

6

CHAPTER 6 Responses to Comments

6.1 Introduction

This chapter includes responses to comments received on the Draft SEIS during the 30-day public comment period between the Draft SEIS issue date of May 14, 2024, and June 14, 2024. An in-person public meeting on Wednesday June 5, 2024, provided an opportunity for the public to provide verbal comments. During the Draft SEIS comment period, comments were submitted electronically via the project website and via email. No mailed comments were received, and no comments were received at the public meeting.

The responses to comments are intended to clarify the information in the Draft SEIS. No corrections or updates to the text of the Draft SEIS were required based on comments received.

6.1.1 Index of Comments Received

The following table lists the comment letters received during the Draft SEIS comment period. Eleven comment letters were received in total, all from individuals, and all via the project website or by email. No agencies, tribes, or organizations submitted comments. See Section 6.2 for the full text of the comments and responses.



Comment Number	Name	Page
I-1	Linda Pearl	6-3
I-2	Gabrielle Mahlmann	6-5
I-3	Eric Swenson	6-6
I-4	Sarah Wiles	6-7
I-5	Elaine Jones	6-9
I-6	Kyle Anderson	6-10
I-7	Jessica Barrett	6-11
I-8	Michael Gore	6-12
I-9	Kathi Ogawa	6-13
I-10	Susan Davis	6-14
I-11	Olga Pulido	6-52



6.2 Comments Received and Responses to Comments

I-1

Comment	Response
<p>I-1-1 The update in your Comp. plan is a good vision of the future of the Monroe area. What I did not see, is the timeline for the annexation of the areas that is not currently within City limits. Also, would like to see how the city will be working with the other agencies, Community Transit, WSDOT and Sno. County, on the transportation areas. There is a current shortfall with the ROW that the city does not have the control over. Unless there is a coordination of updated work with WSDOT, transit and the county with transportation, by expanding the transit system, widening the highways or a bypass, the only thing that will happen is more traffic backup. Walking and biking are not always an alternative and unless you live towards downtown, bus service is limited. I am all for growth, but realistic infrastructure HAS to be a part of growth. If I did not see it in your plan, please point it out. If it was not addressed, please consider adding. On a happier note, I have lived the majority of my life working, raising children and participating in life within the city limits. I love this town and look forward to the new additions.</p> <p>I-1-2</p>	<p>I-1-1 The City of Monroe does not have a current annexation phasing plan. The last plan, adopted in 2009, had all properties within the unincorporated areas of the Monroe Urban Growth Area (UGA) being annexed by 2015, City of Monroe Resolution 2009/012. The City has completely annexed three (Areas 1, 2, and 7) of the 12 identified areas and partially annexed a fourth (Area 6) area.</p> <p>For compliance with new Washington Growth Management Act, Puget Sound Regional Council (PSRC), and Snohomish Countywide Planning Policies, the City will be developing a new annexation phasing plan within the next few years. Because private property owners can initiate annexation requests, the previous and future annexation phasing plans may not be followed as planned.</p> <p>I-1-2 Regional transportation planning is done through the Puget Sound Regional Council’s recent VISION 2050 plan. This plan has regionwide strategies for mitigating traffic impacts associated with development between now and 2050. Monroe’s Transportation System Plan is required to be consistent with these regionwide strategies and has specific goals and policies to promote coordination with neighboring and regional agencies.</p> <p>Community Transit’s long-range plans for future transit improvements in Monroe include development of Route 908, which would replace the current Route 424. The revised route will provide express weekday transit service (peak headways of 15–20 minutes, and evening/off-peak headways of</p>



I-1

Comment	Response
	<p>30 minutes) between Monroe, Snohomish, and the Bellevue Link light rail station.</p> <p>Monroe’s recently updated Transportation System Plan identifies a series of capital improvement projects needed to accommodate land use growth.</p>



I-2

Comment	Response
<p>I-2-1 I am supportive of the proposed action but have one concern and one suggestion. Suggestion being that while public transportation services are out of Monroe's control, advocating for more 2-way routes to central areas of work (Bellevue mainly, as no bus runs back through central Bellevue) may help decrease the traffic component. And concern being that micro-housing needs to actually be affordable for those it is targeted to work for (section 5.3). I-2-2 I-2-3 Coming from the city and seeing building upon building of micro apartments with limited parking options, and seeing half of the units sit empty because the company still makes money due to the tax breaks the it receives on a few low-income units is disheartening when true mid/low-income housing would help so much more.</p>	<p>I-2-1 Comment noted.</p> <p>I-2-2 Community Transit's long-range plans for future transit improvements in Monroe include development of Route 908, which would replace the current Route 424. The revised route will provide express weekday transit service (peak headways of 15–20 minutes, and evening/off-peak headways of 30 minutes) between Monroe, Snohomish, and the Bellevue Link light rail station.</p> <p>I-2-3 As per the requirements of House Bill 1220 and the Growth Management Act, housing needs to be provided to meet the needs of all income levels, including moderate- (or mid-) and low-income. These brackets include 51%–80% of the Area Median Income (AMI) and 81%–120% AMI. It also includes extremely low- and very low-income brackets (0%–30% and 31%–50% AMI). The Proposed Action would meet and exceed the housing units needed to meet the anticipated needs of those within the extremely low-, very low-, and low-income brackets by more than 190 housing units. The Proposed Action would also exceed housing unit capacity for moderate- and low-incomes. The No Action Alternative would not meet the capacity required for extremely low-, very low-, and low-income housing units (0%–80% AMI).</p>



I-3

Comment	Response
<p data-bbox="373 397 651 456"> From: Eric Swenson To: PlanUpdate Subject: Expanding the Monroe boundaries. Date: Thursday, May 23, 2024 8:24:46 PM </p> <hr/> <p data-bbox="210 630 252 649">I-3-1</p> <p data-bbox="373 610 1001 667"> City Planning Committee, Our property is in the county of Snohomish and we would like it kept that way. Please do not include us in the growth plan of Monroe. </p> <p data-bbox="373 685 527 742"> Eric Swenson 16600 163rd ave se Snohomish Wa. 98290 </p>	<p data-bbox="1115 328 1974 521"> I-3-1 Comment noted. The subject address is within the City of Monroe’s existing southwest UGA. The City is not actively pursuing annexation of the southwest UGA. However, a private property owner in the southwest UGA could petition the City to annex the area at any time. The City has no plans to reduce or eliminate the southwest UGA. </p>



I-4

Comment	Response
<p>I-4-1 To whom it may concern, Please do not annex the North 41 property. This property is very close to where I live. Many deer call this forested area home. If it will be developed, please leave greenbelts, and more space between the homes. Please preserve our beautiful environment. Please keep this area rural! Please do not make this area like the developments on Chain Lake Road (crammed together, and no more trees).</p> <p>I-4-2</p> <p>I-4-3 Importantly, the North 41 property is within The Dutch Hill Elementary boundary. This elementary school is currently at capacity. The future students of this property would need to go to Monroe Public Schools.</p> <p>Furthermore, the area roads cannot handle more traffic. Infrastructure needs to be improved, before any more developments are allowed.</p> <p>I-4-4 The Growth Management Act creates sprawl, opposite of what it claims.</p> <p>Sincerely, Sarah Wiles</p>	<p>I-4-1 The North 41 Annexation application was withdrawn; however, a revised application was submitted, Monroe 30, and is in process. The Robinhood Park subdivision along 179th Avenue SE/Robinhood Lane has been in the City of Monroe’s UGA since 1994. To accommodate anticipated growth between 2005 and 2025, the Monroe UGA was expanded to the west to include the Roosevelt Ridge and Rose Park neighborhoods in 2005 as part of the periodic 10-year Comprehensive Plan Update process. The City has no plans to reduce or eliminate this UGA. Anticipated growth in this area is needed by both Snohomish County and the City of Monroe to accommodate the adopted 2044 population, housing, and employment allocations for the Monroe UGA.</p> <p>I-4-2 Comment noted.</p> <p>I-4-3 Dutch Hill Elementary School is one of the two Snohomish County School District elementary schools closest to the City of Monroe. (The other is Cathcart Elementary School.) Both the Monroe School District (MSD) and Snohomish County School District (SSD) plan for future facilities in accordance with Snohomish County Policy ED-11 to “ensure the availability of sufficient land and services for future I-20 school needs,” and local ordinances governing school impacts. Whether the North 41 property becomes part of MSD if annexation occurs is dependent on school district boundary adjustments, not on City of Monroe annexation.</p> <p>In 2015, Monroe voters approved a \$111 million MSD Capital Projects Bond. MSD also received \$10.5 million in State School Construction Assistance funds and \$0.6 million in developer impact fees to fund a total of roughly \$132 million in capital construction and improvements. The MSD 2024–2029 Capital Facilities Plan lists these projects that would be completed as long as the community approves future school</p>



I-4

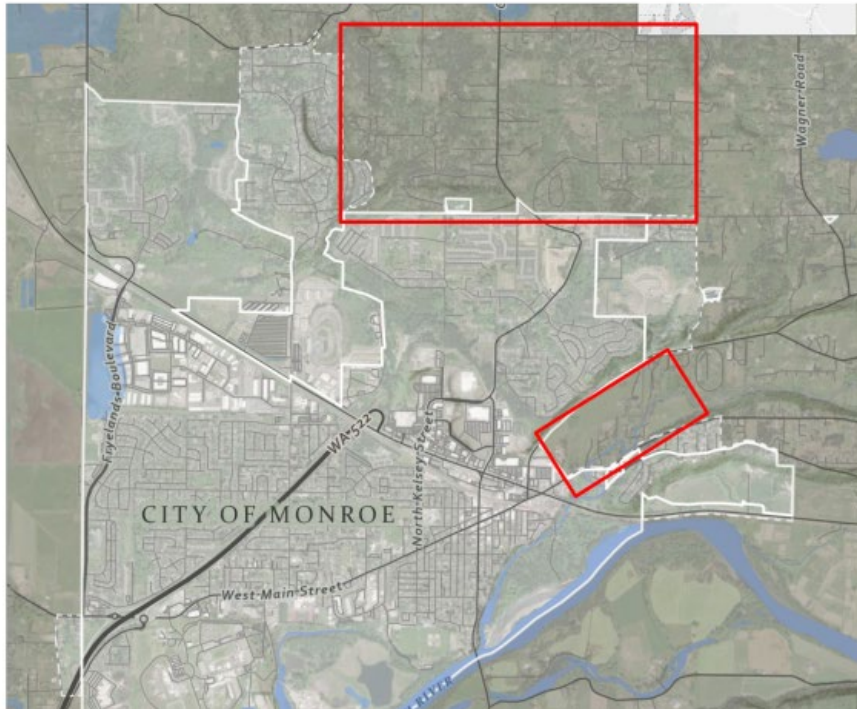
Comment	Response
	<p>bonds: expansion and modernization at Salem Woods Elementary Phase II, Frank Wagner Elementary, and Chain Lake Elementary; construction of a new elementary school (number 6); conversion of the Wagner Center Early Learning Center to add early learning programs; and Park Place Building F Modernization. MSD may consider moving Sky Valley Education Center to a new location and may need to add portable classrooms to address unanticipated enrollment increases.</p> <p>Similar to MSD, SSD finances improvements through voter-approved bonds, state matching funds, and developer impact fees.</p> <p>The Proposed Action would result in an estimated increase in school enrollment of approximately 1,169 students in the Monroe UGA by 2044 (582 students under the No Action Alternative). Development associated with the alternatives is reflected in both Districts’ enrollment projection and future planning. The alternatives would not require projects, upgrades, or initiatives outside of the planning process. MSD and SSD are expected to be able to serve the additional students associated with the alternatives. Regular planning and projections, acceptance of school district bond proposals by the community, and compliance with municipal codes and regulations would continue. See Section 6.1.3 and Section 6.2 of the Draft SEIS and Sections 3.2.3 and 3.2.4 of the Final SEIS for more information on impacts on schools.</p>
I-4-4	<p>Comment noted. The recently updated Transportation System Plan identifies two intersection improvement projects along Chain Lake Road to improve traffic flow, and additional sidewalk build-out to encourage more pedestrian trips along the corridor. Travel speeds along Chain Lake Road will be continually monitored as part of the City’s updated transportation level of service program.</p>

I-5

Comment	Response
---------	----------

I would suggest the city boundaries also include the attached read outlined areas.

I-5-1 Comment noted. Due to Washington’s Growth Management Act (GMA), the City of Monroe must follow specific rules when assessing possible expansions to the Monroe UGA. The two areas noted were not identified in Monroe’s land capacity analysis as able to contribute to accommodating the 2044 population, housing, and employment allocations assigned to Monroe through the Puget Sound Regional Council’s VISION 2050 and Snohomish Countywide Planning Policies. Further, the area between Woods Creek Road and Old Owen Road is identified as agricultural resource land and designated as Riverway Commercial Farmland by Snohomish County; therefore, it is not eligible for inclusion in the City of Monroe’s UGA.





I-6

Comment	Response
<p>I-6-1 I think it's irresponsible to allow growth to continue without having addressed the highway infrastructure necessary to support this growth. Specifically HWY 522 lacks the necessary capacity for the growth listed that is to occur in the next 20 years. My opinion is that prior to planning for and allowing more growth a viable solution to improve 522 needs to be in place. Until such plan to improve 522 is in place the city of Monroe needs to suppress growth and work on improving the city infrastructure. I think it would make sense to revise this plan with this responsible approach in mind. Public safety has not been considered. This plan is contributing to an unsafe condition and literal misery for many people. I urge you to revise this plan and suppress the growth until such time as a responsible growth plan that includes the highway infrastructure necessary to support such growth can be executed.</p>	<p>I-6-1 SR 522 is a state route falling under the jurisdiction of the Washington State Department of Transportation (WSDOT). Improvements to SR 522 are the responsibility of WSDOT, with support and coordination from the City Monroe. The recently updated City of Monroe Transportation System Plan recognizes capacity constraints along SR 522 and includes goals and policies to promote coordination (and future improvements) with WSDOT.</p> <p>Regarding suppression of land use growth, the City of Monroe is required to meet 20-year growth allocations established in coordination with Snohomish County. Projected future growth is analyzed for its potential impacts on transportation and other services within the Monroe Urban Growth Area, with recommendations, policies, and projects identified to address potential impacts.</p>



I-7

Comment	Response
<p data-bbox="210 609 252 633">I-7-1</p> <hr/> <p data-bbox="373 332 646 397"> From: Jessica Barrett To: PlanUpdate Subject: SEPA Notification - 2044 Date: Tuesday, June 4, 2024 3:47:40 PM </p> <hr/> <p data-bbox="373 544 997 584">Can you please provide clarity on whether or not the Monroe Fairgrounds will be impacted by these proposals?</p> <p data-bbox="373 600 976 625">I live in Monroe and I am a 4-H leader. These fairgrounds are absolutely essential to 4-H.</p> <p data-bbox="373 641 997 698">I've heard that these proposals would rezone the fairgrounds into residential housing. Thus in time, the fairgrounds would be demolished to accommodate that. Please provide clarity on this.</p> <p data-bbox="373 714 546 738">Thank you for your time!</p> <p data-bbox="373 755 472 787">Jessica Barrett 425.246.7605.</p>	<p data-bbox="1113 324 1984 422">I-7-1 The Evergreen State Fairgrounds are part of the Monroe UGA, but are not located within the City limits. The fairgrounds are excluded from proposed zoning changes.</p> <p data-bbox="1218 430 1984 560">The Proposed Action does suggest an increase in residential density to the north of the fairgrounds (from low density to medium density) and mixed use south of US 2 to bring more employment and housing to the area.</p>



I-8

Comment	Response
<p>I-8-1 Support: I support the Proposed Action outlined in the Draft SEIS to the City of Monroe's 2024-2044 Comprehensive Plan Periodic Update dated May 2024. Rationale: The proposed action best provides for the anticipated housing demand and economic opportunities resulting from projected population growth in the coming decades. Of special concern to the CHSAB, the proposed action provides better affordable housing opportunities for residents in extremely low, very low, and low median income levels, which helps prevent the displacement of lower-income residents.</p> <p>I-8-2 Area of Continuing Concern: The creation of rental housing assists those who cannot afford ownership, but it does little to address the issue of generational poverty. Since homeownership is essential to wealth creation, affordable housing options must include a clear pathway from rental dependency to full homeownership. The city should actively adopt and support local, state, and federal policies that empower such ownership.</p>	<p>I-8-1 Comment noted.</p> <p>I-8-2 Housing goals and policies set forth in Monroe's 2024 Comprehensive Plan Update are required to be consistent with Puget Sound Regional Council's Regional Growth Strategy, VISION 2050. The Comprehensive Plan Update contains policies that encourage promoting homeownership opportunities for low-, moderate-, and middle-income households. House Bill 1220 and the Washington GMA require that jurisdictions identify, remove, and mitigate racially disparate impacts, one example of which is generational wealth disparities.</p> <p>In addition to VISION 2050, House Bill 1220, and GMA, Monroe is required to be consistent with Snohomish County's Countywide Planning Policies that also speak to provisions for more affordable homeownership. The most applicable goals and policies that guide the SEIS and Comprehensive Plan Update are included in Draft SEIS Chapter 5 (pp. 5-2 through 5-8).</p>



I-9

Comment	Response
<p data-bbox="210 662 252 685">I-9-1</p> <hr/> <p data-bbox="373 341 651 402"> From: K.O To: PaeUpdate Subject: Re: Urban Development plan Date: Tuesday, June 11, 2024 7:54:56 PM </p> <hr/> <p data-bbox="373 555 420 574">Hello,</p> <p data-bbox="373 594 995 691">I am strongly opposed the the urban development plan that incorporates the Robinhood area of unincorporated Snohomish into the Monroe city limits. This is a quiet 'rural' area and should stay as it is without the crowding of more development forcing its way in to add more traffic and noise. I bought a house here because it is in Snohomish.</p> <p data-bbox="373 711 970 750">Thank you for your consideration and I sincerely hope unincorporated Snohomish addresses stay SNOHOMISH for a multitude of reasons!</p> <p data-bbox="373 769 562 828"> Kathi Ogawa Robinhood neighborhood Snohomish, WA 98290 </p>	<p data-bbox="1117 328 1984 555"> I-9-1 Comment noted. The Robinhood Park subdivision along 179th Avenue SE/Robinhood Lane has been in the City of Monroe’s UGA since 1994. The City has no plans to reduce or eliminate its UGA. Anticipated growth in and around Robinhood Park is needed by both Snohomish County and the City of Monroe to accommodate the adopted 2044 population, housing, and employment allocations for the Monroe UGA. </p>



I-10

Comment

Response

From: [Susan Davis](#)
To: [Geoffrey Thomas](#); [Kevin Harford](#); [Tami Beaumont](#); [Kyle Fisher](#); [Heather Fulcher](#); [Jacob Walker](#); [Jason Gamble](#); [Kirk Scarborough](#)
Cc: [Lance Bailey](#); [Kate Tourtellot](#); [Hannah Maynard](#); [Lonnie Davis](#)
Subject: [Fwd: Monroe Comp Plan Update Comments](#)
Date: Friday, June 14, 2024 3:20:39 PM
Attachments: [DAVIS Monroe Comp Plan Update DSEIS Comments 6-14-24.pdf](#)

Dear Mayor and City Council,
 Thank you for considering citizen comments on the City of Monroe DSEIS. I just submitted the attached comments to the "official" email address, but wanted to forward a copy to you as well. I tried to be as descriptive as possible in my comments and hope that you will consider them as you make decisions for the city.
 Kate and Lance, I would also appreciate it if you can provide these comments to the planning commission as well. We are available to talk with any of you further if you have any questions or thoughts to share.
 Have a wonderful weekend!
 Susan & Lonnie Davis
 425-344-1029

----- Original Message -----
From: Susan Davis <realestatesue@comcast.net>
To: "PlanUpdate@monroewa.gov" <PlanUpdate@monroewa.gov>
Cc: Lonnie Davis <lonnie-d@comcast.net>
Date: 06/14/2024 3:02 PM PDT
Subject: Monroe Comp Plan Update Comments
 Thank you for the opportunity to provide the **attached comments** on the Monroe Comp Plan Update for 2024 -2044. If you can please confirm receipt, we would greatly appreciate it.
 Thank you!
 Susan & Lonnie Davis
 425-344-1029



I-10

Comment	Response
<p>June 14, 2024</p> <p>City of Monroe 14841 179th Ave SE, Suite 320 Monroe, WA 98272</p> <p>Attn: Lance Bailey, Community Development Director</p> <p>Re: Monroe's 2024 – 2044 Comprehensive Plan Update Draft Supplemental Environmental Impact Statement</p> <p>Dear Lance,</p> <p>Thank you for the opportunity to provide comments on the 2024-2044 Comp Plan Update. As you know, Washington State is in a housing affordability crisis which has been developing over many years. I would like to offer some historical and market related insights based on my experience as a real estate agent in Monroe since 1995.</p> <p>Historical Context and Market Insights:</p> <ol style="list-style-type: none"> The Growth Management Act (GMA) of 1990: This act has shaped housing development for the past 34 years. The urban growth boundary for Monroe was established then and has not changed, despite the city's significant growth. Annexations and Development: Over the years, Monroe has expanded through several annexations, accommodating new housing developments. The area west of 179th became the Fryelands neighborhood, along with multiple developments in the North Hill area. <i>Note: Monroe has only four geographic areas remaining in its unincorporated urban growth boundary: Robinhood, East Monroe, SW UGA, and Calhoun/Old Owen Road. Most of this land is fully developed with homes on septic systems. In the absence of large parcels suitable for development near reasonable access to sewer, these areas will not likely produce more housing unless it can be accommodated by septic systems.</i> Critical Areas Regulations: These regulations have evolved over the years, changing what we once believed to be developable ground into untouchable critical areas. For example, <ul style="list-style-type: none"> The Fryelands community was developed in the 1990's "from high water table farmland, with Lake Tye built for stormwater control." This area likely wouldn't be developable under the critical areas regulations of today. Vacant land that was once envisioned for general commercial zoning east of Monroe on Highway 2 is now Limited Open Space due to these same regulations. <p>While these rules protect our environment and offer greenspace in our community, they increase development costs and reduce buildable areas.</p>	<p>I-10-1 Comment noted. The Proposed Action would update land use designations and zoning to support higher levels of residential development within the City of Monroe and as annexations of unincorporated areas in Monroe's Urban Growth Area occur. The City is in the process of updating its water, sewer, and storm system plans, which will address future growth and related service and infrastructure demand.</p> <p>I-10-2 Comment noted. This is a non-project, programmatic SEIS, which means that future, site-specific proposed development applications in Monroe would undergo separate project-level SEPA reviews. SEPA review would include evaluation of critical areas and buffers.</p>



I-10

Comment	Response
<p>I-10-2</p> <p><i>Note: The Proposed Action suggests high intensity redevelopment in several areas like the Roosevelt Neighborhood Commercial, Chain Lake Neighborhood Node and the SW UGA. However, critical area setbacks from steep slopes and wetlands may prevent these sites from reaching the plans anticipated densities. Site evaluations of these sites were not conducted as part of the DSEIS.</i></p> <p>4. Impact of the 2007-2009 Recession: The recession halted development from 2007 – 2018. The housing industry came to a standstill, and developers, builders and laborers found other jobs. The uptick in housing production started again in 2018/2019 when developers and builders started reviving old plats left stagnant during the recession, and housing started coming back into a severely undersupplied market. Interest rates were low, and homes were selling as quickly as they were being built.</p> <p>5. Pandemic Effects: The market briefly stalled in March 2020, but rebounded with historic low interest rates of 2-3%. Home builders struggled to find workers and building materials, and prices soared. This surge continued to be fueled by nearly two decades of unmet demand, along with a wave of buyers coming of age and seeking to purchase homes. Monroe's median home price rose from \$432,600 in 2020 to \$745,000 in 2024.</p> <p>6. Housing Rehab Market: For home buyers that couldn't compete for new construction, a new "Housing Rehab Market" quickly grew into a booming niche. This meant that many of the homes identified as "re-developable" in the April 2019 Buildable Lands Report (BLR) are no longer available for future market redevelopment.</p>	<p>I-10-3 The comments do not address specific environmental issues associated with the Proposed Action or the SEPA process. These comments assert the opinions and background research of the commenter on the historical markers of the housing market, and do not present comments on the SEIS analysis. Inclusion of these comments in this Final SEIS will make the commenter's views available to the City Council and other public officials who will make decisions about the Proposed Action.</p>
<p>I-10-3</p> <p><i>Note: Homes are identified as redevelopable due to their disproportionate housing to land tax value, which doesn't change until the county assessor catches on that improvements have been made to the homes. It can take years before assessments are updated.</i></p> <p>7. Mortgage Rates and Homeowner Decisions: Nationally, 82.4% of homeowners have mortgage rates below 5%, with over a quarter at or below 3%. These "rate-locked" homeowners are unlikely to sell their currently affordable homes after home prices and interest rates escalated so dramatically.</p> <p>Today, interest rates are hovering around 7%. It has been suggested that when interest rates reach 5%, the market will pick up again, people will move and builders will start building again. I would argue that a lower rate itself provides little incentive for existing homeowners to leave their currently affordable homes (and low mortgage rates), essentially locking up so-called "partially developed and redevelopable" properties indefinitely.</p> <p><i>Note: Lower interest rates without additional housing supply will only light a fire to the home sale market, encouraging more multiple offers and increasing home prices even more.</i></p>	



I-10

Comment

Response

I-10-3

The table below illustrates the impact of interest rates on mortgage payments for median priced homes in Monroe:

Year	Median Sales Price	Freddie Mac Average Interest Rate	Mortgage Payment (principal & interest based on 10% down)	Average Fixed Rate for the week of
2020	432,600	3.13%	1,668.90	June 18, 2020
2021	432,600	2.93%	1,626.81	June 17, 2021
2022	621,042	5.23%	3,079.56	June 9, 2022
2023	660,014	6.69%	3,829.10	June 15, 2023
2024	745,000	6.95%	4,438.36	June 13, 2024
Assuming	745,000	5%	3,599.39	

If interest rates drop to 5% today, a homeowner who bought before 2023 would face significantly higher monthly payments if they moved. Moving would only make sense if they found a new home that better meets their needs.

Note: With limited existing housing supply, high market demand, and very little suitable land for large scale new construction in Monroe, the Proposed Action relies far too much on small-scale infill and redevelopment. What this market needs is large properties capable of producing a variety of housing to meet the urgent demand for housing more quickly and efficiently than small scale infill and redevelopment can. This can be achieved through targeted urban growth area expansions in areas that are in the path of development where roads and utilities are already in place.

Housing Developments in the City - 2019 to Date

Monroe has experienced tremendous growth over the last five years in both the city and in the unincorporated UGA since the Buildable Lands Report data was pulled on April 1, 2019.

Based on that original data that was collected just as the housing market started accelerating, before the pandemic and historic low interest rates, and before the 'Housing Rehab market niche...

The initial population growth target for Monroe was...

APPENDIX B. Table P1 2044 Initial Population Growth Targets for Cities, UGAs and the Rural/Resource Area
(Recommended by the Snohomish County Tomorrow Steering Committee on December 1, 2021)

Area	2020 Census Population	2044 Population Targets	2020-2044 Population Growth	
			Amount	Pct of Total County Growth
Monroe UGA	21,266	26,276	5,010	1.6%
Monroe City	19,699	24,302	4,603	1.5%
Unincorporated	1,567	1,974	407	0.1%

3

I-10

Comment | **Response**

and the initial housing growth target was...

Appendix B, Table H1 2044 Initial Housing Growth Targets for Cities, UGAs and the Rural/Resource Area
(Recommended by the Snohomish County Tomorrow Steering Committee on May 24, 2023)

Area	2020 Census Housing Units (excluding seasonal units)	2044 Housing Unit Targets	2020-2044 Housing Unit Growth	
			Amount	Pct of Total County Growth
Marysville UGA	25,783	40,038	14,256	8.5%
Marysville City	25,723	39,976	14,253	8.5%
Unincorporated	60	62	3	0.0%
Monroe UGA	6,714	9,138	2,423	1.4%
Monroe City	6,163	8,379	2,216	1.3%
Unincorporated	551	758	207	0.1%

I-10-3

In April this year, Snohomish County PDS recommended increasing Monroe's UGA growth targets because there were two **"large residential projects that were pending or already underway (in the unincorporated UGA) which were not fully included during the development of the population targets by SCT in 2021."**

This is helpful to understand how "pending growth" in the UGA at the time the BLR was completed has an impact on our ability to accommodate Monroe's future growth. The following two charts reflect the updated urban growth area targets.

The updated population target is...

Area	2020 Census Population	2044 Population Targets	2020-2044 Population Growth	
			Amount	Pct of Total County Growth
Monroe UGA	21,266	26,670	5,404	1.8%
Monroe City	19,699	24,302	4,603	1.5%
Unincorporated	1,567	2,168	601	0.3%

from Initial



I-10

Comment

Response

and the updated housing target is...

Table HO-2: 2044 Housing Growth Targets for Cities, UGAs and the Rural/Resource Area

Area	2020 Census Housing Units (excluding seasonal units)	2044 Housing Unit Targets	2020-2044 Housing Unit Growth	
			Amount	Pct of Total County Growth
Monroe UGA	6,714	9,343	2,629	1.6%
Monroe City	6,183	8,729	2,546	1.2%
Unincorporated	531	614	83	0.2%

per initial #

With that in mind, I would argue that the city's growth target should increase as well, based on the **907 pending units** in the incorporated city boundary, which was also **"not fully considered during the development of the population targets by SCT in 2021."**

It is also important to note that in addition to the 907 pending units in the BLR, Monroe had an **additional 466 housing units produced (or pending)** since the BLR was published in 2021.

To illustrate these points:

	county assigned growth target 2024-2044	minus growth noted as pending in 4/2019 BLR	minus pending growth 2019-date	remaining 20 yr growth to be accommodated after today using assigned growth
Population growth target (total)	5404	3388	1310	706
Monroe City	4603	2540	1305	759
Unincorporated	801	848	6	-53
Housing growth target (total)	2629	1210	468	951
Monroe City	2216	907	466	843
Unincorporated	413	303	2	108

* **Bold numbers above** - applied US Census estimate of 2.8 persons per household to reach population number (as noted in Monroe's Draft SEIS)

Attached to this document are two summary pages from the Buildable Lands Report, along with a Monroe Housing Developments list identifying the city's 907 and 466 pending housing units noted above.

I-10-3



I-10

Comment	Response
---------	----------

City of Monroe – Urban Growth Boundary Capacity (See attached property information sheet)

After reviewing the housing growth targets and the capacity for growth in the urban growth area (per the BLR), it appears that the UGA will not be able to accommodate the assigned growth without expanding its boundaries. Here's a detailed breakdown:

- Buildable Lands Report (BLR) Capacity:** The BLR suggests a total capacity for 674 housing units within the UGA.
- Housing Growth Target Adjustments:** Initially, the housing growth target was set at 207 units. This was revised in April 2024 to 413 units by the county due to the construction of two large developments within the UGA: Monroe Woodlands (200 units, now annexed into the city) and Woods Creek Vista (103 units). This revision leaves a target of 110 additional housing units to reach the 2044 growth goal within the UGA.
- Pending Annexation:** The City of Monroe is working on a pre-annexation agreement with the "Monroe 30 Annexation" which accounts for 171 housing units according to the BLR.
- Suitability of Remaining Properties:** A supplemental spreadsheet is attached that includes all the properties in the Monroe UGA where additional capacity is assigned. This list identifies properties that should be redesignated as CONSTANT due to constraints like steep slopes, wetlands, or lack of access to sewer services (71 unattainable housing units). Additionally, six property owners declined to annex alongside Monroe 30 (referred to as North 41 Annexation Refused in the spreadsheet), indicating no intention to further develop (29 unattainable housing units).

Here is a summary of these points:

BLR Capacity	674	
UGA Housing Growth Target		413
- Monroe Woodlands (annexed)	-200	-200 ¹
- Woods Creek Vista	-103	-103 ²
Remaining "anticipated" capacity	371	
Remaining Housing Units to reach growth target		110
- Remove "Monroe 30" (in annexation process now)	171 ³	
- Redesignate unsuitable lots as CONSTANT	71 ⁴ ** see attached list	
- Redesignate North 41 owners that declined to annex	-29 ⁵	
Remaining UGA capacity	100	
Surplus/Deficit based on current growth target		-10

Conclusion: By removing the housing units that have already been built^{6,2}, removing the "Monroe 30" anticipated housing units (moving these housing units to the city vs the UGA based on the

I-10-4 This comment is related to the urban densities reported through the Buildable Lands Report (BLR) and not in response to the adequacy of the Draft SEIS. The City of Monroe used the Snohomish County 2021 BLR as the first-round basis for the land use capacity analysis. Refinements were made to address parcels that are no longer available for development. The remaining vacant, partially vacant, and redevelopable parcels were then evaluated using a modeling tool and applying different land use designations and zoning to accommodate the 2044 population, housing, and employment allocations assigned to the Monroe UGA through the Snohomish County Tomorrow process and as adopted in the Snohomish Countywide Planning Policies. The City of Monroe does not have control over the allocations that Snohomish County assigns to the City of Monroe, but the City does identify areas that could help the City achieve the allocations. For compliance with Washington's GMA, Monroe is working on additional code amendments that will further increase housing capacity through the development of accessory dwelling units, conversion of existing structures to dwelling units, and middle housing.

I-10-4

I-10

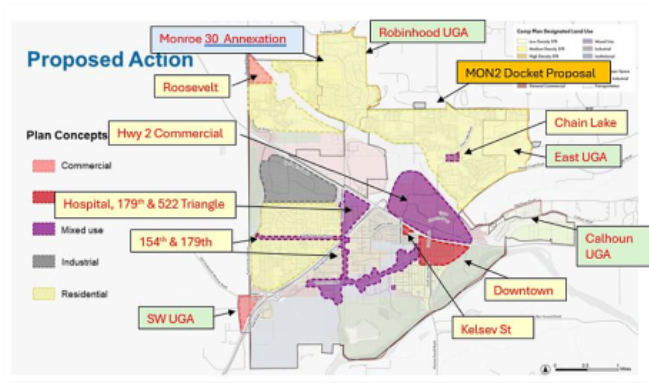
Comment | **Response**

I-10-4

annexation in process³), and acknowledging the unsuitability of certain sites for further development⁴ and those unwilling to annex/develop⁵ and redesignating them as Constant, we can conclude that the assigned growth target gives the Monroe UGA a deficit of 10 housing units.

Comments on the Proposed Action Plan as outlined in the Draft SEIS

Monroe's Proposed Action Plan for housing and land use is heavily dependent on upzoning and redevelopment in areas that currently contain affordable housing, and redevelopment in areas that are impacted by critical areas (steep slopes, wetlands, ponds and streams). Following is a map of the Proposed Action, along with areas that I plan to illustrate in the attached pages.



Areas proposed for upzoning in the city (yellow)

- Roosevelt Road – Neighborhood Commercial Node** (See attached property information sheet)
The subject properties on Roosevelt Rd are proposed to be upzoned to a Commercial Node, and are located at the northwest edge of the city, with Ag-10 zoned properties (Agricultural-10 acre) located directly across the street to the west, and R-5 properties (Rural-5 acre) to the north. To the east is property owned by the State of Washington for the future Hwy 2 Bypass. To the south are several partially developed properties in the city.

As shown on map in the attached property information sheet (provided by the City of Monroe consultant and confirmed using Snohomish County mapping utilities), these sites are heavily impacted by critical areas (steep slopes, pond area and wetlands). An intense commercial development would require street and access improvements, sidewalks,

7

I-10-5

I-10-5 The Comprehensive Plan Update is a program rather than a project and, as such, is evaluated under SEPA with a non-project (programmatic) SEIS, not a project SEIS. With application of the City's codes, standards, and regulations, specifically the City's Critical Areas Ordinance (which is designed to protect plants and animals), the two alternatives analyzed in the SEIS are not expected to result in significant adverse environmental impacts on vegetation and wildlife habitat, steep slopes, or wetlands. Future development of specific construction projects would continue to be subject to SEPA and City codes, standards, and regulations.

Capacity analyses completed for the SEIS for both alternatives do not assume any additional growth within designated critical areas. Build-out within the City limits and Urban Growth Area is based on the Snohomish County Urban Growth Capacity Report published in 2021. Parcels not identified as vacant or redevelopable are assumed to continue with the same development as today.

The SEIS states that, "New development, redevelopment, and jobs associated with the alternatives would not result in a greatly elevated chance of adverse effects from geologic hazards that would require substantial changes in the way these hazards are currently mitigated; therefore, impacts on earth resources, with compliance with the City's CAO and development regulations, would be less-than-significant. Under both alternatives, all development proposals in areas susceptible to erosion, sliding, earthquake, or other geological events are subject to City regulations in MMC 22.80.130, Geologically Hazardous Areas, and evaluated at the project-level according to the City's current CAO" (p. 4-15 of the Draft SEIS).



I-10

Comment	Response
	<p>Wetlands are protected under local, state, and federal regulations and standards under both of the alternatives (p. 4-16 of the Draft SEIS).</p> <p>Thus, adoption of the Comprehensive Plan Update, regardless of the alternative selected, is not expected to result in significant adverse impacts on critical areas. To the extent that future site-specific development projects could result in environmental impacts on steep slopes, wetlands, or pond or water areas, those projects would continue to be subject to existing codes, standards, and regulations that protect vegetation and wildlife habitat, threatened and endangered species, and aquatic resources and wetlands.</p> <p>Considerations for bulk and scale are addressed on pp. 3-17 and 3-24 of the Draft SEIS.</p> <p>Finally, the comment states an opinion as to where better commercial development could occur. This comment is noted.</p>



I-10

Comment	Response
<p>I-10-5</p> <p>parking and commercially sized buildings, plus the added need for water retention on site. This, coupled with the critical areas (and associated setbacks) would likely shrink the usable area into small footprints right up by Roosevelt Road.</p> <p>I also understand from the Draft Land Use Chapter that mixed-use can be up to 6 stories tall. This type of development is not in character with the rural and agricultural neighborhood in this area!</p> <p><i>CONCERN: The proposed upzone allowing commercial development in this area feels very out of character for the agricultural and rural area to the north and west. It also feels very disconnected from the residential community to the south and east that is intended to serve, with no walkable connections (as they are cutoff by critical areas and the Hwy 2 bypass) and no access to transit.</i></p> <p>** A better alternative for commercial development that would be accessible to the neighboring developments in this area and to transit would be at the intersection of Foothills and Roosevelt (Holzerland property).</p> <p>2. Chain Lake Road – Mixed Use Node (See attached property information sheet) The sites identified for this “Mixed Use Neighborhood Commercial Node” are impacted by critical areas (steep slopes, wetlands, surface water flow). Critical areas (and associated setbacks) would likely shrink the usable area to a size and shape that would make it less than desirable as a mixed-use node (which requires street improvements, sidewalks, access, parking and buildings). The neighbors are already dealing with heavy surface water flow coming through this site which floods the street and drainage ditches, and this would make things worse. See attached information sheet for a critical area map, flooding photos and links to videos.</p> <p>I also understand from the Draft Land Use Chapter that mixed-use can be up to 6 stories tall. This type of development is not in character with the neighborhood in this area!</p> <p><i>CONCERN: Mixed use development would add larger structures and more paving that would not be appropriate on a site with this level of critical areas (steep slopes, wetlands, water flowing over and through), and will end up impacting neighboring properties even more than they are now. The entire commercial area north of Hwy 2, including 3 grocery stores, movie theater, restaurants and retail shopping all within a ¼ mile radius of the proposed site.</i></p> <p>3. 154th & 179th – Mixed Use (See attached property information sheet) 154th St SE runs east-west through the Fryelands community that was developed in the 1990’s. There are multiple developments along 154th that have CC&R’s (covenants, conditions and restrictions). Through “spot reviewing” some of these CC&R’s I found that they had one thing in common: the lots are restricted to residential use only, with other restrictions on house style, square footage, fencing, etc. Releasing lots on 154th from plat requirements would require approval by the other owners in each plat (an unlikely undertaking).</p>	<p>I-10-6</p> <p>Regarding Chain Lake Road concerns about wetlands, steep slopes, and bulk and scale of mixed-use development, see Response to Comment I-10-5. Regarding flood management, neither of the alternatives proposes intensive development along the Skykomish River or Woods Creek. Both alternatives propose some level of development, and an increase in employment, in the areas within the floodplain zoned as Industrial adjacent to Lake Tye. However, this area is already largely developed and impacts are expected to be minimal. Under both alternatives, any additional proposed development within the floodplain would be subject to regulations under Chapter 14.01 (Flood Hazard Area Regulations) MMC, which identifies development standards for floodplains to promote public health, safety, and general welfare, and to minimize public and private losses (p. 4-17 of the Draft SEIS). To the extent that future site-specific development projects could result in environmental impacts on floodplains, those projects will continue to be subject to existing codes, standards, regulations, and review.</p> <p>Your comment regarding Covenants, Conditions, and Restrictions (CC&Rs) along 154th Street SE is noted. For 179th Avenue SE, this comment expresses an opinion on the increase in traffic congestion along 149th and 179th Avenue SE. Traffic safety, congestion, and volume are compared by alternative starting on p. 7-15 of the Draft SEIS.</p> <p>Regarding the hospital, 179th Avenue SE, and SR 522 triangle, this comment expresses an opinion on the increase in traffic congestion along 149th and 179th Avenue SE. Traffic safety, congestion, and volume are compared by alternative starting on p. 7-15 of the Draft SEIS. The SEIS also outlines the avoidance, minimization, and mitigation measures for potential impacts on residential displacement on p. 5-36 of</p>



I-10

Comment	Response
	<p>the Draft SEIS. Bulk and density standards are presented in Table 3-1 on p. 3-17 of the Draft SEIS. Mixed use ranges from 35 to 45 feet maximum, with current land use zones ranging from 35 to 45 feet. Part of the zoning district in reference is already included in the Mixed-Use General zone. The remainder of the comment regarding the merits of the proposed Housing Element and Land Use Element is noted.</p> <p>The comment correctly states that US 2 is a high-traffic area and an area of traffic safety concern. Regarding traffic safety, Draft SEIS Chapter 7 (pp. 7-1 through 7-26) provides a description of existing conditions, including proposed mitigation measures for improvements, traffic flow, and safety. The recommendations for locations of pedestrian overpasses are noted.</p> <p>Regarding historic Downtown, Draft SEIS Chapter 3 (pp. 3-16 and 3-17) demonstrates that historic Downtown currently has height allowances of five stories for mixed-use development. The Draft SEIS also outlines the avoidance, minimization, and mitigation measures for potential impacts on residential displacement on p. 5-36.</p> <p>Finally, regarding Kelsey Street-Mixed Use, the recommendations for traffic circulation are noted.</p>



I-10

Comment	Response
<p>I-10-6</p>	<p>Upzoning this street to neighborhood mixed use would unreasonably increase the property taxes for these owners without a reasonable expectation that they could ever develop their properties. These homes were built in the 1990s and have a good economic life remaining, and don't meet the definition of "redevelopable."</p> <p>179th Ave SE is currently zoned for mixed use north of 154th St, and high-density residential south of 154th. Most of the properties on this street are already developed, with one pending townhome development currently. A couple of new multifamily developments were added over the last 5 years as well. Upzoning this street to mixed use is not a stretch based on current development patterns, but will increase traffic congestion (passenger vehicles, large trucks with trailers and semi trucks) at the intersection of 149th Street and 179th where traffic is heavy going in/out of the industrial neighborhood. The next intersection north of here is also impacted by the train crossing, Hwy 2 and fair traffic going in/out of the fairgrounds.</p> <p>I understand from the Draft Land Use Chapter that mixed-use can be up to 6 stories tall. This type of development is not in character with the neighborhood in this area!</p> <p>4. Hospital, 179th & 522 Triangle (See attached property information sheet) The triangle south of the hospital, east of 179th and west of SR522 is predominantly single-family Rambler style homes on mostly .25 acre lots. Ramblers are an important housing style for seniors and disabled people, which isn't being built in today's marketplace.</p> <p>There are 3 homes in this neighborhood with lots over .50 acre, 2 sold in the last few years. These new owners have invested a lot of money in home improvements. The other home is already beautifully updated and kept.</p> <p>The homes in this area are all on septic systems.</p> <p>Upzoning this neighborhood to mixed use will increase property taxes on the current residents, leading to economic displacement. And unless a developer buys all 46 lots at one time (and assuming these owners would all want to sell), the character of this Rambler neighborhood would change drastically if these lots were individually developed into a mixed-use development style.</p> <p>I understand from the Draft Land Use Chapter that mixed-use can be up to 6 stories tall. This type of development is not in character with the neighborhood in this area!</p> <p>Traffic from this neighborhood empties onto 179th Ave SE, which was addressed in the previous section. If this neighborhood is upzoned, the traffic impact on 179th and 149th will be greater still.</p> <p>5. Hwy 2 Commercial The Proposed Action is to change the zoning in the commercial areas north of Hwy 2 to allow mixed density development. Mixed use commercial will bring more residential uses and foot traffic to a high traffic area that is heavily influenced and impacted by its proximity to Hwy 2.</p>



I-10

Comment	Response
<p>I-10-6</p> <p>Hwy 2 is a major east west connector that brings semi-trucks and trailers, travelers on buses, RV's and travel trailers, and trucks hauling horse trailers and race cars. These vehicles stop at commercial locations along this stretch of road to get supplies, eat at restaurants, and get fuel. It doesn't feel like a safe, walkable neighborhood where these large vehicles are present.</p> <p>For now, General Commercial feels like a more appropriate development style along Hwy 2, and more approachable for rigs and passenger cars that travel along this highway. When the Hwy 2 bypass is eventually built, this will reduce through traffic in this area and make it more pedestrian friendly – then it would make more sense to develop this area into a mixed use hub.</p> <p>It is not safe for people to walk or bike across this major highway. For now, perhaps the city could put in pedestrian overpasses over Hwy 2 to connect the downtown core to the commercial area north of Hwy 2? Suggested locations would be Kelsey St, Chain Lake/Lewis St and Old Owen/Main St. This would create a more safe, walkable and connected community.</p> <p>6. Downtown and Main Street – Mixed Use I understand from the Draft Land Use Chapter that mixed-use can be up to 6 stories tall. This type of development is not in character with the neighborhood in this area. Economic displacement and gentrification will result from upzoning, but it feels like that is already in process, especially along West Main St. There are several historic buildings and homes along Main St – if these homes aren't loved and protected by their owners, the proposed plan may indeed turn this street into a neighborhood we won't recognize as Monroe 20 years from now.</p> <p>7. Kelsey St – Mixed Use Traffic at the intersection of Kelsey, Blueberry Lane, the railroad crossing and Highway 2 back up regularly, and the traffic circulation pattern here is already challenging. How in the world do people even get into Ihop?? Allowing mixed use on the State Roofing property will make things worse, bringing more intense development, including more cars and pedestrians. Keeping kids safe along the train tracks will be a very important consideration. The owner of this property has been to several city meetings to say they want to continue to use the property as it is, and not be upzoned.</p>	<p>I-10-7 Comment noted.</p>
<p>I-10-7</p> <p>Area in UGA that is currently in the process of annexing into Monroe (blue)</p> <p>1. "Monroe 30 Annexation" This annexation has been discussed in the City of Monroe – Urban Growth Boundary Capacity section above and attached.</p>	



I-10

Comment	Response
<p>I-10-7</p> <p>Areas in the UGA (green)</p> <ol style="list-style-type: none"> Robinhood Neighborhood UGA (See attached property information sheet) The City of Monroe has tried to annex the Robinhood area at least 3 times in recent years to no avail. This is an unsewered area, and folks have all they need. Except for the parcels noted as "Monroe 30 Annexation" (as previously discussed above) there is no incentive for these property owners to become part of the city. This residential area is already built out, and homes in this area are served by septic systems. East UGA (See attached property information sheet) This area is largely built out to its highest capacity now, with the new Woods Creek Vista development (103 lots) completed in 2024. There are other properties in this area that are impacted by critical areas (wetlands and steep slopes) and will never see the density of development anticipated by the BLR. Calhoun UGA (See attached property information sheet) Calhoun Rd and Owen Road exhibit a more rural character with steep slopes down toward the valley to the north and uphill to the south. The sewer goes up Calhoun Rd to an apartment building (at 20621 Calhoun – marked in red on the map). Except for one 3.2 acre parcel with an anticipated 7 new housing units (per the 2021 BLR), the rest of the sites targeted for higher growth all have existing homes on them that take up a good portion of the lots. It is unrealistic to expect that these existing sites will produce any more housing units than what is present on the sites now given the existing development, absence of sewer, location and rural setting. SW UGA (See attached property information sheet) The 2021 Buildable Lands Report anticipates 30 new housing units on the sites identified on the adjacent map. This action would displace the current 8 households (4 single family homes and a 4-plex). The Proposed Action would upzone this whole area to Commercial. The northern half of the SW UGA area is impacted by critical areas that would likely prevent any further development beyond the existing structures due to setbacks from critical areas. A pond is situated in the middle of these lots, with a drainage that extends north and south through the neighboring lots. This makes it unlikely that the footprint of any future development would be larger than what is here currently, and would likely be smaller. ** A better alternative for commercial development that would be accessible to the neighboring developments in this area and to transit would be along West Main Street, east of SR 522. 	<p>I-10-8 Comment noted.</p>
<p>I-10-8</p> <p>Suggestion for revised action (See attached property information sheet)</p> <ol style="list-style-type: none"> New suggestion for Neighborhood Commercial Nodes I would suggest two neighborhood commercial nodes to better provide services to people in the following neighborhoods (instead of the Proposed Roosevelt Commercial and Chain Lake Mixed Use Node) 	



I-10

Comment	Response
<p>I-10-8</p> <p>West Main Street – A grocery store and associated businesses on West Main Street, east of SR522 would be a more walkable location to serve the residential neighborhoods of Fryelands, West Main Street and 179th Ave, along with employees working at Monroe High School and Washington State Correctional Complex. It can also serve the needs of visiting sports teams at Fryelands sports fields, Park Place Middle School and Monroe High School, not to mention the future recreational vehicle traffic that would go to the new camping/recreational facility where the Cadman site is currently.</p> <p>Roosevelt Road – A grocery store and associated neighborhood type businesses at the entrance to the Foothills community (Holzerland site) would be more walkable than the proposed location at the north end of city limits at Roosevelt, not to mention being accessible by bus.</p> <p>Area being considered as a UGA expansion by the Snohomish County Council (orange)</p> <p>1. MON2 Docket Proposal (See attached property information sheet)</p> <p>The City of Monroe and the Monroe School District have both offered their support in favor of the MON2 Docket Proposal that is currently being considered by the Snohomish County Council. There is nothing in the Monroe Comp Plan Update that addresses the benefits of the MON2 proposal, so I will outline those briefly here.</p> <p>The City of Monroe is supporting the MON2 docket proposal for many reasons:</p> <ul style="list-style-type: none"> • The site is surrounded by the city on 3 sides and shares a 60% common boundary line. It is in the path of current development. Bringing this property into Monroe would be considered infill. • City maintained roads and city utilities are already at the site; • The utility corridor through the property (also city maintained) can be developed into an east-west trail connecting the existing Chain Lake Trail to the city's new North Hill Park to better serve the community, • The city needs more mixed density housing to make living in Monroe more affordable. Bringing in this mostly vacant acreage will allow new mixed density housing that will help offset the risk of displacement in the current city boundary. • The property owners are all in agreement to work with the city to annex and are advocating for a mix of housing styles to meet a broad variety of income levels. <p>The Monroe School District is supporting the MON2 docket proposal as well, because:</p> <ul style="list-style-type: none"> • Today, nearly 100% of the 443 students at Chain Lake Elementary are either bussed or dropped off by parents for school and extracurricular activities. There is currently no safe way to walk or bike to school on Chain Lake Road. • Bringing these 22 acres into the city of Monroe's UGA would bring the trail 250 yards closer to the elementary school. This leaves a gap of approximately 600 yards between the extended trail and Chain Lake Elementary. The county and school district can then seek funding to fill that gap through the "Safe Routes to School" program. <p>I-10-9</p>	<p>I-10-9 Comment noted. The Monroe Comprehensive Plan Update SEIS is a programmatic (not project-specific) document that analyzes the environmental impacts of alternatives to meet Washington and regional requirements. Housing and schools are discussed in Chapter 5 and Chapter 6 of the Draft SEIS, respectively.</p>



I-10

Comment	Response
---------	----------

I-10-10

Thank you for being open to public comment as you evaluate various land use options for the City of Monroe. The decisions that the City of Monroe and Snohomish County make during this comprehensive plan update cycle will create the basis for how housing is developed over the next 20 years.

I sincerely believe that creating more housing opportunities in a timely manner is just as important as reducing the risk of displacement for our neighbors. To do this we need to increase the availability of large vacant and partially used lots in areas that make sense.

In a nutshell, large acre lots can:
 ... promote building a variety of housing options at a faster pace than small lot development
 ... provide a "place to go" so that current residents on small lots in the city may be more inclined to move
 ... so that redevelopment of small lots can occur with less risk of displacement
 ... so that small lots can be redeveloped into higher density in downtown

We appreciate your time and consideration of these ideas.

Sincerely,

Susan & Lonnie Davis

I-10-10 Comment noted.

I-10

Comment

Response

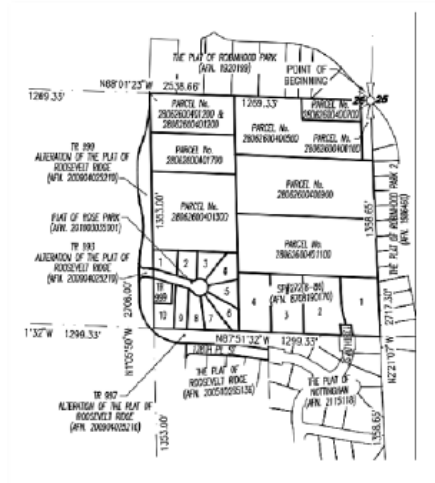
I-10-11

MONROE: 32.32 acre annexation reduces UGA capacity

Monroe 30 Annexation - pre-annexation agreement in process

The following property owners were part of the original North 41 annexation and declined to be part of the annexation. These properties range in size from .45 to 1.8 acres, and they all have homes built on them already; 4 out of 6 were built between 2013 – 2023, and 2 were built in 1988. **These owners have no intention of developing their lots further, so the 29 units projected by the BLR for these lots are very unlikely to be built.**

OWNER	PROPERTY ID	ADDRESS	ACRES	PERMIT	STATUS	DATE	BLR	BLR	BLR	BLR	BLR	BLR	BLR	BLR	BLR	BLR	BLR	BLR
WINDHILL HOLDINGS	2000000000	117	PERM	Make-Ready, Single Family	2018	0.15	1.00	1.00	0.00	0.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
JANIS-WAY	2000000000	119	PERM	Make-Ready, Single Family	2018	0.32	1.00	1.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SACKETT-PROV'S	2000000000	145	PERM	Make-Ready, Single Family	2018	0.22	1.00	1.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
WOOD-MEDIA-PHOTOS	2000000000	146	PERM	Make-Ready, Single Family	2018	0.22	1.00	1.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SHAW-SIMPSON	2000000000	147	PERM	Make-Ready, Single Family	2018	0.22	1.00	1.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
WOOD-DEBRYING	2000000000	148	PERM	Make-Ready, Single Family	2018	0.22	1.00	1.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



North 41 Annexation - Withdrawn due to lack of support by enough property owners

I-10

Comment | **Response**

I-10-12

MONROE: Roosevelt Road Commercial Node



Aerial photo (left), and "Unbuildable Land Areas" for the subject properties as presented by PWG, the City of Monroe consultant (right).

The subject properties on Roosevelt Rd (outlined in purple) are proposed to be upzoned to a Commercial Node.

The subject properties are located at the northwest edge of the city, with Ag-10 (Agricultural-10 acre) properties directly across the street to the west and R-5 (Rural-5 acre) properties to the north. To the east is property owned by the State of Washington for the future Hwy 2 Bypass. To the south are several partially developed properties in the city.

As shown on the map on the right (provided by the City of Monroe consultant and confirmed using Snohomish County mapping utilities), these sites are heavily impacted by critical areas (steep slopes and wetlands). Critical areas (and associated setbacks) would likely shrink the usable area into smaller footprints right up by Roosevelt Road. An intense commercial development would require street and access improvements, sidewalks, parking and commercially sized buildings, plus the added need for water retention on site.

Bottom Line: The proposed upzone that would allow commercial development in this area feels very out of character for the agricultural and rural area to the north and west. It also feels very disconnected from the residential community to the south and east, with no walkable connections (as they are cutoff by critical areas and the Hwy 2 bypass) and no access to transit.

** A better alternative for commercial development that would be accessible to the neighboring developments in the city and to transit would be at the intersection of Foothills and Roosevelt (Holzerland property).

Buildable Lands Capacity in the Roosevelt Commercial Node = 64 housing units (not considering conversion to commercial, and likely not considering the impact of critical areas on this site.)

I-10-12 Comment noted. See Response to Comment I-10-5 for related discussion.

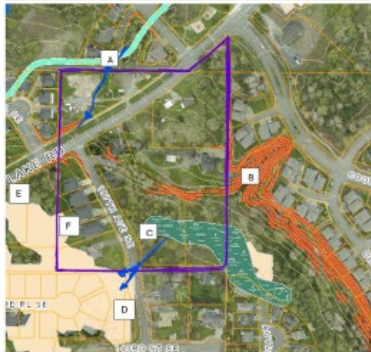
I-10

Comment	Response
---------	----------

I-10-13 Comment noted. See Response to Comment I-10-6 for related discussion.

I-10-13

MONROE: Chain Lake Mixed Use Node



The subject properties on Chain Lake Rd (outlined in purple) are proposed to be upzoned to Mixed Used Neighborhood Nodes.

These sites are impacted by critical areas (steep slopes and wetlands). Critical areas (and associated setbacks) would likely shrink the usable area to a size and shape that would make it less than desirable as a mixed-use node (which require street improvements, sidewalks, access, parking and buildings). The neighbors are already dealing with heavy surface water flow coming through this site which floods the street and drainage ditches.

Point A: Shows where water flows from Sinclair Heights NOPA across the middle of the subject property.

See video of Point A at <https://vimeo.com/953261223>

Point B: The City of Monroe should have the critical area study and mapping on file for the neighboring plat "The Farm at Woods Creek" which would provide some additional information about onsite critical areas (at The Farm) and offsite critical areas (on the subject property).

Point C and D: Shows where water flows from the subject property at Point C across 197th to a drainage ditch and the City of Monroe Stormwater Pond at Point D.

See video of Point C at <https://vimeo.com/953255486>

See video of Point D at <https://vimeo.com/963255297>




Point E: Identifies the area where flooding regularly occurs downstream on the neighboring properties to the west (see photo image LEFT).

Point F: Identifies a 5-lot short plat created in 2016 (Chain Lake Estates), with homes built and sold in the same year (unlikely redevelopment candidates).

Bottom Line: Mixed use development would add larger structures and more paving that would not be appropriate on a site with this level of critical areas (steep slopes, water flowing over and through), and will end up impacting neighboring properties even more than they are now. The entire commercial area north of Hwy 2, including 3 grocery stores, movie theater, restaurants and retail shopping all within a ¼ mile radius of the proposed site.

I-10

Comment	Response
<p data-bbox="189 576 252 600">I-10-14</p> <p data-bbox="304 349 556 373">MONROE: 154th and 179th</p> <p data-bbox="304 389 535 576">154th St SE is in the Frylands community that was developed in the 1990's. There are multiple developments along 154th that have CC&R's (covenants, conditions and restrictions). Through "spot reviewing" some of these CC&R's I found that they had one thing in common: the lots are restricted to residential use only, with other restrictions on house style, square footage, fencing, etc. Releasing lots on 154th St from plat requirements would require approval by the other owners in each plat (an unlikely undertaking).</p> <p data-bbox="304 592 535 722">Upzoning this street to neighborhood mixed use would unreasonably increase the property taxes for these owners without a reasonable expectation that they could ever develop their properties to anything other than residential. These homes were built in the 1990s and have a good economic life remaining, and don't meet the definition of "redevelopable."</p> <p data-bbox="304 747 1071 820">179th Ave SE is currently zoned for mixed use north of 154th St, and high-density residential south of 154th. Most of the properties on this street are already developed, with one pending townhome development. A couple of new multifamily developments were added over the last 5 years as well. Upzoning this street to mixed use is not a stretch based on current development patterns, but will increase traffic congestion (passenger vehicles, large trucks with trailers and semi trucks) at the intersection of 149th Street and 179th where traffic is heavy going in/out of the industrial neighborhood. The next intersection north of here is also impacted by the train crossing, Hwy 2 and fair traffic going in/out of the fairgrounds.</p> 	<p data-bbox="1113 324 1974 381">I-10-14 Regarding 154th Street and 179th Avenue SE, see Response to Comment I-10-6.</p>

I-10

Comment	Response
---------	----------

I-10-15

MONROE: Hospital, 179th and 522 Triangle

The triangle south of the hospital, east of 179th and west of SR522 is predominantly single-family rambler style homes on mostly .25 acre lots. Ramblers are an important housing style for seniors and disabled people, which isn't being built in today's marketplace.

There are three homes in this neighborhood with lots over .50 acre, two sold in the last few years. These the new owners have invested a lot of money in home improvements. The other home is already beautifully updated and kept.

The homes in this area are all on septic systems.

Upzoning this neighborhood to mixed use will increase property taxes on the current residents, leading to economic displacement. And unless a developer buys all 46 lots at one time (and assuming these owners would all want to sell), the character of this rambler neighborhood would change drastically if these lots were individually developed into a mixed-use development style.

Traffic from this neighborhood empties onto 179th Ave SE, which was addressed in previous comments about 154th and 179th. If this neighborhood is upzoned, the traffic impact on 179th and 149th will be greater still.



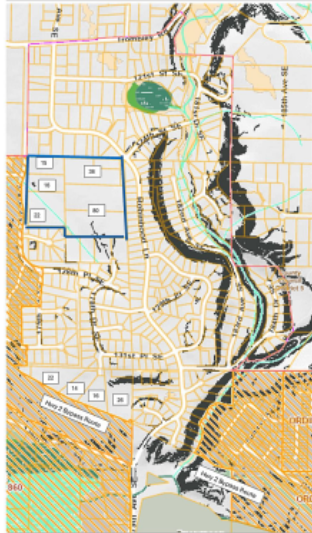
I-10-15 Regarding the hospital, 179th Avenue SE, and SR 522 triangle, see Response to Comment I-10-6.

I-10

Comment	Response
---------	----------

I-10-16

MONROE: Robinhood Neighborhood



Buildable Lands Capacity in Robinhood Neighborhood = 287

Realistic development expectation = 249

Robinhood Neighborhood

- The City of Monroe has tried to annex the Robinhood area at least 3 times in recent years to no avail.
- This is an unsewered area, and folks have all they need. Except for the parcels noted as "Monroe 30" below, there is no incentive for these property owners to become part of the city. The rest is built out and occupied.
- **The 2021 BLR anticipates that 9 new housing units will be built in the Robinhood community.** I would anticipate some ADU's being built here, but likely nothing beyond that.

North 41 Annexation – 2022 (failed)

- The city approved a 10% annexation petition on this 41.69 acre assemblage of properties, which was approved on 8/10/22. The parties later withdrew their application in late 2023 when they couldn't get 60% approval.
- 6 parcels were deleted from the Monroe 30 Annexation petition. According to the consultant assisting with the application, these folks bought homes in the country and don't want to be in the city.
- Of the 6 deleted parcels, 2 have homes built in the late 1980's, 3 have homes built in the 2010's, and 1 just built in 2023.
- **The 2021 BLR anticipated 29 new housing units would go on these lots, but these owners DON'T want to be in the city.**

Monroe 30 Annexation – 2024 (in process) – outlined in blue on map

- The city approved a 10% annexation petition on this smaller assemblage of properties, which was approved on 3/27/24.
- **The 2021 BLR anticipates 171 homes will be built on this 31.32 acre assemblage.**

I-10-16 This comment is related to annexations and the urban densities reported through the BLR and not in response to the adequacy of the Draft SEIS. The City of Monroe has more annexation options available than in previous years and has entered into an Interlocal Annexation Agreement with Snohomish County. This agreement may aid future annexation processes related to the areas in question. The City of Monroe used the Snohomish County 2021 BLR as the first-round basis for the land use capacity analysis. Refinements were made to address parcels that are no longer available for development. The remaining vacant, partially vacant, and redevelopable parcels were then evaluated using a modeling tool and applying different land use designations and zoning to accommodate the 2044 population, housing, and employment allocations assigned to the Monroe UGA through the Snohomish County Tomorrow process and as adopted in the Snohomish Countywide Planning Policies. The City of Monroe does not have control over the allocations assigned by Snohomish County, but does identify areas that could help the City achieve the allocations. For compliance with Washington's GMA, Monroe is working on additional code amendments that will further increase housing capacity through the development of accessory dwelling units, conversion of existing structures to dwelling units, and middle housing.

I-10

Comment

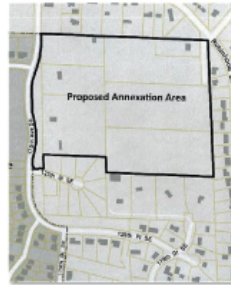
Response

MONROE: Robinhood Neighborhood

ABOVE: Image from Snohomish County PDS map portal – critical areas map theme.
The black lines represent streams that exceed 32% slope – not buildable. The teal color represents some type of flowing water.
The locations are approximate only.



North 41 Annexation (couldn't get 60% approval)



Monroe 30 Annexation (current proposal)

North of Hwy 2 Bypass

- The properties directly north of the Hwy 2 bypass route present a challenge in terms of site access (the road is steep from 178th Dr SE down into the site), sewer connection through the Hwy 2 bypass, and the overall slope of the site down to the bypass route. There are homes built on 3 of the 4 sites.
- The 2021 Buildable Lands Report suggests that 78 new housing units can go on this 13.37 acres assemblage.

Buildable Lands Capacity in Robinhood Neighborhood = 287

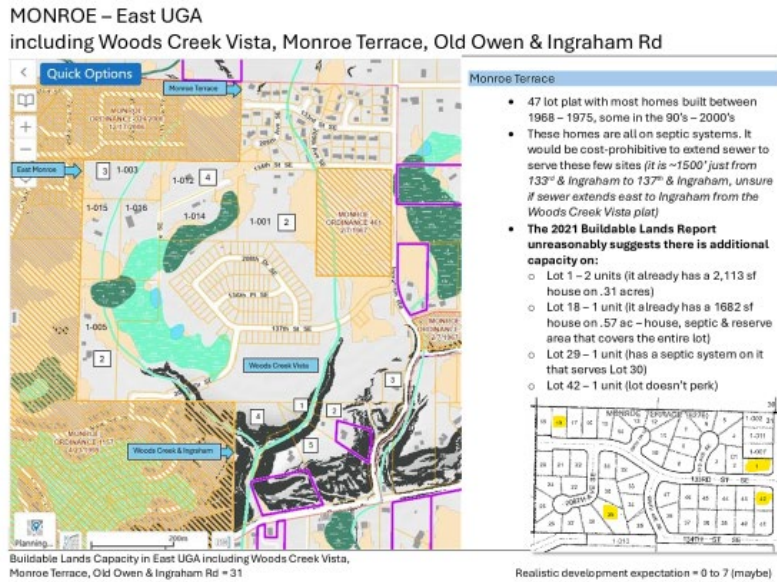
Realistic development expectation = 249

I-10-16

I-10

Comment | **Response**

I-10-17



I-10-17 This comment is related to future development potential and urban densities reported through the BLR and not in response to the adequacy of the Draft SEIS. The City of Monroe is updating its water, sewer, and stormwater plans concurrently with this Comprehensive Plan Update process to plan for increased utility service demand. The City used the Snohomish County 2021 BLR as the first-round basis for the land use capacity analysis. Refinements were made to address parcels no longer available for development. The remaining vacant, partially vacant, and redevelopable parcels were evaluated using a modeling tool and applying different land use designations and zoning to accommodate the 2044 population, housing, and employment allocations assigned to the Monroe UGA through the Snohomish County Tomorrow process and as adopted in the Snohomish Countywide Planning Policies.



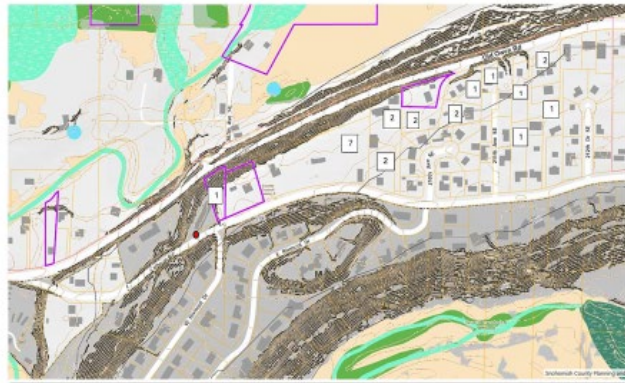
I-10

Comment	Response
<p>I-10-17</p> <p>MONROE – East UGA including Woods Creek Vista, Monroe Terrace, Old Owen & Ingraham Rd</p> <p>Woods Creek Vista PRD</p> <ul style="list-style-type: none"> • 103 lot PRD with new homes built in 2023/24 • There are significant wetlands mapped both onsite and offsite that affect development on this site and the surrounding sites. <p>East Monroe – Remaining UGA Area around Woods Creek Vista</p> <ul style="list-style-type: none"> • This is a septic area • Critical areas with associated setbacks limit development potential • BLR suggests 11 more homes can be built on 4 of the lots around Woods Creek Vista – IF sewer can come through the plat to the NW (Easton Cove), the northern 2 lots MIGHT be able to develop their assigned 7 additional housing units. A more realistic expectation might be that these lots would add an ADU. <p>Woods Creek Rd & Ingraham Rd (south of Woods Creek Vista)</p> <ul style="list-style-type: none"> • The area marked in black is steep slopes that aren't buildable (as they exceed 33% slope) • Wetlands and hydric soils noted in the plat documents from Woods Creek Vista extend onto the subject sites from the north, limiting any further development on these sites. • Access to upland area on these sites is off Ingraham Rd (a steep hill) via easement across neighboring lots – there is no access through the plat of Woods Creek Vista. • There are 2 critical area site plans (CASP) on these sites documenting the slope and limited area for building (lots outlined in purple: Rec #201012200510 and 9612180381). Note that there are no additional house sites on the CASP sites. <p><small>Buildable Lands Capacity in East UGA including Woods Creek Vista, Monroe Terrace, Old Owen & Ingraham Rd = 31</small></p> <p><small>Realistic development expectation = 0 to 7 (maybe)</small></p>	

I-10

Comment	Response
---------	----------

MONROE: Calhoun & Old Owen Neighborhood



Calhoun Rd & Old Owen

Calhoun Rd and Owen Road exhibit a more rural character with steep slopes down toward the valley on the north and uphill to the south. The sewer goes up Calhoun to an apartment building (at 20621 Calhoun – marked in red on the map). Except for one 3.2 acre parcel with an anticipated 7 new housing units (per the 2021 BLR), the rest of the sites targeted for higher growth all have existing homes on them that take up a good portion of the lots. It is unrealistic to expect that these existing sites will produce any more housing units than what is present on the sites now given the existing development, absence of sewer, location and rural setting.

Buildable Lands Capacity in the Calhoun – Old Owen Neighborhood = 23

Realistic development expectation = 7

I-10-18

I-10-18 This comment is related to future land use development potential and the urban densities reported through the BLR and not in response to the adequacy of the Draft SEIS. The City of Monroe is updating its water, sewer, and stormwater plans concurrently with this Comprehensive Plan Update process to plan for increased utility demand. This is a non-project, programmatic SEIS, which means that future, site-specific proposed development applications will be evaluated separately under SEPA. Evaluations will address land use and critical areas. See also Response to Comment I-10-4.

I-10

Comment	Response
---------	----------

I-10-19

MONROE - SW UGA Area



SW UGA Area – The Proposed Action would upzone this whole area to Commercial.

The 2021 Buildable Lands Report anticipates 30 new housing units on the sites identified on the adjacent map which displaces the current 8 households (4 single family homes and a 4-plex). The Proposed Action, however, would upzone this whole area to Commercial.

There is a pond in the middle of these lots, with a drainage that extends north and south through the adjacent lots.

The north half of the SW UGA area is impacted by critical areas that would likely prevent any further development beyond what is currently there due to setbacks from critical areas. That makes it unlikely that the footprint of any future development would be larger than what is here currently, and would likely be smaller.



RIGHT: Critical areas mapped by Snohomish County

Buildable Lands Capacity in the SW UGA Neighborhood = 30

Realistic development expectation = 0

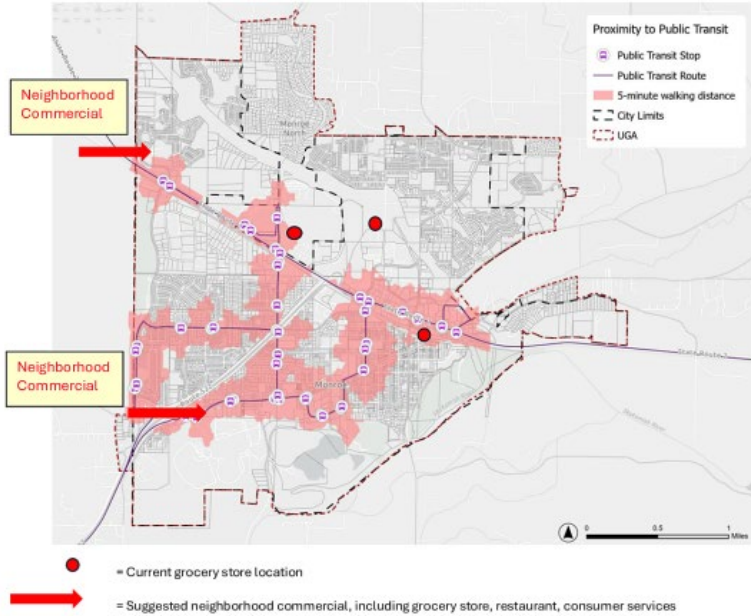
I-10-19 This comment is related to the urban densities reported through the BLR and not in response to the adequacy of the Draft SEIS. See Response to Comment I-10-4. In the 2005 Future Land Use Map (FLUM), the City identified the subject area as Service Commercial along Main Street and Residential (3–5 dwelling units per acre) for all parcels to the south. The FLUM was amended in 2015 and updated the designations for the subject area to Mixed Use along Main Street and General Commercial for all properties to the south. The SEIS Proposed Action modeling for the subject area includes an assumption of 12 dwelling units per acre and 15 dwelling units per acre.

I-10

Comment	Response
---------	----------

I-10-20 Comment noted.

Suggested Modifications: Neighborhood Commercial



I-10-20

I would suggest 2 neighborhood commercial nodes to better provide services to people in the following neighborhoods (instead of the Proposed Roosevelt Commercial and Chain Lake Mixed Use Note)

West Main Street – A grocery store and associated businesses here would be a more walkable location to serve the residential neighborhoods of Fryelands, West Main Street and 179th Ave, along with employees working at Monroe High School and Washington State Correctional Complex. It can also serve the needs of visiting sports teams at Fryelands sports fields, Park Place Middle School and Monroe High School, not to mention the future recreational vehicle traffic that would go to the new camping/recreational facility where the Cadman site is currently.

Roosevelt Road – A grocery store and associated neighborhood type businesses at the entrance to the Foothills community (Holzerland site) would be more walkable than the proposed location at the north end of city limits at Roosevelt, not to mention being accessible by bus.

I-10

Comment	Response
---------	----------



I-10-21 Comment noted. The suggested trail extension is not within the City of Monroe’s jurisdiction. Rather, Snohomish County has jurisdiction and control over how this area is developed.

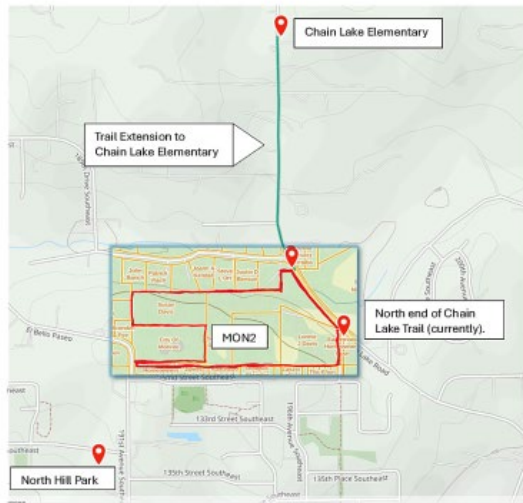
I-10-21

The aerial photo above shows the MON2 site, the north end of the Chain Lake Trail, North Hill Park, and a suggested pathway through the MON2 site to connect the Chain Lake trail to the park.

Right: Development of the MON2 site under City guidelines would require an extension of the Chain Lake Trail to its northern property line, bringing it within approximately 600 yards of Chain Lake Elementary School (see the MON2 site map). The county & school can then seek funding to extend the trail and close the remaining gap.

Currently, nearly 100% of CLE kids are transported by bus or car to school and extracurricular activities at this school.

Extending the trail creates a “Safe Route to School” which helps our kids and the Monroe Community.





CHAPTER 6. RESPONSES TO COMMENTS
SECTION 6.2. COMMENTS RECEIVED AND RESPONSES TO COMMENTS

I-10

Comment | **Response**

Monroe Housing Developments
(From 4/1/2019 Buildable Lands Report to date)

Project/Plot	Location	Project Description	Marked as Pending in the 4/1/2019 BLR				Additional HU not in BLR
			SP	TH	MF	SA	
City 179th Apartments/Belmark	15125 179th Ave SE	Rehabbed existing of home (1 unit) added Bldg A (21 units) and Bldg B (5 units)	21				5
City 15922 175TH DR SE - 2 lot short plat Safe Harbor Trust	00830600000300 15922 175TH DR SE	15922 175th Dr SE: 2 lot short plat done in 2023. 2nd parcel ID is 00830600000300 (1650 sf home built in 2023)	2				
City 209 Blakely - Campbell Homes	27060300105500 209 Blakely	209 N Blakely: Built in 2022 and occupied. Looks like 2 commercial units + residential above					2
City 215 Blakely - Erickson ADU	27060300105400 215 Blakely	New ADU					1
646 W COLUMBIA ST	27060300311700 646 W Columbia	New home	1				
648 W COLUMBIA ST	27060300311700 648 W Columbia	648 W Columbia: (New 2166 sf house built on .35 ac in 2019). SOLD off market 4/20/22 \$850,000					1
City 226 Madison - Maston Properties	226 Madison St	5 attached condo units					5
City Back 40 Construction (Michael & Shenna Clothier)	280731002001700 33813 CHAIN LAKE RD (North Hill - E Chain Lake Rd)	7 lot short plat - 1 existing home kept	7				
City Bakaj Properties (was Safe Harbor Trust)	27060200412100	Pending development: Bakaj Properties (1 of 2 parcels). 11 unit townhome on .72 acres seeking site plan approval with city. For sale on 3/9/24 for \$1,050,000	9				2
City Bulinger Short Plat	28073100200700 11582 CHAIN LAKE RD	2 additional lots N of Fred Bulinger duplex - Chain Lake Rd					2
City Bear Mountain Estates II	Fourth Bl./Roosevelt	24 lot plat NW of Foothills, E of Roosevelt					14
City Belmont Terrace (DR Horton)	28063000101900 18830 134TH ST SE (North Hill S off 134th)	39 unit plat	19				19
City Blueberry Meadows	27060300107100 18900 Block of Blueberry Lane	36 zero lot line townhome subdivision approved March 3, 2020. 36 dwellings in 8 buildings w/ 2 garage stalls per unit.	29				36
City Curre Farms - Ph 1 (Hanson Homes)	Frylands	Curre Farms - 23 lot short plat	15				8

* based on best available data from the 2021 BLR, plat recordings, city website, NWMS data



CHAPTER 6. RESPONSES TO COMMENTS
SECTION 6.2. COMMENTS RECEIVED AND RESPONSES TO COMMENTS

I-10

Comment | **Response**

Monroe Housing Developments (From 4/1/2019 Buildable Lands Report to date)					
City	Eagle Meadows/Iron Eagle (RM Homes?)	Frylands	29 unit SF residential	30	-1
City	Easton Cove (Pulte Homes)	North Hill - W Chain Lake Rd	88 lot PRD	45	43
City	FIRST POSITION HOLDINGS LLC	27062000414500	16311 177th Ave SE. Northland Short Plac rec #201810205003 created 5 lots - all sold.		5
City	Fifth Place - 2 lot short plat	15928 179th Dr SE	2 lot short plat - new SF residential home sold 5/2/23		2
City	Foxborough (Main St LLC)	27062000404100	W Main St 18 unit townhome lots, built out and sold. Sage Homes.		18
City	Garibaldi	13624, 13424, 13704 & 23802 Chain Lake Rd	90 lot PRD from 5 separate lots	61	29
City	Kestrel Ridge	28073 300202500 & 28073 300200600	North Hill - Chain Lake Rd (13217 Chain Lake Rd &)	46	
City	Maggie's Lane - Maston Homes on Arthur Lane	517402001700	Arthur Lane 3 unit condo		3
City	Maggie's Place Two - Maston Homes on Arthur Lane	517402001700	Arthur Lane 3 unit condo		3
City	Main Brook Townhomes	27061000310200, 27061000310400	W Main St 18 townhome units (plus stacked flat rentals below)	18	
City	Main Brook Townhomes - stacked rental flat garage	27061000310300	10 unit stacked rentals	10	
City	Mt. Smith - Site plan review for multi-family/townhouse project	484600300500	SE end of Park St, E of Boys & Girls Club	6 unit townhome building and 15 unit stacked flats building, total of 21 units in 2 separate buildings on site.	21
City	Ponderosa Pacific	16096 174th Ln SE, Monroe	11 townhome/condo development, comprising of a 5-pkx and a 6-pkx with access off 174th Dr SE.		11
City	Rivers Edge Apartments	00465000001100	ANN ST 166 unit apartment building - income qualified	166	
City	Riverside Station (Emanuel Popel)	00464900101400	115/143 S Ann St 3 three level mixed use building accommodating four units of commercial space on the main floor and 16 residential units above on the second and third floors.	4	16
City	Skycroft (Toll Brothers)	28063600200800	18516 134TH ST SE (North Hill - W of 139th, N of 137th Dr) 26 SF residential	26	
City	Stanton Station (Harrison Homes)	16098 17 SE and 179th Ave SE	zero lot line SF attached subdivision - groundwork done, awaiting permits.	22	

* based on best available data from the 2021 B/L, plat recordings, city website, NAWMS data



CHAPTER 6. RESPONSES TO COMMENTS
SECTION 6.2. COMMENTS RECEIVED AND RESPONSES TO COMMENTS

I-10

Comment | **Response**

Monroe Housing Developments (From 4/1/2019 Buildable Lands Report to date)						
City	Sunrise Gardens	2706200408100	5 side of W Main St	47 townhome condo units	46	1
City	Sweetbriar at Monroe	1180300006000	North Hill - W of 191st, N of 134th St	100 SF residential	102	-2
City	The Lake Apartments	2706100206000	18727 Blueberry Lane	112 apartment units, 10 buildings with 12 units in each building. A, B & were built in 2018; c-H were built in 2020; I was built in 2021	112	
City	Trunk Townhomes	15025 37999 Ave SE	8 townhome units			8
	VERSTONE HOMES 5 LLC (Monroe Short Plat FSP 2016-01)	2706100213100	15338 18137 AVE SE	15338 181st Ave SE. New construction plat - homes built in 2020 under short plan APN 201805015006	5	
	VERS PEGGY	28063000103700		MHC - Big Sky Development PENDING. 8 lot short plat, "Exception" lot built and sold in 2023.		8
City	Westcott Bldg Inc	2706200433200	16118 179TH AVE SE	16118 179th Ave SE, triplex built in 2019 and sold 5/25/22 for \$1,350,000		1
City	Westcott Short Plat	2706100310600	17985 W Columbia and 17977 W Columbia	2 lot short plat completed, 2 homes built.		2
City	Woods Creek Highlands	28073100200400	13327 Chain Lake Rd	24 of residential units	24	
City	Mainvue - Eaglemont 3		North Hill - W Chain Lake Rd	36 lot PRD - Eaglemont Div 3	1	35
City	Mainvue - Eaglemont 4a			75 lot PRD?	3	72
City	Mainvue - Eaglemont 4b		North Hill - W Chain Lake Rd	46 lot PRD - Eaglemont Div 4		46
City	Mainvue - Eaglemont 5 - Sky View Ridge		North Hill - W Chain Lake Rd	35 lot PRD - Eaglemont Div 5	33	2
City	Mainvue - Eaglemont 6		North Hill - W Chain Lake Rd	6 lots		6
City	Mainvue - Eaglemont 7	2807300303100	11307 107th Ave SE	46 lot PRD	44	2
City	Mainvue - Copper Ridge		10785 137th St SE - Mainvue/Mrs Chebulhar	13 if home sites		11
City	Mainvue - Eaglemont 8	28061000100600	North Hill - 191st Ave SE (15325 191st Ave SE)	7 lot plat		7
					551	64
					292	0
					466	
					907	
					486	

* based on best available data from the 2021 BLR, plat recordings, city website, NWMS data



CHAPTER 6. RESPONSES TO COMMENTS
SECTION 6.2. COMMENTS RECEIVED AND RESPONSES TO COMMENTS

I-10

Comment | **Response**

Monroe Housing Developments
(From 4/1/2019 Buildable Lands Report to date)

Project/Plot	Location	Project Description	Marked as Pending in the 4/1/2019 BLR				Additional HU not in BLR
			SF	TH	MF	SA	
Approved 2021 Monroe Woodlands - Phase 1 (DR Horton/ Pacific Ridge)	W Monroe UGA - annexed in 2021 (JAN2020-01)	86 SF residential in Phase 1	86				
Approved 2021 Monroe Woodlands - Phase 2 (DR Horton/ Pacific Ridge)	W Monroe UGA - annexed in 2021 (JAN2020-01)	52 SF residential in Phase 2	52				
Approved 2021 Monroe Woodlands - Phase 3 (DR Horton/ Pacific Ridge)	W Monroe UGA - annexed in 2021 (JAN2020-01)	62 SF residential in Phase 3	62				
UGA Woods Creek Vista - in county E UGA area	202805245005 E Monroe UGA area	103 of residential lots - roughly 2/3 of site is critical areas and setbacks	103				
UGA 12500 Robinhood	560000005300	12500 Robinhood New of home built in 2021.					1
UGA 13424 181ST AVE SE	00443000001900	13424 181ST AVE SE New of home built in 2020					1
			303	0	0	0	2

Total BLR Pending Units in County: 303
 Estimated additional units built or in process since BLR: 2

* based on best available data from the 2021 BLR, plot recordings, city website, NWMS data



I-11

Comment	Response
<p data-bbox="199 592 252 613">I-11-1</p> <div data-bbox="373 332 640 393" style="border: 1px solid black; padding: 5px;"> <p>From: olga.pulido To: PlanUpdate Subject: Monroe Comprehensive Plan 2024 Date: Friday, June 14, 2024 8:15:06 PM</p> </div> <hr/> <p data-bbox="373 544 1003 657">Regarding to the GMA update 2024 my inquiring is witch measures are being taken regarding the communication routes between Monroe and surrounding cities. Me and my family are happily living in Monroe for the last 3 years and I can assure the time needed to get from our home to Bellevue as increased around 15 to 20 minutes... adding Monroe's population by 4,603 people wi I'll have a great impact on traffic so I would like to know what is going to be done about this matter,</p> <p data-bbox="373 673 619 695">Thank in advance for your attention.</p> <p data-bbox="373 711 457 732">Olga Pulido</p> <p data-bbox="373 764 546 786">Sent from Yahoo Mail for iPhone</p>	<p data-bbox="1108 324 1986 454">I-11-1 Regional transportation planning is accomplished through PSRC's VISION 2050, which is a plan that sets forth regionwide strategies for mitigating traffic impacts associated with development between now and 2050.</p> <p data-bbox="1213 462 1986 592">Monroe's Transportation System Plan is required to be consistent with the VISON 2050 regionwide strategies and contains specific goals and policies to promote coordination with neighboring and regional agencies.</p> <p data-bbox="1213 600 1986 803">For example, Monroe's updated Transportation Policy 6.5 requires Monroe to "... 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 and improve health and safety for users of all ages and abilities."</p> <p data-bbox="1213 812 1986 974">Monroe's updated Transportation Policy 7.5 also requires Monroe to "... work with Snohomish County, PSRC, WSDOT, and other jurisdictions to coordinate facility and transportation improvements, corridor beautification and appropriate mitigation for development/redevelopment."</p> <p data-bbox="1213 982 1986 1144">These policies, together with other policies in Monroe's Transportation System Plan, require coordination between Monroe and other agencies and jurisdictions on transportation planning work so that transportation improvements support local and regional needs.</p>