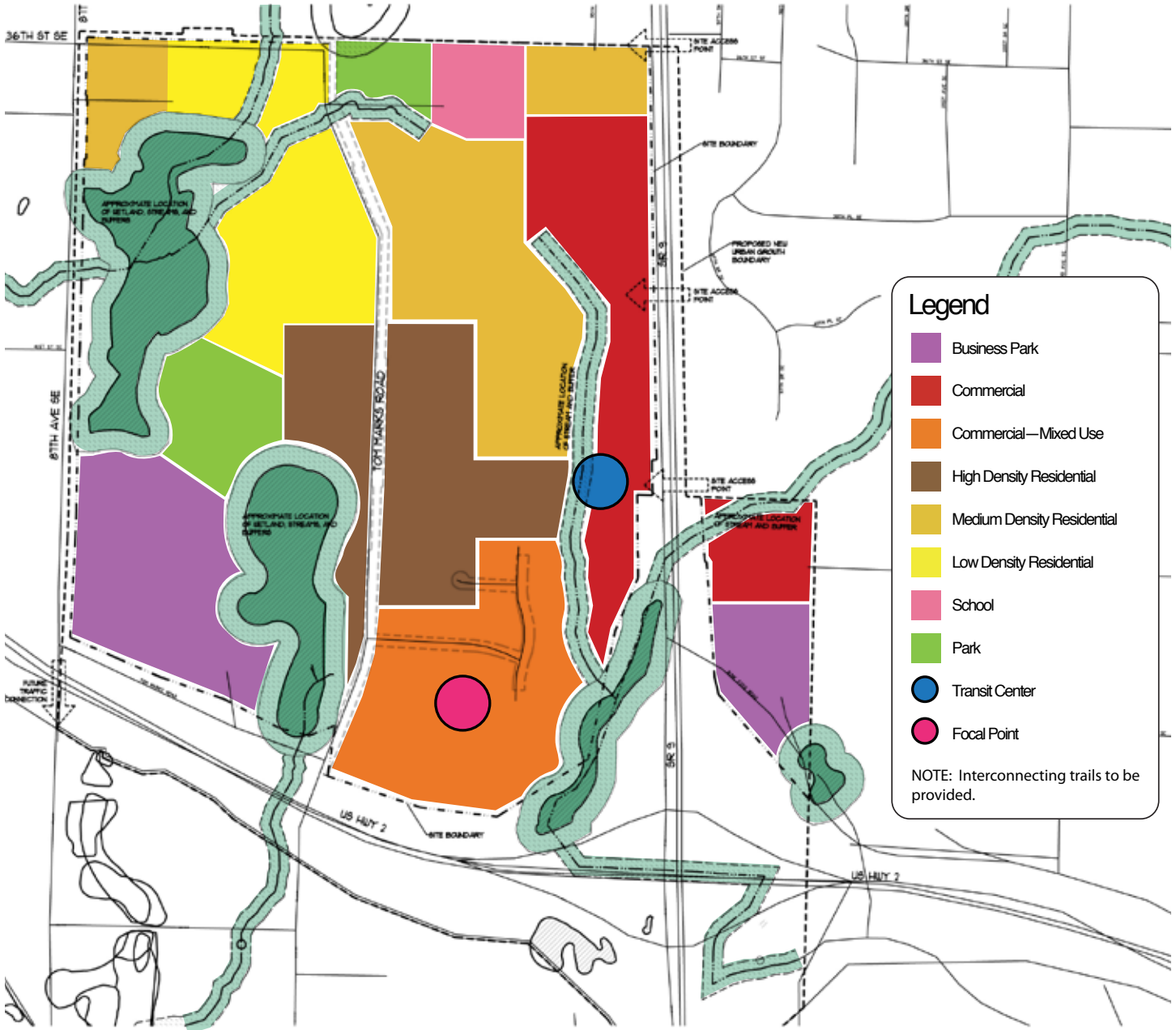


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⊕ NOT TO SCALE

Common Themes developed through community participation, 2008

City of Snohomish
UGA Expansion North of US-2 - Guiding Principles
June 2, 2008

Transportation

- Design for pedestrian and bicycle transportation as well as motorized transportation. Provide lockers, secure bike storage, and restrooms near bicycle and pedestrian trails.
- Plan for transit center for use by region as well as UGA area.
- Incorporate Transit Oriented Design (TOD) principles.
- Transit center to include amenities for alternative fuel vehicles.
- Require “flex-car” or vanpool mitigation in new development.
- Require transportation demand management measures in new development.
- Create employment, retail, and service destinations here.
- Allow mixed-use and live-work building design.
- Widen/improve frontage of SR-9.
- Re-align Bunk Foss Road and move signal to new intersection.
- Contribute proportionately to other transportation system improvements.
- Assess transportation impact fees upon all new development.
- Create connections to regional trails nearby.

Tree Preservation

- Integrate land use and transportation planning with tree preservation.
- Preserve trees in pedestrian/bicycle corridors.
- Cluster development or offer development incentives to preserve natural areas.
- Inventory existing significant trees before annexation occurs.
- Establish regulations for preservation of really large, healthy trees.
- Plan for open space “urban separator” to the north.

Critical Areas (streams, wetlands, etc.)

- Preserve existing trees and native vegetation within critical areas and their buffers.
- Maintain buffer areas around critical areas. Develop plans for buffer enhancement.
- Protect streams and wetlands from adverse impacts. Enhance streams and wetlands where feasible.

Parks and Recreation

- Integrate land use and transportation planning with trails for pedestrian, bicycle, and equestrian use.
- Strategically locate parks to maximize their usefulness.
- Co-locate parks with other land uses where beneficial.
- Incorporate open space into the community focal point(s).
- Incorporate natural features such as trees, streams, habitat, and wetlands into design where feasible.

Sustainability/Conservation

- All construction to comply with “green” standards (LEED, Built-Green, etc.).
- Building design to incorporate energy conservation and alternative source technology.
- Require use of low-impact development (LID) standards where possible.
- Establish Purchase of Development Rights (PDR) program to preserve farmland or natural areas.
- Ensure excellent pedestrian and bicycle access to transit, parks, retail and service uses.
- Use energy-saving lighting and wiring systems.
- Use pervious pavement where feasible and practical.
- Include native plant species in new landscaping.

Public Services and Utilities

- Require that utility extensions and connections to be funded by growth/development.
- Require high-quality architectural design to promote lasting desirability.
- Create buildings intended to contain “family-wage” jobs.
- Contribute funding for expensive improvements already required at the wastewater treatment plant.
- Incorporate design features that promote active and healthy lifestyles.

**CITY OF SNOHOMISH / SR9/US2 LLC
PRELIMINARY PLANNING GOALS**

The SNO-1 Comprehensive Plan Amendment has established the following Preliminary Planning Goals as core elements of development approval, design and implementation:

1. Creation of a walk-about, higher density, pedestrian-oriented urban community with a diverse range of retail, residential and commercial land uses, integrated with public and private open spaces. Minimize automobile influence.
2. Development of an environmentally-sustainable high-quality community (for example, LEEDS, Built-Green, or other accredited standards).
3. Application of innovative community design concepts, implemented through community-endorsed design guidelines.
4. Transit-oriented community – integrate transit into community design and philosophy. Promote expansion of transit service and ridership opportunities to the core East Snohomish County sub-region and in particular, SR9 and US2. Further CT Planning Objectives for transit/park and ride facilities at intersection of US2/SR9.
5. Encourage development of jobs-bearing land uses within proximity to residential housing and high-capacity infrastructure to minimize off-site/regional infrastructure impacts.
6. Establish a center-of-gravity community at the intersection of US2/SR9 for attracting and developing a quality employment base in the East Snohomish County region. In doing so, promote greater efficiency of US2 and SR9 infrastructure through “reverse commute” vehicular trips and establish model for minimizing environmental impacts of development on existing infrastructure.
7. Establishment of a Purchase of Development Rights trust (funded through a dedicating percentage of first sale of developed properties) to enable acquisition of rural open space, sensitive areas and/or preservation of rural land uses.
8. Creation of a diverse range of housing types benefiting a range of income segments.
9. Serve as a catalyst for implementation of County GPP Policy regarding implementation of permanent urban separator/greenbelt/open space/rural uses between Snohomish and Lake Stevens urban growth areas.
10. Serve as catalyst and proportional private funding source for comprehensive capital investment solution for County, WSDOT and local jurisdictions to resolve existing sub-regional transportation deficiencies (such as SR9 widening between US2 and 32nd, Bunk-Foss Road Realignment, US2/SR9 Intersection Improvements, etc).
11. Create a model for County’s consideration of potential future UGA expansions.

12. Enhance greater City of Snohomish community through complimentary development that expands on City's positive attributes of character, community and small-town charm. Create community that compliments and enhances opportunities for economic opportunity and use of City's historical district.
13. Provide opportunity for replacement urban land to facilitate achievement of City's 20-year targets for population and jobs pending County resolution of future use and development potential of City's Southern UGA (i.e. resolution of FEMA and CLOMAR issues affecting development of Harvey Airfield area).
14. Provide near-term taxation and economic solution to facilitate resolution of impending City fiscal crisis caused by 2004 Settlement Decree (lawsuit settlement over surface water and sewer treatment plan discharges into Snohomish River requiring approx. \$50M in improvements to City sewer and storm water systems).