustainable, and cost-effective solid waste collection program.	C9.2
U3.2	Commercial recycling. Evaluate opportunities to expand the City's recycling program to commercial uses.	C9.1.3, C9.2.2
U3.3	Reduce waste stream. Promote reductions in the waste stream by disseminating educational materials on re-using, recycling, composting, and other waste reduction methods.	C9.2.2
U3.4	Composting. Work with service providers to increase facility capacity to achieve 90% composting of applicable community waste by 2050.	C9.2.1



TRANSPORTATION

Safe, convenient mobility for all people and all transportation modes

INTRODUCTION

The networks of highways, roads, trails, and transit systems move residents, workers, visitors, and goods into, through, and out of the community. Today's circulation routes and infrastructure reflect the incremental development that has happened over a period of 150 years or more. Over Snohomish's long history transportation modes have transitioned, demands on the system have evolved, and the city has grown and become 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 community into the future. A comprehensive, well-planned, and efficient 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 transportation systems, responding to current needs and ensuring that future growth is adequately served. The Transportation Element addresses the development of a balanced, multi-modal transportation system for Snohomish and the adjacent urban growth area (UGA), 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 2024 study of Snohomish's existing transportation network, combined with a 20-year projection of future growth and transportation needs. The Transportation Element establishes a policy framework for decision-making consistent with the City's vision and describes a strategy for accomplishing that 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.



Avenue D Roundabout

POLICY FRAMEWORK

Growth Management Act Requirements

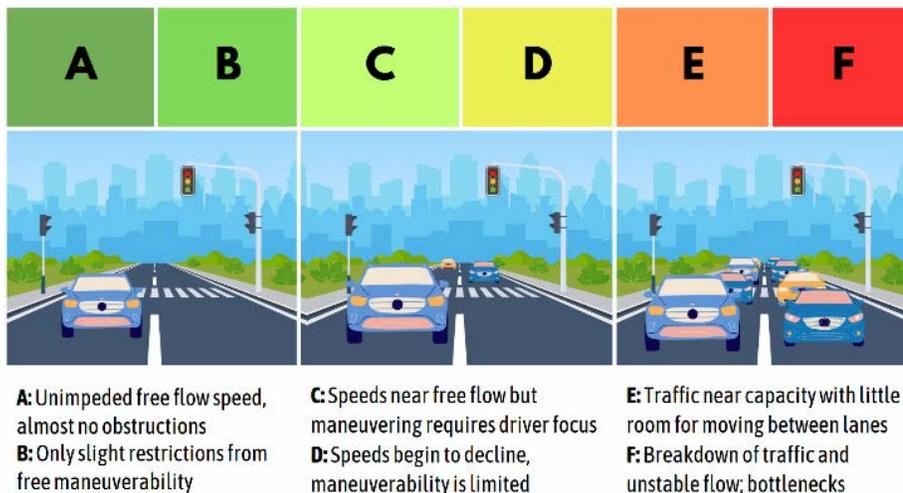
Per the Growth management Act (RCW 36.70A.070, 108), the Transportation Element is required to include the following:

- Land use assumptions used in estimating travel.
- Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions.
- Facilities and service needs:
 - Inventory of air, water, and ground transportation facilities and services;
 - Level of service (LOS) standards for all locally owned arterials and transit routes;
 - LOS standards for highways;
 - Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below established LOS standards;
 - 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;
 - Identification of state and local system needs to meet current and future demands;
- Finance needs:
 - Analysis of funding capability to judge needs against probable funding sources;
 - Multi-year financing plan based on the needs, to serve as the basis for the six-year CIP, coordinated with the ten-year investment program developed by the Office of Financial Management;
 - If probable funding falls short of meeting identified needs, a discussion of how land use assumptions will be reassessed to ensure LOS standards will be met.
- 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.
- Pedestrian and bicycle component, including 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.
- Multi-modal transportation improvements or strategies that are made concurrent with development.

Regional Planning

The Transportation Element and its companion Transportation Master Plan are required to be consistent with regional transportation policy frameworks outlined in the Snohomish County Countywide Planning Policies and the Puget Sound Regional Council's VISION 2050 Multicounty Planning Policies. Consistency with regional plans ensures a more functional transportation system between jurisdictions and agencies, improving the user experience and reducing potential conflicts.

LEVEL OF SERVICE STANDARDS



Level of Service (LOS) is a quantitative or qualitative measure of transportation system operations. A standard level is set to identify when improvements are needed to the system. The City of Snohomish has established separate LOS standards for roadways and intersections, pedestrian facilities, and bicycle facilities. Roadways and intersections are measured using a scale of A to F.

Vehicle LOS Standards

LOS is a quantitative or qualitative measure of transportation system operations. A standard level is set to identify when improvements are needed to the system. The City of Snohomish has established separate LOS standards for roadways and intersections, pedestrian facilities, and bicycle facilities. Roadways and intersections are measured using a scale of A to F.

- WSDOT has adopted **LOS D** for state highways, including US 2 and SR 9.
- Snohomish County has adopted **LOS E** in urban areas of the County, including the City's unincorporated urban growth area.
- The City of Snohomish has adopted **LOS E** for intersections along roadways, meaning users can experience significant delays in traffic flow operations and lower operating speeds.

Nonmotorized LOS Standards

Pedestrian LOS Standard

Pedestrian LOS standards were developed based on the future primary and secondary on-sidewalk, pathway, and trail system. The LOS standards emphasize the completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways.

A green LOS indicates a facility meets adopted roadways standards and has facilities on both sides of the street for primary routes, while a secondary route may only have facilities on one side of the street. An

orange LOS indicates a primary route has facilities on only one side of the roadway when both sides are preferred. A red LOS indicates no designated facilities are provided for pedestrians and is considered unacceptable.

Bicycle LOS Standard

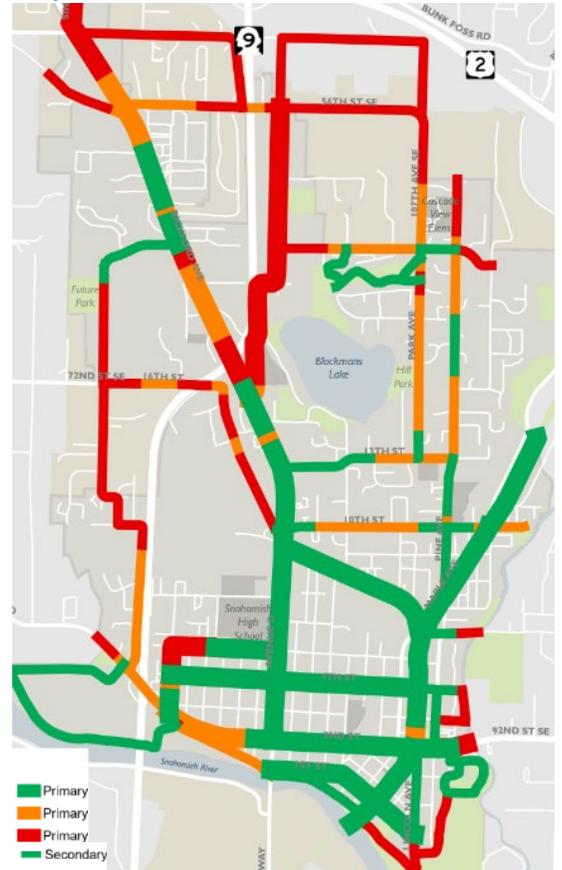
Bicycle LOS standards are based on the presence of bike facilities on key corridors within the city. Bike facilities include sharrows, dedicated bike lanes, or protected bike lanes. A green LOS indicates the presence of bike facilities meeting the anticipated design for the corridor. Snohomish utilizes the bike LOS standards to prioritize investments in the bicycle transportation network and identify where significant gaps in the system need to be addressed to serve the City’s plans. The adopted bicycle LOS standard is illustrated on Map T-3.

Transit LOS Standards

In more urbanized parts of the region, capacity and reducing overcrowding are of higher concern, however in less urbanized areas like Snohomish, presence, frequency, or span of service are more important measures of service. In Snohomish, transit LOS is based on frequency of service.

LOS A corresponds to transit service frequency between 2-9 minutes; LOS B is service frequency of 10-19 minutes; LOS C is 20-29 minutes; LOS D is 30-44 minutes; LOS E is 45-59 minutes; and LOS F is 60+ minutes. For Snohomish’s four current transit routes, the adopted LOS is **LOS D**. Refer to Map T-5 for current and planned transit routes.

Map T-1: Pedestrian LOS



PRIMARY ROUTES:

Meets City standards, facilities on both sides	Facilities exist on one side - incomplete	No facilities, does not meet standards
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SECONDARY ROUTES:

Meets City standards, facilities on one or both sides	Incomplete facilities	No facilities, does not meet standards
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TRANSPORTATION NETWORK

The roadway network provides mobility and access for a range of users and travel modes. This section describes the City’s network of roads, including number of travel lanes, existing traffic controls, traffic volumes and operations, transportation safety conditions, and the freight system. Nonmotorized transportation and transit alignments are addressed in later sections. No air or water transportation facilities are located within Snohomish.

Roadway Functional Classification

The existing functional classification of the transportation system serving the City of Snohomish can be seen in Map T-2. Roadways are classified by their intended function and traffic volumes to create a hierarchy of road types. The City of Snohomish Functional Classification defines the characteristics of individual roadways to accommodate the travel needs of all users. The design for existing and planned roadways is tied to their functional classification.

Functional Classification Definitions

- **Highway:** The highway system serves as the primary arterial roadway system within the City. Highways connect major regions. WSDOT classifies certain State-owned highways.
Speed: 55-60 mph
- **Minor Arterial:** City maintained roadways that prioritize mobility within the roadway system, connecting highways and providing mobility in areas between communities.
Speed: 25-45 mph
- **Collector:** Collectors provide both access and mobility within the city between the arterial network and local streets. The predominant function is to collect traffic from neighborhoods and local streets.
Speed: 25 mph
- **Local Street:** Streets that provide direct access to adjoining properties, businesses, and similar traffic destinations, and traffic circulation within or through neighborhoods.
Speed: 20-35 mph

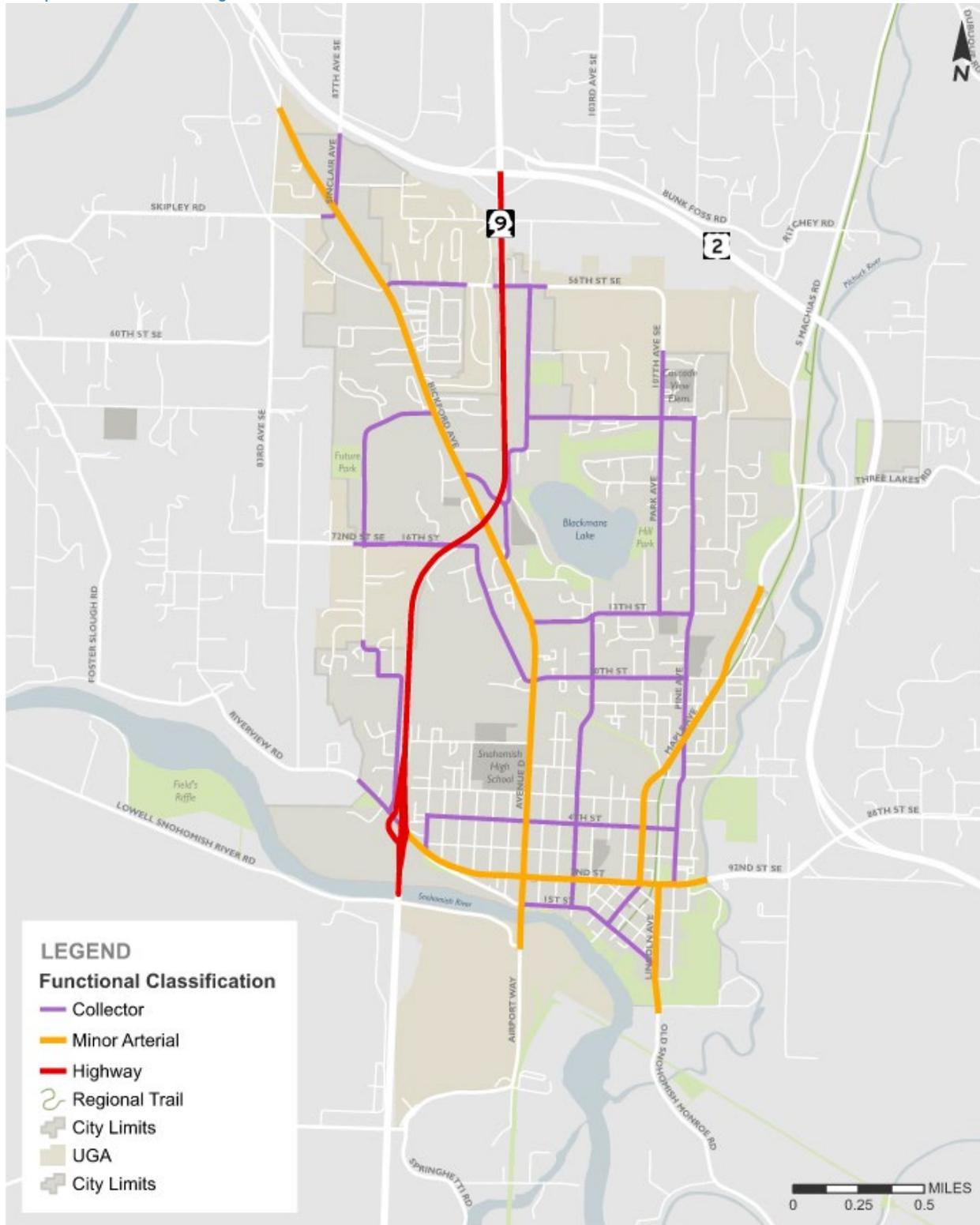


Airport Road/Avenue D bridge

Table T-1: Major Roadways

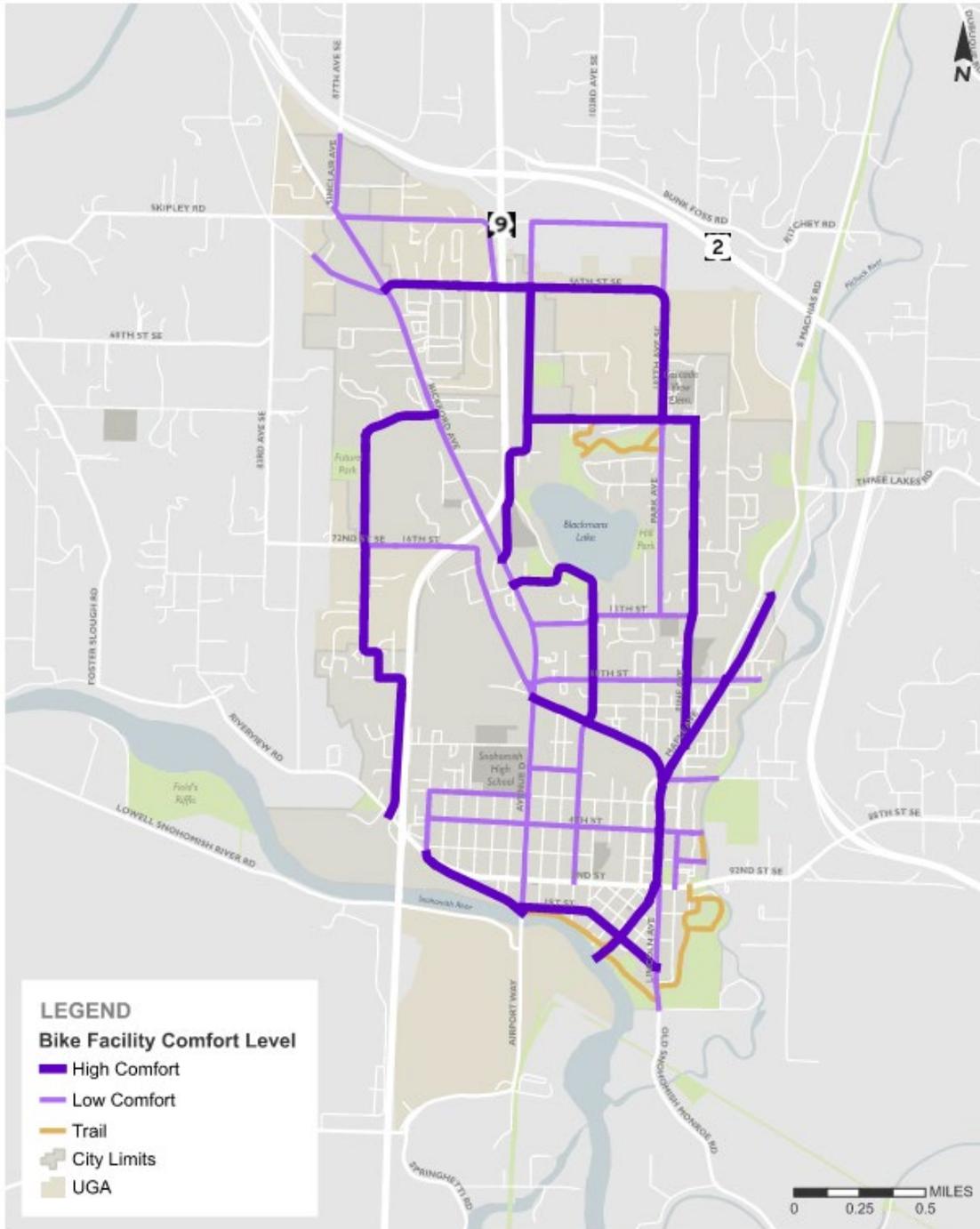
ROADWAY	# OF LANES	SPEED LIMIT (MPH)	ALIGNMENT	FUNCTIONAL CLASSIFICATION
SR 9	2	55	N-S	Highway
Avenue D/Bickford Avenue	2-4	25-45	N-S	Minor Arterial
Maple Avenue	2	25	N-S	Minor Arterial
Avenue A	2	25	N-S	Collector
Pine Avenue	2	25	N-S	Collector
Park Avenue	2	25	N-S	Collector
Ludwig Road	2	25	N-S	Local Street
Second Street	2-3	30	E-W	Minor Arterial
Fourth Street	2	25	E-W	Collector
Tenth Street	2	25	E-W	Collector
13 th Street	2-3	25	E-W	Collector
16 th Street	2	25	E-W	Collector
22 nd Street	2	25	E-W	Collector
30 th Street	2	35	E-W	Collector
Weaver Road	2	25	N-S, E-W	Collector
Bonneville Avenue	2	25	NW-SE	Collector
Lake Avenue	2	25	N-S	Collector
Fifth Street	2	25	E-W	Local Street

Map T-2: Roadway Functional Classification



Map T-2: 2024 Transportation Master Plan, Transpo Group

Map T-3: Bicycle System and Level of Service



Map T-3: 2024 Transportation Master Plan, Transpo Group

Traffic Volumes

Traffic counts were collected on City roadways and adjacent County facilities and State highways in November 2022. Traffic in urban areas is typically highest during the weekday PM peak hour (4-6pm), reflecting a combination of commuter trips, shopping trips, and other day-to-day activities. The weekday PM peak hour is therefore used to evaluate transportation system needs. Highest traffic volumes were found on Bickford Avenue, SR 9, Avenue D, and Second Street.

Truck Routes

Trucks have a significant impact on traffic operations, safety, and roadway maintenance. They also impact air quality and noise levels in the City. Freight routes in Snohomish include Avenue D/Bickford Avenue, Second Street, Maple Avenue, Pine Avenue, Bonnevill Avenue, 30th Street, 16th Street, and SR 9. The truck routes continue to support future transportation needs. Designated truck routes can be found on Map T-6.

Intersection Improvements

Intersection improvements are needed when the intersection's LOS falls below the adopted standard or if there are safety concerns. The Transportation Master Plan identified three intersections operating at LOS F in 2022; all are two-way stop-controlled intersections located on the Bickford Avenue corridor. One at Weaver Way was already identified on the 2024-2029 Transportation Improvement Plan. Other planned intersection improvements over the 20-year period are in Table T-2. Additional information about the following projects can be found in the Transportation Master Plan.

As described in the Transportation Master Plan, construction costs are expected to be shared among several funding sources, including Traffic Impact Fees (TIF), developer improvements, and grants, in addition to the City budget. Improvements located outside the City's jurisdiction are anticipated to be constructed and funded primarily by other agencies.

Table T-2: Intersection Improvements

ID #	INTERSECTION	DESCRIPTION	25-30 TIP	COST EST.
N/A	Traffic Signal Improvement Program	Various improvements to existing signals	Yes	\$1,400,000
IN1*	Ludwig Rd/16 th Street	Convert to all-way stop	No	\$29,000
IN2*	Bickford Ave/30 th St	Construct WB R-turn lane with overlap phasing	No	\$600,000
IN3*	Lake Ave/30 th St	Compact roundabout (RAB)	No	\$5,700,000
IN4*	Tenth St/Pine Ave	Compact RAB	Yes	\$5,500,000
IN5*	Maple Ave/Fourth St	NB L-turn lane and SB R-turn lane	No	\$3,500,000
IN6	Sinclair/Bickford Ave	Reconstruct or realign intersection, or RAB	Yes	\$2,000,000
IN7	Bickford Ave/19 th Pl (Ridge Ave)	Signal with protected NB/SB left turns. Rechannelize W leg to L-turn lane and shared thru/R, or RAB	Yes	\$1,775,000
IN8*	Bickford Ave Roundabout	NB, SB, EB R-turn lanes	No	\$16,400,000
IN9	Maple Ave/Tenth St	Mini-RAB with raised trail crossing	No	\$5,500,000
IN10*	Maple Ave/Pine Ave	Oblong RAB, sidewalk and ADA improvements	Yes	\$9,200,000
IN11	Pine Ave/Second St	Replace span wire with signal or RAB	Yes	\$4,500,000
IN12	Cypress Ave/Second St	Feasibility study for RAB	No	\$350,000
IN13*	Avenue D/Lake Ave/Bickford Ave	Porkchop and turn restrictions	No	\$70,000
OTHER AGENCY IMPROVEMENTS - SNOHOMISH COUNTY				
O1	Airport Way/Lowell Snohomish River Rd	Modify signal, convert EB R-turn to L and thru/R-turn lane	No	\$90,000
O2	S Machias Rd/Three Lakes Rd	Flying-T with WB L refuge on S leg	No	\$3,100,000
OTHER AGENCY IMPROVEMENTS - WSDOT				
O3*	SR 9/30 th St	Multilane RAB	No	\$23,625,000
O4*	SR 9/Bickford/Ridge Ave	Widen SR 9 to 2 lanes NB/SB. EB/WB as single lane	No	\$10,600,000

O5*	SR 9 SB ramp/Second St	Signal or RAB	No	\$8,500,000
O6*	SR 9 NB ramp/Second St	Signal or RAB	No	\$10,100,000
O7*	US 2 SB ramp/88 th St SE	Signal or RAB	No	\$7,700,000

* Project is identified to support future growth

Corridor and Roadway Improvements

Corridor upgrade projects include roadway widening, adding turn lanes, and installing or enhancing facilities along a segment of roadway. These projects are intended to serve both the growth in vehicular traffic and the range of non-motorized users. Four roadways and two segments were identified for upgrades and are expected to include multimodal facilities, in alignment with the City of Snohomish Complete Streets policy. Nonmotorized projects are discussed in greater detail in the next section. Planned roadway improvements over the 20-year period are in Table T-3 and discussed below.

22nd Street Connector

This project is a new two-lane roadway measuring approximately 825 feet that will connect 22nd Street to Terrace Avenue within existing right-of-way, including pedestrian and bicycle facilities.

Bickford Avenue

The Bickford Avenue corridor upgrade project will affect a segment of Bickford Avenue measuring approximately 3 miles between Sinclair Avenue to the SR 9 bridge. The project includes median landscaping, channelization improvements, ADA improvements, and new curb, gutter, and sidewalk.

Avenue A

The Avenue A corridor upgrade project will affect a segment of Avenue A measuring approximately 1½ miles between Second Street and 13th Street.

First Street/Second Street

The intersection of First Street and Second Street, near Avenue J is a safety concern due to topography and limited visibility. This project will convert this portion of First Street, from the Second Street intersection to the driveway at 1801 First Street to one-way eastbound and install a roundabout in front of the property.

SR 9 Overpass

Bickford Avenue crosses SR 9 via a two-lane bridge overpass owned by WSDOT. The bridge structure needs replacement. This project will also widen the bridge for nonmotorized use.

Midtown Corridor

The Midtown corridor is the segment of Avenue D from Sixth Street to SR 9, measuring just under a mile. A corridor study was done in 2022-2023 after adoption of the Midtown District, illustrating a general plan for the Avenue D corridor. The plan includes median landscaping, channelization improvements, ADA improvements, and new curb, gutter, and sidewalk.

Table T-3: Roadway Improvements

ID #	ROADWAY	EXTENTS	DESCRIPTION	25-30 TIP	COST EST.
RW1	22 nd Street Connector Rd	22 nd St to Terrace Ave	New 2-lane connector road	Yes	\$2,150,800
RW2	Bickford Ave Corridor	Sinclair Ave to Avenue D RAB	Median landscaping, channelization and ADA improvements, new curb/gutter/sidewalk	Yes	\$6,500,000
RW3	Avenue A Corridor	Second St to 13 th St	Traffic calming to provide bike facilities within existing pavement	Yes	\$1,900,000
RW4	Second St/Avenue J	Avenue J to City Shop	Turn restrictions at Ave J/First St/Second St. First St to one-way EB from Second St to City Shop. RAB at City Shop driveway	Yes	\$530,000
RW5	SR 9 Overpass Bridge Replacement (WSDOT)	Bickford Ave	Replace SR 9 overpass bridge and widen for nonmotorized users	No	\$28,000,000
RW6	Midtown Corridor - Avenue D	Sixth St to Ave D RAB	Per Midtown Corridor Study	No	\$34,500,000
RW7	Second St Corridor	Avenue J to Lincoln Ave	Per Second St Master Plan	Yes	\$21,030,000

New Road Connections

New roadway connections are anticipated to provide access and circulation as part of new development over the planning period. New roadway connections are primarily constructed by developers as part of new developments, particularly internal roadways serving new developments. Final locations and specifications are determined through the permitting and design review process, using the frameworks of adopted transportation policies and design standards. The Transportation Master Plan includes planned new road connections to accommodate anticipated growth (TMP Figure 3-4, 2024).

ACTIVE TRANSPORTATION

The active transportation network includes all non-motorized facilities including sidewalks and other pedestrian facilities, bicycle facilities, and recreational trails. The non-motorized network can be used for many of the same purposes as personal vehicles and transit, including commuter travel, grocery store trips, and other errands.

Non-motorized facilities include sidewalks, on-street facilities such as bicycle lanes, striped shoulders, and shared roadways, and off-street facilities such as multi-use pathways and unpaved trails. The nonmotorized system and improvement plan is on map T-4.



Avenue B sidewalks

Complete Streets

The City of Snohomish Complete Streets policy was adopted in May 2024 (Ord. 2489). It represents a shift in how the City plans and designs roads, aligning with broader community goals and seeking to create a walkable community by diversifying transportation choices. This includes safe routes to school, connecting trails between housing developments and local amenities, and incorporating bike lanes and secure bike parking into community spaces.

Through pedestrian and bicycle improvement plans, transit expansion plans, and other design guides, the Complete Streets policy outlines development elements expected for new projects based on location and zoning with the goal of facilitating street and right-of-way features that improve user safety, speed, and comfort.

Complete Streets includes transportation design, pavement management, and requirements for pedestrian and bicycle facilities, transit, freight, street lighting, right-of-way design, artwork, Low Impact Development (LID), and project prioritization. A Complete Streets checklist provides guidance to developers to consider all required policy elements. More information can be found in the adopted program.

Nonmotorized Improvements

While nonmotorized improvements may be incorporated into both intersection and roadway improvements, separate nonmotorized improvement projects have also been identified. These projects will increase accessibility and connectivity by completing missing links in the current trail, pedestrian, and bike systems, and will increase opportunities for alternative modes of transportation such as walking, biking and rolling, reducing reliance on vehicles, and promoting community health. Planned improvements over the 20-year period and beyond are in Table T-4.

Map T-4: Multimodal Improvement Plan (MMIP)

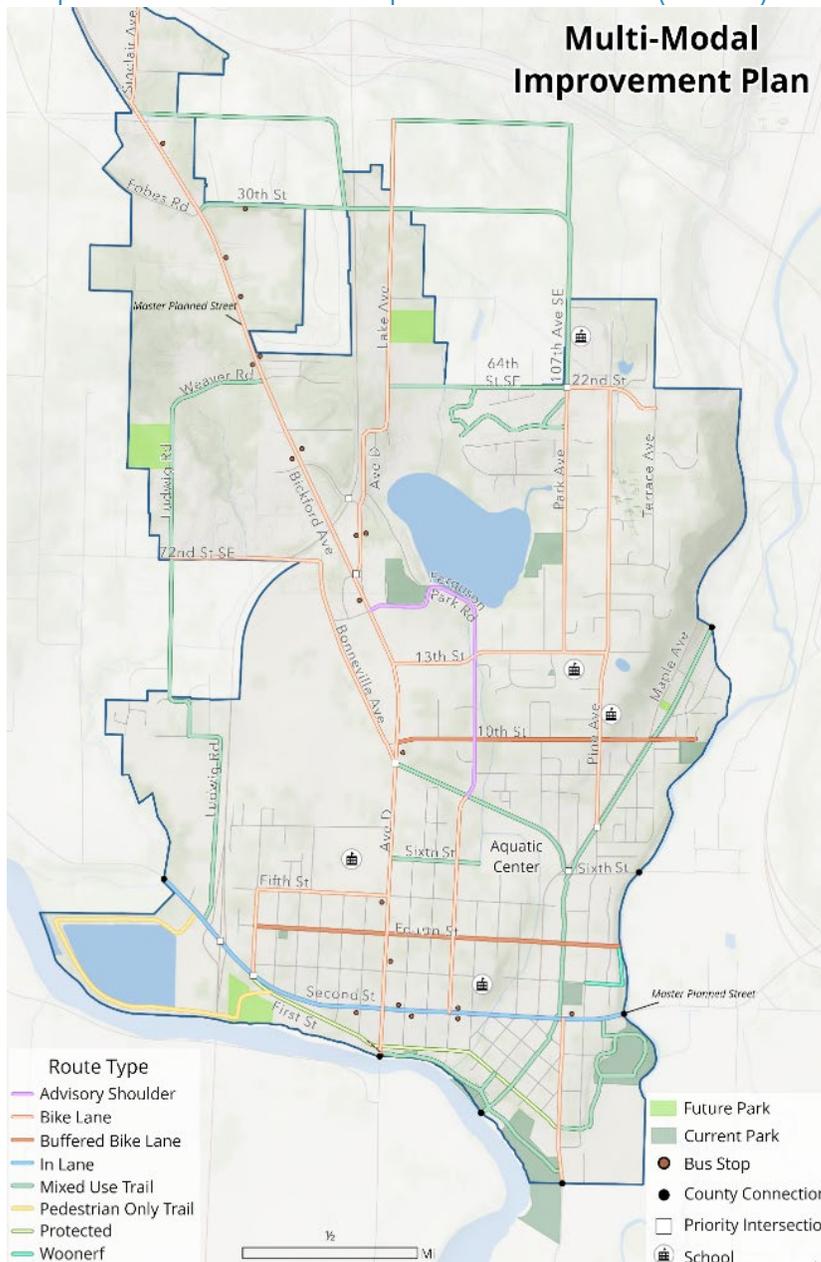


Table T-4: Nonmotorized Improvements

ID #	LOCATION	EXTENTS	DESCRIPTION	25-30 TIP	COST EST.
NM1A	First St	Ave J to Ave D	Widen sidewalk on S from trail to Ave D; widen pavement on N for parking; add ped x-ing with RRFB for parking area	Yes	\$1,700,000
NM1B	First St	Ave D to Cedar Ave	Replace streetlights, ADA improvements, bulb-out, landscaping, sidewalk repair; bike/ped friendly corridor per master planning	Yes	\$4,700,000
NM1C	First St	Cedar Ave to Lincoln Ave	Traffic calming measures to improve shared roadway	No	\$1,100,000
NM2	Centennial Trail	Between City limits	Landscaping, signage, striping, bollards, x-ing safety; maintenance enhancements (NM Connectivity Improvement Program)	Yes	\$500,000
NM3	Interurban Trail	Ave D to Maple Ave	Pave trail (NM Connectivity Improvement Program)	Yes	\$1,200,000
NM4	Lincoln Ave	City limits to Second St	Sidewalks and shared bike facilities	No	\$760,000
NM5	Avenue D	City limits to Sixth St	Traffic calming methods for bike facilities within existing pavement	No	\$1,150,000
NM6	Fourth St	Ave J to Civic Campus site (Pine Ave)	Traffic calming methods for bike facilities within existing pavement	No	\$3,500,000
NM7	Tenth St	Maple Ave to Ave D	Traffic calming methods for bike facilities within existing pavement	Yes	\$850,000
NM8	13 th St	Pine Ave to Ave D	Traffic calming methods for bike facilities within existing pavement	No	\$1,100,000
NM9	22 nd St	Pine Ave to Lake Ave	Multiuse trail on N, sidewalks on S	No	\$5,700,000
NM10	Fifth St	Ave D to Ave J	Traffic calming measures	No	\$600,000
NM11	Pine Ave	Tenth St to 22 nd St	Multiuse trail on E, sidewalk on W, traffic calming measures	No	\$6,000,000
NM12	Centennial / Interurban Trail	Maple Ave to Sixth St	Connect two trails (NM Connectivity Improvement Program)	Yes	\$300,000
NM13	30 th St	Park Ave to Bickford Ave	Multiuse trail on N, sidewalk on S	No	\$4,800,000
NM14	Sixth St	Ave D to Aquatic Center	Multiuse raised path on N, sidewalk on S	No	\$1,200,000
NM15	Ludwig Rd, south	Second St to Tenth St	Multiuse trail on E, sidewalk on W	No	\$3,800,000
NM16	Ludwig Rd, north	Tenth St to Weaver Rd	Multiuse raised path on N, sidewalk on S	No	\$6,900,000
NM17	16 th St/ Bonneville	City limits to Ave D	Bike facilities	No	\$1,000,000
NM18A	Lake Ave, north	30 th St to 34 th St	Frontage and sidewalk improvements with shared bike facilities	No	\$1,800,000
NM18B	Lake Ave, south	30 th St to Ave D	Frontage and sidewalk improvements with bike lanes	No	\$6,100,000
NM19	Ferguson Park Rd/ Ave A	Ave D to 13 th St	Striping for advisory shoulder	No	\$300,000
NM20	Park Ave, south	13 th St to 22 nd St	Multiuse trail on W from 17 th Pl to 22 nd St, sidewalk on E. Traffic calming measures 13 th St to 17 th Pl to improve shared roadway.	No	\$6,600,000
NM21	Park Ave, north	22 nd St to 30 th St	Mixed-use trail on E, sidewalk on W	No	\$3,100,000
NM22	Sinclair Ave	City limits to Bickford Ave	Shared use path	No	\$1,900,000

NM23	Fobes Rd	City limits to Bickford Ave	Shared use path	No	\$1,400,000
NM24	Weaver Rd	Ludwig Road to Bickford Ave	Shared use path	No	\$2,000,000
NM25	Avenue J	Second St to Fifth St	Shared bike facilities (NM Connectivity Improvement Program)	No	\$15,000
NM26	Sixth St	Maple Ave to City limits	Feasibility study	No	\$100,000
NM27	Pine Ave/ Second St	Second St to Fourth St	Shared bike facilities	Yes	\$15,000

Sidewalks

Along with off-street trails, sidewalks are the primary pedestrian facility within downtown Snohomish and developed areas. The pedestrian system plan contains a series of primary or secondary sidewalk routes to make a distinction between routes that are regional or extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). Sidewalks within the City of Snohomish are typically provided on both sides of the street in the downtown and adjacent neighborhoods.

On-Street Facilities

On-street facilities include bicycle lanes, striped shoulders, and shared roadways that comprise the nonmotorized 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 four to six feet wide. The City of Snohomish has a four-foot bicycle lane on 30th Street, east of Bickford Avenue.

Striped Shoulder

Striped shoulders are on the edge of the traveled way where there is a reasonable distance available for pedestrians and cyclists to travel with minor impact to motor vehicles. This facility type only includes roadways with striped shoulders greater than four feet wide. Striped shoulders with more than four feet of usable width are typically available for nonmotorized use, while narrower striped shoulders often result in nonmotorized users being forced into the other travel lanes.

Shared Roadway

Shared roadways include roadways with striped shoulders less than four feet wide, roadways without striped shoulders, and roadways with curbs. On shared roadways, nonmotorized users share the travel lane with motor vehicles. Shared roadways may include shared lane markings, or sharrows, that indicate the proper lane position for cyclists, outside the “door-zone” next to parked cars or several feet off the curb away from drainage systems. The City has sharrows on First 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 nonmotorized 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 five feet to 12 feet wide. ADA access is provided on many trails, but some may not include these features.

The Centennial, Interurban, and Riverfront Trails are the three primary multiuse trails within the City, used by both pedestrians and cyclists. The [Centennial Trail](#) is 12-foot-wide paved pathway on abandoned railroad right-of-way that extends through the eastern portion of the City and north to the Snohomish–Skagit County line. The trailhead for the Centennial Trail can be found on First Street between Maple Avenue and Willow Avenue. The [Interurban Trail](#) is another off-street facility, but is an unpaved, dirt trail that crosses east-west within the city. Access to the Interurban Trail is located at Avenue D to the west and Ford Avenue to the east. The [Riverfront Trail](#) is a 1/3-mile asphalt trail along the Snohomish River connecting Avenue D to Maple Avenue, generally parallel with First Street.



[Riverfront Trail](#); Jake Campbell, Seattle North Country

Future Network Connections

A viable active transportation network consists of connections to pedestrian generators, such as residential areas, major employers, shopping districts, parks, schools, and transit stops. Connectivity to schools, transit stops, parks, and other destinations were used to identify critical gaps in the nonmotorized network to be included in the active transportation plans, including the MMIP, as part of the Complete Streets Program.

Future Pedestrian Network

The future pedestrian system plan provides a comprehensive network of pedestrian facilities for Snohomish. The plan shows the interconnected system of on-road and off-road facilities, which include sidewalks, pathways, and shared-use trails. The system is designed to facilitate pedestrian travel to key destinations where higher pedestrian demand is expected, such as routes connecting residential areas to recreational facilities and schools, and places of employment. Trails are included in the pedestrian network to help complete the network.

The City adopted an ADA Transition Plan in December 2023 that will help improve the existing sidewalk system by adding more wheelchair ramps. The City works with neighboring property owners on sidewalk construction and maintenance. Sidewalk funding programs help maintain and improve the existing sidewalks already constructed throughout the City.

Future Bicycle Network

The bicycle system plan contains a series of primary or secondary bicycle facilities. Corridors identified as primary or secondary routes are used to make a distinction between routes that are more regional or that serve to make the second leg of the journey, respectively. The future bicycle system plan on Map T-2 provides a comprehensive network of bicycle facilities for Snohomish. The plan shows the interconnected system of on-road and off-road facilities, which include dedicated bike lanes, shared bike

facilities, and multiuse trails. The system is designed to facilitate bicycle travel to key destinations where higher nonmotorized demand is expected, such as routes connecting residential areas to recreational facilities and schools, and places of employment. Trails are included in the bicycle network to help complete the network.

TRANSIT

Community Transit provides transit service in Snohomish, with 15 bus stops and one park and ride facility in the city. Community Transit operates four bus routes providing weekday trips. There are also paratransit and vanpool groups that originate in Snohomish and travel to employment destinations in south Snohomish County and King County.

Fixed Route Service

Transit service is provided by Community Transit, which operates four routes through the City of Snohomish. Map T-5 shows where these routes are located.

- [Route 270](#): provides local rural service between the Gold Bar and Everett Stations, with limited stops in Snohomish and Monroe. There are two trips in the morning and one in the evening with a bus departing approximately once every 60 minutes during the AM service period.
- [Route 271](#): provides local rural service between the Gold Bar and Everett Stations, with limited stops in Snohomish and Monroe. There are six morning trips (three to Gold Bar and three to Everett) that stop in Snohomish with a bus departing approximately once every 60 minutes and ten evening trips (four to Gold Bar and four to Everett) that stop at Bickford Avenue/19th Street and Second Street/Pine Avenue.
- [Route 109](#): provides commuter service between Lake Stevens Transit Center and the Ash Way Park & Ride, Monday through Friday. This service provides seven trips in the morning and 11 trips in the afternoon.
- [Route 424](#): provides commuter service between the Snohomish Park & Ride and downtown Seattle, via SR 522, I-405, and SR 520. This peak-period, peak directional service provides two afternoon trips to Snohomish.

Future Transit Service

Community Transit's 2023-2028 Transit Development Plan (TDP) proposes aligning and connecting bus service with Sound Transit Link light rail stations between 2024 and 2026. The 2024 Community Transit fixed-route network plan provides improved connections between buses and light rail, expands the frequent service network to meet the adopted LOS, adjusts service to changing markets and ensures equitable access to service.

Community Transit updated the Journey 2050 Long Range Plan in December 2023. The plan provides a vision for future transit improvements in the service area including development of Route 908 which would replace the current Route 424.

The future transit network assumes aligning and connecting bus service with Sound Transit Link light rail stations by 2026. In the 2024 and Beyond network, Route 424 will be replaced by Route 908. The revised route will provide express weekday transit service between the Snohomish park & ride facility and the Bellevue Link light rail station with stops in Monroe and Woodinville.

Paratransit Service

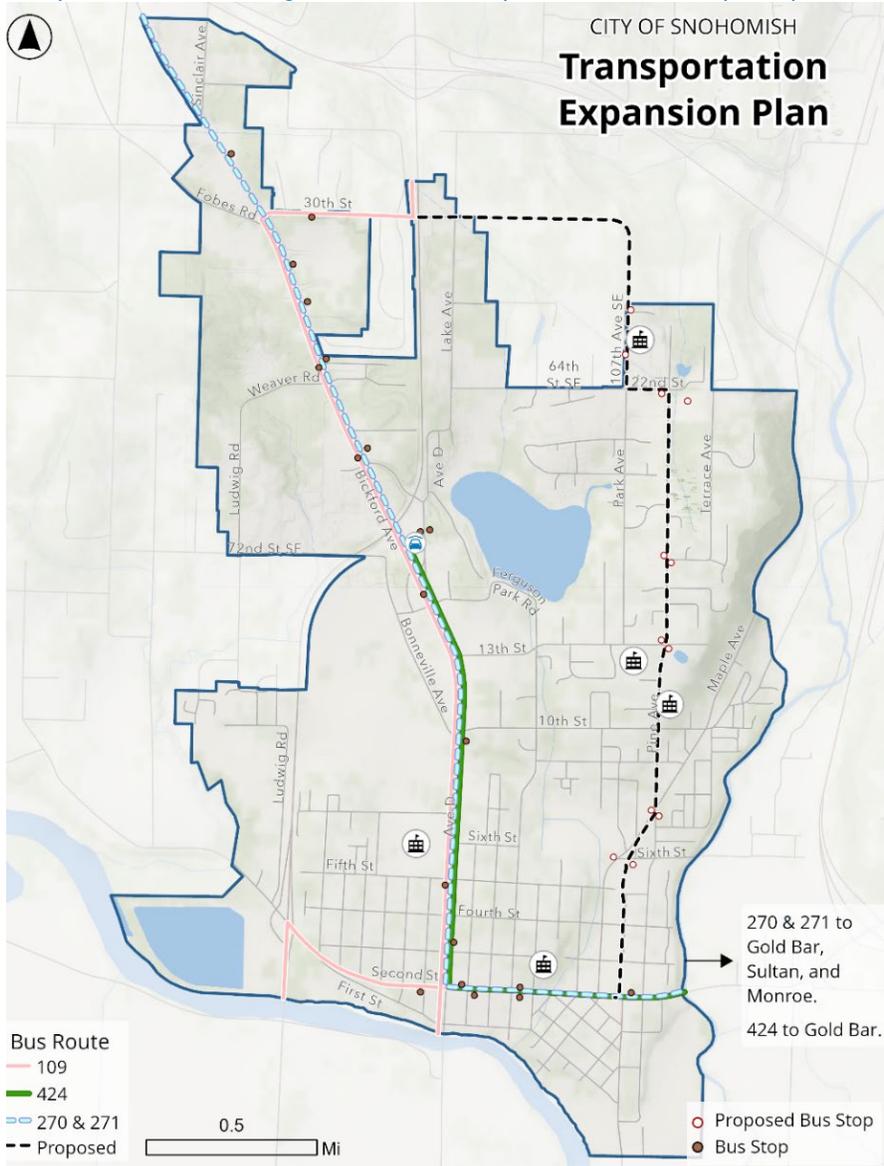
Community Transit provides paratransit services for patrons who cannot use fixed-route bus services due to disability, in accordance with ADA. This service provides curb-to-curb paratransit service within 3/4-mile of all local fixed-routes during hours of fixed-route operation. Community Transit currently provides Dial-A-Ride Transit (DART) paratransit service to registered disabled patrons in Snohomish County.

Paratransit service requirements are strongly tied to the local, all-day service network. As local service expands or contracts in geographic coverage and span, DART operations are adjusted in response. DART service is operated under contract with Senior Services of Snohomish County.

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 three to 12 riders who begin or end their trip in Snohomish County. Community Transit makes bike racks available for vans, upon request.

Map T-5: Transit System and Expansion Plan (TEP)



TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is the use of strategies to encourage travelers to maximize the efficiency of the transportation systems leading to improved mobility, reduced congestion, limited single-occupant vehicle (SOV) trips, and lower vehicle emissions. TDM strategies are shown to be a cost-effective means of meeting key policy objectives. The City of Snohomish recognizes the importance of transit and travel demand management programs as key elements of a multimodal transportation system. These programs build on regional programs and plans with some refinements to reflect the specific needs of the City. The TDM strategy is multi-pronged and will reduce both local and regional vehicle trips.

Nonmotorized Modes

Walking

The Centennial Trail currently runs through the city and connects to other locations in the region. The City is planning increased and enhanced trail improvements and a more complete sidewalk network. Zoning changes in 2022 allowed limited-scale commercial uses in residential areas, improving nearby pedestrian access to daily needs. According to the 2022 American Community Survey (ACS), approximately 3.5% of Snohomish residents walk to work.

Biking/Rolling

The Bicycle LOS map establishes a future bicycle network that considers the specific circumstances of each corridor. With the goal of moving bicycle users from one end of Snohomish to the other safely and efficiently, the plan also provides for access and mobility throughout the city. The bicycle network will be constructed as capital improvements are constructed and as development warrants LOS improvements.

Alternative Modes

Other modes of TDM have been proven effective in reducing reliance on personal and single-occupant vehicles. The alternative modes discussed below are those that are most common in Snohomish now and into the planning period.

Carpool/Vanpool

Carpooling/vanpooling is when two or more people share a vehicle for their daily commute, whether through a program established by an employer or not. The 2022 ACS estimates approximately 9% of Snohomish residents carpool to work.

Telecommuting

Telecommuting, or remote work, is becoming more common, particularly following the COVID-19 pandemic. Reliable internet access allows employees to work from their homes and avoid the daily

commute altogether. Over 11% of Snohomish residents telecommute, according to the 2022 ACS. This number is likely to grow over the planning period as technology continues to advance. The City of Snohomish supports telecommuting by working to expand the broadband network in the city, and allowing City staff a hybrid telecommuting schedule.

Transit

According to the 2022 ACS, only 1.9% of Snohomish residents take public transit to work, likely due to limited routes and frequency in the city. The future transit network assumes aligning and connecting bus service with Sound Transit Link light rail stations by 2026. In the 2024 and Beyond network, Route 424 will be replaced by Route 908. The revised route will provide express weekday transit service between the Snohomish park & ride facility and the Bellevue Link light rail station with stops in Monroe and Woodinville. The City of Snohomish supports Community Transit through projects that enhance connectivity to transit facilities. Transit objectives for Snohomish focus on multimodal connectivity to the park and ride facilities and the multiuse paths.

Microtransit

Microtransit is an on-demand, flexible transit service operated by Community Transit within a defined service area. Vehicles are smaller than traditional buses and are available when needed. The pilot was launched in 2022 in select communities. Snohomish anticipates participating in the program in the future, through an expanded pilot program or a full-scale program launch.

AIR & FREIGHT

Air Transportation

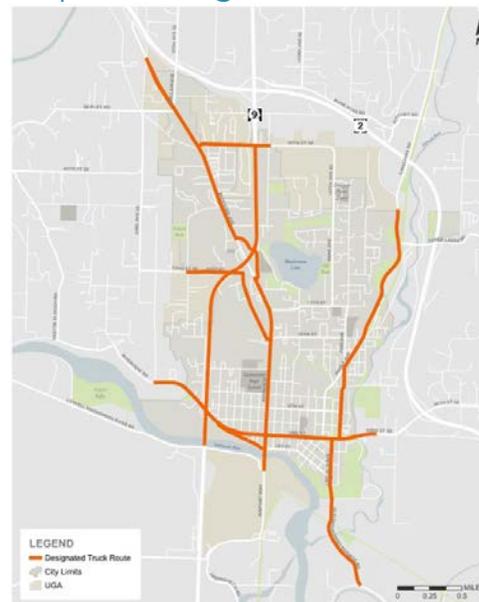
Harvey Field is a privately owned public-use airport located within the City's UGA, south of the Snohomish River. The airport maintains its own Airport Master Plan. Regional and national air travel for Snohomish is provided via Paine Field in Everett, located approximately 12 miles west of Snohomish. Regional, national, and international travel is provided by Sea-Tac International Airport, located approximately 39 miles southwest of Snohomish. There are no changes to air transportation as part of this Plan.

Freight Transportation

Freight Rail

There are no active railroad lines in the City of Snohomish. South of the City is a Burlington Northern Santa Fe (BNSF) railroad line that runs east/west. There are no changes to freight rail as part of this plan.

Map T-6: Freight Route Plan



Map T-6: 2024 Transportation Master Plan, Transpo Group

Freight Shipping

The City designates certain street segments as truck routes to limit the impact of heavy vehicles on public streets, transportation corridors, and neighborhoods (Chapter 11.12 SMC). Not all designated truck routes fall under the classifications of the Washington State Freight and Goods Transportation System (FGTS). The Freight Route Plan is on Map T-6.

LAND USE & TRANSPORTATION

Land Use Forecasts

There is a strong relationship between land use and the transportation facilities necessary to provide mobility within the community. Future land use is considered at the same time as transportation planning to ensure public investment is directed appropriately. Future land use allocations are based on anticipated changes to population and employment types and densities within city limits, the 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.

Projected Growth

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 about 35% over the 20-year planning horizon. Employment could grow by 27% over the same period. Most of the residential growth is anticipated to occur at the northern end of the city, and employment is expected in existing job centers along the Bickford/Avenue D corridor, the Pilchuck District, and downtown. The transportation system needs to be able to keep up with this anticipated growth without reducing service levels below an acceptable level.

Table T-5: Growth Projections

LAND USE TYPE	CITY				CITY/UGA			
	EXISTING	GROWTH TARGET	GROWTH COUNT	% INCREASE	EXISTING	GROWTH TARGET	GROWTH COUNT	% INCREASE
Housing	4,521	6,067	1,546	34%	5,040	6,789	1,749	35%
Employment	5,998	7,666	1,668	28%	6,266	7,971	1,705	27%

Table T-5: Snohomish County CPPs, OFM, DOR

Traffic Forecasts

Traffic forecasting uses the land use alternatives to highlight intersections or other sections of the transportation system that will become substandard under certain growth scenarios. Although the alternatives may not necessarily represent what is certain to happen in the future, they do reflect a range of scenarios that are useful for transportation planning. The travel forecasting model can estimate vehicle travel demand on the City’s transportation network by using existing and forecast land use information. The projected growth is combined with traffic counts collected in 2022 to forecast the 2044

traffic volumes and travel patterns, and to forecast future intersection operations and levels of service. This information helps the City identify where improvements will be needed based on land use plans.

2044 Baseline Evaluation

The results of the 2044 baseline model shown in Table T-5 identified transportation system improvements will be needed to safely and efficiently accommodate the city’s projected growth. Under this baseline growth scenario, most of the city’s traffic continues to travel on the Bickford/Avenue D corridor, Second Street, and SR 9. Three intersections are projected to fall below current LOS standards by 2044, identified as “Baseline” in Table T-6.

Increased Growth Alternative Scenario Analysis

As part of the Comprehensive Plan engagement process, the Snohomish community emphasized the importance of ensuring transportation infrastructure is in place before growth occurs, to reduce the impacts of congestion on quality of life within the city. With this input in mind, more intensive travel forecasts were developed as part of the 2024 Transportation Master Plan to provide a range of future conditions. This higher growth development scenario was modeled against the baseline growth scenario. The model projected additional system improvements would be needed that, should certain areas grow more quickly than anticipated, have already been identified. These are shown as the “Growth” scenario in Table T-6.

A review of the roadway system capacity for Snohomish shows that a more intensive level of growth will likely require some additional roadway connections and/or street widening to handle the increase in traffic volumes and maintain adopted LOS standards. Under this alternative scenario, an additional seven intersections would no longer meet standards. The project lists in the previous sections are intended to address these pain point intersections before they present problems for the community.

Table T-6: Traffic Operations Forecast

INTERSECTION	TYPE	SCENARIO	INTERSECTION	TYPE	SCENARIO
Sinclair/34 th /Bickford	2-way stop	Baseline	SR9/30 th	Signal	Growth
Bickford/19 th	2-way stop	Baseline	Lake/30 th	All-way stop	Growth
Maple/Tenth	All-way stop	Baseline	Pine/Maple	All-way stop	Growth
Ludwig/16 th	2-way stop	Growth	Maple/Fourth	All-way stop	Growth
Bickford/Ridge/15 th /Ave D	Roundabout	Growth	SR9/Ave D/Ridge (WSDOT)	Roundabout	Growth

Table T-6: Transpo Group

ENVIRONMENT

As the population continues to grow in Snohomish over the next two decades, it is important to consider and plan for how that growth will impact the natural environment and mitigate or reduce the impacts of the transportation system. The City has adopted policies that address housing and employment density to focus growth strategically and make the transportation systems serving that growth more efficient and accessible.

Technology Considerations

Advances in technology continue to impact the short and long-term use of the transportation system and its users. The following sections describe technologies emerging or being considered in Snohomish and the region.

Transportation System Management and Operations (TSMO)

TSMO is an integrated approach to optimize the performance of existing infrastructure by implementing multimodal, intermodal, and often cross-jurisdictional systems, services, and projects. TSMO seeks to operate the existing transportation system as safely and efficiently as possible, often maintaining or even regaining previous capacity levels and improving safety performance levels. In practice, TSMO is applied on a corridor or in a region as a series of operational strategies instead of just intersection improvements.

Electric Vehicles

As the use of electric vehicles (EVs) continues to grow within transportation systems, it becomes essential to establish accessible EV charging infrastructure. Currently, the City owns one EV charging facility on First Street west of Avenue D and plans to install EV charging at the new Public Safety and City Services Campus.

E-Bikes

E-bikes are electricity-assisted bicycles. Availability, diversity of types of e-bikes, and use of e-bikes and scooters has been increasing in recent years, removing barriers and expanding transportation options for road users. Increased use of e-bikes will likely result in the need for increased bike facilities and infrastructure.

Urban Planning Considerations

The highest household growth percentages are likely to be seen on the Bickford Avenue corridor, in the Midtown District, Pilchuck District, west of SR 9, and in the North Lake subarea, meaning that growth will be largely focused in the central and northern areas of the city.

Active transportation is an effective way to move people while minimizing harmful environmental impacts of increased traffic congestion. Nonmotorized facilities serving the Avenue D/Bickford Avenue corridor, Ludwig Road, the Pilchuck District, and the North Lake subarea as they continue to grow will help to reduce traffic demand as well as parking demand in these areas.

Mixed use development can also reduce the number of vehicle trips and ease congestion while contributing to the health of the community and the vitality of the streetscape. The Pilchuck and Midtown Districts are both envisioned as mixed-use urban neighborhoods with residential and commercial uses in walkable proximity. The Multimodal Improvement Plan and established nonmotorized LOS, in addition to the Transportation Impact Fee, will help the City ensure new development pays its proportionate share for the impact of new residents and businesses on the City's streets and nonmotorized facilities.

MAINTENANCE & PRESERVATION

Citywide programs include ongoing transportation maintenance and operations costs. This program includes an annual budget for a range of roadway repairs, pavement patching, shoulder restoration and mowing, crack sealing, sign replacements, striping, and other maintenance work. Without regular maintenance, pavement will fall into disrepair, eventually requiring more costly replacement of road sections.

General fund costs for pavement maintenance and preservation are supported by the Transportation Benefit District (TBD) sales tax revenue, established by the voters in 2011 and extended in 2021.



Fourth Street Overlay project

Other programs under the Streets budget include:

- [Sidewalk Repair Program](#) to repair/replace sidewalks and curb ramps per the ADA Transition Plan.
- [Nonmotorized Connectivity Improvement Program](#) to complete gaps and safety improvements on non-motorized facilities.
- [Traffic Signal Improvement Program](#) includes updating the existing traffic system, updating controllers, and improve signal synchronization.

FINANCE

The Growth Management Act (GMA) requires the Transportation Element to include a multi-year financing plan based on identified improvement needs in the transportation systems plan. The financing plan is the basis in developing the six-year Transportation Improvement Program (TIP). If probable funding is less than identified needs, then the transportation financing program must also include a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to assure that LOS standards will be met or adjusted.

Cost Estimates

The estimated capital cost of the Transportation Plan is approximately \$172 million (in 2024 dollars). Just under a quarter of the capital costs are associated with completion of the active transportation network. These costs include upgrading roadways to provide expanded options for pedestrians and bicyclists, in addition to installation of urban features such as crosswalks and sidewalks. Another 55% of the costs are for upgrading corridors, and approximately 22% are for intersection improvement projects.

Maintenance and operations costs were projected based on recent expenditures. Maintenance and operations costs cover general administration, roadway maintenance, street lighting, traffic signals and street signs, street sweeping, and other 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 more than \$26 million of the total \$198 million Transportation Plan cost.

Funding Analysis

The City has historically used tax revenues, developer fees, and grants to construct and maintain their transportation facilities. In 2021, City of Snohomish voters approved a ballot measure renewing the Transportation Benefit District (RCW 36.73.020) coextensive with City limits for a term of ten years. Funds from the \$.002 sales and use tax are used for resurfacing and preserving pavement on City streets, and financing improvements to intersections such as Second Street & Pine Avenue and Bickford Avenue & 19th Place, as allowed in RCW.82.14.045.

Revenue projections were estimated based on the City's 2023-2024 budget, historical revenues, and the adopted impact fee program. Based on recent historical data, it is estimated that revenues would be more than \$110 million during the 20-year period, of which slightly more than two-thirds would be dedicated for capital improvements and the remaining for maintenance and operations programs.

Of the approximately \$80 million in revenues dedicated for capital improvements, grant funding and transportation impact fees are expected to generate the majority of the total revenues. More than \$30 million in revenues dedicated for maintenance and operations programs are anticipated over 20 years.

Tax revenues

The existing tax revenues used by the City will need to be maintained as one source of revenue to fund transportation projects and programs. These revenue sources include motor vehicle fuel tax, property taxes, and other tax revenues that support the City's General Fund. Most of the General Fund allocation is anticipated to be used for maintenance and to provide matching funds for grants or to complete a portion of the improvement projects not covered by other funding sources.

Developer transportation funding

The City uses several developer-funded programs to help offset the increased traffic impacts of new development or redevelopment. These include construction of frontage improvements such as curb, gutter, and sidewalks, with or without dedication of right-of-way, and new roadways needed to serve the development. The City is also required to review the potential transportation impacts of development and define appropriate mitigation under the State Environmental Policy Act (SEPA) and GMA concurrency requirements. In addition, the City has a Transportation Impact Fee (TIF) program as allowed by GMA to help fund growth-related transportation system improvements.

Transportation Impact Fees

GMA allows agencies to develop and implement a TIF program to help fund part of the costs of transportation facilities needed to accommodate growth. Recent GMA amendments allow the inclusion of active transportation improvements in TIF project lists. This is a significant change to GMA and greatly increases the number of projects and eligible costs in the City's TIF program.

State law (RCW 82.02) requires TIF programs to be related to improvements that serve new growth; proportional to the impact of new developments; allocated for multimodal improvements that reasonably benefit new development; and spent on multimodal facilities identified in the adopted Capital Facilities Plan. The TIF program must allow developers to receive credits if they are required to construct all or a portion of system improvements to the extent that the required improvements were included in the TIF calculation. The City is in the process of updating its existing program based on the updated Transportation Plan.

Developer mitigation and other requirements

The City has adopted specific development-related requirements which will help fund the identified improvements. These include requirements for frontage improvements, mitigation of transportation impacts under SEPA, and concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include reconstructing abutting streets to meet the current design standards. These improvements can include widening of pavement, drainage improvements, and construction of curb, gutter, and sidewalks.

Several of the projects identified in the Transportation Plan could be partially funded and constructed as part of new developments. As noted above, to the extent that costs of an improvement are included in the TIF, then credits must be provided. If improvements to an abutting local street are not included in the TIF, then credits against the TIF would not be required or allowed.

The City also evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation beyond payment of the TIF. These could include impacts related to safety, traffic operations, nonmotorized travel, or other transportation issues. The needed improvements may or may not be projects identified in the Plan. If the required improvements are included in the TIF program, then the City must provide credits to the extent that the costs are included in the project list and impact fee calculations.

Grants

Over the past several years the City has had significant success in securing grants for transportation improvements. Grant funding is typically tied to specific improvement projects and distributed on a competitive basis, often with a local funding match. Due to reduced federal and state allocations, the pool of available grant funds may decrease in the future. In addition, more local agencies are pursuing grants resulting in a more competitive environment.

Forecasted Shortfall and Balancing Options

The Plan results in a shortfall of more than \$88 million, assuming the level of grants and developer commitments will be generated as estimated in the Transportation Plan. The deficit could be greater if those levels are less than forecast. The shortfall in funding will primarily affect the identified capital improvement projects during the planning period. General citywide maintenance and operations program costs are projected to balance with forecasted revenues. The need for capital improvements will largely depend on the level of growth, so the deficit will be smaller if development is less than forecast.

Options to reduce capital project funding shortfall

The City can increase funding for capital street projects using a range of revenue options. These include partnering with other agencies or additional grants as available. Alternatively, the City could delay

implementation of projects, especially lower priority improvements. Possible applications of these funding strategies are discussed below.

Delaying improvement projects

The plan includes prioritization of the improvement projects, reflecting the relative need for the project to meet the City of Snohomish's transportation system needs, including safety, circulation, operations, and pedestrian and bicycle connectivity projects. Lower priority projects are included in the Transportation Plan to illustrate the City's desired transportation system. Several of the capital improvements will become necessary when and if development occurs. These projects are somewhat unique in that the cause and effect of capital projects is directly linked to the individual development projects themselves, as compared to capital projects that become necessary due to aggregate growth within the City as a whole. Funding for these projects can be tied to impact fees and/or other City revenues generated through increased sales taxes. As developments occur in these areas the City may require project-specific facility improvements including SEPA mitigation measures, as appropriate. The City may also identify other programs or opportunities to partially or fully fund some improvements.

Additional grants and other agency funding

The transportation financing analysis estimates that the City may receive more than \$17 million in grant funding over the life of the Plan. If the City can pursue and receive grants at a higher rate, shortfalls may be less than projected.

Tax Increment Financing

Washington State allows cities to create "increment areas" that allows for the financing of public improvements within the area, including transportation projects, by using increased future revenues from local property taxes generated within the area. The specific rules and requirements are noted in the Community Revitalization Financing (CRF) Act. The Local Infrastructure Financing Tool (LIFT) program is a potential tool for the City to pursue. Under this concept the annual increases in local sales/use taxes and property taxes can be used to fund various public improvements. The City may choose to further consider these types of funding programs in the future as part of its annual budget and six-year Transportation Improvement Program (TIP) processes.

Voter Approved Bond/Tax Package

Bonds do not result in additional revenue unless coupled with a revenue generating mechanism, such as a voter approved tax. The debt service on the bonds results in increased costs which can be paid with the additional tax revenues. Although the City does not anticipate issuing bonds in the near future, it remains an option for generating additional transportation revenues to fund some of the higher cost improvement projects.

Local Improvement Districts

A local improvement district (LID) is a special assessment area established by a jurisdiction to help fund specific improvements that would benefit properties within the district. LIDs could be formed to construct sidewalks, upgrade streets, improve drainage, or other similar types of projects. A LID may be in residential, commercial, industrial areas, or combinations, depending on the needs and benefits. LIDs can be proposed by the City or by property owners and must be formed by a specific process that establishes the improvements, their costs, and assessments. The assessments are added to the property tax, which helps to spread the costs over time.

Reassessment Strategy

The financing plan in the Transportation Master Plan identifies a potential for a revenue shortfall of approximately \$88 million over the life of the Plan, however the City is committed to reassessing the transportation needs and funding sources each year as part of the six-year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short-term improvement projects and funding. To implement the Transportation Plan, the City will consider the following principals in its funding program:

- Balance improvement costs with available revenues as part of the annual six-year TIP
- Proactively 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 project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards
- Fund or require 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 SR 9 and other cross-jurisdictional roadways
- Review and update the TIF program regularly to account for the updated CIP list, revised project cost estimates, and annexations
- Consider changes in LOS standards and/or limit growth potential in the city and UGA as part of future updates to the 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 the need for alternative funding programs. Projects will be completed and priorities will shift throughout the planning period. Traffic growth and the location and intensity of land use growth in the City and UGA will be reviewed annually. The City will be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below City LOS 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, adopted August, 2024](#) is a companion document to this Transportation Element, with more detailed analyses and background information. The Plan is based on and guided by the Transportation Element goals and policies. The Plan, as adopted by the City Council, is incorporated herein by reference to support the conclusions of this Element and the list of transportation project priorities in the Capital Facilities Element.



TRANSPORTATION ELEMENT GOALS & POLICIES

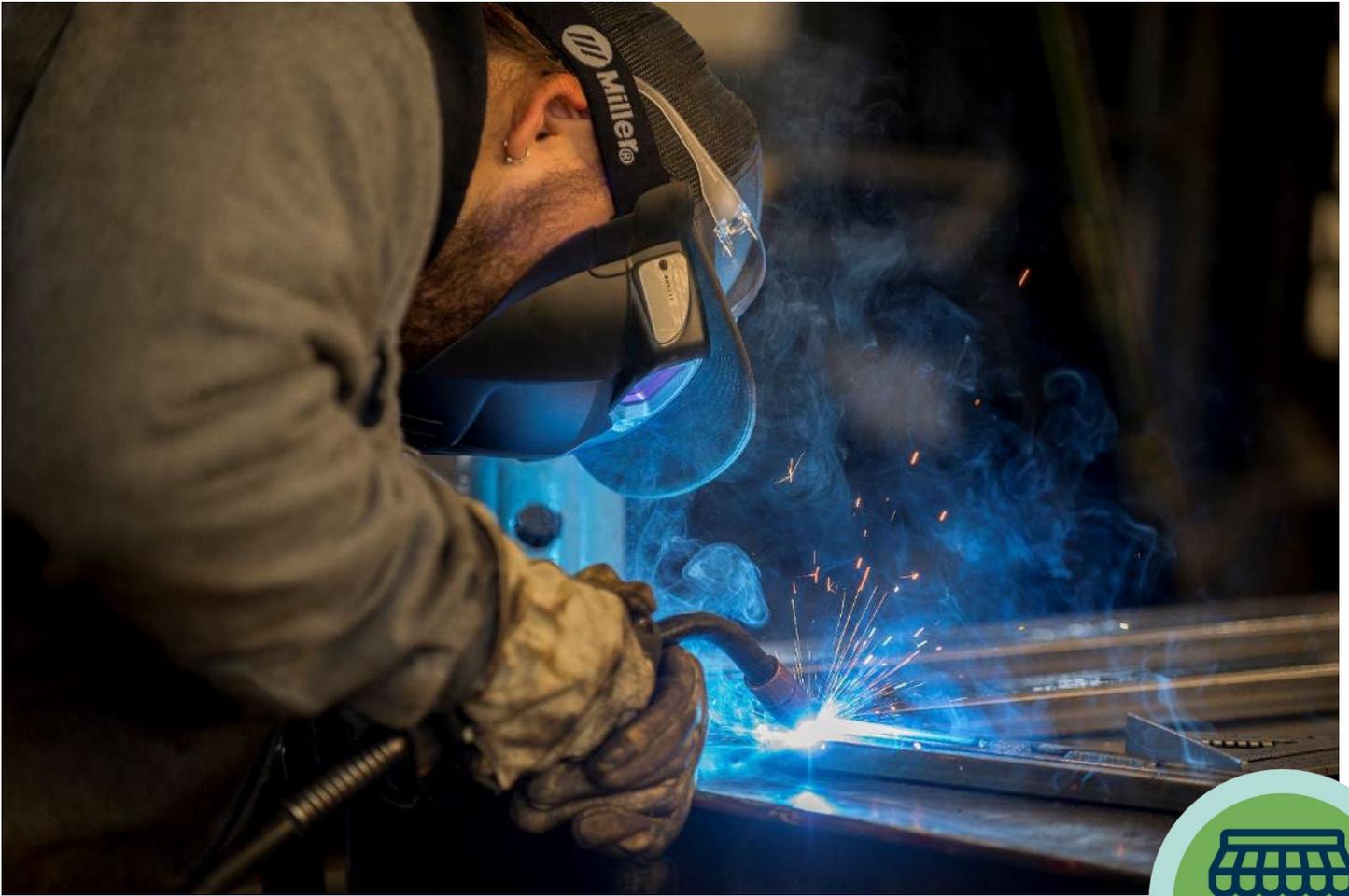
Internal Reference

T1	Provide and maintain a balanced local transportation system that supports the City's Land Use Plan and provides safe, efficient, and reliable multimodal transportation facilities.	
T1.1	Multimodal planning. Plan for multimodal transportation improvements that support the 20-year growth targets and land use plans and that are compatible with surrounding local and regional land uses.	C7.1.1, C7.3.3, F1.1, L1.1, L9.5, L11.4
T1.2	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 to move people, freight, and goods.	E5.1, L6.9, S15.1
T1.3	Transportation Demand Management (TDM). Encourage TDM programs to support commercial centers and employment areas to reduce single-occupancy vehicle (SOV) travel and reduce the need for capital improvements.	C7.3.5
T1.4	Promote walkable neighborhoods. Transportation investments should be focused to support higher-density and mixed-use development in locations that promote walking, biking, and riding public transit.	C7.2.5, H3.2, L11.5, P2.4
T1.5	Disaster preparedness. Coordinate prevention and recovery strategies and disaster response plans with regional and local agencies to protect and increase resiliency of the transportation system against major disruptions.	C5.2.1
T1.6	Level of Service (LOS) standard. Promote the optimal movement of people across a multimodal transportation network through LOS standards. <ul style="list-style-type: none"> a. Signalized intersections: LOS E* b. Multimodal facilities: LOS green c. Bicycle facilities: Based on corridor, as adopted on Bicycle LOS map d. Transit: LOS D <p>*An alternate LOS may be determined by the City for specific intersections based on a traffic analysis.</p>	F2.6
T1.7	Concurrency. Prohibit development if the transportation impact causes the LOS on local transportation facilities to decline below the standards adopted in this element or ensure that funding is programmed to construct improvements to restore LOS to adopted standards within six years of development.	F2.1, F2.4, F2.5, L6.9
T1.8	Compact urban form. Plan for land use densities and mixed-use development patterns that encourage walking, biking and transit use in designated centers and growth areas. A streetscape and landscape	C7.2.2, H4.3, L11.5

	improvement plan for the Avenue D corridor should be considered prior to the occurrence of any significant development.	
T1.9	Residential street design. Residential streets should be designed to encourage reduced speeds and provide pedestrian and bicyclist safety, comfort, and convenience.	L2.6, L4.2, L5.3
T1.10	Safe walking conditions. Coordinate with the Snohomish School District on priorities and funding for pedestrian improvements for safe and convenient walking conditions for students.	
T1.11	Monitor transportation and Land Use. Monitor the operation of the transportation system to determine whether LOS standards and concurrency requirements are being met. If concurrency cannot be demonstrated, the City shall reassess the Land Use and Transportation Elements and make modifications as necessary, or lower LOS standards.	L1.2
T2	Provide a transportation system that is consistent with the Snohomish County Countywide Planning Policies and the PSRC Vision 2050 Multicounty Planning Policies. Coordinate transportation planning with other affected agencies.	
T2.1	Regional coordination. Coordinate with PSRC, Snohomish County, and transportation service providers to consider emerging changes in transportation technologies, services, and regional mobility patterns.	E4.2
T2.2	WSDOT coordination. Support efforts to increase capacity on SR 9 and the Bickford Avenue overpass.	E4.2
T2.3	Snohomish County coordination. Work with Snohomish County to identify transportation improvements that will benefit Snohomish residents, such as County intersections near City entry points and the Avenue D bridge.	E4.2
T2.4	Regional transit. Support the continued investment, operation and expansion of county and regional public transportation systems to provide frequent and comprehensive transit service to local and regional growth centers.	C7.2.4, C10.2.2, C10.4.2
T2.5	Travel demand forecasting. Work with PSRC and Snohomish County to coordinate travel demand forecasting to identify state, regional, and local transportation system improvements deemed necessary to meet future demand as well as improve health and safety for users of all ages and abilities.	
T2.6	Community Transit coordination. Partner with Community Transit to support the expanding transit needs with the city and ensure transit infrastructure is proportionally funded and constructed as new development occurs.	
T3	Implement the Complete Streets program to provide and maintain multimodal transportation facilities to support the needs for people of all ages and abilities in Snohomish.	

T3.1	Complete Streets. Incorporate pedestrian, bicycle, and transit friendly designs into roadway improvement projects near centers and growth areas, where feasible.	C7.2.1, L6.10, P2.3
T3.2	Active transportation. Work with the community to establish an integrated and well-connected active transportation network to promote healthy lifestyles and provide alternative modes to private vehicles for commuting, as well as leisure and recreation.	C7.1.2, L6.5, L6.7, L11.4
T3.3	Increase nonmotorized trips. Increase the share of trips made by nonmotorized and transit travel modes.	C7.2.5, C7.3.3, P2.1
T3.4	Transportation equity. Racial and social equity and environmental justice will be included as key criteria in the planning, funding, and construction of transportation system improvements, programs, and services.	C6.1.1, F4.2, H1.12, H1.13
T3.5	Transportation choice. Incorporate mobility choices for people with special transportation needs, including persons with disabilities, the elderly, youth, and low-income populations.	C7.2
T3.6	Transportation for all. Identify the existing conditions and needs of the traveling public of all ages and abilities in planning, programming, design, construction, retrofit, operations, and maintenance of the City's transportation system.	C7.2, C7.2.5
T4	Support the local and regional economy with timely transportation system investments.	
T4.1	Role of transportation. Acknowledge that safe, convenient, reliable, and efficient movement of people, goods, and freight play a critical role in maintaining and growing the local and regional economies.	E5.1
T4.2	Connections to hubs. Recognize key transportation connections to inter-modal transportation hubs and facilities, such as airports, seaports, railroads, etc.	
T4.3	Coordinated transportation planning. Coordinate transportation system planning with other jurisdictions, special purpose districts, tribes, organizations, and agencies that provide major inter-modal transportation hubs and facilities.	C10.4.2
T5	Minimize environmental impacts while maximizing financial and environmental sustainability.	
T5.1	Clean technology. Promote clean transportation programs and facilities by advancing technology to reduce greenhouse gas emissions, including the installation of zero emissions vehicle (ZEV) charging stations.	C1.2.1, F3.7
T5.2	Low-impact design. Incorporate low impact development techniques in street design, including minimum pavement widths of streets, where feasible, to reduce storm water pollution and improve fish passage underneath roadways.	C8.2.1, F2.10, L11.2, P3.6
T5.3	Avoid sensitive areas. Design new roadways to avoid crossing critical areas, park areas, and significant cultural resources where reasonable	C4.2.6, L8.8, P3.2, S15.2, S15.4

	alternatives exist, with special attention focused on minimizing impacts to public health and safety.	
T6	Provide a stable, long-term financial foundation for improving the quality, effectiveness, and efficiency of the transportation system.	
T6.1	Long-term maintenance. Preserve and extend the service life and utility of transportation investments by identifying maintenance and preservation projects and programs to ensure the long-term use and safety for all travelers.	E5.1, F3.1
T6.2	Funding sources. Use grants, local taxes, impact fees, and other stable funding sources to implement capital projects identified in the City's six-year transportation improvement program.	F4.1, F4.4, H6.4
T6.3	Financial innovation. Consider new partnerships and innovative financing methods to fund and construct citywide transportation system improvements.	
T6.4	Balanced funding sources. Balance the 20-year financing plan for transportation improvements deemed necessary to serve planned growth between stable and reliable funding sources, and proportional share funding from new development.	F1.2, H6.4, L9.7, L9.8
T6.5	Coordinated funding programs. Coordinate with WSDOT, PSRC, and Snohomish County to plan and fund transportation improvements and to ensure access points on highways and major arterials in the UGA function as safely and efficiently as possible.	
T7	Maintain safety and access to aviation transportation within the City of Snohomish	
T7.1	Harvey Airfield. Recognize Harvey Field as an integral component of the transportation system.	L2.7
T7.2	Land Use compatibility. Ensure that land uses surrounding Harvey Field are compatible with active aviation operations.	L2.10
T7.3	Coordinated planning. Coordinate land use planning with Snohomish County and other surrounding communities to minimize impacts to human health, such as air quality and noise levels.	L1.3



ECONOMIC DEVELOPMENT

Prosperity through land development,
industry diversification, and business
support

POLICY FRAMEWORK

Growth Management Act

The Growth Management Act requires the economic development element to include local goals, policies, objectives, and provisions for economic growth, vitality and a high quality of life. (RCW 36.70A.070)

Regional Planning

The City's economic development efforts are also guided by policies contained in the regional policy framework of the Puget Sound Regional Council's Vision 2050 Regional Growth Strategy and the Snohomish County Countywide Planning Policies (CPPs). Vision 2050 policies promote living wage jobs, environmental and social responsibility, equity and access, enhancing art and culture, and a balance between jobs and housing. The Snohomish County CPPs add policies that encourage the growth of small and startup businesses, improving access to economic opportunity, analysis of land use and infrastructure needs, and consistency with capital and utility facilities. The policy direction of these documents is incorporated into this and other Comprehensive Plan elements as appropriate.

INTRODUCTION

With a forward-thinking and realistic approach to economic development, the City of Snohomish can foster a thriving and sustainable economy while supporting a high quality of life for current and future residents. This includes acknowledging historical inequities in economic opportunity, many of which have been worsened by COVID-19.

With an anticipated increase in population to 12,878 within City limits by 2044, plus 1,805 in the UGA, the City must allow for ample job opportunities, support existing businesses, leverage emerging industries, and retain and attract a diverse workforce. It is vital that the City focus on strategically using the limited land available and diversifying the economy to achieve a balance of industries, thus fostering economic resilience. Additionally, the City must intentionally work toward lowering barriers to economic opportunity for all residents.

It is important to note that economic development is inherently tied to other elements of the comprehensive plan, especially housing, capital facilities, and land use. Efforts and strategies aimed at improving the economic well-being and quality of life for residents require coordination across all elements of the comprehensive plan.

WORKFORCE PROFILE

Age and Gender

Over 18% of City of Snohomish residents are above the age of 65, higher than both Snohomish County and Washington State. As seen in Figure E-1, the percentage of seniors aged 65 to 84 has increased between 2010 and 2020. A higher proportion of elderly citizens could lead to a smaller workforce, reduced economic activity and consumption, and higher demand for health care - market forces that should continue to be monitored.

The number of people in the age bracket that are typically employed - age 25 to 59 - has held steady between 2010 and 2020, hovering between 50% and 47% of the City's population. The percentage of children has remained relatively stable over the past 10 years as well, with a slight decrease in children aged 10 to 19. As of 2020, children under 19 make up nearly 24% of the City's population (a decrease from 29% in 2010).

The age distribution of a population can affect consumer behavior, spending patterns, and economic growth. A city with a higher percentage of working-age individuals might experience higher economic productivity, while an aging population may have different consumption patterns.

Figure E-1: Snohomish age distribution over time

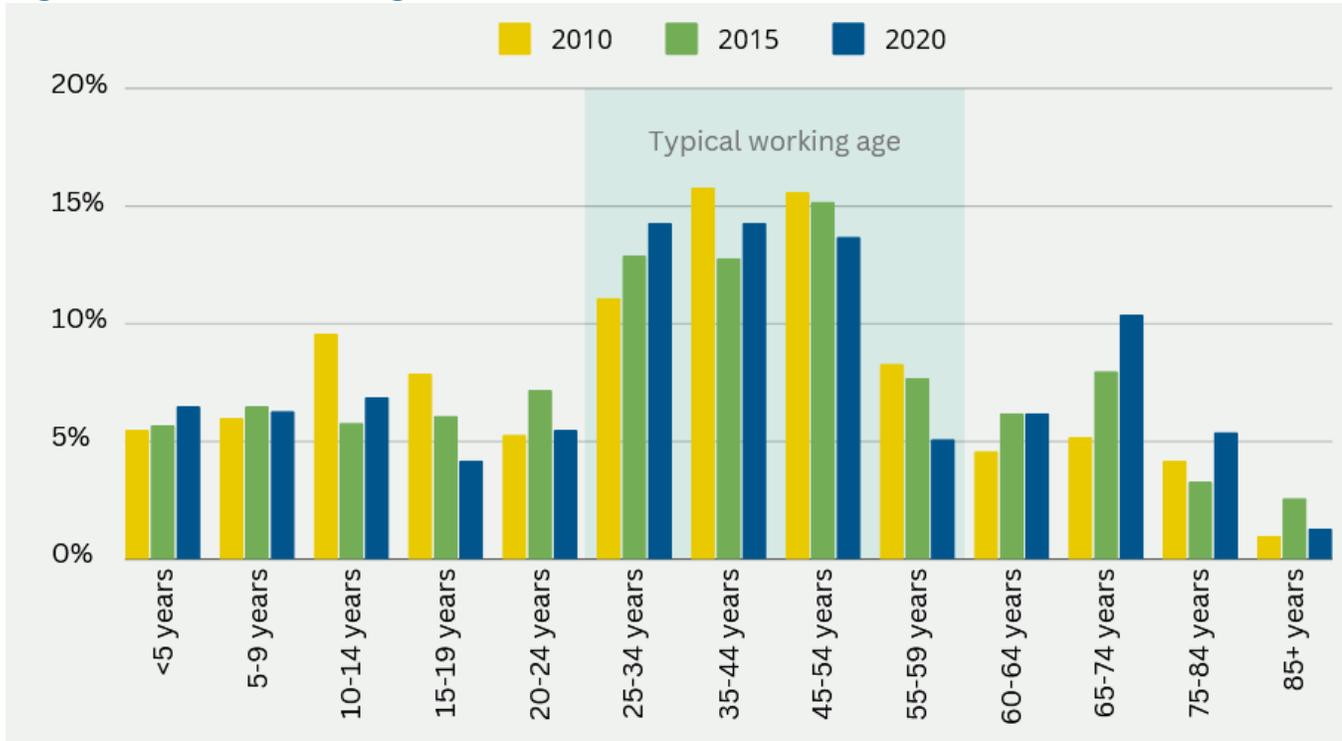


Fig. E-1: US Census Bureau DP05

Educational Attainment

Looking at educational attainment of residents over age 25 across the City of Snohomish, Snohomish County, and Washington State, there is consistency among the percentage of residents who have graduated high school – hovering around 92% of residents – as seen in Figure E-2.

The percentage of Snohomish residents who have obtained a bachelor’s degree, master’s degree, or other professional degree is lower than the County and State averages. Still, one quarter of City of Snohomish residents have a bachelor’s degree or higher and seek employment opportunities within this skill level.

Comparatively few jobs in Snohomish require a bachelor’s degree or higher, which contributes to the mismatch between residents’ employment and the job opportunities available within the City. This influences quality of life issues such as housing affordability and commute times, so the City should both identify strategies for attracting knowledge economy jobs to Snohomish and diversify housing options to provide more affordable housing opportunities to lower-wage earners. Furthermore, the City must take an active role in workforce development – especially as it concerns career and technical education.

Figure E-2: City, County, State comparison: educational attainment of residents age 25+

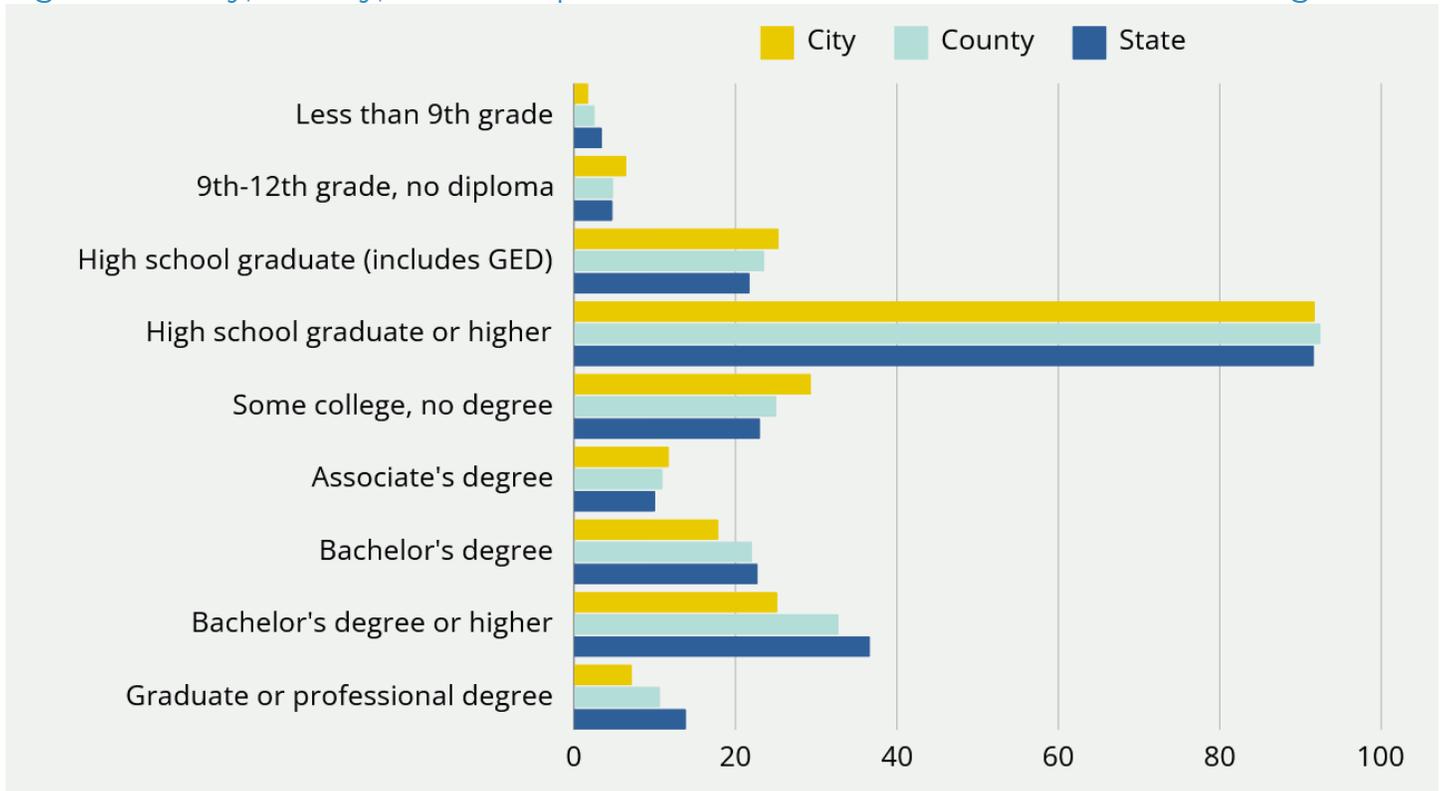


Fig. E-2: US Census Bureau S1501

Race and Ethnicity

Between 2010 and 2020, the City saw the minority population increase (Table E-1). Specifically, there was an increase in Hispanic/Latino, Black/African American, Asian, and Native Hawaiian and Other Pacific Islander residents, as well as residents of other races and those who identify as two or more races.

Table E-1: Snohomish race & ethnicity, 2010-2020

RACE/ETHNICITY	2010	2020	
WHITE, NOT HISPANIC/LATINO	85.4%	79.2%	↓
HISPANIC/LATINO	8.0%	9.9%	↑
BLACK/AFRICAN AMERICAN	0.4%	0.7%	↑
AMERICAN INDIAN AND ALASKA NATIVE	0.9%	0.6%	↓
ASIAN	2.1%	2.4%	↑
NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER	0.2%	0.5%	↑
OTHER	0.2%	0.5%	↑
TWO OR MORE RACES	2.7%	6.3%	↑

Table E-1: US Census Bureau P9

While the City is less racially/ethnically diverse than the County and State, as seen in Figure E-3, shifting demographics nevertheless require the City to better understand and accommodate the needs of minority residents. For example, efforts should be made to provide services and resources in a variety of languages.

Figure E-3: Comparison of race & ethnicity in Snohomish, Snohomish County, and state

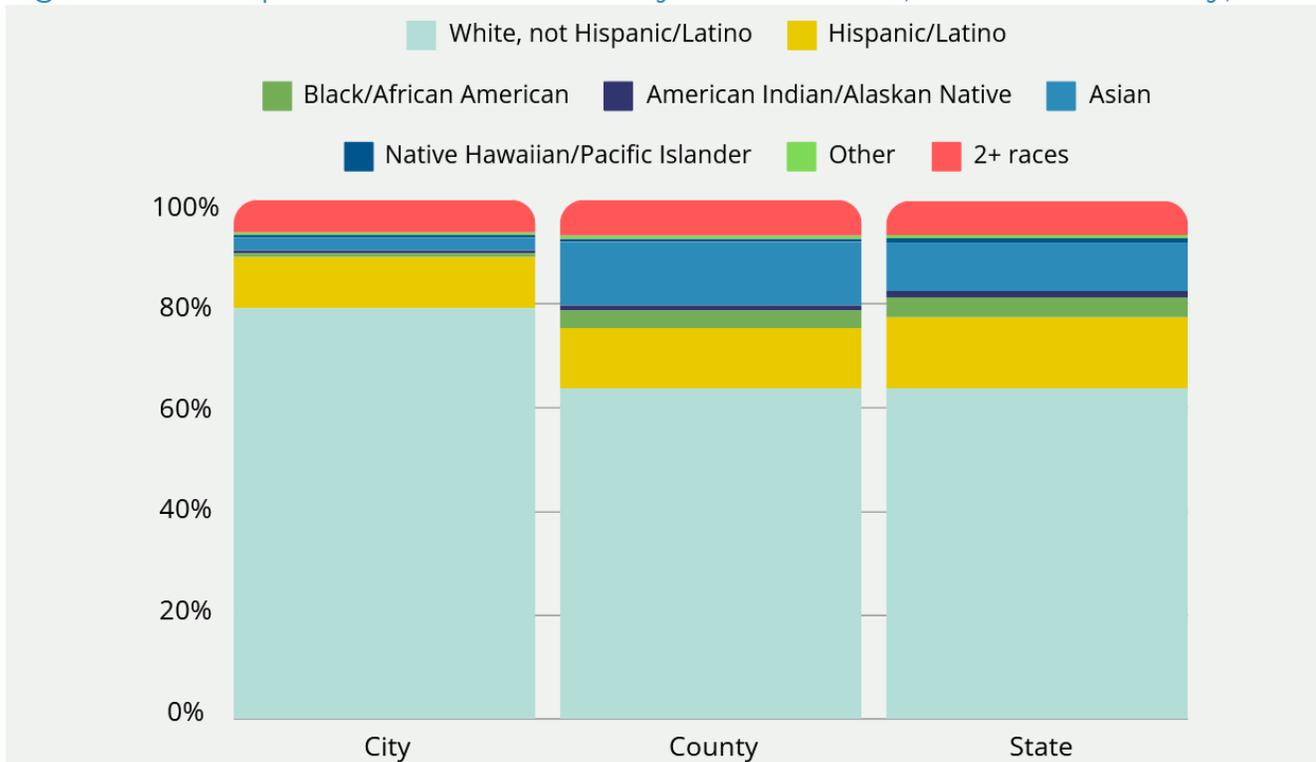


Fig. E-3: US Census Bureau P9

Resident Employment

Table E-2 shows that Snohomish had approximately 5,998 total jobs as of 2021. An estimated 92% of Snohomish’s employed residents work outside the City. Among the 5,998 jobs within the City in Table E-3, only 8% were held by Snohomish residents, with the remainder held by residents from cities and jurisdictions elsewhere in the Puget Sound region. As previously mentioned, this pattern reflects the growing disparity between wages and housing costs.

Table E-2: Inflow job counts (all jobs)

Worker	COUNT	SHARE
Employed in Snohomish	5,998	100%
Employed in Snohomish, living outside Snohomish	5,517	92%
Employed and living in Snohomish	481	8%

Table E-2: US Census Bureau OnTheMap

Table E-3: Outflow job counts (all jobs)

Resident	COUNT	SHARE
Living in Snohomish	4,926	100%
Living in Snohomish, employed outside Snohomish	4,445	90.2%
Living and employed in Snohomish	481	9.8%

Table E-3: US Census Bureau OnTheMap

Figure E-4: Workforce counts (all jobs)



Figure E-4: US Census Bureau OnTheMap

The data in Tables E-2 and E-3 are visualized in Figure E-4.

Based on the U.S. Census Bureau’s tool, OnTheMap, the largest industries in terms of the number of jobs held by workers in City of Snohomish businesses are:

- Retail Trade – 1,286 jobs (21.4%)
- Education – 1,206 jobs (20.1%)
- Accommodation and Food Services – 807 jobs (13.5%)
- Construction – 634 jobs (10.6%)
- Professional, Scientific, and Technical Services – 324 jobs (5.4%)

City of Snohomish residents work primarily in the following industries, both inside and outside of the Snohomish city limits:

- Manufacturing – 641 jobs (13.0%)
- Healthcare and Social Assistance – 618 jobs (12.5%)
- Professional, Scientific, and Technical Services – 717 jobs (11.8%)
- Construction – 502 jobs (10.2%)
- Educational Services – 519 jobs (8.5%)

Figure E-5 below compares the distribution of jobs by industry between Snohomish residents and those who work in Snohomish. Retail is the biggest industry for those working in the City of Snohomish at 21.4% of jobs, while Manufacturing is the largest industry employing Snohomish residents at 13%.

Figure E-5: Key industries of workers living in Snohomish and employed in Snohomish

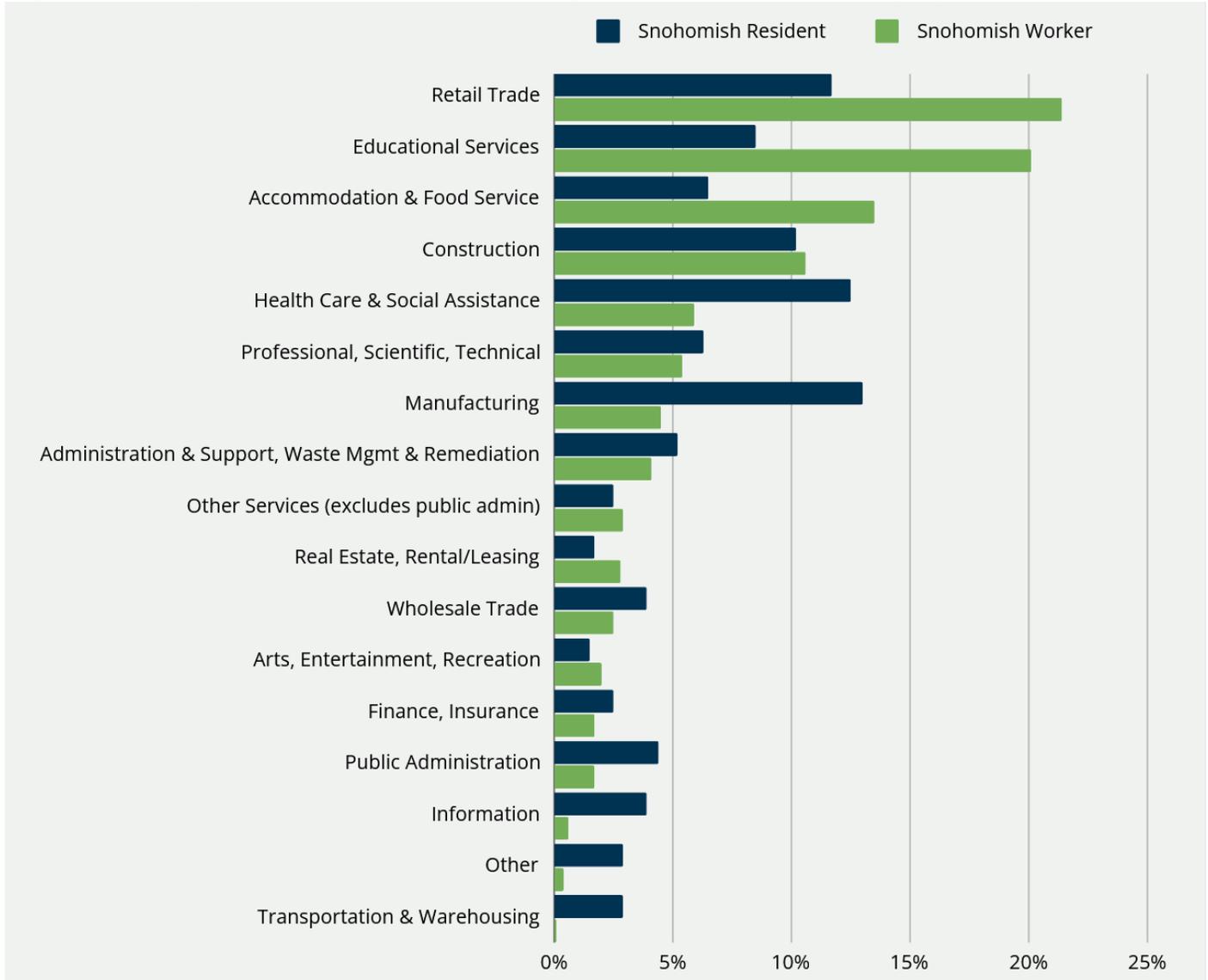


Fig. E-5: US Census Bureau OnTheMap

ECONOMIC INDICATORS

Key Regional Export Industries

Considering Snohomish's location within the Puget Sound Region, it is crucial to consider key regional export industries and their impact on the local economy. Locally oriented retail, restaurants, and services respond to consumer demand in the area, whereas export-oriented industries serve

customers globally. The City of Snohomish should work with regional economic development organizations to identify opportunities to grow more export-oriented businesses at a scale consistent with the City’s limited land availability.

According to the Puget Sound Regional Council (PSRC), key regional export industries include the following:

- Aerospace
- Information & Communication Technology
- Maritime
- Military and Defense
- Life Sciences & Global Health
- Clean Technology
- Tourism
- Transportation & Logistics
- Business Services

Key export industries of Snohomish County differ slightly from the Puget Sound industries, with Agriculture, Fisheries & Forest Products; Arts, Culture & Film; and Education making up a large part of the local economy.

Snohomish has limited land availability, high housing costs, and a mismatch between residents’ jobs and the job base within the city, creating competition for land. Therefore, the City must be strategic about zoning, land use, and development to balance industries, jobs, and residential growth. Mixed-use zoning, characterized by the integration of residential, commercial, and sometimes industrial elements within a single development or area, presents an advantageous approach to urban planning. The City should explore creative zoning solutions, such as mixing light industrial uses with residential uses, to accommodate both new industry and housing.

Taxable Sales

Figure E-6: Taxable retail sales by industries in 2022

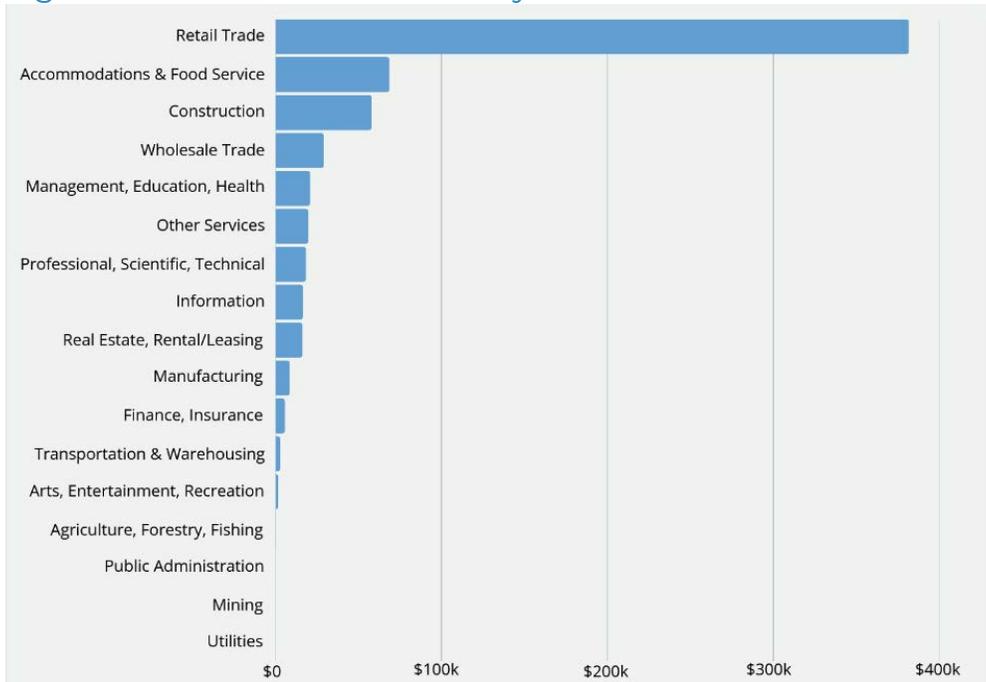


Figure E-6 shows taxable retail sales percentages by industry in 2022, highlighting that the retail trade sector is by far the largest contributor to retail sales in Snohomish at 58.8%. Accommodations & food service, as well as construction, also make meaningful contributions to taxable retail sales in the city. The breakdown of retail sales by retail trade subsector can be seen in Figure E-7.

Fig. E-6: Washington State Department of Revenue

Figure E-7: Taxable retail sales in 2022 – Retail Trade Subsectors

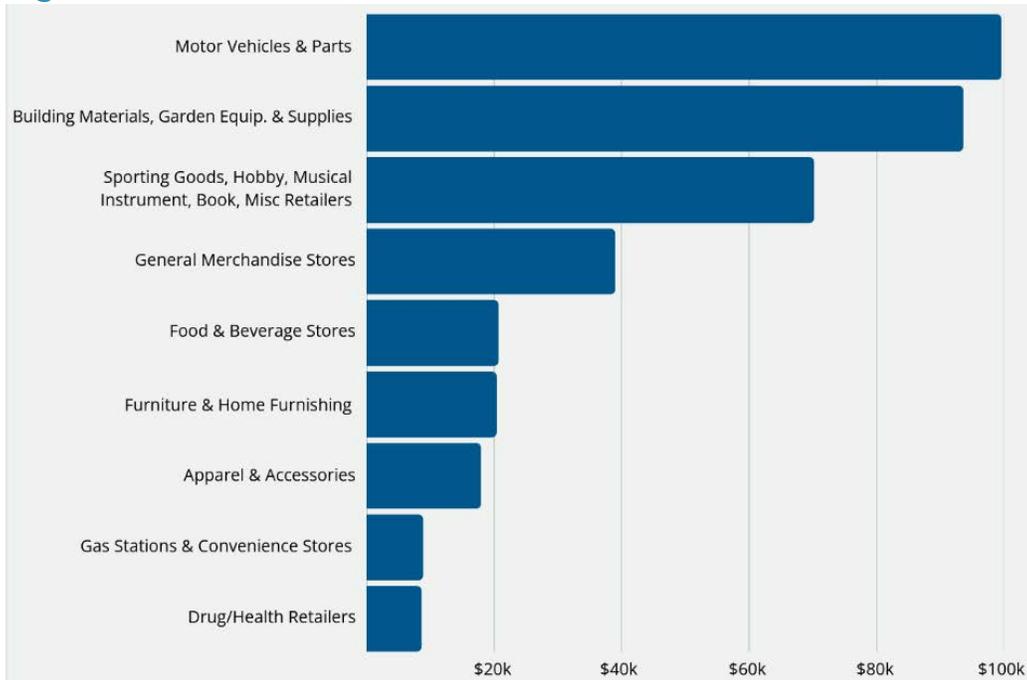
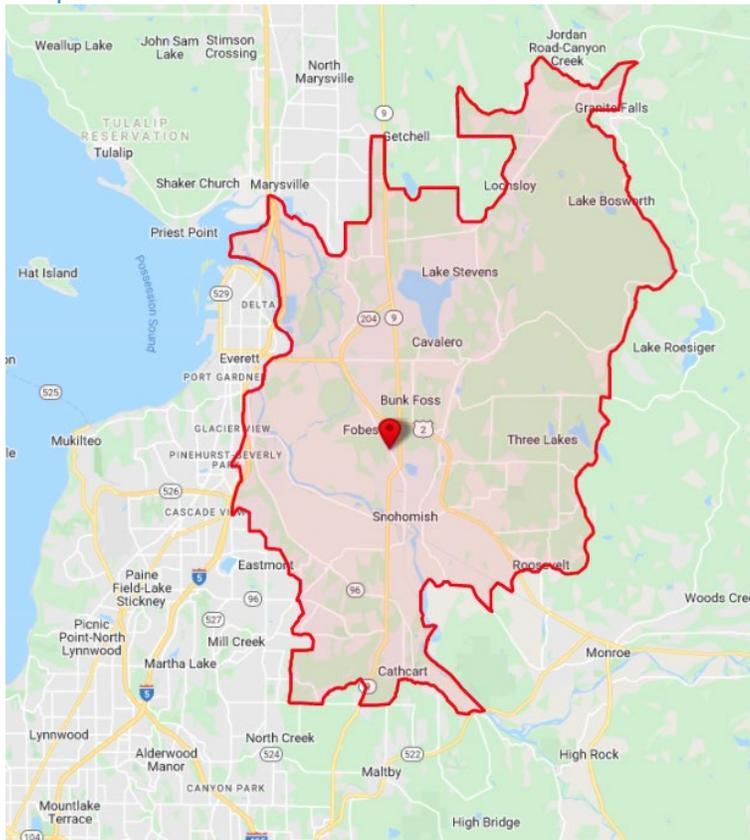


Fig. E-7: Washington State Department of Revenue

Map E-1: Snohomish Trade Area



Map E-1: Retail Strategies

Snohomish businesses benefit from a large trade area. In 2021, the municipal consulting firm Retail Strategies created a custom trade area by combining drive times, mobile data analysis, geographic boundaries, and proximity to neighboring shopping destinations. This trade area shown in Map E-1 defines a core customer base of consumers highly likely to shop and eat in the market at least once a month.

In 2021, the estimated population of this trade area was 128,291. The median household income was estimated to be \$104,300 while the average housing unit value was estimated to be \$746,187. Retail Strategies projected a 2026 population of 141,348, a 10.2% growth rate in those five years.

Employers

As of 2024, the largest overall employer in the City of Snohomish is the Snohomish School District – with over 300 full-time employees (FTEs). Large private sector employers include Fred Meyer, Home Depot, Bickford Motors, Safeway, Hops n Drops, McDonald’s, Bridges Pets, and Aero Construction. That said, most Snohomish businesses are small businesses with fewer than ten employees.

Unemployment

Figure E-8 below highlights unemployment rates in the City of Snohomish compared to the County and the State as a whole. The unemployment rate represents the number of unemployed people as a percentage of the labor force (the labor force is the sum of the employed and unemployed people). The City of Snohomish has an unemployment rate of 4.3%, which is slightly higher than the unemployment rate of Snohomish County (3%) and State of Washington (3.2%).

Figure E-8: Unemployment rate by percentage in Washington state, Snohomish County, and Snohomish

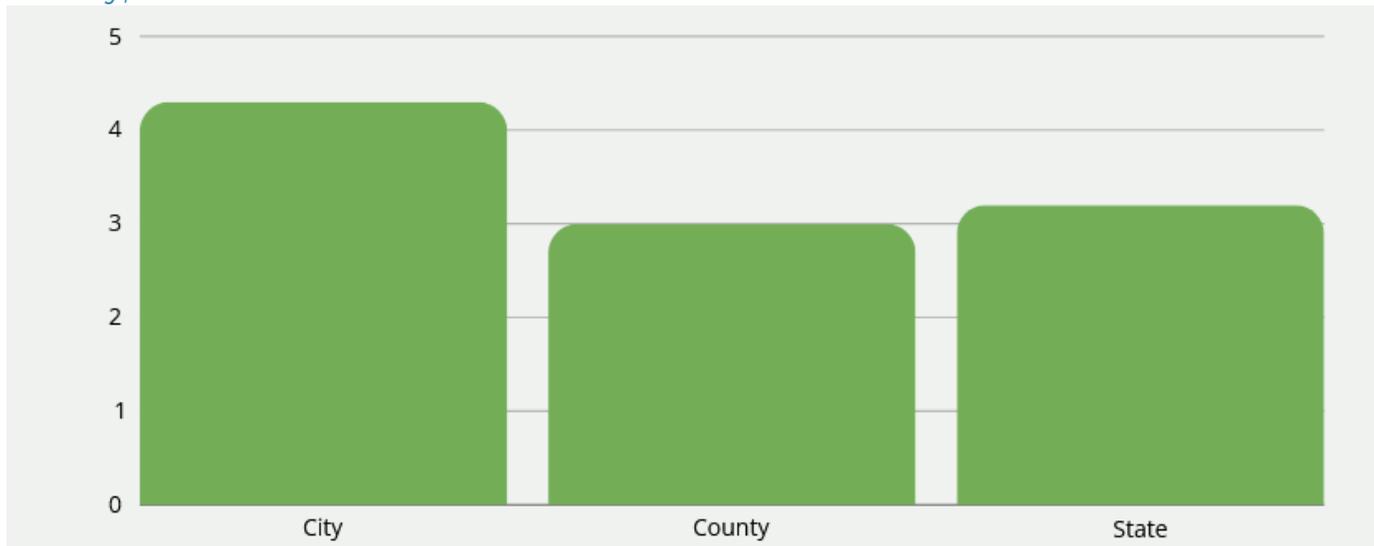


Fig. E-8: US Census Bureau DP03

Commuting Trends

As of 2021, most City of Snohomish residents commute to workplaces outside of the city, and most people who have jobs in the city live outside of it. According to U.S. Census OnTheMap data, only 8% of employed residents work in Snohomish and 92% percent of residents work elsewhere. Compared to other nearby cities, only Mill Creek has a lower percentage of the daily commute represented by those who live and work within the City. As noted previously, this is due to the mismatch between residents’ industries of employment and the jobs that are available in the city.

As illustrated in Figure E-9, according to the 2022 US Census, 73.5% of employed Snohomish residents drive alone to work using a car, truck, or van, indicating a significant reliance on personal vehicles for commuting. The City of Snohomish is not well served by public transportation and does not currently have infrastructure that supports people of all abilities and ages in walking or biking to work or other

daily needs. These factors may cause residents to rely on personal vehicles. The fact that many residents must travel outside the city to reach their jobs also results in a reliance on driving.

Figure E-9: Means of transportation to work by percentage of Snohomish residents

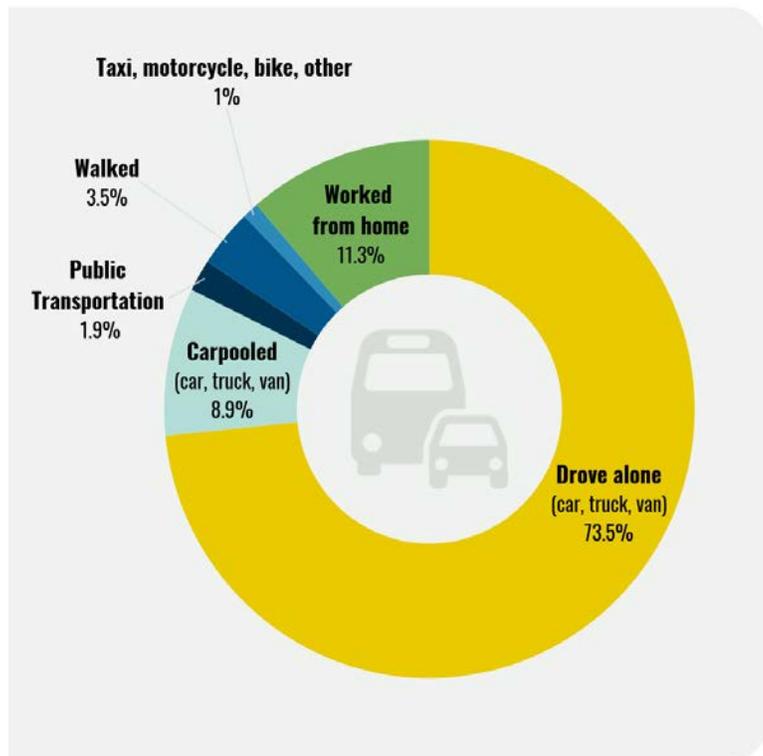


Fig. E-9: US Census Bureau B08124

Carpooling, meaning sharing rides with others, can help reduce traffic congestion and lower individual transportation costs; 8.9% of individuals use this option, which is on par with nationwide trends. The use of public transportation for commuting is very low; only 1.9% of Snohomish residents commute to work by public transit and only 1% of residents use taxicab, motorcycle, bicycle, or other means. A significant portion of Snohomish's employed residents work from home at 11.3%, which reflects the high proportion of home-based businesses in the city and may also be indicative of shifting work patterns due to the COVID-19 pandemic.

Housing

Economic development relies on having an adequate supply of diverse housing options to accommodate a growing workforce. As covered in the Housing Element, Snohomish had an estimated 4,521 housing units in 2023 (55% owners and 45% renters), according to the Washington State Office of Financial Management (OFM). The jobs-to-housing ratio in Snohomish is approximately 1.4, as there are about 5,900 jobs in the city. While this may appear to be a healthy balance, the ratio typically assumes a higher proportion of people are living and working in the same city. This is not the case in Snohomish.

As discussed in the Housing Element, the Snohomish County Housing Characteristics and Needs (HO-5) Report translates the City's anticipated population growth to 1,546 new housing units by 2044. Meeting the housing demand generated by population growth is essential for sustaining economic momentum and ensuring that Snohomish remains an attractive place to live and work. It is important to address this issue, as the more expensive housing becomes, the less accessible it is for the local workforce, thus reducing the City's resilience, diversity and social capital, accessibility, and quality of life. Failure to address this demand adequately could hinder economic growth and limit the City's competitiveness.

The City of Snohomish faces a challenge in the anticipated population growth coupled with the projected need for additional housing units. The City has an opportunity to strategically utilize the limited land available and encourage development that satisfies both the need for housing and the need for diverse economic growth. By leveraging zoning that supports the goals and policies across the economic, land use, and housing elements of the comprehensive plan, the City can set itself up for success. The City can strive to create straightforward development regulations and processes that provide predictability for developers and businesses to invest in the City, leverage mixed use zoning to accommodate both residential and commercial uses, and make the best use of the land in the Northern Urban Growth Area (UGA). In addition, the housing sector itself can be a contributor to economic growth, generating jobs, income, and tax revenue through construction, real estate transactions, property management, and more.

LAND USE & CAPACITY

Land Use Profile

The City of Snohomish is approximately 2,571 acres in size. Currently, the City has four main land use designations: Residential, Commercial, Industrial, and Public. More information on these designations and their corresponding zoning districts can be found in the Land Use Element.

Special Districts

The City has two Special Districts where development regulations or permitting processes are distinct from other zoning districts. They are the Historic District and the Pilchuck District. The Historic District is an overlay area and the Pilchuck District is a planned action subarea.

Historic District

The Historic District is a Special Zone Overlay that modifies development regulations of the underlying zone for historic preservation purposes. It is a federally recognized historic district that is preserved to enhance the historic character and vitality of the area. The Historic District contains a range of zoning designations but is primarily focused on the Historic Business District (HBD) zone. The HBD is intended to accommodate a variety of land uses, providing a broad range of pedestrian-oriented services and goods, specialty shops, entertainment, and other activities. As a mixed-use zone, housing and commercial enterprises can be found on the same

Map E-2: Historic District



site and within the same building. The Historic District serves as a regional commercial and tourism destination.

Pilchuck District

The Pilchuck District is a categorized State Environmental Policy Act (SEPA) planned action. The planned action Environmental Impact Statement allows for projects within the Pilchuck District to qualify for a more streamlined permitting process. The Pilchuck District aims to foster a distinctive, desirable, and walkable land use region for the City, encouraging investment in existing land uses and redevelopment and promoting increased property values.

The Pilchuck District has subzones for Single Family, Townhouses, the Pilchuck Center, and the Pilchuck Civic area. There is a mix of both commercial and residential housing opportunities within the Pilchuck District. This unique quality to the Pilchuck District is important to consider as it continues to develop, including options for a mix of residential use and commercial activity to maximize the potential of this area. Since implementation, the Pilchuck District has not seen the level of development that was initially envisioned. This is partly attributed to the economic downturn of 2008 but may also point to issues with the development regulations.



Commercial Zones

The City of Snohomish's Commercial Land Use designation is intended to help develop thriving commercial areas that are safe, attractive, and convenient to access. In addition to the Special Zones discussed above, the commercial zones include Business Park, Commercial, and the Midtown District. Concentrations of retail and service uses can be found along these commercial corridors. The Business Park zone is the largest of the commercial designations by land area, but development is challenged by wetlands.

Available Lands

The City has limited land availability which requires strategic zoning, land use, and development to accommodate industries and growth. The City uses the methodology provided by the Snohomish County Buildable Lands Report, most recently updated in 2021. The Buildable Lands Report identifies the potential for growth and capacity countywide at the parcel level. Parcels that are identified as buildable are classified as "vacant", "partially used", and "redevelopable", based on factors such as the assessed value of the land and improvements, market forces in the area, infrastructure availability,

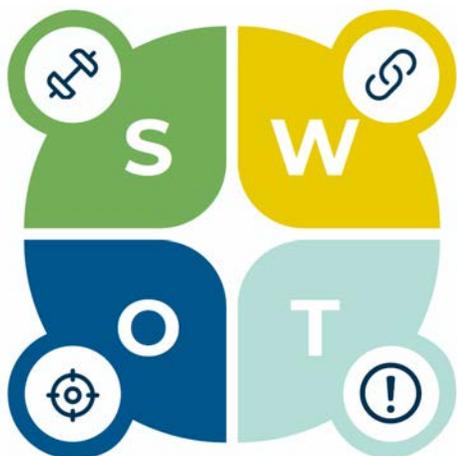
and encumbrances that would reduce development potential. Currently, just over 30% of the land in Snohomish city limits is considered buildable.

Opportunities for buildable lands across the City of Snohomish are scattered among the different zones, with the highest concentrations found in the Business Park zone and the Pilchuck District. The adjacent Urban Growth Areas (UGAs) are also characterized by their potential for new development. These areas are not included in the City's analysis of buildable lands until their annexation. The City's 2024 Land Capacity Analysis, discussed in greater detail in the Land Use Element, shows the greatest employment capacity is available in the Business Park, Midtown, and Pilchuck Districts.

Employment Growth Target

The Countywide Planning Policies identify an employment target of 7,666 jobs in Snohomish by 2044 and 305 jobs in the Snohomish UGA. This represents an increase of approximately 1,700 new jobs in city limits. According to the Land Capacity Analysis, there is sufficient capacity to accommodate the City's employment allocation without any significant changes to zoning or land use regulations.

SWOT ANALYSIS



By assessing the strengths, weaknesses, opportunities, and threats that shape the Snohomish community, the City strives to build a future that embraces innovation, diversity, and sustainability. Analysis of these key elements provides strategic insight for future planning.

By leveraging strengths, addressing weaknesses and threats, and seizing new opportunities, the City can navigate challenges and create a thriving, resilient city for the planning period and generations to come.



Strengths

- Snohomish has a well-defined sense of place that is highly valued by residents, businesses, visitors, and newcomers.
- The City's economy has a firm base in retail trade and education industries (21.4% and 20.1% of the jobs held by workers in the City, respectively).
- Retail businesses and services have access to a large trade area from which to draw customers.
- The Historic Business District is a Parking & Business Improvement Area, which generates funding for neighborhood improvements.

- Snohomish has proximity to Snohomish Valley agritourism and special events.
- There are active business associations and nonprofits, such as the Snohomish Chamber of Commerce, Historic Downtown Snohomish Association, Snohomish Wedding Guild, and Snohomish Art Community.
- Quality public schools and productive career and technical education programming.
- Internet is readily available, including fiber, cable, DSL, satellite, and fixed wireless.
- There is a dedicated City staff position for economic development.



Weaknesses

- The City has limited land availability which requires strategic zoning, land use, and development to accommodate industries and growth.
- Residents rely on driving alone to meet their daily needs due to a lack of public transportation connectivity and active transportation infrastructure. This also results in traffic congestion, which can stifle movement of goods and services and deter tourism.
- On average, Snohomish residents are slightly less educated than the Snohomish County average.
- The unemployment rate is slightly higher than the Snohomish County average.
- There is limited technical assistance for businesses in Snohomish and the immediate surrounding area.
- The Pilchuck District's complex code and zoning structure poses barriers for new development.
- Lack of parking management strategies in the downtown area results in stakeholder frustration regarding parking challenges.
- The City lacks healthcare facilities, particularly emergency room services, which means 1) residents must travel for advanced medical care and 2) residents employed in the healthcare industry lack job opportunities in town.
- Lack of community colleges, post-secondary options, or technical institutions within the city limits means the City misses out on providing career-oriented training and advanced education locally.
- The City leans heavily on sales tax revenues, which could threaten the City's financial health in the event of an economic downturn.
- The City's location outside the Interstate 5 corridor limits interest from major industries.
- Economic development programming has not historically benefited the most disadvantaged members of the community.
- Staff has limited capacity to address the full range of economic development needs in the community.



Opportunities

- Diversifying the job industries in the city.
- Expanding commercial land uses to more zoning designations.
- Additional commercial development in the Northern UGA, especially the North Corner subarea.

- Improving parking, traffic flow, multimodal transportation, and pedestrian accessibility in the Historic Business District.
- Investing in multimodal infrastructure and partnering with Community Transit to expand transit access.
- Providing business intelligence insights for businesses, property owners, and event organizers.
- Acknowledging and supporting housing development as economic development.
- Periodically evaluating development regulations and processes to ensure predictability and relevance.
- Reevaluating the Pilchuck District code to identify and remove barriers to development.
- Further developing relationships with workforce development organizations and tertiary education providers.
- Tapping into existing entrepreneurial support networks and establishing appropriate small business development programming.
- Support local businesses' efforts to convert to carbon-neutral and renewable energy infrastructure.
- Improving climate adaptation and emergency preparedness for economic resilience.
- Expanding coordination with county-level and regional economic development organizations.
- Supporting and encouraging emerging industries and industry clusters.



Threats

- There is a misalignment between job opportunities in Snohomish and the industries that Snohomish residents work in, and this problem may only worsen as housing costs continue to outpace wages.
- The City has an aging population; a higher proportion of elderly citizens could lead to a smaller workforce, reduced economic activity and consumption, and higher demand for healthcare services not currently provided within the community.
- Communities with more industrial land area are better prepared for significant industrial investment and growth.
- Commercial development may be limited by the presence of wetlands in the Bickford Avenue commercial corridor.
- Failure to adequately address the growing demand for housing could hinder economic growth, increase the number of cost burdened households, and limit the City's competitiveness.
- The reliance on retail sales tax revenue can make the city less resilient in an economic downturn.
- Climate change and natural disasters can threaten critical infrastructure and economic activity.
- The Historic Business District's location on the Snohomish River makes it susceptible to flooding events.

ECONOMIC DEVELOPMENT ELEMENT GOALS & POLICIES



Internal Reference

E1	Grow and diversify the industry base, job base, and workforce in Snohomish.	L1.1
E1.1	Family living wage jobs. Target a balance of industries and occupations that generate family living wage jobs.	
E1.2	Regional industries. Identify opportunities to grow businesses within key regional industries at a scale consistent with the City's commercial land capacity.	
E1.3	Diverse economy. Identify opportunities to grow businesses in a variety of industries to diversify the economy, diversify the job opportunities for residents, and improve economic resilience.	
E1.4	Retail and services. Promote the city as a retail and service center and provide businesses with relevant data that helps them better understand their market and trade area. Identify and fill opportunity gaps through retail service recruitment.	
E1.5	Small business development. Establish business development, support, and technical assistance programs to help businesses start and scale in Snohomish.	
E1.6	Workforce development. Be an active partner in workforce development at local and regional levels and seek opportunities to collaborate with education providers on innovative programs to address shifting workforce needs.	C3.1.1
E1.7	Online presence. Develop an economic development brand for informational, educational, and marketing purposes, and maintain an active online presence.	
E1.8	Economic development toolkit. Assess the feasibility of implementing new tools for economic development, especially financing mechanisms, as they become available.	
E1.9	Internships. Provide internships and experiential learning opportunities to students and recent graduates.	
E1.10	Economic opportunity. Identify and work to reduce barriers to economic opportunity through inclusive and accessible economic development programming.	
E2	Encourage tourism through the promotion of Snohomish as a year-round visitor destination.	
E2.1	Snohomish County tourism. Actively engage in county-level tourism marketing efforts and maximize the utility of the Snohomish microsite.	S19.2
E2.2	Grant funding. Seek funding opportunities for tourism projects and connect local organizations with funding opportunities as appropriate.	F4.4

E2.3	Lodging Tax Advisory Committee (LTAC). Continue to refine LTAC's process for reviewing and recommending Lodging Tax Grant Program funding awards.	
E2.4	Lodging options. Ensure that the Snohomish Municipal Code allows a variety of lodging options.	
E2.5	Recreation. Maintain, expand, and promote park, trail, and recreational opportunities, as described in the Parks Element, as amenities to attract new residents and businesses.	C4.3.5, L8.2, P1.1, P2.2
E2.6	River orientation. Identify opportunities for environmentally sensitive tourism and responsible recreation opportunities along the Snohomish and Pilchuck Rivers.	L2.6, L12.2, P4.4, S13.1, S13.12, S14.8, S15.9
E2.7	Arts and culture. Encourage the development of arts and culture programming to support the creative economy and ensure film-readiness by adhering to best practices for motion picture permitting.	L2.6
E2.8	Creative District. Evaluate the feasibility of seeking the Washington State Arts Commission's "Creative District" designation.	L1.6
E3	Ensure land use and development regulations provide opportunity for economic growth.	
E3.1	Adequate land. Make the best use of Snohomish's limited land, ensuring an adequate supply of appropriately zoned areas for mixed and commercial uses, especially those that align with key regional industries.	L5.5, L6.1, H4.3
E3.2	Land use regulations. Balance the community benefits of development regulations with the cost of compliance, and regularly re-evaluate regulations to ensure they are responsive to market conditions and not unduly burdensome to business development.	L1.2
E3.3	Historic preservation. Preserve the architectural integrity of the historic district while promoting adaptive reuse of historic buildings.	L2.5, L2.6, L6.3, L10.3, S12.9, S16.2
E3.4	Community character. Work with businesses and property owners to explore opportunities for distinct visual branding in business districts for purposes such as design standards, wayfinding, etc.	L2.6, L3.2, P8.5
E3.5	Parking and transportation. Ensure an adequate supply of efficiently regulated parking while also encouraging multimodal transportation, especially in the historic business district.	L6.3, L6.9
E3.6	Development trends. Monitor development trends and the effects of land use regulations on economic development opportunities.	L1.2, H6.5
E4	Build and strengthen partnerships between the City and other stakeholders in economic development.	
E4.1	Local partnerships. Partner with local businesses, business associations, nonprofits, and educational institutions to promote the interests of the City's business community and build capacity across organizations.	P7.1, T2.1, T2.2
E4.2	Regional partnerships. Partner with neighboring communities and organizations at the county, regional, and state levels to promote the	P7.1, T2.1, T2.2, T2.3

	interests of the City's business community and exchange information and resources.	
E4.3	Promotions. Provide support for local businesses and industries interested in working collectively on promotional efforts.	
E4.4	Economic Development Advisory Board (EDAB). Closely consult with EDAB members regarding economic development policies, procedures, and programming. Encourage members to provide comments on matters in front of the City Council and other boards and commissions as appropriate.	
E5	Foster a high quality of life that attracts and retains new residents and businesses alike.	
E5.1	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.	F1.1, F3.1, F3.2, T1.2, T4.1, T6.1
E5.2	Education. Support efforts by the Snohomish School District and tertiary educational institutions to maintain high quality educational opportunities in the community.	
E5.3	Volunteerism. Encourage opportunities for civic involvement by residents, business owners, and employees to foster a sense of ownership and membership in the community.	L2.6, P8.3
E5.4	Special districts. Educate businesses about special districts such as local or business improvement districts to manage and finance revitalization efforts.	L2.4
E5.5	Jobs to housing balance. Work to both increase housing options affordable to the Snohomish workforce while also growing the industries in which Snohomish residents work to reduce reliance on commuting.	L4.6, L5.6, H1.1, H3.5
E5.6	Community healthcare. Encourage the creation of more healthcare facilities within city limits to support the needs of residents, especially aging and vulnerable populations.	
E5.7	Caregiving. Investigate and address barriers to the availability and affordability of caregiving services, including childcare in Snohomish.	
E5.8	Sustainability. Encourage businesses to adopt sustainable business practices and provide education around the benefits of a circular economy or shared economy.	C3.1.3
E5.9	Live-work. Minimize regulatory barriers to low-climate-impact businesses such as home-based businesses and live-work units.	C3.1.4, C7.3.5, L4.7, H3.4
E5.10	Belonging. Ensure that Snohomish is a welcoming community that attracts and retains residents and businesses from diverse backgrounds.	C6.1.1, L2.6, L12.1, P1.3, P6.5



SHORELINE

Protection and preservation of the City's
shorelines for future enjoyment

POLICY FRAMEWORK

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 requirement of the SMA are:

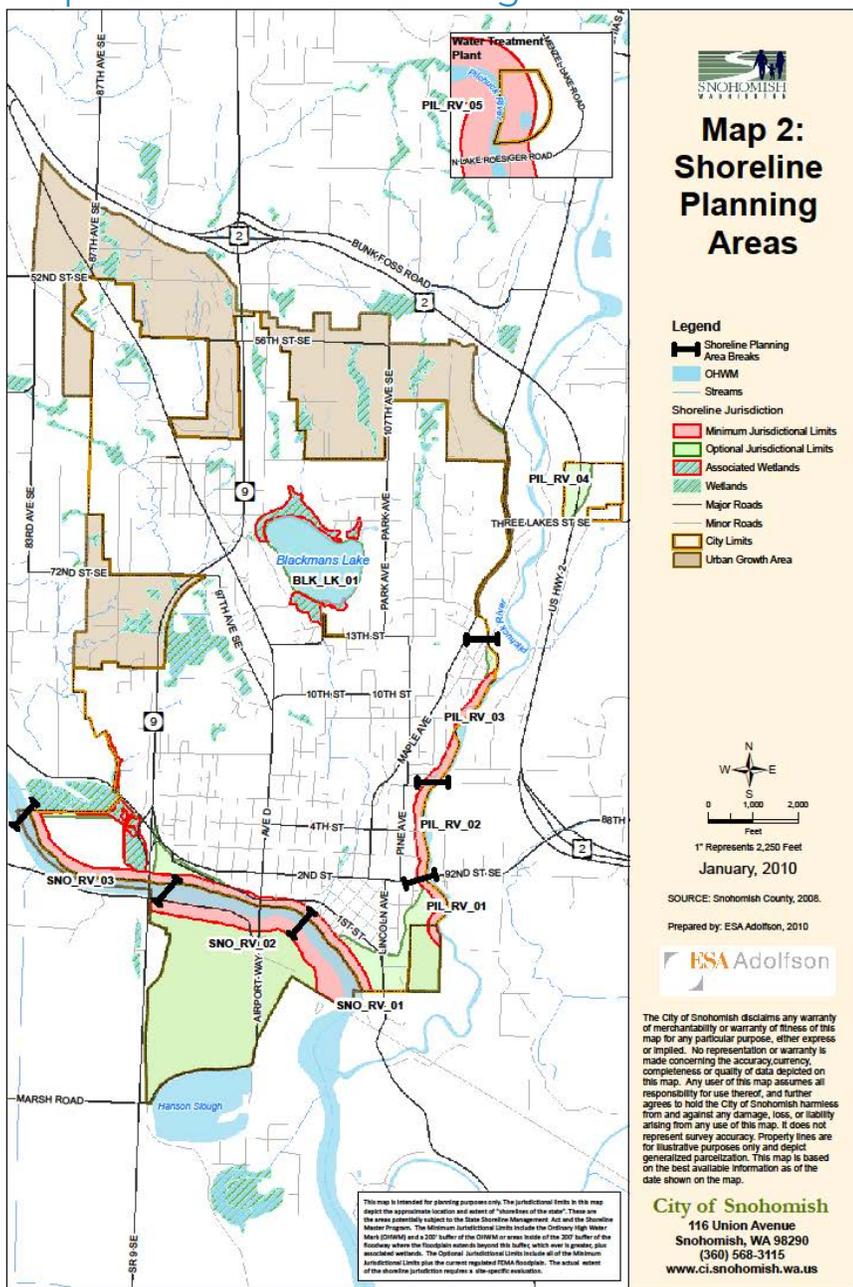
- Shorelines of the state; and
- Shorelands

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 **Blackmans 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). Map S-1 depicts the areas subject to the SMP.

Map S-1: Shoreline Planning Areas



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.

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 area 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 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 on 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.

SHORELINE ELEMENT GOALS & POLICIES



Internal Reference

<p>S1</p>	<p>The City of Snohomish Shoreline Master Program is intended to:</p> <ul style="list-style-type: none"> • 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. 	
<p>S1.1</p>	<p>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.</p>	
<p>S1.2</p>	<p>The shoreline ecology should be protected by:</p> <ol style="list-style-type: none"> 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. 	
<p>S1.3</p>	<p>Regulation of private property to implement SMP policies shall be consistent with all relevant and applicable constitutional, statutory and other legal limitations.</p>	
<p>S1.4</p>	<p>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.</p>	<p>L1.7</p>
<p>S1.5</p>	<p>The regulatory provisions adopted to implement SMP policies shall be applicable only to the shorelines of the state and their related shorelands.</p>	
<p>S1.6</p>	<p>The provisions of the Shoreline Restoration Plan may extend beyond the designated shoreline boundaries.</p>	

S1.7	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.	
S1.8	The goals and policies of the SMP should be considered in balance with other relevant local, state, and federal regulatory and non-regulatory programs.	
S1.9	The public interest in the stewardship, use, and enjoyment of shorelines of statewide significance in the City of Snohomish should be paramount.	
S1.10	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: <ul style="list-style-type: none"> a. Recognize and protect the statewide interest over local interest; b. Preserve the natural character of the shoreline; c. Result in long-term over short-term benefit; d. Protect the resources and ecology of the shoreline; e. Increase public access to publicly owned areas of the shorelines; and f. Increase recreational opportunities for the public in the shoreline. 	
S2	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.	
S2.1	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.	
S2.2	Only uses and developments that are compatible with the shoreline environment in which they are located should be allowed.	
S2.3	Site development performance standards and other appropriate criteria defining minimum acceptable standards to be achieved should be adopted.	
S2.4	Property owners should be encouraged to transition their non-conforming uses, sites, and structures to a conforming shoreline use.	
S2.5	Multiple use of shorelines where location and integration of compatible uses or activities is feasible should be encouraged.	
S2.6	A hierarchy of preferred water-oriented uses that establish the following priorities should be established through regulations and other suitable means: <ul style="list-style-type: none"> a. Water-dependent uses should be preferred over all other uses; b. Other water-oriented uses that do not conflict with water-dependent uses should be allowed if a water-dependent use is not feasible; c. Non-water oriented uses where water-oriented uses are not practical due to site location or conditions or existing building design should be allowed. 	
S2.7	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: <ul style="list-style-type: none"> a. Natural areas or systems identified for their unique geological, ecological and/or biological significance should be protected and enhanced; 	

	<ul style="list-style-type: none"> b. Water-dependent uses should be maintained and promoted as the best option in all environment designations; c. Water-related uses should be allowed, maintained, and accommodated if no water-dependent use is feasible or practical; d. Water-enjoyment uses should be allowed, maintained, and accommodated if no water-dependent or water-related use is feasible or practical; e. Uses that are not water-oriented may be accommodated if a water-oriented use is not feasible or practical; and f. Uses that have no relation to the water and whose operation would be intrinsically harmful to the shoreline should be prohibited. 	
S2.8	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.	
S2.9	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.	L11.1
S2.10	Land uses should be designated as permitted, conditionally permitted, or prohibited for each of the shoreline environments.	
S3 Residential Development Policies		
S3.1	Planned Residential Development should be encouraged in eligible shoreline subdivisions.	H4.2
S3.2	Water quality, shoreline habitats, and shoreline aesthetic characteristics, and, where feasible, significant public vistas, should be protected and preserved through subdivision design.	C8.3.2
S3.3	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.	
S3.4	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.	
S3.5	Construction of residential development over water should be prohibited.	
S3.6	Shoreline subdivisions should be designed and constructed so that future shoreline stabilization or flood hazard reduction measures will not be required.	
S4 Utilities policies		
S4.1	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.	C10.2.2
S4.2	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.	C10.2.2

S4.3	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.	C10.2.2
S5	Boating Facilities Policies	
S5.1	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.	
S5.2	Boating facilities should be located, designed, constructed, and operated to minimize adverse impacts on aesthetic quality of the shoreline, navigation, and adjacent shoreline uses.	
S5.3	Boat launch facilities and docks should be allowed on the Snohomish River and Blackman Lake.	
S5.4	Marinas should be allowed on the Snohomish River.	
S5.5	Only hand launch boat facilities should be allowed on the Pilchuck River.	
S5.6	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.	
S5.7	Procedures should be established to ensure that boat facilities are designed in compliance with State and local health agency standards and guidelines.	
S6	Shoreline Environments. 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.	
S6.1	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.	
S6.2	Shoreline Environment Designations should establish preference for shoreline uses that protect and preserve shoreline resources.	
S6.3	Shoreline Environment Designations should encourage efficient use of already-developed shoreline areas.	
S6.4	Shoreline Environment Designations should encourage uses, densities, and development patterns that reinforce the policies of the Shoreline Management Act.	
S6.5	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.	
S6.6	For areas that are 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.	

S6.7	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.	
S6.8	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.	
S6.9	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.	C10.2.2
S6.10	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.	
S6.11	All Shoreline Environment Designations shall include a purpose, objectives, designation criteria, and management policies.	
S7	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.	
S7.1	The Aquatic Environment designation shall be applied to all shoreline areas waterward of the ordinary high-water mark.	
S7.2	Construction of new over-water structures should be discouraged only allowing structures for water-dependent uses, public access and ecological restoration.	
S7.3	The size of new over-water structures should be limited to the size necessary to allow them to serve their intended use.	
S7.4	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.	C4.2.5
S7.5	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.	
S7.6	Shoreline uses and modifications should be designed and managed to prevent degradation of water quality and alteration of natural hydrologic conditions.	C8.3.2
S8	The purpose of the Rural Utility Environment designation is to allow for the operation of the existing water treatment plant while providing for habitat preservation and enhancement opportunities as they may occur.	

S8.1	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.	
S8.2	The only uses allowed should be directly related to the operation of a utility.	
S8.3	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.	
S8.4	Expansion and redevelopment projects should include provisions to restore damaged habitat and/or impaired environmental functions.	C4.2.4
S9	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.	
S9.1	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.	
S9.2	New shoreline residential development should be controlled by type, location, and scale to maintain and enhance the residential character of the Shoreline Residential Environment.	
S9.3	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.	
S9.4	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.	
S9.5	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.	
S9.6	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.	
S9.7	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.	C8.3.2
S10	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	

<p>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.</p>	
S10.1	The Historic Riverfront Environment shall be applied only to the shorelines within the Historic District.
S10.2	Water-oriented recreational uses that can be located and designed to minimize conflicts with surrounding development should be encouraged.
S10.3	Uses that are not water-dependent shall be allowed provided they are: <ul style="list-style-type: none"> a. Part of mixed-use development that includes water-dependent uses, water-related uses, water-enjoyment uses, or public access; or b. In existing buildings in the Historic District that are not designed for water-dependent uses; or c. 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.
S10.4	Public visual and physical access to the shoreline where adverse ecological impacts can be avoided or mitigated should be encouraged.
S10.5	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.
S10.6	New and expanded commercial developments should provide for or facilitate pedestrian waterfront activities where safely feasible.
S10.7	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.
S11	<p>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.</p>
S11.1	The Urban Conservancy Environment should be applied to areas that possess one or more of the following characteristics: <ul style="list-style-type: none"> a. Existing moderate-intensity land use where such uses are compatible with maintaining and restoring ecological functions of the shoreline. b. Designated for a use by the City of Snohomish Comprehensive Plan other than for Single Family or Parks, Open Space & Public land uses. c. Public services, utilities, and property access are available to accommodate moderate to high intensity urban development such as multi-family, commercial, and industrial development.

	<ul style="list-style-type: none"> d. Undeveloped land not appropriate for the Rural Utility, Shoreline Residential, or Historic Riverfront designation. e. Active agricultural, urban horticultural, or intensive recreational use. f. Existing residential development density is low due to limitations such as buildable area, utility capacities, and vehicular access. 	
S11.2	Redevelopment of areas capable of accommodating additional density where ecological functions can be restored or protected should be encouraged.	
S11.3	Incentives, development regulations, and standards that encourage water-dependent industrial and commercial uses should be adopted.	
S11.4	Water-dependent uses should be the preferred uses on the Snohomish River shorelands that are designated for industrial use.	
S11.5	Uses that are not water-dependent should be allowed if they are: <ul style="list-style-type: none"> a. Part of a mixed-use development that includes water-related or water-enjoyment uses, or provide public access; b. In existing buildings that are not designed for water-dependent uses; or c. 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. 	
S11.6	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.	
S11.7	Public visual and physical access to the shoreline in the Urban Conservancy Environment where adverse ecological impacts can be mitigated should be encouraged.	
S11.8	Industrial and commercial facilities should be designed to allow and encourage pedestrian waterfront activities where feasible without compromising public safety.	
S11.9	New development in Urban Conservancy Environments should: <ul style="list-style-type: none"> a. Reflect the character of the surrounding area; and b. Limit shoreline modifications; and c. Provide permanent open space; and d. Provide public access; and e. Restore damaged habitat or impaired environmental functions either on site or near the site; and f. Maintain adequate building setbacks from the water to minimize impacts on the adjacent Aquatic Environment. 	
S11.10	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.	
S11.11	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.	

S11.12	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.	
S12	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.	
S12.1	The amenity value and attractiveness to visitors of public shoreline areas should be improved while protecting natural systems.	
S12.2	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.	
S12.3	New commercial and industrial development should be encouraged to locate first in developed areas that are adequately served by existing public services and utilities.	
S12.4	Development that provides public access to the shoreline while maintaining the economic viability of the principal use should be encouraged.	
S12.5	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.	
S12.6	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.	
S12.7	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.	
S12.8	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.	
S12.9	New development in the Historic District should assist in preserving the character of the Historic District to ensure its continued economic vitality.	E3.3
S13	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.	
S13.1	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.	E2.6

S13.2	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.	L8.8
S13.3	When locating and designing shoreline public access private property rights subject to constitutional and other legal protections shall be ensured.	
S13.4	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 area.	
S13.5	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.	P4.2
S13.6	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.	P4.2
S13.7	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.	
S13.8	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.	
S13.9	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.	
S13.10	Wherever practical, public access points should be linked with non-motorized transportation routes such as bicycle and pedestrian paths.	
S13.11	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.	
S13.12	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.	E2.6
S14	Create more recreational opportunities by improving the shoreline connections in the City to its lake and riverfront areas.	
S14.1	Park facilities, recreation opportunities, and public access should be enhanced and/or expanded along the City's shorelines.	P4.5
S14.2	Recreational facilities should be located to have the least adverse effect on unique or fragile natural features.	
S14.3	A balanced variety of recreational opportunities on the City's shorelines should be encouraged.	P4.4
S14.4	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 Plan; and the Comprehensive Plan.	
S14.5	Public ownership and access along the City's shorelines should be expanded through targeted purchases and/or land dedication.	P4.1, P4.2
S14.6	Private investment and development that provides shoreline-oriented recreational uses and other improvements facilitating public access to shorelines should be encouraged.	P4.1, P4.4
S14.7	Parking areas for shoreline recreational uses should be located inland, away from the water and outside of required buffer areas.	
S14.8	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.	E2.6, P4.4
S14.9	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.	
S15	Create an efficient, safe, and convenient circulation and parking system for vehicles that is appropriate to the shoreline environment which preserves shoreline ecological functions.	
S15.1	Circulation systems should be designed to provide safe and efficient movement of people and products using motorized and non-motorized modes of transportation.	T1.2
S15.2	Transportation and parking facilities should be planned, located, and designed to have the least possible adverse effect on unique or fragile shoreline ecological functions.	T5.3
S15.3	Facilities that support waterborne transportation that are compatible with surrounding land uses and preserve ecological functions should be allowed.	
S15.4	Shared corridors should be encouraged for transportation and utilities where they must cross shorelines.	T5.3
S15.5	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.	C7.1.3
S15.6	Parking facilities necessary to support an authorized use should be allowed.	
S15.7	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.	
S15.8	Parking facilities in the shoreline area should be designed to minimize negative aesthetic impacts.	
S15.9	The provision of overlooks, trails, and other similar types of recreational amenities adjacent to transportation facilities in public shoreline areas should be encouraged.	E2.6
S15.10	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.	

S15.11	Road and railroad bridges should be located and designed to minimize impacts to existing floodways and channel migration zones of streams and rivers.	C7.1.3
S16	Protect, preserve, and restore sites and areas on the shorelines of the City that have significant historical, cultural, archeological, educational, or scientific value.	
S16.1	Historic, cultural, and archeological resources on or eligible for listing in the national or state historical register should be preserved and protected.	C2.2.2
S16.2	Preservation of historic structures through flexible regulations that allow adaptive reuse while preserving historical character should be encouraged.	E3.3
S16.3	Historians, archeologists, and tribal representatives should be consulted to identify areas containing potentially valuable archeological or cultural resources.	
S16.4	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.	C2.2.4
S17	Preserve, protect, and restore ecological functions of the natural systems in the shoreline area.	
S17.1	Utilization of shoreline natural resources should be allowed where there will not be a net loss of ecological functions.	C10.1.5
S17.2	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.	
S17.3	Opportunities to preserve unique, rare, and fragile natural features and resources should be identified and encouraged.	
S17.4	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: <ul style="list-style-type: none"> a. Minimizing impacts by limiting the degree or magnitude of the action and its implementation or by taking affirmative steps to reduce impacts; b. 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; c. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and d. Monitoring the impact and the compensation projects and taking appropriate corrective measures. 	
S17.5	Best management practices shall be required for utilization of renewable resources to ensure that such practices provide for a sustained yield of those resources.	
S17.6	Wetlands, riparian areas, frequently flooded areas, channel migration zones, geologically hazardous areas, critical freshwater habitats, and habitats of rare	C4.2.3, C4.2.4,

	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.	C10.1.3, F1.5, L9.12
S17.7	Public and private shoreline owners should be encouraged to promote the proliferation of native wildlife, fish, and plants without unduly interfering with existing activities.	P3.2
S17.8	Surface and groundwater quality and quantity in shoreline areas should be controlled by minimizing land clearing, soil disturbance, and non-point runoff.	C8.2.2, C8.2.3, L11.6
S17.9	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.	C4.1.1, C4.2.6
S17.10	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.	
S18	Protect shoreline resources, development, and ecological functions by minimizing the impacts of shoreland flooding.	
S18.1	Non-structural flood hazard reduction measures should be used over structural methods where a non-structural measure can be effective and feasible.	
S18.2	The City should coordinate with other agencies and jurisdictions on regional flood hazard management planning.	
S18.3	Flood hazard reduction measures that are used should not result in a net loss of ecological function.	
S18.4	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.	C4.1.10
S18.5	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.	
S18.6	Restoration planning should consider removal of structures in flood-prone areas.	
S18.7	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.	
S18.8	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.	
S18.9	Development, fill, or encroachments in floodways, frequently flooded areas, highly erodible areas, and other critical areas should be discouraged.	F1.5, L9.12
S19	Provide for appropriate agricultural uses within the City's shorelines.	

S19.1	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.	
S19.2	Allow agri-tourism uses that are supportive of continued agricultural uses.	E2.1
S20	Preserve the scenic and aesthetic qualities of shorelines and public shoreline vistas.	
S20.1	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.	
S20.2	Degradation of vistas and viewpoints and impairment of visual access to the water from such vistas by the placement of signs should be prevented.	
S21	Minimize both the number of breakwaters, jetties, groins, and weirs in shoreline areas and their adverse impacts.	
S21.1	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.	
S21.2	Jetties, groins, and weirs that protect or restore ecological functions should be allowed.	
S21.3	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.	
S22	Minimize both the amount of fill and dredging activity in shoreline areas and the adverse impacts caused by such activities.	
S22.1	Fill and dredging should only be allowed as necessary to support a permitted use.	
S22.2	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.	C4.1.9, C4.2.2
S22.3	Fill that would adversely affect other uses or interfere with channel migration should be prohibited.	
S22.4	Sanitary landfills and solid waste disposal sites shall be prohibited in any shoreline area.	
S22.5	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: <ul style="list-style-type: none"> a. Restoration of ecological functions; b. Habitat restoration; c. The Model Toxics Control Act (MTCA); or d. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). 	

S22.6	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.	
S22.7	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.	
S22.8	New development should be sited and designed to avoid or, if that is not possible, to minimize the need for new and maintenance dredging.	
S22.9	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.	
S23	Allow new shoreline structural stabilization measures only where necessity is demonstrated.	
S23.1	To protect existing primary structures, shoreline structural stabilization measures should be allowed subject to all of the following conditions: <ul style="list-style-type: none"> a. 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. b. The erosion control structure will not result in a net loss of shoreline ecological functions. 	
S23.2	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: <ul style="list-style-type: none"> a. The erosion is not being caused by upland conditions, such as the loss of vegetation and drainage. b. 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. c. 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. d. The erosion control structure will not result in a net loss of shoreline ecological functions. 	
S23.3	Shoreline structural stabilization measures should be allowed if in support of water-dependent development, subject to all of the following conditions: <ul style="list-style-type: none"> a. The erosion is not being caused by upland conditions, such as the loss of vegetation and drainage. b. Non-structural measures, planting vegetation, or installing on-site drainage improvements, are not feasible or not sufficient. 	

	<ul style="list-style-type: none"> c. The need to protect primary structures from damage due to erosion is demonstrated through a geotechnical report. d. The erosion control structure will not result in a net loss of shoreline ecological functions. 	
S23.4	<p>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:</p> <ul style="list-style-type: none"> a. Non-structural measures, planting vegetation, or installing on-site drainage improvements, are not feasible or not sufficient to protect the project. b. The erosion control structure will not result in a net loss of shoreline ecological functions. 	
S23.5	<p>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:</p> <ul style="list-style-type: none"> a. The replacement structure shall be designed, located, sized, and constructed to assure no net loss of ecological functions. b. 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. c. 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. 	
S23.6	<p>Where proposed structural shoreline stabilization measures meet the conditions of S23.5, the stabilization measures should meet all of the following design standards:</p> <ul style="list-style-type: none"> a. 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. b. Soft approaches should be used unless demonstrated not to be sufficient to protect primary structures, dwellings, and businesses. c. 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. d. 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.	
S24	Minimize the use and adverse impact on shoreline areas of flood protection measures, including but not limited to dikes and levees.	
S24.1	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.	
S24.2	New development should be designed to preclude the need for shoreline stabilization or structural flood control protection.	
S24.3	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.	
S24.4	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.	
S25	Allow new piers and docks only for public access, water-dependent uses, and as accessory to single family residences.	
S25.1	Pier and dock construction should be restricted to the minimum size necessary to meet the needs of the proposed water-dependent use.	
S25.2	Where a pier or dock is proposed for any development of two or more residential units, shared or community piers should be required.	
S25.3	Docks and piers should be located and designed so that they do not significantly interfere with navigation or public access to the shoreline.	
S25.4	Docks and piers shall be constructed of materials that have been approved by applicable state agencies.	
S26	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.	
S26.1	Habitat and natural systems enhancement projects such as the following should be allowed: <ul style="list-style-type: none"> a. Modification of existing vegetation; b. Removal of non-native or invasive plants; c. Shoreline stabilization using soft or non-structural techniques; and d. 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. 	
S26.2	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.	C4.1.6

S27 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.

S27.1	Applications for shoreline permits should be processed expeditiously with a thorough analysis and review.	
S27.2	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.	
S27.3	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 173-27 as exist now and hereafter amended.	
S27.4	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.	



CLIMATE & ENVIRONMENT

Improve resiliency and preserve natural resources for today and tomorrow

ENVIRONMENT

Environmental Protection

The natural landscape plays a significant role in the development, form, character, and livability of a place. From its earliest days, this has been true of Snohomish. The City is located at the confluence of the Snohomish River and the Pilchuck River, situated above an agricultural floodplain in the Snohomish River Valley, near the foothills of the North Cascades. The Snohomish watershed has been home to multiple indigenous peoples since time immemorial. More information about the history of Snohomish can be found in the History section of this Comprehensive Plan.

Early settlers used the Snohomish River for transportation and water and developed farms in the fertile floodplains. Together with the Pilchuck River and Blackmans Lake, the Snohomish River served the economic and utilitarian needs of the nascent town. These waters continue to contribute to the City's cultural identity and provide community and ecological benefits such as biodiversity, wildlife habitat, and carbon sequestration, in addition to their assets 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. These function as critical components of basin-wide surface water systems and the City is charged with protecting and regulating them as critical areas. Protection is critical both for responsible stewardship of the environment and to maintain public health and safety in accordance with county, regional, state, and federal policies. Growth and development within Snohomish increases pressure on 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 interconnected natural systems.

Waterways and their ecosystems, along with steep slopes and other potentially geologically hazardous areas, represent constraints to development within the urban growth area (UGA). However, development limitations mean 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 City's challenge is to achieve the parallel goals of facilitating quality growth and fostering a sustainable City where the actions of today do not compromise the quality of life for the residents of tomorrow.

Natural Resources

Snohomish's location contains an abundance of natural resources. The City is located in the Lower Pilchuck River and Fobes Hill sub-basins near the western end of the Snohomish River basin. 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.

Within the City, there are thousands of trees, dozens of wetlands, multiple creeks and seasonal streams, two rivers, and a large lake. These natural assets are beloved by City residents and the animal species

that call them home. The City has a responsibility to care for these resources to preserve ecosystem functions as well as natural beauty for future generations. The confluence of the Snohomish and Pilchuck Rivers makes Snohomish a key location for salmon recovery efforts, particularly the endangered Puget Sound Chinook salmon.

Urban Forest

Trees provide important benefits to the city, including cooling, carbon sequestration, and water storage. Trees also hold cultural importance and historic significance to residents of Snohomish. Trees are managed by the City's Urban Forestry Plan, adopted in 2023. While most trees are located on private or publicly-owned property, there are 8,758 trees within the right-of-way.

Trees located in critical areas are given special consideration due to their importance to the ecosystem and structure of the critical area, including hydrology, wildlife habitat, and/or slope stabilization. For this reason, trees within critical areas, their buffers, or a Native Growth Protection Area tract or easement (NGPAs) are protected from removal unless it can be documented by a professional arborist that the tree is dead or in a severe state of decay and poses an imminent threat to life or property. The City's tree regulations are currently being improved and expanded, using the Urban Forestry Plan as guidance.

Surface Water

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 Snohomish, the river is typically characterized by slow-moving flows that are influenced by the tidal fluctuations of Puget Sound.

The Snohomish River is a significant riparian and aquatic system of both local and regional importance, supporting salmonid populations, including chinook, coho, chum, and pink salmon, steelhead trout, bull trout, and other aquatic species. The river is the southern boundary of the nationally recognized Snohomish Historic District, which is a fully developed urban area with significant economic and cultural 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 acquired a 20-acre site in the Snohomish River floodplain located upstream from the historic downtown shoreline. The site has been developed as Pilchuck Julia Landing, a park with passive recreation, a food forest, and a boat launch, permanently keeping this critical area free of more intensive development.

The [Pilchuck River](#) is 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. The banks of the Pilchuck River are experiencing increased erosion due to climate-induced flooding events. Further study is needed, yet it is expected that much of the Pilchuck River shoreline will become geologically hazardous in the coming decades.

[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 have 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. 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 is a 61-acre lake 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 Pilchuck rivers. Swifty Creek is extensively enclosed in culverts and inaccessible from the rivers. The creek is no longer known to support fish species. In recent years, Blackmans Lake has been experiencing low dry-season water levels, eutrophication, and invasive species intrusion. These ecological hazards are likely to be exacerbated by climate change and are expected to become more common, presenting public health concerns and loss of recreational and cultural opportunities for City residents.

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. Past disturbance, hydrologic circumstances, site soils, topography, and development activities all contribute to the varying quality of city wetlands.

Shorelines

In 1971, the Washington State legislature passed the Shoreline Management Act (SMA) over concerns with 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 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 governments, such as the City of Snohomish, are 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 maintains 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: Shoreline Use, Environmental Protection, and 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 provides 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.

Endangered Species

The Snohomish River supports significant anadromous salmonid populations, including chinook, coho, chum, and pink salmon, steelhead trout, bull trout/dolly varden, and searun cutthroat trout. Other fish found in the basin include resident cutthroat and rainbow trout, mountain whitefish, and other non-salmonid species. Puget Sound chinook salmon were listed as 'In Crisis' by the 2020 State of Salmon Report and bull trout are federally listed as threatened. Disconnection of the river from the floodplain through channelization and damming of tributaries has eliminated approximately 95% of the lower river's historic chinook salmon rearing capacity and coho salmon smolt production capacity in the floodplain.

The Pilchuck River is documented to contain nine species of salmon, in addition to steelhead, rainbow and Dolly Varden trout. Salmon use the lower Pilchuck River for spawning, rearing, and as a transportation corridor to and from habitat in the upper watershed. Removal of the Pilchuck River Dam in 2020 has greatly contributed to the restoration of local salmon populations, but there is still work to be done to support endangered species populations, especially at the confluence with the Snohomish River.

The Cemetery Creek basin supports many fish species, including cutthroat trout, rainbow trout, coho salmon, and Pacific lamprey. With normal rainfall, in recent years coho have spawned and reared up to SR9 in the mainstem and a few hundred meters up Harkins Fork. Juvenile chinook salmon likely use the mouth of Cemetery Creek for rearing and refuge purposes. Bull trout from the Snohomish River may also potentially rear or forage at the mouth of the creek. Priority wildlife species supported by the Cemetery Creek basin include bald eagle and great blue heron. Crayfish and freshwater mussels have also been documented in Cemetery Creek.

Swift Creek and Blackman's Lake historically supported populations of salmon and trout. Currently, fish passage barriers in the Swift Creek basin have eliminated salmonid migration from the Snohomish and Pilchuck rivers. The combination of perched river-outfall culverts and long piping systems have made it impossible for fish to make their way to the surface water portion of the drainage. The Washington Department of Fish and Wildlife (WDFW) annually stock Blackman's Lake with catchable trout. WDFW personnel have documented that many of the stocked fish hold over in the lake for several years before being caught, suggesting adequate lake conditions for salmonid survival. Wildlife populations in the Swift Creek watershed are limited due to the development that has occurred within the basin. Significant waterfowl populations occur in the watershed, primarily associated with Blackman's Lake. Crayfish have also been found in Swift Creek downstream of the lake.

CLIMATE

The City's goals in developing the Climate & Environment Element were to use accurate and localized data, partner with residents and others with an interest or expertise in climate, achieve broad public input and engagement, and to produce an innovative, actionable, and achievable plan to mitigate

greenhouse gas emissions and build resilience in the community. To begin this work, the City partnered with a group of Master of Urban Planning students from the University of Washington (UW). The students worked to familiarize themselves with the Snohomish community and research technical information about localized risks and assets associated with climate change.

Climate Resilience Advisory Board (CRAB)

In early 2023, the City of Snohomish Climate Resilience Advisory Board (CRAB) was formed to guide the development of the Climate & Environment Element of the 2024 Comprehensive Plan. The CRAB is a group of eight Snohomish residents passionate about the future of the city. CRAB members volunteered to partner with the City on the project based on an interest or expertise in climate change or climate planning, or because they live in a neighborhood that is vulnerable to the impacts of climate change.

To create the new Climate sub-element, the CRAB worked closely with the UW students and City staff. The students presented technical information and policy ideas, and the CRAB took care to ensure that each policy is feasible and context-specific for Snohomish. Over the course of 2023, the group held multiple meetings to learn about, discuss, and develop policy to address climate change in Snohomish. In November 2023, the CRAB voted to recommend goals and policies to the Planning Commission.



Identify

Using data from the UW Climate Impact Group and other sources, the students identified local climate risks and community assets.



Develop

UW students, City staff, and the CRAB developed policies that were aligned with guidance from the Department of Commerce and with community priorities.



Collaborate

The group discussed community assets, impacts, and scenarios, then prioritized and modified goals and policies with those localized issues in mind.

Climate Change Preparedness

Climate change is happening. Residents of Snohomish will need to be prepared for increased and more intense rainfall, higher temperatures, and more frequent floods and droughts. Projections of climate impacts at the local level were generated using the University of Washington Climate Impacts Group's *Climate Mapping for a Resilient Washington* tool. While projections cannot definitively predict the future, the ones used in this plan are the cutting-edge of climate science and provide a depiction of multiple possible future conditions.

In Snohomish, total annual precipitation and average annual temperature have been increasing for over a century. Climate change projections can provide an idea of how these changes will continue in the coming decades; however, the future is far from set. Climate projections provide a range of possible scenarios based on different levels of future greenhouse gas emissions. As illustrated in Table C-1, the City of Snohomish's future can vary greatly between low-emissions and high-emissions scenarios. For each hazard indicator in Table C-1, a low- and high- emissions scenario was calculated by the year 2049 and the year 2079. The low-emissions scenario assumes action being taken, such as the ones contained in the goals and policies of this Element. The high-emissions scenario assumes no action.

Table C-1: Prioritized hazard, select climate indicators, and median projections

Hazard Indicator	By Year	Low Emissions Scenario	High Emissions Scenario
Extreme Heat Increase in days of Humidex above 90°F	2049	6.7 days	8.5 days
	2079	14.1 days	32.7 days
Drought Percent decrease in June-September streamflow of Snohomish River	2049	-32%	-38%
	2079	-51%	-61%
Extreme Precipitation Percent increase in rain magnitude of a 25-year storm	2049	No data	8%
	2079	8%	17%
Flooding Return interval of 25-year peak streamflow of Snohomish River	2049	9.7 years	10.5 years
	2079	4.7 years	5.1 years

Table C-1: University of Washington Climate Impacts Group

Extreme Heat

Extreme heat is defined as days where the Humidex, or the felt temperature (a combination of ambient temperature and humidity), is above 90°F. This temperature is the threshold when people experience more adverse health effects and may suffer from heat exhaustion. This is especially relevant to vulnerable communities who are disproportionately burdened by health issues and may lack resources to escape extreme heat and cool down, such as children and the elderly, disabled, or low-income individuals.

Snohomish is projected to experience increasing days of extreme heat throughout the coming decades. As referenced in Table C-1, the city will be affected by an estimated 7 to 9 days of extreme heat each year by 2049. By 2079, projections indicate that a low-emissions scenario will lead to 14 days of extreme heat each year, and a high-emissions scenario will lead to 33 days of extreme heat each year. The potential for extreme heat to be felt for over one month of the year raises concerns for many sectors in the city, especially public health.

Drought

The City of Snohomish is susceptible to drought conditions on the local scale and will likely also experience the upstream effect of drought conditions from the higher elevations within Snohomish County. The Snohomish and Pilchuck River watersheds are partially fed by snowpack, and increased temperatures will reduce snowfall and consequently summer streamflow. As shown in Table C-1, summer streamflow on the Snohomish River is projected to decrease by a third by 2049. By 2079, the Snohomish River is predicted to have over 50% less water flowing through it than in the early 2000s. Reduced summer precipitation and increased temperatures will further intensify summer droughts in Snohomish.

Urban water supply may be a concern in the future, but the greater threat to Snohomish is the effects of drought on endangered species, agriculture, and the culture and tourism industry. Snohomish's economy and sense of place have been defined by the rivers since the City's formation. A future of regularly low stream flows will greatly affect human and animal species as well as businesses within and around the rivers and will reduce irrigation potential for neighboring farms.

Droughts also bring about conditions more favorable to wildfires. Only a small part of the city is in the Wildland-Urban-Interface (WUI) and at direct risk of wildfire, but it can be inferred that whenever local wildfires occur, they will lead to an increased number of smoke days in Snohomish. Because of a historic

lack of local wildfires, most buildings in Snohomish are not built to adequately filter air during smoke days, exposing much of the population to dangerous conditions for their health.

Precipitation

As shown in Table C-1, total precipitation in the city is expected to increase. This may impact erosion of slopes and water absorption capacity of soils. However, the projections indicate that late summer precipitation will decrease, implying an increase in seasonal events with wetter winters. The magnitudes (amount of precipitation falling in a given event) of both two-year and 25-year storm events will increase as well, showing that precipitation will be less consistent and will fall in more concentrated, intense events. Precipitation will increasingly fall as rain instead of snow as temperatures increase.

Extreme precipitation, in conjunction with flooding, could impact the City's tourism industry, particularly in Historic Downtown Snohomish and the local businesses along First Street that are parallel to the Snohomish River. The critical areas in the city, including steep slopes, may also be affected by the increases in seasonal events and severe storms that lead to flooding and soil erosion.

Flooding

The Snohomish River is a wide and slow river that is tidally influenced. Flooding is already a hazard experienced by the Snohomish community, as documented through a flood marker on the Riverfront Trail. Climate projections indicate increased flood frequencies tied to the greater frequencies of extreme precipitation events. Flooding is a hazard to many sectors and, in Snohomish, will particularly impact ecosystems and economic development, as the historic commercial core is adjacent to the Snohomish River.

Flooding also has the potential to create public health concerns. Floodwaters wash away anything on the land, including debris, chemicals, wastes, and people who try to cross them. Pollution, disease, and injury will likely be more common as floods become more common. However, these secondary impacts can be greatly mitigated by preparedness.



UW students visit the flood marker on the Snohomish Riverfront Trail

Further Considerations

Other climate considerations include temperature related issues such as changes in insect populations and species. Warmer and drier blooming season temperatures reduce pollinator diversity. Standing water and warmer temperatures may also increase the risk of mosquito-borne diseases. These considerations can affect food production and accessibility, and public health.

While less predictable, it is important to keep the interrelations of risk indicators and hazards in mind. The combination of extreme heat and drought would increase wildfire risk and decimate ecosystems. Smoke dispersion is directly tied to weather patterns and is unpredictable, but an increased frequency of wildfires will increase the number of smoke days as well. In addition, the combination of extreme precipitation and higher temperatures will lead to more intense rain events that cause flooding. Many other potential interrelations that exacerbate hazards will likely become evident in the future. Compounding events, defined by multiple failures across sectors that can amplify risk or cause cascading impacts, may also occur. The connections between climate indicators and hazards illustrate the need for

a holistic approach to adaptation planning. Multiple hazards may occur at the same time, or cause infrastructure to fail, creating another hazard. Careful infrastructure planning to keep systems running in case of disaster will be critical to reducing the impacts of compounding events.

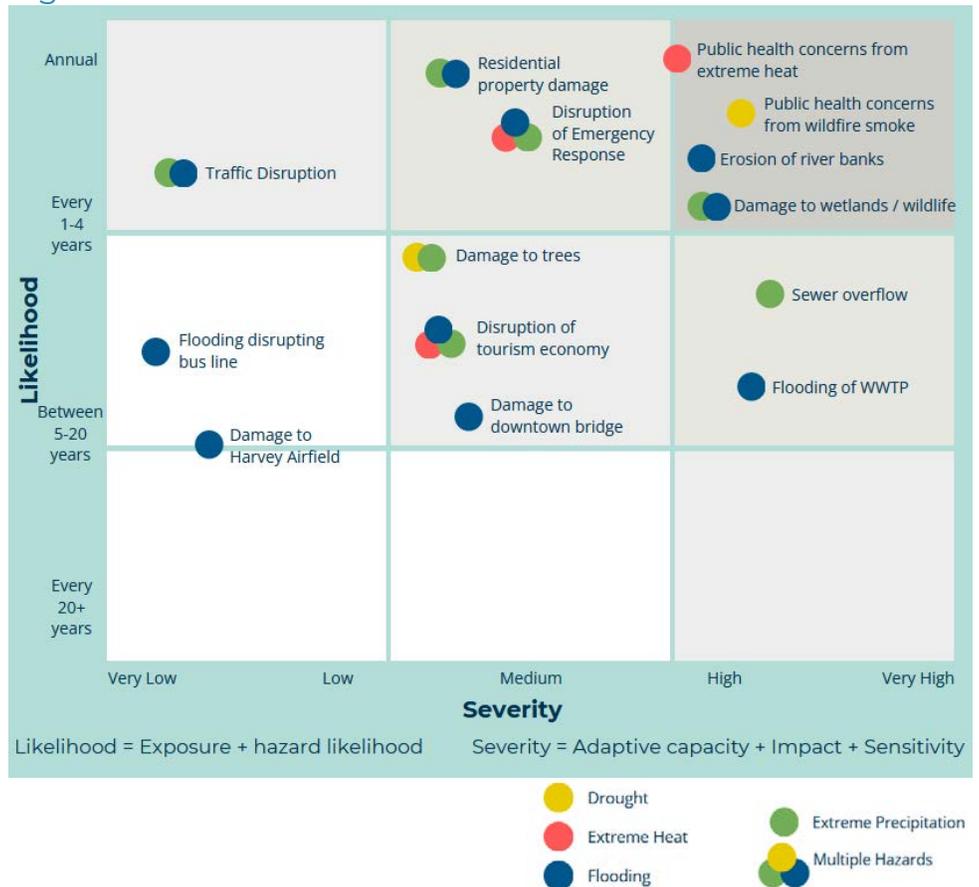
The analysis of future projections also highlights the importance of reducing emissions to decrease the probability of more severe climate hazards occurring in the city. Table C-1 shows a significant difference in the severity of hazards in low-emissions and high-emissions scenarios. However, climate hazards will still occur under a low-emissions scenario, emphasizing the importance of adaptation measures.

Asset Risk Analysis

Understanding the relative risk and vulnerability to climate change impacts of Snohomish’s various assets is critical for successful climate change preparedness. To understand these risks, an analysis was done based on an assessment and ranking of key assets, relative to the likelihood of an event and the severity of a disruption to the asset. This ranking is illustrated in Figure C-1.

Flooding endangers the most consequential assets. Flooding itself leads to wetland loss, erosion of the shoreline, property damage, and public health risks. This will especially endanger lengths of the Snohomish River shoreline, as well as aquifer recharge areas, with the Pilchuck River and Blackmans Lake shorelines at lower risk. Bridges, roads, and parks along these rivers will become more likely to flood more regularly, in addition to critical infrastructure such as the Wastewater Treatment Plant and stormwater catchment basins. Fortunately, the main residential and commercial areas of Snohomish are outside of the floodplain. Due to its steep topography, the infrastructure of this area of the city is less vulnerable to flooding.

Figure C-1: Risk Matrix



According to the asset risk analysis, the greatest climate risks are those that have potential to create public health concerns, such as extreme heat, wildfire smoke, and sewer overflow or damage to the Wastewater Treatment Plant.

The City’s major waterways all have banks that are at risk of erosion, and the erosion risk is increased by an increase in flood events. The erosion of these shorelines endangers ecosystems as well as homes and businesses. The greatest erosion impacts have already been seen in parks along the Pilchuck River.

In addition to flooding, assets will be put at risk by increased heat. Summers are becoming warmer and creating many new public health risks. On days with temperatures in the 80s, those with Heat-Related Illnesses (HRIs) are told to exercise caution, and on days in the 90s they are considered in danger. By 2049, median high temperatures are expected to reach 3.4°F higher than current temperature levels. Those with health conditions, the elderly, children, and those who work outdoors are the most at-risk, although higher temperatures, combined with wildfire smoke, will also suppress tourism and outdoor activities for all people. Community centers, schools, and other public buildings with air conditioning will be valuable places of shelter for people with heat-related illnesses during heatwaves.

Snohomish has some characteristics that make it particularly vulnerable to these threats. The current Snohomish population is older than that of the county, meaning that relatively higher numbers of people will be sensitive to increases in hot and smoky days. Economically, the city depends on revenue from sales tax and tourism, which can fluctuate. This fluctuation will worsen with natural hazards, high temperatures, worsening urban heat islands, and more frequent smoke days, deterring visitors. The limited number of buildings with air conditioning also make this difficult to deal with and limits residents' access to adaptive measures.

Greenhouse Gas Emissions Reduction

Greenhouse gas (GHG) emissions inventories are an important step in climate planning. They allow jurisdictions to understand how they contribute to climate change and where to make the most impactful interventions. The results of Snohomish's inventory are illustrated in Figure C-2 and Table C-2. The chart is broken down by emissions source; the largest being the burning of natural gas for heat, cooking, and energy. The detailed breakdown of emissions by source in Table C-2 can be useful to identify the types of fuel that could be swapped for a clean energy source.

Figure C-2: 2022 City of Snohomish GHG Emissions by Source

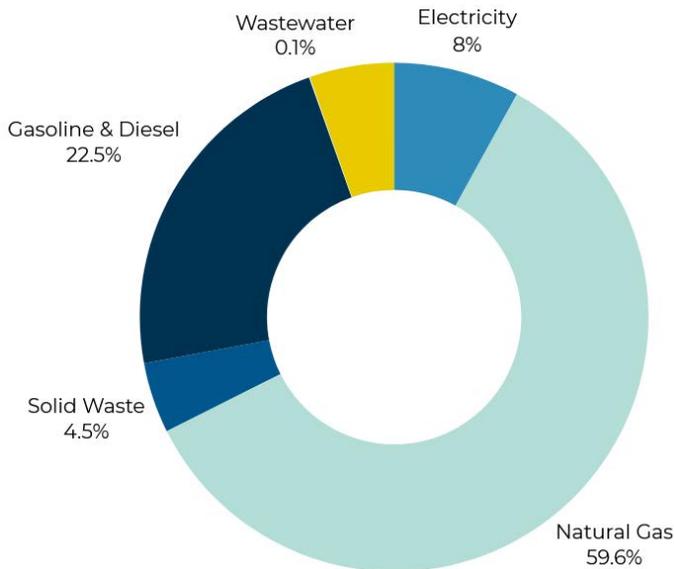


Table C-2: 2022 City of Snohomish GHG Emissions by Source

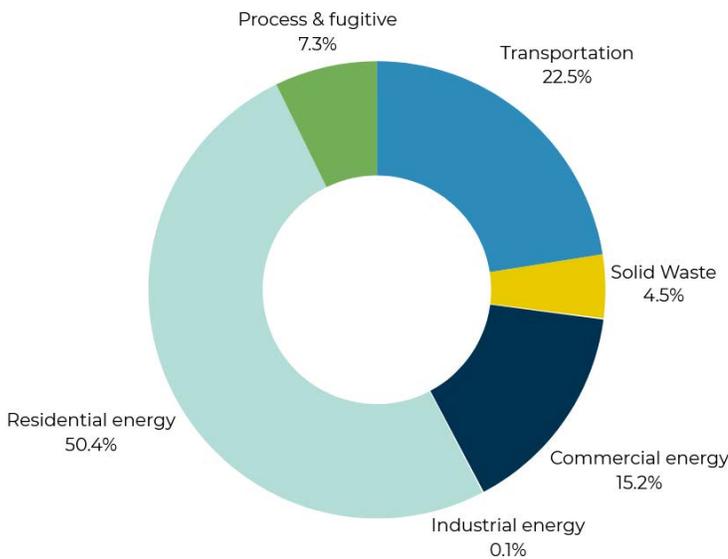
Source	CO2e (MT)	Sub-category	CO2e (MT)
Electricity	8,181.21	Residential	6,401.8
		Commercial	1,707.5
		Streetlights	41.86
		Wastewater treatment	29.04
Natural Gas	60,793.07	Residential	44,993.0
		Commercial	13,776.0
		Industrial	103.67
		Natural gas loss	1,920.0
Solid Waste	4,557.94	Compost	224.82
		Landfill waste	3,798.3
		Landfill gas flaring	101.51
		Landfill gas combustion	433.31
Gasoline & Diesel	22,927.57	City fleet gasoline	90.45
		City fleet diesel	33.12
		Personal VMT estimate	22,800.0
Wastewater	63.06	N ₂ O use	0
		Effluent discharge	63.06
Refrigerants	5,482.0	Refrigerants	5,482.0
Total			101,997.45

Table C-3: 2022 City of Snohomish GHG Emissions by Sector

Source	CO2e (MT)	Sub-category	CO2e (MT)
Transportation	22,969.44	City fleet gasoline	90.45
		City fleet diesel	33.12
		Personal VMT estimate	22,800.0
		Streetlights	41.86
Solid Waste	4,557.94	Compost	224.82
		Landfill waste	3,798.3
		Landfill gas flaring	101.51
		Landfill gas combustion	433.31
Water & Wastewater	92.11	Electricity use	29.04
		N ₂ O use	0
		Effluent discharge	63.06
Industrial Energy	104	Natural gas	103.67
Residential Energy	51,394.8	Electricity	6,401.8
		Natural gas	44,993.1
Process & Fugitive	7,402.4	Natural gas losses	1,920.0
		Refrigerants	5,480.0

Total 101,997.45

Figure C-3: 2022 City of Snohomish GHG Emissions by Sector



Another way to break down emissions is by sector. Figure C-3 and Table C-3 provide a detailed breakdown of emissions by sector. Here we can see that it isn't just natural gas that contributes the most emissions, but specifically natural gas used in residential homes.

When considering broad categories such as sources or sectors, it is important to look at detailed breakdowns as well. Figures C-4 through C-6 illustrate the sub-categories within Residential Energy, Commercial Energy, Solid Waste, and Process & Fugitive emissions. From Figures C-4 and C-5, we can see that natural gas is by far the largest energy emitter across sectors. Figure C-6 illustrates the breakdown of emissions from solid waste into parts of the landfill process. Here we can see that landfill waste itself is the largest emissions source in the waste disposal process. This indicates that there could be many reductions by encouraging recycling and composting in the City.

Figure C-4: Residential Energy Use, CO2e by Record

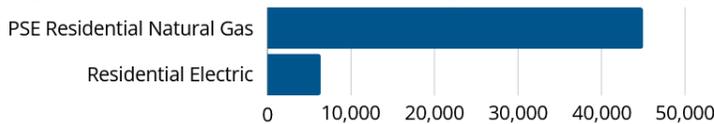


Figure C-5: Commercial Energy Use, CO2e by Record

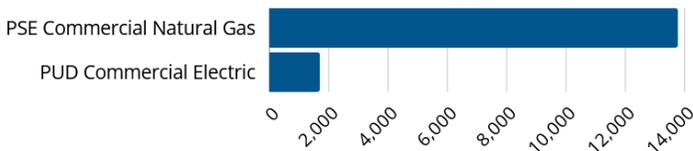


Figure C-6: Emissions of Solid Waste, CO2e by Record

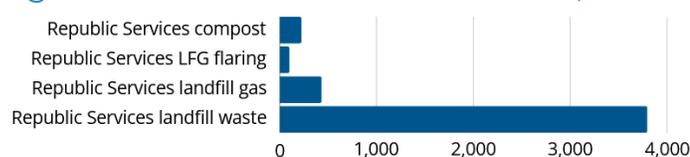
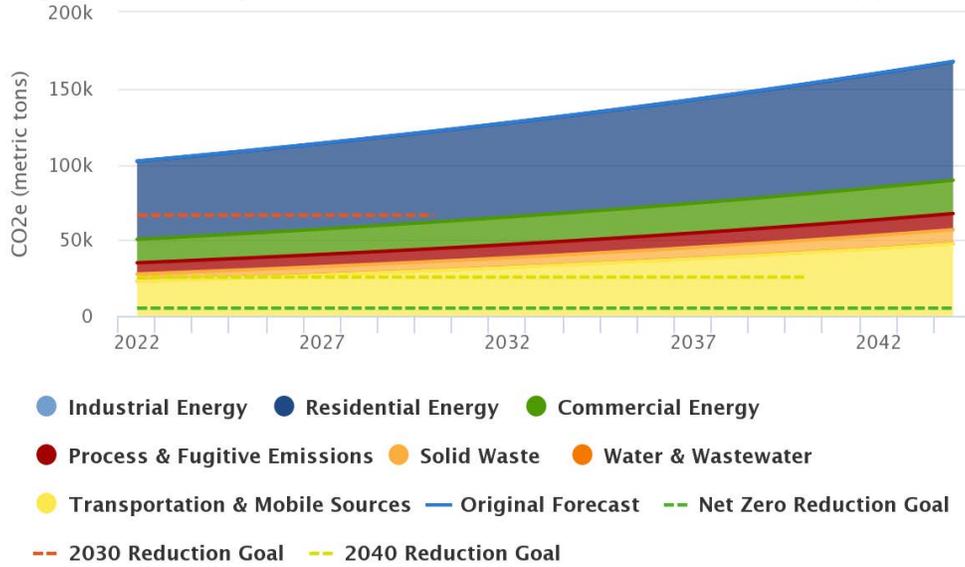


Figure C-7: Projected CO2e Values with Reductions Applied



GHG emissions forecasts are generated to understand how business-as-usual (BAU) activity will affect future emissions. This is important to identify where the most impactful interventions can be made, and to generate planning scenarios to reach reduction goals. Figure C-7 illustrates the BAU forecast for the City of Snohomish. The vertical axis represents metric tons of carbon emissions (MT CO2e), and

the horizontal axis represents time. Each tick mark represents one year. The forecast extends to 2044, aligning with the planning horizon of the Comprehensive Plan. The graph is not cumulative – the CO2e value shown at each year is the amount of emissions from that year only. The amount of emissions per year will be increasing, which will in turn increase the City’s cumulative GHG emissions. CO2 constitutes the majority of emissions and stays in the atmosphere for 300 to 1,000 years, so it is important to also understand the cumulative nature of GHG emissions.

This BAU forecast for 2022-2044 is based on the 2022 GHG Emissions Inventory and official Office of Financial Management (OFM) population and employment growth projections for the City of Snohomish. This forecast does not include the impacts of recent state policies or regulations to reduce GHG emissions, technological advancements, or behavior changes in response to climate impacts.

The forecast highlights some crucial points for the City. Most importantly, without action, the City’s contribution to state and county emissions will continue to grow. While Snohomish’s emissions seem inconsequential compared to these larger totals, without action the City’s portion of these emissions will increase as state and other local governments decarbonize. The forecast also illustrates the importance of early interventions. For example, by switching away from natural gas energy in single-family homes by 2040, the City can prevent 50,000 MT of CO2e from entering the atmosphere every following year.

Table C-4: Relevant GHG Reduction Goals and Emissions Totals

Agency	Base Year	Base Year Total	Most Recent Total	2030	2040	2050
United Nations Paris Agreement	1990	22.4 GtCO2e	36.8 GtCO2e	-45%	N/A	-100%
Washington State	1990	93.5 MMT Co2e	102.1 MMT CO2e	-45%	-70%	-95%
Puget Sound Clean Air Agency	1990	unknown	36.634 MMT CO2e	-50%	N/A	-80%
Snohomish County	2015	5.187 MMT CO2e	6.8 MMT CO2e	N/A	N/A	N/A
City of Snohomish	2022	0.1 MMT CO2e	0.1 MMT CO2e	-35%	-75%	-95%

*Goals are proposed. Sources: Puget Sound Clean Air Agency 2017, Puget Sound Regional Council 2019, Snohomish County 2022, United Nations 2015, and Washington State Legislature 2020

Carbon Sinks

The natural environment sequesters and stores carbon and carbon dioxide (CO₂) as part of the ongoing carbon cycle. Different types of land cover sequester carbon at different rates, with some being dramatically more efficient “carbon sinks” than others. Carbon sinks are important because of their ability to remove CO₂ from the atmosphere, converting it into solid matter (terrestrial environments), storing it in sediment (lakes, wetlands) or storing it within the water itself (lakes, oceans). For cities looking to mitigate their climate impact, protecting or expanding natural carbon sinks offers many advantages, from their proven effectiveness in removing CO₂, to co-benefits, such as increased green space, flood risk reduction, wildlife habitat, and improved air and water quality.

Snohomish has about 425 acres of major carbon sinks, shown in Table C-5, with an estimated carbon storage of 19,250 metric tons. Most of the City’s carbon is stored in wetlands, accounting for over half of the storage acreage. At 70.6 metric tons of carbon per acre, wetlands also have the highest carbon sequestration rate, meaning wetlands account for over 68% of the City’s total carbon storage.

Table C-5: Major carbon sinks, carbon sequestration rates and total storage (t C)

Carbon Sink	Total Acres (within UGA)	Estimated* Sequestration Rate (t C/acre)	Estimated* Total Carbon Storage (t C)
Wetland	185.86	70.6	13,130
Mixed Forest	53.69	52.1	2,800
Evergreen Forest	30.02	42.9	1,290
Deciduous Forest	68.67	27.4	1,880
Riverview Wildlife Refuge	23.25	6.4	150
Blackmans Lake**	63 (800 acre ft)	N/A	< 1
Total Acres	424.49	Total Storage	19,250

*These rough estimates are based on limited available data and a literature review, and are not verified by any field measurements, nor are they intended to represent actual carbon storage (see *Section 8 Limitations* and *Section 8 Methods* for more details).

** Blackmans Lake sequestration rate was based on volume of water (800 acre-feet) (Snohomish County, 2003) rather than acreage.

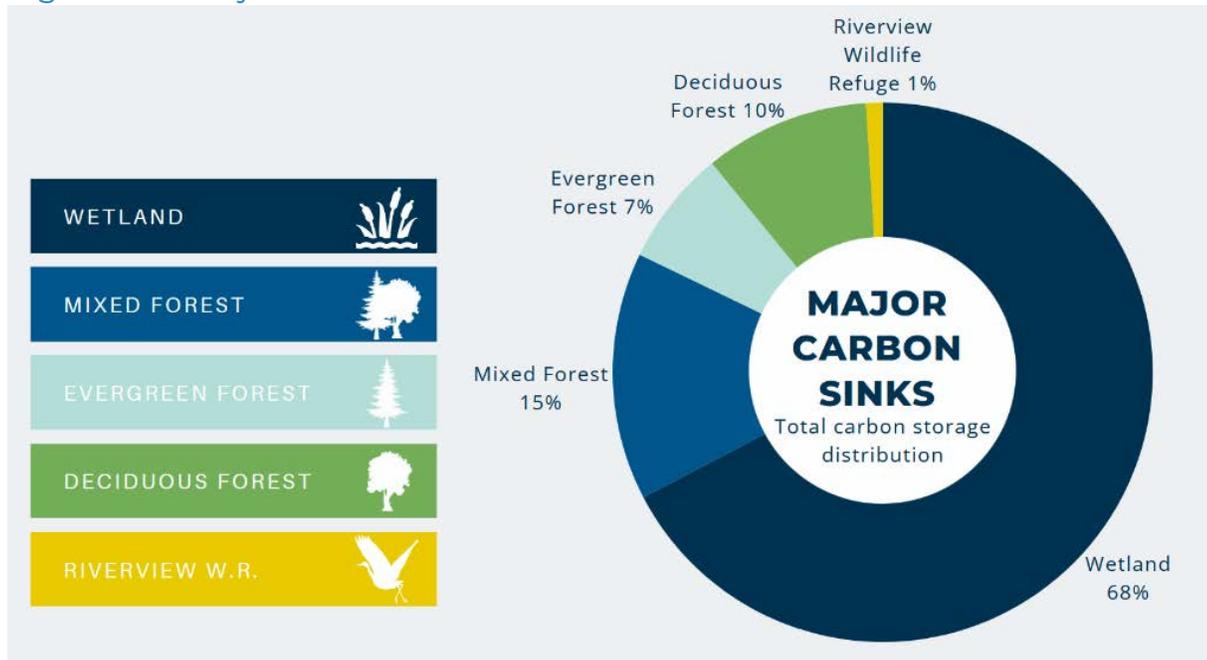
The second largest carbon sink class, based on total acreage and sequestration rate, is mixed forest with nearly 15% of the overall storage, followed by deciduous forest at nearly 10%, and evergreen forest at almost 7%. The Riverview Wildlife Refuge was included in the analysis because of its visibility as a protected area in the city. However, according to the carbon sequestration rates obtained from the literature review, which are based on vegetation type (in this case a mix of wet grasslands and shrub/tree), the wildlife refuge makes up less than 1% of the carbon storage. Despite this finding, the refuge is included among the major carbon sinks because of its future sequestration potential as the vegetation matures and becomes more forested. Blackmans Lake, on the other hand, had such low total carbon storage that it does not show up in the chart.

This high-level carbon sink inventory and review of the best available science shows that wetlands have the highest potential for storing carbon in Snohomish, and therefore have the highest potential for mitigating climate change. Yet wetlands are also at the greatest risk of becoming a carbon source, if not protected and adaptively managed. When wetlands are disturbed, the carbon stored in the layers of

plant material and the soils beneath the water is released into the atmosphere. Avoiding wetland impacts allows the stored carbon to remain sequestered.

Among forest types, mixed forests containing both deciduous and evergreen trees provide the most efficient carbon storage. This is because the two tree types capture and store carbon at different and complementary rates. Evergreen forests provide the greatest storage long-term, while deciduous forests provide more immediate carbon sequestration potential.

Figure C-8: Major carbon sinks



Total carbon storage distribution of major carbon sinks within the City of Snohomish UGA, based on sequestration rate (t C per acre).

CLIMATE & ENVIRONMENT ELEMENT GOALS & POLICIES



Internal Reference

C1 Buildings and Energy		
C1.1	Reduce greenhouse gas emissions to achieve Washington State greenhouse gas reduction goals.	
C1.1.1	Net-zero. Encourage net-zero greenhouse gas emission features in new structures. Discourage natural gas energy systems.	
C1.1.2	Renewable energy. Phase out natural gas in publicly-owned buildings by 2050 by converting infrastructure to renewable energy sources.	F3.9, U2.12, U2.14
C1.1.3	Green building. Promote and recognize green building/green development certification of buildings when it is above and beyond current state, county, or local requirements.	L11.3, U1.9
C1.1.4	Energy incentives. Develop and/or promote incentive programs and grant opportunities for private property owners to improve energy efficiency in their buildings.	U2.10, U2.13, U2.14
C1.1.5	Increase resilience through exterior features. Develop or modify building design standards to integrate exterior building features that reduce the impacts of climate change and increase resilience.	
C1.2	Expand zero emissions vehicle (ZEV) infrastructure.	
C1.2.1	Public ZEV charging stations. Encourage more zero emissions vehicle charging stations in public locations, including fast chargers.	F3.7, T5.1
C1.2.2	Private ZEV charging. Require zero emissions vehicle charging infrastructure in large multi-unit developments.	
C1.3	Work with energy utility providers to improve clean energy opportunities that are accessible, reliable, and resilient to impacts of extreme weather and other natural hazards.	U2.5
C1.3.1	Renewable energy storage. Install distributed renewable energy generation and battery infrastructure at public facilities to store renewable electricity generated on site and provide emergency power for continuity of operations.	U2.14
C1.3.2	Flood-resistance. Plan for flood-resilient public facilities, utilities, and infrastructure by siting projects outside flood hazard areas and updating regulations in response to climate-related projections.	S18
C1.3.3	Energy infrastructure. Work with energy utility providers to improve the safety and reliability of infrastructure vulnerable to climate change.	U2.5
C1.3.4	Underground power required. Require new subdivisions to bury electricity transmission lines and associated infrastructure to reduce damage from storms and wildfire ignition risks.	U1.5

C2 Cultural Resources and Practices		P7, P8
C2.1	Provide all residents with an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community resilience.	P8.1
C2.1.1	Frontline engagement. Partner with local coalitions to facilitate frontline community engagement about climate impacts, connecting local issues with regional and statewide issues.	S18.2
C2.1.2	Frontline engagement. Use culturally contextualized outreach and education initiatives to inform the community about ways to prepare and build resilience to climate threats.	P8.6
C2.2	Protect cultural resources from the impacts of climate change.	
C2.2.1	Partner with Tribes. Establish partnerships with Native American tribes for the preservation of archaeological sites and traditional cultural properties that are vulnerable to climate impacts.	S16.3
C2.2.2	Cultural resource protection. Protect, enhance, and restore ecosystems to conserve culturally important resources, including Critical Cultural Resources (CCRs) and Culturally Modified Trees (CMTs), that could be adversely impacted by climate change.	P3.2, S16.1
C2.2.3	Cultural resource protection. Protect significant historic properties and sites prone to floods or other hazards.	F4.2, S16.1
C2.2.4	DAHP data. Maintain a data-share agreement with the Department of Archaeology and Historic Preservation (DAHP) for accurate cultural resource data.	S16.4
C3 Economic Development		
C3.1	Work with local businesses to build economic resilience to climate disruptions.	
C3.1.1	Business incentives. Partner with local agencies to explore development of an incentive program to increase uptake of climate mitigation and adaptation strategies by local businesses.	E1.6
C3.1.2	Renewable energy. Support local businesses' efforts to generate and store renewable electricity on-site, which can provide back-up power during emergencies and help ensure continuity of operations.	U2.13
C3.1.3	Circular economy. Promote and support a circular economy that increases demand for recycled materials and reduces demand for new raw materials, which will reduce embodied carbon emissions in the City.	E5.8
C3.1.4	Home-based businesses. Analyze and support removal of potential regulatory barriers to low-climate-impact businesses such as home-based businesses.	E5.9, H3.4, L4.8
C4 Ecosystems		P3, P4
C4.1	Protect and enhance ecosystems to provide healthy habitat in a changing climate.	P1.6

C4.1.1	Habitat areas. Protect and improve habitat quality and connectivity to foster climate resilience through conservation area designations, buffers, and open space corridors.	S17.9
C4.1.2	Wetland uses. Consider climate stressors when determining allowed activities and uses within wetlands and habitat conservation areas, and ensure regulations maintain habitat integrity and function.	
C4.1.3	Best Available Science. Maintain the City's critical area regulations to be consistent with best available science standards and practices.	
C4.1.4	Mitigation measures. Where disturbance of regulated critical areas or their buffers cannot be avoided, employ mitigation measures that provide cumulative and long-term benefit to natural systems and no net loss of ecological functions and values.	S9.7
C4.1.5	Threatened species. Inventory and protect habitat connectivity needs for species threatened by climate change.	
C4.1.6	Salmon recovery. Support protecting and restoring vital salmon habitat, building climate resilience, and taking other actions locally and through regional partnerships such as Water Resource Inventory Area (WRIA) 7 to implement Washington's salmon-recovery strategy.	P4.2, S26.2
C4.1.7	Plant species. Require native drought- and pest-resistant trees, shrubs, and grasses in restoration and mitigation efforts to support climate resilience.	P3.2
C4.1.8	Critical Areas studies. Identify and quantify the ecosystem services benefits of natural systems in assessments for community and development planning. Require professional studies, where appropriate, as part of development proposals.	
C4.1.9	No net loss. Ensure no net loss of ecosystem composition, structure, and functions, especially in Priority Habitats and Critical Areas, and strive for net ecological gain to enhance climate resilience.	P3.2, S17.6, S17.10, S22.2
C4.1.10	Endangered species. Support protecting species that are on the Washington State Endangered Species list.	S17.6, S18.4
C4.1.11	Maintenance and operations practices. Regularly review maintenance and operations policies to ensure they are consistent with best practices for protecting ecosystems, riparian habitat, migratory species, and pollinator species.	
C4.1.12	Lighting. Review development regulations and design standards to ensure lighting does not create harmful impacts for critical areas and animal species.	
C4.2	Promote and facilitate the protection and restoration of streams, riparian zones, estuaries, wetlands, and floodplains to achieve healthy watersheds that are resilient to climate change.	S18.5
C4.2.1	Implement plans. Implement actions identified in 2004 Endangered Species Act Response Planning (ESA Plan), 2023 Planning for Climate Change, and the Shoreline Management Plan to improve climate resilience of streams and watersheds.	F1.1

C4.2.2	Wetland connectivity. Require the protection and restoration of wetlands and corridors between wetlands to provide biological and hydrological connectivity.	S22.3
C4.2.3	Riparian ecosystems. Protect and restore riparian vegetation along the Snohomish and Pilchuck Rivers to maximize the ecological benefits and climate resilience of riparian management zones.	S17.6
C4.2.4	Fish habitat. Protect the structure and function of streams and floodplains to provide cold-water habitat for fish into the future.	S8.4, S17.6, S22.4
C4.2.5	Fish migration. Work with local, county, and state agencies towards resolving barriers to fish migration.	P7.1, S7.4, S26
C4.2.6	Development next to habitat areas. 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 disturb ecosystem functions.	S17.9, T5.3
C4.2.7	Blackmans Lake water quality. Improve water quality and dry season water levels of Blackmans Lake to address concerns such as eutrophication, urban runoff, and invasive species.	
C4.3	Implement an urban forest program to protect and enhance the climate resilience of the urban forest.	P2.5
C4.3.1	Manage tree canopy. Equitably manage tree canopy to decrease risks from severe wildfires, protect residents, improve ecosystem health and habitat; boost carbon sequestration, reduce heat islands, and improve air quality.	
C4.3.2	Expand tree canopy. Implement ordinances to maintain and expand tree canopy cover, improve tree and watershed health, prioritize carbon sequestration, and build climate resilience.	L4.4
C4.3.3	Expand tree canopy. Maximize tree canopy coverage in areas adjacent to streams and urban areas with low canopy cover, surface parking lots, and rights-of-way.	L4.5, P3.6
C4.3.4	Tree City. Obtain and maintain Tree City USA recognition from the Arbor Day Foundation.	P3.7
C4.3.5	Open space. Require open space as a condition of new development.	L8.8, P3.3
C4.3.6	Parks connectivity. Work toward a connected park, open space, wildlife habitat area, and trail system to develop nonmotorized transportation opportunities to housing, schools, and commercial areas across the city.	E2.5, P1.1, P2.1, P2.2
C4.3.7	Tree species guidance. Implement an education and outreach program to property owners about proper species to ensure that tree species selection and planting guidance are updated to be resilient to climate change and based in best available science.	
C5	Emergency Management	
C5.1	Improve communitywide resilience.	
C5.1.1	Evacuation outreach. Implement outreach programs to help residents plan and practice actions that make evacuation quicker and safer, with special consideration for vulnerable populations.	

C5.1.2	Wildland-Urban Interface. Provide residents living in Wildland-Urban Interface (WUI) areas information about fire prevention practices and support application of such practices through building code provisions.	
C5.1.3	Ongoing monitoring. Ensure City staff maintains technical expertise and skills and can continue to monitor conditions and programs implemented to meet climate goals.	
C5.2	Enhance emergency preparedness, response, and recovery efforts to mitigate risks and impacts associated with extreme weather and other hazards worsened by climate change.	
C5.2.1	Transportation vulnerability. Map transportation infrastructure that is vulnerable to natural hazards and critical transportation corridors.	T1.5
C5.2.2	Climate modeling. Periodically explore climate modeling and impacts on local assets to develop and strengthen comprehensive plan goals and policies that support community resilience.	
C5.2.3	Wildfire protection plans. Support the development of community wildfire protection plans.	
C5.2.4	Water system. Analyze the municipal water system for pressure and flow during extreme conditions such as drought and major fire events.	F1.3
C5.2.5	Community facilities. Develop community-serving facilities and community partnerships that can support residents equitably and coordinate resource distribution and services after a hazard event.	F3.12
C5.2.6	First responders. Factor climate impacts into the planning of operations and coordination of preparedness, response, and recovery activities among first responders.	
C5.2.7	Hazard Mitigation Plan. Integrate a climate impacts risk assessment and policies into the local hazard mitigation plan, with special consideration for vulnerable populations.	
C5.2.8	Plan integration. Integrate hazard mitigation, climate change, and critical areas information into other City plans and policies as they are updated, as applicable.	
C6	Health and Well-Being	
C6.1	Protect community health and well-being from the impacts of climate-exacerbated hazards, prioritizing focus on overburdened communities so that the most vulnerable residents do not bear disproportionate health impacts.	
C6.1.1	Social connectivity. Link climate adaptation strategies with social equity and public health strategies.	E5.10, H1.13, T3.4
C6.1.2	Health impacts. Promote the use of health impact assessments and other tools to address the potential impacts of health, equity, and climate change on vulnerable communities.	
C6.1.3	Equitable access to parks. Enhance the climate resilience of parks and trails and ensure that all community members have equitable access to green space within a half-mile.	P1.2, P4.1, P6.5

C6.1.4	Displacement. Address the social and mental health needs of displaced and impacted populations following disasters.	
C6.2	Proactively protect residents from urban heat events and wildfire smoke by setting up systems for preparation and support, especially for residents most vulnerable to these impacts.	
C6.2.1	Wildfire smoke resilience strategy. Develop and implement a wildfire smoke resilience strategy in partnership with local residents, business owners, emergency management officials, regional clean air agency officials, and other stakeholders.	
C6.2.2	Urban heat resilience strategy. Develop and implement an urban heat resilience strategy.	P3.2, P3.6
C6.2.3	Grant opportunities. Promote grant opportunities that distribute cooling units and install heat pumps. Assist households with residents most vulnerable to extreme temperature events.	
C6.2.4	High-risk populations. Prioritize at-risk community members for actions that mitigate wildfire smoke, including providing filter fans or incentivizing infrastructure updates that protect against wildfire smoke for facilities that serve high-risk populations.	
C6.3	Support food production, distribution, and sale that is resilient to the impacts of extreme weather and other natural hazards worsened by climate change.	P8.4
C6.3.1	Food production. Analyze and support removal of potential regulatory barriers to self-sustaining food production, such as individual and community gardens, food forests, and female chickens.	P8.4
C6.3.2	Farmer's Market. Support the local Farmer's Market.	
C7	Transportation	
C7.1	Improve the transportation system, including all travel modes, in a manner that can withstand and recover quickly from the impacts of extreme weather events and other hazards exacerbated by climate change.	
C7.1.1	Transportation Improvement Program. Maintain a Transportation Improvement Program that considers the impact of extreme weather events and resilience.	T1.1
C7.1.2	Transportation connectivity. Improve street connectivity and walkability, including sidewalks and street crossings, to allow for redundancy and accessibility in case of emergency.	T3.2
C7.1.3	Roads near shorelines. Design new and expanded roads to have the least possible adverse effect on shorelines, avoid a net loss of shoreline ecological functions, and account for sea-level rise projections.	S15.5, S15.11

C7.2	Prioritize the creation of a connected, multimodal transportation network for all ages and abilities - including public transit, walking, biking, and rolling.	P2, T3.5, T3.6
C7.2.1	Complete Streets. Implement and maintain a Complete Streets program for a connected, multimodal transportation network for all.	P2.3, T3.1
C7.2.2	Compact development. Utilize land use and transportation planning in the form of urban density, mixed-use housing, and commercial centers to connect residents to their daily needs via an array of multimodal transportation options.	H3.2, H4.3, L2.6, L4.2, L6.2, L6.3, L6.7, T1.8
C7.2.3	Alternative modes. Facilitate transportation modes other than single-occupant-vehicle trips to reduce emissions-producing traffic on local roads.	T3.3
C7.2.4	Public transit. Work with Community Transit to improve transit coverage, frequency, speed, and reliability while promoting transit use.	T2.4, T4.3
C7.2.5	Alternative options. Require, support, and encourage active transportation infrastructure in both public and private development to give residents multiple climate-friendly transportation options.	P2.4, T3.5, T3.6
C7.3	Reduce vehicle miles traveled and reliance on fossil fuels to achieve Washington state greenhouse gas reduction goals.	T1.3, T3.3
C7.3.1	City fleet. Convert appropriate City-owned fleets to zero-emission vehicles by 2050.	F3.8
C7.3.2	Outreach program. Implement educational programs in the community about greenhouse gas reduction principles, benefits, and strategies.	
C7.3.3	Multimodal transportation. Implement multimodal transportation planning to reduce single-occupancy vehicle dependence.	P2.3, T1.1, T3.3
C7.3.4	Commute-Trip-Reduction. Work with public agencies to expand and improve access to public transportation, bike, and pedestrian facilities supporting commute-trip-reduction programs.	
C7.3.5	Remote work. Promote and support remote work options wherever practicable.	E5.9, T1.3
C8 Water Resources		
C8.1	Improve water, wastewater, and stormwater infrastructure to be resilient to anticipated climate impacts. Consider climate impacts when designing utility projects.	
C8.1.1	Anticipate changes. Evaluate the long-term adequacy of water, wastewater, and stormwater infrastructure to ensure that changes in hydrological patterns can be anticipated and managed effectively.	F1.1
C8.2	Promote and prioritize the use of low-impact development practices.	F2.10
C8.2.1	Low-impact development. Require the use of green infrastructure and/or low-impact development practices, including minimized impervious surfaces to reduce the impacts of urban flooding.	T5.2

C8.2.2	Stormwater management. Require all public and private stormwater management systems to be maintained to their original design standards.	F3.10, S17.8
C8.2.3	Stormwater impacts. Promote the use of green roofs, rain gardens, and similar practices that are designed to mimic natural water flows and reduce stormwater impacts.	S17.8
C8.3	Protect and preserve water quality and quantity from drought, extreme heat, and other hazards exacerbated by climate change.	F3.11
C8.3.1	Water resource management. Manage water resources sustainably in the face of climate change through stormwater management, preventative maintenance, water conservation and wastewater reuse, plant selection, and landscape management. Investigate the use of smart metering, smart irrigation, and focused water conservation efforts that protect streamflows and support aquatic life.	F3.6, L11.6
C8.3.2	Water quality. Develop programmatic and regulatory measures to improve water quality in the Snohomish River system, including the Pilchuck River and Blackmans Lake.	F3.6, F3.11, S3.2, S7.6, S9.7
C8.3.3	Drought resilience. Develop and implement a comprehensive drought resilience strategy that factors in projected climate impacts and sets action levels for different drought stages.	
8.3.4	Stormwater mitigation. Evaluate development of a program to help capture, filter, store, and reuse stormwater runoff.	
C9 Waste Management and Organics		
C9.1	Develop targeted campaigns to reduce, reuse, and recycle materials to decrease greenhouse gas emissions.	
C9.1.1	Best practices. Integrate waste management best practices into large facilities such as schools.	
C9.1.2	Construction debris recycling. Encourage and incentivize recycling of construction and demolition debris.	
C9.1.3	Recycling support. Work with the waste management service provider on education and outreach materials to increase recycling and reduce waste for residential and business customers.	U3.2
C9.1.4	Outreach program. Implement an education and outreach program about materials with high greenhouse gas impacts.	
C9.2	Maintain waste management programs that allow the community to reduce, reuse, and recycle waste materials sustainably to lessen its carbon footprint.	U3, U3.1
C9.2.1	Composting. Work with service providers to increase facility capacity to achieve 90% composting of applicable community waste by 2050.	U3.4
C9.2.2	Landfills. Work with waste management service providers, public agencies, businesses, and residents to reduce municipal solid waste disposed in landfills by recycling all paper, food, textile, and metal waste by 2050.	U3.2, U3.3

C9.2.3	Wastewater Treatment Plant. Analyze the potential of methane capture processes at the wastewater treatment facility.	
C10 Zoning and Development		
C10.1	Develop future growth strategies utilizing information about locations of climate impacts to avoid allowing growth to occur in high-hazard, high-exposure areas or in areas that will disproportionately affect climate-vulnerable residents.	
C10.1.1	Growth management. Direct growth into areas where exposure to climate hazards, including flooding, extreme heat, wildfire, and other hazards, is low.	L9.3
C10.1.2	Zoning and rezoning. Consider future climate conditions prior to creating new zoning designations or rezoning.	L1.3
C10.1.3	Expand carbon sinks. Identify, protect, and consider opportunities to expand urban forests, wetlands, and other vegetated natural areas to create carbon sinks and provide climate resilience benefits.	S17.6
C10.1.4	Critical Areas Ordinance. Consider climate change, including sea-level rise, extreme precipitation, increased winter streamflow, and other impacts, in updates to the critical areas ordinance.	
C10.1.5	Shorelines. Identify and implement strategies to increase the resilience of shorelines to sea-level rise and flooding events, while also protecting shoreline ecological functions, allowing water-dependent uses, and providing public access.	S2.6, S13.4, S13.9, S17.1, S17.4
C10.2	Review proposals for development and redevelopment through the lens of climate impacts and resilience.	
C10.2.1	Development standards. Establish development regulations and site design standards that incorporate best practices for reducing the risk of extreme heat, flooding, and other climate-exacerbated hazards.	L2.4, L11.5
C10.2.2	Public facilities siting. Consider future climate conditions during siting and design of essential public services, capital facilities, and community assets, including changes to temperature, rainfall, and flooding patterns, so they function as intended over their planned life cycle. Avoid siting these facilities where they are vulnerable to climate-exacerbated hazards and begin planning for relocation of facilities if necessary.	L8.6, S4, S6.9, T2.4
C10.2.3	Vulnerability assessment. Inventory and assess the vulnerability of critical areas, carbon sinks, and open space areas to maximize the climate resilience benefits they provide.	
C10.3	Establish land use patterns that mitigate future greenhouse emissions and increase the resilience of the built environment, ecosystems, and communities to climate change.	
C10.3.1	Mixed use zoning. Implement complementary, mixed land uses versus traditional zoning, such as locating business districts, parks and schools in neighborhoods to promote cycling and walking and reduce vehicle miles.	H4.3, L2.1, L5.5, L6.1

C10.4	Promote adaptive reuse of existing buildings, mixed-use and compact development, and urban densities in commercial zones.	H1.2, L6
C10.4.1	Infill development. Prioritize infill development through zoning and permitting processes.	H6.6, L6.6, L6.7
C10.4.2	Bus stops. Work with Community Transit to site public transit stops in commercial corridors.	T2.4, T4.3
C10.4.3	Density near transit. Allow increased residential capacity near public transit, such as in the Midtown District.	H1.4, L5.2
C10.5	Allow middle housing types in residential areas.	C10.5, H
C10.5.1	Middle housing types. Allow middle housing, such as duplexes, triplexes, cottage housing, and ADUs in residential areas.	C10.5.1, H1.5, H2.4, H5.2, L2.13, L3.3



PARKS

High quality parks and open space to meet the needs of the community

INTRODUCTION

Founded in 1859, the City of Snohomish is a unique place with both natural beauty and historic identity. The city's National Historic District, waterfronts, agricultural setting, small town feel, and strong sense of community create an environment where natural and urban landscapes are in balance.

Prominent aspects of the city's distinctive character can be found in its parks, trails, and open spaces. The City has worked hard throughout its history to ensure equitable access and availability of parkland and green space, even as it continues to grow through annexation and population increases.

Parks and open spaces play a critical role in quality of life, especially for city-dwellers. These lands provide an important respite from the urban environment. Parks, trails, and open space have environmental, aesthetic, recreational, economic, and social benefits. They can boost civic pride and cohesion within the community. They contribute to the distinctive sense of place. There are many studies documenting the benefits of parks and open spaces.

- **Economic benefits:** parks can increase property values, improve tourism, and bolster the local economy as new businesses and residents are attracted to the area.
- **Environmental benefits:** parks and open spaces provide ecosystem services, sustain and support biodiversity, provide important wildlife habitat, regulate temperature, reduce air and water pollution, retain rainwater, prevent urban flooding, and reduce urban noise.
- **Social benefits:** parks support physical and mental health through social cohesion and neighborhood interaction, physical activity, improved cognitive functioning, reduced healthcare costs, and reduced prevalence of chronic diseases and health conditions.

In addition, parks remain one of the few places in a city where one can go without the expectation of spending money. Parks can be a peaceful retreat from the bustle of urban life, or they can provide a center of activity and social interaction with friends and neighbors.

VISION: Parks, recreation, and open spaces protect and enhance the economic, environmental, and social health of the community. They are essential services of local government. The City of Snohomish is dedicated to providing high-quality parks and open space over the next twenty years to meet the needs of the community.

Analysis of Level of Service (LOS) Performance

The City is performing well in two of the five LOS standards and is within reach of meeting the standard for Open Space. The entire City is within the standard distance for Community and Regional Parks.

Table P-1: LOS Standards

Type	LOS Standard	2023 LOS	
Neighborhood	75% of population live within ½ mile of a neighborhood park	55% of population within ½ mile of a neighborhood park	
Community	75% of population live within 2 miles of a community park	100% of population within 2 miles of a community park	
Regional	75% of population live within 25 miles of a regional park	100% of population within 25 miles of a regional park	
Trails	90% of population live within ½ mile of a trail	63% of population within ½ mile of a trail	
Open Space	10% of City of Snohomish maintained as dedicated open space	9.6% of City of Snohomish maintained as dedicated open space	

At this time, 55% of the population is within a ½-mile distance of a Neighborhood Park. This is below the 75% standard and requires attention, particularly as new residential growth is expected to be primarily focused on the northern part of the City, where there are no Neighborhood Parks located nearby.

The City is also significantly below the LOS standard for trails, with only 63% of the population within ½-mile of a public trail. While there are other trails throughout Snohomish, they are not included in this analysis because they are privately-owned and maintained. Extending the Centennial Trail to the south will improve the LOS and will also make the trail more functional, but more trails are needed on the west side of Snohomish to improve accessibility for the community. The City will be actively looking for opportunities to provide additional trails over the coming planning period.

There are several properties that are identified as future parks in the Inventory. Homestead Park in particular will improve the LOS for Neighborhood Parks, as it is the only property located on the west side of SR-9. Adding a trail in this area will be a priority for future park development.

INVENTORY

Programs and Resources

An issue for Snohomish to consider is expanding the City's role in serving unmet recreation demand by either directly providing services or actively facilitating service provision by others. The City has provided recreation programs in the past. In the 1970s, City programs included swimming lessons and a lifeguard at Hill Park, adult volleyball league and youth hiking trips. Such services have been reduced or eliminated in past decades due to lack of staff and resources.

Partnerships and coordination with other agencies and organizations, including Snohomish County, the Snohomish School District, and the Snohomish Conservation District will help to meet park and recreational demand in the region.

Recreational Facilities

Snohomish has ten public parks comprising 43.3 acres and three public trails measuring 2.7 miles. Park facilities include Neighborhood Parks, Community Parks, Regional Parks, and Trails. The full inventory and descriptions of existing park facilities are in the following pages. Additional, property-specific information and historical records are available at City Hall.

Neighborhood Parks are accessed by foot or nonmotorized modes for users within one-half mile, generally do not include off-street parking facilities or restrooms. Typical amenities may include open fields, playgrounds, seating, and picnic areas.

Community Parks are accessed by motorized and nonmotorized modes from throughout the community. Typical amenities may include open fields, playgrounds, seating and picnic areas, shelters, and sports facilities. Off-street parking and restrooms may be provided.

Regional Parks are accessed by motorized and nonmotorized modes from throughout the community and outside City boundaries. Typical amenities may include open fields, playgrounds, seating and picnic areas, sports fields, and special interest activities. Off-street parking and restrooms are generally provided.

Trails are nonmotorized routes for transportation and connectivity that serve as linear recreational facilities for exercise and activities.

Map P-1: City Park Inventory

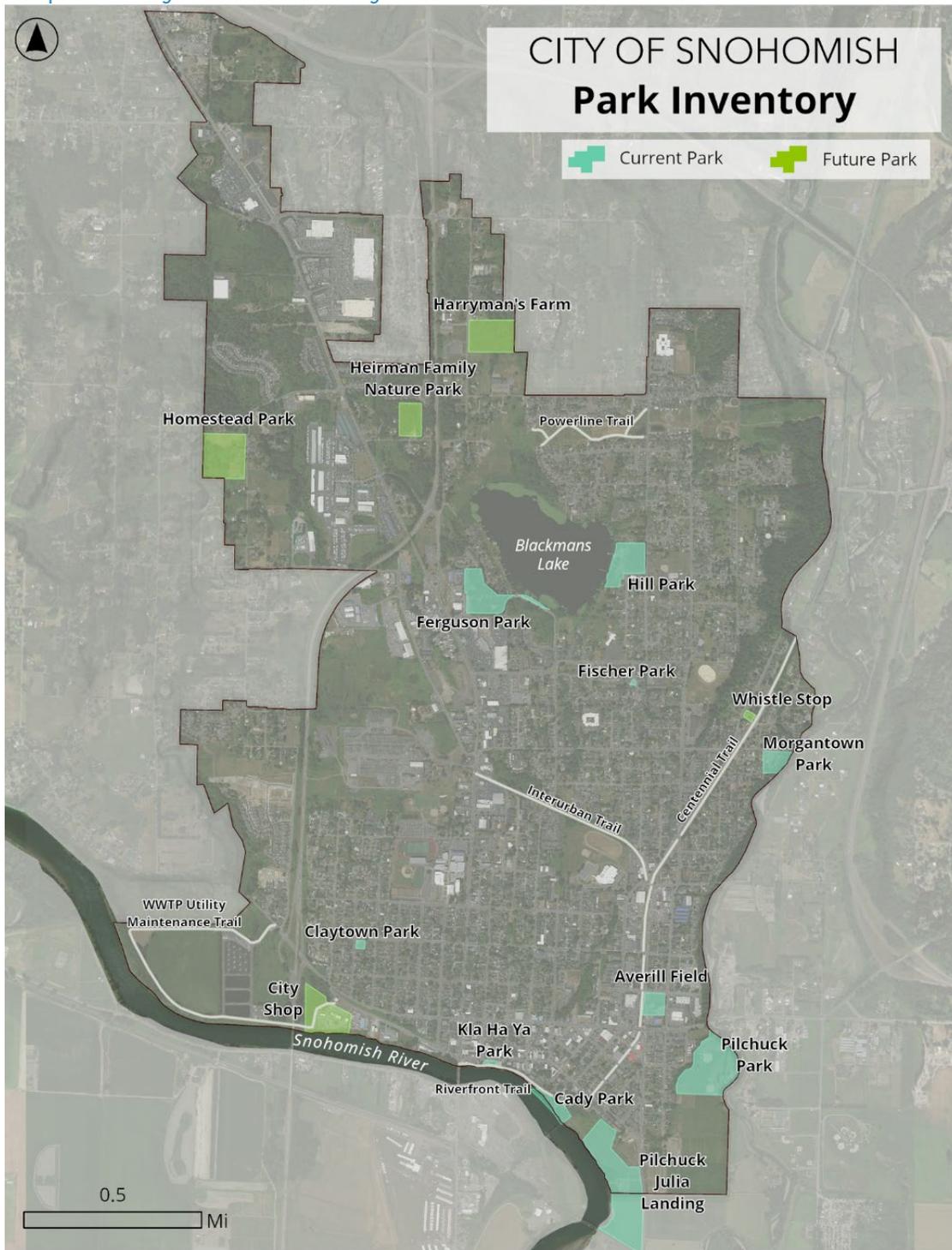


Table P-2: Park Properties

Name	Location	Type	Size	Amenities
Averill Field	409 Third St	CP	2.3 ac	Skatepark, playground, bench, picnic table, parking
Cady Park	40 Maple Ave	NP	2.5 ac	Nonmotorized boat launch, kayak rack, picnic table, open field, trail access, parking, water views
Centennial Trail	506 Fourth St	T	1.4 mi	Trash receptacles, bulletin board
Claytown Park	329 Avenue I	NP	0.35 ac	Playground, bench, picnic table, open field

Ferguson Park	1330 Ferguson Park Rd	CP	6.7 ac	Nonmotorized boat launch, dock, playground, restroom, disc golf course, parking, open field, basketball hoop, pavilion, bench, picnic bench, water views
Fischer Park	1214 Madrona Dr	NP	0.11 ac	Playground, picnic table, open field
Hill Park	1610 Park Ave	CP	5.6 ac	Pavilion, restroom with exterior shower and sink, playground, dock, open field, parking, picnic table, bench, ADA ramp to dock, water views
Interurban Trail	600 Ford Ave	T	0.6 mi	
Kla Ha Ya Park	1117 First St	NP	0.37 ac	Picnic table, benches, trail access, water views
Morgantown Park	200 Long St	NP	2.5 ac	Playground, horseshoe pits, water access, picnic bench, bench, open field, basketball hoop, water views
Pilchuck Park	169 Cypress Ave	RP	12.9 ac	Picnic table, bench, bleachers, basketball court, playground, tennis/pickleball court, water access, open field, baseball field, restrooms, volleyball court, water views
Pilchuck Julia Landing	20 Lincoln Ave	RP	10.01 ac	Motorized boat launch, open field, parking, bench, water views
Powerline Trail	2100 Park Ave	T	0.46 mi	
Riverfront Trail	40 Maple Ave	T	0.3 mi	Benches, interpretive signage, water views

NP: Neighborhood Park | RP: Regional Park | CP: Community Park | OS: Open Space | T: Public Trail

Future Recreational Facilities

The City owns a number of properties that are planned for future park development. This will be critical as the population continues to grow, to ensure equal access to recreational facilities.

Table P-3: Future Park Properties

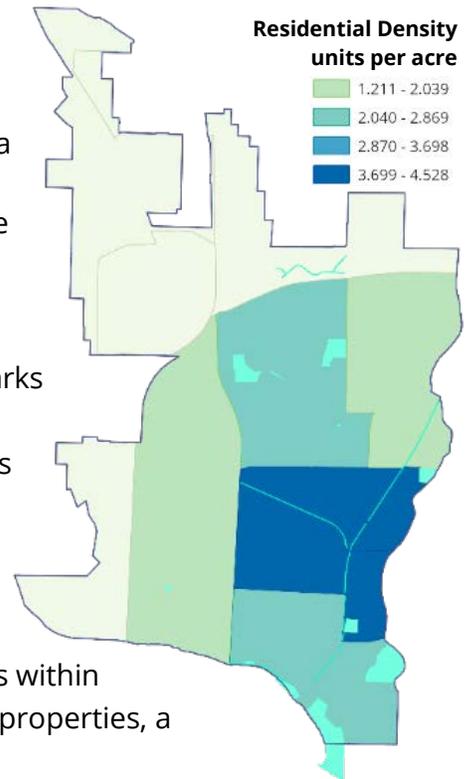
Name	Location	Type	Size	Future Park Type
Harryman’s Farm	2411 Lake Ave	FP	7.4 ac	To be determined
Homestead Park	2000 Ludwig Rd	FP	10 ac	To be determined
City Public Works Shop*	1801 First St	FP	8.2 ac	To be determined
Whistle Stop	1119 Maple Ave	FP	0.39 ac	To be determined
Heirman Family Nature Park	1402 20 th St	FP	3.59 ac	To be determined

* Not yet named; subject to Parks Naming Committee

DEMAND AND NEED ANALYSIS

Park needs are determined by estimating where population growth is expected to happen over the next 20 years, then planning for how to meet Level of Service standards for people in those areas. Equitable access to quality park facilities is a priority for future growth planning.

Residential density varies throughout the City. The map to the right illustrates this variability. The darker color corresponds to more residential units per acre. Parks and trails need to be located near where people live. In this regard, the City is providing park facilities in a manner that appears to meet the highest need. Two Neighborhood Parks and two trails are located in the areas with highest density, while other current park facilities are located nearby.

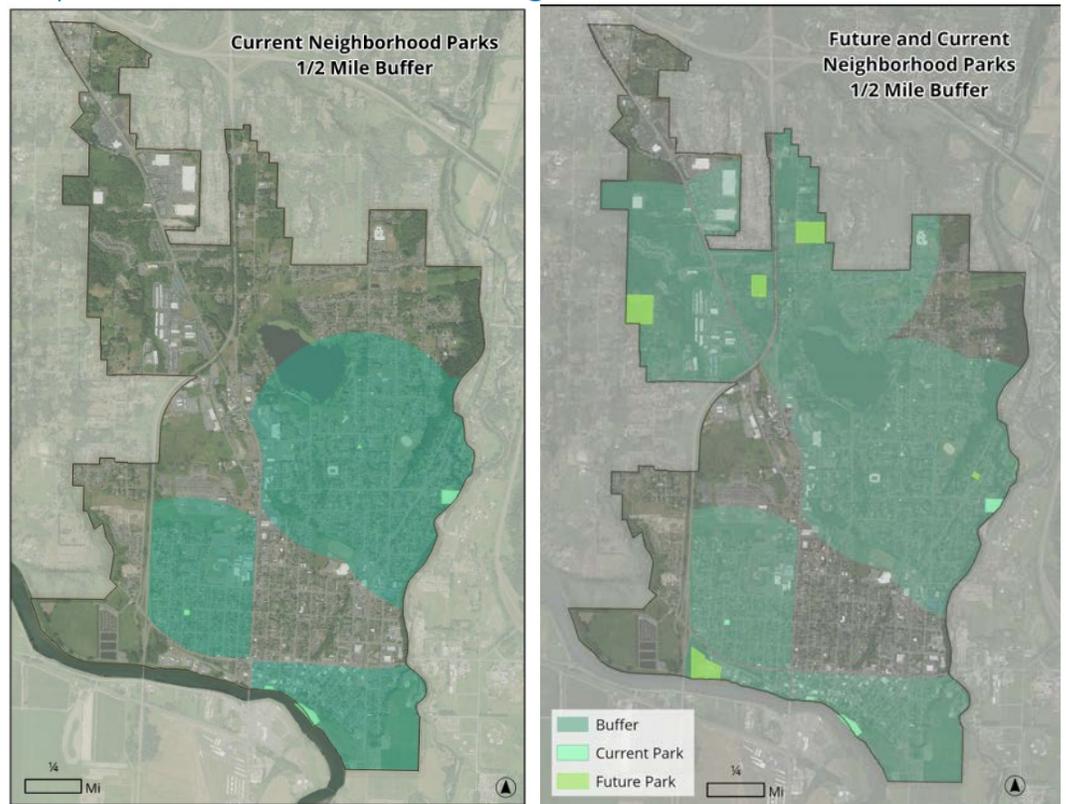


Much of the City's growth is expected to be north of Blackmans Lake, west of SR9, and along the Avenue D/Bickford Avenue corridor. The parks inventory maps show these areas will not be well-served by Trails or Neighborhood Parks until Homestead Park is developed. Homestead is a Future Park located on the north end of Ludwig Road, west of SR-9. This area is currently in the process of developing into more urban residential use after being annexed to the City in the early 2000s.

According to the Level of Service Analysis, 55% of the City population is within ½-mile of a Neighborhood Park. With the development of Future Park properties, a much larger portion of the City will be served by Neighborhood Parks.

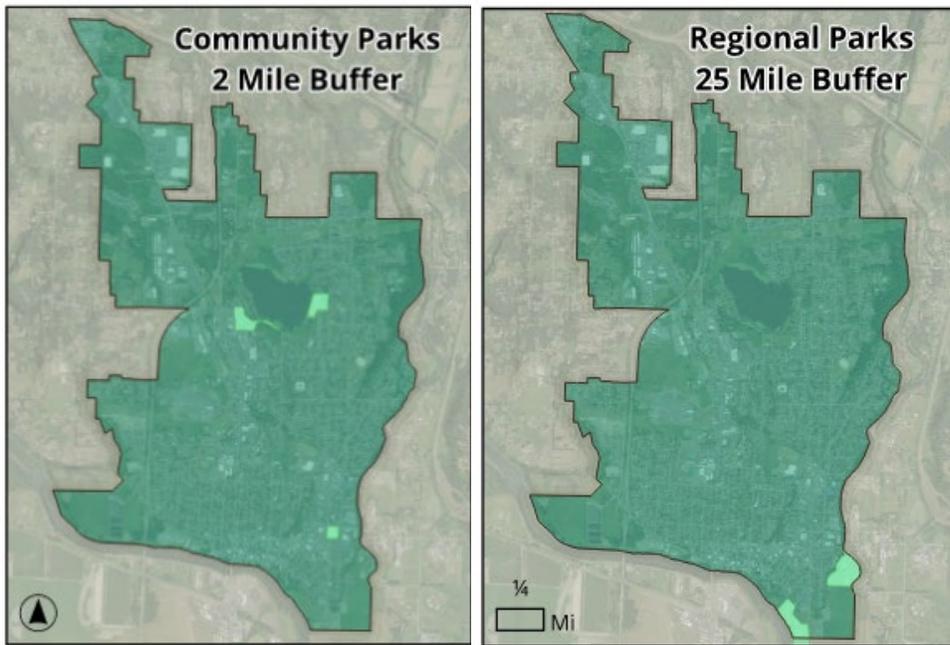
There are two areas of Snohomish that have been identified through this analysis for additional park property acquisition. The first is the east side of Bickford Avenue, north of the SR-9 crossing. This area is expected to continue to grow, and as Bickford Avenue itself is not easily crossed by pedestrians, a park facility for these future residents will be important. The second is the southeast portion of the city,

Map P-2: Current and Future Neighborhood Parks LOS



generally north of Second Street within the Pilchuck District. While Averill Field is located in this area, an additional public gathering space will be needed as the district develops in the future.

Map P-3: Community and Regional Parks LOS



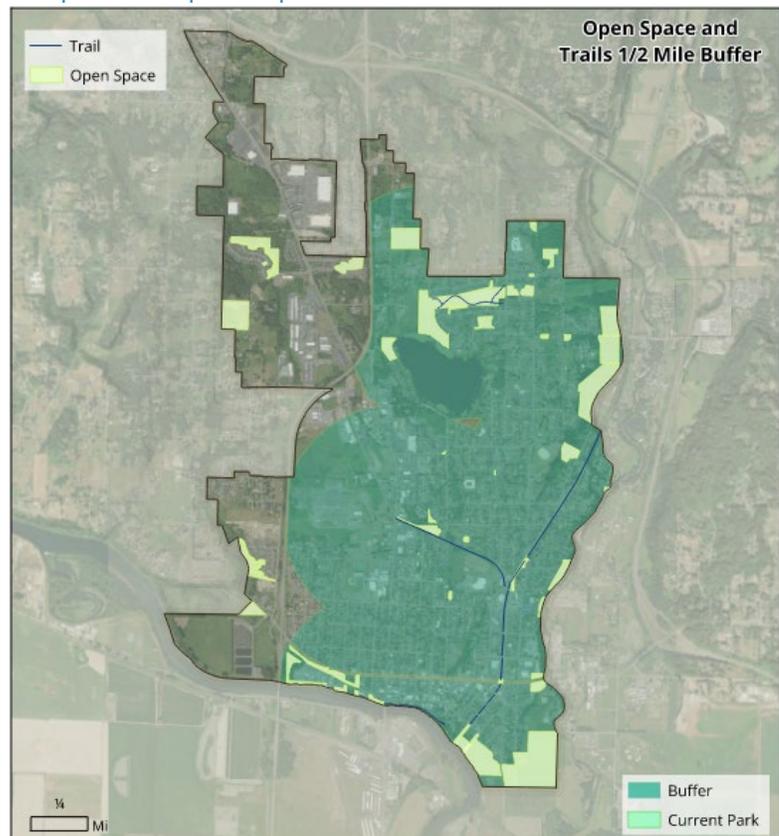
According to the Analysis, 100% of the City population is within 2 miles of a Community park, and within 25 miles of a Regional Park. With Pilchuck Park and Pilchuck Julia Landing categorized as Regional Parks, the community is well-served for both park types

Only 63% of the population is within 1/2-mile of a trail. A future public trail will be prioritized on the west side of the City to provide an accessible facility for

future residents. Providing connections to residential development, parks, schools, and commercial destinations as well as other trails will also be a priority in future planning for multimodal connectivity.

The City is close to meeting its LOS goal for Open Space, at 9.6% land cover. Open space areas will continue to expand as the City grows, due to development regulations requiring open space tracts or easements as a condition of certain development types.

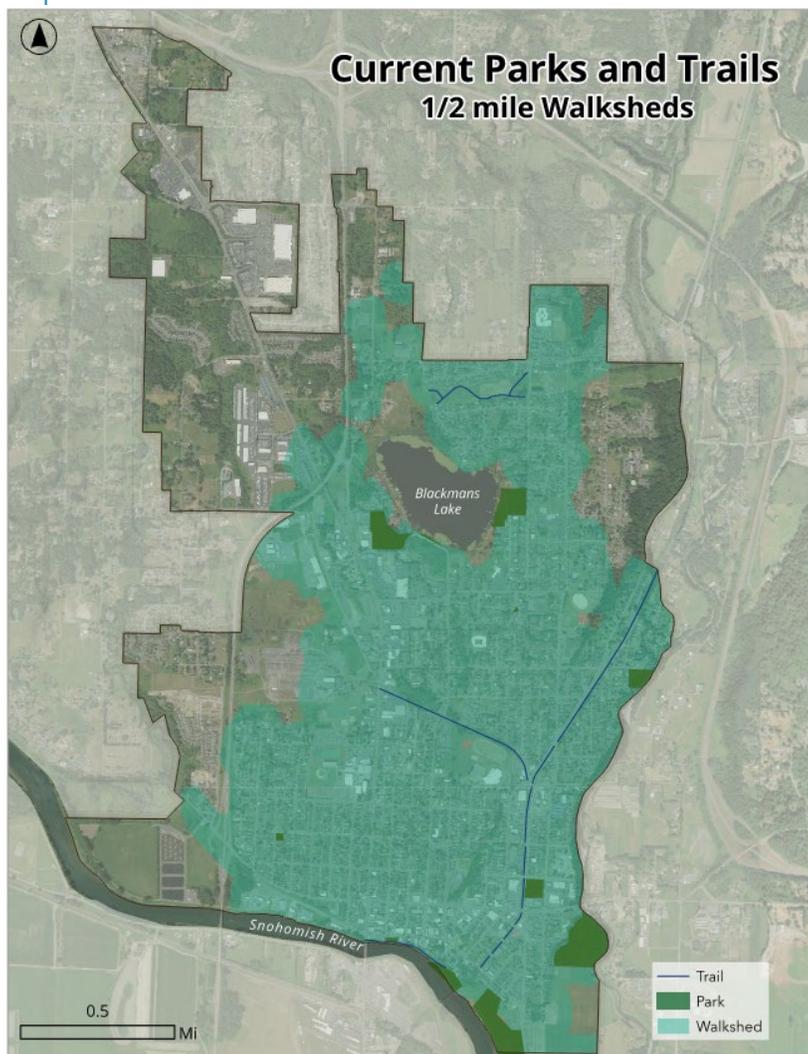
Map P-4: Open Space and Trails LOS



Another way to assess park needs is to examine whether the City's parks, trails, and open spaces can be easily accessed without a vehicle. An analysis was conducted to determine if park facilities were reachable within a half-mile of pedestrian travel on existing sidewalks and trails (a half-mile "walkshed"). The half-mile distance was chosen because it typically equates to roughly a 10-minute walk for most pedestrians.

While the LOS standard shows that only 55% of the population is served by Neighborhood Parks, it is important to note that other parks, such as Community or Regional Parks, may serve as a neighborhood park for those within walking distance. However, using the half-mile "walkshed" measurement, large areas of Snohomish remain underserved. Future property acquisition and park facilities development will be focused on expanding nonmotorized and multimodal accessibility.

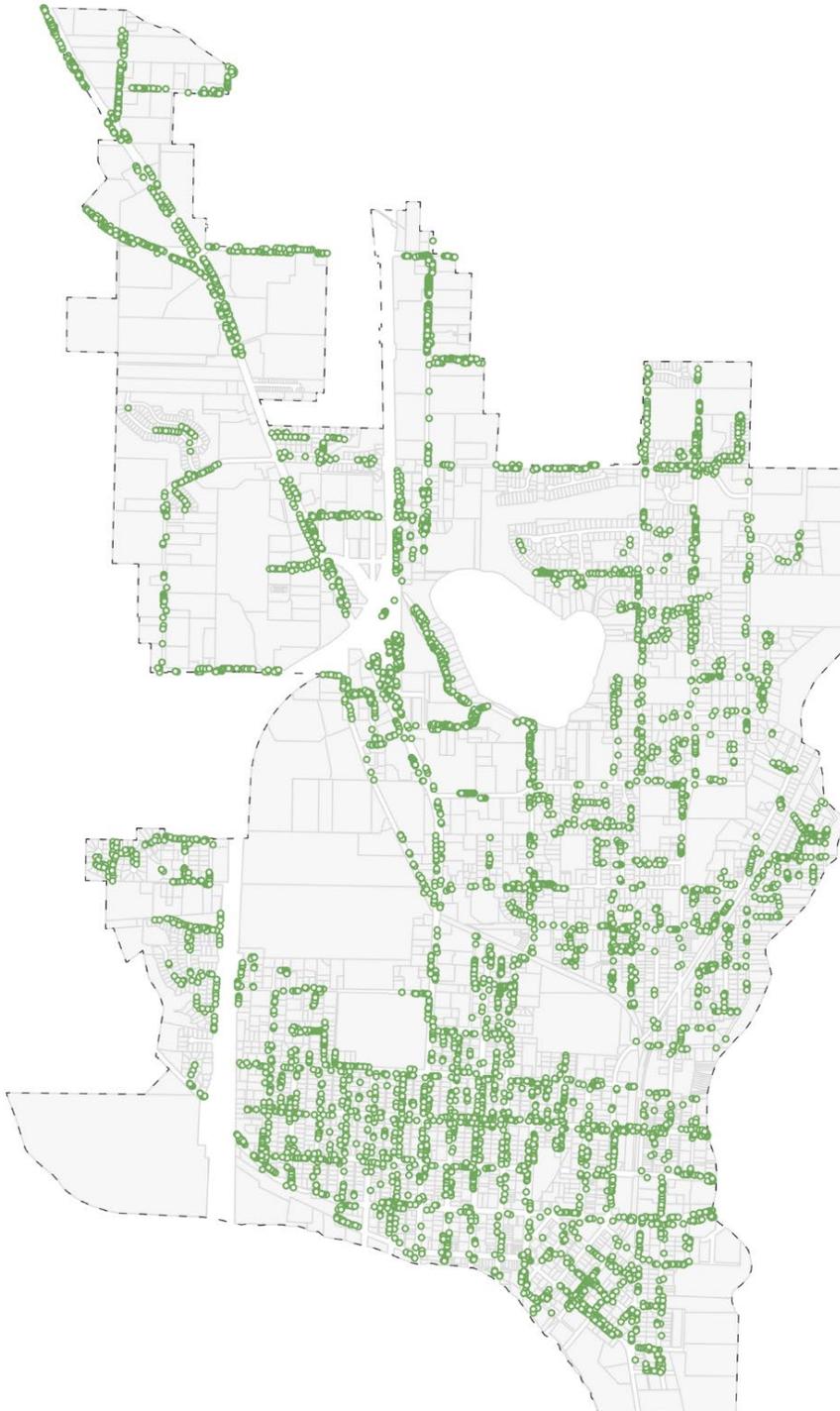
Map P-5: Half-Mile Walksheds



URBAN FORESTRY

In 2022, a street tree inventory was performed by a professional arborist. The following year the Snohomish City Council adopted an Urban Forestry Plan that assesses and quantifies the benefits of the urban forest and establishes a management program and priorities for the City moving forward.

Map P-6: Tree Inventory



The inventory found 8,758 street trees in Snohomish, just over half of them being coniferous (Arborvitae and Western red cedar were the two most common species identified). Most street trees are in good or fair condition, and a majority are smaller than 6-inches in diameter at breast height.

At 60.5%, most street trees were in areas zoned for single-family residential land use, followed by multi-family land use at 13.4%. Only 3.3% of street trees were in the Parks, Open Space, and Public (POP) zoning district. This low percentage is due to the fact that the inventory was limited to trees located in the right-of-way and did not include the parks themselves.

A follow-up inventory in the coming years is intended to focus on parks and other public properties. Additionally, a program is being established to encourage private tree surveys to supplement the inventory.

The City of Snohomish benefits from the volunteer efforts of an advisory board focused on parks. In 2023, the board's purview was modified in scope to include urban forestry matters. The 5-member board will assist the City in implementing the Urban Forestry Plan and associated regulations.

CAPITAL IMPROVEMENT PROGRAM

The 2023 Parks, Recreation, and Open Space (PROS) Plan includes a 20-year Capital Improvement Program that estimates cost and year of implementation for needed improvements and upgrades to existing park facilities in addition to future parks. A regular replacement program is also established for maintenance and management of park elements such as vegetation, surfacing, and playground equipment, to plan ahead for these projects and avoid service deterioration and reduce budgetary impacts.

The intended funding sources for these projects are impact fees, the City's general fund, and a proactive approach to grant funding.

Table P-4: Park Improvement Needs

Name	Identified Improvements and anticipated year
Averill Field	Install public restrooms (2027), parking and surfacing, playground equipment, Third Street frontage improvements (2032), urban forestry (2038)
Cady Park	Pavement repair, site furnishings (2027)
Centennial Trail	Repair/replace vehicle barricades (2025), signage (2027), urban forestry (2028), crossing improvements (2030)
Claytown Park	Resurfacing (2025), irrigation system, dog fountain, sidewalks (2026), fencing (2030), play equipment (2033), site lighting (2041)
Ferguson Park	Resurfacing, play structure (2025), ADA improvements (2026), restrooms (2033)
Fischer Park	Urban forestry (2025), resurfacing (2027), fencing (2036), play structure (2037)
Hill Park	Dock repair (2025), resurfacing (2026), ADA improvements, urban forestry (2027), shelters (2029), play equipment (2031), stormwater improvements (2033)
Interurban Trail	Property acquisition (2029), plantings (2031), surfacing (2033), crossing improvements (2034), site lighting (2035),
Kla Ha Ya Park	Urban forestry (2025), signage (2025-2026), site lighting, surfacing (2027), ADA improvements (2038)
Morgantown Park	Resurfacing, horseshoe pit (2027), site lighting, play equipment (2029), urban forestry (2038), river access (2040)
Pilchuck Park	Restrooms, play equipment, site lighting (2026), resurfacing (2027, 2029), urban forestry (2024, 2039)
Pilchuck Julia Landing	Signage (2025), resurfacing (2029), multimodal connectivity, ADA improvements (2042)
Powerline Trail	N/A - not identified in the planning period
Riverfront Trail	Signage (2025), public art, plantings (2026), site lighting (2028) bank stabilization (2035), ADA improvements (2036)

Replacement program items are on variable cycles depending on the park and the maintenance/improvement item



PARKS ELEMENT GOALS & POLICIES

		Internal Reference
P1	Provide a high-quality park system that is diverse, accessible, interconnected, and focused on sustainability.	L8.7
P1.1	Quality parks system. Provide a high-quality park system that is diverse, accessible, interconnected, and focused on sustainability.	E2.5, C4.3.5
P1.2	Level of Service standards. Ensure that universal access to parks facilities does not fall below the established LOS standards for accessibility and available amenities.	C6.1.3, F2.1, F2.6
P1.3	Diverse parks. Maintain diverse parks facilities that meet the varied needs of the public, including opportunities for sports, fishing, exercise, playgrounds, passive recreation, view corridors, water access, dog parks, and gathering areas.	E5.10
P1.4	Active recreation. Ensure the availability of sufficient active recreation facilities, including sports fields and courts, to adequately meet the practice and competition needs of the community.	
P1.5	Unmet needs. Identify unmet demands in the community's parks, such as recreation activities for disabled children, community gardens, bike facilities, food trucks, and off-leash dog parks. Explore potential solutions for integrating these resources into the system, either through the allocation of City resources or by collaborating with other agencies and organizations to meet the needs of residents.	
P1.6	Ecosystem services. Ensure elements that provide ecosystem services are integrated into City parks.	C4.1
P2	Provide an interconnected trail system that facilitates mobility, walkable neighborhoods, recreation, exercise, and access to nature corridors across the city.	C7.2
P2.1	Parks connectivity. Emphasize connections between existing and future parks, residential, commercial, schools, and employment areas.	C4.3.5, L12.3, T3.3
P2.2	Interconnected trails. Foster active lifestyle choices by offering interconnected nonmotorized trails and outdoor opportunities that promote physical activity, connect people and places, and encourage a healthy lifestyle while minimizing impacts to wildlife and cultural resources.	C4.3.5, E2.5, L12
P2.3	Complete Streets. Incorporate nonmotorized circulation, including trails, bike routes, walkways, and safe street crossings, into transportation planning through Complete Streets to encourage active lifestyles, conserve resources, and safeguard the environment.	C7.2.1, C7.3.3, T3.1
P2.4	Walkability. Support walkable neighborhoods through a bike and pedestrian plan to connect residential streets and cul de sacs with each other, to walksheds, and to parks and trails.	C7.2.5, H3.2, L2.6, L11.5, T1.4
P2.5	Shade and aesthetics. Maintain trails and the multimodal transportation system in a state of natural beauty, integrating shading from the urban	C4.3, L4.4, L12.3

	canopy, urban design, and public art, in conjunction with design standards and zoning regulations, the Urban Forestry Plan, and the Complete Streets program.	
P3	Protect and preserve open space areas that are scenic, ecologically significant or sensitive, or serve as fish and wildlife habitat.	C4, L8.8
P3.1	LOS standards. Meet the City's established LOS for open space.	F2.1, F2.6
P3.2	Native vegetation. Promote the preservation and/or restoration of native vegetation in natural areas and open space throughout the city to conserve ecosystems, enhance biodiversity, improve ecological and climate resilience, protect Critical Cultural Resources (CCRs), and maintain the natural beauty of our environment for the benefit and enjoyment of present and future generations.	C2.2.2, C4.1.7, C4.1.9, C6.2.2, S17.7, T5.3
P3.3	NGPA requirement. Require the establishment of open space and/or Native Growth Protection Areas (NGPAs) as part of the plat process as appropriate, ensuring the preservation of ecologically valuable areas, supporting biodiversity, and enhancing the overall well-being and quality of life for residents.	C4.3.4
P3.4	NGPA maintenance. NGPA easements or tracts are the responsibility of the residents of the development within which they are located and shall be maintained in a substantially natural state in accordance with applicable critical areas regulations.	
P3.5	Development requirements. Ensure that the dedication of ecologically sensitive areas through a tract or easement does not substitute as fulfilling other development requirements for park purposes.	L8.8
P3.6	Right-of-Way vegetation. Vegetated medians, landscape strips, and street planters shall be designed, constructed, and maintained in accordance with the Complete Streets program, the Urban Forestry plan, and the Engineering Design and Construction Standards.	C4.3.3, C6.2.2, L4.5, T5.2
P3.7	Tree City. Become a Tree City and maintain Tree City USA status.	C4.3.4
P4	Strengthen and enhance the City's connection to its shorelines.	S14
P4.1	Public access. Enhance and/or expand park and trail opportunities and other public access in strategic locations along the City's shorelines.	C6.1.3, S13.2, S14.1, S14.5, S14.6
P4.2	Public ownership. Expand public ownership and access along shorelines through targeted purchases and/or land dedication.	C4.1.6, S13.5, S13.6, S14.5
P4.3	Managed access. Provide public access to key shoreline areas, consistent with the public safety, private property rights, and sensitive resource protection needs. Maintain natural vegetation with restricted physical access to shoreline areas as appropriate.	S14.2
P4.4	Snohomish River orientation. Enhance downtown building facades and properties facing the Snohomish River to improve visual access and aesthetics. Implement "keep clean" initiatives to maintain the beauty of the	E2.6, L12.2, S14.3, S14.6, S14.8

	Riverfront Trail and the Snohomish River shoreline. Encourage re-orientation of downtown buildings to take advantage of their proximity to the river and improve public access to the shoreline.	
P4.5	Shoreline use. Encourage community use of the shoreline trails through urban design, revitalization efforts, and public activities.	S14.1, S14.4
P5	Ensure park facilities are maintained consistently in a condition of cleanliness and public safety through best management practices and use of City resources.	F3, L8.7
P5.1	Park safety. Partner with the local police department, Neighborhood Watch programs, and residents to ensure public safety and security at City park facilities.	
P5.2	Park security. Use measures such as lighting, police patrols, vegetation management, and locking essential facilities at night to increase and maintain park security.	
P5.3	Vegetation management. Maintain vegetation and control the spread of noxious weeds through proper use of the Integrated Pest Management Program, and by consulting the WSDA’s Pesticide Sensitive Persons List before application.	
P5.4	Park equipment. Design and develop facilities that are durable and low maintenance to maximize equipment lifespan, enhance public safety, and reduce ongoing requirements and costs.	
P5.5	Trash policy. Unless trash collection is provided as part of a reservation facility or in select locations, parks will maintain a “pack in, pack out” policy.	
P6	As a core City service, ensure parks and trail facilities remain financially sustainable as the City changes and grows by leveraging new and existing resources.	
P6.1	Park impact fee. All new residential development shall pay park impact fees and/or dedicate parkland to ensure new development does not diminish the adopted LOS standards. Park impact fee revenues shall be used for capital improvements to park facilities as identified by the Comprehensive Plan and/or the PROS Plan.	F2.4, F4.1
P6.2	Development in lieu. Land and facilities may be provided by a developer 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 PROS Plan.	F2.4
P6.3	Land acquisition. Identify potential land for future City parks, trails, and open spaces according to adopted LOS standards, prioritizing the acquisition of key parcels of land needed to fulfill the needs of the public.	L8.2, S14.5
P6.4	Equal distribution. Distribute costs and benefits of park and recreation facilities and programs to public and private interests.	F4.2
P6.5	Free and open. Parks will be free and open to the public. Select park programs and uses such as sports fields and shelters will be available for private reservation for a rental fee.	C6.1.3, E5.10

P6.6	Grant funding. Seek opportunities for grant funding wherever possible to enhance the park system and improve park facilities.	F4.4
P6.7	Facility replacement program. Establish and adhere to an equipment and facility replacement schedule that plans ahead for replacement and repair.	
P7	Coordinate and partner with other agencies and organizations to provide recreation programs, facilities, and opportunities.	
P7.1	Partnerships. Maintain close coordination and communication with regional partners.	C4.2.5, E4.1, E4.2, F3.12
P7.2	Unmet needs. Identify recreational demand not currently met in the community and determine potential solutions for adding these resources to the system, either through use of City resources or coordination with other agencies and organizations.	
P7.3	School District. Collaborate and partner with the Snohomish School District for use of recreational facilities to supplement City facilities.	
P7.4	Public property surplus. Encourage the transition of public properties proposed for surplus into City parks, recreation, and open space where it is in the best interest of the City.	L8.4
P8	Provide opportunities for community involvement and participation in the parks system.	
P8.1	Environmental stewardship. Foster and promote environmental stewardship, responsibility, and awareness within the city.	C2.1
P8.2	Public participation. Provide opportunities for public input and involvement in new park designs and development.	L1.5
P8.3	Volunteerism. Encourage community volunteerism in park improvement projects to leverage resources effectively and foster connections to and stewardship of parklands.	E5.3, L2.6
P8.4	Community gardens. Provide opportunities for community members to utilize public land for community planting gardens and native species gardens.	C6.3
P8.5	Signage. Improve parks signage and wayfinding signs to direct people to parks and trails.	E3.4
P8.6	Community outreach. Use public education and outreach campaigns to involve the public in responsible parks stewardship to assure City resources are being used properly.	C2.1.2



APPENDIX

- Glossary
- Long-Range Capital Improvement Plans
- Land and Housing Capacity Analysis
- References

GLOSSARY

Adequate capital facilities	Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.
Agricultural land	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)	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	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, <i>concurrent</i> 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	(BAS) Current scientific information used to designate, protect, or restore critical areas that is derived from a valid scientific process as defined by WAC 365-195-190 through 356-195-925.
Capital facilities	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	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.
Commercial use	An activity that involves wholesale or retail trade, or the provision of services.
Comprehensive plan	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	The requirement that adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts of <i>adequate capital facilities</i> and <i>available capital facilities</i> as defined in this section.
Consistency	No feature of a plan or regulation is 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	Consultation and cooperation among jurisdictions.
Critical areas	Areas and ecosystems such as: (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	A measure of the intensity of residential development, typically expressed in terms of dwelling units per acre of land.

Essential Public Facilities	(EPFs) Public facilities that are necessary but are typically difficult to site. The term includes all facilities and types of facilities identified in RCW 36.70A.200 in addition to locally defined facilities.
Forest land	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	Areas that, because of their susceptibility to landslides, erosion, seismic activity, or other geological events, are not suited to development consistent with public health or safety concerns.
Household	All 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 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	A charge levied by a local government on new development to pay its proportionate share of the cost of new or expanded facilities required to serve 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 use	Activities involved in the processing or fabricating of a product.
Infrastructure	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	Any governmental controls placed on subdivision, development, or the use of land. Development regulations typically take the form of building codes, zoning, subdivision, and critical area ordinances.
Level of Service	(LOS) 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	A designation of public roadway within the 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	Factory-assembled structures intended solely for human habitation, installed on a permanent foundation with running gear removed, and connected to utilities.
Middle housing	Housing types between single-family residences and mid-rise, multi-family development. Middle housing typically consists of duplexes, triplexes, fourplexes, townhomes, and cottage housing, of a smaller scale and visually consistent within a single-family neighborhood.
Mineral	Gravel, sand, and valuable metallic substances.
Multi-family housing	A structure or lot designed to accommodate two or more households, except for accessory dwelling units.

Multimodal transportation	A transportation network that is designed and operated to be safe, comfortable, and convenient for all users of all ages and abilities, including pedestrians, bicyclists, motorists, and transit riders.
Owner	Any person or entity having the legal rights to sell, lease, or sublease, any form of real property.
Planning area (outside a UGA)	Rural designated lands with or without a Rural-Urban Transition Area 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 and the Snohomish Countywide Planning Policies. Planning areas are designated by Ordinance or Resolution.
Public facilities	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	The transportation plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization.
Regional Transportation Planning Organization	(RTPO) 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	Land on which there is a legal right of public use for vehicular or pedestrian circulation or utilities, typically established by purchase or dedication.
Rural lands	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	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	A directive or requirement.
Should	An expectation or guideline.
Single-family housing	An attached or detached housing unit designed for occupancy by one household, situated on an individual lot, and may contain accessory dwelling units.
Transportation facilities	Capital facilities related to air, water, or land transportation.
Transportation Demand Management	(TDM) 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 hours, ride-sharing options, parking policies, and telecommuting.
Urban governmental services	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	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. <i>Characterized by urban growth</i> 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) The geographic area that encompasses the existing contiguous area of the city and outside its 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 include in its corporate boundary through the annexation process.
Utilities	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	An area that is inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances supports a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do 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, wastewater 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.

LONG-RANGE CAPITAL IMPROVEMENT PLANS

Transportation system

Table T-2: Intersection Improvements (pg T-8 - T-9)

ID #	Intersection	Description	Est.	
			Year	Est. Cost
N/A	Traffic Signal Improvement Program	Various improvements to existing signals	ongoing	\$1,400,000
IN 1	Ludwig Road/16th Street	Convert to all-way stop	2031+	\$29,000
IN 2	Bickford Ave/30th Street	WB right-turn lane with overlap phasing	2031+	\$600,000
IN 3	Lake Ave/30th Street	Compact roundabout	2031+	\$5,700,000
IN 4	Tenth Street/Pine Ave	Compact roundabout	2027	\$4,600,000
IN 5	Maple Ave/Fourth St	NB left-turn lane and SB right-turn lane	2031+	\$3,500,000
IN 6	Sinclair Ave/Bickford Ave	Reconstruct or realign intersection, or roundabout	2028	\$2,000,000
IN 7	Bickford Ave/19th Pl (Ridge Ave)	Signal with protected NB/SB left turns. Rechannelize W leg to L-turn lane and	2026	\$1,775,000
IN 8	Bickford Ave Roundabout	Add NB, SB, EB right-turn lanes	2031+	\$16,400,000
IN 9	Maple Ave/Tenth St	Compact roundabout with raised trail crossing	2032	\$5,500,000
IN 10	Maple Ave/Pine Ave	Roundabout (oblongabout) with sidewalk and ADA improvements	2029	\$9,200,000
IN 11	Pine Ave/Second St	Replace span wire signal with roundabout	2027	\$4,500,000
IN 12	Cypress Ave/Second St	Feasibility study for roundabout	2031+	\$350,000
IN 13	Avenue D/Lake Ave/Bickford Ave	Porkchop and turn restrictions	2031+	\$70,000
O 1	Airport Way/Lowell Snohomish River Rd	Modify signal convert EB right-turn lane to a left and a through/right-turn lane	Unknown	\$90,000
O 2	S Machias Rd/Three Lakes Rd	Construct flying-T intersection with WB left refuge on south leg	Unknown	\$3,100,000
O 3	SR 9/30th St	Multilane roundabout	Unknown	\$23,625,000
O 4	SR 9/Bickford Ave/Ridge Ave	Widen SR 9 to 2 lanes NB/SB. EB/WB as single lane	Unknown	\$10,600,000
O 5	SR 9 SB Ramp/Second St	Signal or Roundabout	Unknown	\$8,500,000
O 6	SR 9 NB Ramp/Second St	Signal or Roundabout	Unknown	\$10,100,000
O 7	Hwy 2 SB Ramp/88th St SE	Signal or Roundabout	Unknown	\$7,700,000

From TMP Table 3-2: 2044 Transportation Improvement Project List: Spot/Intersections, Transpo Group

Table T-3: Roadway Improvements (pg T-10)

ID #	Roadway	Extents	Description	Est.	
				Year	Est. Cost
RW 1	22nd Street Connector Road	22nd Street to Terrace Ave	New two-lane connector road	2026	\$2,150,800
RW 2	Bickford Avenue Corridor	Sinclair Ave to Ave D RAB	Median landscaping, channelization and ADA improvements, new curb/gutter/sidewalk	2031	\$6,500,000
RW 3	Avenue A Corridor	Second Street to 13th Street	Traffic calming to provide bike facilities within Turn restrictions at Ave J/First St/Second St.	2029	\$1,900,000
RW 4	Second Street/Avenue J	Ave J to City Shop	First St to one-way EB from Second St to City	2029	\$530,000
RW 5	SR 9 Overpass Bridge (WSDOT)	Bickford Ave	Replace SR 9 overpass bridge and widen for	Unknown	\$28,000,000
RW 6	Midtown Corridor - Avenue D	Sixth St to Ave D RAB	Per Midtown Corridor Study	2031+	\$34,500,000
RW 7	Second Street	Ave J to Lincoln Ave	Per Second St Master Plan	2027	\$21,030,000

From TMP Table 3-3: 2044 Transportation Improvement Project List: Corridor/Roadway, Transpo Group

Table T-4: Nonmotorized Improvements (pg T-12 - T-13)

ID #	Location	Extents	Description	Est. Year	Est. Cost
NM 1A	First Street	Ave J to Ave D	Widen sidewalk on S from trail to Ave D; widen pavement on N for parking; add ped x-ing with RRFB for parking area	2028	\$1,700,000
NM 1B	First Street	Ave D to Cedar Ave	Replace streetlights, ADA improvements, bulb-out, landscaping, sidewalk repair; bike/ped friendly corridor per master planning	2028	\$4,700,000
NM 1C	First Street	Cedar Ave to Lincoln Ave	Traffic calming measures to improve shared roadway	2031+	\$1,100,000
NM 2	Centennial Trail	Between City limits	NM Connectivity Program: Landscaping, signage, striping, bollards, x-ing safety; maintenance enhancements	2025	\$500,000
NM 3	Interurban Trail	Ave D to Maple Ave	Pave trail	2026	\$1,200,000
NM 4	Lincoln Ave	City limits to Second St	Sidewalks and shared bike facilities	2031+	\$760,000
NM 5	Avenue D	City limits to Sixth St	Traffic calming methods for bike facilities within existing pavement	2031+	\$1,150,000
NM 6	Fourth St	Ave J to Civic Campus site (Pine Ave)	Traffic calming methods for bike facilities within existing pavement	2031+	\$3,500,000
NM 7	Tenth St	Maple Ave to Ave D	Traffic calming methods for bike facilities within existing pavement	2025	\$850,000
NM 8	13th St	Pine Ave to Ave D	Traffic calming methods for bike facilities within existing pavement	2031+	\$1,100,000
NM 9	22nd St	Pine Ave to Lake Ave	Multiuse trail on N, sidewalks on S	2031+	\$5,700,000
NM 10	Fifth St	Ave D to Ave J	Traffic calming measures	2031+	\$600,000
NM 11	Pine Ave	Tenth St to 22nd St	Multiuse trail on E, sidewalk on W, traffic calming measures	2031+	\$6,000,000
NM 12	Centennial / Interurban Trail	Maple Ave to Sixth St	NM Connectivity Program: connect two trails	2026	\$300,000
NM 13	30th St	Park Ave to Bickford Ave	Multiuse trail on N, sidewalk on S	2031+	\$4,800,000
NM 14	Sixth St	Ave D to Aquatic Center	Multiuse raised path on N, sidewalk on S	2031+	\$1,200,000
NM 15	Ludwig Rd, south	Second St to Tenth St	Multiuse trail on E, sidewalk on W	2031+	\$3,800,000
NM 16	Ludwig Rd, north	Tenth St to Weaver Rd	Multiuse raised path on N, sidewalk on S	2031+	\$6,900,000
NM 17	16th St/Bonneville	City limits to Ave D	Bike facilities	2031+	\$1,000,000
NM 18A	Lake Ave, north	30th St to 34th St	Frontage and sidewalk improvements with shared bike facilities	2031+	\$1,800,000
NM 18B	Lake Ave, south	30th St to Ave D	Frontage and sidewalk improvements with bike lanes	2031+	\$6,100,000
NM 19	Ferguson Park Rd/Ave A	Ave D to 13th St	Striping for advisory shoulder	2031+	\$300,000
NM 20	Park Ave, south	13th St to 22nd St	Multiuse trail on W from 17th Pl to 22nd St, sidewalk on E. Traffic calming measures 13th St to 17th Pl to improve shared roadway.	2031+	\$6,600,000
NM 21	Park Ave, north	22nd St to 30th St	Mixed-use trail on E, sidewalk on W	2031+	\$3,100,000
NM 22	Sinclair Ave	City limits to Bickford Ave	Shared use path	2031+	\$1,900,000
NM 23	Fobes Rd	City limits to Bickford Ave	Shared use path	2031+	\$1,400,000
NM 24	Weaver Rd	Ludwig Road to Bickford Ave	Shared use path	2031+	\$2,000,000
NM 25	Avenue J	Second St to Fifth St	NM Connectivity Program: shared bike facilities	2030	\$15,000
NM 26	Sixth St	Maple Ave to City limits	Feasibility study	2031+	\$100,000
NM 27	Pine Ave/ Second St	Second St to Fourth St	Shared bike facilities	2026	\$15,000

From TMPTable 3-4: 2044 Transportation Improvement Project List: Non-Motorized, Transpo Group

Water system

Table F1: Water system projects (pg F-4)

Project	Replace	Upgrade	Capacity	Est.	
				Year	Est. Cost
Second St Bridge Water System	100%			2025	\$560,880
Sixth St (Front St - Pilchuck River Bridge)	95%		5%	2025	\$156,880
Sixth St (Pine Ave - Front St)	80%		20%	2025	\$509,320
Sixth St Bridge Water System	100%			2025	\$332,570
Ave D (Second St - Fifth St)	95%		5%	2025	\$1,135,010
Civic Campus Water	80%		20%	2025	\$4,035,770
Ave F (Second St - Fifth St)	95%		5%	2026	\$1,191,530
North Zone Reservoir Outlet	100%			2026	\$200,000
Transmission Main Isolation/WQ	100%			2026	\$5,000,000
15th St (west of Pine Ave)	80%		20%	2027	\$434,590
Avenue J (Second St-Seventh St)	95%		5%	2027	\$1,534,860
South Zone Reservoir Cover Replace	100%			2027	\$500,000
Avenue G (Second St-Fifth St)	95%		5%	2028	\$1,145,940
Maple Ave (First St-Rainier St)	95%		5%	2028	\$508,820
Maple Ave (Commercial St-First St)	80%		20%	2028	\$320,910
Airport Way (10500 Blk-SR9)	90%		10%	2029	\$833,000
Airport Way (99th Ave SE-10500 Blk)	60%		40%	2029	\$1,084,820
Second PUD Intertie @ S Machias Rd		100%		2030	\$200,000
Fifth St (Cedar Ave-Maple Ave)	100%			2030	\$276,160
Marquette Ave (Seventh St-Taylor St)	95%		5%	2030	\$209,790
Root Ave (Van Jan St-Tenth St)	95%		5%	2030	\$234,040
Willow Ave (First St-Lincoln Ave)	75%		25%	2030	\$599,000
Center St (Lincoln Ave-Pine Ave)	95%		5%	2031	\$248,950
Lincoln Ave (Maple Ave-Holiday St)	80%		20%	2031	\$526,010
Taylor St (Marquette Ave-Victor Ave)	95%		5%	2031	\$187,420
Victor Ave (Seventh St-Eighth St)	95%		5%	2031	\$376,350
Seventh St (Ave J-Ave K)	95%		5%	2032	\$231,000
Ave H (Second St-Sixth St)	95%		5%	2032	\$1,416,180
Sixth St (Ave A-Ave C)	95%		5%	2033	\$494,700
Sixth St (Ave C-Ave D)	80%		20%	2033	\$290,990
Ave E (Second St-Fifth St)	95%		5%	2033	\$1,202,940

Project				Est.	Est. Cost
	Replace	Upgrade	Capacity	Year	
Ave I (Second St-Fifth St)	95%		5%	2034	\$1,062,690
Lincoln Ave (Third St-Fifth St)	95%		5%	2034	\$739,250
Ninth St (Ave A-Root Ave)	95%		5%	2035	\$686,810
Pine Ave (Center St-Second St)	95%		5%	2035	\$1,325,270
Ave K (Seventh St to North End)	95%		5%	2036	\$326,250
Cedar Ave (Third St-Fifth St)	95%		5%	2036	\$761,070
Cedar Ave (Commercial St-Second St)	80%		20%	2036	\$999,640
Pine Ave (Second St-Third St)	80%		20%	2037	\$471,740
Pine Ave (Third St-Fourth St)	95%		5%	2037	\$435,610
Pine Ave (Fourth St-Garden Ct)	80%		20%	2037	\$1,108,830
Glen Ave (Sixth St-Central Elem School)	80%		20%	2038	\$723,980
Glen Ave (Aquatic Center-Sixth St)	95%		5%	2038	\$318,410
Third St (Cypress Ave-Maple Ave)	80%		20%	2038	\$833,280
Seventh St (Ave A-Ave B)	95%		5%	2038	\$230,470
Ave A (First St-Second St)	80%		20%	2039	\$481,900
Ave A (Second St-Fourth St)	95%		5%	2039	\$784,560
Ave C (First St-Second St)	80%		20%	2039	\$487,980
Ave C (Fifth St-Sixth St)	95%		5%	2039	\$468,070
South Zone Reservoir Outlet	80%	20%		2040	\$300,000
Ave B (First St-Second St)	80%		20%	2040	\$474,300
Ave B (Second St-Seventh St)	95%		5%	2040	\$1,896,560
Lake Mount Dr (Ferguson Park to SSD)	80%		20%	2041	\$427,060
Lake Mount Dr (SSD to North End)	60%		40%	2041	\$600,560
Union Ave (Second St-Third St)	80%		20%	2041	\$460,630
Union Ave (Third St-Fifth St)	95%		5%	2041	\$801,800
Fourth St (Riverview Ln-Ave J)	80%		20%	2042	\$292,270
Fifth St (Ave I-Ave J)	95%		5%	2042	\$276,600
Central ES Connector (Union Ave-Glen Ave)	80%		20%	2042	\$478,370
Riverview Ln (North of Fourth St)	90%		10%	2042	\$130,950
Riverview Ln (South of Fourth St)	80%		20%	2042	\$119,840
New Bickford Water Storage Facility			100%	2043	\$5,000,000
New City Water Source - well site			100%	2043	\$1,000,000
South Zone Reservoir No. 1 Demolition	100%			2043	\$100,000
Sexton Rd	80%		20%	2043	\$2,106,890
Water Transmission Main	100%			2043	\$38,000,000

Wastewater system

Table F2: Wastewater system projects (pg F-7)

Project				Est.	Est. Cost
	Replace	Upgrade	Capacity	Year	
Avenue D (Second St-Tenth St)	100%			2025	\$1,877,270
Civic Campus Sewer System	100%			2025	\$1,640,000
WWTP Motor Control Center Replace	100%			2025	\$2,500,000
22nd St Connector Sewer System			100%	2026	\$593,350
Ave J (Second St-Eighth St)	100%			2026	\$1,743,670
WWTP Nitrogen Removal/Filtration		100%		2026	\$3,100,000
Alger Pl Sewer Manhole	80%		20%	2027	\$90,000
Ave F (Second St-Fifth St)	100%			2027	\$1,257,970
Champagne Lane Lift Station	100%			2027	\$1,300,000
Ave G (Second St-Fifth St)	100%			2028	\$1,223,020
Sno. Business Park Trunkline Replace	80%		20%	2029	\$2,043,750
Interurban Trail (Ave A-Root Ave) 12"	100%			2030	\$958,290
Interurban Trail (Root Ave-Ford Ave) 15"	100%			2030	\$297,400
Bonneville Ave (Tenth St-14th St)	100%			2031	\$1,387,910
Ave H (Second St-Sixth St)	100%			2032	\$1,500,280
Ave E (Second St-Fifth St)	95%		5%	2033	\$1,264,050
Alley between Ave B & Ave C (Fifth St-Sixth St)	100%			2034	\$325,070
Ave I (Second St-Fifth St)	100			2034	\$1,108,920
Casino Royale	75%		25%	2035	\$2,894,170
WWTP Biosolids Removal		100%		2035	\$1,200,000
22nd St (Birch Ln-Park Ave)			100%	2036	\$1,267,540
Ave A (Smithson Pl-13th St)	95%		5%	2036	\$202,520
WWTP Decant Upgrade		100%		2036	\$500,000
Rainier Lift Station	100%			2037	\$6,000,000
Lincoln Ave Lift Station	100%			2038	\$2,000,000
Lincoln Ave Force Main	100%			2038	\$512,210
Birch Ln (21st St-22nd St)	90%		10%	2039	\$482,260
WWTP Lagoon 1 Aerator	100%			2039	\$350,000
WWTP Screwump Sandblast/Paint	100%			2039	\$250,000
Ave A (Interurban Trail-Seventh St)	100%			2039	\$356,850
WWTP Blower	100%			2040	\$500,000
Sixth St Flush Tank Removal	100%			2040	\$75,000
Commercial St Force Main	100%			2040	\$243,750
Rainbow Lift Station Generator	100%			2040	\$200,000
Ave L & SR 9 r-o-w (Second St-Eighth St)	100%			2041	\$1,472,940
Riverview Ln (Fourth St-Fifth St)	100%			2042	\$303,610
Lake Mount/Decommission Fergusibn Lift Station	100%			2043	\$1,068,030

Stormwater system

Table F3: Stormwater system projects (pg F-9)

Project	Replace	Upgrade	Capacity	Est.	
				Year	Est. Cost
Lincoln Avenue (Holiday Ave-Maple Ave)			100%	2025	\$480,250
Blackmans Lake Cyanobacteria Remediation		100%		2025	\$300,000
Tenth Street (Ave D-Maple Ave)	50%		50%	2025	\$100,000
Ave D (Second St-Tenth St)	50%		50%	2025	\$100,000
Civic Campus Storm System			100%	2025	\$1,667,550
Swift Creek Storm	100%			2026	\$9,000,000
Ave J (Fourth St-Fifth St)	50%		50%	2026	\$425,760
22nd Street Connector Road Storm			100%	2026	\$456,430
Ave A (First St-Second St)			100%	2027	\$301,700
Ave B (First St-Second St)			100%	2027	\$301,700
Ave C (First St-Second St)			100%	2027	\$301,700
Ave G (Second St-mid Fourth St)			100%	2028	\$480,250
First St (Ave A-Ave D)	50%		50%	2028	\$555,150
Second St (Ave A-Glen Ave)	50%		50%	2028	\$401,940
Second St (Ave D-Ave E)	50%		50%	2029	\$248,730
Second St (Ave B-Ave E)	50%		50%	2029	\$555,150
Maple Ave (First St-Cedar Ave)			100%	2030	\$709,880
Baird Ave (Seventh St-Ninth St)			100%	2031	\$555,150
Victor Ave (Seventh St-Eighth St)			100%	2031	\$301,700
Ave H (Second St-Fourth St mid-blk)			100%	2032	\$259,700
Ave H (Fifth St-North End)			100%	2032	\$350,110
Ave E (Second St-Fifth St)			100%	2033	\$918,340
Ave I (Second St-Fourth St mid-blk)			100%	2034	\$401,940
Pine Ave (Grove St-Center St)			100%	2035	\$503,320
Blackmans Lake Cyanobacteria Remediation		100%		2035	\$200,000
Cedar Ave (First St-Rainier St)			100%	2036	\$456,430
Cole Ave (Tenth St-11th St)			100%	2037	\$301,700
Third St (Ave C-Union Ave)			100%	2038	\$555,150
Ave B (Sixth St-Seventh St)			100%	2039	\$350,110
Ave B (Tenth St-North End)			100%	2040	\$378,110
Short St (Pilchuck Ave-Mill Ave)			100%	2041	\$248,730
Long St (Pilchuck Ave-Mill Ave)			100%	2041	\$248,730
Riverview Ln (South End-North End)	50%		50%	2042	\$555,150
Alice Ave (Tenth St-11th St)			100%	2043	\$301,700

Parks & Facilities

Table F6/F7: Park & Facility projects (pg F-11 – F-12 and F-15)

Location/Facility	Project	Est.	
		Year	Est. Cost
Centennial Trail	Vehicle barricades	2025	\$100,000
Centennial Trail	Surfacing marking	2025	\$20,000
Claytown Park	Play surfacing	2025	\$50,000
Ferguson Park	Playground equipment	2025	\$800,000
Ferguson Park	Parking/surfacing	2025	\$120,000
Fischer Park	Urban forestry	2025	\$10,000
Hill Park	Fishing dock	2025	\$50,000
KlaHaYa Park	Wayfinding signs	2025	\$10,000
KlaHaYa Park	Urban forestry	2025	\$10,000
Morgantown Park	Play surfacing	2025	\$30,000
Pilchuck Julia Landing	Signage	2025	\$50,000
Riverfront Trail	Wayfinding signs	2025	\$20,000
Riverfront Trail	Gateway signage	2025	\$50,000
Police Station	HVAC maintenance	2025	\$25,000
Public Works Shop	Restroom improvements	2025	\$5,000
Public Works Shop	Water Treatment Plant property sale	2025	-\$900,000
Visitor Information Center	VIC property sale	2025	-\$550,000
Claytown Park	Irrigation system	2026	\$40,000
Claytown Park	Dog fountain	2026	\$20,000
Claytown Park	Sidewalk repairs	2026	\$80,000
Ferguson Park	ADA Improvements	2026	\$40,000
Hill Park	Parking/surfacing	2026	\$160,000
KlaHaYa Park	Gateway signage	2026	\$50,000
Pilchuck Park	Restroom improvements	2026	\$150,000
Pilchuck Park	Playground equipment	2026	\$600,000
Pilchuck Park	Lighting	2026	\$200,000
Riverfront Trail	Art/mural installation	2026	\$80,000
Riverfront Trail	Native plantings	2026	\$100,000
City Hall	HVAC maintenance	2026	\$20,000
Public Works Shop	Move Utilities Dept. to Fire Dist Annex	2026	\$25,000
Averill Field	Install public restrooms	2027	\$250,000
Cady Park	Repair asphalt	2027	\$60,000
Cady Park	Replace site fixtures	2027	\$10,000
Cady Park	Urban forestry	2027	\$25,000
Centennial Trail	Wayfinding signs	2027	\$50,000

Location/Facility	Project	Est. Year	Est. Cost
Fischer Park	Surfacing	2027	\$50,000
Fischer Park	Playground equipment	2027	\$500,000
Hill Park	ADA Improvements	2027	\$50,000
Hill Park	Urban forestry	2027	\$30,000
KlaHaYa Park	Lighting	2027	\$50,000
KlaHaYa Park	Surfacing	2027	\$45,000
Morgantown Park	Sport court resurfacing	2027	\$20,000
Pilchuck Park	Resurfacing and repair	2027	\$150,000
Homestead Park	Urban forestry	2027	\$80,000
Carnegie	Lift maintenance	2027	\$5,000
Public Works Shop	Demolish Utilities building	2027	\$25,000
Public Safety & Civic Campus	Campus development	2027	\$60,000,000
Centennial Trail	Urban forestry	2028	\$50,000
Claytown Park	Urban forestry	2028	\$15,000
Riverfront Trail	Native plantings	2028	\$500,000
Homestead Park	Playground equipment	2028	\$800,000
Homestead Park	Parking/surfacing	2028	\$600,000
City Hall	Engineering building sale	2028	-\$500,000
City Hall	City Hall property sale	2028	-\$1,500,000
Police Station	Police station property sale	2028	-\$1,300,000
Carnegie	Security upgrade	2028	\$10,000
Public Works Shop	Site cleanup	2028	\$50,000
Centennial Trail	Surfacing marking	2029	\$20,000
Ferguson Park	Urban forestry	2029	\$30,000
Hill Park	Shelter repair/replacement	2029	\$40,000
Interurban Trail	property acquisition	2029	\$200,000
KlaHaYa Park	Native plantings	2029	\$30,000
Morgantown Park	Lighting	2029	\$100,000
Morgantown Park	Playground equipment	2029	\$500,000
Pilchuck Park	Sport court resurfacing	2029	\$10,000
Pilchuck Julia Landing	Resurfacing and repair	2029	\$30,000
Homestead Park	Active recreation	2029	\$400,000
Homestead Park	Public restrooms	2029	\$250,000
Carnegie	Lift replacement	2029	\$120,000
Carnegie	Interior floor refurbish	2029	\$20,000
Centennial Trail	Crossing improvements	2030	\$2,000,000
Claytown Park	Fencing	2030	\$80,000
Public Works Shop	Gravel Pit Site improvements	2030	\$2,000,000

Location/Facility	Project	Est. Year	Est. Cost
Centennial Trail	Resurfacing and repair	2031	\$150,000
Hill Park	Playground equipment	2031	\$1,200,000
Interurban Trail	Native plantings	2031	\$120,000
Riverfront Trail	First Street Master Plan improvements	2031	\$60,000
Heirman Family Nature Park	Master Planning	2031	\$120,000
Averill Field	Third Street frontage improvements	2032	\$2,000,000
Averill Field	Parking/surfacing	2033	\$80,000
Averill Field	Playground equipment	2033	\$50,000
Centennial Trail	Surfacing marking	2033	\$20,000
Claytown Park	Playground equipment	2033	\$1,000,000
Ferguson Park	Restroom improvements	2033	\$40,000
Hill Park	Stormwater improvements	2033	\$15,000
Hill Park	Restroom improvements	2033	\$40,000
Interurban Trail	Resurfacing and repair	2033	\$150,000
Interurban Trail	Crossing improvements	2034	\$2,000,000
Pilchuck Park	Sport court resurfacing	2034	\$10,000
Pilchuck Park	Fencing	2034	\$10,000
Ferguson Park	Playground equipment	2035	\$20,000
Ferguson Park	Parking/surfacing	2035	\$120,000
Interurban Trail	Lighting	2035	\$500,000
Riverfront Trail	Bank stabilization	2035	\$1,200,000
Fischer Park	Fencing	2036	\$80,000
Hill Park	Fishing dock	2036	\$160,000
Interurban Trail	Surfacing marking	2036	\$20,000
Pilchuck Park	Restroom improvements	2036	\$30,000
Pilchuck Park	Playground equipment	2036	\$20,000
Riverfront Trail	ADA Improvements	2036	\$600,000
Heirman Family Nature Park	Parking/surfacing	2036	\$400,000
Cady Park	Maintenance and repairs	2037	\$60,000
Centennial Trail	Surfacing marking	2037	\$20,000
Fischer Park	Playground equipment	2037	\$20,000
Morgantown Park	Sport court resurfacing	2037	\$20,000
Pilchuck Park	Resurfacing and repair	2037	\$150,000
Heirman Family Nature Park	Playground equipment	2037	\$1,600,000
Averill Field	Urban forestry	2038	\$80,000
Averill Field	Restroom improvements	2038	\$40,000
KlaHaYa Park	ADA Improvements	2038	\$120,000
Morgantown Park	Urban forestry	2038	\$30,000
Homestead Park	Playground equipment	2038	\$40,000
Homestead Park	Resurfacing and repair	2038	\$30,000
Heirman Family Nature Park	Active recreation	2038	\$400,000
Heirman Family Nature Park	Public restrooms	2038	\$400,000

Location/Facility	Project	Est. Year	Est. Cost
Averill Field	Sports courts	2039	\$600,000
Hill Park	Shelter repair/replacement	2039	\$40,000
Interurban Trail	Urban forestry	2039	\$20,000
Morgantown Park	Playground equipment	2039	\$20,000
Pilchuck Park	Sport court resurfacing	2039	\$10,000
Pilchuck Park	Urban forestry	2039	\$10,000
Pilchuck Julia Landing	Resurfacing and repair	2039	\$30,000
Homestead Park	Restroom improvements	2039	\$20,000
Centennial Trail	Resurfacing and repair	2040	\$150,000
Fischer Park	Urban forestry	2040	\$10,000
Interurban Trail	Surfacing marking	2040	\$20,000
KlaHaYa Park	Urban forestry	2040	\$10,000
KlaHaYa Park	Restroom improvements	2040	\$20,000
Morgantown Park	River access improvement project	2040	\$800,000
<i>Potential Pilchuck District</i>	Acquisition, passive recreation/public gathering	2040	\$200,000
<i>Potential Pilchuck District</i>	Vendor space	2041	\$600,000
Centennial Trail	Surfacing marking	2041	\$20,000
Claytown Park	Lighting	2041	\$400,000
Hill Park	Playground equipment	2041	\$60,000
Riverfront Trail	Urban forestry	2041	\$50,000
Cady Park	Urban forestry	2042	\$25,000
Hill Park	Urban forestry	2042	\$30,000
Pilchuck Julia Landing	Multimodal connectivity	2042	\$1,000,000
Pilchuck Julia Landing	ADA Improvements	2042	\$400,000
Homestead Park	Urban forestry	2042	\$40,000
Averill Field	Playground equipment	2043	\$50,000
Centennial Trail	Urban forestry	2043	\$50,000
Claytown Park	Playground equipment	2043	\$50,000
Claytown Park	Urban forestry	2043	\$15,000
Ferguson Park	Restroom improvements	2043	\$40,000
Hill Park	Stormwater improvements	2043	\$15,000
Hill Park	Restroom improvements	2043	\$40,000
Pilchuck Julia Landing	Multimodal connectivity	2043	\$1,000,000
Riverfront Trail	Resurfacing and repair	2043	\$80,000

LAND & HOUSING CAPACITY ANALYSIS

Land Use Capacity

An initial land use capacity analysis was conducted in February of 2024 with those findings summarized in a draft memo. The work has been updated to reflect more recent development as well as historical development trends and market assumptions as this data was researched more thoroughly during development of the Housing, Land Use, and Economic Development Elements, incorporating the feedback of the UW planning studio, the Planning Commission, developers, the community, and updated guidance from the Washington Department of Commerce.

Growth Allocations

Growth allocations are derived from the regional growth strategy identified in the Puget Sound Regional Council's Vision 2050 and allocated to each jurisdiction through the Snohomish County Tomorrow collaborative process. The City of Snohomish must plan for an additional 1,546 housing units and 1,766 jobs by 2044. Housing needs for each jurisdiction within Snohomish County are allocated by the income level of the anticipated future household served, as adopted in Appendix B of the Countywide Planning Policies.

Snohomish Growth Targets

INCOME BAND	0-30% AMI, PSH	0-30% AMI, NON-PSH	30-50% AMI	50-80% AMI	80-100% AMI	100-120% AMI	120%+ AMI
CURRENT	4	540	864	954	766	509	710
TARGET	146	0	0	99	183	290	828

Buildable Lands Report

In 2021, Snohomish County released the Buildable Lands Report (BLR), a requirement of the Growth Management Act (GMA) for the purpose of reviewing whether urban densities are being achieved within city and county portions of urban growth areas, and whether those urban growth areas have an adequate supply of land to accommodate the population and employment growth that is projected to occur during the 20-year planning horizon. If not, jurisdictions must take corrective actions that do not include boundary adjustments.

To the extent possible, the BLR was relied upon for data and analysis methodology in preparing the Land Capacity Analysis. After the BLR was published, several zoning changes in the City precluded a direct transfer of data.

- Elimination of the **Urban Horticulture (UH)** zone. All previous UH parcels were rezoned to various classifications, primarily Single-Family Residential, which increased the housing capacity;
- Elimination of the **Mixed Use (MU)** zone. All previous MU parcels were rezoned to various multi-family and commercial classifications which affected housing and employment capacity; and
- Adoption of the **Midtown District (MID)**. This rezoned an area that was previously commercial and increased housing and employment capacity.

Because of these changes, it was necessary to run an independent analysis rather than use the numbers directly from the BLR. Wherever possible, the BLR's data and/or methodologies were followed in the City's analysis.

Geospatial Analysis

The Land Capacity Analysis began with a geospatial analysis at the parcel level to determine growth capacity. BLR data was used in this step, with rezoned parcels first updated by staff, merged with the City's zoning layer. Separately, an average buffer was applied to the City's critical areas data based on municipal code requirements, then that data was merged with known easements (such as the Bonneville Power Administration, etc.) to create an *encumbrances* layer. That layer was then overlaid and clipped from the merged BLR/zoning parcel data. The acreage was recalculated by parcel to determine the developable areas and exported.

Data Analysis

Exported parcel data was then sorted, verified, and analyzed. The data was first sorted by BLR land status category to remove any parcels that are unlikely to develop or redevelop. Only the BLR's *vacant*, *partially-utilized*, and *redevelopable* categories were used. This data was reviewed closely to ensure accuracy. This included removal of parcels that had development projects completed or pending since the BLR was published, and other errors such as duplicate entries due to tax exempt status, etc.

Because each land status category has a different land availability deduction factor according to the Department of Commerce guidance, these were sorted into different tables, and then by zoning classification. Developable acres and existing units were then summed by zone.

Land Capacity Analysis

After the data was analyzed and summarized, a capacity analysis was performed to determine estimated projected potential residential growth within existing city limits and based in existing zoning. This required making density and development assumptions for zones that had little to no permitting and development data. Staff chose to use conservative estimates while taking account for market factors and similar zoning areas. Employment per acre was derived from the BLR to the extent possible.

Land Status by Acre

Zone	Total Acres (city)	Buildable Acres	Vacant	Partially Utilized	Re-developable
Single Family (SF)	741.6	212.2	22.12	120.14	69.95
Low Density Residential (LDR)	51.5	18.8	7.94	4.13	6.71
Medium Density Residential (MDR)	179.2	33.2	0.25	15.72	17.22
High Density Residential (HDR)	20.7	5.6	0.62	0.18	4.78
Commercial (COM)	39.5	19.7	6.95	1.04	11.66
Business Park (BP)	256.2	150.2	24.02	80.25	45.97
Historic Business (HBD)	29.7	9.0	0	1.27	7.77
Pilchuck District (PIL)	57.7	28.2	0.57	4.79	22.83
Midtown District (MID)	83.5	33.0	11.89	8.58	12.58
Industry (IND)	220.5	16.6	6.15	9.18	1.24
Airport Industry (AI)	0	-	-	-	-
Parks, Open Space, Public (POP)	172.9	-	-	-	-
Totals	1,853	526.5	80.51	245.28	200.71

Gross Land Capacity

Zone	2024 Units per acre	2024 Jobs per acre	2044 Population capacity	2044 Job capacity
Single Family (SF)	3.2	-	1,725	0
Low Density Residential (LDR)	1.7	-	329	2
Medium Density Residential (MDR)	5.4	-	366	5
High Density Residential (HDR)	10.2	-	113	0
Commercial (COM)	0.7	18.0	272	107
Business Park (BP)	0.5	13.1	1,544	574
Historic Business (HBD)	4.2	20.4	49	67
Pilchuck District (PIL)	4.3	21.9	188	423
Midtown District (MID)	1.6	18.0	841	508
Industry (IND)	-	14.5	0	50
Airport Industry (AI)	-	-	0	0
Parks, Open Space, Public (POP)	-	-	0	0
Totals	3.9	2.3	5,424	1,736

Housing Capacity

As with the Land Capacity Analysis, an initial housing unit capacity analysis was conducted in February of 2024 and summarized in a draft memo. The work was updated to reflect historical development trends and market assumptions as this data was researched more thoroughly, incorporating the feedback of the UW planning studio, the Planning Commission, developers, the community, and updated guidance from the Washington Department of Commerce. The same limitations of the Snohomish County 2021 Buildable Lands Report (BLR) apply to the Housing Capacity Analysis. Elimination of the Urban Horticulture and Mixed Use zones and the adoption of the Midtown District affected the ability to transfer data directly, and an independent analysis was required. This included a geospatial analysis using the BLR parcel data as a starting point, merged with City spatial data to ensure accuracy. The geospatial analysis methodology is discussed in more detail in the section above.

Housing Capacity Analysis

After determining the number of housing units that could be developed within each zone, the next step was to determine how that housing capacity could serve different income levels in the City's 2044 housing growth targets. The Washington Department of Commerce's Guidance for Land Capacity Analysis was relied upon for this step because it provides clear direction including default assumptions for infrastructure availability and market deduction factors, the housing types that typically serve each household income band, and the zoning districts where those housing types are most commonly developed.

Developable Land for Housing by Zone

Zone	Gross Developable Land (acres)		Infrastructure / Land Availability Deduction Factor	Net Developable Land (acres)	
Single Family (SF) <i>6 du/ac</i>	Vacant	22.13	15%	18.8	161.4
	Partially Utilized	120.14	25%	90.1	
	Redevelopable	69.95	25%	52.5	
Low Density Residential (LDR) <i>12 du/ac</i>	Vacant	7.95	15%	6.75	14.9
	Partially Utilized	4.13	25%	3.1	
	Redevelopable	6.71	25%	5.03	
Medium Density Residential (MDR) <i>18 du/ac</i>	Vacant	0.25	15%	0.21	24.9
	Partially Utilized	15.72	25%	11.79	
	Redevelopable	17.22	25%	12.92	
High Density Residential (HDR) <i>24 du/ac</i>	Vacant	0.62	15%	0.53	4.3
	Partially Utilized	0.18	25%	0.13	
	Redevelopable	4.78	25%	3.58	
Commercial (COM) <i>18 du/ac</i>	Vacant	6.96	15%	5.91	15.4
	Partially Utilized	1.04	25%	0.77	
	Redevelopable	11.66	25%	8.74	
Business Park (BP) <i>18 du/ac</i>	Vacant	24.02	15%	20.42	115.1
	Partially Utilized	80.25	25%	60.19	
	Redevelopable	45.97	25%	34.47	
Historic Business (HBD) <i>18 du/ac</i>	Vacant	0	15%	0	6.8
	Partially Utilized	1.28	25%	0.96	
	Redevelopable	7.77	25%	5.83	
Pilchuck District (PIL) <i>No density limit</i>	Vacant	0.57	15%	0.48	21.2
	Partially Utilized	4.79	25%	3.59	
	Redevelopable	22.8	25%	17.12	
Midtown District (MID) <i>No density limit</i>	Vacant	11.89	15%	10.11	26.0
	Partially Utilized	8.58	25%	6.43	
	Redevelopable	12.58	25%	9.43	
Totals		510			390

Housing Capacity by Zone

Zone	Assumed density (units/acre)	Gross Capacity (units)	Existing Units	Net Capacity (units)
Single Family (SF)	6	968	234	734
Low Density Residential (LDR)	11	163	23	140
Medium Density Residential (MDR)	14	348	192	156
High Density Residential (HDR)	19	80	32	48
Commercial (COM)	8	123	7	116
Business Park (BP)	6	690	33	657
Historic Business (HBD)	7	47	26	21
Pilchuck District (PIL)	9.5	201	121	80
Midtown District (MID)	16	415	57	358
Industry (IND)	-	-	0	0
Airport Industry (AI)	-	-	0	0
Parks, Open Space, Public (POP)	-	-	0	0
Totals		3,035	725	2,310

Housing Capacity by Income and Housing Type

Income Level	Typical Housing Types	Zone Category	Anticipated Zones	Housing Target (units)	Capacity (units)
0-30% AMI <i>Extremely Low</i>	Permanent supportive housing, ADUs, apartments	Low Rise Multi Family	COM, BP	146 (PSH)	257
30-50% AMI <i>Very Low</i>	Apartments, condominiums, ADUs		MID, PIL	0	158
50-80% AMI <i>Low</i>	Apartments, condominiums, townhomes, duplexes, triplexes, fourplexes		HDR, COM, MID, PIL, BP	99	434
80-100% AMI <i>Moderate</i>	Townhomes, duplexes, triplexes, fourplexes	Moderate Density	LDR, MDR, HDR, COM, MID, HBD	183	286
100-120% AMI <i>High</i>	Townhomes, duplexes, triplexes, fourplexes, detached single family homes	Low-Moderate Density	LDR, MDR, HDR, HBD, BP, PIL	290	348
120%+ AMI <i>Very High</i>	Detached single family homes		SFR, LDR, PIL	828	828
Totals				1,546	2,310

The analysis demonstrates the City has sufficient capacity, or a surplus capacity for its allocated growth targets at all income levels.

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All images in History section courtesy the Snohomish Historical Society

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Supporting Documents

Documents listed in Table I-1 on page I-3 and incorporated by reference in this Comprehensive Plan.

- [Endangered Species Act Response Planning, Steward and Associates, May 2004](#)
- [Stormwater Comprehensive Plan, URS, October 2013](#)
- [General Sewer Plan & Wastewater Engineering Report, BHC Consultants, September 2020](#)
- [Water Comprehensive Plan, RH2 Engineering and FCS Group, June 2020](#)
- [Housing Assessment and Gap Analysis, City of Snohomish, December 2022](#)
- [Parks, Recreation, and Open Space Plan, City of Snohomish, December 2023](#)
- [Urban Forestry Plan, City of Snohomish, December 2023](#)
- [Middle Housing Policy Analysis, LDC Inc, May 2023](#)
- [Racial Equity and Displacement Analysis, LDC Inc, May 2023](#)
- [Planning for Climate Change, UW College of Built Environments, June 2023](#)
- [Housing Element Supplementary Data, Alliance for Housing Affordability, January 2024](#)
- [Public Engagement Report, City of Snohomish, March 2024](#)
- [Local Road Safety Plan, City of Snohomish, March 2024](#)
- [Complete Streets Policy, City of Snohomish, May 2024](#)
- [Transportation Master Plan, Transpo Group, August 2024](#)