

CITY OF MONROE
2024–2044 COMPREHENSIVE PLAN
PERIODIC UPDATE
FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT STATEMENT

OCTOBER 2024

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October 18, 2024

Subject: City of Monroe 2024–2044 Comprehensive Plan Update, State Environmental Policy Act (SEPA) Final Supplemental Environmental Impact Statement

Dear Community Members:

The City of Monroe is updating its Comprehensive Plan and planning for growth to the year 2044. The 2024–2044 Comprehensive Plan Update complies with the Growth Management Act and new standards and regulations focused on promoting sustainable and managed growth, while incorporating the community’s input. The Update sets the framework and describes actionable steps for implementing the community’s vision, Imagine Monroe (2021).

The City plans to meet Snohomish Countywide growth allocations of an additional 5,010 residents, 2,423 housing units, and 2,400 jobs within UGA boundaries by the year 2044, representing a total of 26,276 residents, 9,138 housing units, and 12,660 jobs. The Update includes a Supplemental Environmental Impact Statement (SEIS) consistent with the requirements of the State Environmental Policy Act (SEPA) in Washington. The SEIS is intended to update and supplement the 2015 City of Monroe Comprehensive Plan Environmental Impact Statement.

The SEPA process identifies and analyzes environmental impacts to help agency decision-makers, applicants, and the public understand how the proposal will affect the built and natural environment. The SEPA SEIS process is a tool for identifying and analyzing probable adverse environmental impacts, reasonable alternatives, and potential mitigation.

The City of Monroe issued a Draft SEIS on May 14, 2024, that addresses changes to the City’s Future Land Use Map, zoning map, policies, and code that are part of the 2024 Comprehensive Plan Update. The Draft SEIS was made available to the public for review and comment. Comments were received on the analysis of the affected environment, the impact analysis for each of the alternatives included in the Draft SEIS (the No Action Alternative and the Proposed Action), and potential mitigation measures for each of the alternatives. The No Action Alternative represents the adopted 2015 plan that proposed eight goals. The eight goals addressed safety and security; environment and natural resources; regional growth alongside a resilient and stable economy; development that ensures land use compatibility, neighborhood character, and long-term sustainability; a range of housing types; utilities and transportation; parks and cultural facilities and activities; and a thriving Downtown Monroe.

The Proposed Action consists of the following proposals for land uses in the City, consistent with the 2024–2044 Comprehensive Plan Update:

- Change zoning along US 2 to allow high-density (R25) residential development within the General Commercial zone. This change would protect commercial development along US 2 and its side streets and allow residential uses behind the commercial development or as part of mixed-use development.

- Increase the minimum residential densities throughout the City and shift residential densities between areas not previously considered for residential development in 2015. Higher residential densities south of US 2 may be moved to areas north of US 2 or allowed in certain commercial zones.
- Convert selected residential areas to Mixed Use, allowing for a mix of higher-density residential and commercial uses. These areas include properties along Roosevelt Road (the City's northwest corporate limits), south of the hospital, along Chain Lake Road south of Rainer View Road SE, and along 179th Avenue SE between SR 522 and Main Street.

The SEIS analyzes the impacts of the alternatives on elements of the environment, including Land Use, Aesthetics, and Parks, Recreation, and Open Space; Shorelines and Natural Environment; Population, Employment, and Housing; Capital Facilities and Utilities; and Transportation. The purpose of the analysis was to estimate the nature, severity, and duration of impacts that might occur and to compare the impacts of the Proposed Action and the No Action Alternative. The Draft SEIS adopted and supplemented prior relevant SEPA documents including the City of Monroe 2015–2035 Comprehensive Plan (December 2015), <http://monroewa.gov/831/2015-2035-Comprehensive-Plan>. The Draft SEIS can be accessed on the City Website at https://www.monroe2044.com/wp-content/uploads/2024/05/MonroePublicDraftSEIS_2024-05-14.pdf.

The City of Monroe held an in-person public meeting consistent with Washington Administrative Code (WAC) 197-11-535 at 6 p.m. on June 5, 2024. Affected agencies, tribes, and members of the public were invited to comment on the Draft SEIS for the Monroe Comprehensive Plan Update.

The City of Monroe published the Final SEIS on October 18, 2024. The Final SEIS intends to clarify information, correct errors, and address public, agency, and tribal comments on the Draft SEIS based on public feedback received during the 30-day comment period that began on May 14, 2024, and ended on June 14, 2024. The Final SEIS is a companion document to the Draft SEIS. The Draft SEIS and Final SEIS can be accessed on the City Website at https://www.monroe2044.com/wp-content/uploads/2024/05/MonroePublicDraftSEIS_2024-05-14.pdf and https://www.monroe2044.com/wp-content/uploads/2024/05/MonroeFinalSEIS_2024-05-14.pdf.

Questions on the SEIS should be directed to:

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Sincerely,

Lance Bailey
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City of Monroe



FACT SHEET Final Supplemental Environmental Impact Statement

PROJECT NAME

Monroe 2024–2044 Comprehensive Plan Update Supplemental Environmental Impact Statement (SEIS)

DATE OF ISSUE OF FINAL SEIS

October 18, 2024

PROPOSED ACTION AND ALTERNATIVES

The City of Monroe is updating its Comprehensive Plan in accordance with the requirements of Washington’s Growth Management Act (GMA).

PERMITS, LICENSES, AND APPROVALS LIKELY REQUIRED FOR PROPOSAL

Comprehensive plan updates must be considered and approved by City Council after recommendations are made. The Washington Department of Commerce coordinates state agency review during a required review period. The Puget Sound Regional Council certifies Transportation Elements of comprehensive plans and reviews comprehensive plans for consistency with Countywide Plans and Policies.

DOCUMENTS SUPPLEMENTED OR ADOPTED

This City of Monroe Comprehensive Plan Update SEIS supplements the 2015 City of Monroe Comprehensive Plan EIS. The 2015 City of Monroe Comprehensive Plan EIS is adopted per Washington Administrative Code (WAC) 197-11-630.

Project Proponent and State Environmental Policy Act (SEPA) Lead Agency

City of Monroe Community Development Department

SEPA Responsible Official

Lance Bailey, Community Development Director

Authors and Contributors

A list of authors and contributors is provided in this Fact Sheet.

Location of Background Materials

Background materials used in the preparation of this Final SEIS are listed in Chapter 8, *References*.

DOCUMENT AVAILABILITY AND COST TO THE PUBLIC

Project-related information can be reviewed for free on the project website at <https://www.monroe2044.com/>.

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TIMING OF ADDITIONAL ENVIRONMENTAL REVIEW

This SEIS was prepared in accordance with WAC-197-11-560. After the Draft SEIS comment period concluded, Monroe Community Development Department staff reviewed and responded to comments. This Final SEIS contains the responses to the comments. None of the comments or responses warranted updates or changes to the Draft SEIS. Between the Draft SEIS and Final SEIS, the City of Monroe completed the Transportation System Plan, Trails Master Plan, and Utility Systems Plan (Sanitary Sewer, Potable Water, and Stormwater). The Monroe School District Capital Facilities Plan (CFP) and the Snohomish School District CFP were also completed between the Draft SEIS and Final SEIS issue dates. Therefore, the Final SEIS updates, clarifies, and corrects information provided in the Draft SEIS to incorporate these new plans.

This SEIS analyzes under SEPA the adoption of the Monroe 2024 Comprehensive Plan Update, including zoning changes shown in the Future Land Use Map, the new Transportation System Plan, Trails Master Plan, Monroe School District CFP, Snohomish School District CFP, and the new Utility Systems Plan (Sanitary Sewer, Potable Water, and Stormwater).

The City anticipates adopting the Comprehensive Plan Update in 2024. Specific projects will undergo separate project-level SEPA review as they are funded for design or implementation. Project-level review may result in different procedural compliance for individual projects.

ORGANIZATION OF THE FINAL SEIS

The Draft SEIS laid the foundation for the initial environmental analysis that was conducted and is a companion document to this Final SEIS and is incorporated by reference in accordance with WAC 197-11-635.



Final SEIS Chapters 1 and 2 are the updated *Summary* and *Alternatives* chapters, respectively. Final SEIS Chapter 3 is the updated *Capital Facilities and Utilities* chapter. Note that in the Draft SEIS, *Capital Facilities and Utilities* was Chapter 6. Final SEIS Chapter 4 is the updated *Transportation* chapter. Note that in the Draft SEIS, *Transportation* was Chapter 7. Final SEIS Chapter 5, *Corrections and Clarifications*, presents updates to the *Land Use, Aesthetics, Parks & Recreation, and Open Space* chapter and the *Population, Employment, & Housing* chapter. Note that in the Draft SEIS, *Land Use, Aesthetics, Parks & Recreation, and Open Space* was Chapter 3, and *Population, Employment, & Housing* was Chapter 5. Final SEIS Chapter 6, *Response to Comments*, includes comments received on the Draft SEIS and responses to those comments. Final SEIS Chapter 7 is the Distribution List. Final SEIS Chapter 8, *References*, contains references for the Final SEIS.

Updates to the Draft SEIS were necessary because between the Draft SEIS and the Final SEIS, the City's Transportation System Plan, Trails Master Plan, Monroe School District CFP, Snohomish School District CFP, and Utility Systems Plan (Sanitary Sewer, Potable Water, and Stormwater) were completed and were therefore considered in the Final SEIS analysis. Information was also updated to correctly reflect adopted housing and employment allocations in the Snohomish Countywide Planning Policies (CPPs). No responses to public comments resulted in updates or revisions to the Draft SEIS analysis.



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Abbreviations



Abbreviation	Definition
ADA	Americans with Disabilities Act
ADU	accessory dwelling unit
AMI	Area Median Income
BAS	Best Available Science
BLR	Buildable Lands Report
BNSF	Burlington Northern Santa Fe
Btu	British thermal unit
CAO	Critical Areas Ordinance
CC&Rs	Covenants, Conditions, and Restrictions
CFP	Capital Facilities Plan
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CPPs	Countywide Planning Policies
CTR	Commute Trip Reduction
CWA	Clean Water Act
DOC	Department of Corrections
DS	Determination of Significance
Ecology	Washington Department of Ecology
EIS	Environmental Impact Statement
EMS	emergency medical services



Abbreviation	Definition
EMT	Emergency Medical Technicians
EPA	U.S. Environmental Protection Agency
FAA	Federal Aviation Administration
FCC	Federal Communications Commission
FERC	Federal Energy Regulatory Commission
FLUM	Future Land Use Map
FRA	Federal Railroad Administration
FTE	full-time equivalent employee
GHG	greenhouse gas
GIS	geographic information system
GMA	Growth Management Act
gpc	gallons per capita
gpd	gallons per day
GPS	Global Positioning System
HB	House Bill
HSS	Highway of Statewide Significance
IBC	International Building Code
IFC	International Fire Code
IRP	Integrated Resource Plan
LID	low-impact development
LOS	level of service
MDth	thousand dekatherm
mgd	million gallons per day
MMC	Monroe Municipal Code
Monroe PD	City of Monroe Police Department
mph	miles per hour
MPPs	Multicounty Planning Policies
MPWD	City of Monroe Public Works Department
MS4	municipal separate storm sewer system
MSD	Monroe School District
MW	megawatt
MWh	megawatt-hour



Abbreviation	Definition
NIBRS	National Incident Based Reporting System
NPCC	Northwest Power and Conservation Council
NPDES	National Pollutant Discharge Elimination System
NPIAS	National Plan of Integrated Airport Systems
OMD	Operations & Maintenance Division
PROS Plan	Parks, Recreation, and Open Space Plan
PRV	pressure reducing valve
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
R25	High-Density Residential 25 Units per Acre
RCRA	Resource Conservation and Recovery Act
RCW	Revised Code of Washington
RTP	Regional Transportation Plan
SCPUd	Snohomish County Public Utility District
SCT	Snohomish County Tomorrow
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SFR	Single-family Residential
SMP	Shoreline Master Program
SR 522	State Route 522
SRFR	Snohomish Regional Fire and Rescue
SSD	Snohomish School District
STRACNET	Strategic Rail Corridor Network
TDM	transportation demand management
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
UGA	urban growth area
US 2	US Route 2
VMT	vehicle miles traveled
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WUTC	Washington Utilities and Transportation Commission



ABBREVIATIONS

Abbreviation	Definition
WWTP	wastewater treatment plant



CHAPTER 1 Summary

1.1 Introduction

This chapter provides a summary of the Proposed Action for the City of Monroe 2024 Comprehensive Plan Update, Draft Supplemental Environmental Impact Statement (Draft SEIS), and Final Supplemental Environmental Impact (Final SEIS) processes. It describes the Proposed Action and location, project purpose, and State Environmental Policy Act (SEPA) process. The non-project SEIS includes the development of alternatives, environmental analysis of those alternatives, and identification of impacts and mitigation measures.

This Final SEIS supplements the current (2015) City of Monroe Comprehensive Plan EIS and the 2024 Draft SEIS. The Draft SEIS and Final SEIS are companion documents and have been prepared in accordance with Washington’s Growth Management Act (GMA) and to comply with new regulations focused on sustainable and managed growth.

GMA requires periodic updates to Monroe’s Comprehensive Plan to ensure compliance with amendments to GMA and associated state laws and to extend the planning horizon with new 20-year population, housing, and employment forecasts. The Monroe Comprehensive Plan Update covers 2024 through 2044. The Draft SEIS analyzed two alternatives: the No Action Alternative and the Proposed Action. The Final SEIS is intended to clarify information, correct any errors, and address public, agency, and tribal comments on the Draft SEIS based on public feedback received during the comment period. The City of Monroe elected not to select a Preferred Alternative and, with the adoption of the Comprehensive

Plan Update, will implement land use changes at the same or less intensity than the Proposed Action described in this SEIS.

The Monroe 2024–2044 Comprehensive Plan Update sets the framework and describes actionable steps for making the City’s vision, *Imagine Monroe*, a reality (City of Monroe 2021b). The Comprehensive Plan is the City’s 20-year plan for land use and growth based on the community’s vision for the future. It guides City decisions about where housing and jobs should be located, and how public investments are made for things like transportation, utilities, parks, and other assets. Monroe’s Comprehensive Plan Update provides goals, policies, and strategies to work toward the City’s vision:

Imagine Monroe. A lively center surrounded by nature. A place of beauty and goodwill.

Our parks, waterways, and environment are healthy and accessible for everyone to enjoy. Our historic downtown and business districts are thriving and full of locally owned businesses and locally sourced products. We can find everything we need with regional connections and with a variety of choices for work, housing, dining, shopping, arts, and activities.

Friendly and responsive, we strengthen connections through gathering spaces, events, services, and community-centered infrastructure —creating a safe place for all.

In Monroe, everyone feels at home, and everyone feels they belong (City of Monroe 2021b).

Comments and feedback on the Draft SEIS are considered in the Final SEIS, as described in Section 1.4, *SEPA Process and Public Involvement*. A list of the comments received, the full text of the comments, and responses to each comment can be found in Chapter 6, *Responses to Comments*. None of the comments or responses warranted updates or changes to the Draft SEIS. Between the issuance of the Draft SEIS and Final SEIS, the City of Monroe completed the Transportation System Plan (City of Monroe 2024a), Trails Master Plan (City of Monroe 2024c), and the Utility Systems Plan (City of Monroe 2024b). The Monroe School District

Capital Facilities Plan (CFP) (MSD 2024) and the Snohomish School District CFP (SSD 2024) were also completed between the Draft SEIS and Final SEIS issue dates. Therefore, the Final SEIS updates, clarifies, and corrects information to incorporate the new Transportation System Plan, Trails Master Plan, Monroe School District CFP, Snohomish School District CFP, and Utility Systems Plan into the SEPA analysis. The Transportation System Plan, Trails Master Plan, and the Utility Systems Plan are included in the Monroe 2024 Comprehensive Plan Update.

This SEIS analyzes under SEPA the adoption of the Monroe 2024 Comprehensive Plan Update, including future land use changes shown in the Future Land Use Map (FLUM), the new Transportation System Plan, Trails Master Plan (City of Monroe 2024c), and the new Utility Systems Plan (City of Monroe 2024b). The City updated the Parks, Recreation, and Open Space (PROS) Plan in 2022 (City of Monroe 2022). These updated plans prioritize projects to work toward future development identified in the 2024–2044 Comprehensive Plan Update and the FLUM. The FLUM illustrates land use patterns over the next 20 years in Monroe.

As part of the Monroe 2024–2044 Comprehensive Plan Update, the City is preparing updates to its Development Code to implement new or support updated Comprehensive Plan policies. These policies meet regional and state requirements and dictate how and where development occurs in Monroe. In addition, the City updated the Shoreline Master Program and critical areas regulations in 2019 and plans to update the critical areas regulations again in 2025.

In summary, the Comprehensive Plan Update addresses:

- Population, housing, and employment allocations through 2044, consistent with the Puget Sound Regional Council’s (PSRC) VISION 2050 (PSRC 2020) and as adopted in the Snohomish Countywide Planning Policies (CPPs) (Snohomish County 2023).
- Updates to the City’s Capital Facilities Plan (MPWD 2023).
- Updates to the City’s Transportation System Plan (City of Monroe 2024a).
- Adoption of a Trails Master Plan (City of Monroe 2024c).
- Inclusion of the updated Monroe School District CFP (MSD 2024) and Snohomish School District CFP (SSD 2024).
- Updates to the City’s Utility Systems Plan (City of Monroe 2024b).
- Any changes required by state and federal laws or requirements.

The 2024–2044 Comprehensive Plan Update plans to accommodate Monroe’s growth allocations of an additional 5,010 people, 2,423

housing units, and 2,400 jobs in the Urban Growth Area (UGA) by the year 2044.

The Draft SEIS process included the development of alternatives, environmental analysis of those alternatives, and identification of potential impacts and mitigation measures. The No Action Alternative represents the adopted 2015 Comprehensive Plan and its eight goals. The eight goals include safety and security; environment and natural resources; regional growth alongside a resilient and stable economy; development that ensures land use compatibility, neighborhood character, and long-term sustainability; a range of housing types; utilities and transportation infrastructure; parks, civic facilities, and cultural activities; and a thriving Downtown Monroe.

The Proposed Action alternative was defined to represent the most intense development of several scenarios the City is considering to meet future housing and employment allocations set for Monroe in Snohomish County's CPPs and PSRC's Multicounty Planning Policies (MPPs). The Proposed Action consists of the following proposals for land uses in the City, consistent with the 2024–2044 Comprehensive Plan Update:

- Change zoning along US 2 to allow high-density (R25) residential development within the General Commercial zone. This change would protect commercial development along US 2 and its side streets and allow residential uses behind the commercial development or as part of mixed-use development.
- Increase residential densities or shift residential densities between areas not previously (2015) considered for residential development. Higher residential densities south of US 2 may be moved to areas north of US 2 or allowed in certain commercial zones.
- Convert selected residential areas to Mixed Use, allowing for a mix of higher-density residential and commercial uses. These areas include properties along Roosevelt Road (the City's northwest corporate limits), south of the hospital, along Chain Lake Road south of Rainer View Rd SE, and along 179th Avenue SE between SR 522 and Main Street.

The Draft SEIS analyzed the impacts of the two alternatives on five elements of the environment including: Land Use, Aesthetics, and Parks, Recreation, and Open Space; Shorelines and Natural Environment; Population, Employment, and Housing; Capital Facilities and Utilities; and Transportation. The purpose of the analysis is to estimate the nature, severity, and duration of impacts that might occur and to compare the impacts of the Proposed Action and the No Action Alternative. More information on the alternatives is presented in Draft SEIS Chapter 2 and summarized in



Section 1.5, *Significant Areas of Controversy and Uncertainty*, of this chapter. Draft SEIS Chapters 3 through 7 presented an analysis of the five elements of the environment.

The Draft SEIS laid the foundation for the initial environmental analysis that was conducted and is a companion document to this Final SEIS and is incorporated by reference in accordance with Washington Administrative Code (WAC) 197-11-635.

Final SEIS Chapters 1 and 2 are the updated *Summary* and *Alternatives* chapters, respectively. Final SEIS Chapter 3 is the updated *Capital Facilities and Utilities* chapter. Note that in the Draft SEIS, *Capital Facilities and Utilities* was Chapter 6. Final SEIS Chapter 4 is the updated *Transportation* chapter. Note that in the Draft SEIS, *Transportation* was Chapter 7. Final SEIS Chapter 5, *Corrections and Clarifications*, presents updates to the *Land Use, Aesthetics, Parks & Recreation, and Open Space* chapter and the *Population, Employment, & Housing* chapter. Note that in the Draft SEIS, *Land Use, Aesthetics, Parks & Recreation, and Open Space* was Chapter 3, and *Population, Employment, & Housing* was Chapter 5. Final SEIS Chapter 6, *Response to Comments*, includes comments received on the Draft SEIS and responses to those comments. Final SEIS Chapter 6 is the Distribution List. Final SEIS Chapter 8, *References*, contains references for the Final SEIS.

Updates to the Draft SEIS were necessary because between the Draft SEIS and the Final SEIS, the Transportation System Plan, Trails Master Plan, Monroe School District CFP, Snohomish School District CFP, and the Utility Systems Plan were completed and were therefore considered in the Final SEIS analysis. Information was also updated to correctly reflect adopted housing and employment allocations in the CPPs. No responses to public comments resulted in updates or revisions to the Draft SEIS analysis.

1.2 Project Purpose, Desired Outcomes, and Exclusions

The Draft and Final SEIS together provide a qualitative and quantitative analysis of environmental impacts associated with the City of Monroe 2024–2044 Comprehensive Plan Update. The purpose of this SEIS is to inform and assist the public and City of Monroe decision-makers in considering future growth and policy/code proposals appropriate throughout the City.

The City’s desired outcome is a SEPA SEIS that can be relied upon over the next 20 years to guide development and planning and streamline project-level SEPA evaluations.

The City chose to exclude the certain SEPA elements listed in WAC 197-11-444 because: (1) the alternatives analyzed in this SEIS are not expected to result in significant impacts related to the excluded element; or (2) impacts to the excluded element cannot be fully evaluated at the programmatic level. SEPA elements excluded from the SEIS include earth, geology, topography, air, runoff, groundwater, environmental health, historical and cultural preservation, and agriculture.

1.3 Study Area

The study area for the Draft and Final SEIS analysis is the Monroe UGA (see **Figure 1-1**), which includes areas within the City limits and some areas of unincorporated Snohomish County. Depending on the resource, information is presented in the SEIS for additional areas such as school districts, police and fire service areas, or areas served by capital facilities or utility providers.

1.4 SEPA Process and Public Involvement

1.4.1 Environmental Review Process

PROCESS

The State Environmental Policy Act (SEPA) (Chapter 43.21C Revised Code of Washington [RCW]) is a Washington law that helps agency decision-makers, applicants, and the public understand how a proposal would affect the environment. The Environmental Impact Statement (EIS) process analyzes and informs decision-makers and the public about probable adverse environmental impacts, reasonable alternatives, and potential mitigation.

Preparation of an EIS is required for actions that have the potential for significant impacts. This document is a programmatic (non-project) EIS that analyzes the proposals and alternatives broadly across the study area and a Supplemental EIS (SEIS) because it supplements the current (2015) City of Monroe Comprehensive Plan EIS. The City of Monroe has determined that this periodic update to the Comprehensive Plan may have significant adverse impacts on the environment in addition to those analyzed in the 2015 City of Monroe Comprehensive Plan EIS, and is therefore required under WAC 197-11-330 to prepare an SEIS.



FIGURE 1-1 City and Urban Growth Area Boundaries

WAC 197-11-442(1-4) states that the SEPA lead agency (City of Monroe, in this case) shall have more flexibility in preparing EISs or SEISs on non-project proposals because less-detailed information is typically available on environmental impacts and on subsequent project proposals when compared to a project proposal. The EIS or SEIS may be combined with other planning documents and should address impacts and alternatives at the level of detail appropriate for the scope of the non-project proposal and to the level of planning for the proposal. In an EIS or SEIS, the discussion of alternatives for a comprehensive plan should be limited to a general discussion of the impacts of alternate proposals for policies and implementation measures contained in the comprehensive plan. SEPA does not require the lead agency to evaluate every alternative iteration. Selecting alternatives that represent the range of options provides an effective method to evaluate and compare the merits of different choices (WAC 197-11-442(4)). The final action chosen by City of Monroe decision-makers need not be identical to any single alternative in the SEIS but must be within the range of alternatives discussed. WAC 197-11-440 does not require decision-makers to select a preferred alternative.

WAC 197-11-444 categorizes the elements of the environment into the natural environment (earth, air, water, plants and animals, and energy and natural resources) and built environment (environmental health, land and shoreline use, transportation, and public services and utilities). To simplify the EIS or SEIS, reduce paperwork and duplication, improve readability, and focus on the significant issues, some or all of the elements of the environment in WAC 197-11-444 may be combined. The City of Monroe combined the SEPA elements into the following categories in the Draft SEIS: land use, aesthetics, and parks, recreation, and open space; shorelines and natural environment; population, employment, & housing; capital facilities and utilities; and transportation.

The SEIS process involves the following steps: (1) initial research, issuing a Determination of Significance; (2) preparing a Draft SEIS with a comment period; (3) responding to comments and developing a Preferred Alternative (if desired); and (4) issuing the Final SEIS to inform development of legislation.

The SEIS provides information about the Comprehensive Plan Update to agencies, tribes, and all interested groups and community members. The SEIS includes information on alternatives, existing environmental conditions, potential significant impacts, and potential measures to mitigate impacts. The process of developing the SEIS provides opportunities for the public, agencies, and tribal governments to participate in developing and analyzing information.

Preparation of the SEIS will assist with the development of the Comprehensive Plan Update and the decision-making process.

Community members were provided the opportunity to comment at the Draft SEIS stage. The Draft SEIS was made available on the City website to the public for review and comment. Comments received discussed a range of topics, including, but not limited to, transportation, land use, and housing impacts; the UGA; and the natural environment.

The City published the Final SEIS on October 18, 2024. The Comprehensive Plan Update process will be completed in 2024.

PROGRAMMATIC EIS

A programmatic (or non-project) EIS does not evaluate the impacts associated with a specific development project. Rather, a programmatic EIS (or SEIS) contains broader, planning-level analyses that emphasize cumulative impacts, impacts from policy changes, and program-level mitigation measures. A programmatic EIS studies and compares a range of alternatives to support the consideration of plans, policies, or programs ([WAC 197-11-442](#)). The City of Monroe Comprehensive Plan Update SEIS contains programmatic analyses of potential significant impacts associated with adoption of the Comprehensive Plan Update alternatives. Individual development projects proposed in the future consistent with the policies of the updated Comprehensive Plan will still be subject to SEPA review and state, county, and City regulations. Future review could occur in the form of additional supplemental EISs, SEPA addenda, or determinations of non-significance.

SUPPLEMENTAL EIS

A supplemental EIS adds information and analysis to supplement the information in a previous EIS. It may address new alternatives, new areas of likely significant adverse impact, or add additional analysis to areas not adequately addressed in the original document. A supplemental EIS includes a draft (with comment period) and a final document, and essentially follows the same requirements as a Draft EIS and Final EIS. In this case, the update is a change to the Comprehensive Plan and is likely to cause new or increased significant adverse environmental impacts that were not evaluated in the original EIS.

A supplemental EIS is used when an existing EIS addresses some, but not all, of a new proposal's probable significant adverse environmental impacts. The existing EIS (the 2015 Comprehensive Plan EIS, in this case) is used as the basis for a supplemental EIS.

PRIOR ENVIRONMENTAL REVIEW

RCW 43.21C.034 allows use of existing documents and describes incorporation by reference as similar to directly adopting a previous SEPA document because all or part of the incorporated document becomes part of the agency environmental documentation for a proposal. The 2015 City of Monroe Comprehensive Plan EIS is the only prior SEPA document considered in this SEIS and is incorporated by reference.

DOCUMENTS SUPPLEMENTED OR ADOPTED

This City of Monroe Comprehensive Plan Update SEIS supplements the 2015 City of Monroe Comprehensive Plan EIS. The 2015 City of Monroe Comprehensive Plan EIS is adopted per WAC 197-11-630.

1.4.2 Scoping

The scoping process is intended to identify the range of potential significant impacts on the built and natural environment that should be considered and evaluated in an EIS. The City published a Scoping Notice in combination with the Determination of Significance (DS) on February 2, 2024, with a 30-day public comment period that ran through March 6, 2024. Agencies, affected tribes (Tulalip Tribes, Snoqualmie Tribe, Stillaguamish Tribe of Indians), and members of the public were invited to comment on the scope of the SEIS, including the alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required.

The City received one comment on February 15, 2024, in response to the DS and Scoping Notice. The comment, from the Snoqualmie Tribe, stated that based on the information provided and the Tribe's understanding of the project and its Area of Potential Effects, the Tribe had no substantive comments. The Tribe requested that if the scope of the project or the parameters for defining an Area of Potential Effects change, they reserve the right to modify their current position.

1.4.3 Draft SEIS Comment Process

Public and agency comments were invited on the Draft SEIS during the 30-day public comment period following issuance of the Draft SEIS, which lasted from May 14, 2024, to June 14, 2024. Parties of interest (see Draft SEIS Chapter 9, *Distribution List*) were notified of the Draft SEIS issuance. The City held an in-person public engagement event on June 5, 2024, during the comment period to inform the public about the Comprehensive Plan Update and the SEPA process and to gather written and verbal comments. Written

or emailed comments were received and no verbal comments were received. Comments have been addressed in Final SEIS Chapter 6.

1.4.4 Draft and Final SEIS

After considering comments on the Draft SEIS, the City of Monroe as the lead agency issued this Final SEIS.

Adoption of the FLUM and Comprehensive Plan Update will be the subject of public meetings by the Planning Commission and City Council in fall of 2024.

SEPA requires a 7-day waiting period after the Final SEIS is issued before the City can take any action related to the alternatives. Parties of interest (see Final SEIS Chapter 7) will be notified of the Final SEIS issuance.

1.5 Significant Areas of Controversy and Uncertainty

A potential area of controversy may be the Proposed Action’s expected significant impact on transportation and traffic volumes and operations due to the additional economic activity related to more jobs and housing by 2044.

1.6 Issues to Be Resolved

No issues remain to be resolved.

1.7 Summary of Description of Alternatives

Alternatives are different ways of achieving a project’s purpose and need and serve as the basis for environmental analysis relative to elements of the environment. The two alternatives are described in greater detail in Draft SEIS Chapter 2.

Environmental analysis is the process of studying each alternative and forecasting impacts on different elements of the environment such as capital facilities, shorelines, or transportation.

Environmental Impact Statements must include an alternative that represents “no action” and one or more alternatives that include changes in land use or policies, called the “action alternatives.” Action alternatives allow the City to understand the impacts of a range of growth scenarios and test ideas, implications, benefits, and



impacts and compare them to the impacts of the No Action Alternative.

The City of Monroe identified two alternatives to be analyzed in the SEIS (see below for brief descriptions of these alternatives): the No Action Alternative and one action alternative (the Proposed Action). The No Action Alternative represents a continuation of development in Monroe similar to existing trends and as defined in the 2015–2035 Comprehensive Plan. The Proposed Action focuses on higher density and middle housing development north of US 2 and increasing job capacity along Main Street, near North Kelsey Street, along Roosevelt Road at the northwest corner of the City limits, along 179th Avenue SE between SR 522 and Main Street, and along Chain Lake Road. The Proposed Action may increase the intensity of development, which would also increase connectivity between neighborhoods and communities, offering higher densities and services in proximity to affordable housing, compared to the No Action Alternative.

The Proposed Action was developed to:

- Respond to population, housing, and job allocations for the City of Monroe and its UGA through 2044.
- Comply with new regulations related to housing types and affordability.
- Develop goals, policies, and actions to work toward the implementation of Monroe’s 2021 vision, Imagine Monroe (City of Monroe 2021b).

The Proposed Action reflects changing needs to accommodate expected future residents and employees and will plan for and accommodate housing that is affordable to all.

Both alternatives center on the intensity, character, and location of future development. Neither alternative includes an expansion of the City’s UGA. Analyzing different alternatives, and especially the differences between them, allows decision-makers and the public to compare the effects of different options and ultimately to guide future growth.



1.8 Summary of Key Findings, Impacts, and Potential Mitigation Measures

One of the most important functions of an EIS is to identify potential impacts associated with a proposal and identify appropriate mitigation measures. The Draft SEIS describes how the alternatives differ from one another, how the SEIS analyzed each element of the environment, what impacts have been identified, and what measures are proposed to mitigate impacts. The analysis contained in the SEIS will be used to guide City of Monroe decision-makers on decisions related to the Comprehensive Plan Update.

Table 1-1 summarizes the results of the environmental evaluation of alternatives in the Draft SEIS and Final SEIS. The alternatives are further detailed in Draft SEIS in Chapter 2, *Alternatives*. Where impacts are identified, even with compliance with regulations and standards, mitigation measures are provided. The reader is encouraged to review this summary section to find areas of interest and to read the more-detailed analysis in the Draft SEIS and Final SEIS for the full context of the affected environment, impact analysis, mitigation measures, and overall findings.

TABLE 1-1 Summary of Impacts and Mitigation Measures

Element of the Environment	No Action Alternative	Proposed Action	Mitigation
<p>Land Use, Aesthetics, and Parks, Recreation, and Open Space</p>	<p>The No Action Alternative would result in significant impacts on land use planning. The lack of increased density would work against the CPPs and Monroe’s visions of community connectivity. The proposed development pattern would not entirely align with the MPPs. The No Action Alternative does not fully align with the PSRC VISION 2050.</p> <p>Under the No Action Alternative, less-than-significant impacts on land use compatibility are expected. The No Action Alternative would allow some parcels to be redeveloped to use the allowed building envelope more fully based on existing standards that would continue to apply to siting, massing, design, and orientation of new development, resulting in a less-than-significant impact on visual character. Existing development regulations would minimize risk of view obstruction in areas of Monroe where taller or more dense development is already permitted, resulting in a less-than-significant impact on scenic viewsheds. Development consistent with the No Action Alternative would comply with Chapter 15.15 Monroe Municipal Code (MMC) standards for exterior lighting of buildings and parking lots, which would ensure that increases in light and glare from future development would be less-than-significant.</p>	<p>Development patterns under the Proposed Action would be consistent with VISION 2050, GMA requirements, the MPPs, and the CPPs. Although future development could result in higher housing densities and more varied land uses near each other, housing types, closely spaced housing, and urban uses bordering the UGA boundary, development would comply with existing development regulations, resulting in a less-than-significant impact on land use compatibility. Existing standards would continue to apply to new development relating to siting, massing, design, and orientation, resulting in a less-than-significant impact on visual character. Maximum height restrictions and standards for exterior lighting of buildings and parking lots would minimize potential changes to views from taller buildings permitted under existing regulations and increases in light and glare, resulting in a less-than-significant impact on scenic viewsheds and light & glare.</p> <p>Under the Proposed Action, the current level of service (LOS) deficit for both neighborhood and community parks would be remedied with acquisition of lands identified on the 2022 PROS Plan. Implementation of mitigation measures in the 2022 PROS Plan would mitigate the</p>	<p>PROS Plan updates.</p>



Element of the Environment	No Action Alternative	Proposed Action	Mitigation
	<p>The 2024 Trails Master Plan would be updated to support the PROS Plan, which is itself updated at least every 6 years. Impacts on trails would be less-than-significant.</p>	<p>LOS and walkability impacts to a less-than-significant level.</p> <p>Impacts on trails would be the same as under the No Action Alternative. The 2024 Trails Master Plan would be updated to support the PROS Plan, which is itself updated at least every 6 years. Impacts on trails would be less-than-significant.</p>	
<p>Shorelines & Natural Environment</p>	<p>The majority of land adjacent to shorelines is within designated park lands. Growth areas are already highly developed, and the City’s critical areas regulations would reduce impacts from geologic hazards and on public health and safety, resulting in less-than-significant impacts on earth resources.</p> <p>Growth is expected to result in permitted wetland, stream, and buffer impacts with mitigation resulting from development. With Critical Areas Ordinance (CAO) compliance, less-than-significant impacts on wetlands and streams would occur.</p> <p>Development and new jobs are proposed in already largely developed industrial zones in the floodplain adjacent to Lake Tye. Future development in the floodplain would comply with Chapter 14.01 MMC, Flood Hazard Area Regulations and would not result in a greatly elevated chance of risk to humans and the natural and built environment where a substantial change in the way flood hazards are currently mitigated would be required. The impact on floodplains would be less-than-significant.</p>	<p>Impacts would be similar to the No Action Alternative. More development would occur under the Proposed Action but would occur in already-developed areas. Impacts on shorelines and the natural environment would be less-than-significant.</p>	<p>Use Best Available Science (BAS) as required in the City’s critical areas regulations, which will be updated in 2025.</p> <p>Implement Comprehensive Plan goals, objectives, policies, and actions designed to mitigate earth-related impacts, impacts on wetlands and streams, flooding impacts, and impacts on the floodplain and shoreline.</p> <p>Continue to invest in the stormwater management system by installing, maintaining, and repairing pipes, catch basins, ditch lines, and stormwater ponds.</p> <p>Continue to educate residents, students, and businesses on ways they can prevent pollutants from</p>



Element of the Environment	No Action Alternative	Proposed Action	Mitigation
	<p>Substantial changes in allowed uses per the City’s existing Shoreline Master Program (SMP) are not proposed, nor is substantial development proposed in City shoreline jurisdiction. With SMP compliance, less-than-significant impacts on shorelines would occur.</p> <p>Impacts could include a loss or reduced function of plant communities, loss of vegetated land and wildlife habitat, declines in plant species diversity, infestations by invasive or non-native species, or loss of tree canopy and forest patch size. Most future development would occur in the already built environment. The likelihood of jeopardizing a plant population or species is minimal. Impacts on plants would be less-than-significant.</p> <p>Impacts could include lost, simplified, or degraded wildlife habitat. Reduced habitat could result in decreased species abundance and fragmented habitats. Most proposed development, especially dense development, would occur in already highly developed areas. Impacts on animals would be less-than-significant.</p>		<p>reaching Monroe’s waterbodies.</p> <p>Continue to engage community volunteer and stewardship groups in activities and events that support stormwater management and water quality.</p> <p>Continue to participate in the Snohomish Basin Salmon Recovery Forum.</p> <p>Continue the Monroe Parks Department’s relationship with the Stilly Snohomish Fisheries Enhancement Task Force, which is a member of the Woods Creek Coalition.</p>
Population, Employment, & Housing	Displacement risk would remain due to less integration of Monroe’s 2021 Housing Action Plan strategies, fewer opportunities for homeownership, fewer affordable housing and living-wage jobs created near residences, and fewer policies that	The Proposed Action would accommodate increased affordable housing units that include provisions for all income levels and would provide middle housing opportunities. Although the risk of displacement would remain, policies and regulations that support anti-displacement practices would be in place	<p>Implement policies to preserve existing affordable housing.</p> <p>Obtain public investment or transfer of development rights to encourage maintenance of and</p>



Element of the Environment	No Action Alternative	Proposed Action	Mitigation
	<p>encourage anti-displacement practices. The result is a significant impact on population.</p> <p>The No Action Alternative would not meet the Snohomish County CPP allocations for the UGA or fully align with VISION 2050, resulting in a significant impact on employment growth. The No Action Alternative would not comply with House Bill (HB) 1220 or statewide GMA requirements, resulting in a significant impact related to housing policy.</p> <p>The No Action Alternative would not comply with GMA housing requirements and would not have the capacity to provide sufficient housing for extremely low, very low, or low-income households, resulting in a significant impact with respect to housing supply and affordability.</p>	<p>under the Proposed Action, resulting in a less-than-significant impact on population.</p> <p>The Proposed Action would exceed the CPP employment allocation for Monroe and align with VISION 2050 in support of employment growth.</p> <p>The Proposed Action would allow for more housing types with increased density and ownership opportunities and would provide more than 900 housing units in the extremely low, very low, and low median income levels. It would exceed extremely low, very low, low, moderate, and above moderate income housing requirements set by GMA and HB 1220, supporting housing affordability and supply.</p> <p>The Proposed Action would provide more housing close to multimodal transportation options and would align more with VISION 2050’s focus of increased proximity to transit and connectivity compared to the No Action Alternative. The result would increase the number of dwelling units in proximity to transit. This alternative could bring homes and businesses closer to transit.</p>	<p>retention of current affordable housing structures at affordable rates to prevent displacement.</p> <p>Explore funding or community-owned land options like community land trusts to offer increased options for affordable homeownership.</p> <p>Implement protections against landlord-tenant issues, eviction, and income discrimination.</p> <p>Distribute community resources that help residents learn about affordable housing and protect their rights.</p> <p>Create a regular monitoring system to evaluate the effectiveness of housing programs and strategies.</p> <p>Align capital funding sources and maintenance funding sources to create motivation for neighborhood and Main Street revitalization.</p> <p>Update development standards and zoning</p>



Element of the Environment	No Action Alternative	Proposed Action	Mitigation
			<p>regulations to permit and encourage middle housing.</p> <p>Adopt smaller minimum lot sizes and inclusionary zoning policies.</p> <p>Allow micro apartments.</p> <p>Provide incentives for constructing housing for incomes less than 80% Area Median Income (AMI).</p>
Capital Facilities & Utilities	<p>Periodic planning and capital budgeting processes would ensure that staffing, equipment, and infrastructure are adequate to serve additional development. Communications and data are market-driven and will respond to increased demand with more services. Increased demand for capital facilities and utilities would represent a less-than-significant impact.</p>	<p>Impacts would be similar to the No Action Alternative, except that the Proposed Action would result in higher housing, employment, and population growth by 2044. Increased demand for capital facilities and utilities would represent a less-than-significant impact.</p>	<p>Concentrate growth in areas with adequate capital facilities and utilities.</p> <p>Build additional population density into upcoming plans or service updates, such as conservation plans and other future utility planning documents.</p> <p>Invest in building and maintaining facilities for capital facilities and utilities.</p> <p>Require potable water, wastewater, and stormwater connections for all new development, unless otherwise allowed by state, county, or City regulations.</p>
Transportation	<p>The No Action Alternative would result in a 34% increase in weekday PM peak hour trips and 25% increase in vehicle miles</p>	<p>Under the Proposed Action, additional growth in land use would result in 3% more weekday PM peak hour trips and</p>	<p>Implement policies that address circulation system classification and design,</p>



Element of the Environment	No Action Alternative	Proposed Action	Mitigation
	<p>traveled (VMT) compared to existing conditions. The PM peak-hour volumes at the study intersections would increase on average by approximately 30% compared to existing conditions. The No Action Alternative would result in a less-than-significant impact on traffic operations because LOS standards would be met across all arterial and collector roadways within the City.</p> <p>Safety issues would accompany increased traffic volumes and worsening LOS; goals and policies to improve safety for all travel users and modes would reduce the impacts on traffic safety to a less-than-significant level. The No Action Alternative would support working toward a yellow LOS for transit and Community Transit has identified increased transit frequency for Monroe. Although some corridors could continue to operate below the yellow LOS standard, the No Action Alternative is expected to result in a less-than-significant impact on transit service.</p> <p>The growth in housing and jobs under the No Action Alternative would not result in freight traffic increases; therefore, no impact on rail traffic would occur.</p> <p>Pedestrian and bicycle LOS standards would not be met, resulting in a significant impact on pedestrian and bicycle facilities.</p>	<p>1% more VMT compared to the No Action Alternative. The increase in intersection traffic volumes is similar to the No Action Alternative, except slightly higher volume increases. The Proposed Action results in reduced speeds along corridors in the City compared to the No Action Alternative. The roadway LOS standard is exceeded on US 2 (an arterial within the City) westbound from the western City limit to State Route (SR) 522. Speeds are forecast to decrease to LOS F without any improvements. The Proposed Action would result in a significant impact on traffic operations.</p> <p>Safety issues would accompany increased traffic volumes, similar to under the No Action Alternative, and goals and policies to improve safety for all travel users and modes would reduce the impacts on traffic safety to a less-than-significant level. Impacts on transit service and rail traffic under the Proposed Action would be the same as the No Action Alternative, resulting in a less-than-significant impact on transit service and no impact on rail traffic.</p> <p>Impacts of the Proposed Action on the pedestrian and bicycle network would be less-than-significant due to adoption and implementation of the Transportation System Plan.</p>	<p>concurrency standards, transit coordination and improvements, non-motorized facilities, and financing, including transportation impact fees and joint transportation planning.</p> <p>Implement and continue demand management strategies.</p>



1.9 Significant Unavoidable Adverse Impacts

The No Action Alternative would result in a significant unavoidable adverse impact on current land use plans, policies, and regulations. The lack of increased density under the No Action Alternative would work against the CPPs and visions of connectivity. The No Action Alternative would not fully align with the MPPs or the PSRC VISION 2050. The No Action Alternative does not support needed changes in land use to accommodate the anticipated growth in Monroe’s population or housing and employment needs.

Both the No Action Alternative and the Proposed Action are expected to result in significant unavoidable adverse impacts on transportation operations, including traffic LOS and volumes (Proposed Action) and pedestrian and bicycle LOS (No Action Alternative).

Mitigation would reduce other significant impacts listed in **Table 1-1** to less-than-significant levels.

2

CHAPTER 2 Alternatives

2.1 Description of Alternatives

Alternatives are different ways of achieving a proposal’s purpose and need and serve as the basis for environmental analysis relative to elements of the environment. Alternatives under consideration in this SEIS include the No Action Alternative and the Proposed Action and are described below.

Chapter 2 has been reproduced in this Final SEIS for context and includes an updated Future Land Use Map (FLUM). The updated FLUM reflects small changes in proposed land uses at the parcel level, compared to the FLUM included in the Draft SEIS.

2.1.1 No Action Alternative

The No Action Alternative continues the current plan for growth in the City and unincorporated areas of Monroe’s Urban Growth Area (UGA), including (1) the adopted zoning and planning designations in the 2015 Comprehensive Plan and the 2015 FLUM, and (2) the use of existing tools already in use by the City to meet housing-related state mandates. The No Action Alternative assumes the following:

- High-density attached housing growth would occur in areas already designated attached housing or mixed use. The 2015 Comprehensive Plan also encourages increases in residential densities within the areas designated for mixed use development, south of Main Street, within the SR 522/US 2 interchange area, and North Kelsey Subarea.
- Detached dwellings would be added on vacant lands and on partially developed lands where large lots can be further

subdivided. These include areas that were rezoned as part of the 2015 Comprehensive Plan for increased residential density, including portions of the Foothills and Roosevelt Roads, and Roosevelt Ridge areas. The 2015 Comprehensive Plan also rezoned properties in the Tester Road area, near the SR 522/US 2 interchange, and east of SR 522 from Medium Density Residential to High Density Single-Family Residential (SFR). Additional capacity includes areas identified in the Snohomish County Buildable Lands Report (BLR) (Snohomish County 2021).

Under the No Action Alternative, the City would have capacity for 1,468 new housing units, 975 housing units within the City and 493 housing units in the unincorporated UGA (**Table 2-1**). This capacity of 975 new housing units within the City is 858 units below the 2019–2035 housing allocation established in the Snohomish County BLR (2021). The No Action Alternative would have capacity for 2,330 new jobs (**Table 2-1**) in the City, which is 721 jobs above the 2019–2035 employment allocation established in the Snohomish County BLR. Similarly for the UGA, housing capacity under the No Action Alternative is lower than the capacity that was reported in Snohomish County BLR (2021). Job capacity for the UGA is higher under the No Action Alternative analyzed in this SEIS compared to the Snohomish County BLR (2021).

TABLE 2-1 Additional Housing and Jobs Capacity under the No Action Alternative and Proposed Action

Capacity	2035 BLR Total Capacity	CPPs 2044	No Action Alternative	Proposed Action
HOUSING				
City	1,833	2,216	975	2,471
Unincorporated	596	207	493	479
Total Monroe UGA	2,429	2,423	1,468	2,950
EMPLOYMENT				
City	1,609	2,324	2,330	2,741
Unincorporated	1	77	0	109
Total Monroe UGA	1,610	2,400	2,330	2,850

SOURCES: Developed by MIG 2024
BLR = Snohomish County Buildable Lands Report, 2021.
CPPs = Snohomish Countywide Planning Policies, 2023.
Totals may not sum due to rounding.

The Snohomish County Countywide Planning Policies (CPPs) identify 2044 housing unit growth allocations for Monroe as 2,216 for the City and 207 for the unincorporated UGA, for a total of 2,423 housing unit growth (Snohomish County 2023). The Snohomish County CPPs identify 2044 employment growth allocations for Monroe as 2,324 for the City and 77 for the unincorporated UGA, and a total of 2,400 employment growth. Housing units and jobs under the No Action Alternative are less than adopted growth allocations for the UGA as a whole. The No Action Alternative does not meet employment capacity allocations primarily because employment growth outside of the City is constrained by critical areas. The No Action Alternative would also not meet other new planning requirements, such as providing affordable housing across income bands and a range of housing types.

Note that the CPP housing and employment allocations in **Table 2-1** are the initial, currently adopted allocations. The Snohomish County Comprehensive Plan Update contains proposed (not yet adopted) CPP housing and employment allocations. This SEIS analyzes the alternatives within the context of the existing condition: the initial, currently adopted housing and employment allocations. However, the Proposed Action analyzed in this SEIS will meet both the initial and proposed CPP allocations.

2.1.2 Proposed Action

The Proposed Action would allow more housing and jobs and a greater diversity of housing types. The Proposed Action would add capacity for an additional 2,950 housing units (2,471 in the City and 479 in the unincorporated UGA) (**Table 2-1**), which is 527 more units of housing capacity than the CPP allocation for Monroe and 1,482 more units of housing capacity than the No Action Alternative.

Job capacity would increase with the Proposed Action, adding space for an additional 2,850 jobs (2,741 in the City and 109 in the unincorporated UGA), which is space for 450 more jobs than the CPP allocation for Monroe and 520 more jobs than the No Action Alternative.

To increase the number of housing units, meet new state requirements to permit middle housing (higher density attached housing such as duplexes, triplexes, and townhomes), increase opportunities for housing and multiple income levels, and support existing and future neighborhoods, the Proposed Action would:

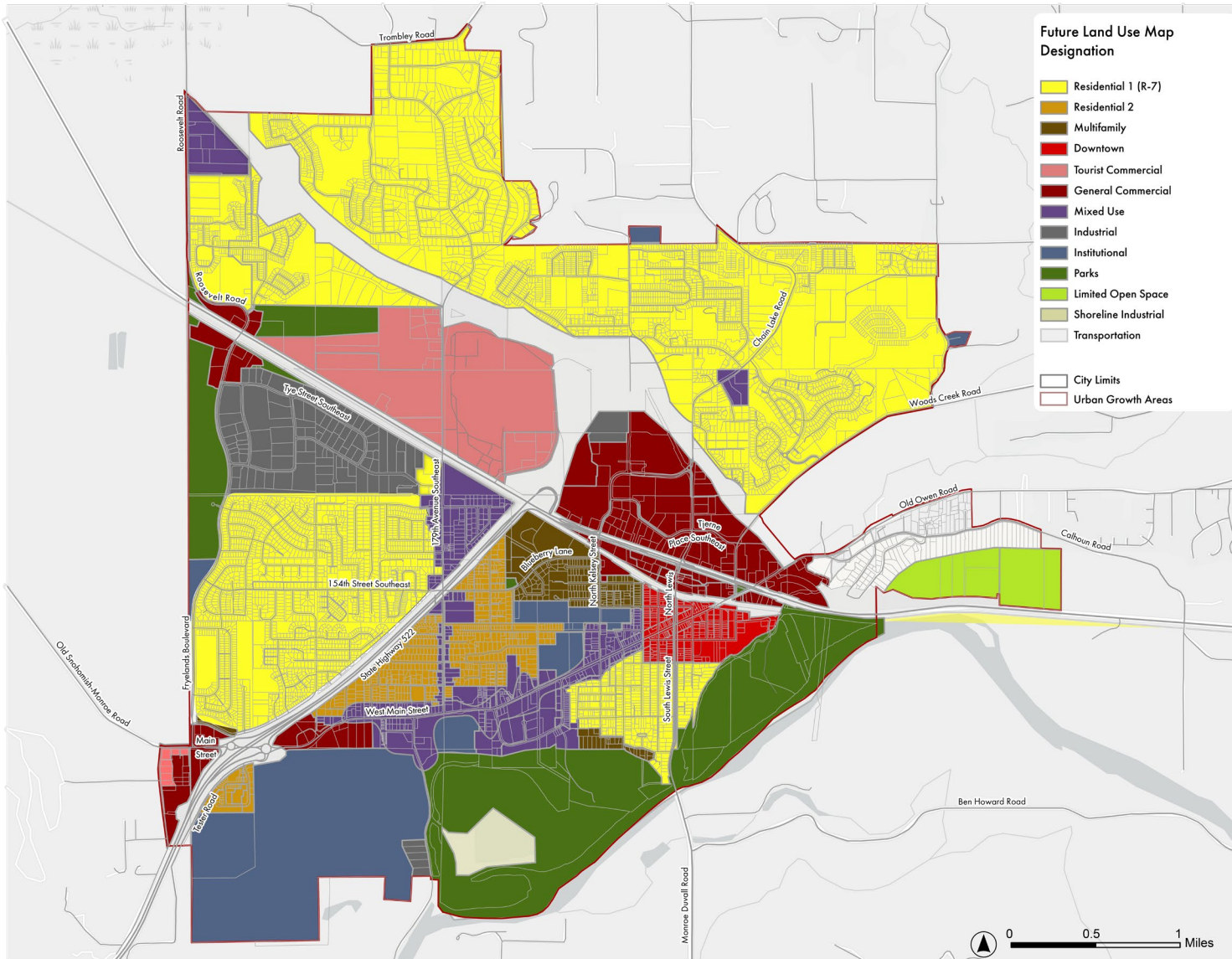
- Allow middle housing in all residential areas north of US 2.
- Add commercial development in the northwest corner of the City.

- Redesignate all areas currently designated Low Density Residential to Residential 1, which has a minimum density of 7 units per acre in annexation areas and infill areas in-City (e.g., the residential area north of SR 522 and south of the Tye Street SE industrial area).
- Add mixed use and neighborhood-serving commercial uses near Monroe High School.
- Add mixed use to Chain Lake Road to serve residential uses.
- Allow mixed use in high-density residential areas and along 179th Avenue SE and W Main Street to increase housing (and employment) options.
- Increase housing density Downtown through higher density mixed and residential uses.

To increase jobs capacity, the Proposed Action would:

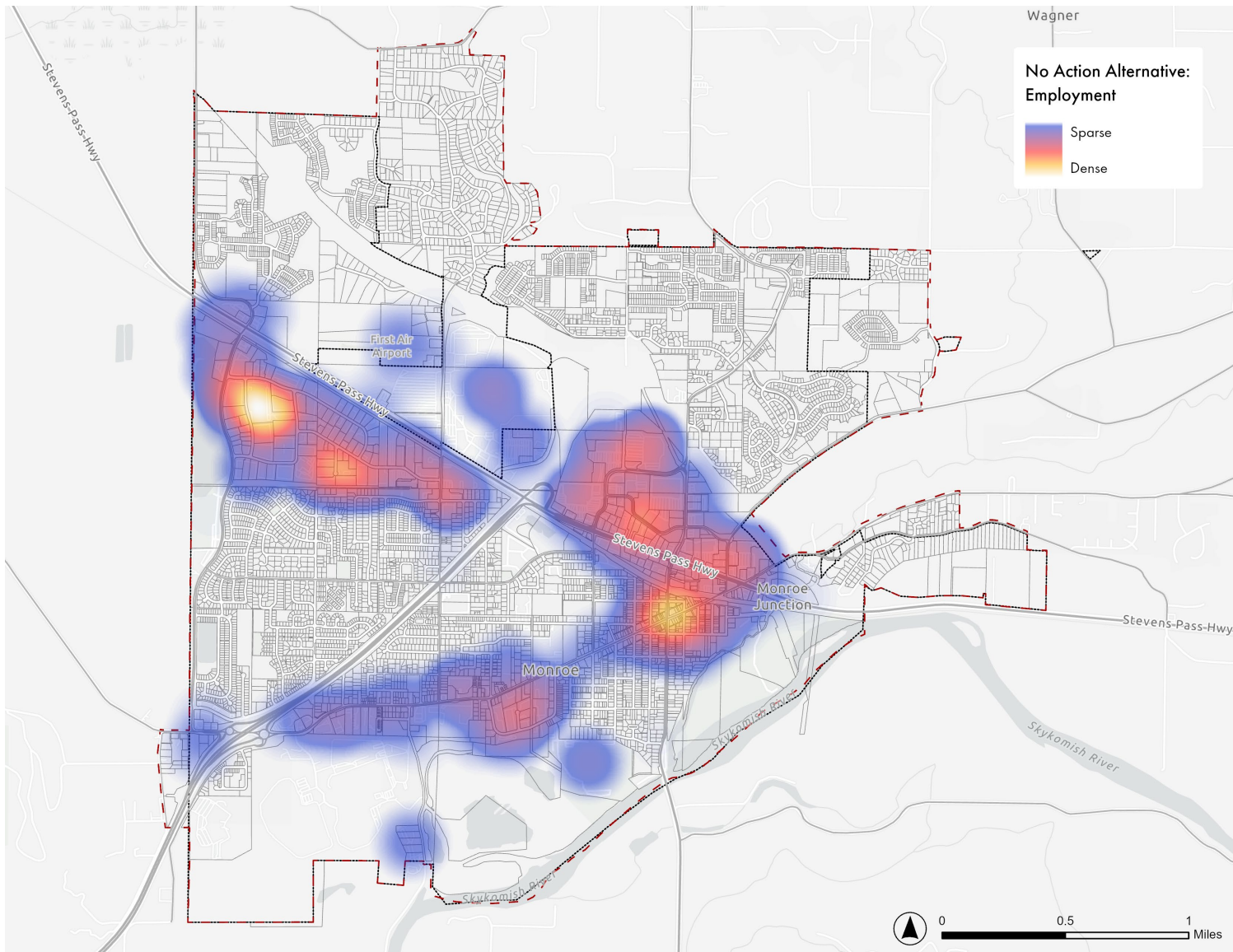
- Increase industrial densities to allow varied uses in the industrial area south of US 2 surrounding Tye Street SE.
- Increase the intensity of development through infill on Main Street, west of Dickinson Street.
- Allow for the addition of commercial services in the area near North Kelsey Street.
- Add mixed use to the existing commercial services in the area east of the SR 522/US 2 interchange.
- Add mixed use to Chain Lake Road to serve residential uses.

Figure 2-1 shows conceptual proposed development types under the Proposed Action. **Figure 2-2** and **Figure 2-3** show housing and jobs density under the No Action Alternative. **Figure 2-4** and **Figure 2-5** show housing and jobs density under the Proposed Action.



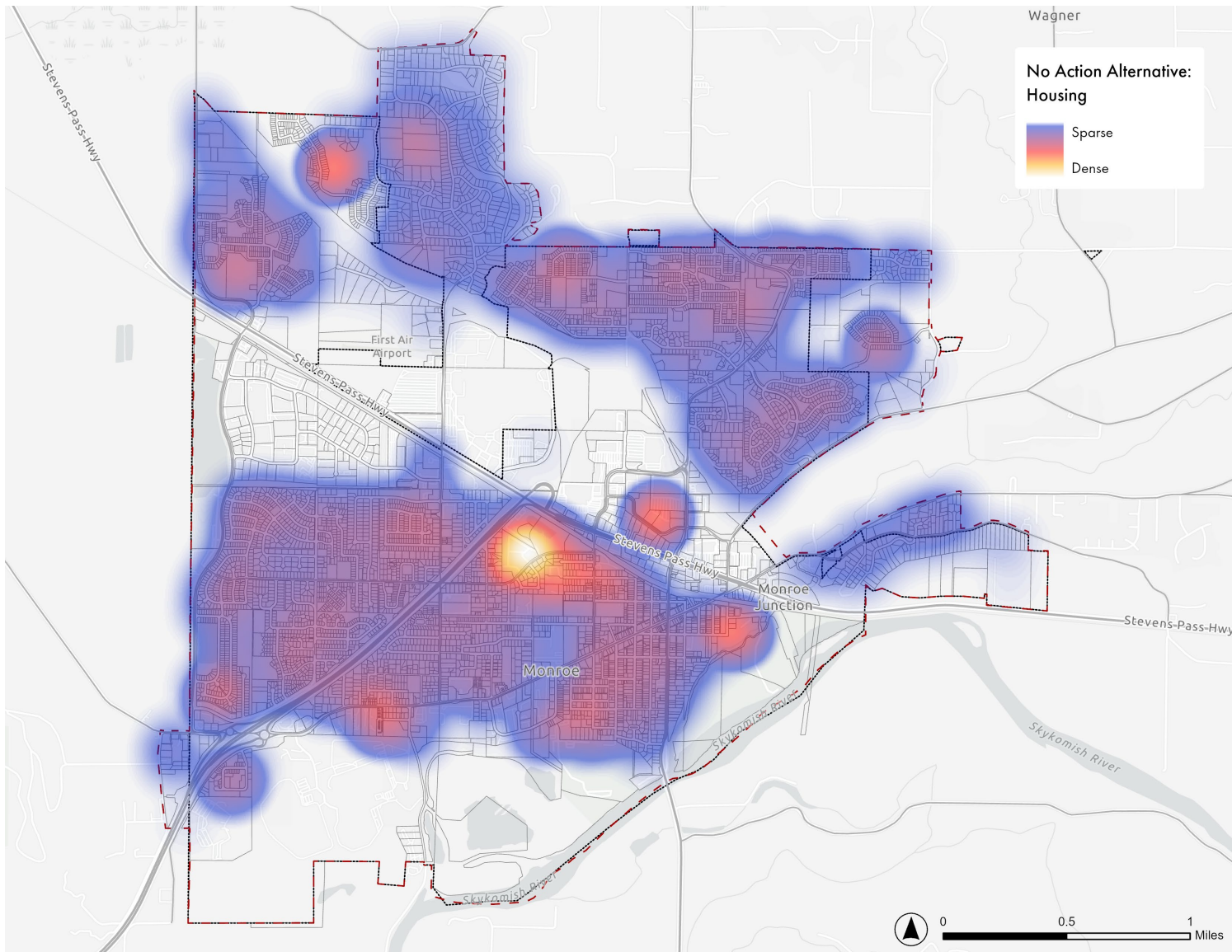
SOURCE: Prepared by MIG Inc. based on data provided by the City of Monroe

FIGURE 2-1 Conceptual Proposed Development under the Proposed Action (Future Land Use Map)



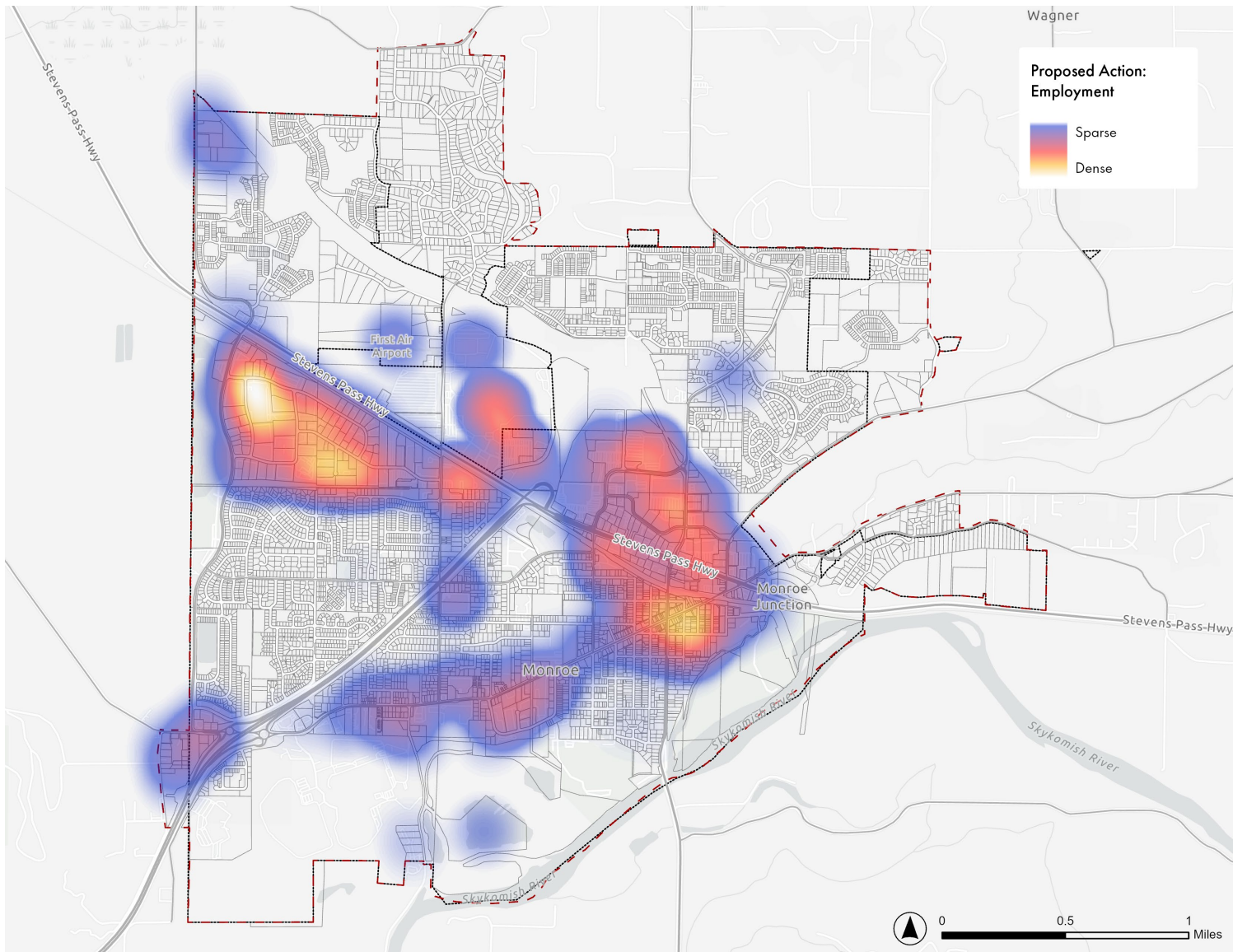
SOURCE: Prepared by MIG Inc. based on data provided by the City of Monroe

FIGURE 2-2 Employment Density under the No Action Alternative



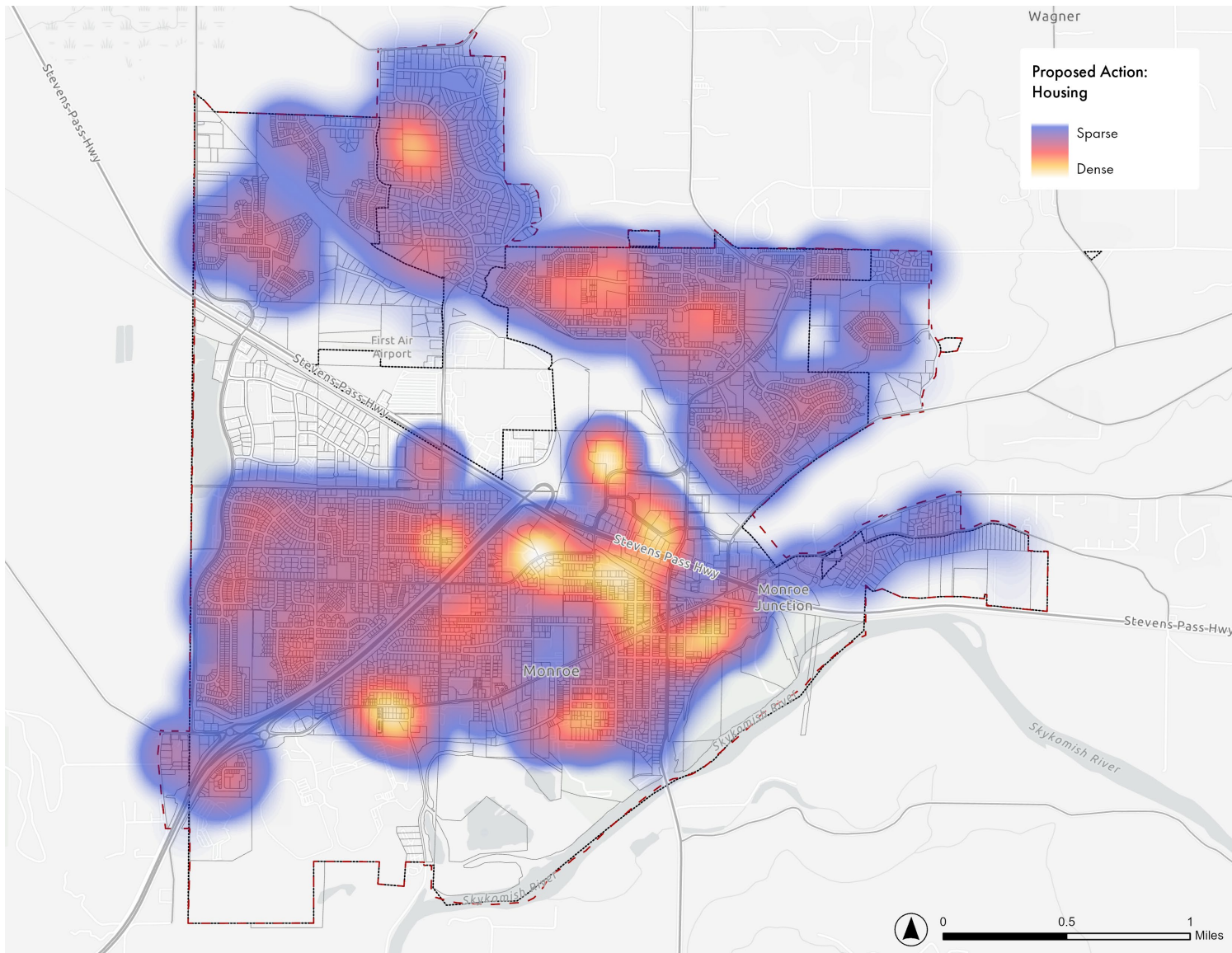
SOURCE: Prepared by MIG Inc. based on data provided by the City of Monroe

FIGURE 2-3 Housing Density under the No Action Alternative



SOURCE: Prepared by MIG Inc. based on data provided by the City of Monroe

FIGURE 2-4 Employment Density under the Proposed Action



SOURCE: Prepared by MIG Inc. based on data provided by the City of Monroe

FIGURE 2-5 Housing Density under the Proposed Action



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CHAPTER 3 Capital Facilities and Utilities

As part of the City of Monroe SEPA programmatic SEIS evaluation of probable impacts relating to the 2024 Comprehensive Plan Update, this chapter describes capital facilities and utilities within the study area and evaluates potential impacts associated with the Proposed Action and No Action Alternative. Capital facilities evaluated in this chapter include potable water, stormwater, wastewater, municipal buildings, police, fire/emergency medical services (EMS), and schools. Utilities addressed in this chapter include electricity, natural gas, solid waste, and communications and data.

This Final SEIS Chapter 3 is the updated *Capital Facilities and Utilities* chapter. Note that in the Draft SEIS, *Capital Facilities and Utilities* was Chapter 6. Updates to the Draft SEIS were necessary because between the Draft SEIS and the Final SEIS, updates to the City’s Utility Systems Plan (Sanitary Sewer, Potable Water, and Stormwater), the Monroe School District CFP, and the Snohomish School District CFP were completed and therefore considered in the Final SEIS analysis.

3.1 Affected Environment

This section documents existing staffing and equipment, levels of service or capacity, and capital facilities and infrastructure for agencies and utilities serving the study area. The study area is the incorporated City of Monroe.

3.1.1 Methodology

Existing policies, plans, and regulations listed in Section 3.1.2, *Regulatory Setting*, were collected from the websites of federal, regional, and local agencies having jurisdiction. The Affected Environment presents information from the 2024 Utility Systems Plan (Sanitary Sewer, Water, and Stormwater) (City of Monroe 2024a), the Monroe School District CFP (MSD 2024a), the Snohomish School District CFP (SSD 2024a), and City departmental websites.

3.1.2 Regulatory Setting

Capital facilities and utility providers comply with the policies, plans, and regulations described in this section as they manage services for the customers. This section describes current Washington and City of Monroe codes, which could change over the 20-year planning horizon.

FEDERAL REGULATIONS

- **Federal Energy Regulatory Commission (FERC) Energy Policy Act of 2005** addresses energy production in the United States, including electricity, and gave FERC additional responsibilities as outlined and updated in the FERC Strategic Plan (FERC 2006).
- **FERC Strategic Plan Fiscal Year 2022–2026** defines FERC’s mission, long-term goals, objectives to achieve those goals, strategies planned to address specific national problems, needs, challenges, and opportunities related to its mission (FERC 2022).
- **Title 49 Code of Federal Regulations (CFR) Part 192.** Puget Sound Energy (PSE) is subject to full compliance with the applicable provisions of Title 49, CFR Part 192, which address federal safety standards related to the transportation of natural gas.
- **Clean Water Act (CWA)** is a federal law governing water pollution. The CWA is administered by the U.S. Environmental Protection Agency (EPA) in coordination with state governments and establishes the structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters (EPA 2023a).
- **CWA National Pollutant Discharge Elimination System (NPDES) Permit Program.** Washington currently issues and enforces NPDES permits related to industrial, construction, and municipal stormwater general permits. The NPDES Permit allows municipalities to discharge stormwater runoff from municipal drainage systems into the state’s waterbodies. Permits are based on state surface water quality standards, which can be more stringent than federal water quality standards (Ecology 2024b).

- **The Resource Conservation and Recovery Act (RCRA)**, administered by EPA, regulates household industrial and manufacturing solid and hazardous waste. RCRA’s goals are to protect people from the hazards of waste disposal; conserve energy and natural resources by recycling and recovery; reduce or eliminate waste; and clean up waste that has been spilled, leaked, or improperly disposed (EPA 2023b).

STATE REGULATIONS

- **Washington Growth Management (RCW 36.70A.070)** requires that school districts plan for future enrollment increases resulting from increases in population.
- **Chapter 51-54A Washington Administrative Code (WAC)** governs fire prevention in Washington.
- **WAC 296-307-09512** is related to the provision of potable water resources.
- **Washington Utilities and Transportation Commission (WUTC) Strategic Business Plan 2021–2023** presents goals that support its mission to protect Washington residents by ensuring investor-owned utility and transportation services are safe, available, reliable, and fairly priced (WUTC 2021).
- **WUTC Pipeline Safety Program** provides standards for natural gas pipeline operations and inspects natural gas pipelines operating in Washington in accordance with federal standards. WUTC is the primary agency responsible for the regulatory oversight of natural gas pipelines in Washington (WUTC 2024).
- **Washington Department of Commerce 2023 Biennial Energy Report** updates the 2021 State Energy Strategy, which was developed and published by the State Energy Office at the Washington Department of Commerce. Designed to provide a roadmap for meeting the state’s need for affordable and reliable energy supplies and its greenhouse gas emissions limits, the strategy outlines the path to a clean, inclusive energy economy by 2050 (Commerce 2023).
- **Washington Municipal Water Law** administered by the Washington Department of Ecology (Ecology) and the Washington Department of Health relates to municipalities’ water rights, how much water they have, and where they can use it; ensuring safe and reliable drinking water; and regulation of the planning and engineering component of water systems (Ecology 2024a).
- **2024 Stormwater Management Manual for Western Washington.** The Stormwater Management Manual for Western Washington (Stormwater Manual) provides guidance on the measures necessary to control the quantity and quality of stormwater. Local municipalities use the Stormwater Manual to set stormwater requirements for new development and redevelopment projects. The Stormwater Manual is mostly used for NPDES stormwater permits and compliance (Ecology 2024d).

- **Ecology’s Solid Waste Management Program** implements laws addressing plastics, recycling, and litter. Four new laws were added to the solid waste program in 2021, addressing single-use plastic items, the solar panel takeback program, and reimbursing local governments for litter clean-up on highway ramps (Ecology 2024c).
- **Chapter 36.58 RCW Solid Waste Disposal** sets regulations at the state level for solid waste. Regulations address topics such as acquisition of waste or recycling sites, waste/recyclables handling, fees, disposal, facilities, contracts, disposal districts, and collection/transportation of waste and recyclable material.

REGIONAL REGULATIONS

- **Snohomish Regional Fire and Rescue (SRFR) 2021–2026 Strategic Plan** establishes SRFR values, background, and objectives (SRFR 2021a).
- **SRFR 2021 Community Risk Assessment and Standards of Coverage Report** is updated annually to reflect current performance against benchmark statement and baseline performance and policy recommendations to address gaps in performance or desired outcomes (SRFR 2021b).
- **Northwest Power and Conservation Council (NPCC) 2021 Northwest Power Plan’s** strategy contains elements including (1) energy efficiency, (2) demand response, (3) renewable resources, (4) existing resources, and (5) regional collaboration for Idaho, Montana, Oregon and Washington (NPCC 2021).
- **PSE 2023 Gas Utility Integrated Resource Plan (IRP)** uses supply and demand forecasts to plan for future resource needs (PSE 2023a).

LOCAL REGULATIONS

- **City of Monroe Capital Facilities Plan** plans for future capital facility needs based on population and employment projections, needed facility improvements, and budgets (MPWD 2023).
- **Chapter 3.50 Monroe Municipal Code (MMC)** sets forth regulations related to school impact mitigation and school capital facilities plans.
- **Title 9 MMC** addresses Offenses against Peace, Morals, and Safety.
- **Title 13 MMC** includes regulations related to public services and utilities, including fire system requirements; utility service, rates, and charges; and regulations specific to potable water, sanitary sewer, and stormwater.
- **The City of Monroe Utility Systems Plan (Sanitary Sewer, Water, and Stormwater)** was developed to support the City of Monroe 2024 Comprehensive Plan and is mandated by Revised Code of Washington (RCW) 36.70A.130 (5a). This Plan

consists of utility system plans for the City-provided and City-owned utilities and addresses sources of supply, storage facilities, pump stations, transmission mains, and the distribution system (City of Monroe 2024a).

- **Monroe School District Capital Facilities Plan (CFP) 2024–2029** assesses the facilities needed to accommodate projected student enrollment at acceptable levels of services and includes a detailed schedule and financing program for capital improvements (MSD 2024a).
- **Snohomish School District CFP 2024–2029** is intended to provide the Snohomish School District, Snohomish County, and other jurisdictions a description of the facilities needed to accommodate projected student enrollment at acceptable levels of service, including a detailed schedule and financing program for capital improvements (SSD 2024a).

3.1.3 Capital Facilities

POTABLE WATER

The City of Monroe Public Works Operations & Maintenance Division (OMD) is the water system manager for the Monroe Water System, which serves the City of Monroe and unincorporated areas west, north, and east of the City, including most of the UGA (City of Monroe 2024a). The North Snohomish County Coordinated Water System Plan requires the City to upgrade water mains in areas currently served to provide the required water supply for urban levels of service. These additional improvements have been reflected in the City’s capital improvement fees (City of Monroe 2024a). While the City installs transmission facilities and storage reservoirs, developers generally install distribution mains.

The City’s water system currently operates with approximately 12 full-time-equivalent employees (FTEs) (City of Monroe 2024a). The City expects to need additional FTEs to meet levels of service given future growth in demand for connections (City of Monroe 2024a), and would like to operate with approximately 14 to 21 FTEs in the future (City of Monroe 2024a). The Utility Systems Plan (Potable Water) states that the City should evaluate options to increase water system staffing by three FTEs over the next 3 years (City of Monroe 2024a).

According to 2023 water demand data, the Monroe Water System served 8,689 connections in 2023, including 8,176 residential connections and 513 non-residential connections (City of Monroe 2024a). Based on PSRC’s LUV-it forecast model, the water service area in 2023 included 25,402 residents and 13,707 employees (City of Monroe 2024a). The Utility Systems Plan (Potable Water) found



that for the period 2019–2023, 154.6 gallons per connection per day were used, based on approximately 2.23 residents per connection and 2.33 employees per resident (City of Monroe 2024a).

The average daily water demand for the years 2019 to 2023 ranged from 1.77 million gallons per day (mgd) to 2.16 mgd, and the maximum daily demand for those years ranged from 1.63 mgd to 2.70 mgd (City of Monroe 2024a; BHC 2024a). In 2023, average demand was 2.2 mgd and maximum demand was 4.1 mgd (City of Monroe 2024a).

The 2024 Utility Systems Plan (Potable Water) projects average daily demand for water in the service area to be 2.1 mgd (BHC 2024a). The City currently has 9.6 million gallons of storage located in ten storage facilities (City of Monroe 2024a). An analysis in the 2024 Utility Systems Plan (Potable Water) found that the source of supply, pump stations, and storage facilities were sufficient to meet demand (City of Monroe 2024a).

The OMD has completed major capital improvements to respond to growth in Monroe since the mid-1990s. These improvements include the Ingraham Hill Reservoir, Department of Corrections (DOC) reservoir, Tester Road Booster Pump Station, North Hill Reservoir and Booster Pump Station, Wagner Road Transmission Main Replacement Phase I, and Reservoir #5 Trombley Hill Reservoir and Booster Station. The water distribution system has also been expanded in the west area of the City and along Chain Lake Road (OMD 2015).

In 2014, Monroe acquired the Sky Meadow Water Association, which includes four reservoirs, two pump stations, and the Sky Meadow distribution system piping, hydrants, valves, and pressure reducing valve stations. With this acquisition, the OMD’s water service area increased approximately 80 percent (OMD 2015).

The City of Monroe’s water service area has been consistent since the Sky Meadow Water Association acquisition in 2014. Since the 2015 Water System Plan and EIS, OMD has constructed an additional tank at the DOC reservoir campus, the 199th Avenue pressure reducing valve (PRV), the 204th Avenue PRV, and pipe replacements across the system.

The OMD purchases its water wholesale from the City of Everett. The water is supplied through three connections to the Everett Transmission Main #5, located approximately 3 miles north of Monroe. Transmission Main #5 has a capacity of 50 mgd (City of Monroe 2024a). Everett’s water supply includes Spada Reservoir

and Chaplain Reservoir in the Sultan River Basin (City of Monroe 2024a). Four major transmission pipelines transport water from the filtration plant (City of Monroe 2024a). The distribution system includes 4- and 10-inch pipes and mains (OMD 2015). While the City of Everett operates the water treatment plant, the City of Monroe monitors water supply, system pressures, and water quality as it enters the Monroe Water System (OMD 2024a).

The City of Everett expects to be able to supply Monroe's municipal water needs until at least 2050 and plans on meeting Monroe's future water demands as a wholesale customer, according to Everett's Comprehensive Water Plan (City of Monroe 2024a; City of Everett 2020). The Monroe Utility Systems Plan (Potable Water) is developed and updated to be consistent with the City of Everett Water Comprehensive Plan, City of Monroe and Snohomish County Comprehensive Land Use Plans, North Snohomish County Coordinated Water System Plan, Snohomish County 2020 Hazard Mitigation Plan, and the Washington DOC Statewide Water System Plan (City of Monroe 2024a).

Monroe plans to implement water use efficiency methods such as water pricing, education, indoor and outdoor water use efficiency kits, and toilet and washer rebates, and therefore assumes that demand for potable water will decline in the future (per unit). The Utility Systems Plan (Potable Water) assumes that the usage rate will decrease 5 percent in 10 years and 10 percent in 20 years. In future water system plans, the City will adjust projected rates based on actual usage rates (City of Monroe 2024a).

The City of Monroe co-adopted a regional goal as part of the group of Everett Water wholesale customers. The regional conservation goal is to reduce the regional demand for water by 1.4 mgd by 2029 (City of Monroe 2024a).

STORMWATER

The City of Monroe manages stormwater runoff in the 6.4-square-mile service area including the City of Monroe incorporated area.

The stormwater system includes constructed facilities and natural channels that convey and treat stormwater runoff prior to discharge into receiving waters. The system includes catch basins, pipes, culverts, ditches, swales, ponds, vaults, and infiltration facilities. In certain areas, permeable soils infiltrate stormwater runoff. The stormwater system is owned and maintained by the City; however, privately owned and maintained systems also exist within City limits (OMD 2024b). Approximately two-thirds of the City's stormwater conveyance system consists of pipes. Pipes range from 8 inches to



48 inches in diameter (City of Monroe 2024a). The City owns approximately 78 miles of stormwater pipe that discharge stormwater to three watersheds: French Creek, Skykomish River, and Woods Creek (City of Monroe 2024a). The Skykomish River watershed drains the southern and eastern portions of Monroe. The Woods Creek watershed drains the eastern portion of Monroe, and the French Creek watershed drains the central and western portions of Monroe.

Monroe currently has Total Maximum Daily Load (TMDL) requirements (the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards) and therefore water quality sampling programs for Cripple Creek, French Creek, Lake Tye Outfall, Lake Tye Inlet, Lords Lake Outfall, Southwest Ditch, and Skykomish River (City of Monroe 2024a).

EPA, Ecology, and the following chapters of City code and state code govern or affect how stormwater is managed: Chapter 13.32 MMC (Stormwater Management Utility), Chapter 13.34 MMC (Illicit Discharge Detection and Elimination), Chapter 14.01 MMC (Flood Hazard Area Regulations), Chapter 15.02 MMC (Storm Water Maintenance), Chapter 15.04 MMC (Building Code), Chapter 173-200 WAC (water quality standards for groundwater), Chapter 173-201A WAC (water quality standards for surface water), Chapter 173-204 WAC (sediment management standards), and Chapter 173-220 WAC (National Pollutant Discharge Elimination System permit program).

Ecology and EPA set policies for how to manage a stormwater system. The City of Monroe is required to maintain an NPDES Phase II Municipal Stormwater Permit, which requires managing stormwater to avoid downstream pollution in accordance with the Clean Water Act. With fewer than 100,000 residents, the City of Monroe is considered a Phase II community (City of Monroe 2024a). As a Phase II community, Monroe operates in compliance with Ecology's Phase II NPDES Municipal Stormwater Permit as a small/medium municipal separate storm sewer system (MS4 permit) (City of Monroe 2024a). The MS4 permit authorizes the discharge of stormwater runoff to surface waters of the state and groundwater as long as the City meets water quality standards and/or implements BMP. Preparation and implementation of a Stormwater Management Program is required as part of MS4 permit conditions. The City's current permit came into effect on August 1, 2024, and expires in 2029 (City of Monroe 2024a). The new permit includes additional requirements that affect the City's stormwater policy decisions, operation and maintenance program, reporting

requirements, and other aspects of the stormwater utility (City of Monroe 2024a).

One of the City's performance measures is to coordinate with long-range plan updates, including the 2024 Comprehensive Plan Update, related to stormwater management needs and receiving water health (City of Monroe 2023a). New development is required to provide stormwater control in accordance with Ecology's Stormwater Management Manual for Western Washington (Ecology 2024d).

Currently, the City encompasses approximately 6.41 square miles. The incorporated area and the UGA total 7.65 square miles. If the City expands to all the area within the UGA, there is a potential to add an area of 1.24 square miles (790 acres, a 19 percent increase) (City of Monroe 2024a). The City is considering continued use of pervious pavement, the possibility of using utility funds on private property to maintain drainage infrastructure, and the continued use of low-impact development (LID) alternatives in future planning. In recent years, the City has implemented LID measures, such as pervious pavement in the Downtown area and regional infiltration systems along Blueberry Lane.

The City's stormwater management utility funds approximately 10 FTEs, with approximately 4.4 FTEs providing stormwater system operation and maintenance (City of Monroe 2024a). The number of employees needed for operation and maintenance is expected to increase from 4.4 FTE to 5.9 FTE. The Utility Systems Plan (Stormwater) Plan recommends that the City plan for this additional staff to meet permit and operational requirements (City of Monroe 2024a). City stormwater managers identified approximately 30 projects to be evaluated as part of the 20-year Capital Improvement Program (CIP) process. Twenty-four projects were selected to resolve localized drainage problems. Conceptual designs were developed for 16 projects. Beaton Road Ditch and Beaton Road/Industrial Park were selected for hydrological and hydraulic modeling (City of Monroe 2024a).

SANITARY SEWER

The City of Monroe provides wastewater collection and conveyance services within 14 of 21 sewer basins located entirely within the UGA. The City may extend sewer service to unsewered basins as new development occurs, and works with developers to bring sewer service to newly developing areas (City of Monroe 2024a).

The City Public Works Operations and Maintenance Department employs 10.67 FTEs for the sewer system work, 6 of which are



assigned to the wastewater treatment plant (WWTP) Division of Public Works, 2.16 are assigned to the OMD Division, and 2.51 are assigned to the Design and Construction Division (City of Monroe 2024a).

Approximately 1.67 mgd of wastewater are screened, treated, and discharged into the lower Skykomish River per day (City of Monroe 2024a). The existing wastewater system includes 55.9 miles of gravity lines, 6.5 miles of force mains, 10 operating lift stations, the WWTP, and the Skykomish River outfall (City of Monroe 2024a). The collection system includes pipes, pumps, manholes, and clean-outs (City of Monroe 2024a). The WWTP has been maintained and improved since its 1950s-era construction to comply with water quality regulations, add capacity, and improve energy efficiency (OMD 2015, City of Monroe 2024a).

The NPDES permit provides the regulatory framework that drives the wastewater treatment processes. Compliance with the permit ensures that the quality of the water discharged from the plant is consistent with standards. The WWTP operates under the terms of NPDES Permit No. WA-002048-6, last re-issued on December 1, 2018. The permit expired on November 30, 2023, and will remain active until a new permit is issued by Ecology (OMD 2024a, BHC 2024b). The Draft Waste Discharge Permit No. WA0020486 was reviewed and accepted as complete by Ecology on March 28, 2023 (City of Monroe 2024a).

The 5,227-acre wastewater service area is comprised of an estimated 29,348 people, including 15,220 residents, 11,575 non-residential users, and 2,553 DOC inmates and employees in 2024 (City of Monroe 2024a).

The 2024 City of Monroe Utility Systems Plan (Sanitary Sewer) reports that the 2024 average of daily wastewater flow was 55.2 gallons per capita (gpc) for residential uses, 39.8 gpc for non-residential uses, and 159.4 gpc for DOC (City of Monroe 2024a). Service area population projections for 2035 are 17,968 residents, 12,560 non-residential users, and 2,809 DOC inmates and employees. For build-out of the existing wastewater system, service area population projections are 28,273 residents, 13,648 non-residential users, and 3,000 DOC inmates and employees. The City has assumed that current per capita flows will remain unchanged in the future (City of Monroe 2024a).

The NPDES permit specifies that the WWTP is permitted to treat a maximum monthly flow of 2.84 mgd (City of Monroe 2024a). The capacity analysis completed in 2024 as part of the City of Monroe Utility Systems Plan (Stormwater) estimated that the WWTP

capacity will reach 85 percent of the permitted capacity in 2029 (City of Monroe 2024a). These studies are used to plan for the future and rerate the WWTP NPDES permitted loads. The WWTP has sufficient capacity to treat the projected loads throughout the planning period (to 2035). WWTP improvements are likely necessary in the next 10 years due to structure and equipment age or conditions and the need for improvements to process performance and efficiency (City of Monroe 2024a).

The 2024 City of Monroe Utility Systems Plan (Stormwater) recommended improvements totaling more than \$76 million for inclusion in the 6-year WWTP CIP and more than \$31 million for inclusion in the 20-year CIP, including pipe replacements, generator replacements, pump station upgrades, and building replacements (City of Monroe 2024a). Projects completed in the last decade include combined sewer separation projects (at Lewis Street, W Main Street, and Madison Street), Powell Street Sewer project, WWTP Effluent Outfall Repair, utility replacement projects (Smith Street & Park Street, S Taft Lane, Adams Lane, and 177th Avenue), and a WWTP pH control project.

MUNICIPAL BUILDINGS

The City of Monroe operates the Municipal Campus, including City Hall and the Municipal Court, Police Station, and Public Works/Parks Operations Building. The City developed long-range plans in 2008 for the Municipal Campus to continue to serve the growing population and employment base in Monroe. Construction of the Monroe emergency operations center and Public Works shop facility was completed in 2018. In 2023, Monroe City Council authorized a remodel of City Hall and Municipal Court (collectively known as the Administrative Wing) and its funding. Construction began in January 2024. Funding sources have included general obligation bonds, utility bonds, adopted budgets and Capital Facilities Plans (CFPs), and a state grant for court facilities (City of Monroe 2024b).

POLICE

The City of Monroe Police Department (Monroe PD) provides law enforcement to the City of Monroe. Monroe PD serves approximately 19,699 people living in incorporated City of Monroe (U.S. Census Bureau 2020).

The 2022 Monroe Police Department Year-End Report states its mission statement as “(t)he Monroe Police Department is dedicated



to the pursuit of excellence in providing professional law enforcement services” and its goals are to (Monroe PD 2023):

- Invest in our people and organization, providing staff the support and resources they need to be resilient, knowledgeable, and skillful.
- Ensure Monroe remains a place of beauty and goodwill, so that everyone who visits and resides here finds our community healthy and accessible.
- Strengthen our community connections, with friendly and responsive service, by creating a safe and enjoyable place for all.
- Enhance internal collaboration, so that the organization can efficiently meet the needs of our external and internal customers.

Monroe PD’s 44 FTE employees include one chief, one deputy chief, one administrative commander, six sergeants, 26 police officers, one administrative supervisor, and eight administrative support (City of Monroe 2023b). Thirty-four staff of the total 44 staff are certificated. Of the five Monroe PD divisions (Administrative Services, Command Staff, Community Service, Investigations, and Patrol), the Patrol Division has the most employees: five sergeants, 21 officers, and two K-9s (Monroe PD 2024a).

In addition to law enforcement, services to the community include car seat safety checks, community academy, claiming found property, concealed pistol license, crime prevention tips, fingerprinting services and U-Visa certification. U-Visa is a temporary visa program administered by the Department of Homeland Security that allows immigration protections for victims of qualifying crimes and their qualifying household members, who are helpful to law enforcement in the detention, investigation, or prosecution of criminal activity (Monroe PD 2024b).

The Monroe PD Citizens Online Police Reporting System provided by MyCrimeReport.us (Monroe PD 2024c) allows for non-emergency reports to be submitted online. Typical incidents reported through this system include abandoned vehicles, lost property, vandalism, crime or drug tips, hit and run, theft from vehicle, graffiti, theft, and vehicle prowling. In 2022, 1,256 incidents were reported in the City based on the National Incident Based Reporting System (NIBRS), most of which were for larceny, vandalism of property, and simple assault (Monroe PD 2023).

Based on a service area population of 19,699, and 34 certificated officers in 2023, the Monroe PD provides on average 1.8 FTE officers per 1,000 people. Using the estimate from NIBRS of 1,256 incidents, the Monroe PD has approximately 27 officers per 1,000

incidents. The 2023–2024 biennial budget allowed for \$280,346 for police vehicles and equipment, which represented less than 1 percent of the City of Monroe 2023–2024 Biennial Budget (City of Monroe 2023b).

The police station is located on the Municipal Campus at 818 W Main Street. The 2019 Municipal Campus evaluation found the existing police building in need of substantial upgrades to improve the function and meet Americans with Disabilities Act (ADA) standards (Driftmier Architects 2019). A more recent 2024 assessment identified needs related to vehicle space, secure storage and spaces, temperature-controlled evidence storage, visual and audio privacy, armory spaces, general security, and seismic and fire requirements. The City expects future growth at the police station to be 14 staff members, for a total of 60 staff members by 2044, and approximately 26,500 square feet of building space for a total of approximately 27,800 square feet of building space in 2044 (MacKenzie 2024).

The 2023–2024 City of Monroe Biennial budget allocates \$700,000 for Phase III of the Municipal Campus project, which includes updates to the police station. Phase III design is expected to begin in 2025 (City of Monroe 2024c). Improvements listed in the 2023–2024 City of Monroe Biennial budget includes police station renovations design (planned for 2024) and police station renovation construction (planned for 2025 and 2026) (City of Monroe 2023b). The Monroe PD plans for the future by participating in the City of Monroe Biennial Budget process, planning future facilities, and accounting for population growth and staffing needs.

FIRE AND EMERGENCY SERVICES

The Snohomish Regional Fire and Rescue (SRFR) provides fire protection and suppression and emergency services to the study area (the City of Monroe). In 2020, the Lake Stevens Fire Department and Snohomish County Fire District No. 7, of which the City of Monroe was a part, merged to form SRFR, which serves the cities of Lake Stevens, Monroe, and Mill Creek; the communities of Maltby and Clearview; and the unincorporated areas surrounding these cities and communities (SRFR 2021a). SRFR is an all-hazards fire and emergency service district.

In 2022, SRFR provided fire protection service to an estimated 176,367 residents and responded to 18,770 calls for services including fire, EMS, rescue, and hazardous materials calls. Eighty-one percent of calls for service or 15,288 dispatches originated from



within SRFR boundaries (SRFR 2023). Based on these statistics, SRFR responds to approximately 0.09 calls for service per resident.

Within the Special Operations Division of SRFR, the Snohomish County Technical Rescue Response Team responds to trench, rope, urban search & rescue, water/ice, and confined space rescue. The Technical Rescue Response Team cooperates in coordination with all other fire protection entities in Snohomish County. Other divisions of SRFR include fire suppression, EMS, training, and planning (SRFR 2023, 2024).

In December 2022, SRFR employed 252 personnel, including 197 career firefighters, eight prevention staff, four logistics staff, 11 executive staff, 12 administrative staff, seven mechanics, seven commissioners, and six chaplains. All operations personnel are cross-trained, which means they are trained for medical emergencies, wildland fires, and structure fires. Of the 11 SRFR fire stations, the three stations closest to the study area are (1) Fire Station 31–Monroe, within the City at 163 Village Court, Monroe; (2) Fire Station 32–Chain Lake Road at 2122 132nd Street, Monroe; and (3) Fire Station 33–Fales Road located at 19424 Fales Road, Snohomish. Fire Station 31–Monroe is staffed by one Battalion Chief, one Lieutenant, five Firefighters/Emergency Medical Technicians (EMTs), and three Firefighters/Paramedics (SRFR 2024).

The SRFR reviews and issues permits for fire protection systems and other construction-related activities, including commercial kitchen fire suppression, fire alarms, fire sprinklers, high piled combustible storage, solar photovoltaic power systems, temporary membrane structures or tents, standpipe systems, liquified petroleum gas, fire pumps, compressed gases, emergency responder radio coverage, cryogenic fluids, battery systems, and retail fireworks stands (City of Monroe 2024d).

All new development is required to meet development regulations and the International Building Code (IBC) and International Fire Code (IFC). SRFR’s goal is to inspect all businesses for fire safety at least annually to maintain and improve the level of safety for community members and emergency responders.

SRFR response times in 2022 were approximately 9 minutes (urban area) and 13 minutes (rural area) for fire calls, 8 minutes (urban area) and 11 minutes (rural area) for emergency medical service calls, and 10 minutes (urban area) and 11 minutes (rural area) for hazardous materials calls (SRFR 2023).

In 2022, SRFR responded to 11,120 EMS calls within the SRFR jurisdiction and transported 7,030 patients to area hospitals. Also in 2022, SRFR issued 342 burn permits, conducted 649 annual fire safety inspections, conducted 504 construction permit inspections, and finished 818 plan reviews (SRFR 2023).

SRFR owns 10 fire engine companies, two ladder companies (based at Station 33 and Station 72), six medic units (advanced life support ambulances), seven aid units (basic life support ambulances), and three battalion chiefs command units (SRFR 2021b).

SRFR plans for the future by becoming an accredited agency through the Commission on Fire Accreditation International and using the 2021 Levy Lid Lift to hire additional personnel and make station renovations. Planning documents include the 2021–2026 Strategic Plan (SRFR 2021a) and 2021 Community Risk Assessment and Standards of Coverage Report (SRFR 2021b), which is updated annually.

SCHOOLS

The Monroe School District (MSD) and the Snohomish School District (SSD) provide public education to students within the Monroe UGA. MSD operates five elementary schools, two middle schools, and one high school within its 82-square-mile service area, which includes the Monroe incorporated area (MSD 2024a). SSD serves areas northwest and west of incorporated Monroe, including the areas of unincorporated Snohomish County within the Monroe UGA. In its 128-square-mile service area, SSD operates nine elementary schools, two middle schools, and two high schools (see **Table 3-1**). The two SSD elementary schools closest to the study area are Dutch Hill and Cathcart elementary schools. In addition to the schools listed in **Table 3-1**, MSD and SSD provide their students with alternative education programs (OSPI 2024a and 2024b; MSD 2024a; SSD 2024).

MSD enrollment of 5,032 students during the 2023–2024 school year has declined since the 2016–2017 school year, when enrollment was 7,109 students. During the 2022–2023 school year, MSD employed 337 classroom teachers (OSPI 2024a). SSD's October 1, 2023, school year enrollment of 9,121 students reflects a steady increase after an enrollment drop between school years 2019–2020 and 2020–2021. During the 2022–2023 school year, SSD employed 548 classroom teachers (OSPI 2024b).



TABLE 3-1 Monroe and Snohomish Public Schools

School Name	Address
ELEMENTARY, MIDDLE, AND HIGH SCHOOLS IN MONROE SCHOOL DISTRICT	
Chain Lake Elementary	12125 Chain Lake Rd, Snohomish, WA 98290
Frank Wagner Elementary	115 Dickinson Road, Monroe, WA 98272
Fryelands Elementary	15286 Fryelands Blvd, Monroe, WA 98272
Salem Woods Elementary	12802 Wagner Rd, Monroe, WA 98272
Maltby Elementary	9700 212th St SE, Snohomish, WA 98296
Park Place Middle School	1408 West Main Street, Monroe, WA 98272
Hidden River Middle School	9224 Paradise Lake Rd, Snohomish, WA 98296
Monroe High School/ Leaders High School	17001 Tester Rd, Monroe, WA 98272
ELEMENTARY, MIDDLE, AND HIGH SCHOOLS IN SNOHOMISH SCHOOL DISTRICT	
Cascade View Elementary	2401 Park Ave, Snohomish, WA 98290
Cathcart Elementary	8201 188th St SE, Snohomish, WA 98296
Dutch Hill Elementary	8231 131st Ave SE, Snohomish, WA 98290
Central Emerson Elementary	1103 Pine Ave and 221 Union Ave, Snohomish, WA 98290
Little Cedars Elementary	7408 144th Place SE, Snohomish, WA 98290
Machias Elementary	231 147th Ave SE, Snohomish, WA 98290
Riverview Elementary	7322 64th St SE, Snohomish, WA 98290
Seattle Hill Elementary	12711 51st Ave SE, Everett, WA 98208
Totem Falls Elementary	14211 Snohomish Cascade Drive, Snohomish, WA 98296
Centennial Middle School	3000 S Machias Rd, Snohomish 98290
Valley View Middle School	14308 Broadway Ave SE, Snohomish, WA 98296
Glacier Peak High School	7401 144th Place SE, Snohomish, WA 98296
Snohomish High School	1316 5th St, Snohomish, WA 98290

SOURCE: Prepared by Environmental Science Associates based on information from MSD 2024a, 2024d; SSD 2024a, 2024b; OSPI 2024a, 2024b.



MSD’s goals are the following: all students are ready for their future; all students are safe, known, valued, and supported; MSD will recruit and retain an exceptional, caring workforce that reflects the diversity of students; family and community members are connected to schools and valued partners; and MSD will effectively utilize resources and demonstrate transparent fiscal responsibility (MSD 2024b). To measure students’ readiness for their futures, MSD implements the I-Ready tool, which is an adaptive assessment that adjusts its questions to determine student reading and math skill level (MSD 2024c). SSD’s mission is “[t]o create an educational community that ignites a passion for learning where every student is known and empowered.” SSD’s stated values are a student-focused district, a culture of belonging, equity, and accountability (SSD 2023).

Both Monroe and Snohomish school districts have set both desired, acceptable educational standards and minimum standards for students per classroom, as shown in **Table 3-2**. Based on information reports in MSD and SSD CFPs, both districts are meeting minimum standards. Acceptable educational standards are being met in all grade levels.

TABLE 3-2 Monroe and Snohomish School Districts Students per Classroom

District/ Category	Minimum Standard	Actual ^a
MONROE SCHOOL DISTRICT		
Elementary	27	18.15
Middle	30	17.46
High	30	20.83
SNOHOMISH SCHOOL DISTRICT		
Elementary	35	21.92
Middle	35	15.19
High	40	20.98

SOURCE: Prepared by Environmental Science Associates based on information from MSD 2024a, SSD 2024a.

NOTE:

a. 2022–2023 school year

MSD expects enrollment to increase approximately 3 percent with K–5 enrollment growing by 11 percent between 2024 and 2029. MSD projects enrollment in 2044 to be 6,443 students. SSD projects enrollment to increase by 2029 to between 5,196 (3 percent

increase) and 5,748 students (14 percent increase). Projected 2044 enrollment is 6,114 students, assuming the student-to-population ratio remains similar to existing conditions.

MSD and SSD plan for future facilities in accordance with GMA, Snohomish County Policy ED-11 to "*ensure the availability of sufficient land and services for future K–20 school needs,*" and local ordinances governing school impacts. In 2015, Monroe voters approved a \$111 million MSD Capital Projects Bond. MSD also received \$20.5 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 the following projects that would be completed as long as the community approves future school bonds (MSD 2024a):

- Salem Woods Elementary Phase II Expansion and Modernization.
- Frank Wagner Elementary Expansion and Modernization.
- Chain Lake Elementary Expansion and Modernization.
- Construction of New Elementary No. 6.
- Conversion of Wagner Center Early Learning Center to add early learning programs.
- Park Place, Building F Modernization.
- The District may consider moving Sky Valley Education Center to a new location.
- The District may need to add portable classrooms to address unanticipated enrollment increases.

Similar to MSD, SSD finances improvements through voter-approved bonds, state matching funds, and developer impact fees (SSD 2024a).

3.1.4 Utilities

ELECTRICITY

Snohomish County Public Utility District (SCPUD) provides electricity to the City of Monroe. The SCPUD provides electricity to 373,127 homes and businesses in incorporated and unincorporated areas of Snohomish County and Camano Island, including the study area. Homes represent 91 percent of customers, and commercial uses represent most of the remaining 9 percent. SCPUD headquarters are in the City of Everett, and its service area covers 2,200 square miles (SCPUD 2024a). The City of Monroe's

approximately 6,038 housing units represent less than 2 percent of the SCPUD customer base (U.S. Census Bureau 2022).

The SCPUD employs approximately 1,000 people and operates equipment and facilities including 6,652 miles of electrical lines, more than 100 substations and switching stations, and five hydroelectric projects: Jackson, Woods Creek, Youngs Creek, Calligan, and Hancock. These hydroelectric projects provide 132 megawatts (MW) of power generating capacity (7 percent of what the SCPUD provides to its service area). In 2022, the SCPUD set up 5,051 new service connections and sold 8.6 billion megawatt-hours (MWh) of electricity, 45 percent to residential customers, 27 percent to commercial customers, 5 percent to industrial customers, and the remainder sold through the wholesale power market. Power purchased from Bonneville Power Administration makes up 77 percent of SCPUD's services. Wind, other renewables, and other market purchases make up the remaining service (SCPUD 2024a, 2024b). SCPUD provides electricity at an average rate of 23,050 kilowatt-hours per home or business, per year.

In 2022, the SCPUD invested approximately \$15 million in direct funding of conservation programs, \$33 million in non-hydro renewable purchases, and \$20 million in needs-based assistance (SCPUD 2024b).

The SCPUD prepares an annual reliability report and has prepared a 2023–2027 Strategic Plan to plan for the future (SCPUD 2023). The 2023–2027 Strategic Plan is informed by comprehensive scenario planning workshops that imagine how the region might change in the next 20 years. The SCPUD's strategic priorities are to bolster operational reliability and resiliency, enhance customer experiences, actively help SCPUD communities thrive, build a sustainable future with SCPUD communities, and create the culture and capabilities needed for the future (SCPUD 2023). The SCPUD plans to complete electrical system improvements and preventive maintenance projects to ensure reliability for the growing customer base.

Electric meter installation in Monroe is expected to begin in 2024 (SCPUD 2024b, 2024c). To better serve the eastern portion of its service area (including Monroe), SCPUD built the new Sky Valley Substation located in Monroe (finished in October 2023) and will upgrade its Clearview Substation (completion planned for 2024) (SCPUD 2024d; American Public Power Association 2023).

NATURAL GAS

Puget Sound Energy (PSE) provides natural gas to the City, which is part of its 900,000-customer, 6,000-square-mile service area covering 10 counties and approximately 4 million residents (PSE 2023a). PSE acquires natural gas through contracts with various producers and suppliers in the western U.S. and Canada. The gas PSE acquires is transported into the PSE service area through large interstate pipelines owned and operated by another company. When PSE takes possession of the gas, it is distributed to customers through more than 26,000 miles of PSE-owned underground gas mains and service lines in streets, public properties, and private properties (PSE 2023b). After wellhead pumps bring natural gas to the earth's surface, the gas is processed and purified, and then travels along interstate pipelines to compressor stations. Compressor stations maintain gas pressure and are located every 50 to 60 miles along the interstate pipelines. Natural gas is often stored in large underground reservoirs to meet spikes in demand. When natural gas reaches a City gate station, it is metered and delivered to customers through the local gas mains, small-diameter service lines, and customer meters (PSE 2023b).

The natural gas infrastructure closest to Monroe is an west-east-running gas transmission line that approximately borders the north edge of the City (NPMS 2024).

PSE's 2023 Gas Utility Integrated Resource Plan (IRP) near-term goals include expanding natural gas capacity rights, continuing engagement and development of equity considerations, acquiring cost-effective conservation, participating in green hydrogen development, and reducing its emissions profile by exploring renewable natural gas. Medium-term priorities (2030 to 2050) include exploring clean technology and fuel and reducing transport pipeline capacity contracts when decreasing loads allow. PSE chose a preferred zero-growth portfolio for the 2023 IRP, which will result in a slight decrease in forecasted greenhouse gas (GHG) emissions and increased pipeline contracts that PSE do not need to renew. The IRP reported that between 2023 and 2050, forecasting models expect demand for natural gas to decline after the impact of cost-effective conservation. In 2023, PSE sold 92,000 thousand dekatherms (MDth), net of demand-side resources and alternate fuels, suggesting a rate of 102,222 British thermal units (Btu) per hour per customer or 0.1 MDth per customer (homes or business). PSE expects sales to decline to 64,000 MDth by 2050 (PSE 2023a). One MDth is equivalent to 1 million Btu per hour. PSE prepared a work plan for its 2025 IRP in fall 2023. The purpose of the IRP is to ensure that PSE's natural gas supply and infrastructure are adequate to deliver clean, safe, and

reliable energy to its customers; the IRP looks ahead 20 years at energy resource needs through a planning process that evaluates a range of potential future outcomes. PSE expects to file the final 2025 Gas IRP with the Washington Utilities and Transportation Commission in March 2025 (PSE 2023c).

SOLID WASTE

The City of Monroe has a contract with Republic Services, Inc. to provide garbage, recycling, and yard waste collection services to homes and businesses in the City (City of Monroe 2024e).

Republic Services, Inc. utilizes three transfer and recycling facilities (in Everett, Arlington, and Mountlake Terrace) and the Snohomish County Household Hazardous Waste Facility in Everett (City of Monroe 2024e). The Everett facilities are the closest solid waste facilities to the study area, located approximately 4 miles northwest of Monroe. The Snohomish County Department of Public Works Solid Waste Division manages these facilities and coordinates collection and disposal operations with cities and towns in Snohomish County (including Monroe) and private commercial waste haulers. Waste is collected from the transfer stations, taken to the county facility at the Riverside Business Park in Everett, and then shipped by rail to the Roosevelt Regional Landfill in Klickitat County (Snohomish County 2023).

In 2021, 8,695 tons of recyclables and 560,465 tons of waste were processed in Snohomish County. The waste disposal rate that year was 0.67 tons per person. The county has estimated an average waste generation rate of 2.24 tons per year per person, considering waste, recycling, and recovery. Recovery includes non-municipal solid waste and materials burned for energy (Snohomish County 2023).

Using a 2017 municipal solid waste and recycling rate of 1.86 tons per person per year and a projected population of 1,058,113, the county estimates that 1.968 million tons of solid waste and recycling will be processed in 2040. After recycling, the amount requiring disposal would be 708,512 tons (Snohomish County 2023). The City and the Monroe UGA populations represent less than 5 percent of the overall service area population.

Klickitat County's 2022 SEPA Environmental Impact Statement for the proposed elevation increase at the Roosevelt Landfill states that the existing landfill is permitted for 5 million tons of waste per year through 2041. Klickitat County's proposal would increase the disposal capacity to extend the operational life of the landfill from 2041 to approximately 2130 (Klickitat County 2022).

COMMUNICATIONS AND DATA

Telecommunications services in the City are provided by private providers. Xfinity/Comcast, AT&T, Astound Broadband, Ziplly Fiber, Hughesnet, Viasat, T-Mobile, and Startouch offer internet services. Verizon, AT&T, T-Mobile, and others provide wireless phone services. Xfinity, Dish TV, and DirectTV provide cable television services. These companies provide service to individual properties on a property-by-property basis. Private companies respond to market-driven demand by constructing and improving infrastructure to continue their business of providing data and communications services to area residents and businesses.

Within the City, communications and data infrastructure includes network distribution lines. The Federal Communications Commission (FCC)-registered cell phone tower closest to the study area is at 27408 Owens Road, approximately 4 miles east of the eastern City boundary (City-Data 2024).

3.2 Potential Impacts

This section describes the potential impacts of the City’s future growth and development on capital facilities and utilities.

3.2.1 Impact Assessment Methodology and Thresholds of Significance

This section evaluates impacts based on the thresholds of significance and on the Affected Environment. System plan updates for potable water, stormwater, and wastewater are in process and will be adopted by December 31, 2024. Updated standards and information in those system plans are incorporated in the impact analysis section.

Thresholds of significance include:

- **Consistency with Planned Growth and Capital Plans.** The alternative would result in inconsistencies with planned growth and plans for capital facilities or the utility system.
- **Need for New Projects or Upgrades.** The alternative would require new, major projects not likely to be planned for through regular future planning processes, forecasts, and future projections developed by the capital facilities or utilities.
- **Level of Service.** The alternative would negatively affect the ability of capital facilities or utility providers to maintain reliable service to customers.

3.2.2 Impacts Common to Both Alternatives

This section identifies the impacts from the alternatives that would occur under both the No Action Alternative and the Proposed Action.

POTABLE WATER

New residential and commercial development associated with the alternatives would increase potable water demand, although the increased use of higher efficiency and low-flow fixtures in the future could reduce per capita demand. The City of Monroe Utility Systems Plan (Water) indicates that the City of Everett, from which Monroe purchases potable water, plans on meeting Monroe’s future water demands (City of Monroe 2024a, W 4-7).

The alternatives would be consistent with planned growth and capital plans and would not require projects outside of the planning process. The City of Monroe Public Works Operations and Maintenance Division expects to be able to provide potable water services to the additional residents and employees associated with the alternatives. Regular planning, such as utility system updates (City of Monroe 2024a), and compliance with municipal codes and regulations will continue.

STORMWATER

The alternatives would increase demand on the stormwater management system to the extent more impervious surface is added to the system or the amount of water flowing through the system increases. The City considers and will continue to consider stormwater management measures that could reduce future demand on the stormwater system. Future increases in demand and NPDES permit requirements could require additional infrastructure or staffing.

The alternatives would be consistent with planned growth and planning documents and would not require upgrades outside of the planning process. Regular planning, such as the CIP process, compliance with and preparing updates to City municipal codes, and compliance with regulations such as the MS4 permit and TMDL requirements would continue.

SANITARY SEWER

WWTP capacity studies have indicated that WWTP improvements will be necessary in the next 10 years. Twenty projects were included in the 6-year CIP to occur between 2025 and 2030 (City of Monroe 2024a, SS 11-7).



The alternatives would be consistent with planned growth and capital plans and would not require projects, upgrades, or initiatives outside of the planning process. The City is expected to be able to serve the additional residents and employees associated with the alternatives. The utility system planning process and compliance with municipal codes and regulations will continue.

MUNICIPAL BUILDINGS

The recent and ongoing improvements to municipal buildings reflect long range planning by the City. The City’s biennial budgeting process and CFP process will continue to address general governmental needs associated with increased population, housing, and employment in the Monroe UGA. The City of Monroe and its municipal buildings are expected to be able to serve the additional residents and employees associated with the alternatives. Regular planning and compliance with municipal regulations, including budgeting and capital facility planning, would continue under each alternative.

POLICE

In 2023, the Monroe PD provided on average 1.8 FTE officers per 1,000 people. Monroe would need additional certificated officers to serve the additional population of Monroe by 2044 while maintaining the same level of service. The Monroe PD has regular planning and budgeting efforts in place to ensure the department can serve the City’s incremental increases in population between 2024 and 2044. Both alternatives would be consistent with planned growth and capital plans. No additional improvements, projects, upgrades, or initiatives outside of the planning process would be needed. The Monroe PD is expected to be able to serve the additional residents and employees associated with the alternatives. Regular planning and compliance with municipal codes and regulations would continue under each alternative.

FIRE AND EMERGENCY SERVICES

SRFR estimates 0.09 calls for service per resident within the SRFR boundaries, including the City of Monroe. In 2022, SRFR provided fire and rescue services to 176,367 residents. With additional people living in Monroe in 2044 under the alternatives, additional calls for fire and rescue service would occur. SRFR completes regular planning and future demand projections using the Strategic Plan (SRFR 2021a), which is updated regularly, and the annual Community Risk Assessment and Standards of Coverage Report (SRFR 2021b). The alternatives would be consistent with planned growth and capital plans and would not require projects, upgrades,

or initiatives outside of the planning process. SRFR is expected to be able to serve the additional residents and employees associated with the alternatives. Regular planning and compliance with municipal codes and regulations would continue.

SCHOOLS

Each alternative would result in additional students by 2044. MSD and SSD estimate that 2044 enrollment will be approximately 6,114 students and 11,374 students, respectively. Development associated with the alternatives is reflected in both District's enrollment projections 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.

ELECTRICITY

A larger population would increase the demand for electricity within the study area. The SCPUD provides electricity to 373,127 homes and businesses and plans electrical system improvements and preventive maintenance projects to ensure reliability. The residents and employees associated with the alternatives would increase SCPUD's service area population. The alternatives would be consistent with planned growth and capital plans and are not expected to require improvements outside of the planning process. SCPUD is expected to be able to serve the additional residents and employees associated with the alternatives. Regular planning and compliance with municipal codes and regulations would continue.

NATURAL GAS

PSE's 2023 Gas Utility IRP reported that between 2023 and 2050, forecasting models expect demand for natural gas to decline after the impact of cost-effective conservation. The alternatives would result in additional customers, who would use 0.1 MDth per hour of natural gas if current usage rates stay similar. PSE expects to file the final 2025 Gas IRP with the Washington Utilities and Transportation Commissions that plans for the next 20 years in March 2025. The alternatives would be consistent with planned growth and are not expected to require projects outside of the planning process. PSE is expected to be able to serve the additional residents and employees associated with the alternatives. Regular

planning, such as the IRP process, and compliance with municipal codes and regulations would continue.

SOLID WASTE

Snohomish County estimates an average waste generation rate of 2.24 tons per year per person, considering waste, recycling, and recovery. By adding residents and employees under the alternatives, additional waste and recycling would be generated per year by 2044.

The alternatives would be consistent with planned growth and capital plans and would not require projects, upgrades, or initiatives outside of the planning process. With the Klickitat County landfill expansion and the availability of private waste haulers, the City would be able to serve the additional residents and employees associated with the alternatives. Regular planning and compliance with municipal codes and regulations would continue.

COMMUNICATIONS AND DATA

With the alternatives, private companies would continue to respond to market-driven demand by constructing and improving infrastructure to continue their business of providing data and communications services to area residents and businesses. The alternatives would be consistent with planning documents and capital plans, and would not require projects outside of the planning process. Private companies responding to market-driven demand for communications data are expected to be able to serve additional residents and employees associated with the alternatives.

3.2.3 Impacts of the No Action Alternative

The No Action Alternative would continue the current plan for growth in the City and unincorporated UGA, including (1) the adopted zoning and planning designations in the current (2015) Comprehensive Plan and Comprehensive Plan Map and (2) the use of existing tools already in use by the City to meet housing-related state mandates.

Under the No Action Alternative, the City would have capacity for 1,468 new housing units: 975 housing units within the City limits and 493 housing units in the unincorporated UGA. The No Action Alternative would have capacity for 2,330 new jobs within the City. Employment growth outside the City's UGA is constrained by critical areas.

The U.S. Census 2018–2022 5-year ACS reports an average 2.8 persons-per-household estimate for Monroe (U.S. Census Bureau 2022). Applying 2.8 persons-per-household to proposed housing units, the No Action Alternative would result in an increase in population of approximately 4,095 in Monroe (2,720 people within the City, 1,375 people in the unincorporated UGA), for a total of 23,795 people living in the Monroe UGA by 2044.

POTABLE WATER

The increase in potable water customers associated with the No Action Alternative (1,468 residents and 2,330 employees) would represent an increase in the customer base of approximately 13 percent over 20 years. The Water System Plan relied on PSRC population and employment projections to determine the ability of the system to accommodate future demand. Based on the Water System Plan rate of 271.9 gallons per connection per day, the additional residents and employees associated with future 20-year growth would result in an 18.5 percent increase in gpd (BHC 2024a). The No Action Alternative population and employment projected increases are less than those of PSRC; therefore, together with the impacts described in Section 3.2.2 and based on the analysis in the Water System Plan, the No Action Alternative would result in a **less-than-significant impact** on potable water services.

STORMWATER

Assuming that additional housing or business development, redevelopment, or infill increases net impervious surface, the No Action Alternatives would require an increase in stormwater system capacity. The City's planning processes for future utility demand, including CIP requirements, consider future growth. The water utility has planned for future growth through the City's Utility Systems Plan (Stormwater). Population and employment and therefore stormwater connection increases associated with the No Action Alternative will be less than the connection increases assumed for the analysis in the Stormwater System Plan. The Stormwater System Plan states that the number of connections would increase approximately 27 percent over the 20-year planning horizon (City of Monroe 2024a; BHC 2024a). Together with the impacts described in Section 3.2.2 and based on results from the Stormwater System Plan, this would be a **less-than-significant impact** on stormwater services under the No Action Alternative.

SANITARY SEWER

Population and employment and therefore sewer connection increases associated with the No Action Alternative will be less than the connection increases assumed for the analysis in the Sewer System Plan. The Sewer System Plan states that the number of connections would increase approximately 27 percent over the 20-year planning horizon. Average annual flow would increase approximately 28 percent over the 20-year period (City of Monroe 2024a; BHC 2024a). Together with the impacts described in Section 3.2.2 and based on results from the Sewer System Plan, this would be a **less-than-significant impact** on wastewater services under the No Action Alternative.

MUNICIPAL BUILDINGS

Section 3.2.2 describes impacts. The No Action Alternative would result in a **less-than-significant impact** on municipal buildings.

POLICE

Monroe would need to provide an additional 7.4 FTE certificated officers to maintain the current level of service. Together with the impacts described in Section 3.2.2, *Impacts Common to Both Alternatives*, this would be a **less-than-significant impact** on police services under the No Action Alternative.

FIRE AND EMERGENCY SERVICES

With an additional 4,095 people in Monroe in 2044 under the No Action Alternative, an estimated additional 369 calls for fire and rescue service would occur per year. Together with the impacts described in Section 3.2.2, this would be a **less-than-significant impact** on fire and emergency services under the No Action Alternative.

SCHOOLS

Using the estimate of 14.2 percent of the City of Monroe population between the ages of 5 and 17 (U.S. Census Bureau 2022), the No Action Alternative would result in an estimated increase in school enrollment of approximately 582 students in the Monroe UGA by 2044. This estimate represents 54 percent of MSD's 2044 projected enrollment increase and 18 percent of the combined MSD and SSD 2044 projected enrollment increase. Both school districts update enrollment projections and capital facilities needs regularly. Together with the impacts described in Section 3.2.2, this would be

a **less-than-significant impact** on the MSD and SSD under the No Action Alternative.

ELECTRICITY

The 4,095 residents and 2,330 employees associated with the No Action Alternative in 2044 would increase SCPUD’s study area population by less than 2 percent over 20 years (6,425 additional employees and residents divided by 373,127 current study area population). Together with the impacts described in Section 3.2.2, this would be a **less-than-significant impact** on electricity services under the No Action Alternative.

NATURAL GAS

The No Action Alternative would result in an additional 3,798 customers (housing units plus employees), or 379 additional MDth, representing an increase of less than 1 percent compared to PSE’s natural gas sales in 2023. Together with the impacts described in Section 3.2.2, this would be a **less-than-significant impact** on natural gas service under the No Action Alternative.

SOLID WASTE

By adding 4,095 residents and 2,330 employees to Monroe and its UGA over a 20-year period under the No Action Alternative, an additional 14,392 tons of waste and recycling would be generated per year by 2044, representing 2 percent of the estimated 708,512 tons of material requiring disposal in 2040 (Snohomish County 2023). Together with the impacts described in Section 3.2.2, this would be a **less-than-significant impact** on solid waste and recycling services under the No Action Alternative.

COMMUNICATIONS AND DATA

The No Action Alternative would increase demand for communications and data over the period 2024 to 2044. Together with the impacts described in Section 3.2.2, this would be a **less-than-significant impact** on communications and data services under the No Action Alternative.

3.2.4 Impacts of the Proposed Action

The Proposed Action would add capacity for an additional 2,950 housing units (2,471 housing units in the City, 479 housing units in the unincorporated UGA), which is 1,482 more units of housing capacity than the No Action Alternative. Job capacity would

increase, adding space for an additional 2,850 jobs (2,471 jobs in the City, 109 jobs in the unincorporated UGA), which is 520 more jobs than the No Action Alternative.

Applying the U.S. Census estimate of 2.8 persons-per-household in Monroe (U.S. Census Bureau 2022) to proposed housing units, the Proposed Action would result in an increase in population of approximately 8,231 residents in the Monroe UGA (6,894 people within the City and 1,336 people in the unincorporated UGA), for a total of 27,930 people living in Monroe by 2044.

POTABLE WATER

The increase in potable water customers associated with the Proposed Action would be similar to the No Action Alternative. Together with the impacts described in Section 3.2.2, this would be a **less-than-significant impact** on potable water services under the Proposed Action.

STORMWATER

Assuming that additional housing or business development, redevelopment, or infill increases net impervious surface, the Proposed Action would require an increase in stormwater system capacity, slightly more than the No Action Alternative due to the higher housing capacity under the Proposed Action. Similar to the No Action Alternative, the City’s planning processes for future utility demand, including CIP requirements and the Utility Systems Plan (Stormwater), consider and plan for future growth. Population and employment associated with the Proposed Action would represent an increase in customers served of approximately 27 percent over the 20-year planning horizon. Together with the impacts described in Section 3.2.2 and based on results from the Stormwater System Plan, this would be a **less-than-significant impact** on stormwater services under the Proposed Action.

SANITARY SEWER

The 2024 Utility Systems Plan (Sanitary Sewer) estimates that the number of wastewater service connections will increase by 27 percent by 2044. Together with the impacts described in Section 3.2.2 and based on results from the Sewer System Plan, this would be a **less-than-significant impact** on wastewater services under the Proposed Action.

MUNICIPAL BUILDINGS

Section 3.2.2 describes impacts. The Proposed Action would result in a **less-than-significant impact** on municipal buildings.

POLICE

Impacts would be similar but approximately double compared to the No Action Alternative. The Monroe PD would need to provide an additional 14.8 FTE certificated officers to serve the additional population of Monroe by 2044 while retaining the same level of service. Together with the impacts described in Section 3.2.2, this would be a **less-than-significant impact** on police services under the Proposed Action.

FIRE AND EMERGENCY SERVICES

With an additional 8,231 people in Monroe in 2044 under the Proposed Action, an estimated 741 calls for fire and rescue service would occur, per year. These impacts would be approximately double those of the No Action Alternative. Together with the impacts described in Section 3.2.2, this would be a **less-than-significant impact** on fire and emergency services under the Proposed Action.

SCHOOLS

Using the estimate of 14.2 percent of the City of Monroe population between the ages of 5 and 17 (U.S. Census Bureau 2022), the Proposed Action would result in an estimated increase in school enrollment of approximately 1,169 students in the Monroe UGA by 2044. This estimate is twice the impact of the No Action Alternative, approximately 8 percent higher than MSD's 2044 projected enrollment increase, and 36 percent of the combined MSD and SSD 2044 projected enrollment increase. Development associated with the Proposed Action would likely be reflected in both schools districts' enrollment projections and future planning that occurs every year. Together with the impacts described in Section 3.2.2, this would be a **less-than-significant impact** on the MSD and SSD under the Proposed Action.

ELECTRICITY

The estimated increase of 8,231 residents and 2,850 employees in the Monroe UGA associated with the Proposed Action in 2044 would increase SCPUD's study area population by less than 3 percent over 20 years, compared to 2 percent with the No Action Alternative. Together with the impacts described in Section 3.2.2, this would be

a **less-than-significant impact** on electricity services under the Proposed Action.

NATURAL GAS

The Proposed Action would result in an additional 5,800 customers (housing units plus employees) by 2044, or 580 additional MDth, representing an increase of less than 1 percent compared to PSE’s natural gas sales in 2023, similar to the No Action Alternative. Together with the impacts described in Section 3.2.2, this would be a **less-than-significant impact** on natural gas services under the Proposed Action.

SOLID WASTE

By adding 8,231 residents and 2,850 employees under the Proposed Action, an additional 24,819 tons of waste or recycling would be generated per year, representing a 4 percent increase in waste and recyclables processing, 2 percentage points higher than the relative impact of the No Action Alternative. Together with the impacts described in Section 3.2.2, this would be a **less-than-significant impact** on solid waste and recycling services under the Proposed Action.

COMMUNICATIONS AND DATA

The Proposed Action would increase the demand for communications and data over the period 2024 to 2044. Together with the impacts described in Section 3.2.2, this would be a **less-than-significant impact** on communications and data services under the Proposed Action, similar to the No Action Alternative.

3.2.5 Summary of Impacts

Both alternatives would increase the demand for capital facilities and utilities during the period 2024 to 2044. All capital facilities and utility providers have regular and periodic planning and capital budgeting processes to ensure that staffing, equipment, and infrastructure is up to date and ready to serve additional population as Monroe grows. Communications and data is market-driven and will respond to increased demand with more services. The Proposed Action would result in higher housing, employment, and population growth by 2044 when compared to the No Action Alternative. Therefore, the impacts (increases in demand for services) on capital facilities and utility providers would be greater with the Proposed Action compared to the No Action Alternative. Each alternative would result in less-than-significant impacts on capital facilities and utilities.

3.3 Avoidance, Minimization, and Mitigation Measures

The following measures could be implemented to avoid, minimize, or reduce impacts on capital facilities and utilities.

- Concentrate growth in areas with adequate capital facilities and utilities.
- Build additional population density into upcoming plan or service updates, such as conservation plans and other future utility planning documents.
- Continue to coordinate with service providers, including but not limited to the Monroe and Snohomish school districts, Snohomish Regional Fire and Rescue, and Snohomish Public Utility District.
- Invest in building and maintaining facilities for capital facilities and utilities.
- Require potable water, wastewater, and stormwater connections for all new development, unless otherwise allowed by state, county, or City regulations.

3.4 Significant, Unavoidable Adverse Impacts

Neither alternative would result in significant unavoidable adverse impacts to capital facilities and utilities.



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CHAPTER 4 Transportation

As part of the City of Monroe’s SEPA Programmatic SEIS evaluation of probable impacts relating to the 2024 Comprehensive Plan Update and associated Transportation System Plan, this chapter describes transportation within the study area and assesses potential impacts associated with the Proposed Action and No Action Alternative.

This Final SEIS Chapter 4 is the updated *Transportation* chapter. Note that in the Draft SEIS, *Transportation* was Chapter 7. Updates to the Draft SEIS were necessary because between the Draft SEIS and the Final SEIS, the City’s Transportation System Plan (City of Monroe 2024a) and Monroe Trails Master Plan (City of Monroe 2024d) were completed and were therefore considered in the Final SEIS analysis.

4.1 Affected Environment

Transportation in the City of Monroe is described below for the following topics: principal arterials, minor arterials, collectors, and local roads; traffic volumes; traffic operations; traffic safety; freight and passenger rail traffic; pedestrian and bicycle facilities; and transportation demand management.

4.1.1 Methodology

The following description of the affected environment is based on:

- City of Monroe 2015 Comprehensive Plan, Transportation Element.
- City of Monroe 2023–2028 Transportation Improvement Program (TIP).

- Transportation system geographic information system (GIS) data provided by the City of Monroe, including roadway functional classifications, walk and bicycle facilities, and freight routes.
- Weekday PM peak period (4 to 6 p.m.) traffic volumes collected by the firm IDAX Data Solutions at key intersections throughout Monroe in June 2022.
- Washington State Department of Transportation (WSDOT) Collision Reports for the period January 1, 2018, to December 31, 2022.
- Weekday PM peak period (4 to 6 p.m.) roadway travel speed data collected by INRIX on all arterial and collector roadways within Monroe in spring 2024 (INRIX 2024).

4.1.2 Regulatory Setting

The following regulations, plans, and policies apply to transportation.

STATE REGULATIONS

- **RCW 36.70A.070(6) Comprehensive Plans – Mandatory Elements** sets requirements for the City to develop its Transportation Element to address the motorized and non-motorized transportation needs of the City of Monroe. It represents the City’s policy direction for the next 20 years.
- **Chapter 36.70A RCW Growth Management Act (GMA)** now requires jurisdictions to develop a multimodal transportation system based on regional priorities and coordinated with county and City comprehensive plans. GMA also directs jurisdictions to incorporate the following items into their local comprehensive plans:
 - Multimodal Level of service (LOS) standards that are consistent with state and regional transportation plans that reflect community goals for multimodal transportation facilities.
 - A minimum of 10-year forecast that reflects capacity needs based on land use assumptions.
 - Needs projection consistent with state and local system needs to meet current and future demands.
 - Active transportation component that identifies pedestrian and bicycle facilities and promotes healthy lifestyles.
 - Improve the safety and efficiency of freight movement and reduce the impacts on other travel modes to support economic development.
 - Environmental protections including pollution mitigation strategies and wildlife habitat restoration and protection.

- Transportation Demand Management (TDM) strategies including ridesharing, vanpooling, bicycling, walking and use of public transportation, efficient parking, and land use policies.
- Future funding analysis for new facilities and maintenance based on projected revenues.
- Multi-year financing plan based on the needs identified in the comprehensive plan.
- Shortfall strategy to fund adopted levels of service.
- Intergovernmental coordination based on countywide planning policies.

REGIONAL REGULATIONS

- **Puget Sound Regional Council’s VISION 2050** (PSRC 2020) is the region’s plan for growth. It provides a structure for consideration of transportation issues for freight, roads, transit, bicycles, and walking across Puget Sound to support the regional growth strategy. A key concept of VISION 2050 is the need to link the decision-making processes of regional and local growth centers. VISION 2050 also recognizes the environmental and climate challenges created by transportation infrastructure and supports energy-efficient, sustainable, and safe transportation options. Finally, VISION 2050 emphasizes pursuing a range of funding options to address transportation needs.
- **Regional Transportation Plan (RTP) 2022–2050** (PSRC 2022) is the long-range transportation plan for the central Puget Sound region and is developed by PSRC. The RTP is adopted every 4 years and is the transportation plan to implement VISION 2050. Transportation projects included in the RTP that support travel to and from Monroe are:
 - **Centennial Trail South (Project 2842)** – Shared use path between the City of Snohomish southern boundary and King County.
 - **Snoqualmie Valley Trail (Project 2822)** – Shared use trail between City of Snohomish eastern City limits and King County line.
 - **SR 522 at Paradise Lake Road Intersection Improvements (Project 4257)** – Construction of intersection improvements with pedestrian and bicycle facilities.
 - **SR 522 Paradise Lake Road to Snohomish River Widening (Project 1698)** – Widen to a four-lane divided highway with pedestrian and bicycle improvements. Complete construction of SR 522/Fales Road-Echo Lake Road interchange.
 - **US 2 Bickford to Monroe (Project 4176)** – Widen to four lanes.

- **US 2 Monroe Bypass Phase 1 (Project 5444)** – Construct a two-lane SR 522 extension to the north and terminate the road at Chain Lake Road to connect to the local street system.
- **US 2 Monroe to City of Sultan (Project 4177)** – Widen the corridor to four lanes (PSRC 2022).
- **Snohomish Countywide Planning Policies (CPPs)** are required by GMA to be prepared by Snohomish County in collaboration with cities and tribes as a framework for developing consistent comprehensive plans. Snohomish County Tomorrow (SCT), a cooperative public, inter-jurisdictional forum comprising the county’s cities and tribal governments, oversees developing, reviewing, and implementing these CPPs. The county’s CPPs help ensure consistent transportation planning and implementation across jurisdictions. The jurisdictions’ transportation elements are developed to reflect the CPPs’ guidance and requirements.
- **Snohomish County planning policies** emphasize a coordinated and efficient transportation system that minimizes impacts on the climate and employs adaptive management strategies to meet the varied growth patterns throughout the county. The countywide planning goals also echo the state and regional perspective of establishing multimodal transportation connectivity between residential areas and growth centers. Snohomish County suggests that the countywide planning policies *“are intended to guide transportation planning by the County and cities in Snohomish County and to provide the basis for regional coordination with the Washington State Department of Transportation (WSDOT), the Puget Sound Regional Council (PSRC), and transportation operating agencies”* (Snohomish County 2011).

LOCAL REGULATIONS

City of Monroe LOS Standards are based on the requirements of Washington’s GMA and consistent with regional and state planning. Monroe sets LOS standards for arterial, collector, and local streets (not state highways). Prior to Monroe’s 2024 Comprehensive Plan Update, the City of Monroe had based its roadway LOS standard on intersection-based operations. However, as part of the 2024 Comprehensive Plan Update, the City adopted an updated LOS based on roadway travel speed. These updated roadway LOS standards maintain a LOS C standard for collectors, and LOS D for arterials (see **Figure 4-1**). The roadway LOS values are based on percent of posted speed limit, as summarized in **Table 4-1**.

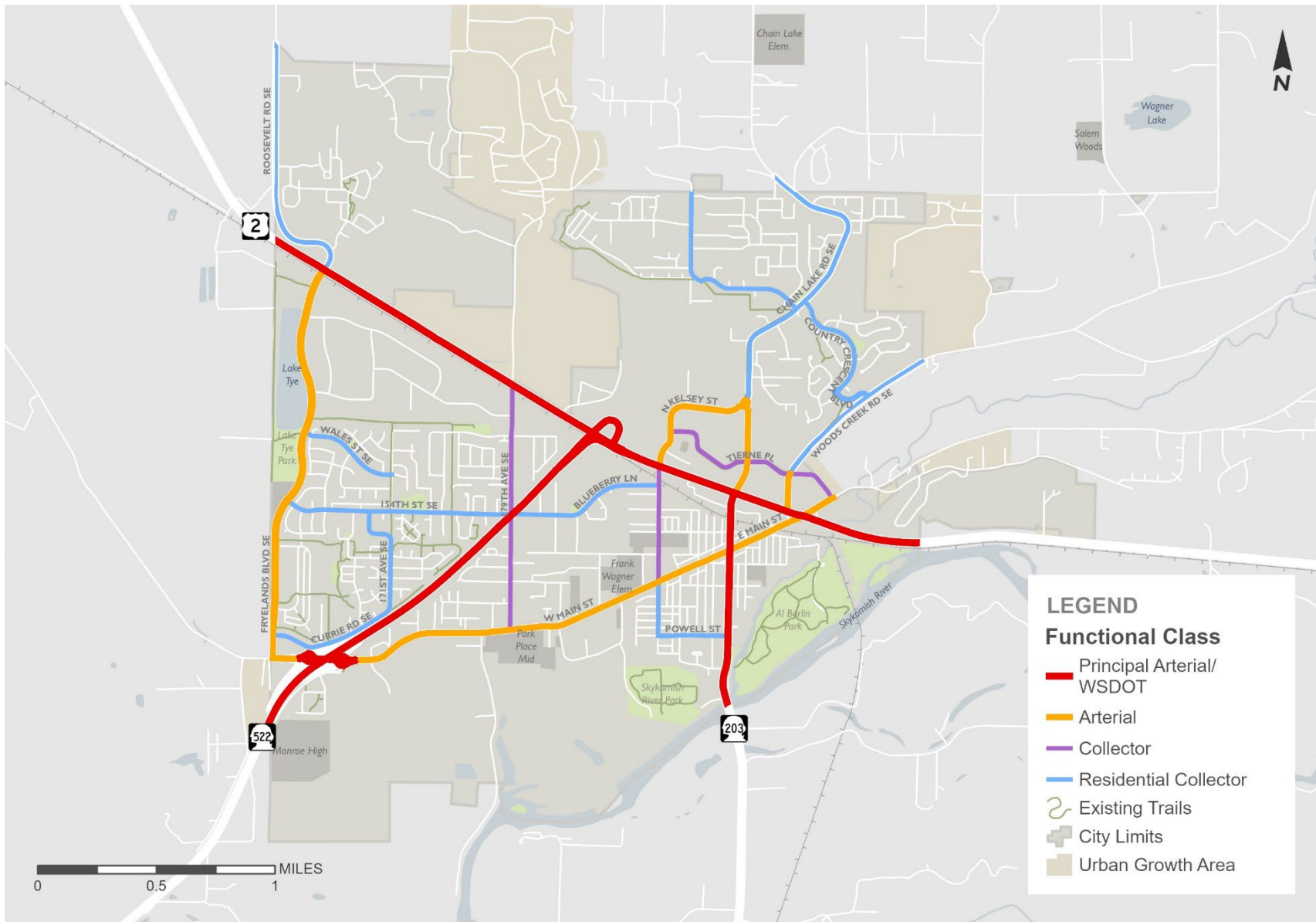


FIGURE 4-1 Functional Classification of the Road System

TABLE 4-1 Monroe Roadway LOS based on posted speed limit

Roadway Type	Percent of Posted Speed	Example Speed Threshold for 25 mph Signed Roadway
LOS A	>85%	> 21.3 mph
LOS B	67%–85%	16.8 mph–21.3 mph
LOS C	50%–67%	12.5 mph–16.8 mph
LOS D	40%–50%	10 mph–12.5 mph
LOS E	30%–40%	7.5 mph–10 mph
LOS F	<30%	<7.5 mph

Note: based on Exhibit 16-4 in Highway Capacity Manual, 7th Edition (Transportation Research Board 2022).

- WSDOT sets the vehicular LOS standards for the highways of statewide significance (HSS), which in Monroe are US 2 and SR 522. For non-HSS facilities, like SR 203, the state requires that an agency coordinate with WSDOT in establishing an LOS standard for those facilities. PSRC has determined that SR 203 is a highway of regional significance and designates the LOS standard. The current LOS standard for all state routes within the City is LOS D.
- Monroe is also adopting a pedestrian and bicycle LOS standard scale of green (good), orange (acceptable), and red (poor). Both pedestrian and bicycle LOS measure the presence of active transportation facilities against the planned networks as defined in the Transportation System Plan.

4.1.3 Arterials and Collectors

Figure 4-1 shows the existing roadway functional classification system for transportation facilities in the study area. Three major, state-controlled highways (principal arterials) serve Monroe: US 2, SR 522, and SR 203. US 2 provides the major east-west regional connection between Monroe and Everett to the west and to Sultan, Stevens Pass, and beyond to the east. SR 203 provides a north-south connection to Duvall and SR 522 provides northeast-southwest connection to Woodinville, Bothell, and north Seattle. Within Monroe, US 2, SR 522, and SR 203 are classified as principal arterials. Main Street/Old Owen Road, Fryelands Boulevard, a portion of Chain Lake Road, N Kelsey Street, and Woods Creek Road are classified as minor arterials. Several collector streets provide connectivity between the City’s principal and minor arterials and its local roads. The collectors also provide vital connectivity between the City’s residential areas and central business district and are

therefore candidates for improvements to active mode facilities. Other roads in Monroe are local roads.

4.1.4 Traffic Volumes

Traffic levels in the City have increased in most areas since completion of the 2015 Transportation Plan commensurate with growth in housing and jobs. A comparison of 2022 traffic volumes with 2015 Transportation Plan traffic levels shows that weekday PM peak hour traffic growth was largest at intersections north of US 2, with the largest increase in weekday PM peak hour traffic volumes occurring at the intersection of Chain Lake Road and Kelsey Street (where traffic increased by approximately 5 percent per year for a total of over 50 percent in 8 years). This growth is the result of residential development north of the City. Little to no growth was shown at intersections along 179th Avenue. Overall traffic volume on US 2, SR 203, and SR 522 has changed less than 2 percent per year since the 2015 Transportation Plan.

4.1.5 Traffic Operations

Existing roadway LOS was calculated by gathering roadway traffic speed data from INRIX, a third-party traffic data source that captures travel time data using connected vehicle, location-based service (cell phone application) data, and private trucking fleet Global Positioning System (GPS) data (INRIX 2024). Data were summarized during the weekday PM peak hour for Tuesdays, Wednesdays, and Thursdays during spring 2024. Existing roadway LOS was developed based on these roadways speeds and is summarized in **Figure 4-2**.

As shown in **Figure 4-2** existing PM peak hour vehicular roadway LOS across all collectors and arterials within Monroe meets or exceeds LOS C, indicating no LOS deficiencies.

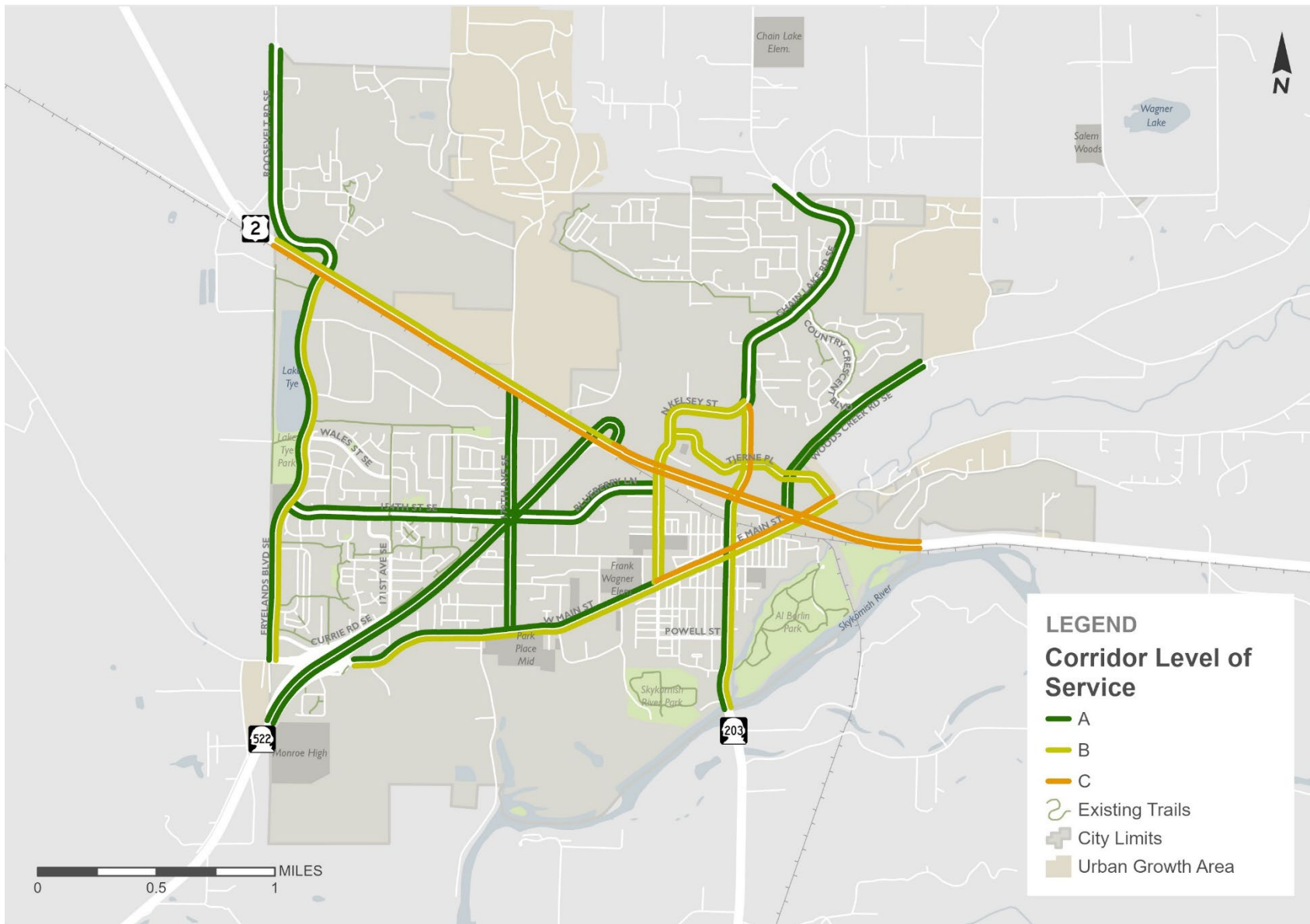


FIGURE 4-2 Existing PM Peak Hour Roadway Level of Service

4.1.6 Traffic Safety

Citywide collision records were reviewed to identify potential safety issues for vehicles, pedestrians, and cyclists. The traffic safety analysis included collision data for a 5-year period from January 1, 2018, through December 31, 2022. Of collisions in Monroe during that time period, two were reported fatalities, one fatality along US 2 and the other fatality along SR 522. The number of collisions occurring along City roads are generally low to moderate, compared to a higher number of collisions occurring along state routes in the City, which have higher vehicle volumes. **Figure 4-3** shows the locations of collisions in the City and highlights pedestrian and bicycle crashes, fatalities, and serious injuries. Most pedestrian crashes are in the downtown area where there is more pedestrian activity.

4.1.7 Transit Service

Community Transit provides transit service throughout the City of Monroe. Community Transit offers bus, paratransit, vanpool, and commuter services. Bus routes 270, 271, and 424 travel through the City. Bus routes 270, a local route, and 271, a Boeing route, provide service between Gold Bar and Everett via US 2, with average headways or the amount of time between buses arriving at a stop, of approximately 60 minutes. Bus route 424 is a commuter route with limited service of two trips from Monroe to Seattle in the morning, and two trips from Seattle to Monroe in the afternoon. Route 424 travels between the cities of Snohomish and Seattle and passes through Monroe via US 2, 179th Avenue SE, and SR 522, with average headways ranging from 75 to 90 minutes.

Transit routes, hours of operation, and recent ridership data available from Community Transit are summarized in **Table 4-2**.

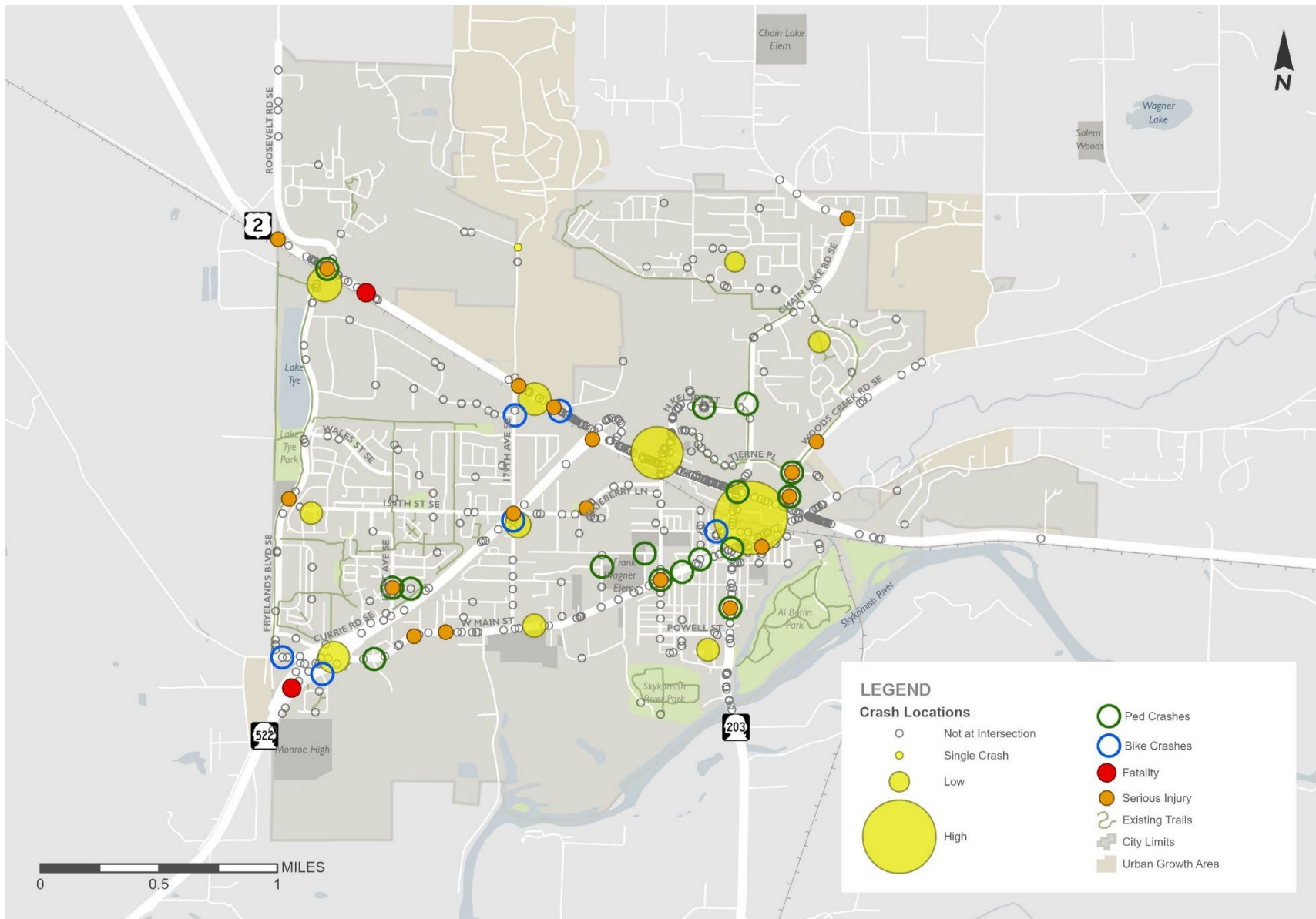


FIGURE 4-3 5-Year (2018-2023) Collision Summary

TABLE 4-2 Community Transit Routes Serving Monroe

Route Number	Description	Hours of Operations	Average Daily Ridership ^a
270	Gold Bar to Everett	Weekdays Only (5:45 a.m.–5:30 p.m.)	690
271	Gold Bar to Everett	Weekdays (6:015 a.m.–10:01 p.m.) Saturdays (7:05 a.m.–9:29 p.m.) Sundays (7:05 a.m.–9:28 p.m.)	920
424	Snohomish to Seattle	Weekdays Only (3:37 p.m.–6:47 p.m.)	955

SOURCE: Community Transit, Schedule accessed April 2024
<https://www.communitytransit.org/maps-and-schedules>.

a. Represents average daily ridership for May 2023 provided by Community Transit.

Transit operations are out of the City’s direct control; however, Monroe has influence over the transportation network that Community Transit serves. The 2015 Transportation Plan defined transit LOS based on the amenities and access provided along corridors with transit. The City defines LOS for transit using a green, yellow, and red rating, where yellow is the target minimum LOS standard. Ways in which the green transit LOS standard can be reached include providing a high level of transit-supportive amenities at major stops; installing sidewalks and marked crosswalks at all stops; and attracting frequent, all-day transit service. The yellow standard includes some transit stop amenities, sidewalks, and marked crosswalks at some stops, and all-day service with headways of 30 minutes or less during the peak hour and 60 minutes or less during midday. Monroe has made progress towards this LOS standard with the sidewalks and connectivity of the transportation network along corridors served by transit; however, the City has not achieved the desired headways.

Community Transit updated its Journey 2050 Long Range Plan in December 2023. The plan provides a vision for future transit improvements in the Community Transit service area. Improvements include increased frequency of fixed-route service within Monroe and providing mobility options like on-demand service (Community Transit 2023).

4.1.8 Freight and Passenger Train Traffic

The Burlington Northern Santa Fe (BNSF) rail line bisects the City of Monroe, generally running parallel to US 2, with five at-grade crossings located at Frylands Boulevard, 170th Avenue SE, Kelsey Street, Lewis Street, and E Main Street. Both freight and passenger trains operate on the tracks. Crossing closures frequently result in extended periods of delay at intersections and gridlock before the roadway network can return to normal operations after the crossing gates have raised. The crossing locations are also located along primary emergency response routes for the City. Rail traffic impacts on mobility within the City present an ongoing issue as north-south movement cannot proceed while trains pass. With populations expected to increase, so is the passenger rail service. Rail service through the City of Monroe is part of the Strategic Rail Corridor Network (STRACNET) designation, established by the Department of Defense and the Federal Railroad Administration (FRA) to ensure rail transportation readiness capabilities during a time of need (FRA 2023).

4.1.9 Pedestrian and Bicycle Facilities

Figure 4-4 illustrates the existing pedestrian and bicycle facilities within the City. Most roadways in Monroe offer access to sidewalks or shared-use pathways. Many of the City's signalized or roundabout-controlled intersections provide crosswalks. Annual sidewalk improvements and removal of barriers to accessibility are a specific goal for the City. The City completed an Americans with Disabilities Act (ADA) self-evaluation and transition plan for pedestrian facilities in the public rights-of-way in 2021.

Compared to pedestrian facilities, bicycle-only facilities are less present in the City; however, many sidewalks and shared use paths are wide enough to accommodate bicycle traffic. Dedicated bike lanes are present on Main Street, 154th Street, and 179th Avenue.

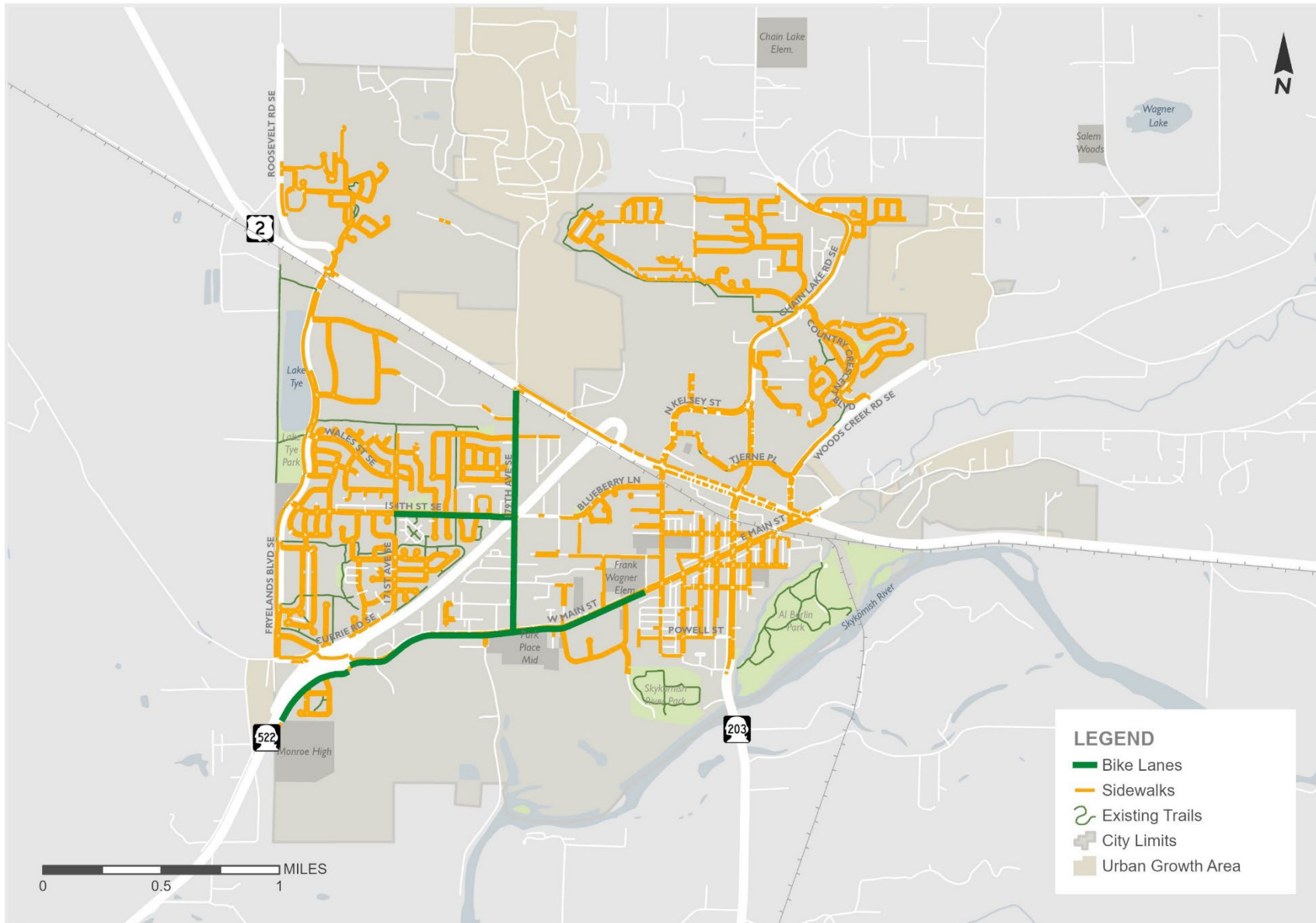


FIGURE 4-4 Existing Pedestrian and Bicycle Facilities

PLANNED PEDESTRIAN NETWORK

The City has established a planned pedestrian network that includes a fully built-out system of on- and off-street facilities across the City. The planned network contains a series of primary and secondary routes. Corridors identified as primary or secondary routes are used to make a distinction between routes that are more regional or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary).

The planned pedestrian network, shown on **Figure 4-5**, provides a comprehensive network of pedestrian facilities for Monroe. The Transportation System Plan (part of the Monroe 2024 Comprehensive Plan Update) shows the interconnected system of on-road and off-road facilities, which include sidewalks, pathways, and shared-use trails. The system is designed to facilitate pedestrian travel to key destinations within Monroe where higher pedestrian demand is expected, such as routes connecting residential areas to recreational facilities and schools, downtown, and the parks.

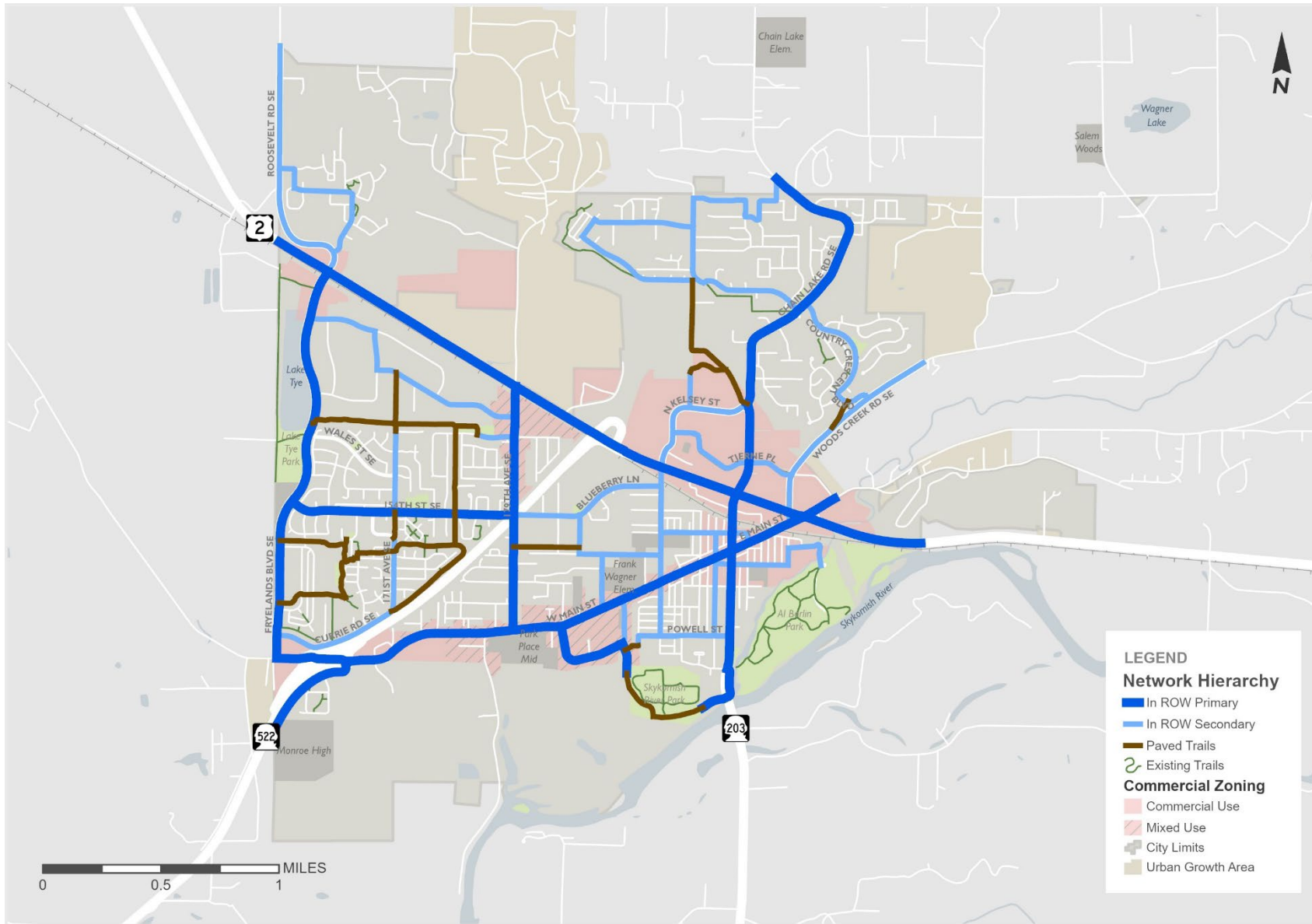


FIGURE 4-5 Planned Pedestrian Network

PEDESTRIAN LEVEL OF SERVICE STANDARD

Pedestrian LOS standards were developed based on the future primary and secondary on- sidewalk, pathway, and trail system. This pedestrian system was first identified in coordination with the City. The LOS standards are shown in **Figure 4-6** and emphasize the system’s completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

- A green LOS (the standard) indicates a facility meets adopted roadway standards and has facilities on both sides of the street for primary routes, while a secondary facility may only have facilities on one side of the street.
- An orange LOS (acceptable) indicates a primary route has facilities on only one side of the roadway, when both sides or a shared use path would be preferred.
- A red LOS indicates no designated facilities are provided for pedestrians and is considered unacceptable.




LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

FIGURE 4-6 Active Transportation Levels of Service Overview

The City utilizes these standards to prioritize investments in the pedestrian transportation network and identify where gaps need to be addressed to comply with the City’s 2024 Comprehensive Plan Update and FLUM.

PLANNED BICYCLE NETWORK

The City has also established a planned bicycle network that includes a fully built-out system of on- and off-street facilities across the City. Corridors identified as primary or secondary routes are used to make a distinction between routes that are more regional or that serve to make the second leg of the journey, respectively. The planned bicycle network, shown on **Figure 4-7**, provides a comprehensive network of bicycle facilities for Monroe. The network shows the interconnected system of on-road and off-road facilities, which include on- and off-street bike facilities including dedicated

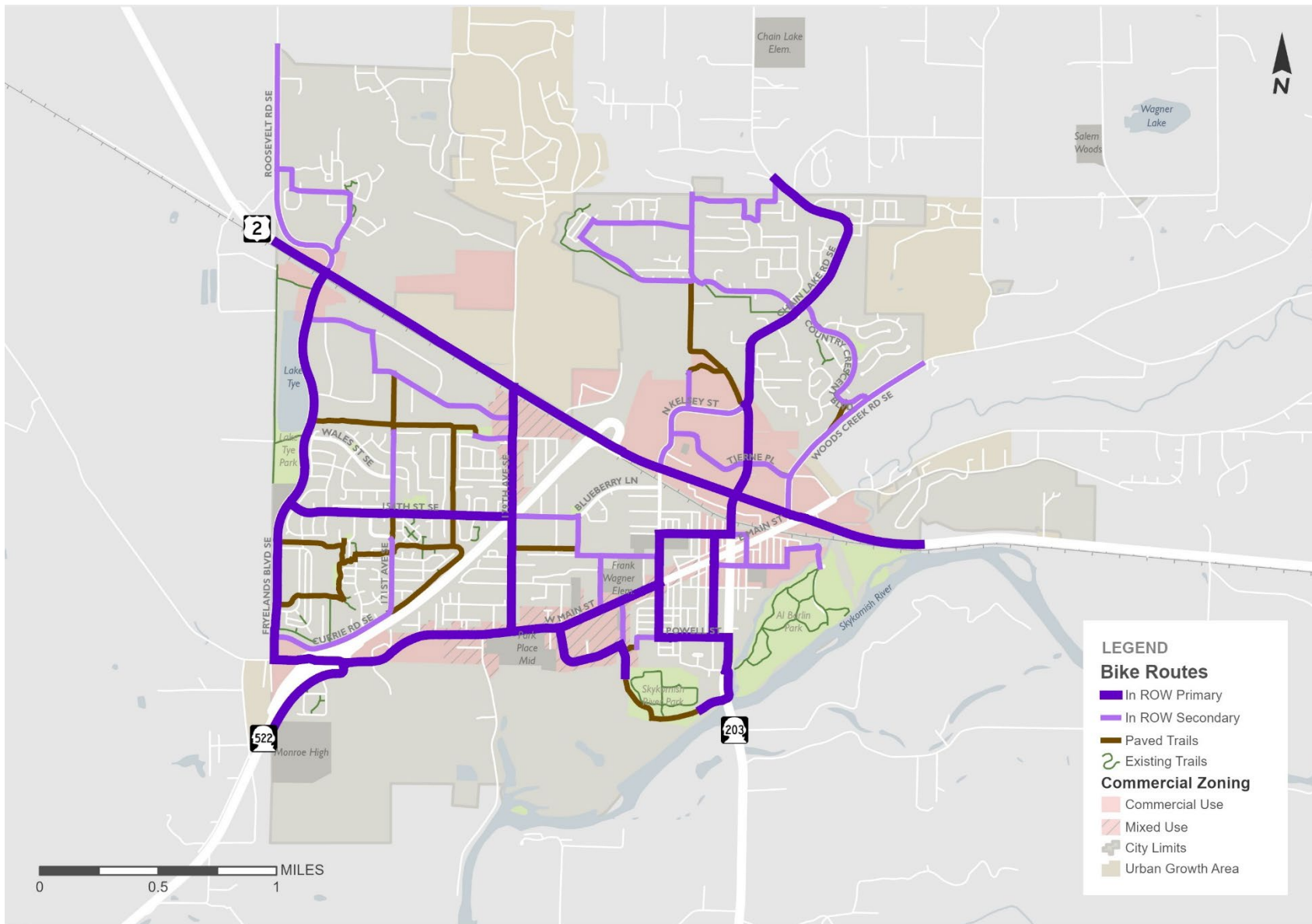


FIGURE 4-7 Planned Bicycle Network

bike lanes, shared bike facilities, and multi-use trails. The system is designed to facilitate bicycle travel to key destinations within Monroe where higher active transportation demand is expected, such as routes connecting residential areas to recreational facilities, schools, and parks.

BICYCLE LEVEL OF SERVICE STANDARD

The bicycle LOS standards are based on the presence of bike facilities on primary or secondary corridors within the designated bicycle network within Monroe. Bike facilities include dedicated bike lanes, protected bike lanes, or multi-use paths within the roadway right-of-way. A green LOS (the standard) means that bike facilities that meet City design standards are present. An orange LOS (acceptable) is exclusively for off-road trails where a currently unpaved path is planned for being paved. A red LOS (poor) indicates a lack of dedicated bicycle facility. Monroe utilizes these bike LOS standards to prioritize investments in the bicycle transportation network and identify where significant gaps in the system need to be addressed to serve the City's plans.

4.1.10 Transportation Demand Management

Transportation demand management is focused on reducing reliance on single-occupant vehicles. The 2015 Transportation Plan has a policy for requiring new development to include site and building features that support alternative modes of transportation. The City also has a Commute Trip Reduction (CTR) program, which is outlined in Chapter 22.88 Monroe Municipal Code (MMC). The goal of the program is to reduce drive alone vehicle trips and vehicle miles traveled for work. The City's CTR program outlines a range of strategies for employers to implement such as:

- Identifying an employee transportation coordinator.
- Distributing commuter information to employees.
- Preferred vanpool and carpool parking.
- Subsidies for transit, vanpools, and other non-drive alone modes.
- Flexible work schedules and telecommuting.
- Bicycle parking/lockers, showers, and other amenities on-site.
- Charging employees for parking.

Currently, the City of Monroe is eligible for Vanpool services provided by Community Transit. Vanpools must consist of at least three riders and can accommodate up to 12 riders per vanpool group, including the driver. Users pay a fare based on the daily

round trip miles and the size of the van used. Community Transit supplies the van, fuel, insurance costs, and any highway tolls.

A park-and-ride facility with a capacity of 102 parking stalls is available on US 2, west of the Evergreen State Fair Park. The facility is owned by WSDOT and operated by Community Transit and offers direct access to bus routes 270, 271, and 424.

4.1.11 Air Transportation

Aviation in Monroe is accommodated by First Air Field, a privately owned airport adjacent to the Evergreen State Fairgrounds that is available for public use. First Air Field is not listed in the National Plan of Integrated Airport Systems (NPIAS) (FAA 2023) and according to WSDOT it is classified as a community airport (WSDOT, n.d.).

4.2 Potential Impacts

This section evaluates the impacts of the alternatives on transportation. The No Action Alternative and the Proposed Action are assessed within the context of the Affected Environment.

4.2.1 Impact Assessment Methodology and Thresholds of Significance

Impacts of the alternatives were assessed based on future traffic forecasts. The Monroe Travel Demand Model was developed in 2022 and is used as a basis for the 2024 Comprehensive Plan Update and the 2024 Transportation System Plan to determine future traffic forecasts. The model accounts for the number of households and employees within the City and converts those into weekday PM peak hour trips. These trips were then converted to travel modes and allocated to City roadways to understand overall impacts on the transportation system for the No Action Alternative and the Proposed Action. The base year of the Monroe Travel Demand Model represents 2022 conditions, and the future horizon year represents 2050 conditions. Land use information (existing and future) was provided by the City as part of its land use planning efforts, which also included coordination with the PSRC land use datasets.

Both alternatives would implement demand management strategies, similar to existing conditions, including the CTR program.

With the adoption of the 2024 Comprehensive Plan Update, the City will implement the multimodal LOS standard for evaluating impacts to comply with new state requirements. Under Washington law, LOS

standards can be applied in two areas: State Environmental Policy Act (SEPA) review and concurrency management. It is possible to have different LOS standards and methodologies for SEPA review completed for developments and concurrency management.

The City of Monroe's LOS standards under SEPA will be vehicle-based intersection operations for local streets and state routes. The City may adopt intersection LOS standards for SEPA that are different from current standards; however, for state routes the current WSDOT LOS D standard will continue to be applied.

The No Action Alternative and Proposed Action are evaluated against the updated multimodal LOS standard and the WSDOT LOS D standard for state routes to assess impacts.

The following will apply to WSDOT intersections when future development is proposed:

- Where the LOS prior to development is D or better, attempts to maintain LOS D shall be undertaken.
- Where the LOS prior to development is E, the state will request that LOS E be maintained after development.
- Where the LOS prior to development is F, the state will request mitigation measures so that one of the following is true:
 - a) The estimated delay for signalized intersections is no worse than pre-development conditions;
 - b) The reserve capacity for non-signalized intersections is no worse than pre-development conditions; or
 - c) The volume-to-capacity ratio for segments is no worse than pre-development conditions.

The SEPA LOS standard applied to local streets will be evaluated using site specific traffic studies to understand impacts of future development proposals and is not included in this programmatic SEPA assessment of impacts of the 2024 Comprehensive Plan Update alternatives.

Monroe's transit LOS is defined based on the amenities and access provided along corridors with transit. The City defines LOS for transit using green, yellow, and red gradings. Green transit LOS standard can be reached by providing a high level of the transit supportive amenities at major stops, installing sidewalks and marked crosswalks at all stops, and attracting frequent, all day transit service. The yellow standard, which is the minimum target, includes some transitstop amenities, sidewalks, and marked crosswalks at some stops, and all-day service with headways of 30 minutes or less during the peak hour and 60 minutes or less during midday. No threshold for air traffic is provided because First

Air Field is a private facility. Neither alternative is expected to result in changes in air travel or traffic.

For the purposes of this SEIS, thresholds of significance for transportation impacts include:

- **Roadway Travel Speed:** The alternative would result in a decrease in roadway travel speed to a speed below the adopted LOS standard.
- **Traffic Safety:** The alternative would result in increased potential for traffic safety issues.
- **Transit LOS:** The alternative would not meet the “yellow” LOS standard for transit.
- **Rail Traffic:** The alternative would result in increased rail traffic such that new, unplanned infrastructure would be required.
- **Pedestrian and Bicycle Traffic:** The alternative would not meet pedestrian and bicycle LOS standards.

4.2.2 Impacts Common to Both Alternatives

This section describes impacts that would occur under each alternative. Traffic volumes would increase. The City recently developed a multimodal level of service standard that incorporates corridor travel time to assess roadway vehicular performance. With increases in traffic volumes, travel times will also increase without implementation of transportation improvements. Also under each alternative, the potential for conflicts between modes, vehicle-vehicle, vehicle-pedestrian, and vehicle-bicycle, increases. Specific traffic volume and operations impacts are discussed for each alternative in Section 4.2.3 and Section 4.2.4.

Freight and passenger rail traffic regionwide is expected to increase in the future, which could result in an increase in rail traffic at at-grade rail crossings. The growth in Monroe housing and jobs under each alternative would not result in freight traffic increases.

Each alternative would have impacts on the pedestrian and bicycle facilities unless sidewalk, trail, and other pedestrian and bicycle facility improvements are implemented. Specific impacts are discussed in Section 4.2.3 and Section 4.2.4.

4.2.3 Impacts of the No Action Alternative

This section describes the impacts of the No Action Alternative.

TRAFFIC VOLUMES

As described previously, future No Action Alternative 2050 traffic forecasts were developed using the City’s Travel Demand Model. **Table 4-3** shows the No Action Alternative weekday PM peak hour trip generation and vehicle miles traveled (VMT) compared to existing conditions. VMT is a measure of all the miles traveled by cars and trucks in the City of Monroe during the weekday PM peak hour. As shown in the table, the anticipated growth in jobs and housing within Monroe and the surrounding area with the No Action Alternative results in a 34 percent increase in weekday PM peak hour trips and 25 percent increase in VMT as compared to existing conditions.

TABLE 4-3 Comparison of Existing and No Action Alternative Trips and Vehicle Miles Traveled

	Existing	No Action Alternative	Percent Increase ^a
Weekday PM Peak Hour Trips	12,353	16,547	34%
Vehicle Miles Traveled (VMT)	40,625	50,972	25%

SOURCE: City of Monroe Travel Demand Model; Transpo Group 2024

NOTES:

a. Represents the percentage that the No Action Alternative results in an increase compared to existing conditions.

The increase in weekday PM peak hour trips and VMT for the No Action Alternative results in traffic volume increases at the study intersection. The PM peak hour volumes at the study intersections are expected to increase on average by approximately 30 percent under the No Action Alternative compared to existing conditions. There are areas of the City where more growth in jobs and/or housing is anticipated resulting in higher-than-average increases in weekday PM peak hour traffic volumes including 40 to 60 percent for Chain Lake Road and 40 to 50 percent for Wood Creek Road. Fryelands Boulevard is anticipated to have lower than average increases in traffic volumes of 15 to 20 percent. The evaluation of and significance conclusions for traffic operations (below) consider traffic volume increases.

TRAFFIC OPERATIONS

As described previously, the City recently developed a multimodal level of service standard that established minimum travel speeds along select corridors. The travel time metric was used to assess potential impacts and determine transportation needs for the City. With increases in traffic volumes, travel times will also increase without implementation of transportation improvements. The City's travel demand model, traffic simulation model, and existing roadway travel speed data were used to forecast No Action Alternative roadway speed and LOS.

Figure 4-8 shows the weekday PM peak hour No Action Alternative roadway LOS.

As shown in **Figure 4-8** in comparison to **Figure 4-2**, the No Action Alternative generally results in reduced vehicular travel speeds across all corridors in the City. However, roadway speeds are not forecast to decrease below LOS thresholds on any arterial or collector in Monroe. As a result, the No Action Alternative would result in a **less-than-significant impact** on traffic operations because LOS standards would be met across all arterial and collector roadways within the City.

TRAFFIC SAFETY

As described in the discussion on traffic volumes, the No Action Alternative results in an over 30 percent increase in weekday PM peak hour trips in the City. It is anticipated with the No Action Alternative the potential for transportation safety issues in the City will increase. The No Action Alternative includes goals and policies focused on improving safety for all road users through street designs that accommodate all travel modes (Monroe 2015 Transportation Plan). The No Action Alternative would result in a **less-than-significant impact** on traffic safety.

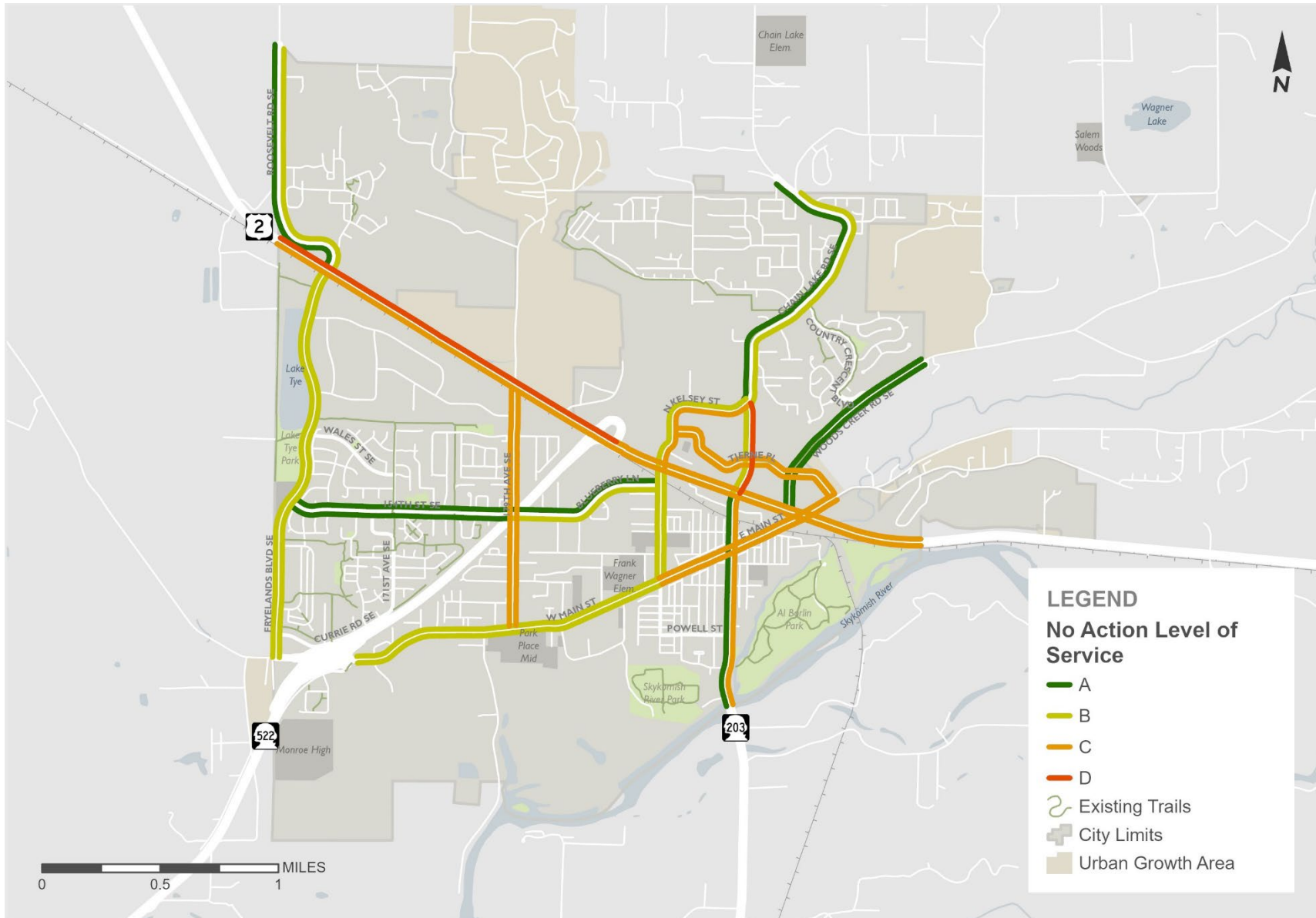


FIGURE 4-8 No Action Alternative, Corridor LOS

TRANSIT SERVICE

The No Action Alternative includes partnering with Community Transit and other transit operators to provide transit stop amenities and safe access to transit at major transit stops and park-and-ride facilities. The No Action Alternative is anticipated to make strides towards achieving a yellow LOS for transit corridors. Although Community Transit has identified increased transit frequency for Monroe, implementation of Community Transit’s plans are outside of the City’s control; therefore, some corridors could continue to be below the target yellow LOS standard, resulting in a **less-than-significant impact** on transit service.

FREIGHT AND PASSENGER RAIL TRAFFIC

The growth in Monroe housing and jobs under the No Action Alternative would not result in freight traffic increases. The No Action Alternative would result in **no impact** on freight and passenger rail traffic.

PEDESTRIAN AND BICYCLE FACILITIES

Under the No Action Alternative, the pedestrian and bicycle network would be consistent with the 2015 Comprehensive Plan. The 2024 Comprehensive Plan Update and 2024 Transportation System Plan would not be adopted. Pedestrian and bicycle LOS standards would not be met, resulting in a **significant impact** on pedestrian and bicycle facilities.

4.2.4 Impacts of the Proposed Action

The impacts of the Proposed Action are assessed against the No Action Alternative based on the methods and thresholds of significance described in Section 4.2.1.

TRAFFIC VOLUMES

As described previously, similar to the No Action Alternative, Proposed Action 2050 traffic forecasts were developed using the City’s Travel Demand Model. **Table 4-4** shows the Proposed Action weekday PM peak hour trip generation and VMT compared to the No Action Alternative. As shown in the table, additional growth in land use with the Proposed Action results in 3 percent more weekday PM peak hour trips and 1 percent more VMT compared to the No Action Alternative.

TABLE 4-4 Comparison of No Action Alternative and Proposed Action Trips and Vehicle Miles Traveled

	No Action Alternative	Proposed Action	Percent Increase ^a
Weekday PM Peak Hour Trips	16,547	17,047	3%
Vehicle Miles Traveled (VMT)	50,972	51,712	1%

SOURCE: City of Monroe Travel Demand Model, Transpo Group, 2024

NOTES:

a. Represents the percentage that the Proposed Action results in an increase compared to the No Action Alternative.

The increase in weekday PM peak hour trips and VMT for the Proposed Action results in traffic volume increases at the study intersection. The PM peak hour volumes at the study intersections are expected to increase on average by approximately 30 percent under Proposed Action compared to existing conditions. The Proposed Action increase in intersection traffic volumes is similar to the No Action Alternative, except for a few instances of slightly higher volume increases due to the additional growth in land use and some lower traffic volume increases due to different areas of the City being developed with the Proposed Action. The Proposed Action increases in traffic volumes on Chain Lake Road are approximately 10 percent more than the No Action Alternative. The 179th Avenue Proposed Action traffic volumes are anticipated to be 10 percent lower than the No Action Alternative. The evaluation of and significance conclusions for traffic operations (below) consider traffic volume increases.

TRAFFIC OPERATIONS

As described previously, the City recently developed a multimodal level of service standard that established minimum travel speeds along select corridors. The travel time metric was used to assess potential impacts and determine transportation needs for the City. With increases in traffic volumes, travel times are also expected to increase without implementation of transportation improvements. The City’s travel demand model, traffic simulation model and existing roadway travel speed data were used to forecast Proposed Action roadway speed and LOS.

Figure 4-9 shows the weekday PM peak hour Proposed Action roadway LOS.

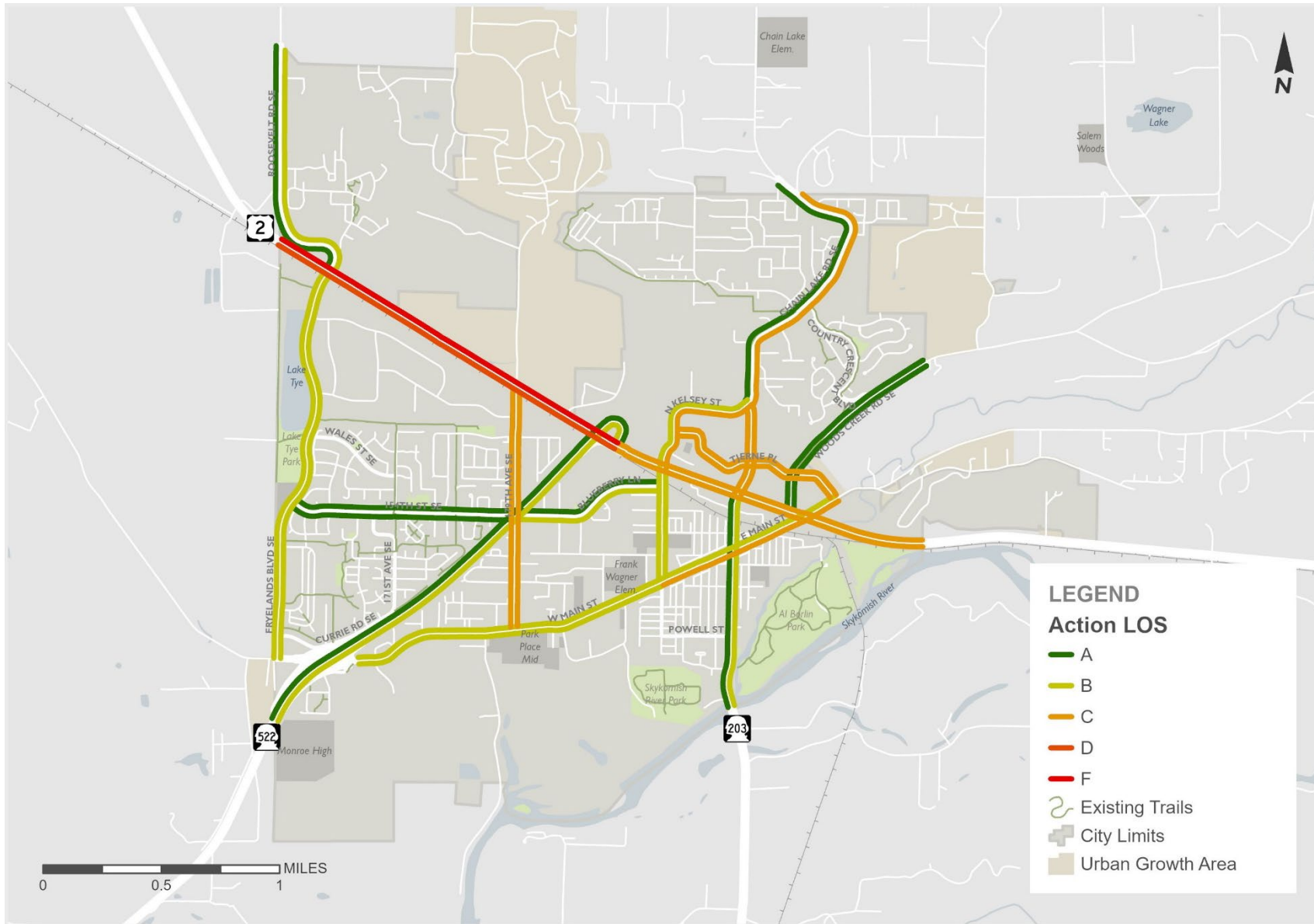


FIGURE 4-9 Proposed Action, Corridor LOS

As shown in **Figure 4-9**, the Proposed Action would result in reduced vehicular travel speeds across all corridors in the City compared to both existing conditions and the No Action Alternative. However, the roadway LOS standard is only exceeded on US 2 in the westbound direction from the western City limits to SR 522. Without any improvements, the speeds are forecast to decrease to LOS F. As a result, the Proposed Action would result in a **significant impact** on traffic operations because LOS standards are exceeded on US 2 (a classified arterial) within the City.

TRAFFIC SAFETY

The Proposed Action would result in more jobs and housing compared to the No Action Alternative. Although more jobs and housing could result in more vehicle trips and therefore more safety concerns, the proposed pedestrian and bicycle facility improvements with the Proposed Action alternative will also mitigate such safety concerns by providing pedestrian infrastructure as part of the updated Transportation System Plan. The Proposed Action would result in a **less-than-significant impact** on traffic safety.

TRANSIT SERVICE

Impacts on transit service under the Proposed Action would be the same as the No Action Alternative, resulting in a **less-than-significant impact** on transit service.

FREIGHT AND PASSENGER TRAIN TRAFFIC

Freight and passenger train traffic impacts under the Proposed Action would be the same as the No Action Alternative. The Proposed Action would result in **no impact** on freight and passenger rail traffic.

PEDESTRIAN AND BICYCLE FACILITIES

The Proposed Action includes improvements to the pedestrian and bicycle network to improve access, connectivity, and safety set forth in the Transportation System Plan, which would be adopted and implemented as part of the 2024 Comprehensive Plan Update. The long-term project list identified in the Transportation System Plan would implement the green LOS for primary and, at a minimum, orange LOS for secondary routes. Given the above method discussed in Section 4.1.9 of calculating LOS for the pedestrian network, **Figure 4-10** shows the resulting pedestrian LOS within Monroe. **Figure 4-11** shows the bicycle LOS under the Proposed Action. Pedestrian and bicycle LOS standards would be met under the Proposed Action. Therefore, a **less-than-significant impact** on pedestrian and bicycle facilities is expected.

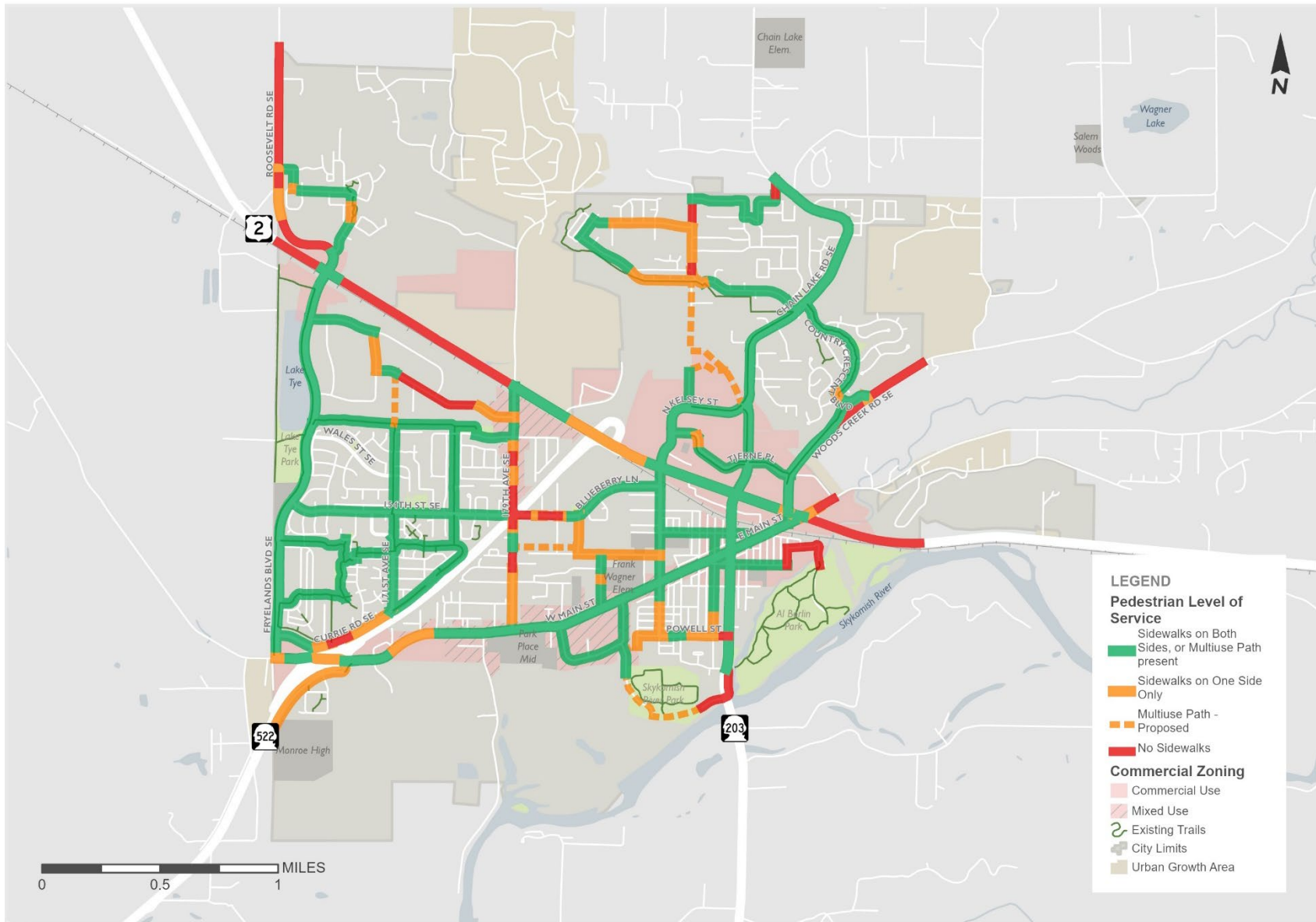


FIGURE 4-10 Pedestrian Transportation Network - Level of Service

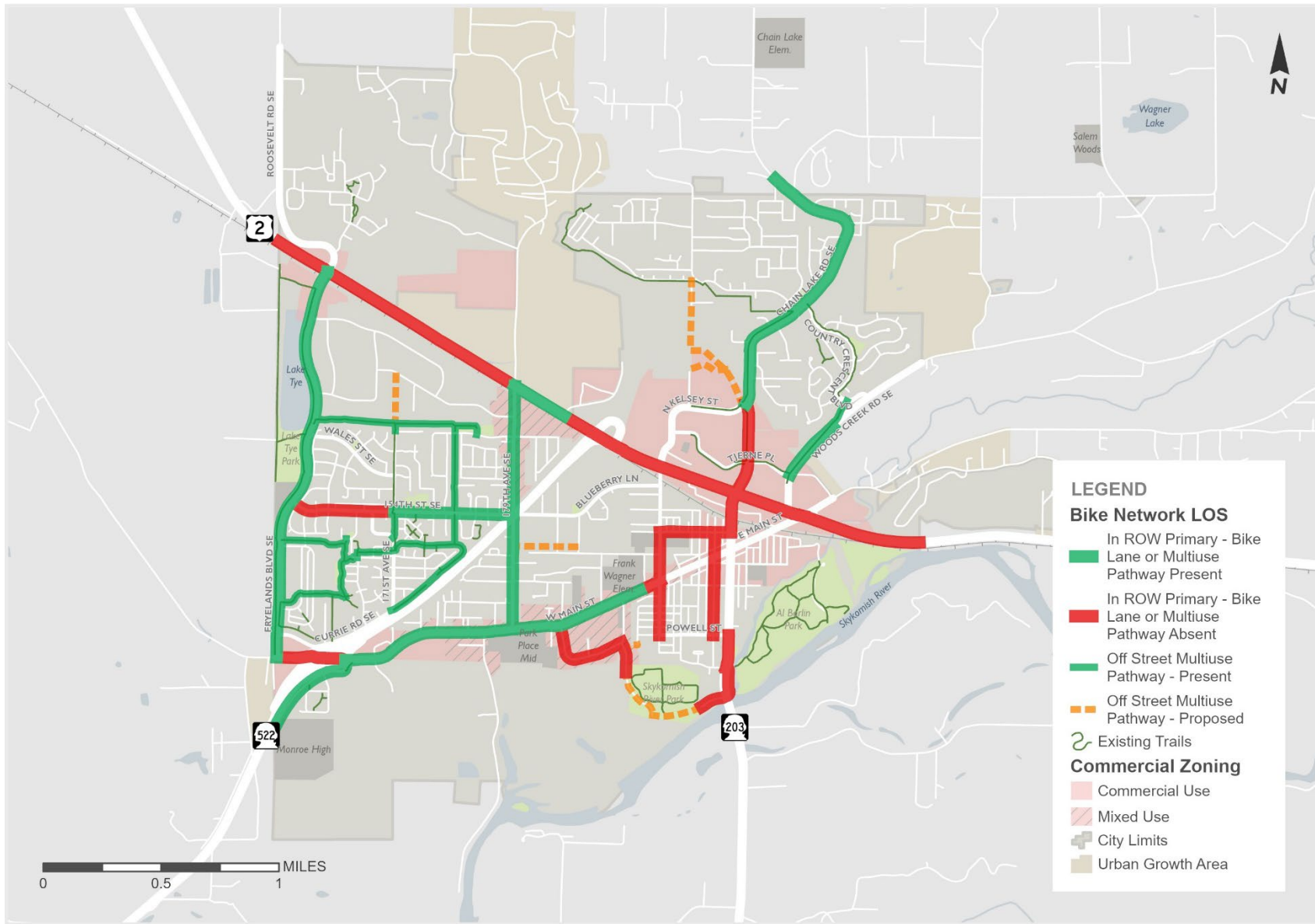


FIGURE 4-11 Bicycle Network Level of Service

4.2.5 Summary of Impacts

Both alternatives are expected to result in similar impacts, with the intensity of the impacts increasing as population and employment levels increase under the Proposed Action.

The No Action Alternative results in a 34 percent increase in weekday PM peak hour trips and 25 percent increase in VMT compared to existing conditions. The PM peak hour volumes at the study intersections would increase on average by approximately 30 percent compared to existing conditions. The No Action Alternative would result in a less-than-significant impact on traffic operations because LOS standards would not be exceeded on any collector or arterial roadway within the City. Safety issues would accompany increased traffic volumes and worsening LOS; goals and policies focused on improving safety for all travel users and modes would reduce the impacts on traffic safety to a less-than-significant impact. Although the No Action Alternative would support working toward a yellow LOS for transit and Community Transit has identified increased transit frequency for Monroe, some corridors could continue to operate below the target yellow LOS standard, resulting in a less-than-significant impact on transit service.

The growth in housing and jobs under the No Action Alternative would not increase freight traffic; therefore, no impact on rail traffic would occur. The City's new multimodal LOS standard in the Transportation System Plan would not be adopted or implemented, resulting in a significant impact on pedestrian and bicycle facilities.

Under the Proposed Action, additional growth in land use would result in 3 percent more weekday PM peak hour trips and 1 percent more VMT compared to the No Action Alternative. The increase in intersection traffic volumes is similar to the No Action Alternative, except slightly higher volume increases. The Proposed Action would result in a significant impact on roadway speeds (specifically on US 2) due to this increase in delay. Safety issues would accompany increased traffic volumes similar to the No Action Alternative, and goals and policies focused on improving safety for all travel users and modes would reduce the impacts on traffic safety to a less-than-significant impact. Impacts on transit service and rail traffic under the Proposed Action would be the same as the No Action Alternative, resulting in a less-than-significant impact on transit service and no impact on rail traffic. Impacts of the Proposed Action on the pedestrian and bicycle network would be less-than-significant due to adoption and implementation of the Transportation System Plan.

4.3 Avoidance, Minimization, and Mitigation Measures

Mitigation measures will be needed to support growth while reducing adverse impacts under each alternative. Both alternatives would implement policies that address circulation system classification and design, concurrency standards, transit coordination and improvements, active transportation facilities, financing including transportation impact fees, and joint transportation planning, among other policies.

The No Action Alternative will continue to implement the 2015 Transportation Plan while the Proposed Action includes implementing the revised 2024 Transportation System Plan with new and existing street improvements to enhance traffic flow, multi-modal mobility, facilitate development consistent with the 2024 Comprehensive Plan Update Land Use Element, and adoption of a multimodal LOS standard. The 2024 Comprehensive Plan Transportation Element under the Proposed Action would include a comprehensive list of improvement projects and programs to meet the existing forecast transportation needs of the City and reduce adverse impacts on transportation. The multimodal improvements address safety, capacity, trail connections, expanded non-motorized transportation facilities, and roadway preservation needs. They also cover upgrades to existing roads and interconnected street systems to support the forecast economic development and growth in the City and its UGA. The roadway and intersection projects incorporate needs for pedestrians and bicyclists that will use the same corridors.

The City is committed to reassessing their transportation needs and funding sources each year as part of their annual Six-Year TIP. This allows the City to match the financing program with the shorter-term improvement projects and funding. The Transportation System Plan also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirements.

Demand management strategies would be in place under both alternatives, consistent with current conditions including the CTR program. The goal of demand management strategies is to reduce the number of vehicular trips; therefore, demand management would reduce impacts under both alternatives associated with traffic volumes and operations.

4.4 Significant, Unavoidable Adverse Impacts

After implementation of mitigation measures, each alternative is expected to result in significant, unavoidable adverse impacts on transportation.

Future jobs and housing growth under each alternative will result in increased traffic volumes. Under both alternatives, the City would have established levels of service standards that would be met with proposed transportation improvements and programs. Greater mobility through bicycling and walking is anticipated to be achieved with the proposed non-motorized plan, under the Proposed Action. Although congestion under the Proposed Action could be addressed through the mitigation measures presented in Section 4.3, the increase in auto traffic itself is considered a significant unavoidable adverse impact under the Proposed Action. Under the No Action Alternative, a significant unavoidable adverse impact would occur because pedestrian and bicycle LOS standards would not be met.



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5

CHAPTER 5 Corrections and Clarifications

This chapter is intended to provide a record of corrections and clarifications made to the Draft SEIS. Items that have been corrected are listed in this section by the chapter of the Draft SEIS in which they first appeared.

5.1 Chapter 1: Summary

An updated Chapter 1, *Summary*, is provided in this Final SEIS that replaces Chapter 1, *Summary*, in the Draft SEIS.

Changes or updates between the Draft SEIS and the Final SEIS were made to the *Transportation* analysis; the *Capital Facilities and Utilities* analysis; the *Land Use, Aesthetics, Parks & Recreation, and Open Space* analysis; and the *Population, Employment, & Housing* analysis to consider the completed Transportation System Plan, Trails Master Plan, Utility Systems Plan (Sanitary Sewer, Potable Water, and Stormwater), the Monroe School District CFP, and the Snohomish School District CFP. Information was also updated to correctly reflect adopted housing and employment allocations in the CPPs. No responses to public comments resulted in updates or revisions to the Draft SEIS analysis.

5.2 Chapter 2: Alternatives

Chapter 2, *Alternatives*, is reproduced in this Final SEIS for context and includes two updates: (1) the Future Land Use Map (FLUM) has been updated and replaced in the Final SEIS; and (2) Snohomish Countywide Planning Policies (CPP) population, housing, and

employment growth allocations for the City and UGA have been corrected to reflect adopted estimates.

5.3 Chapter 3: Land Use, Aesthetics, Parks & Recreation, and Open Space

The following corrections have been made to Chapter 3, *Land Use, Aesthetics, Parks & Recreation, and Open Space*.

- **The following text has been added at the end of Section 3.1.2, *Regulatory Setting; Regional Regulations* (Draft SEIS pp. 3-3 and 3-4):**

Snohomish County Comprehensive Plan. The Snohomish County Comprehensive Plan has a County-wide Bicycle Facility System Map that shows existing and proposed bicycle facilities connecting to and through Monroe.

- **The following text has been added at the end of Section 3.1.2, *Regulatory Setting; Local Regulations* (Draft SEIS pp. 3-5 and 3-6):**

Monroe Trails Master Plan (2024). The Trails Master Plan provides a comprehensive framework for programmatic and physical projects that require funding over the next 20 years. It serves as a roadmap for future investment in transportation facilities that support active transportation for road, trail, bike lane, and street users. It also serves as a supporting document for the City's 2022 PROS Plan.

Americans with Disabilities Act (ADA) Transition Plan (2021). This plan serves as an evaluation of the sidewalk network across the City of Monroe and works to remove barriers to and gaps in the network in order to increase user-accessibility, especially for vulnerable users, such as locations near schools and facilities serving disabled communities.

- **The following heading has been added the heading Section 3.1.5, *Parks, Recreation, and Open Space* (Draft SEIS p. 3-18):**

PARK AND OPEN SPACE

- **The following text has been deleted under Section 3.1.5, *Parks, Recreation, and Open Space* (Draft SEIS p. 3-18):**

~~Monroe's trail system includes more than 14 miles of trails. Aside from the Al Berlin Park Pedestrian Trail and some of the Park Meadows Trail, most trails are surfaced with asphalt and serve as~~

~~multi-purpose, accessible trails that support recreation and active transportation. These parks provide shoreline access and serve as connectors to other parts of the City.~~

- **The following heading, text, table, and figure have been added at the end of Section 3.1.5, *Parks, Recreation, and Open Space* (Draft SEIS pp. 3-18 through 3-21):**

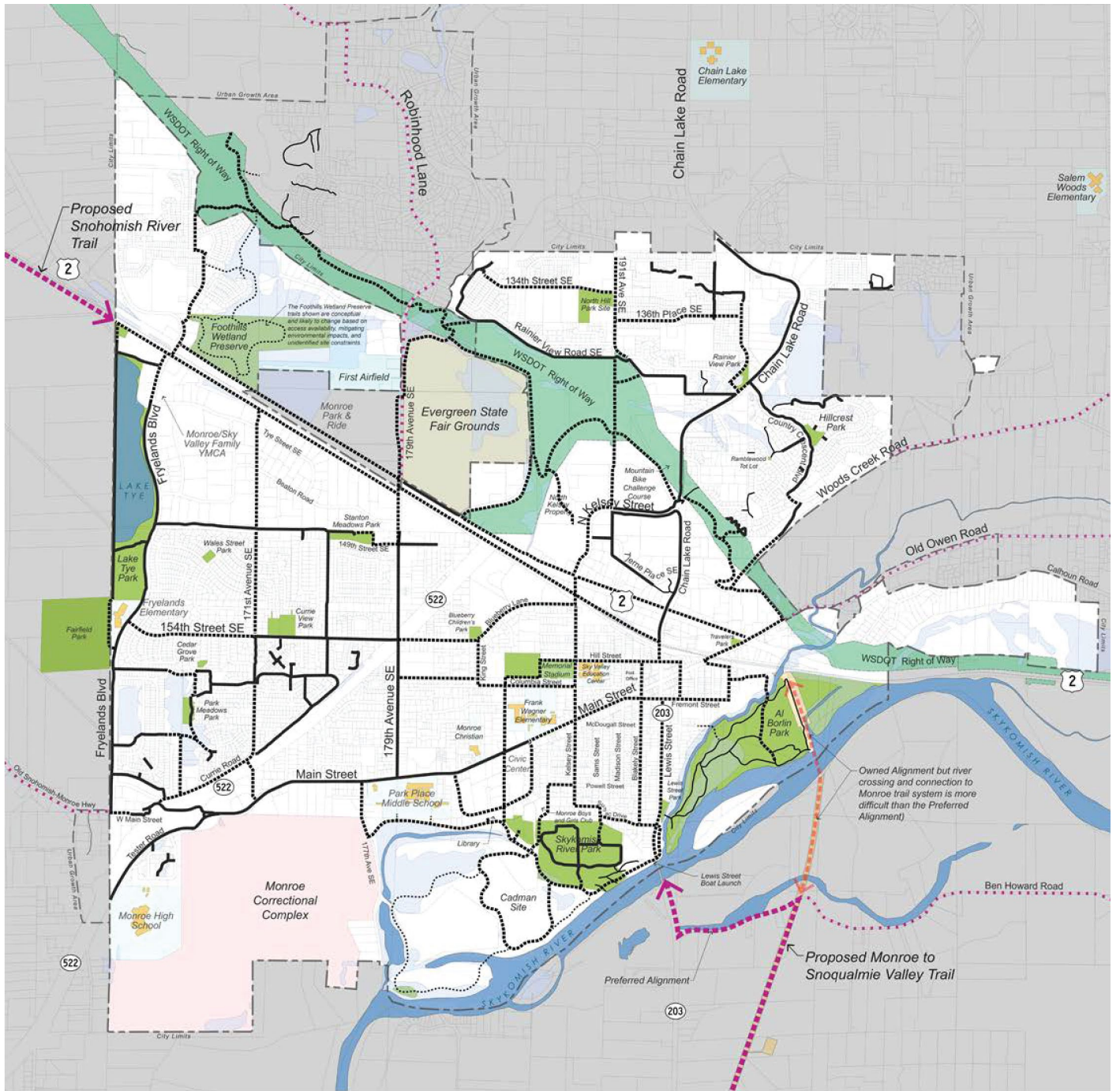
TRAIL NETWORK

The current trail network includes more than 14 miles of trails. Aside from the Al Borlin Park Pedestrian Trail and some of the Park Meadows Trail, most trails are surfaced with asphalt and serve as multi-purpose, accessible trails that support recreation and active transportation. These parks provide shoreline access and serve as connectors to other parts of the City. However certain areas of Monroe, like the Fryelands neighborhood in West Monroe and newer development in North Monroe, have paved trails that form clusters and create an isolated and somewhat disjointed network (City of Monroe 2024). One of the main goals of the 2024 Trails Master Plan is to increase connectivity and safety throughout the City, and to increase accessible facilities for residents and visitors. Based on the Trails Master Plan, the City hopes to double its trail network through 48 different projects (**Table 3-1**) (**Figure 3-9**).

TABLE 3-1 Proposed Facility Mileage [New Table]

Facility Type	Acreage
Shared Roadways	6.1
Paved Trails	13.6
Protected Bike Lanes	3.5
Two-Way Protected Bike Lanes	2.1
Unpaved Trails	3.6
Total	28.9

The City of Monroe does not have an adopted LOS for trails, but new trails and enhanced connections do support adopted City goals (Park Access and Connectivity).



LEGEND

Existing Non-Motorized Routes

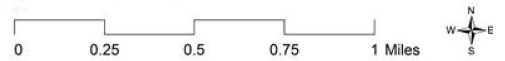
- Paved
- Unpaved

Proposed Non-Motorized Routes

- Paved
- Unpaved

Proposed Non-Motorized Facilities in Snohomish County

- Shared-Use Paths
- County Bikeways



SOURCE: City of Monroe 2024

FIGURE 3-9 20-Year Trail Network [New Figure]



- **The following text has been added under Section 3.2.2, *Impacts Common to Both Alternatives*, to the end of the eleventh (last) paragraph (Draft SEIS p. 3-25):**

Under both alternatives, the City would continue to implement the 2024 Trails Master Plan and would update the Trails Plan as needed to support the City’s PROS Plan, which is updated at least every 6 years per state law. Therefore, impacts on trails would be **less-than-significant**.

5.4 Chapter 4: Shorelines and Natural Environment

Chapter 4, *Shorelines and Natural Environment*, did not change between the Draft SEIS issuance and Final SEIS issuance and is not reproduced in this Final SEIS.

5.5 Chapter 5: Population, Employment, and Housing

The following corrections have been made to Chapter 5, *Population, Employment, & Housing*.

- **The following sentence has been updated in Section 5.1.4, *Employment Considerations* (Draft SEIS p. 5-12):**
According to the Snohomish County CPPs and Buildable Lands Report, there were 10,096 jobs estimated within the City limits of Monroe in 2020 (Snohomish County 2021).
- **The following table has been updated in Section 5.1.4, *Employment Considerations* (Draft SEIS p. 5-14):**

TABLE 5-4 Employment Capacity and Allocations, City of Monroe

Area	Est. Emp (2020)	Projected Emp. (2044)	Increase	Percent Increase (%)	City Capacity	Surplus (+) Deficit (-)
City of Monroe	10,096	12,420	2,324	23.0	2,330	+6
Unincorporated UGA	164	241	77	47.0	0	-77
Total	10,260	12,660	2,400	23.0	2,330	-70

SOURCE: Snohomish County 2021
Totals may not sum due to rounding.

- **The following paragraph and table have been updated in Section 5.1.5, *Current Housing Conditions; Current Inventory and Diversity* (Draft SEIS p. 5-17):**

According to the 2020 Census estimates, the current housing stock in the Monroe UGA was approximately 8,000 units. The Snohomish County housing growth allocations assume that approximately 2,423 housing units would be needed within the UGA to accommodate projected growth through 2044, which is a 30 percent increase over the next 20 years (**Table 5-6**).

TABLE 5-6 Housing Units and Allocations, 2020 and 2044

Area	2020 Census Inventory	2044 Allocation	Increase	Percent Increase (%)
City of Monroe	6,163	8,379	2,216	36
Unincorporated UGA	551	758	207	38
Total	6,714	9,138	2,423	36

SOURCE: Snohomish County 2021 and 2023
Totals may not sum due to rounding.

- **The following paragraph and table have been updated in Section 5.2.2, *Impacts Common to Both Alternatives; Population* (Draft SEIS pp. 5-24 and 5-25):**

The anticipated 2044 growth allocations for the City of Monroe and its UGA are 2,423 housing units and 2,400 jobs. Citywide, the allocations are 2,216 housing units and 2,324 jobs, respectively. Regardless of the alternative, there would be an increase in the housing stock and supply and employment opportunities; however, the amount of capacity and geographic distribution vary between the No Action Alternative and Proposed Action (**Table 5-13**).

TABLE 5-13 Housing and Job Net Capacity by Alternative

	2020 Census	2044 Allocations	Net Capacity Needed	No Action Alternative	Proposed Action
Housing	6,163	8,379	2,216	975*	2,471*
Jobs	10,096	12,420	2,324	2,330	2,741

SOURCE: Snohomish County 2021 and 2023

* The City of Monroe is responsible for meeting housing unit allocations within the Monroe City limits. Net capacity does not include existing pending and permitted (but not yet constructed) projects, which would account for an additional approximately 1,000 units.



- **The following sentence has been updated in Section 5.2.2, *Impacts Common to Both Alternatives; Housing* (Draft SEIS p. 5-25):**

Regardless of the alternative, an assumed net growth of 2,216 housing units is projected within the City limits.

- The following table has been updated in Section 5.2.2, *Impacts Common to Both Alternatives, Housing* (Draft SEIS p. 5-27):

TABLE 5-14 Affordability and Supply of Housing by Alternative

Income Level	Percent Area Median Income	Projected Housing Need	Zone Categories Serving These Needs	Aggregated Housing Needs	No Action Alternative		Proposed Action	
					Total Capacity	Capacity Surplus or Deficit	Total Capacity	Capacity Surplus or Deficit
Extremely Low	0–30% PSH	154	Low-Rise, Mid-Rise attached housing	716	344	(372)*	913	196
	0–30% non-PSH	319						
Very Low	>30–50%	243						
Low	>50–80%	0	Moderate Density, ADUs	381	226	(155)*	425*	44
Moderate	>80–100%	0						
	>100–120%	381	Low Density, ADUs	1,118	405	(713)*	1,134*	16
Above Moderate	>120%	1,118						
Total		2,216		2,216	975	(1,240)*	2,471*	256

SOURCE: UrbanFootprint, MIG analysis

NOTES: PSH = permanent supportive housing; ADU = accessory dwelling unit

Totals may not sum due to rounding.

* These numbers do not include pending and permitted projects, which roughly total 1,000 units in the moderate and above moderate income brackets. There would still be a deficit of Extremely Low, Very Low, and Low housing units under the No Action Alternative.

* The CPP housing and employment allocations in Table 5-6 are the initial, currently adopted allocations. The Snohomish County Comprehensive Plan Update contains proposed (not yet adopted) CPP housing and employment allocations. This SEIS analyzes the alternatives within the context of existing conditions: the initial, currently adopted housing and employment allocations. However, the Proposed Action analyzed in this SEIS will meet both the initial and proposed CPP allocations. The number of housing units is higher than the initial CPP housing allocation for the City of Monroe per Snohomish characteristics.

* ADUs were nominal in the capacity analysis; however, they have been included in the Moderate and Above Moderate categories for future consideration.

- **The following sentence has been updated in Section 5.2.3, *Impacts of the No Action Alternative*, first paragraph (Draft SEIS p. 5-28):**

This would translate to a net capacity for 975 new housing units (1,241 housing units fewer than the 2,216 Snohomish County CPP housing allocation for the City limits)¹ and 2,330 jobs.

- **The following sentence has been updated in Section 5.2.4, *Impacts of the Proposed Action*, second paragraph (Draft SEIS p. 5-32):**

The Proposed Action would have capacity for 2,471 new housing units (255 units above the citywide housing allocation) and 2,741 jobs (417 jobs above the employment allocation within the City limits), with additional housing and jobs capacity in unincorporated areas of the UGA.²

- **The following sentence has been updated in Section 5.2.4, *Impacts of the Proposed Action; Employment, Employment Allocations* (Draft SEIS p. 5-33):**

The Proposed Action would exceed the employment allocation set by the Snohomish County CPPs by a surplus of 417 jobs within the City limits, and a total of 450 jobs within the total UGA.

5.6 Chapter 6: Capital Facilities and Utilities

An updated Capital Facilities and Utilities chapter is provided in this Final SEIS that replaces the *Capital Facilities and Utilities* chapter in the Draft SEIS. The Capital Facilities and Utilities chapter is Chapter 6 in the Draft SEIS and Chapter 3 in the Final SEIS.

5.7 Chapter 7: Transportation

An updated Transportation chapter is provided in this Final SEIS that replaces the *Transportation* chapter in the Draft SEIS. The Transportation chapter is Chapter 7 in the Draft SEIS and Chapter 4 in the Final SEIS.

¹ The deficit in capacity under the No Action Alternative could be slightly less when including housing units developed in the unincorporated UGA. Additionally, these numbers do not include pending and permitted projects within the existing City limits, adding approximately 1,000 units, if constructed.

² These numbers do not include pending and permitted projects, which total roughly 1,000 units.

5.8 Chapter 8: Cumulative Impacts

Chapter 8, *Cumulative Impacts*, did not change between the Draft SEIS issuance and Final SEIS issuance and is not reproduced in this Final SEIS.

5.9 Chapter 9: Distribution List

No corrections or revisions have been made to Chapter 9, *Distribution List*, in the Draft SEIS. The Distribution List is reproduced as Chapter 7 in this Final SEIS, for context.

5.10 Chapter 10: References

Draft SEIS Chapter 10, *References*, contains references for the Draft SEIS. Final SEIS Chapter 8, *References*, contains references for the Final SEIS.

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="373 397 651 454"> 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="373 609 1003 665"> 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="373 682 525 738"> Eric Swenson 16600 163rd ave se Snohomish Wa. 98290 </p>	<p data-bbox="1113 324 1974 519"> 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>I-4-4 Furthermore, the area roads cannot handle more traffic. Infrastructure needs to be improved, before any more developments are allowed.</p> <p>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

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



Response

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 data-bbox="365 342 457 358">June 14, 2024</p> <p data-bbox="365 380 558 431">City of Monroe 14841 179th Ave SE, Suite 320 Monroe, WA 98272</p> <p data-bbox="365 453 730 469">Attn: Lance Bailey, Community Development Director</p> <p data-bbox="365 490 764 524">Re: Monroe's 2024 – 2044 Comprehensive Plan Update Draft Supplemental Environmental Impact Statement</p> <p data-bbox="365 561 447 578">Dear Lance,</p> <p data-bbox="365 599 1008 672">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 data-bbox="365 693 636 709">Historical Context and Market Insights:</p> <ol data-bbox="392 730 1003 857" style="list-style-type: none"> <li data-bbox="392 730 1003 782">1. 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. <li data-bbox="392 803 1003 857">2. 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. <p data-bbox="415 878 1003 967"><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></p> <ol data-bbox="392 989 1003 1154" style="list-style-type: none"> <li data-bbox="392 989 1003 1154">3. 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 data-bbox="443 1045 1003 1154" style="list-style-type: none"> <li data-bbox="443 1045 1003 1097">• 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. <li data-bbox="443 1118 1003 1154">• 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 data-bbox="415 1175 1003 1209">While these rules protect our environment and offer greenspace in our community, they increase development costs and reduce buildable areas.</p> <p data-bbox="201 776 247 792">I-10-1</p> <p data-bbox="201 1094 247 1110">I-10-2</p>	<p data-bbox="1117 329 1986 553">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 data-bbox="1117 570 1986 727">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
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I-10-4

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

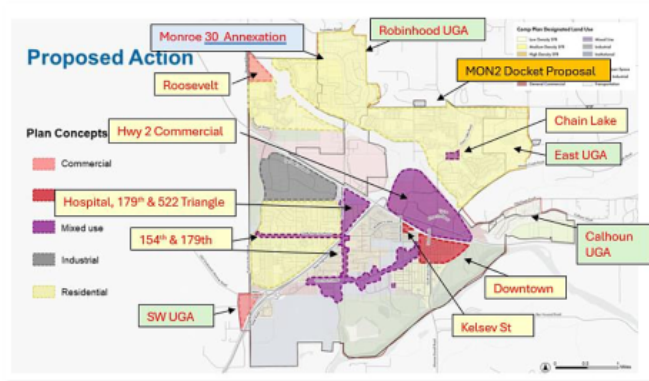
Comment	Response
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I-10-4

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
<p>I-10-10</p> <p>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.</p> <p>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.</p> <p>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</p> <p>We appreciate your time and consideration of these ideas.</p> <p>Sincerely,</p> <p>Susan & Lonnie Davis</p>	<p>I-10-10 Comment noted.</p>

I-10

Comment	Response
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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.)

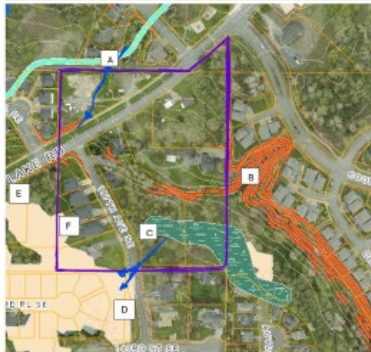
I-10-12 Comment noted. See Response to Comment I-10-5 for related discussion.

I-10

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

I-10

Comment	Response
<p data-bbox="191 581 247 602">I-10-14</p> <p data-bbox="306 354 552 375">MONROE: 154th and 179th</p> <p data-bbox="306 394 531 581">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="306 594 531 721">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="306 751 1071 821">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="1119 326 1969 386">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.



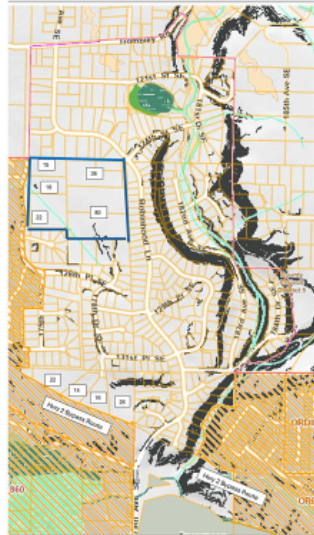
I-10-15 Regarding the hospital, 179th Avenue SE, and SR 522 triangle, see Response to Comment I-10-6.

I-10

Comment	Response
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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)

I-10-16

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.

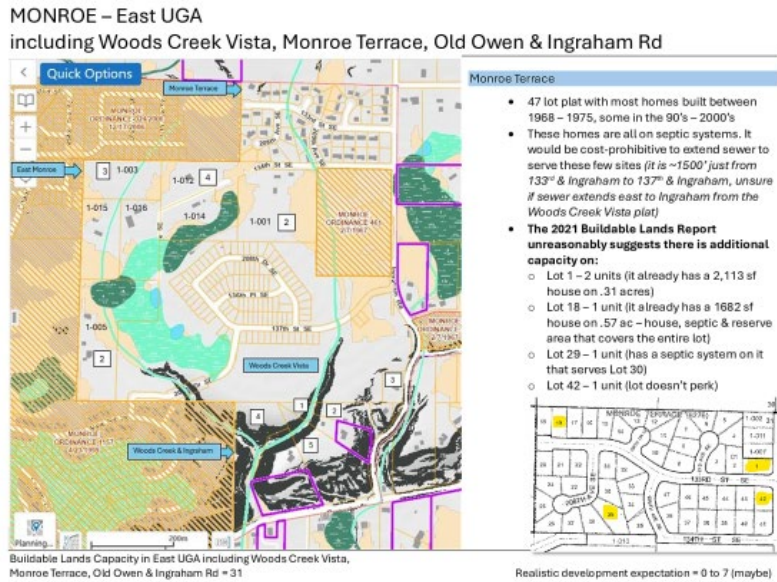
Buildable Lands Capacity in Robinhood Neighborhood = 287

Realistic development expectation = 249

I-10

Comment | **Response**

I-10-17



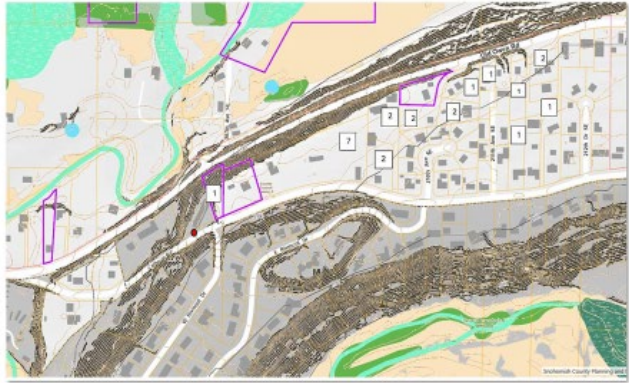
I-10-17 This comment is related to future development potential and urban densities reported through the BLR and not in response to the adequacy of the Draft SEIS. The City of Monroe is updating its water, sewer, and stormwater plans concurrently with this Comprehensive Plan Update process to plan for 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
<p data-bbox="304 354 735 376">MONROE: Calhoun & Old Owen Neighborhood</p>  <p data-bbox="310 781 451 797">Calhoun Rd & Old Owen</p> <p data-bbox="310 808 1071 889">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.</p> <p data-bbox="310 911 672 927">Buildable Lands Capacity in the Calhoun – Old Owen Neighborhood = 23</p> <p data-bbox="877 911 1071 927">Realistic development expectation = 7</p>	<p data-bbox="1117 326 1984 651">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.</p>

I-10

Comment	Response
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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

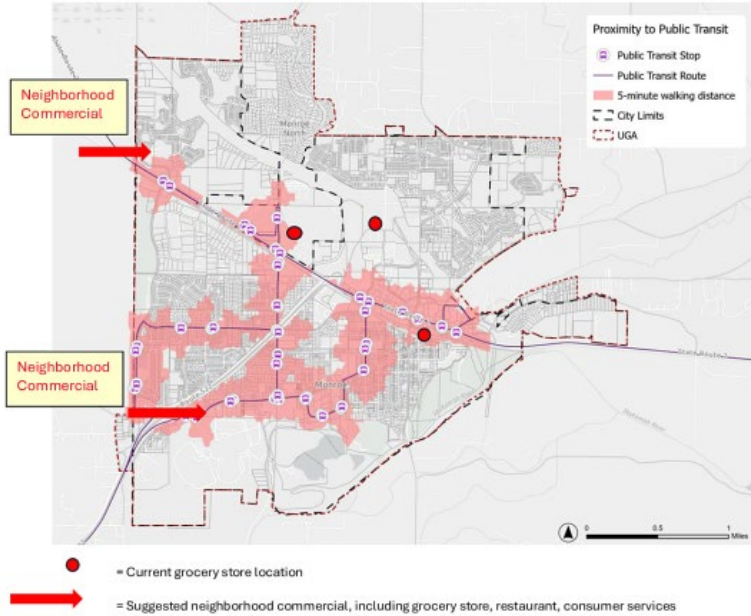
I-10-19 This comment is related to the urban densities reported through the BLR and not in response to the adequacy of the Draft SEIS. See Response to Comment I-10-4. In the 2005 Future Land Use Map (FLUM), the City identified the subject area as Service Commercial along Main Street and Residential (3–5 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
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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
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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.

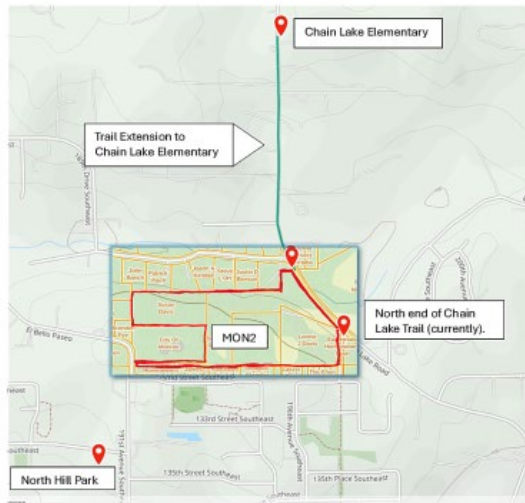
I-10-21

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.



I-10

Comment

Response

2021 Bulkable Lands Report for Snohomish County

CD	REMARK	DC	1-100	100-200	200-300	300-400	400-500	500-600	600-700	700-800	800-900	900-1000	1000+	HOUSING CAPACITY	POPULATION CAPACITY
10		DC	1,810	3,000,000	1,810	-100	0	0	11	0	11	0	0	?	0
10		DC	28,152	1,540,750	1,810	-100	-92	0	202	0	270	-400	0	234	0
10		DC	4,207	1,104,000	4,207	-100	-49	12	34	0	34	-9	0	24	0
10		DC	14,878	1,000,000	14,878	-100	-2	0	100	0	100	-2	0	174	0
10		DC	14,883	1,118,000	14,883	-100	-25	0	110	0	135	-25	0	172	0
10		DC	20,768	1,100,000	20,768	-100	0	0	0	0	17	42	0	174	0
10		DC	22,484	1,137,000	22,484	-100	0	0	0	0	35	39	0	0	0
10		DC	3,002	1,100,000	3,002	-100	-2	0	0	0	0	0	0	0	0
10		DC	312,091	28,773,000	31,209	-100	14	22	100	15	947	13	0	0	0
10		DC	118,076	10,700,000	11,808	-100	14	22	100	15	947	13	0	0	0
10		DC	425,070	374,250,000	382,338	-100	161	420	1,042	74	870	206	2,642	170	32
10		DC	426,566	376,250,000	433,359	-100	161	420	1,042	74	870	206	2,642	170	32
10		DC	312,091	28,773,000	31,209	-100	14	22	100	15	947	13	0	0	0
10		DC	118,076	10,700,000	11,808	-100	14	22	100	15	947	13	0	0	0
10		DC	425,070	374,250,000	382,338	-100	161	420	1,042	74	870	206	2,642	170	32
10		DC	426,566	376,250,000	433,359	-100	161	420	1,042	74	870	206	2,642	170	32

GITA
* Remaining assumed capacity after 4/1/2019 = 906 Housing Units = 2,136 population

UGA
* remaining assumed capacity after 4/1/2019 = 293 Housing Units = 792 population

Monroe UGA - Additional Population Capacity DRAFT (May-10-2021)

CD	REMARK	DC	1-100	100-200	200-300	300-400	400-500	500-600	600-700	700-800	800-900	900-1000	1000+	HOUSING CAPACITY	POPULATION CAPACITY
10		DC	1,810	3,000,000	1,810	-100	0	0	11	0	11	0	0	?	0
10		DC	28,152	1,540,750	1,810	-100	-92	0	202	0	270	-400	0	234	0
10		DC	4,207	1,104,000	4,207	-100	-49	12	34	0	34	-9	0	24	0
10		DC	14,878	1,000,000	14,878	-100	-2	0	100	0	100	-2	0	174	0
10		DC	14,883	1,118,000	14,883	-100	-25	0	110	0	135	-25	0	172	0
10		DC	20,768	1,100,000	20,768	-100	0	0	0	0	17	42	0	174	0
10		DC	22,484	1,137,000	22,484	-100	0	0	0	0	35	39	0	0	0
10		DC	3,002	1,100,000	3,002	-100	-2	0	0	0	0	0	0	0	0
10		DC	312,091	28,773,000	31,209	-100	14	22	100	15	947	13	0	0	0
10		DC	118,076	10,700,000	11,808	-100	14	22	100	15	947	13	0	0	0
10		DC	425,070	374,250,000	382,338	-100	161	420	1,042	74	870	206	2,642	170	32
10		DC	426,566	376,250,000	433,359	-100	161	420	1,042	74	870	206	2,642	170	32

GITA
* Remaining assumed capacity after 4/1/2019 = 303 HU

UGA
* remaining assumed capacity after 4/1/2019 = 150 HU

UGA
* remaining assumed capacity after 4/1/2019 = 134 HU



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 2023 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 - Chain Lake Rd					2
City Bear Mountain Estates II	Fourth Bl./Roosevelt	14 lot plat NW of Foothills, E of Roosevelt					14
City Belmont Terrace (DR Horton)	28063000101900 18830 134TH ST SE (North Hill S off 134th.)	19 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 Plu. 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 9/2/23		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 134th, N of 17th 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	1
City	Sweetbriar at Monroe	1180300006000	North Hill - W of 191st, N of 134th St	100 SF residential	-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	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	3
City	Westcott Short Plat	2706100330600	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	3 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	5 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	33 of home sites	31
City	Mainvue - Eaglemont 8	28061000100600	North Hill - 191st Ave SE (15325 191st Ave SE)	7 lot plat	7
					551 64 292 0 466
				Total BLR Pending Units in City	907
				Estimated additional units built or in process since BLR	466

* 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 SF residential lots - roughly 2/3 of site is critical areas and setbacks	103				
UGA 12500 Robinhood	560000005300	12500 Robinhood - New w/ home built in 2021.					1
UGA 13424 181ST AVE SE	00443000001900	13424 181ST AVE SE - New w/ 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



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

I-10

Comment Response

Table with multiple columns: Item No., Date, Description, Comment, Response, etc. The table contains several rows of data, each with a unique identifier and a detailed response to a comment. The responses are color-coded by status: Green (Reviewed), Yellow (Reviewed), Orange (Reviewed), and Red (Reviewed). The table is partially obscured by a blue bar at the bottom.



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 467 1942 597">Monroe's Transportation System Plan is required to be consistent with the VISION 2050 regionwide strategies and contains specific goals and policies to promote coordination with neighboring and regional agencies.</p> <p data-bbox="1213 610 1986 805">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 818 1986 980">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 993 1986 1156">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>

CHAPTER 7 Distribution List

TRIBES

- Sauk-Suiattle Tribe of Indians
- Tulalip Tribes
- Stillaguamish Tribe of Indians
- Snoqualmie Tribe

FEDERAL

- United States Environmental Protection Agency, Region 10
- United States Department of Agriculture, Natural Resources Conservation Service
- National Marine Fisheries Service
- Federal Aviation Administration, Seattle Airports District Office
- U.S. Army Corps of Engineers
- Federal Emergency Management Agency, Region 10

STATE

- Washington Department of Ecology
- Washington Department of Archaeology and Historic Preservation
- Washington Department of Agriculture
- Washington Department of Commerce
- Washington Department of Commerce, Growth Management Services
- Washington Department of Fish and Wildlife, Region 4

- Washington Department of Corrections
- Washington Department of Health, Community and Environment Drinking Water Northwest Region
- Washington Department of Health, Environmental Health and Safety
- Washington Department of Social and Health Services, Operations & Support Division
- Washington Department of Natural Resources, SEPA Center
- Washington Parks and Recreation Commission
- Washington State Department of Transportation Aviation
- Washington State Department of Transportation, Northwest Region
- Energy Facility Site Evaluation Council
- Parks and Recreation Commission

REGIONAL

- Snohomish County Parks and Recreation Department
- Snohomish County Assessor's Office
- Snohomish Health District, Environmental Health
- Snohomish County Planning and Development Services
- Snohomish County Fire Protection District 3
- Snohomish County Public Works
- Puget Sound Clean Air Agency
- Puget Sound Partnership
- Puget Sound Regional Council

OTHER MUNICIPALITIES

- City of Duvall
- City of Lake Stevens
- City of Snohomish
- City of Sultan

SERVICE PROVIDERS, SCHOOLS, UTILITIES, FRANCHISE SERVICES

- Puget Sound Energy
- Monroe Public Library
- Zply Communications
- US Post Office

- Republic Services
- Comcast
- Snohomish County PUD #1
- Community Transit
- French Slough Flood Control District
- Providence Health
- Evergreen Health
- Monroe School District #103
- Monroe Correctional Complex
- Snohomish School District #201

ORGANIZATIONS

- BNSF Railway Company
- Everett Herald
- Futurewise, Snohomish Office
- People for the Preservation of Tualco Valley
- Trout Unlimited
- Roosevelt Water Association
- Highland Water District
- Snohomish PUD Water
- Master Builders of King and Snohomish Counties
- Snohomish County/Camano Association of Realtors

The Draft SEIS and Final SEIS have also been made available at <https://www.monroe2044.com/>. A Notice of Availability of the Final SEIS was sent to all commenters during the public scoping process, commenters on the Draft SEIS, and to all people on the interested parties contact list.



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8

CHAPTER 8 References

CHAPTER 1, SUMMARY

- City of Monroe. 2015. *City of Monroe 2015–2035 Comprehensive Plan*. Appendix A: State Environmental Policy Act Documentation (2015 City of Monroe Comprehensive Plan EIS). Accessed March 2024. <https://www.monroewa.gov/831/2015-2035-Comprehensive-Plan>.
- City of Monroe. 2021a. *Housing Action Plan*. Accessed March 2024. <https://www.monroewa.gov/DocumentCenter/View/12053/Exhibit-A-Res-007A-2021-Final-HAP-corrected>.
- City of Monroe. 2021b. *Imagine Monroe*. Accessed March 20, 2024. <https://www.monroewa.gov/995/Imagine-Monroe-Visioning-Project>.
- City of Monroe. 2022. *Parks, Recreation, and Open Space Plan (PROS Plan)*. Prepared by MIG, Inc. in association with Community Attributes, Inc. for the City of Monroe Parks & Recreation Department, Monroe, WA. Accessed March 2024. <https://monroewa.gov/DocumentCenter/View/12507/PROSPlan>.
- City of Monroe. 2024a. *Transportation System Plan*. Prepared by Transpo Group for City of Monroe.
- City of Monroe. 2024b. *Utility System Plan – Sanitary Sewer, Water, and Stormwater*. Prepared by BHC September 2024 for City of Monroe.
- City of Monroe. 2024c. *Monroe Trails Master Plan*. Prepared by MacLeod Reckord, PLLC with Consor International and RES Group NW. July 8, 2024, Draft.
- MPWD (City of Monroe Public Works Department). 2023. *Six Year Capital Facilities Plan*. Accessed July 2024. <https://www.monroewa.gov/1112/Six-Year-Capital-Facilities-Plan>.

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