

# NOTICE OF CANCELLATION

## MONROE CITY COUNCIL REGULAR MEETING

Notice is hereby given that the following Monroe City Council Regular Meeting has been cancelled:

### TUESDAY, MARCH 17, 2020, STUDY SESSION

The next regular meeting (Business Meeting) will be held  
Tuesday, March 24, 2020, 7 p.m., at Monroe City Hall, Council Chamber,  
806 W Main Street, Monroe.  
For more information, please call (360) 794-7400.

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## MONROE CITY COUNCIL Study Session March 17, 2020, 7:00 P.M.

**Council Chambers, City Hall  
806 W Main Street, Monroe, WA 98272**

**Mayor:** *Geoffrey Thomas*

**Councilmembers:** *Ed Davis, Mayor Pro Tem; Patsy Cudaback; Jason Gamble;  
Kevin Hanford; Jeff Rasmussen; Kirk Scarboro; and Heather Rousey*

## AGENDA

Call To Order

Roll Call

Pledge Of Allegiance

1. Councilmember Hanford

Public Comments

[This time is set aside for members of the public to speak to the City Council on any issue related to the City of Monroe; except any quasi-judicial matter subject to a public hearing. **Please sign in prior to the meeting; three minutes will be allowed per speaker.**]

Councilmember Reports

Staff/ Department Reports

Mayor/ Administrative Reports

1. City Administrator Update (D. Knight, City Administrator)
2. Mayor's Update/Monroe This Week (March 13, 2020, Volume 6, Edition 10) (Mayor Thomas)

Discussion Items

1. AB20-047: Land Use Fee Cost of Service Study (B. Swanson, Community Development Director; B. Hasart, Finance Director; and S. Peterson, Deputy City Engineer)

Documents:

[AB20-047\\_Discussion\\_Cost of Service Study.pdf](#)

2. AB20-048: Proposed Amendments - Growth Management Policy Board Recommendation for Vision 2050 (D. Knight, City Administrator)

Documents:

[AB20-048\\_Discussion\\_PSRC\\_V2050.pdf](#)

Executive Session

*If needed.*

1. Pricing of Property [RCW 42.30.110(1)(c)] – 10 minutes

Adjournment

Majority vote to extend past 10:00 p.m.

THE CITY COUNCIL MAY ADD AND TAKE ACTION ON OTHER ITEMS NOT LISTED ON THIS AGENDA

Accommodations for people with disabilities will be provided upon request. Please call City Hall at 360-794-7400. Please allow advance notice.



# MONROE CITY COUNCIL

## Agenda Bill No. 20-047

<b>SUBJECT:</b>	<b>Discussion: Land Use Fee Cost of Service Study</b>
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<b>DATE:</b>	<b>DEPT:</b>	<b>CONTACT:</b>	<b>PRESENTER:</b>	<b>ITEM:</b>
03/17/2020	Community Development	Ben Swanson	Ben Swanson Becky Hasart Scott Peterson	<b>Discussion Items #1</b>

**Discussion:** F/HR Committee: 09/17/2019, 12/17/2019, 01/21/2020, 02/18/2020, 02/20/2020; City Council: 02/04/2020

- Attachments:**
1. Cost of Service PowerPoint
  2. Cost Recovery and Fee Survey
  3. Fee Recovery Examples

**REQUESTED ACTION:** Provide policy direction to the Mayor and City Staff regarding the proposed cost recovery levels (Tier 1-3) associated with the revisions to the City’s development fees. After receiving policy direction from the City Council, FCS will finalize the report and return to City Council for action.

### POLICY CONSIDERATIONS

*RCW 82.02.020 allows cities to collect fees “...from an applicant for a permit or other governmental approval to cover the cost...of processing applications, inspecting and reviewing plans, or preparing detailed statements...” The policy decision which will eventually come before the Council is at what level the Council wants to recover the costs associated with these services.*

### DESCRIPTION

The purpose of this meeting is to provide City staff with policy direction regarding the appropriate cost recovery percentage for land use permits. The Finance and Human Resources Committee recommended the following cost recovery:

- Tier 1 Permits: 10 percent;
- Tier 2 Permits: 20 percent; and
- Tier 3 Permits: between 40-70 percent.

If the Council generally agrees with the Tier 1 and Tier 2 cost recovery levels, City Staff recommends focusing on determining the appropriate Tier 3 cost recovery levels. The majority of the permits are currently classified as Tier 3 due to the private benefit associated with these types of permits (e.g. subdivisions). However, the Committee did acknowledge potential adverse impacts from a disproportionate fee increase. The following table identifies the Tier 3 cost recovery rates from a range of 40-70 percent:

Tier 3 Rates	Overall Recover Rate	Actual Collected	Overall Cost of Service	General Fund Subsidy	Difference From Existing Rates
<b>Existing Rates</b>	9%	\$3,913	\$465,775	\$421,862	\$ -
<b>40%</b>	23%	\$107,623	\$465,775	\$358,152	\$ 63,710
<b>50%</b>	28%	\$132,673	\$465,775	\$333,102	\$88,760
<b>60%</b>	34%	\$157,827	\$465,775	\$307,948	\$113,914
<b>70%</b>	39%	\$182,777	\$465,775	\$282,998	\$138,864

## BACKGROUND

The City of Monroe Community Development and Public Works Departments administer the City's development regulations for zoning, subdivisions, shoreline management, environmental review, and other land use development related actions. The Departments initiated a cost-of-service study to determine the full cost to provide related planning fee services and potentially adjust the current fees charged for these services to improve the program's cost recovery.

The goal of the review was to:

- Understand the City's cost to issue a permit related to land use development;
- Research potential remedies to discourage low quality permit submittals; and
- Develop policies that best reflect the City's cost recovery goals.

Current City fees are established by City Council and adopted by resolution in the City's "Fees Resolution." Within the Fees Resolution, the City establishes fees for land use development services. On average, the City recovers 13 percent of planning and 51 percent of public works permit review costs. However, City staff reviewed all development fees issued in 2018 and determined a cost recovery rate of 9 percent. The 2018 review only included the actual permits issues apposed the average cost recovery rates that account for all development permit type the City could issue. Any costs not recovered through fees are paid for from revenue General Fund (e.g., property tax and sales tax).

The City's Finance and Human Resources Committee reviewed the City's current fee structure, to include the history leading to the existing fees, statutory guidance on how fees can be set, how those fees relate to neighboring jurisdictions, and various policy options to consider for future cost recovery. Based on this discussion the Committee determined the following general principles for future cost recovery:

- Not seeking to recover full cost of service;
- Fees should be competitive with neighboring jurisdictions; and
- Cost recovery targets should be tiered, increasing with private benefit.

Using these general principles Committed develop the following draft cost recover policy:

- "The City establishes fees for development services recognizing that a portion of the cost of providing these services benefits the entire community and should be borne by the City's General Fund. Fees for these services are evaluated based on several factors, including:
  - The cost of issue the permit;
  - The public benefit versus private gains of the permit;
  - Fees for similar services in comparable cities
- Generally, the City seeks to recover more eligible costs on those permits that have an overwhelming private benefit and seeks to recover less than all eligible costs on those permits that have a mix of private and public benefits.
- The City's land use planning fees are categorized into three cost recovery tiers based on the factors described above."

Based on these discussions, the committee and staff have narrowed down the potential policy regarding cost recovery to utilize a three tiered system based on whether the development service provided would have a more public versus private benefit.

Using a tiered system, the City's land use planning fees were categorized into three cost recovery tiers based on the factors described below:

Tier	Rationale	Example Permits
Tier 1 (lower cost recovery)	The cost of service exceeds the benefit received by the permittee; or where the cost of service is higher than fees in comparable cities for similar services.	Reasonable Use Permits and Pre-Application Meetings
Tier 2	Permits that serve a public good or where the City wants to ensure that the fee does not discourage applicants from the permitting process.	Boundary Line Adjustments
Tier 3 (Higher cost recovery)	Individuals or businesses are the primary financial beneficiaries of the permit.	Subdivisions and Final Plats

Using this system the Committee focused on the cost recovery levels for the applicable tiers. It was generally determined by the Committee the City should fall at a mid or mid-high range of cost recovery compared to surrounding jurisdictions.

**FISCAL IMPACTS**

The salary of City Staff who review permit submittals are paid from the general fund; therefore, the fiscal impacts of fee recovery are directly tied to the general fund. Those cost of service not covered by the land use fees are subsidized by the general fund.

Conversely, full cost recovery of land use fees may deter developers from building within the City. However, using the data from two recent subdivisions it was determined a fee increase to a full cost recovery level would add 0.5 percent to the overall sales price of a single family residence (see Attachment 3).

**TIME CONSTRAINTS**

None.

**ALTERNATIVES**

Maintain existing cost recovery as established in the City’s adopted Fees Resolution.

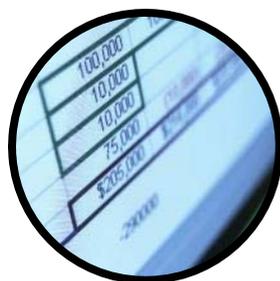
# Key Study Steps

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## Cost of Service Analysis

*What does it cost the City to provide planning fee services?*



## Cost Recovery Analysis and Policy

*How does the cost compare to the current fee and cost recovery policy?*



## Fee Design

*How can the City structure the fees for these services?*



## Fee Survey

*How do current and proposed fees compare to comparable jurisdictions?*

# Summary of Results

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- 10 50 fees reviewed
- 10 13% overall cost recovery

## Land Use Planning



- 10 40 fees reviewed
- 10 51% overall cost recovery

## Development Engineering





## Finance Committee Discussion (Dec 17)



Not seeking to recover full cost of service



Fees should be competitive with neighboring jurisdictions



Cost recovery targets should be tiered, increasing with private good



# Draft Cost Recovery Policy

Tier	Cost Recovery Target	Rationale	Example Permits
Tier 1	10% of Cost	The cost of service exceeds the good received by the permittee; or where the cost of service is higher than fees in comparable cities for similar services.	Reasonable Use Permits and Pre-Application Meetings
Tier 2	20% of Cost	Permits that have a public good or where the City wants to ensure that the fee does not discourage applicants from the permitting process.	Boundary Line Adjustments
Tier 3	40-70% of Cost	Individuals or businesses are the primary financial beneficiaries of the permit.	Subdivisions and Final Plats



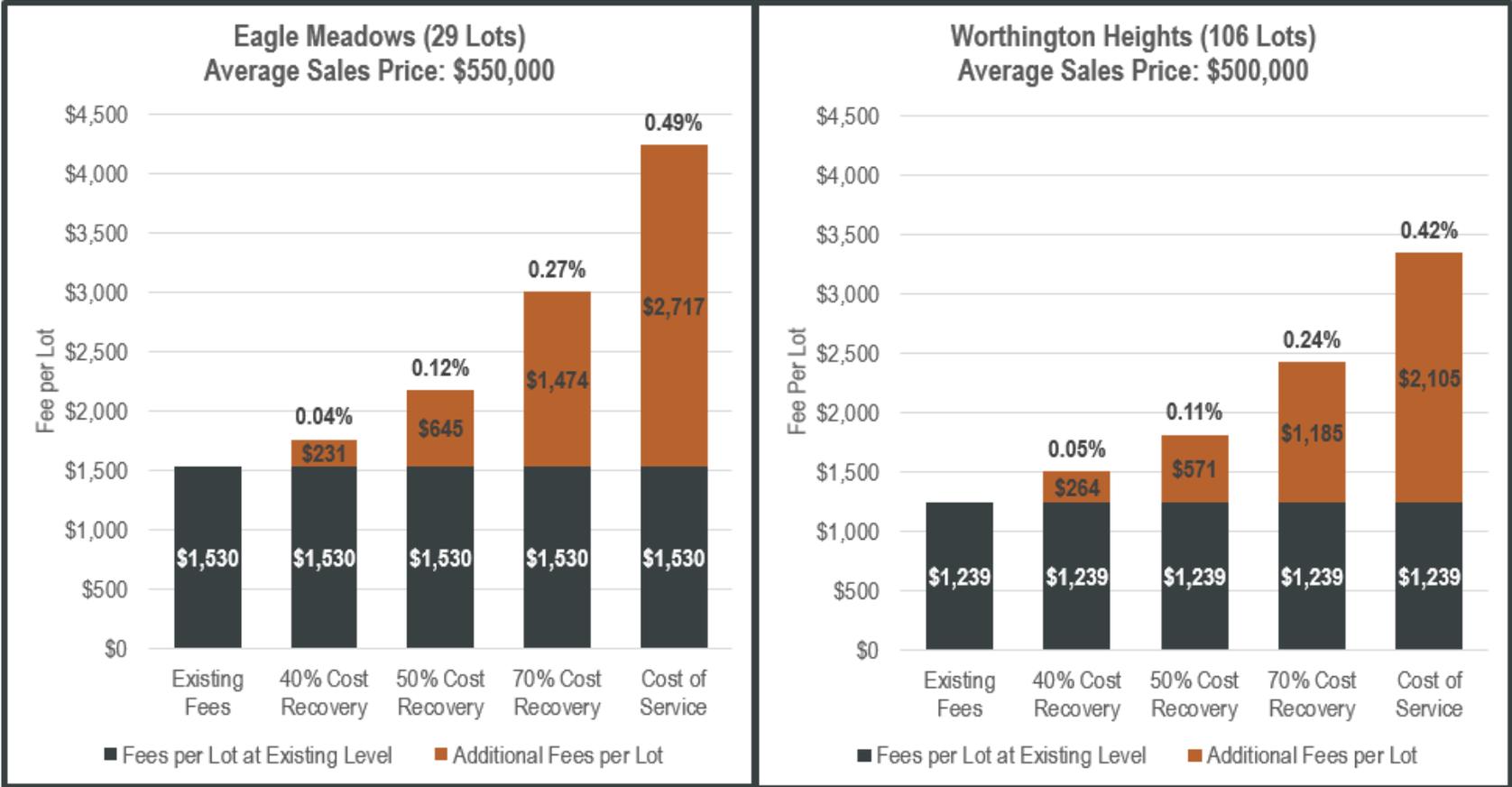
# Discussion

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- ◆ Cost recovery rates for tiers
  - Tier 1: 10%
  - Tier 2: 20%
  - Tier 3: 40-70%









# MONROE CITY COUNCIL

## Agenda Bill No. 20-048

<b>SUBJECT:</b>	<b>Discussion: Proposed Amendments - Growth Management Policy Board Recommendation for Vision 2050</b>
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<b>DATE:</b>	<b>DEPT:</b>	<b>CONTACT:</b>	<b>PRESENTER:</b>	<b>ITEM:</b>
03/17/2020	Administration	Deborah Knight	Deborah Knight	<b>Discussion Items #2</b>

**Discussion:** 03/17/2020

- Attachments:**
1. Letter to Puget Sound Regional Council January 21, 2020
  2. Presentation of Snohomish County Amendment to PSRC Executive Board February 27, 2020
  3. Description of Vision 2050 "Cities and Towns"

**REQUESTED ACTION:** Review the amendment submitted by Snohomish County to the Puget Sound Regional Council (PSRC) Executive Board on February 27, 2020, to reduce the growth allocation to "Cities and Towns" from eleven to nine percent and increase the "Rural" population from three to six percent. Discuss the City Council's policy direction regarding the proposed Snohomish County amendment.

### POLICY CONSIDERATION

*Section 15 of the City Council Rules of Procedure states: "If a Councilmember or the Mayor appears on behalf of the City before another Governmental Agency, a community organization or the media for the purpose of commenting on an issue, the majority position of the Council, if known, is to be stated. Personal opinions and comments which differ from the Council majority may be expressed if it is clearly stated the comments do not reflect the majority Council position."*

*The purpose of this agenda bill is to introduce the proposed Snohomish County Amendment in order to provide guidance to Councilmember Rousey while representing the City during discussions and voting of the Puget Sound Regional Council Executive Committee.*

### DESCRIPTION/BACKGROUND

#### What is PSRC?

Puget Sound Regional Council (PSRC) is the Metropolitan Planning Organization (MPO) for the Puget Sound region, including Pierce, King, Kitsap, and Snohomish Counties and establishes the Multi-County Planning Policies.

PSRC develops policies and coordinates decisions about regional growth, transportation and economic development planning within King, Pierce, Snohomish, and Kitsap counties. PSRC is composed of over eighty jurisdictions, including all four counties, cities and towns, ports, state and local transportation agencies, and tribal governments within the region.

VISION 2050, which contains the Multi-County Planning Policies, is a regional strategy for accommodating the 5.8 million people expected to live in the region by 2050. The Multi-County Planning Policies (MPPs) provide a common framework for local plans, implement the Regional Growth Strategy, and provide the policy structure for other regional plans.

VISION 2050 actions outline responsibilities and tasks for PSRC, local governments, and others to implement the plan. The Regional Growth Strategy is a part of VISION 2050.

The Regional Growth Strategy identifies where to plan for population and job growth throughout the region.

#### How is growth distributed within the region and within each county?

The Regional Growth Strategy outlines the shares of growth to regional geographies within individual counties. One of the goals of VISION 2050 is to have cities, towns, and neighborhoods of various sizes and character in the future, so different levels of growth are provided for different types of places.

The charts below show how growth is distributed by county through the Regional Growth Strategy. Growth is also distributed differently within each county to reflect local characteristics. For example, in King County, the Metropolitan cities of Seattle and Bellevue represent a large share of the county population, while Snohomish County has more small cities and urban unincorporated areas with planned high-capacity transit. These differences are reflected in the county growth shares.

#### How is rural growth addressed?

The Regional Growth Strategy supports the long-term trends, which have been showing declining growth in rural areas far from major employment centers. The Growth Management Policy Board developed a Regional Growth Strategy that closely reflects the Transit Focused Growth alternative and allocates less growth in rural areas than VISION 2040. The draft plan also includes policies and actions supporting conservation techniques to maintain rural character over the long term.

#### How is the Regional Growth Strategy implemented?

Under the Growth Management Act, counties and cities work together to adopt population and employment growth targets for each jurisdiction. These growth targets are used in local comprehensive plans and planning throughout the region for land use, transportation, and services.

While the allocations shape local targets, the strategy also supports flexibility by grouping places into “regional geographies,” extending the planning horizon beyond local plans, and including guidance and policies that recognize that flexibility and adjustments over time may be needed.

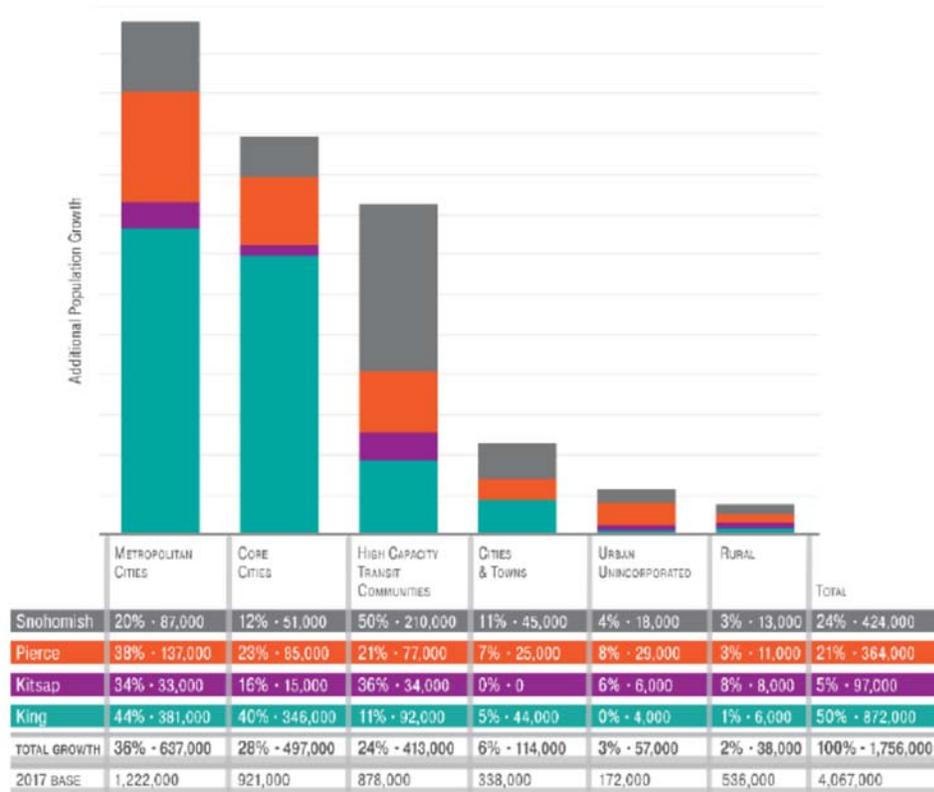
#### How Does Vision 2050 allocate growth?

The Regional Growth Strategy is intended to coordinate growth among the region’s cities and towns as they periodically update local housing and employment growth targets and amend their local comprehensive plans. Countywide growth targets are based on population forecasts developed by the state Office of Financial Management and regional employment forecasts from PSRC.

The Regional Growth Strategy calls for different “regional geographies” – Metropolitan Cities, Core Cities, High Capacity Transit, Cities and Towns, Unincorporated and Rural, to accommodate different shares of population and employment growth—within the region as a whole, as well as within each county. While relative amounts may differ somewhat between counties, the roles of regional geographies within each county are consistent for the region as a whole.

Within each county, the relative distribution of growth to individual cities and unincorporated places will be determined through countywide target-setting, taking into account local circumstances.

Figure 6 – Population Growth 2017-50, Preferred Alternative



What is Monroe’s growth allocation?

Monroe is classified as one of forty-two “cities and towns” with the region (Attachment 3). Cities and Towns include a diverse array of jurisdictions, including places near major cities, small residential towns, and free-standing cities and towns surrounded by rural and resource lands.

The region’s forty-two Cities and Towns are expected to accommodate relatively less growth than historical trends and remain relatively stable for the long term.

Cities inside the contiguous urban growth area will likely be able to accommodate a larger share of growth due to their proximity to the region’s large cities, existing and planned transportation systems, and other supporting infrastructure. Small residential towns that have limited potential for accommodating growth are likely to receive a lesser share of cities and towns growth.

Free-standing cities and towns are separated from the contiguous urban growth area and should serve as hubs for relatively higher-density housing choices and as job and service centers for surrounding rural areas. These cities should be the focal points of rural-based industries and commerce and the location of schools and other institutions serving rural populations. Due to their physical isolation from the rest of the designated urban growth area, they will likely receive a lesser overall share of growth and are not expected to grow as much as cities and towns in the contiguous urban growth area.

The Regional Growth Strategy calls for forty-two Cities and Towns to accommodate six percent of the region’s population growth and four percent of its employment growth by the year 2050.

What is the Snohomish County amendment?

Snohomish County proposes growth strategy allocations for Snohomish County to match the July 2019 draft VISION 2050, decreasing the allocation to “cities and towns” from eleven to nine percent and increasing the rural allocation from three to six percent.

	Metropolitan Cities	Core Cities	High Capacity Transit Communities	Cities & Towns	Urban Unincorporated	Rural
GMPB Recommendation - Population	20% 87,000	12% 51,000	50% 210,000	11% 45,000	4% 18,000	3% 13,000
Snohomish County Proposed - Population	20% 87,000	11% 47,000	50% 210,000	9% 37,000	4% 18,000	6% 25,000

Why does Monroe support the GMPB Recommendation?

The City of Monroe supports the Growth Management Planning Board’s December 5, 2019, recommendation to the Executive Board to adopt a three percent growth rate for the rural areas of Snohomish County and a four percent growth rate for the urban unincorporated areas.

This policy accommodates the region’s growth first and foremost into the urban growth area (MPP-RGS-4); avoids increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit (MPP-RGS-11); plans for commercial, retail, and community services that serve rural residents to locate in neighboring cities to avoid the conversion of rural land into commercial purposes (MPP-RGS-12); and manages and reduces rural growth rates overtime to maintain rural landscapes and lifestyles and protect resource lands and the environment(MPP-RGS-13).

In the event the Executive Board supports the Regional Growth Strategy proposed by Snohomish County for the rural and urban unincorporated areas of Snohomish County, the City of Monroe requested in the January 21, 2020, letter (Attachment 1) the Executive Board direct growth to areas with enough existing and vested vacant lots to accommodate allocated growth without further subdividing rural lands.

The Regional Growth Strategy should not be used to justify creative measures such as UGA “land swaps” to amend or expand the Urban Growth Area into rural areas where vested vacant lots are not already in place.

**FISCAL IMPACTS**

This policy discussion does not have any direct budget impacts.

**TIME CONSTRAINTS**

The PSRC Executive Board is scheduled to discuss the proposed Snohomish County amendment at its next meeting on March 26, 2020. Councilmember Rousey plans to attend the meeting to hear the discussion and represent the City.

**ALTERNATIVES TO REQUESTED ACTION**

Council may discuss the proposed amendment and choose not to provide direction to Councilmember Rousey in which case, she may not represent the full Council at the Executive Board meeting.



January 20, 2019

Puget Sound Regional Council  
 Executive Board  
 Attn: Sheila Rogers  
 1011 Western Avenue, Suite 500  
 Seattle, WA 98104

Re: Growth Strategy - GMPB Recommendation for VISION 2050

The City of Monroe supports the Growth Management Planning Board's December 5, 2019 recommendation to the Executive Board to adopt a 3% growth rate for the rural areas of Snohomish County and a 4% growth rate for the urban unincorporated areas.

This policy accommodates the region's growth first and foremost into the urban growth area (MPP-RGS-4); Avoids increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit (MPP-RGS-11); Plans for commercial, retail, and community services that serve rural residents to locate in neighboring cities ...to avoid the conversion of rural land into commercial purposes (MPP-RGS-12); and Manages and reduces rural growth rates overtime...to maintain rural landscapes and lifestyles and protect resource lands and the environment(MPP-RGS-13).

In the event the Executive Board supports the Regional Growth Strategy proposed by Snohomish County for the rural and urban unincorporated areas of Snohomish County, the City of Monroe respectfully requests the growth is directed to areas with enough existing and vested vacant lots to accommodate allocated growth without further subdividing rural lands. The Regional Growth Strategy should not be used to justify creative measures such as UGA "land swaps" to amend or expand the Urban Growth Area into rural areas where vested vacant lots are not already in place.

As counties and cities update their comprehensive plans in 2023-24 to accommodate growth targets and implement the Regional Growth Strategy, the City of Monroe supports a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools and economic development, to achieve a development pattern that aligns with VISION 2050 to reduce rural growth rates overtime and focus growth in cities. The City strongly opposes any efforts to increase densities outside of urban, incorporated areas.

Sincerely,

Mayor Pro-Tem

**THE ADVENTURE  
 STARTS HERE!**

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City of Monroe  
 806 West Main Street, Monroe, WA 98272  
 Phone (360) 794-7400 Fax (360) 794-4007  
 www.monroewa.gov  
 Discussion Item #2  
 AB20-048

# VISION 2050

ATTACHMENT 2

## Growth Management Policy Board Recommendation

February 27, 2020  
Executive Board



# Review Process

## **Today**

Continued review of GMPB recommendation  
Consider amendments

## **March**

Issue Final Supplemental Environmental Impact Statement  
Ask for board for recommendation to General Assembly

## **May 28**

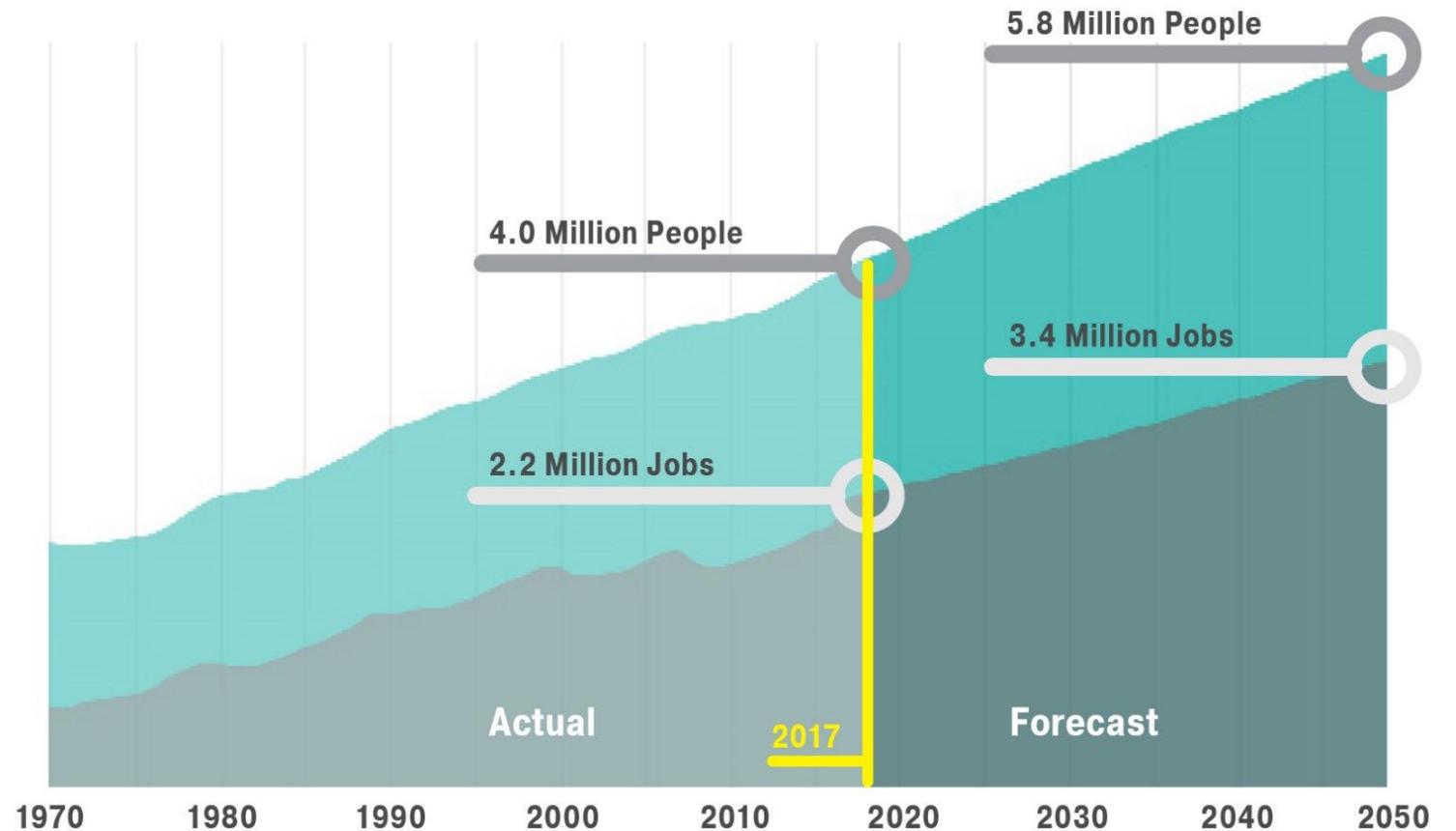
General Assembly  
Publish final version after General Assembly

# 2050 Forecast



## The long-range forecast is for continued growth

- The region is projected to grow by about **1.8 million people** between 2017 and 2050
- The region is projected to add about **1.2 million jobs** between 2017 and 2050



# VISION 2050 Development



## VISION 2050 Work Program



● Early work

● Scoping, research, planning

● SEPA review, draft plan

● Adoption

### Public Comment Periods

VISION Scoping | Feb – Mar 2018

VISION DSEIS | Feb – April 2019

Draft Plan | July – Sept 2019

### Research + Data

2050 Forecast

Data Trends

Displacement Risk Mapping

Opportunity Mapping

Nine Background Papers

### Public Outreach

Listening Sessions

Open Houses

Public Opinion Survey

Youth Engagement

Tabling at Community Events

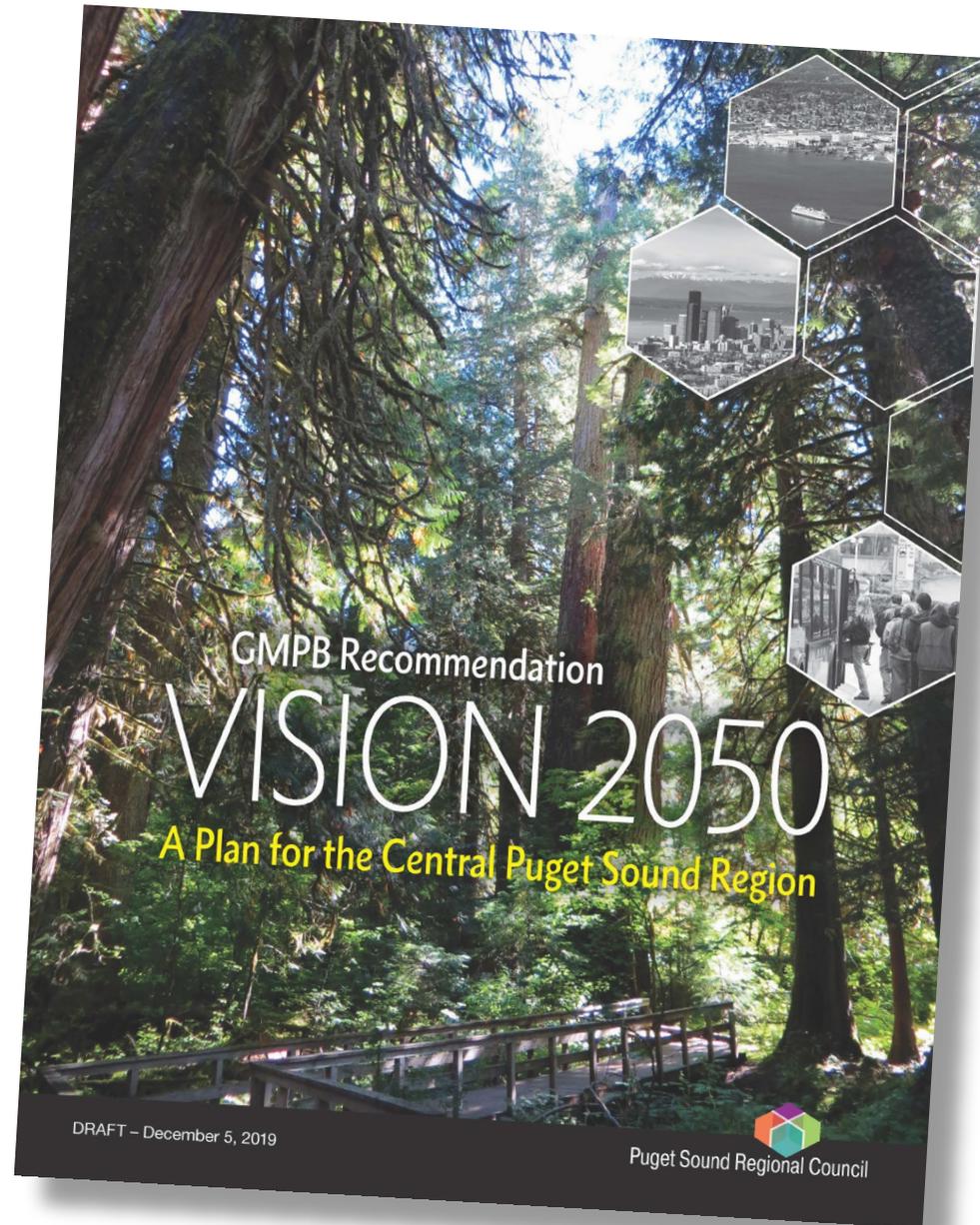
Translated Materials

### Board Engagement

Topical Board Work Sessions

Nine Extended Meetings, Four Special Mtgs in 2018-19

The Growth Management  
Policy Board unanimously  
recommends adoption of  
VISION 2050



# VISION 2050 works to...

-  Increase **housing** choices and affordability
-  Provide **opportunities** for all
-  Sustain a strong **economy**
-  Significantly reduce greenhouse gas **emissions**
-  Keep the region **moving**
-  Restore the health of **Puget Sound**
-  Protect a network of **open space**
-  Growth in **centers** and near **transit**
-  Act **collaboratively** and support **local efforts**



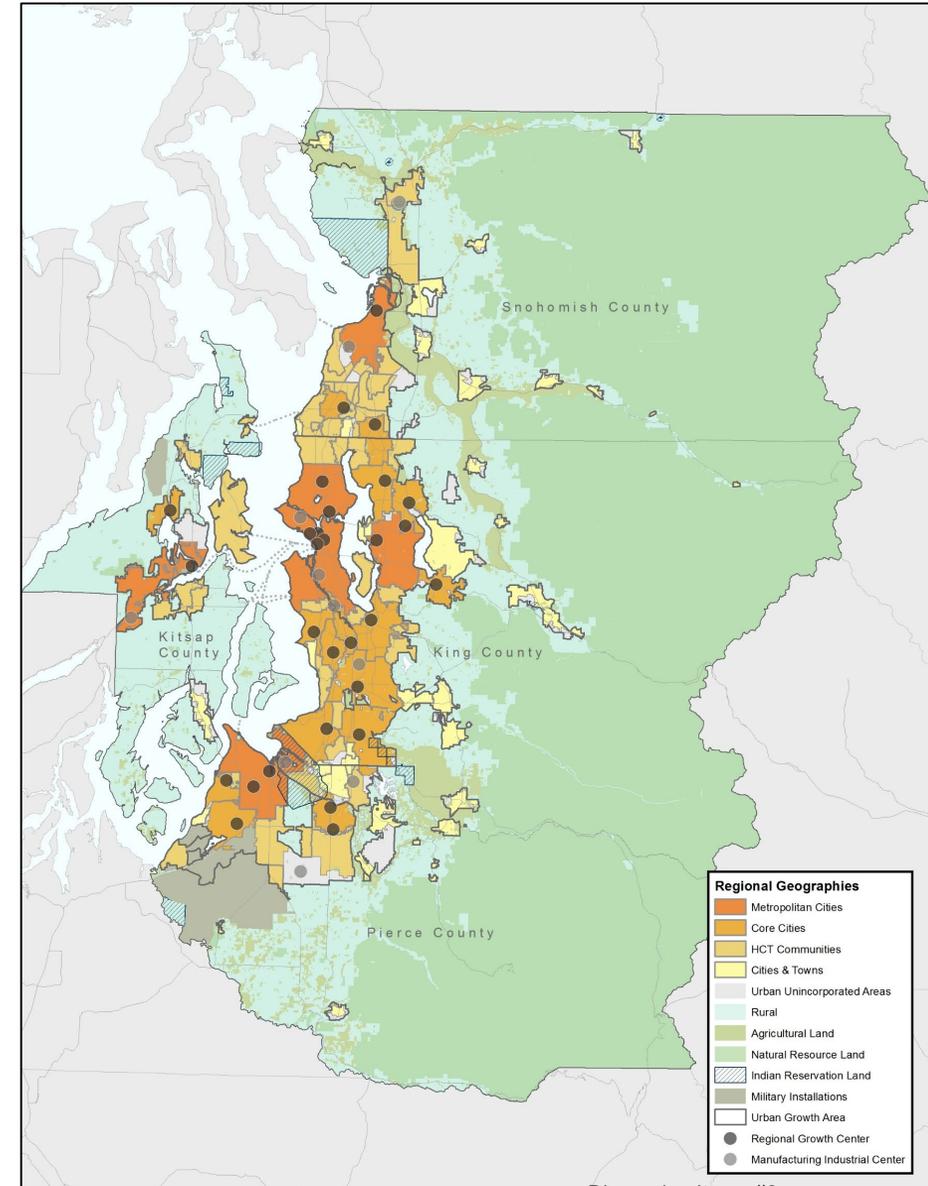
# What's different from VISION 2040?

- Extends planning horizon to **2050**
- Updated growth strategy and aims for **more growth near transit**
- Advocates for **sustainable funding** sources
- Increases recognition of **Native Tribes** and **military installations**
- New chapter on **climate change**
- Directs a **regional housing strategy**
- Directs a **regional equity strategy** and consideration of forming an equity advisory group



# Regional Growth Strategy

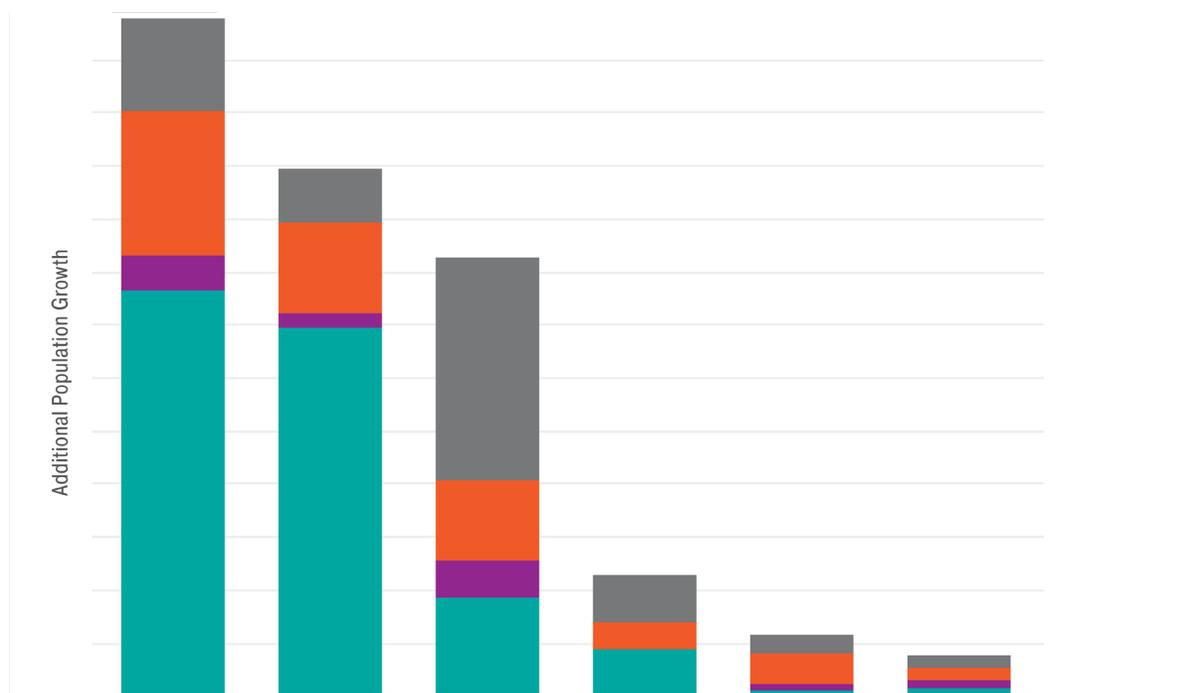
- Most growth aimed at Metro, Core, and High Capacity Transit Communities
- **65%** of region's population growth and **75%** of employment growth in regional growth centers & near HCT
- Less growth rural areas
- Better jobs-housing balance by shifting employment allocation from King County



# Regional Growth Strategy

## Population Growth 2017-2050, Preferred Growth Alternative

Population Growth - Draft Preferred Alternative



	METROPOLITAN CITIES	CORE CITIES	HIGH CAPACITY TRANSIT COMMUNITIES	CITIES & TOWNS	URBAN UNINCORPORATED	RURAL	TOTAL
Snohomish	20% · 87,000	12% · 51,000	50% · 210,000	11% · 45,000	4% · 18,000	3% · 13,000	24% · 424,000
Pierce	38% · 137,000	23% · 85,000	21% · 77,000	7% · 25,000	8% · 29,000	3% · 11,000	21% · 364,000
Kitsap	34% · 33,000	16% · 15,000	36% · 34,000	0% · 0	6% · 6,000	8% · 8,000	5% · 97,000
King	44% · 381,000	40% · 346,000	11% · 92,000	5% · 44,000	0% · 4,000	1% · 6,000	50% · 872,000
TOTAL GROWTH	36% · 637,000	28% · 497,000	24% · 413,000	6% · 114,000	3% · 57,000	2% · 38,000	100% · 1,756,000
2017 BASE	1,222,000	921,000	878,000	338,000	172,000	536,000	4,067,000

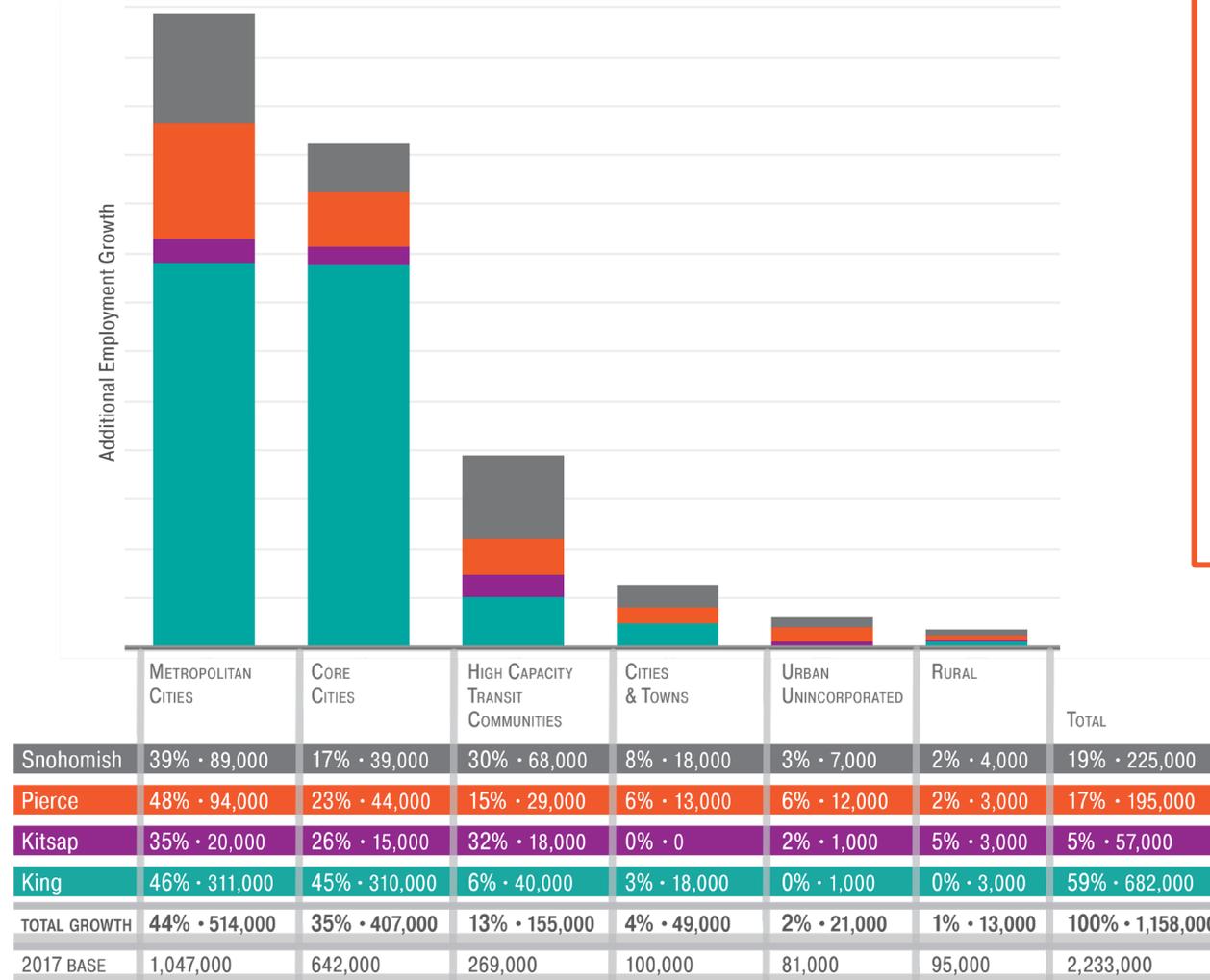
- ➔ Increased growth in mid-to large-size cities with regional growth centers and high-capacity transit
- ➔ Decreased growth in Rural areas
- ➔ Decreased growth in unincorporated areas without transit and smaller cities
- ➔ Increased jobs-housing balance in the region



# Regional Growth Strategy

## Employment Growth 2017-2050, Preferred Growth Alternative

### Employment Growth - Draft Preferred Alternative



- Increased growth in mid-to large-size cities with regional growth centers and high-capacity transit
- Decreased growth in Rural areas
- Decreased growth in unincorporated areas without transit and smaller cities
- Increased jobs-housing balance in the region



# Performance of Preferred Growth Alternative



**Land Development**



**Less land converted** - Amount of land converted to new development is substantially less than STC or RUG alternatives



**Transit ridership**



**Greater transit ridership** - Transit increases substantially compared to 2014 baseline; more than STC and RUG



**Greenhouse gas emissions**



**Greenhouse gas emissions reduced** – Emissions, compared to 2014 baseline, decrease more than STC and RUG alternatives



**Average daily drive time**



**Better drive times** – Average drive time, compared to 2014 baseline, is a greater reduction than STC and RUG alternatives

*STC = Stay the Course Alternative*

*RUG = Reset Urban Growth Alternative*

*Full analysis provided in Draft SEIS and Final SEIS*

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# Board Amendments

## Amendments proposed by board members

- Snohomish County growth strategy allocations
- Housing related edits and new actions



# Regional Growth Strategy

- Snohomish County proposes growth strategy allocations for Snohomish County to match the July draft, increasing the rural allocation

	Metropolitan Cities	Core Cities	High Capacity Transit Communities	Cities & Towns	Urban Unincorporated	Rural
GMPB Recommendation - Population	20% 87,000	12% 51,000	50% 210,000	11% 45,000	4% 18,000	3% 13,000
Snohomish County Proposed - Population	20% 87,000	11% 47,000	50% 210,000	9% 37,000	4% 18,000	6% 25,000

# Regional Growth Strategy

- Growth Management Policy Board considered a range of growth alternatives
- Snohomish County amendment numbers were used in the draft plan release last summer
- They are within the range analyzed by the SEPA document
- The Growth Board chose to reduce the Snohomish County Rural population allocation by about 12,000 people after review of other counties and analysis of the alternatives

# Housing Amendments

King County Councilmember Balducci proposes several edits related to housing, including two new action statements:

## H-Action 7

**Housing Choice:** Counties and cities will update regulations and strategies to reduce barriers to the development and preservation of moderate density housing to bridge the gap between single-family and more intensive multifamily development, consistent with the Regional Growth Strategy.

## H-Action 8

**Housing Production:** Counties and cities will review and amend, where appropriate and consistent with the Regional Growth Strategy, development standards and regulations to reduce barriers to the development of housing by providing flexibility and minimizing additional costs.

# Housing in VISION 2050

## Policies address:

- Housing **production** that meets existing and future needs
- Emphasis on the **location** of housing
- Housing in **centers** & access to transit
- Preserving and expanding housing **affordability**
- Identifying and mitigating **displacement**

## Actions:

- Develop a **regional housing strategy**, including a regional needs assessment
- Technical assistance and guidance to **support local planning**



# Next Steps

## March

- Issue Final Supplemental Environmental Impact Statement
- Ask board to make recommendation to the General Assembly

## May 28

- General Assembly – action to adopt plan

Final version with additional formatting and graphics published after General Assembly



# Thank you.

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## Cities and Towns

Cities and Towns include a diverse array of jurisdictions, including places near major cities, small residential towns, and free-standing cities and towns surrounded by rural and resource lands. Cities and Towns provide important housing, jobs, commerce, and services in their downtowns and local centers. The region's 42 Cities and Towns are expected to accommodate relatively less growth than historical trends and remain relatively stable for the long term. Many Cities and Towns are served by local transit options, but these jurisdictions are not connected to the regional high-capacity transit system. Some may not be served by scheduled fixed-route transit or be within a transit service district. Their locally-designated city or town centers provide local job, service, cultural, and housing areas for their communities. These local centers should be identified in local comprehensive plans and become priority areas for future investments and growth at the local level.

Cities inside the contiguous urban growth area will likely be able to accommodate a larger share of growth due to their proximity to the region's large cities, existing and planned transportation systems, and other supporting infrastructure. Small residential towns that have limited potential for accommodating growth are likely to receive a lesser share of cities and towns growth.

Free-standing cities and towns are separated from the contiguous urban growth area and should serve as hubs for relatively higher-density housing choices and as job and service centers for surrounding rural areas. These cities should be the focal points of rural-based industries and commerce and the location of schools and other institutions serving rural populations. Due to their physical isolation from the rest of the designated urban growth area, they will likely receive a lesser overall share of growth and are not expected to grow as much as cities and towns in the contiguous urban growth area.

The Regional Growth Strategy calls for 42 Cities and Towns to accommodate 6% of the region's population growth and 4% of its employment growth by the year 2050.



Figure 11 – Cities and Towns



*Cities and Towns (42 cities, 140 square miles): Algona, Beaux Arts, Black Diamond, Bonney Lake, Brier, Buckley, Carbonado, Carnation, Clyde Hill, Covington, Darrington, Duvall, Eatonville, Edgewood, Enumclaw, Gig Harbor, Gold Bar, Granite Falls, Hunts Point, Index, Lake Stevens, Maple Valley, Medina, Milton, Monroe, Normandy Park, North Bend, Orting, Pacific, Roy, Ruston, Sammamish, Skykomish, Snohomish, Snoqualmie, South Prairie, Stanwood, Steilacoom, Sultan, Wilkeson, Woodway, and Yarrow Point*

*Cities and Towns are located throughout the region and represent over half of the region's incorporated jurisdictions. Cities and Towns in Snohomish and Pierce counties are expected to accommodate a relatively higher share of their countywide growth compared to King and Kitsap counties.*