



City of Monroe

2044

COMPREHENSIVE PLAN







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A Special Thanks...

To the residents of Monroe, and to all of those who participated in this process.



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1 INTRODUCTION

How do we see Monroe changing in the next twenty years? What brings us together now, and what path do we want to take together as a community? How can we grow in a way that best represents all our goals and priorities?

Welcome to the Monroe 2044 Comprehensive Plan, a transformational update to our city’s growth and development strategy. Building upon the 2015 plan, this new framework incorporates recent amendments to the Washington Growth Management Act (GMA). These updates introduce revised regulations and standards designed to foster sustainable and well-managed growth throughout the state, ensuring Monroe’s future is both forward-thinking and in alignment with statewide planning goals.

The Monroe 2044 Comprehensive Plan encapsulates the voices of Monroe heard through extensive public engagement over a two-year planning process. The Plan also establishes the framework and actionable steps towards making Imagine Monroe a reality that aligns with new and revised growth management requirements.

This document is organized into distinct elements, each addressing specific functions and aspects of Monroe’s operations. Within some of these sections, there are dedicated



*Downtown Monroe
Source: Provided by the City of Monroe*

plans that focus on citywide initiatives. These plans cover various aspects of city life, including infrastructure, services, and development.

Each element within the document provides detailed guidance on policies related to growth and change. By addressing these critical areas, the City can plan more effectively for its community’s needs, ensuring sustainable development and improved quality of life for residents.

In tandem with the development of the Monroe 2044 Comprehensive Plan, the City of Monroe has undertaken updates to several other citywide plans to ensure consistency and across all strategic documents. These citywide plans include:



- Parks, Recreation, and Open Space Plan (adopted in 2022)
- Transportation System Plan (adopted 2024)
- Wastewater Plan (2025-expected)
- Water Plan (2025-expected)
- Stormwater Plan (2025-expected)
- Trails Master Plan (adopted 2024)

These updated plans provide a series of prioritized projects necessary to meet the future development identified within the Comprehensive Plan and that comply with the Future Land Use Map (**Figure 3.4, page 3-12**), illustrating how development is expected to occur over the next 20 years in Monroe.

As part of the Monroe 2044 Comprehensive Plan update, the City is also updating its Development Code to implement new or support revised Comprehensive Plan policies. This update incorporates regulations that meet regional and state requirements and provide clarity for how and where development occurs in Monroe.

Planning Context

GROWTH MANAGEMENT ACT

In 1990, Washington Legislature enacted the GMA, mandating rapidly growing cities and counties to develop comprehensive plans as a way to proactively manage their population growth and development.



City of Monroe Gateway Sign
Source: Provided by the City of Monroe



Figure 1.1 - REGIONAL AND STATEWIDE PLANNING CONTEXT

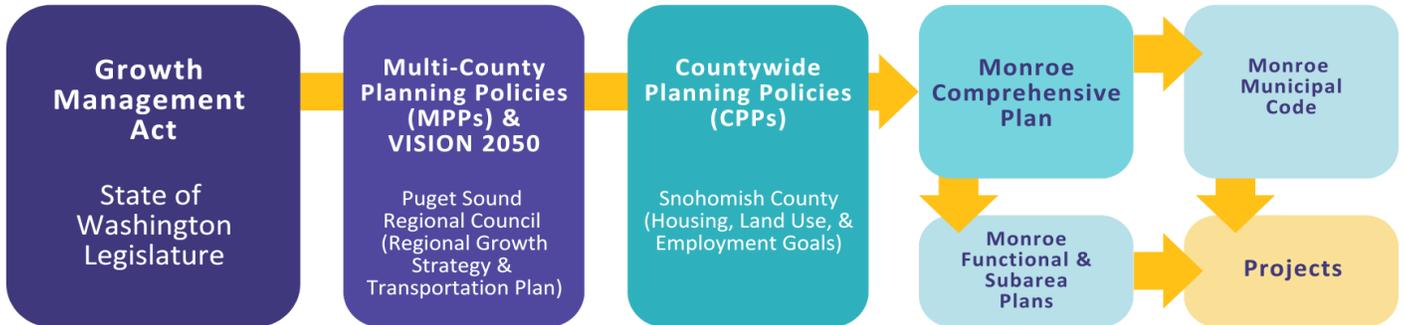


Figure 1.1 illustrates how State requirements inform regional and local land use planning. These plans serve as the centerpiece for local long-range planning efforts; with the GMA specifying both mandatory and optional elements to ensure statewide consistency and standards for most cities and counties in Washington.

Monroe’s 2044 Comprehensive Plan ensures the level of consistency required by the GMA.

Growth Management Act Goals

The GMA, under RCW 36.70A.020, outlines goals that should form the foundation of the comprehensive plans. These goals are not ranked by priority and are meant solely to guide planning and regulations. Additionally, the Shoreline Management Act’s goals are included as the fourteenth GMA goal (RCW 36.70A.480), detailed in RCW 90.58.020.

Urban growth. Encourage development in urban areas.

Reduce sprawl. Reduce the inappropriate conversion of undeveloped land.

Transportation. Encourage efficient multimodal transportation systems.

Housing. Plan for and accommodate housing affordable to all economic segments.

Economic development. Encourage economic development throughout the state.

Property rights. Private property shall not be taken for public use without just compensation having been made.

Permits. Process applications in a timely and fair manner.

Natural resource industries. Maintain and enhance natural resource-based industries.

Open space and recreation. Retain open space and enhance recreational opportunities.

Environment. Protect the environment and enhance the state’s high quality of life, including air and water quality, and the availability of water.

Citizen participation and coordination. Encourage the involvement of citizens.

Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate.



Springtime tulips outside of old City Hall
Source: Provided by the City of Monroe

Historic preservation. Identify and encourage preservation.

Climate change and resiliency. Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate.

Shoreline management. Manage shorelines for habitat and development.

The GMA also requires certain elements, or chapters, to be included in each Comprehensive Plan. These elements include:

- Land Use
- Housing
- Capital Facilities Plan
- Utilities
- Rural Development - Counties only
- Transportation
- Climate Change/Resiliency - Added in 2023
- Ports - For cities with an annual maritime port revenue of > \$60 million

There are optional Comprehensive Plan Elements that include Economic Development and Parks and Recreation, that the City of Monroe has chosen to include in this Comprehensive Plan update due to their importance to the city and its residents.

Regional Planning Policies

Puget Sound Regional Council (PSRC) is a metropolitan planning organization representing King, Kitsap, Pierce, and Snohomish counties. PSRC developed the regional growth strategy, called VISION 2050, that provides a shared roadmap for the future and aligns policies across jurisdictions. Within VISION 2050, there are Multicounty Planning Policies (MPPs) that set the groundwork for each county in preparing policies for Countywide Planning Policies (CPPs); which are more individualized and county-focused, and for cities preparing local comprehensive plans. As a partner in the Puget Sound region's growth and development, the City of Monroe is incorporating PSRC's VISION 2050's MPPs as well as GMA's requirements.

SNOHOMISH COUNTY PLANNING POLICIES

Snohomish County adopted its most current Countywide Planning Policies (CPPs) in 2023. The CPPs provide a consistent framework to guide each local jurisdiction's comprehensive planning and include the 20-year adopted population, housing and employment allocations for the County and all Snohomish County cities (Error! Reference source not found.). In particular,



the CPPs address issues that cross jurisdictional boundaries, such as setting Urban Growth Areas, accommodating housing and employment demand, and addressing capital facilities that are regional in nature. Monroe’s 2044 Comprehensive Plan addresses Snohomish County’s CPPs related to Monroe.

LOCAL PLANNING POLICIES

Monroe’s 2044 Comprehensive Plan provides guidance to decision makers, staff, residents, property owners, investors, and developers regarding an approach to growth and development in the City and where the City is allowed to expand its boundaries. The Plan emphasizes certain practices. The Plan provides local policy direction to realize the Imagine Monroe vision, shaped by extensive community input and reflecting the city’s aspirations for the next 20 years.

Policy Documents

- The Monroe 2044 Comprehensive Plan is a policy document that establishes a framework to implement Imagine Monroe, the city’s aspirational **future vision**. The Plan includes goals, policies, and actions that provide overall direction and can be used to measure performance in how policies are being met by the City and its partners.

System Plans

- System plans, including potable water, sanitary sewer, stormwater, transportation, and parks, open space, and trails plans,

provide a set of prioritized projects. These system plans are incorporated into the Monroe 2044 Comprehensive Plan as specific elements of the Plan.

Regulatory Documents

- Monroe’s Development Code implements the Future Land Use Map illustrated in the Monroe 2044 Comprehensive Plan. The Development Code regulates how development occurs **today**, consistent with the Comprehensive Plan.
- Subarea plans, such as for Downtown and North Kelsey, provide greater specificity than the Comprehensive Plan for a specific area or district in the city.

All of these documents implement the Imagine

Table 1.1 - GROWTH ALLOCATIONS

Allocations	2020	2044
POPULATION		
City	19,699	24,302
Unincorporated	1,567	1,974
Total UGA	21,266	26,276
HOUSING		
City	6,163	8,379
Unincorporated	551	758
Total UGA	6,714	9,138*
EMPLOYMENT		
City	10,096	12,420
Unincorporated	164	241
Total UGA	10,260	12,660*

*Totals may be different due to rounding in UGA calculations.



Monroe vision statement.

Community Engagement

The Monroe 2044 Comprehensive Plan is the community’s blueprint. Hundreds of people participated throughout the process. People living, working, and visiting Monroe interacted with City staff at in-person pop-up events and community gatherings, participated in surveys, and shared their perspectives at Planning Commission and City Council meetings.

There were many ways that Monroe residents, employees, business, and property owners were actively involved, including:



Visiting the project website to read about the project



Interviews with community leaders, service providers, and others active in Monroe



Participation in five Community Advisory Committee meetings



Attendance or participation at one or more of the following community pop-up events during the project, such as the Monroe Farmer’s Market, Monroe PRIDE, Juneteenth, Belonging, and Monroe Chamber of Commerce Block Party, Monroe 2044 In The Classroom, National Night Out Against Crime



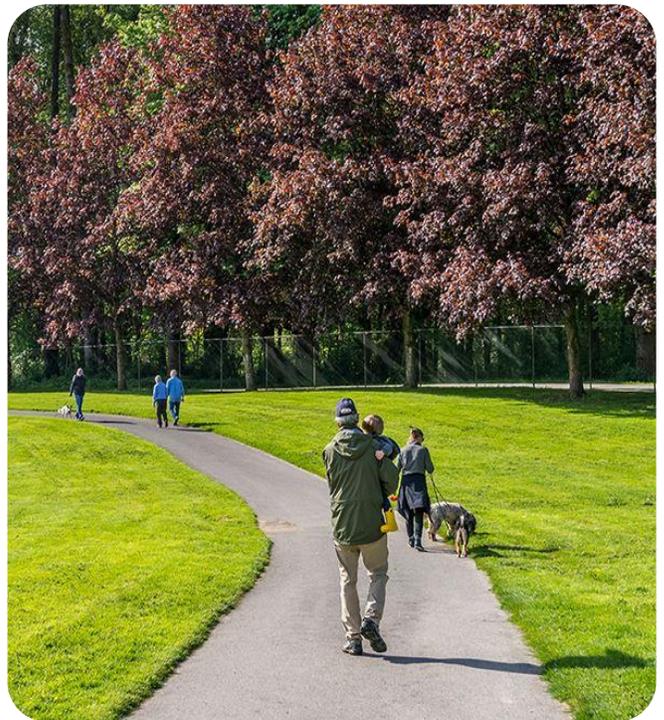
Completing one or more of the two online surveys

Attendance and participation at many City-led committee meetings, such as the Community Human Services Advisory Board, the Economic Development Advisory Board, Parks Board, and the Monroe Planning Commission



Attendance and participation at City Council meetings

People in Monroe are engaged and invested in the community, contributing to a visionary comprehensive plan that achieves a broader community vision. Chapter 2: Vision and Guiding Principles provides more details about public engagement conducted to create a roadmap for the future of Monroe.



*Paved trail through Sky River Park
Source: Provided by the City of Monroe*

Key Outreach Activities



City staff and event participants
Source: Provided by the City of Monroe and MIG, Inc.



Community Kickoff
50+ Attendees



One-on-One Interviews
9 Interviews

Monroe City Council | Evergreen Health | Evergreen Drug Rehab | Downtown Monroe Association | Monroe Historical Society | Monroe Parks Board | Monroe's Economic Advisory Board | The Boys and Girls Club | City of Monroe Staff



Community Advisory Committee
5 Public Meetings



Focus Groups
English - Spanish

Challenges and Values of Monroe | Pandemic Issues | Imagine Monroe Vision Statement | New- and Long-Term Resident Goals



Three Online Surveys
English - Spanish
500+ participants



Youth Participants
140+



Plan Organization

Monroe’s 2044 Comprehensive Plan is organized as a series of chapters that address Washington’s GMA requirements. Each chapter provides an overview of the requirements and context for policies contained within each plan. While each chapter focuses on one element of the Comprehensive Plan, many policies are inter-related. In those cases, policies may reference other elements.

Chapter 1: Introduction

Chapter 1 introduces the plan and how the community and City will use it. This chapter describes the public engagement process and other information used to develop the Monroe 2044 Comprehensive Plan.

Chapter 2: Imagine Monroe and Guiding Principles

Chapter 2 provides the overarching framework for the Comprehensive Plan by describing the following:

Imagine Monroe. The City of Monroe’s vision statement

The Comprehensive Plan’s Guiding Principles. Guiding Principles are general statements that address one element of Imagine Monroe and provide direction for the Policy Framework in Chapters 3-10.

Chapters 3-10: Comprehensive Plan Elements

The Comprehensive Plan is organized into dedicated chapters, each focusing on a specific element such as Land Use, Transportation, Economic Development, Housing, Parks, Recreation & Open Space, Capital Facilities, Utilities, and Shoreline & Environment, respectively.

Chapters 3 through 10 are the required elements in Washington’s GMA. Each element includes supporting, technical information in the appendices. When compiled together, these elements make up the “Policy Framework” for the Comprehensive Plan. The Policy Framework includes goals, policies, and actions that implement Imagine Monroe and Guiding Principles described in Chapter 2. They are sorted by element to provide clarity on how each part of the Comprehensive Plan is working to achieve Imagine Monroe and Guiding Principles.

Information within each element includes the following:

Purpose and Element Background. This describes the individual element and relevant background information.

Goals related to the element. Goals are statements that help set direction for future policies and actions.

Policies related to the goal. Policies are statements that provide guidance for implementing a goal. Each goal has one or more policies.



Action Items related to the policy.

Action items are projects, programs, or activities that support implementation of goals and policies and are measurable. Not every policy is supported by action. Certain policies reflect direction and expectations as opposed to an explicit project.

Chapter 11: Plan Implementation.

This chapter outlines the priorities, timing, and implementing **partners** for each action.

Appendices

The appendices include technical documentation related to the Comprehensive Plan. Appendices for the Monroe 2044 Comprehensive Plan include:

- A glossary of definitions;
- State Environmental Policy Act (SEPA) documentation to identify potential impacts and ways to address those challenges;
- Summary of community outreach and feedback;
- Monroe Transportation Plan;
- Utilities systems plans;
- Racially Disparate Impacts and other housing-related analysis;
- Economic Development existing conditions and themes;
- Watershed Analysis Memorandum; and
- Climate Impacts Memorandum.



Breaking new ground
Source: Provided by the City of Monroe

“

[A] Safe place for families and continued commitment to community.”

- Anonymous



Monroe Farmers Market
Source: Provided by the City of Monroe



Population Growth by 2044

Category	Color	Icon
Commercial	Blue	Commercial building
Mixed Use	Green	Mixed-use building
Attached	Red	Attached housing
Townhomes	Yellow	Townhome
Housing on larger lots	Orange	Large lot house
Housing on smaller lots	Purple	Small lot house

Impressions

- Attached
- Townhomes
- Housing on larger lots
- Housing on smaller lots



2 IMAGINE MONROE AND GUIDING PRINCIPLES

Introduction

Monroe's 2044 Comprehensive Plan establishes the policies and actions to achieve Imagine Monroe, the City's aspirational vision. To implement Imagine Monroe, specific goals and policies will be implemented through actions and investments over time. This chapter describes the Imagine Monroe vision statement and establishes five Guiding Principles that expand upon components of Imagine Monroe, establish a broad framework for the comprehensive plan goals, and provide direction for the policies in each element.

History

Located against the foothills of the Cascade Mountains, near where the Skykomish and Snoqualmie rivers converge to form the Snohomish River, Monroe's origins trace back to the Indigenous Coastal Salish peoples. Coastal Salish refers to the language connecting 40 independent Nations between British Columbia, Canada, and northern Oregon.¹ Tribal groups that inhabited the region between modern-day Monroe and the City of Index since time immemorial include:



Skykomish River near Al Borlin Park
Source: Tyson Gillard, Outdoor Project,
<https://www.outdoorproject.com/united-states/washington/skykomish-river-al-borlin-park>

the Snohomish Tribe of Indians and federally recognized Tulalip Tribes of Washington, Stillaguamish Tribe of Indians, and the Snoqualmie Indian Tribe. The dominant tribe in Monroe was the Snohomish. In 1855, the Treaty of Point Elliott was signed, requiring the Tribes to cede their ancestral lands in exchange for money, education, and medical care, and to relocate onto reservations.² These tribes continue to exist into the current day, and have reserved rights including inherent, sovereign, and treaty rights to the area in which the City of Monroe now exists, and beyond."

¹ American Museum of Natural History. (n.d.). Coast Salish: We speak more than 20 languages. Retrieved September 6, 2024, from <https://www.amnh.org/exhibitions/permanent/northwestcoast/coastsalish#:~:We%20speak%20more%20than%2020,our%20languages%2C%20which%20are%20related>.

² Washington State Governor's Office of Indian Affairs. (n.d.). Treaty of Point Elliott (1855). Retrieved September 6, 2024, from <https://goia.wa.gov/tribal-government/treaty-point-elliott-1855>

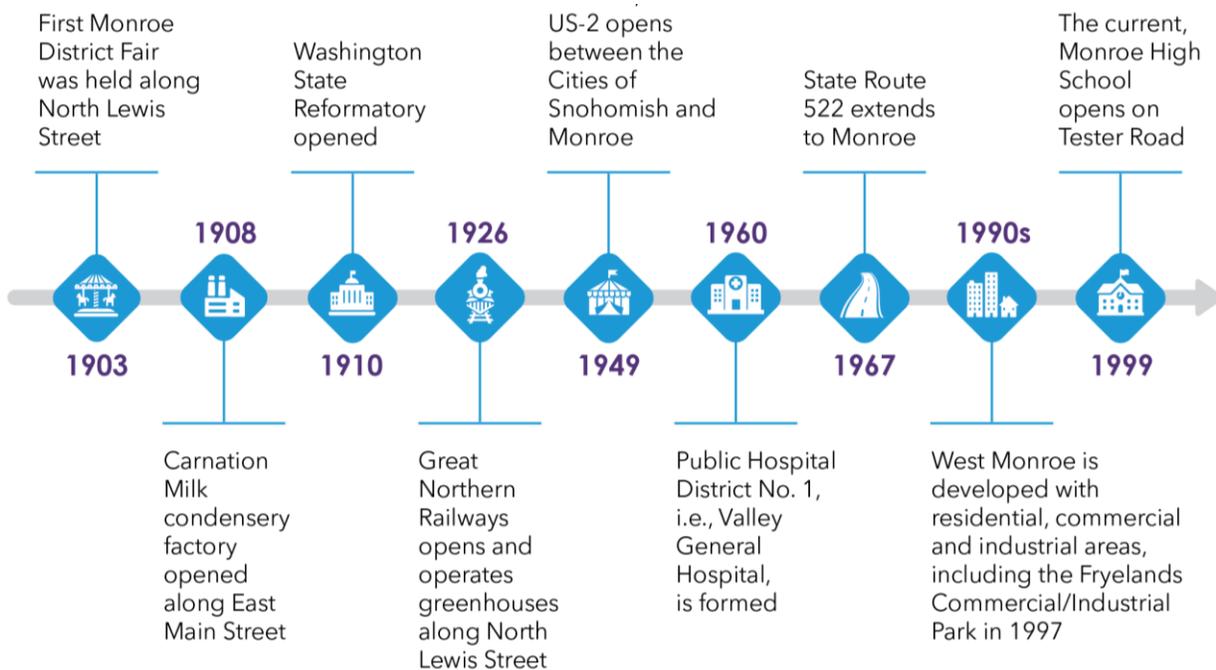


In the 1860s, the first Euro-American settlers began arriving in the Monroe area. Early settlements were centered around three agricultural areas: Woods Creek Valley, Tualco Valley and Park Place. The first post office was established in 1889 in what is now known as Park Place. When the Great Northern Railways located the railroad tracks further north and east of Park Place, the town relocated. Other major industries in the late 1880s and early 1900s included mills and dairy farms. Monroe was incorporated and became a city in 1903.³

At the start of the 20th century, Monroe’s population growth was driven by agricultural products and timber, and slowly grew from there.

The City made investments in building essential infrastructure (for example, new schools, libraries, hospitals, churches, and a state bank) to attract more residents to the area. Monroe's population remained relatively stable during its first century, fluctuating slightly from approximately 1,552 residents in 1910 to around 1,556 in 1950. However, the city began to experience renewed growth in the 1990s, with a significant increase in population after 2000, reaching approximately 19,699 residents—and it has only continued to grow since then.⁴ Major events in Monroe’s history are described in **Figure 2.1**.

Figure 2.1 – TIMELINE OF MONROE IN THE 20TH CENTURY



3 Margaret Riddle, "Monroe – Thumbnail History," HistoryLink.org Essay 7877, posted August 9, 2006, accessed September 5, 2024, <https://www.historylink.org/File/8325>.
 4 Wikipedia contributors. (2024, August 16). Monroe, Washington. In Wikipedia, The Free Encyclopedia. Retrieved September 6, 2024, from https://en.wikipedia.org/wiki/Monroe,_Washington.



Today

Monroe is a vibrant community that is home to over 20,000 people today. Monroe, once rooted in agriculture, has undergone a significant transformation, emerging as a major employer in the Skykomish Valley region for retail, industrial, and manufacturing sectors. Monroe remains committed to supporting the growth of small and locally owned businesses in the community.

From the streets of Monroe’s historic downtown to the tranquil beauty of its natural surroundings, the varied landscapes contribute to its unique character, creating a dynamic environment where people from all walks of life can find a place to call home. Monroe offers a wealth of experiences for both residents and visitors alike. Monroe continues to meet the everyday needs of the community with its diverse array of shops and services, schools, parks and recreation spaces.



Fryelands Residential
Source: Provided by the City of Monroe



Vision Statement

Our vision statement is Imagine Monroe. It identifies the direction Monroe wants to take in the future. Imagine Monroe was developed through community input, adopted by the Monroe City Council in 2022 and is the foundation for the Monroe 2044 Comprehensive Plan. Imagine Monroe is a description of what we want to be today and who we aspire to be in the future.

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 space for all.

In Monroe, everyone feels at home, and everyone feels they belong.

During the April 2023 Community Kickoff event, meeting attendees ranked key components of the vision to identify priorities that helped establish Guiding Principles (described below), further launching the vision as part of a broader policy framework for the Comprehensive Plan.



Guiding Principles

The Guiding Principles provide direction for decision-making in the City of Monroe. They are major themes that address one component of Imagine Monroe and incorporate public input gathered throughout the Comprehensive Plan process. They are further defined by goals and policies to guide future land use and development decisions to help achieve the Plan’s vision. While goals and policies in the Comprehensive Plan may be amended over time, Guiding Principles do not change unless there is a significant shift in direction for the City.



Safe and Accessible

Monroe is a diverse and welcoming community where everyone feels safe, and everyone feels they belong. We aspire for all to have access to safe, dependable, efficient services, and multimodal transportation options. This includes access to parks, schools, health care, police, social services, and fire services. Community services are located in areas that are accessible to everyone in Monroe.



Connected and Active

Monroe strives for interconnected neighborhoods where people of all abilities can access services, parks, and community gathering places through a variety of travel options. Safe and inviting trails, sidewalks, and bicycle routes provide access to our locally owned businesses and neighborhood gathering spaces. Monroe is a place where people can enjoy the outdoor amenities in Monroe without needing a vehicle.



Local and Community Driven

Monroe is a community of people that support locally owned businesses, locally made products, arts, and culture. All residents support one another to grow and flourish in Monroe. We actively participate in civic activities, community events and cultural experiences because it strengthens our relationships with each other and the Monroe community.



Affordable and Diverse Housing

In Monroe, everyone has a place to call home. Monroe residents have a wide range of incomes and diverse housing needs that may change over time. Monroe will have housing options for all and meet the needs of existing and future residents.



Equity-Centered

Monroe is a community that is a safe place for all, where everyone feels at home, and everyone feels they belong. Equity is central in achieving Imagine Monroe as it addresses opportunity, power, influence, and resources to meet the needs of all people. Equity is the principle that institutions proactively adopt policies to take genuine actions to eliminate inequitable adverse impacts and to facilitate increased access to resources, opportunities, and representation in planning and decision-making processes to everyone, including historically marginalized and underrepresented people and communities. Equity shall be incorporated into all aspects of land use planning and development to ensure everyone has access to the services, opportunities, and activities to meet their essential needs and advance their well-being.

Vision Policy Framework

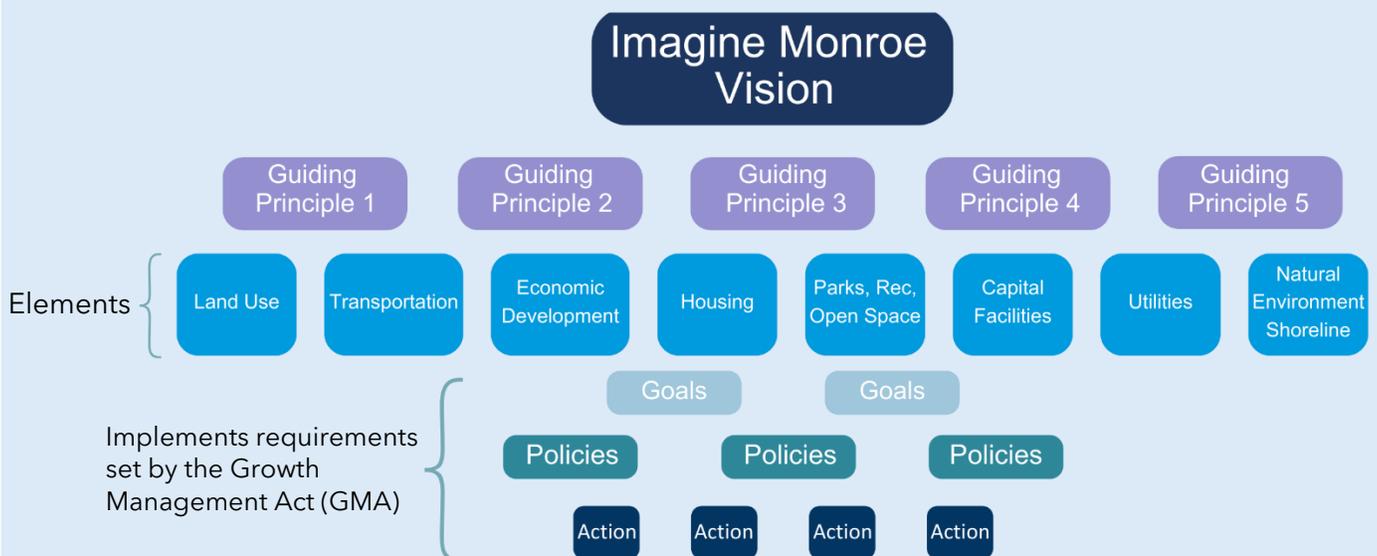
Element-Specific Goals, Policies, and Actions

The Monroe 2044 Comprehensive Plan is broken into elements, each with a set of goals, policies, and actions aligned with the Imagine Monroe Vision and Monroe 2044 Guiding Principles. State, regional, and county planning policies, along with community discussions and priorities, have been incorporated into the goals, policies, and actions. They are sorted by Plan element to provide clarity on how each part of the Plan is working to implement the Imagine Monroe Vision and Monroe 2044 Guiding Principles.

- **GOALS** are statements that help set direction for future policies and actions.
- **POLICIES** are statements that provide guidance for implementing goals through one or more actions. There are one or more policies within each Goal.
- **ACTIONS** are projects, programs, or activities that support implementation of goals and policies and are measurable. Not every policy is supported by an action. Certain policies reflect direction and expectations.

The Policy Framework is an essential element of the Comprehensive Plan. It is both visionary and measurable (**Figure 2.2**).

Figure 2.2 - VISION AND POLICY FRAMEWORK



Downtown Monroe
Source: Provided by the City of Monroe





3 LAND USE

Introduction

The Monroe 2044 Comprehensive Plan’s Vision and Guiding Principles conceptualizes how Monroe wants to grow and develop over time. The Monroe community was clear in its desire to be a place where local businesses thrive, where there are housing options for everyone, and where public spaces are connected by safe bicycle and pedestrian facilities.

The Land Use Element identifies how that vision translates into future development and supporting services, documented in a Future Land Use Map (**Figure 3.4**), and supported by land use polices and actions. It is the primary element that guides the Zoning Map and development regulations to implement the goals, policies and actions adopted in this Comprehensive Plan. See **Appendix 3-A: Land Use Capacity Analysis**, for the general location, intensity, and future capacities in the Monroe UGA, which is hereby incorporated by reference. General location and distribution of uses, current and future population densities, and building intensities can be seen in more detail in **Appendix 3-A**.

Relationship to Other Plans

The Land Use Element guides growth within the Monroe City Limits and recommends how growth should occur in the City’s Urban Growth Area until those areas are annexed.

This chapter was prepared in accordance with Section 36.70A.070 of Washington’s GMA and aligns with Snohomish County’s Countywide Planning Policies (CPPs) and Puget Sound Regional Council’s VISION 2050.



Other Land Use Requirements from Washington’s GMA

This element must also address issues such as:

- Protection of groundwater used for public water supplies
- Consideration of environmental justice
- Planning approaches that promote physical activity and reduce vehicle miles traveled
- Draining, flooding, and stormwater runoff
- Wildfire risk

Photo Source - Provided by the City of Monroe, Belonging 2023



Land Inventory and Existing Conditions

Monroe continues to grow. **Table 3.1** describes the existing land uses by general land use category. Substantial residential development has occurred north of US 2, typically as detached residential homes, where existing zoning allows larger lot sizes and often translates into more expensive homes. Areas south of US 2, particularly around 154th St SE, feature a mix of detached and attached residential homes including apartments, condominiums, and other housing types. Development in these areas is often on smaller lots.

Table 3.1 - EXISTING LAND USE TYPE

Category	Acres	Percent
Detached Residential	1,820	46.0
Attached Residential	92	2.3
Commercial	346	8.7
Mixed Use	167	4.2
Industrial	193	4.9
Others*	1,335	33.8
Total	3,953	100.0

* Includes institutional, open space, parks, and transportation.

Source: 2021 Snohomish County Buildable Lands Report

Urban Development

Monroe’s Historic Downtown is a vibrant center where locals come together to support local businesses. Surrounded by older neighborhoods, it boasts some of the city’s

most walkable streets, with essential services nearby. Plans for areas like North Kelsey aim to mix businesses, offices, and homes.

While residential development has not yet occurred as planned, commercial uses have been constructed along US 2 where the majority of large-format retail and services are located.

Residential Development

Approximately 46 percent of Monroe’s land is developed as detached homes, showing a strong focus on detached residential development types. Mixed-use development and attached residential uses make up a smaller percentage of the existing residential land use pattern in Monroe.

Underserved Neighborhoods

As infill development occurs, some areas of Monroe may see higher rates of development, particularly historically underserved areas of the city. This includes less affluent areas, particularly those south of US 2. Communities here often face challenges such as limited access to essential resources like grocery stores, healthcare, and educational opportunities. These challenges are often compounded by lower levels of education and household incomes. Addressing these disparities by prioritizing investments in the most underserved areas would not only align with regional, countywide, and state goals, but also reflect Imagine Monroe’s commitment to inclusive development.



Employment

Major employment centers are primarily in areas developed for commercial and industrial uses; however, Monroe is unique among cities in that a large portion of employment occurs at the state's Monroe Correctional Complex. Many residents live in Monroe and commute to work in nearby cities like Everett, Bothell, Redmond, and Bellevue. This dual role highlights Monroe's importance in the regional economy (see Chapter 5: Economic Development). Ensuring a balance between housing and jobs is essential for Monroe's growth.



Carnation Condensery Steamstack
Source: SounderBruce

Existing Development Patterns

Monroe's development patterns have been influenced by its transportation system and natural features. While Monroe continues to grow and change, these features continue to influence development in the city. Existing development patterns are illustrated in **Figure 3.1**. These include:

- **The "Regional Benefit" area** is a part of Monroe that is home to key facilities serving the wider Sky Valley, including the North Kelsey shopping area, a bustling hub with stores, entertainment options, restaurants, and hotels. The City's vision for North Kelsey includes a walkable village, boosting the commercial area's vitality, and benefiting the community socially, economically, and environmentally. Additionally, there are the fairgrounds, Fryelands industrial parks, and Lake Tye. The Fryelands Industrial Area is vital for employment and the economy, hosting various manufacturing and distribution facilities, attracting new businesses and jobs to Monroe.
- **The "West Monroe" area** includes nearby neighborhoods and development situated south of US 2 and north of SR 522, excluding the Fryelands industrial park. Policies in this zone prioritize enhancing connectivity and promoting infill opportunities to promote sustainable growth and community cohesion.



- **The “Central Monroe” area** includes nearby neighborhoods and developments south of US 2 and east of SR 522. It is focused on connectivity, revitalizing the Main Street corridor and downtown into a vibrant mixed-use hub, infill opportunities west of downtown, and strengthening connections to the scenic Skykomish River, enriching the community's natural and recreational amenities.

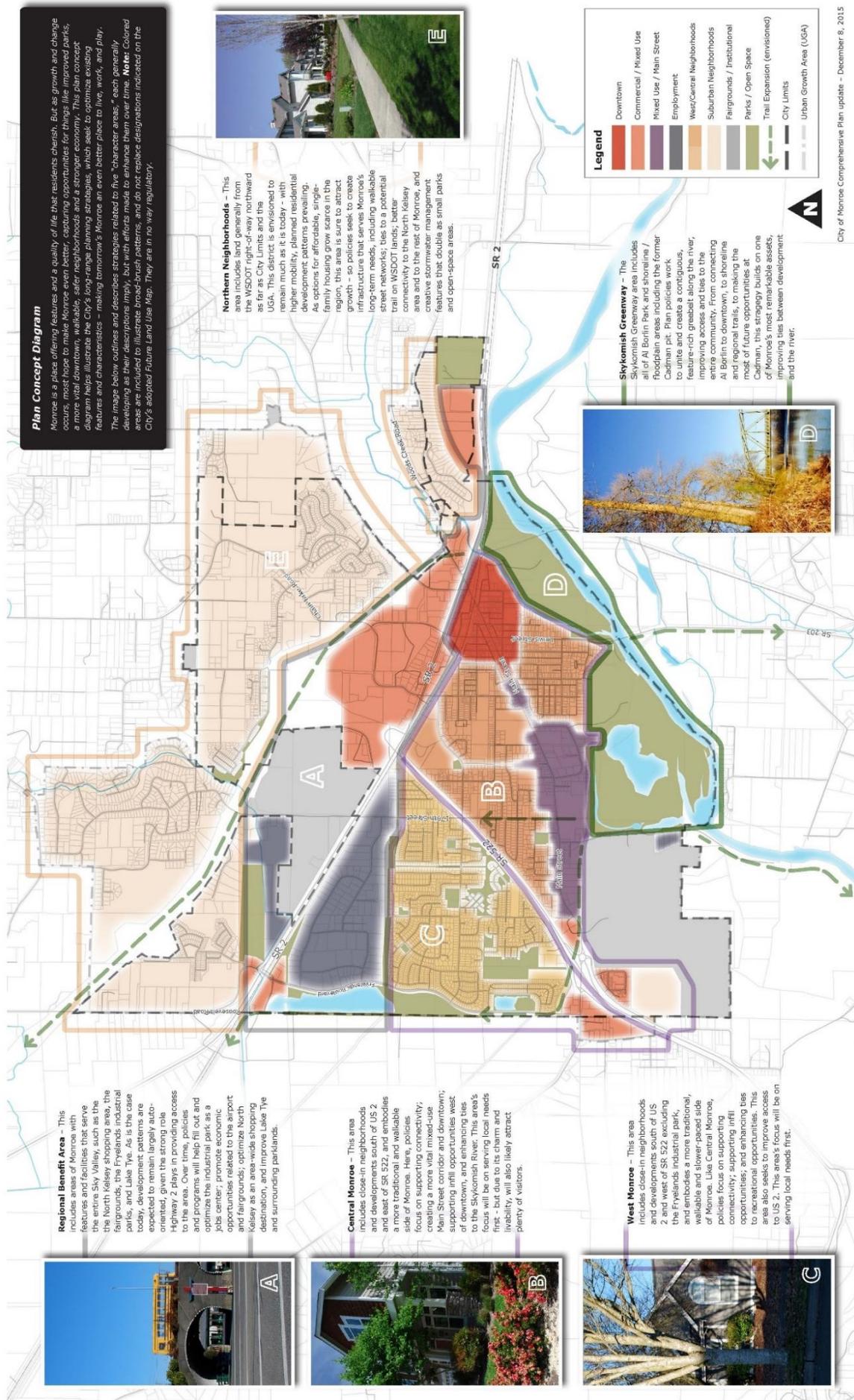
Downtown Monroe, the city's historic center, embodies a lively mix of businesses, restaurants, and cultural attractions essential to Monroe's identity. Serving as the community's central gathering place since its inception, Downtown has played a pivotal role in shaping the city's urban landscape.

- **The “Skykomish Greenway”** is an area in Monroe that includes all of Al Borlin Park and shoreline/floodplain areas, including the Cadman site.

The City aims to create a continuous, feature-rich greenbelt park along the river, enhancing access and connections to the entire community. This strategy, from linking Al Borlin Park to downtown, improving access to shoreline and regional trails, capitalizes on one of Monroe's most unique assets. The City desires to strengthen ties to this beautiful open space gem while prioritizing the protection and enhancement of natural areas to shape how and where development occurs.

- **The “Northern Neighborhoods” area** extends from the WSDOT bypass right-of-way northward to the UGA. This area presents an opportunity to offer affordable and diverse housing options for the community, focusing on creating a walkable, safe, and connected street network, integrating with trails, and improving access to services and facilities.

Figure 3.1 - DEVELOPMENT CONCEPT



Plan Concept Diagram illustrates many of Monroe's policies to enhance valued features and characteristics, (identifying five main 'character areas' with concepts for each. This diagram is provided for illustration purposes only, and does not replace adopted land use designations. (Image source: City of Monroe, Studio Cascade)



Future Land Use

Projected Growth

The Monroe City Limits and UGA, illustrated in **Figure 3.2**, are projected to accommodate a total of 26,276 residents by 2044, supported by approximately 2,600 new housing units (see **Table 3.2**). Employment opportunities are also projected to grow, with approximately 2,400 new jobs by 2044.

Increasing population will lead to a greater demand for housing, requiring the construction of new housing units for Monroe’s growing and changing population.

With population growth comes the need for more opportunities and infrastructure to maintain the level of service and for public facilities such as schools, parks, open spaces, and community spaces.

A wide variety of housing types are needed beyond the current residential trend of detached homes, townhouses, and apartment buildings. New developments should consider more options such as accessory dwelling units (ADUs), duplexes, triplexes, townhomes, and mixed-use projects to meet various housing needs of the community.

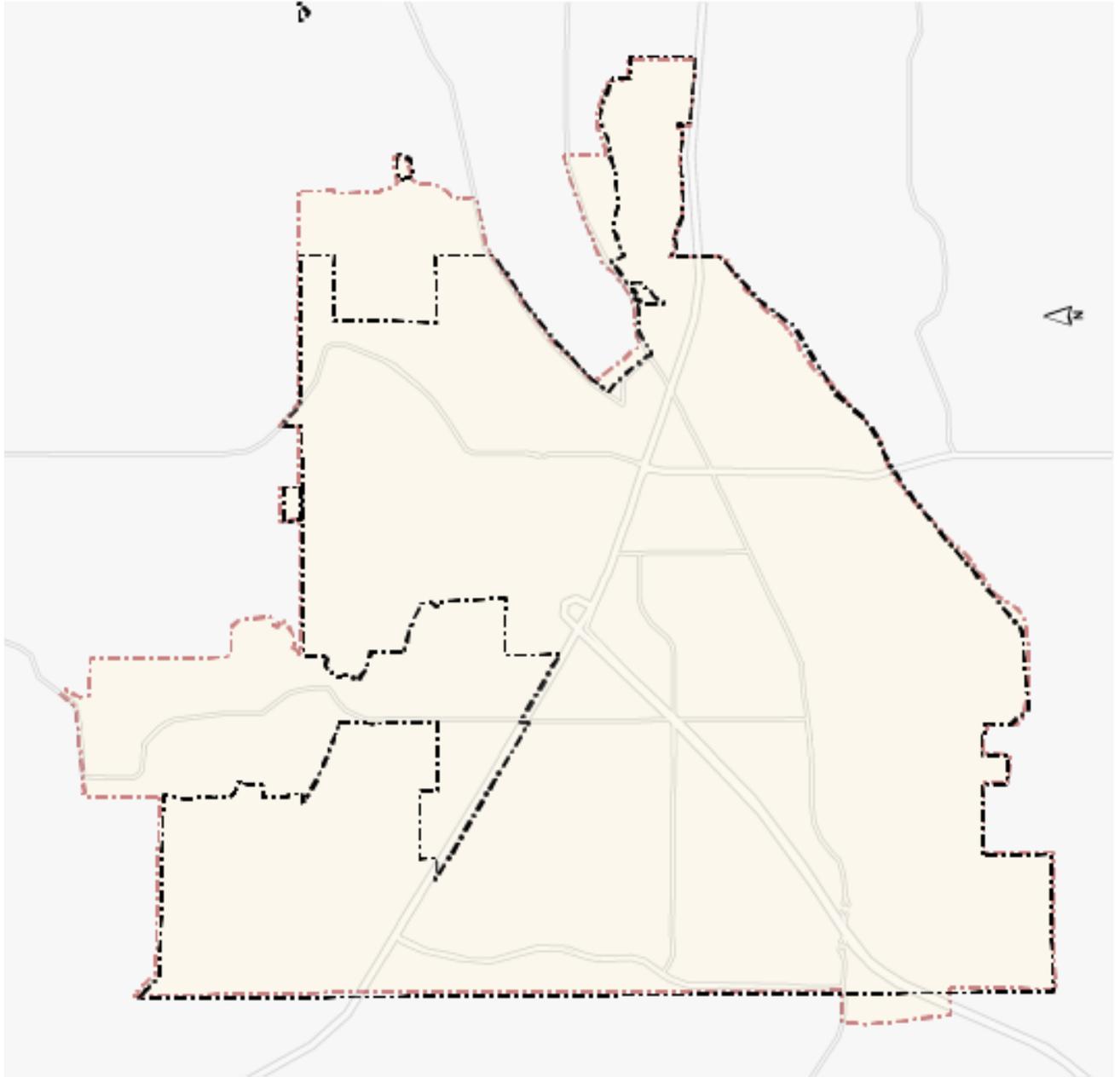
Table 3.2 - GROWTH ALLOCATION BY 2044

	Population in 2020	Population by 2044	Increase
Monroe City	19,699	24,302	4,603
Unincorporated UGA	1,567	1,974	407
Total	21,266	26,276	5,010
	Housing units in 2020	Housing units by 2044	Increase
Monroe City	6,163	8,379	2,216
Unincorporated UGA	551	758	207
Total	6,714	9,138*	2,424*
	Employment in 2020	Employment by 2044	Increase
Monroe City	10,096	12,420	2,324
Unincorporated UGA	164	241	77
Total	10,260	12,660*	2,400*

Source: Snohomish County Buildable Lands Report, 2021 and 2023

* Totals may be different due to rounding.

Figure 3.2 - MONROE URBAN GROWTH AREA (UGA)



**City of Monroe
2024 Comprehensive Plan Update**

- UGA
- City Limits



Desired Future Land Use Patterns

Monroe’s future initiatives will focus on revitalizing key areas, enhancing residential access to services, and increasing housing diversity. These initiatives include transforming key locations like North Kelsey and introducing mixed-use zoning along major thoroughfares, such as along 179th Avenue SE, and developing community focused nodes for mixed-use development. Other initiatives include enhancing residential access to amenities promoting physical activity and reducing vehicle miles, improving Downtown’s vibrancy, and expanding and diversifying housing options to meet the diverse needs of the community (See Chapters 4: Transportation and Chapter 7: PROS, as well as **Appendices 7-A and 7-B** for more detailed information on physical activity, vehicle miles, and multimodal LOS goals, which is hereby incorporated by reference). All areas of Monroe may see at least minor changes in how growth occurs over time, including:

- **Incorporating middle housing into detached residential areas.** All detached residential zones in Monroe will allow, at a minimum, accessory dwelling units and duplexes to provide flexibility for various housing types that diversify Monroe’s housing stock. It also meets State requirements for permitting more housing types in detached residential zones.
- **Expanding housing opportunities to meet various community needs.** New mixed-use and higher density housing will be permitted along with existing



Washington Department of Fish and Wildlife: Habitat At Home Program

This program through WDFW explores alternative ways to connect residents to green spaces and nature. As the City looks towards new ways to accommodate growth, it’s important to not lose these spaces, and to continue to positively engage with the wildlife habitats in Monroe. WDFW offers guidance on various habitats for spaces of varying sizes.

To learn more about the program, visit <https://wdfw.wa.gov/species-habitats/living/habitat-at-home>, and for more information on how the City will review drainage, flooding, and stormwater runoff see **Chapter 10 and Appendix 10-B**, which is hereby incorporated by reference.

Photo Source: Connor Neander, Habitat at home, WDFW, <https://wdfw.wa.gov/species-habitats/living/habitat-at-home>



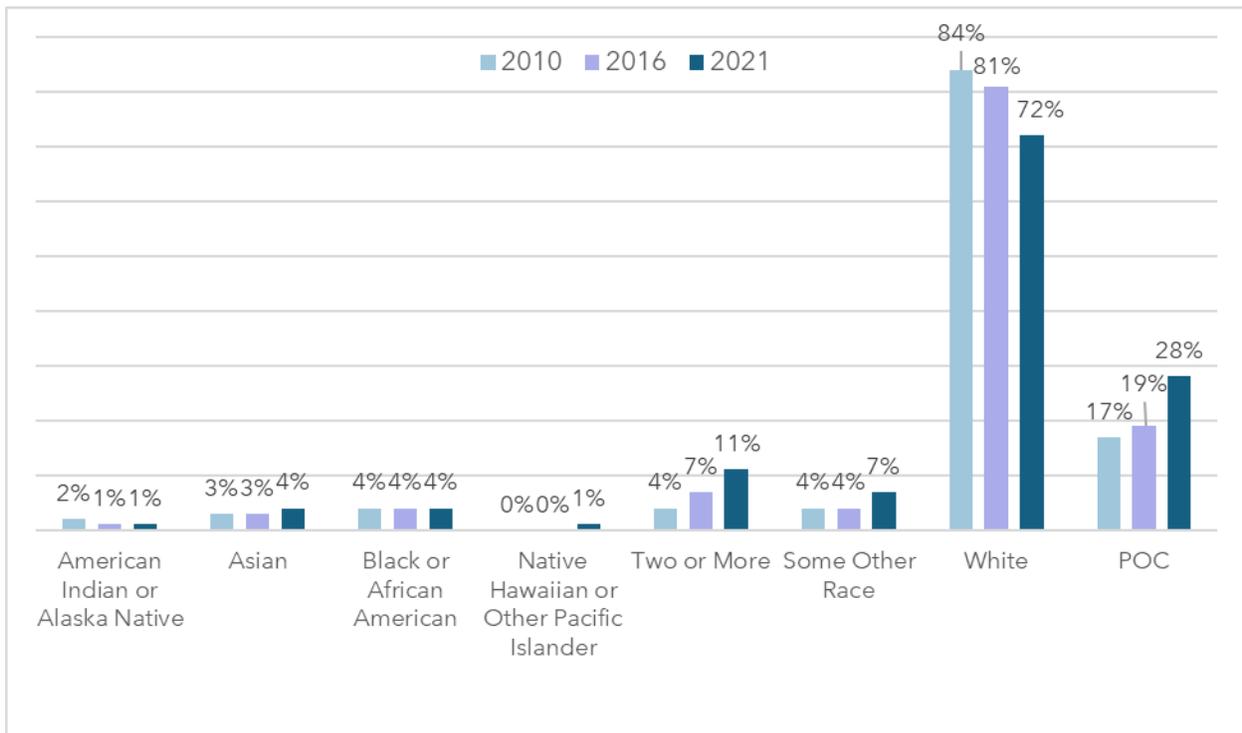
commercial services to create a dynamic and interconnected community. This type of development will be paired with increased bicycle and pedestrian connectivity. **Figure 3.3** also demonstrates that Monroe is becoming increasingly diverse. As we look towards the future, it will be important to capture the needs of various communities to ensure that everyone’s needs are met.

- **Increasing residential and mixed-use development in the North Kelsey area.** Plans for North Kelsey include reimagining the area with multifamily and mixed-use development in addition to the commercial development that has been constructed. Future land uses

in this area will focus on residential and mixed-use development that is supported by improved pedestrian and bicycle amenities to make it easier to get around by foot and on bike. This includes improving connections across US 2 into Downtown and surrounding areas.

- **Adding mixed-use development that serves local neighborhoods.** Mixed-use development will be introduced along 179th Avenue SE and in the northwest and southwest edges of Monroe to providing locally serving commercial services and more housing options.

Figure 3.3 - RACE AND ETHNICITY CHANGES OVER TIME



Source: American Community Survey, 5-year estimates (DP05), 2010, 2016, and 2020



- **Creating neighborhood-serving nodes in residential areas.** Where feasible, integrate small-scale retail and mixed-use along Chain Lake Road to serve neighborhood needs.
- **Increasing development Downtown.** Downtown will continue to be a central hub of activity in Monroe, reflecting the historic nature of Main Street but with increased housing and mixed-use development to increase walkability for residents to support local businesses.
- **Updating zoning to permit mixed-use and residential uses.** While future land use designations will not change along US-2 or in other areas such as Downtown and along Main Street, zoning modifications will occur in those areas to permit mixed use and residential uses.

Future Land Use Map

The Future Land Use Map (FLUM), as shown in **Figure 3.4**, illustrates the direction for land

use over the next 20 years that meets the projected growth targets (**Table 3.3**). The Future Land Use designations identify general land use categories and the zoning classifications to implement Imagine Monroe and accommodate the growth allocations.

Development regulations (e.g., zoning) must be consistent with the FLUM. The FLUM is intended to satisfy the needs of an increasing population and employment base by providing for a range of residential, mixed-use, commercial, and industrial land to meet anticipated demand while also protecting natural features and critical areas. Land use needs are likely to change over the next two decades as population growth demands additional housing and employment opportunities. Despite this growth, Monroe desires to retain the essential feeling and attributes that define Monroe. This means planning for growth and managing its impacts to ensure Monroe remains a great place to live.

Table 3.3 - FUTURE LAND USE CAPACITY

	Housing units in 2020	Housing units by 2044	Increase	Future Land Use Capacity
Monroe City	6,163	8,379	2,216	2,367*
Unincorporated UGA	551	758	207	479
Total	6,714	9,138**	2,424**	2,846
	Employment in 2020	Employment by 2044	Increase	Future Land Use Capacity
Monroe City	10,096	12,420	2,324	2,626
Unincorporated UGA	164	241	77	109
Total	10,260	12,660**	2,400**	2,735

* The City of Monroe is responsible for meeting housing unit allocations within the Monroe City Limits. These numbers do not include pending and permitted projects, which roughly total 1,000 units.

**Totals may be different due to rounding.

Source: Snohomish County Buildable Lands Report, 2021 and 2023



Table 3.4 - FUTURE LAND USE MAP CLASSIFICATIONS

Unless otherwise specified, photos were provided by the City of Monroe or MIG, Inc.

Residential 1	
	<p>Characteristics Residential 1 neighborhoods allow for detached residential development, including middle housing options. Middle housing is typically ADUs, townhomes, and duplexes. Supporting uses typically include community spaces such as parks and other recreational facilities.</p>
	<p>Specifications Density: Maximum 7 units per acre Lot Size: Range from 6,000 square feet to 9,000 square feet</p>
	<p>Transportation Neighborhood streets that accommodate private vehicles with sidewalks for pedestrians. Bicycles typically share the street, except on busier roads where dedicated facilities are assumed.</p>
	<p>Uses Primary: Detached and attached residential units Secondary: Civic uses, such as community spaces, parks, recreational facilities</p>
	<p>Building Types Detached residential, duplexes, townhomes, and ADUs</p>
	<p>Zoning R7</p>
Residential 2	
	<p>Characteristics Residential 2 neighborhoods are generally east of SR 522, south of US 2, north of Main Street, and west of King Street. This designation allows for higher density housing types, including attached housing such as townhomes on parcels larger than 6,000 square feet, maintaining consistency in infill lots while introducing more compact housing on larger sites.</p>
	<p>Specifications Density: Maximum 15 units per acre Lot Size: None, project must meet bulk standards</p>
	<p>Transportation Walkable street grid with pedestrian and bicycle facilities. May be served by transit.</p>
	<p>Uses Primary: Attached residential Secondary: Civic uses, such as community spaces, parks, recreational facilities</p>
	<p>Building Types Duplexes, triplexes, fourplexes, apartments, condominiums, townhomes, and detached housing.</p>
	<p>Zoning R15</p>



Multifamily Residential



Characteristics	Multifamily Residential areas offer diverse housing options, located where urban amenities are already in place. Typically situated along minor arterials and collectors and near business hubs, these areas support a high activity community life. This classification can often include specialized housing like senior living and affordable units.
Specifications	Density: Maximum 25 units per acre Lot Size: None, project must meet bulk standards
Transportation	Walkable street grid with pedestrian and bicycle facilities. May be served by transit.
Uses	Primary: Attached Residential Secondary: Civic uses, such as community spaces, parks, recreational facilities
Building Types	Duplexes, triplexes, fourplexes, apartments, condominiums, and townhomes
Zoning	R25

Downtown Commercial



Characteristics	Downtown is a pedestrian-friendly commercial hub with retail, entertainment, and service establishments, supported by mixed-use and residential development. Residential spaces, often integrated above or behind the main commercial areas, provide easy access to goods and services. Downtown Commercial uses typically do not include (or cater to) automobile- dependent uses.
Specifications	Density: 11 to 20 dwelling units per acre Lot Size: None, project must meet bulk standards
Transportation	Walkable street grid with high quality pedestrian and bicycle facilities. May be served by transit.
Uses	Primary: Retail, commercial, office, restaurant, mixed-use and multifamily residential Secondary: Civic uses, parking
Building Types	Historic buildings (1-2 stories) with residential or office on the second story. Mixed-use and multifamily buildings (3-4 stories) adjacent to historic Main Street.
Zoning	DC-RN, DC-HM, DC-ED, and DC-DTP



Tourist Commercial	
	Characteristics Tourist Commercial caters to visitors, offering a variety of services and amenities such as retail stores, dining establishments, lodging options, and entertainment venues. With direct access to transportation options and unique regional facilities such as event venues and cultural sites, this district serves as a dynamic hub for both commerce and leisure activities.
	Specifications Density: N/A Lot Size: None, projects must meet the Floor Area Ratios and bulk standards
	Transportation Served by major arterials and transit. Should be served by transit and bicycle facilities
	Uses Primary: Large format retail, lodging, restaurants, entertainment, event spaces Secondary: Open space, parking
	Building Types Large format retail and hospitality services
	Zoning TC

General Commercial	
	Characteristics General Commercial areas include indoor retail, dining, entertainment, and businesses catering to consumer needs and services. Outdoor merchandise displays are often permitted and are typically auto oriented. This classification also extends to office-based services like banking, medical clinics, legal, and real estate services.
	Specifications Density: N/A Lot Size: None, projects must meet bulk standards
	Transportation Served by major arterials to access parking. May include transit services.
	Uses Primary: Large format retail, lodging, restaurants, entertainment, events Secondary: Open space, parking
	Building Types Large format retail, strip commercial, gas stations and other highway adjacent land uses.
	Zoning GC, NK/TP-O, IT



Mixed-Use	
	<p>Characteristics Mixed-use areas are densely populated locations that can blend commercial, office, and institutional spaces with attached residential units. These uses can be housed in a single building or separate buildings on the same property. Mixed use areas can be larger developments, are also serve as locally serving commercial locations with adjacent existing or new residential development.</p>
	<p>Specifications Density: 8- 25 du/ac (varies by type of zone) Lot Size: Varies</p>
	<p>Transportation Walkable street grid with high quality pedestrian and bicycle facilities with connections to broader pedestrian and bicycle connections. May be served by transit.</p>
	<p>Uses Primary: Retail, commercial, office, restaurant, multifamily residential Secondary: Civic uses, parks</p>
	<p>Building Types Up to six stories (depending on zone) with retail on the ground floor, with residential units above or adjacent to commercial (depending on zone).</p>
	<p>Zoning MG, MM, MN</p>

Industrial	
	<p>Characteristics Industrial areas support industrial activities such as manufacturing, processing, wholesaling, warehousing, and distribution centers. This area supports industrial operations while potentially accommodating additional small-scale commercial activities.</p>
	<p>Specifications Density: N/A Lot Size: 5,000 SF</p>
	<p>Transportation Roads able to accommodate large vehicles with access to major arterials.</p>
	<p>Uses Primary: Manufacturing, warehousing, storage, industrial parks, automotive repair, and similar industries Secondary: Parking, office, & limited commercial uses</p>
	<p>Building Types 1-2 story large footprint buildings with varied forms</p>
	<p>Zoning LI, GI, and FC-O</p>



Shoreline Industrial

	Characteristics	Shoreline Industrial is solely for properties hosting the Cadman gravel operation, allowing gravel mining and processing. This designation caters to shoreline areas for industrial purposes, ensuring compatibility with existing operations while safeguarding environmental integrity.
	Specifications	Density: N/A Lot Size: 5,000 SF
	Transportation	Roads able to accommodate large vehicles.
	Uses	Primary: Mining and processing operations Secondary: N/A
	Building Types	NA
	Zoning	SI

Sources: Google Maps

Institutional

	Characteristics	Institutional areas encompass city, county, state, federal, and special purpose district owned and operated facilities situated within Monroe's City Limits or its UGA. These public facilities comprise entities such as the Washington State Department of Corrections Monroe Complex, public libraries, City Hall, schools, and other educational institutions.
	Specifications	Density: N/A Lot Size: 5,000 SF
	Transportation	Varies by location, and access to transit is preferred
	Uses	Primary: Public buildings, parks, community spaces, publicly owned facilities Secondary: N/A
	Building Types	Varies by location
	Zoning	IN

Sources: Sno-Isle Libraries (<https://www.sno-isle.org/>) and The Washington Department of Corrections ([Monroe Correctional Complex \(MCC\)](#) | [Washington State Department of Corrections](#))



Parks



Characteristics	Parks provide the community with public spaces used for recreation and/or natural open space and is preserved and maintained by the City.
Specifications	Density: N/A Lot Size: N/A
Transportation	Varies by location and access to transit is preferred.
Uses	Primary: Parks and recreation Secondary: Parking
Building Types	Publicly owned facilities and open space
Zoning	P

Limited Open Space



Characteristics	Limited Open Space areas are defined by their extremely low-intensity development, often attributed to limited access to essential services and potential impacts to critical areas. These areas offer opportunities to enhance recreational amenities and establish connections to existing or planned trail networks and other open space systems.
Specifications	Density: 1 dwelling per 5 acres Lot Size: N/A
Transportation	
Uses	Primary: Limited detached residential and outbuildings, open space, publicly owned facilities Secondary: N/A
Building Types	Varies by location
Zoning	LS



Goals, Policies, and Action Items

Goals and policies described in the Land Use Element set the direction for implementing the Imagine Monroe Vision while also meeting required regional and County policy direction. Goals and policies strive to preserve Monroe's unique story and character while fostering efficient and equitable land use decisions, increasing economic resilience, and enhancing the City's livability. Land use policies identify and prioritize how decisions can inform decision-making for equitable investments in infrastructure and programs that contribute to vibrant neighborhoods, and environmental protection.



*Aerial view of Monroe
Source: Provided by the City of Monroe*



Photo Source: MIG, Inc.

Goal 3.1

Support and manage development that supports the Imagine Monroe Vision.



Policy	Action Item	
3.1.1		Identify and promote the development of neighborhood commercial centers that emphasize the need for services for historically marginalized neighborhoods.
3.1.2		Identify and integrate other master or community plans that support a connected and accessible Monroe.
	3.1.2.1	<i>Coordinate with Snohomish County to identify outcomes of the Fairgrounds Master Planning process.</i>
	3.1.2.2	<i>Develop an implementation strategy for the Fryelands Industrial Area and the Health Services District.</i>
3.1.3		Consider potential residential or employment displacement as part of meeting County growth targets to reduce the potential impact or disproportionate burdens on marginalized communities.
3.1.4		Periodically update the existing Development Code and Design Standards to be consistent with new district or subarea plans.



	3.1.4.1	<i>Develop zoning regulations to require new development in the Downtown area to include integrated parking facilities.</i>
	3.1.4.2	<i>Utilize noise regulations for zoning districts that could produce high levels of noise pollution to prevent adverse noise impacts to adjacent land uses.</i>
	3.1.4.3	<i>Update the urban design requirements for infill development, including residential and mixed-use development.</i>
	3.1.4.4	<i>Evaluate existing design standards, including those applying to the Downtown Commercial Zone, related to the orientation of public, commercial and residential structures to the street. The evaluation should also include consistency with regional and state requirements.</i>
	3.1.4.5	<i>Implement incentives, such as permit streamlining, impact fee waivers, land swaps and other strategies to increase the amount of high density residential and mixed-use housing near retail, health-care services, parks, and transportation routes. Incentives should prioritize the provision of affordable housing for those earning less than 80 percent of the Average Median Income (AMI).</i>
	3.1.4.6	<i>Create a new chapter within the Development Code that identifies methods to incentivize various development types, such as clustering, parks and open space provisions and other strategies that support compact and walkable development.</i>
3.1.5		Develop a cultural resources and historic preservation program that considers pre-colonization and contributions of marginalized communities, in addition to more recent settlement patterns and development.



3.1.6		Establish and maintain opportunities for the community to practice a variety of urban agriculture throughout neighborhoods and projects, such as P-patches, community gardens, as well as rooftop and home gardens on private property.
	3.1.6.1	<i>Adopt zoning regulations that establish community or home gardens as a permitted use in appropriate locations, and eliminate any zoning, design standard, or other restrictions on home gardens and edible landscaping imposed on residential properties, including detached residential, multifamily, and residential mixed use.</i>
	3.1.6.2	<i>Adopt zoning regulations that establish urban farms as a conditional use in appropriate locations. Urban farms are compatible with all land use designations, with some restrictions in Critical Areas and Industrial Areas.</i>
3.1.7		Designate adequate lands to meet existing and future land needs of the City.
	3.1.7.1	<i>Regulatory and administrative actions regarding land use and as adopted by the Comprehensive Plan shall not unconstitutionally infringe upon private property rights or result in the unconstitutional taking of private property.</i>
	3.1.7.2	<i>Amendments made to land use will balance the rights of property owners and tribal lands with the other GMA goals.</i>
	3.1.7.3	<i>Facilitate the siting of organic material management facilities to ensure adequate capacity exists for the processing of organic materials now and in the future.</i>
3.1.8		Apply appropriate airport overlay zone to area surrounding First Air Field through development standards.



Photo Source: Provided by the City of Monroe

Goal 3.2

Create places that provide housing, retail, and urban services that are accessible without a car.



Policy	Action Item	
3.2.1		<p>Prioritize urban development in Monroe in the Downtown and North Kelsey areas to implement existing Urban Centers Plans.</p>
	<p>3.2.1.1</p>	<p><i>Update the Downtown Urban Centers Plan, including site and urban design requirements related to development, parks, parking, transportation, and adjacent land uses. The updated plan should include:</i></p> <ul style="list-style-type: none"> a. <i>Standards for transportation and pedestrian-scale lighting</i> b. <i>Land uses, such as affordable housing at various income levels.</i> c. <i>Building heights, bulk, and design</i> d. <i>Mobility</i> e. <i>Parks and public spaces</i> f. <i>Parking</i> g. <i>Sustainability and low impact development</i>



	<p>3.2.1.2</p>	<p><i>Update the North Kelsey Master Plan to incorporate new mixed-use, high density residential uses for diverse incomes, and pedestrian and bicycle connectivity. The updated plan should address:</i></p> <ul style="list-style-type: none"> <i>a. Land uses, such as affordable housing at various income levels.</i> <i>b. Building heights, bulk, and design</i> <i>c. Mobility</i> <i>d. Parks and public spaces</i> <i>e. Parking</i> <i>f. Sustainability and low impact development</i>
	<p>3.2.1.3</p>	<p><i>Develop a land use and urban design corridor plan for the US 2 corridor within the Monroe City Limits. This corridor plan should focus on multimodal accessibility and redevelopment of auto-oriented commercial into more walkable urban development.</i></p>
	<p>3.2.1.4</p>	<p><i>Update zoning along US-2 to allow a more diverse mix of uses in addition to general commercial, including mixed-use and multifamily residential in defined areas along the corridor.</i></p>
	<p>3.2.1.5</p>	<p><i>Update zoning Downtown and along Main Street to permit mixed-use and multifamily development, if not already permitted through existing zoning</i></p>



Photo Source: Provided by the City of Monroe

Goal 3.3

Connect land use with a multimodal transportation system and employ programs that focus on creating walkable and vibrant neighborhoods.



Policy	Action Item	
3.3.1		Integrate parking facilities in the Downtown area with pedestrian, bicycle, and transit circulation.
3.3.2		Promote land use patterns, such as compact urban development, which facilitates linked trips where someone can park once and access multiple services, businesses, and residential uses without multiple trips by single-occupancy vehicles.
3.3.4		Direct new development to those areas where adequate transportation facilities exist or will be provided as defined in the City-adopted transportation plan. Future development locations should also consider areas where transportation services have not been provided but could benefit historically under-invested neighborhoods and areas.
3.3.4		Require commute trip reduction program for new development for employers of over 100 employees. Smaller employers should be encouraged to voluntarily participate.



Photo Source: Provided by the City of Monroe

Goal 3.4

Manage open space and natural habitats to improve the environment, reduce conflicts with development, and prevent the creation of, or worsening of environmental health disparities in the community.



Policy	Action Item	
3.4.1		Increase opportunities to implement and prioritize low-impact development standards with Monroe.
	3.4.1.1	<i>Promote the use of native landscaping plants and materials, while considering existing infrastructure, urban environment constraints, and other factors necessary to consider for plantings.</i>
	3.4.1.2	<i>Consider reestablishing Planned Residential Development standards that include options to preserve open spaces through techniques such as conservation easements and density bonuses.</i>
	3.4.1.3	<i>Revise Development Code regulations to include standards and incentives to increase the implementation of Low-Impact Development watershed management techniques.</i>



3.4.2		Review and update building and development codes on an ongoing basis, incorporating the best and latest standards for development in critical areas.
3.4.3		Reduce damage in Monroe from flooding.
	3.4.3.1	<i>Update the Development Code to require development within in the floodplain to show that it will not have an impact on downstream development from an increase in flooding.</i>
	3.4.3.2	<i>Require special site plan review of proposed development in geological and flood hazard areas.</i>
	3.4.3.3	<i>Retain larger Riparian Management Zones (RMZ), as well as wetlands and their associated buffers to capitalize on the ecosystem services these resources provide. (See chapter 10 for more information on RMZs).</i>
	3.4.3.4	<i>Maintain eligibility for Federal Hazard Mitigation Grants.</i>
	3.4.3.5	<i>Participate in the National Flood Insurance Program Community Rating System.</i>
3.4.4		<p>Evaluate wildfire risks within the Monroe UGA, assess the international code council’s wildland urban interface code as adopted by the Washington legislature and consistent with the International Wildland-Urban Interface Code, and adopt appropriate regulations for the City of Monroe to reduce the wildfire risks to lives and property through land use planning tools such as:</p> <ul style="list-style-type: none"> a. Separating human development from wildfire-prone or high-risk areas



		b. Creating community resilience and preparedness through fire-adaptation measures
3.4.5		Reduce environmental justice impacts by providing special consideration, such as additional outreach and impact analysis, related to residents that may be vulnerable to noise, air pollution, and other environmental impacts created through planning and land management activities.



Photo Source: Provided by the City of Monroe

Goal 3.5

Balance future annexation interest with protection of the natural environment.



Policy	Action Item	
3.5.1		Ensure that future annexations consider equitable outcomes for all current and future residents, including requirements for middle housing, public multimodal access, public access to open spaces and natural areas.
	3.5.1.1	<i>Evaluate how proposed annexations align with policies regarding the preservation of natural features and open spaces.</i>
	3.5.1.2	<i>Conduct a cost/benefit analysis when considering annexation.</i>
	3.5.1.3	<i>Consider pre-annexation sub-area planning for the unincorporated portions of Monroe’s UGA, with requirements that an analysis is completed of how the proposal meets the policy framework. .</i>



3.5.2		Create an annexation process that meets the City's Imagine Monroe Vision and provides housing opportunities for those at varied income levels.
	3.5.2.1	<i>Update the Development Code to require future annexations to include middle housing as part of the development proposal, including affordable opportunities for people making less than 80 percent AMI to either own or rent housing.</i>
	3.5.2.2	<i>Update the Development Code to require future annexations to develop with more than detached residential through higher zoning densities, incorporating various densities of residential uses, as feasible, to increase the types of housing in Monroe.</i>
3.5.3		Coordinate with Snohomish County on all annexations.



Photo Source: MIG, Inc.

Goal 3.6

Encourage cooperation and collaboration between government entities and the community to ensure effective and transparent governance and land use.



Policy	Action Item	
3.6.1		Conduct routine evaluations to assess the effectiveness and alignment of goals, policies, and design standards.
	3.6.1.1	<i>Increase opportunities for the Monroe community by publicizing opportunities to take part in conversations about City-related business and ongoing planning efforts, including periodic updates to the Monroe 2044 Comprehensive Plan and other functional plans.</i>
3.6.2		Regularly review and assess the permitting process to optimize resource utilization and staff capacity, ensuring effectiveness and continuous improvement.
	3.6.2.1	<i>Make City licensing and permitting regulations and procedures coherent, fair, and expedient through the use of permit tracking software.</i>
	3.6.2.2	<i>Coordinate licensing and permitting procedures with inspections by other government agencies, if any, to eliminate duplication of efforts.</i>



3.6.3		Coordinate with tribal entities in regional and local planning, optimizing mutual benefits and positive impacts growth may have within and outside of tribal lands.
	3.6.3.1	<i>Protect tribal reservation lands from encroachment by incompatible land uses and development on adjacent land.</i>
3.6.4		Promote and honor government-to-government relationships with federally recognized tribes; ensuring substantial opportunities for tribal governments to review the City of Monroe’s Comprehensive Plan updates.

Lake Tye Park and Fryelands Elementary School
Source: Provided by the City of Monroe





Bicyclists in the City
Source: Provided by the City of Monroe



4 TRANSPORTATION

Introduction

The City of Monroe’s network of highways, roads, sidewalks, trails, railroads, and transit services move residents, visitors, and goods into, around and through the community. Today’s circulation routes and infrastructure reflect the incremental development patterns of the past. Changes have occurred as transportation travel modes have evolved, as demands on the system have expanded, and as Monroe has grown and integrated with regional highway and trail systems. Optimizing existing infrastructure and planning for future needs is necessary to maintain an efficient system that will serve the City into the future. A comprehensive, well-planned, American with Disabilities Act (ADA) compliant, and efficiently functioning transportation system is essential to Monroe’s long-term growth and vitality.

The Transportation Element provides the framework to guide growth and development of Monroe’s transportation infrastructure. It integrates land use and the transportation system, responding to current needs and ensuring that future development is adequately served. The Transportation Element also addresses the need for a balanced, multimodal transportation system for Monroe and adjacent unincorporated portions of the Monroe Urban Growth Area



*Puget Sound Region Highways
Source: Puget Sound Regional Council, Regional Transportation Plan, 2022*

(UGA) and recognizes the regional nature of the transportation system and the need for continuing interagency coordination.

This Transportation Element is based on a study of Monroe’s existing transportation network, combined with a 20-year (2044) projection of future growth and transportation needs. The Transportation Plan (**Appendix 4-A**) implements the Transportation Element of the Comprehensive Plan, which are hereby incorporated by reference.

The Transportation Element establishes a policy framework for making decisions consistent with Imagine Monroe, the guiding principles, and describes a strategy for accomplishing this vision over the 20-year planning horizon.



Relationship to Other Plans

Growth Management Act

Under GMA (RCW 36.70A.070), a transportation element is required to assess the needs of a community and determine how to provide appropriate transportation facilities for current and future residents. Recent amendments to GMA now require jurisdictions to develop and implement a multimodal level of service (MMLOS) for pedestrian, bicycle and transit travel in addition to vehicular level of service (LOS). The Transportation Element must contain:

- Inventory of existing multimodal facilities
- Assessment of future multimodal facility needs to meet current and future demands
- Multi-year plan for financing proposed vehicular and multimodal transportation improvements
- Forecasts of traffic for at least 10 years based on the adopted land use plan
- Level of service (LOS) standards for arterials, active transportation facilities, and public transportation, including actions to bring deficient facilities into compliance
- Transportation Demand Management (TDM) strategies
- Identification of intergovernmental coordination efforts

Under GMA, development may not occur if the development will cause the transportation

facility to decline below the City's adopted level of service standard unless strategies are identified and implemented within six years of the development to accommodate the development's impact to the transportation system. To accommodate the impacts of the development, local governments may change the phasing or timing of new development, provide transportation facilities or services to serve the new development, reduce the LOS standard, or revise the land use element. Finally, the transportation element must include a reassessment strategy to address how the City will respond to potential funding shortfalls.

Monroe's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Element is consistent with and supportive of the objectives identified in the Washington Statewide Transportation Plan, The Puget Sound Regional Council's (PSRC) regional plan, Vision 2050, and the transportation plans or capital improvement plans of the surrounding agencies. The transportation element must comply with the ADA Transition Plan, adopted by the City in 2021. According to US Census data (2022), 6.5 percent of the population in Monroe have a disability. The ADA Transition Plan (2021) aims to address the barriers residents may be facing and how Monroe intends to tackle them.



Roadway Network

The roadway network provides mobility and access for a range of travel modes and users. The following sections describe the number of lanes and existing traffic controls, traffic volumes and operations, transportation safety conditions, and the freight system. Active transportation and transit facilities and services that use the roadway system are also described in the next sections.

Functional Classification

Roadways are classified by their intended function and traffic volumes to provide for a hierarchy of roadways. The City of Monroe Functional Classifications defines the characteristics of individual roadways to accommodate the travel needs of all roadway users. The design of cross-sections for existing and planned roadways is tied to the functional classification of City roadways, as summarized in Monroe's Street Design Standard. The City's

roadway functional classification map is shown in **Figure 4.1**.

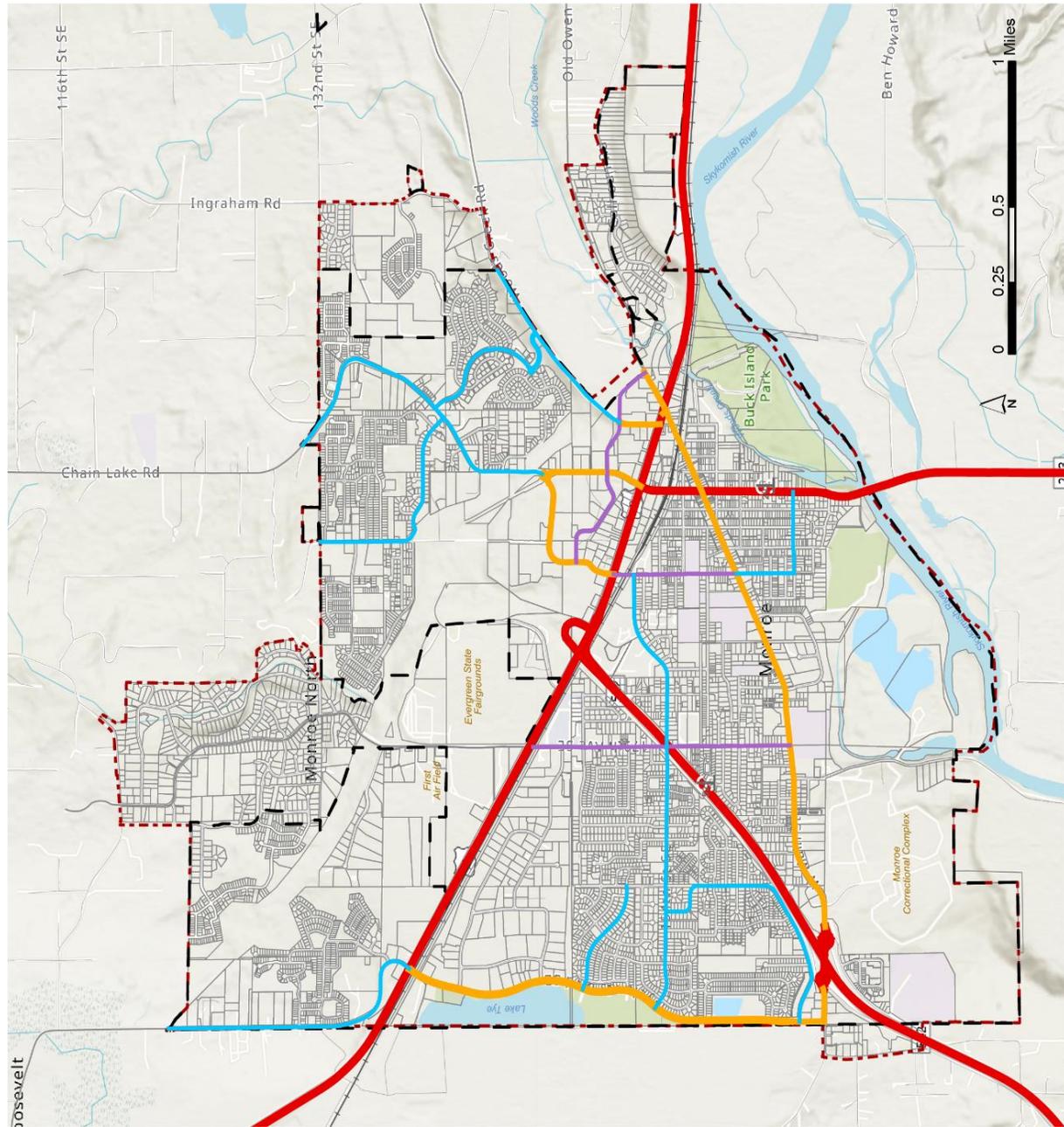
Traffic Volumes

Traffic counts were collected at several locations on State Highways, County facilities, and City roadways in June 2022. Traffic counts were collected at intersections by installing video cameras to monitor traffic flows, and on roadways by installing pneumatic tube counters which count the number of vehicle axles, and vehicle speed. Traffic volumes in urban areas are typically highest during the weekday PM peak hour. This reflects the combination of commuter work trips, shopping trips, and other day-to-day activities that result in travel between 4 and 6 p.m., Monday through Friday. Therefore, the weekday PM peak hour was used to evaluate transportation system needs. Existing weekday daily traffic volumes along key roadways are shown in **Figure 4.2**.



*Railways and roadways intersect in the city
Source: Provided by the City of Monroe*

Figure 4.1 - Functional Classification

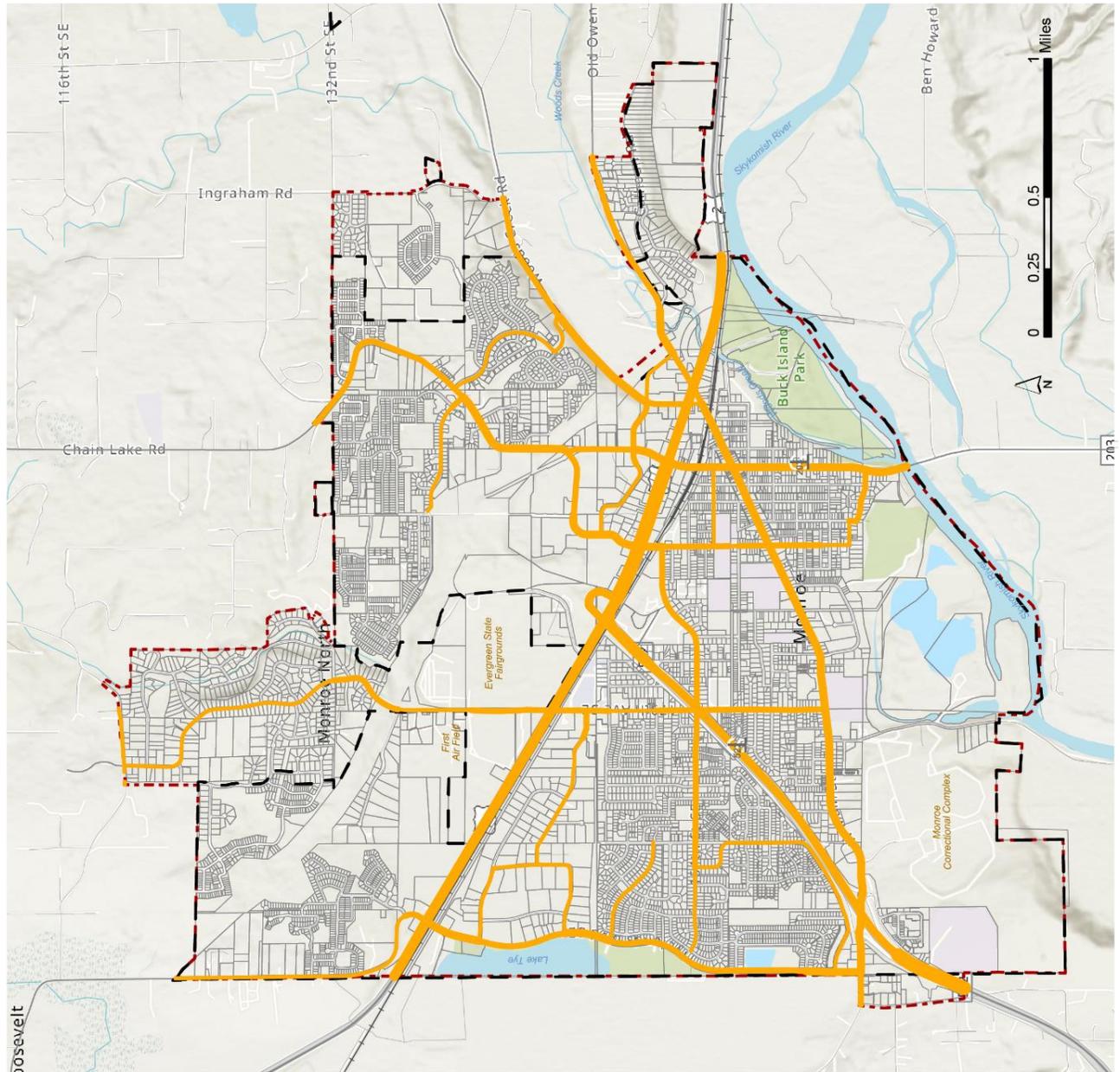


**City of Monroe
2024 Comprehensive Plan Update**

- UGA
 - City Limits
- Functional Classifications**
- Principal Arterial
 - Arterial
 - Residential Collector
 - Collector



Figure 4.2 - Existing Daily Traffic Volumes



**City of Monroe
2024 Comprehensive Plan Update**

- UGA
- City Limits

Daily Traffic Volumes

- 0 - 4,000
- 4,001 - 9,000
- 9,001 - 17,000
- 17,001 - 28,000
- 28,001 - 41,000



Vehicle Level of Service (LOS) Standards

Vehicle level of service is both a qualitative and quantitative measure of roadway operations. Vehicle level of service uses an “A” to “F” scale to define the operation of roadways described as follows:

Monroe Level of Service Standards

Previously, the City of Monroe had based their roadway LOS standard on intersection-based operations. However, as part of the 2024 comprehensive plan update, the City of Monroe adopted an updated LOS based on roadway travel speed. This updated roadway LOS standards maintains a LOS C standard for collectors, and LOS D for arterials (see Figure 4.3). The roadway LOS values are based on percent of posted speed limit, as summarized in Table 4.1.

State Highway Level of Service Standards

There are three Washington state routes located within the city (as shown in Table 4.1) where WSDOT sets the LOS standard.

- US 2 runs generally east-west, starting in Everett, Washington at I-5 and continues east, through Monroe terminating in the Upper Peninsula in Michigan.
- SR 522 connects Monroe with Seattle through the northeastern suburbs of Woodinville, Bothell, and Kenmore. It runs generally east-west, connecting I-5 to I-405, SR 9, and terminates in Monroe at US 2.
- SR 203 runs generally north south through the Snoqualmie Valley connecting Monroe with Duvall, Carnation, and Fall City. SR 203 provides connectivity between US 2 and I-90 in North Bend.

Portions of US 2 and SR 522 have been designated as Highways of Statewide Significance. The LOS standards for Highways of Statewide Significance are set by WSDOT. Within Monroe, both SR 522 and US 2 are considered Urban Highways of Statewide Significance and have an LOS standard of D.

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



SR 203 is classified within the City of Monroe as a Tier 2 Highway of Regional Significance and has an LOS standard of D.

Cities and counties are required to include the LOS standards for all state routes in the transportation element of their local comprehensive plan. The PSRC certifies the transportation elements of the city and county plans and ensures that the regional LOS standards are included. PSRC notes that state law is silent on whether agencies include or exempt non-HSS facilities from local concurrency requirements.

The Washington State Department of Transportation (WSDOT) applies these standards to highway segments, intersections, and freeway interchange ramp intersections. When a proposed development affects a segment of intersection where the level of service is already below the state’s adopted standard, then the pre-development level of service is used as the standard.

When a development has degraded the level of service on a state highway, WSDOT works with the local jurisdiction through the Washington State Environmental Protection Act (SEPA) process to identify reasonable and proportional mitigation to offset the impacts. Mitigation could include access constraints, construction improvements, right-of-way dedication, or contribution of funding to needed improvements.

Snohomish County Level of Service Standards

Snohomish County LOS standards are defined based on arterial operations and not intersection LOS. The level of service along key arterials is measured by calculating corridor travel speeds. LOS standards for key arterials are defined by Snohomish County based primarily on arterial classification, number of lanes, average daily traffic (ADT) and average travel speed. In rural areas LOS standards range from LOS C to LOS D depending on the roadway type. In Urban areas LOS E is considered acceptable.

Existing (2024) Roadway LOS

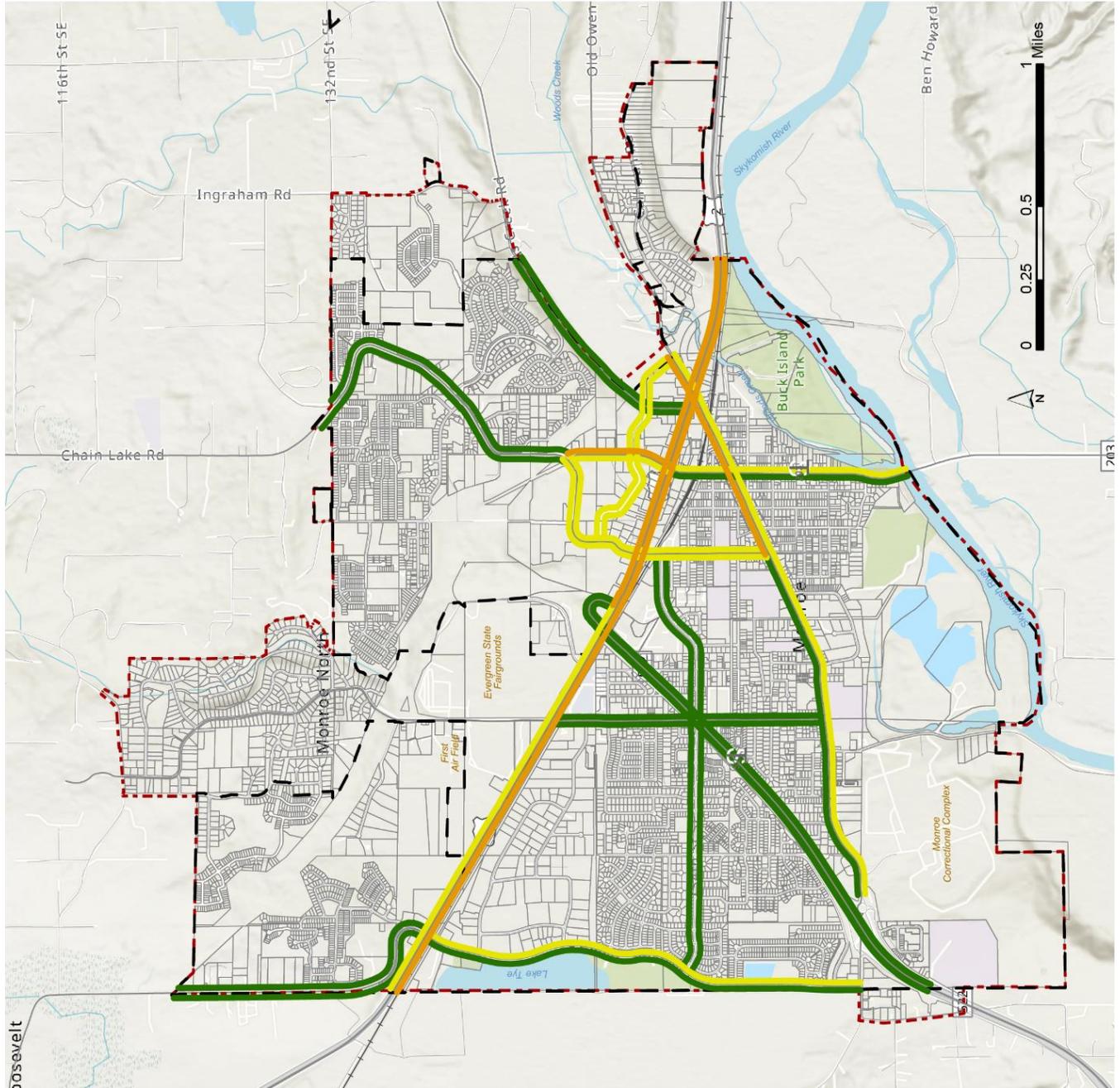
Existing roadway LOS was calculated by gathering roadway traffic speed data from INRIX, a third-party traffic data source that captures travel time data using connected vehicle, location-based service (cell phone application) data, and private trucking fleet GPS data. Data was summarized during the weekday PM peak hour for Tuesday, Wednesday and Thursdays during Spring 2024. Existing roadway LOS is summarized in

Figure 4.3.



*Main Street
Source: Provided by the City of Monroe*

Figure 4.3 – Existing Roadway Level of Service (LOS) – Peak PM Hours



**City of Monroe
2024 Comprehensive Plan Update**

-  UGA
-  City Limits

Corridor Level of Service

-  A
-  B
-  C



Active Transportation

The active transportation network consists of facilities for residents and visitors to participate in active transportation modes and recreational activities in the City of Monroe. A combination of on-street facilities and off-street pathways/trails provide the core network for walkers, cyclists, and other active transportation users to travel. These facilities can be used for many of the same purposes as personal vehicles and transit, including commuter travel, grocery store trips, and other errands within the city. Active transportation facilities, particularly off-street pathways, are also used for recreational trips or access to parks and other recreational destinations.

Pedestrian Level of Service Standard

Pedestrian LOS standards were developed based on the future primary and secondary on-sidewalk, pathway, and trail system, as defined in the companion Transportation Master Plan document. This pedestrian system was first identified in coordination with the City and emphasizes the completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

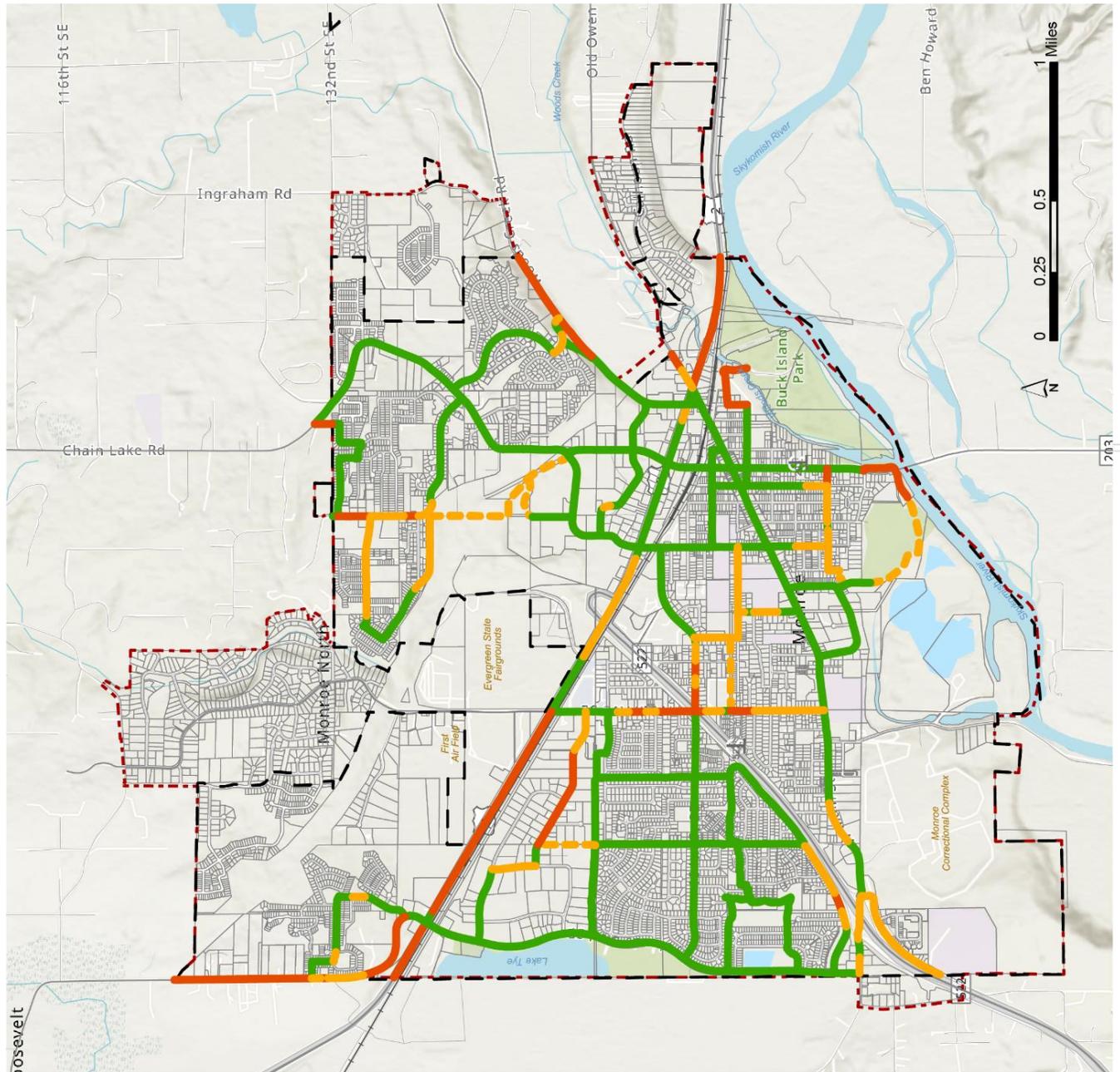
A green LOS (the standard) indicates a facility meets adopted roadway standards and has facilities on both sides of the street for primary routes, while a secondary facility may only have facilities on one side of the street. An orange LOS (acceptable) indicates a primary route has facilities on only 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. The City utilizes these standards to prioritize investments in the pedestrian transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement the green LOS for primary and, at a minimum, orange LOS for secondary routes. **Figure 4.4** shows the resulting pedestrian LOS within Monroe.

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, as defined in the companion Transportation Master Plan document. Bike facilities include dedicated bike lanes, protected bike lanes, or multiuse paths within the roadway right of way (ROW). A green LOS (the standard) means bike facilities that meet City design standards are present. An orange LOS (acceptable) is exclusively for off-road trails where a current 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. The resultant bicycle LOS map is shown in **Figure 4.5**.

Figure 4.4 - Pedestrian Network Level of Service

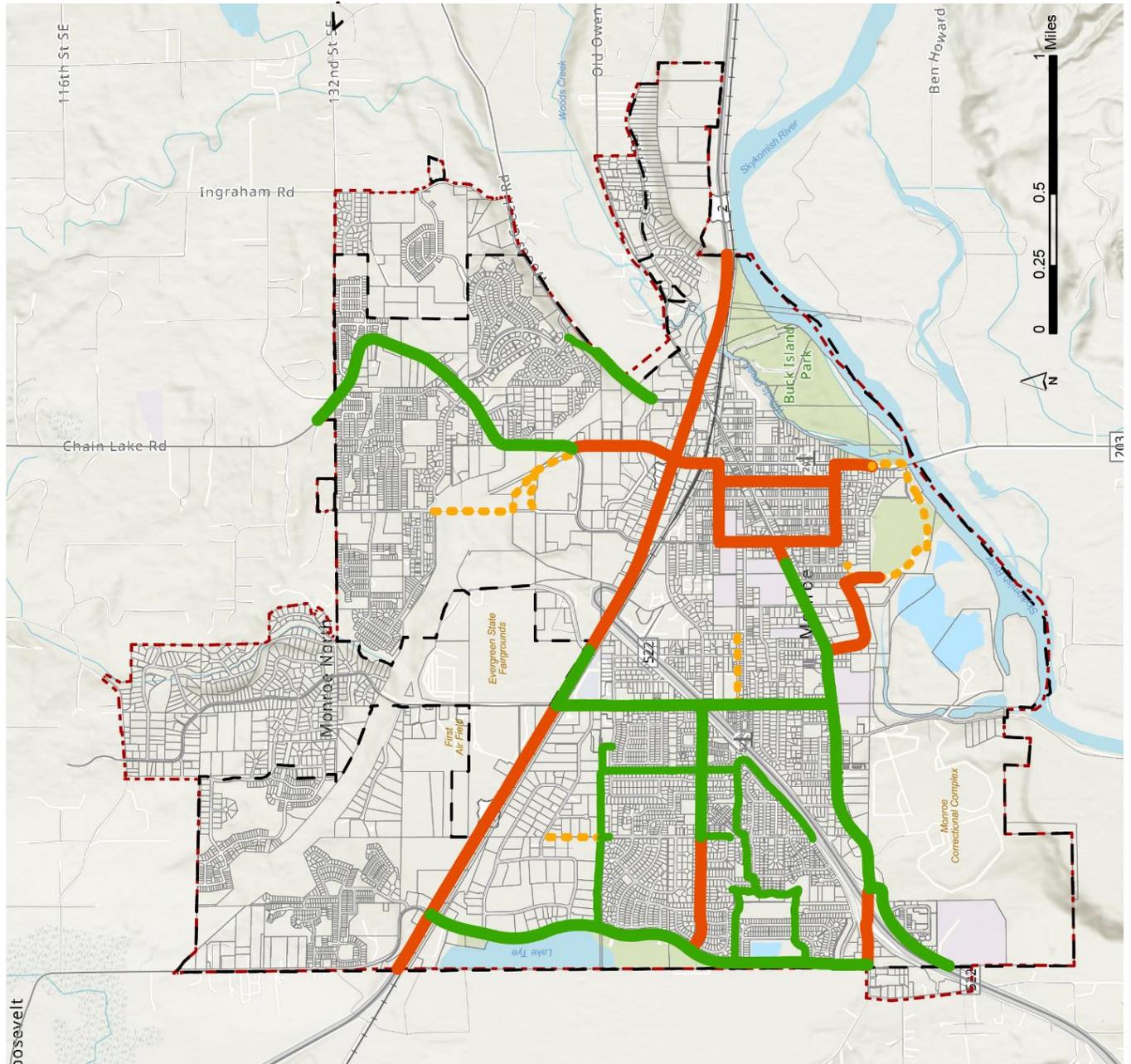


**City of Monroe
2024 Comprehensive Plan Update**

- UGA
 - City Limits
- Pedestrian Level of Service**
- Sidewalks on Both Sides or Multiuse Path Present
 - Sidewalks on Only One Side
 - Proposed Multiuse Path
 - No Sidewalks Present

Source: Data generated by Transpo Group

Figure 4.5 - Bicycle Network Level of Service



**City of Monroe
2024 Comprehensive Plan Update**

-  UGA
-  City Limits

Bicycle Network Level of Service

-  In ROW Primary - Bike Lane or Multiuse Path Present
-  In ROW Primary - Bike Lane or Multiuse Path Absent
-  Off-Street Multiuse Path Present
-  Off-Street Multiuse Path Proposed

Source: Data generated by Transpo Group





Other Transportation Services

Several other transportation services are found in Monroe. Those services include transportation demand management program, air transportation, and freight rail services. Those components are described in the following sections.

Transit and Transportation Demand Management Program

The City of Monroe recognizes the importance of transit and travel demand management programs as key elements of a multimodal transportation system. These programs build on regional programs and plans with some refinements to reflect the specific needs of the City. The Transportation Demand Management (TDM) strategy is multi-pronged and will reduce both local and regional vehicle trips. Projects recently or currently under way in the City include:

- **New Active Transportation Facilities.** The buildout of the City's active transportation facilities will provide Monroe residents and visitors with the increased ability to travel safely on foot, by bicycle, or by bus. Build out of the active transportation network will reduce vehicle demand on roadways within the city.
- **Transit.** Transit service in Monroe is provided by Community Transit, which provides three routes in Monroe. Improvements planned by 2026 include a new route with increased frequency to



Monroe Community Senior Center Van
Source: Monroe Community Senior Center

Link light rail stations. Snoqualmie Valley Transportation also provides door-to-door services and may soon be re-opening a shuttle service between Duvall and Monroe.

- **Park & Ride Facilities.** Park & ride facilities provide regional benefits as commuters can transfer to public transit or carpool from this location to destinations further west or south along SR 522 and US 2. Monroe currently has one park & ride facility located at 17433 Highway 2.

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) and according to WSDOT it is classified as a community airport.



Regional and national air travel for Monroe is provided via Paine Field in Everett, located approximately 24 miles west of Monroe. Regional, national, and international travel is provided by Sea-Tac International Airport, located approximately 40 miles southwest of Monroe. There are no changes to air transportation as part of this Plan.

Freight Rail Services

The City of Monroe is bisected by a railroad line that runs east-west through the city, just south of US 2. This railroad line is used by Burlington Northern Santa Fe (BNSF) for freight services and by Amtrak for east-west passenger service. There are no changes to freight rail as part of this plan.

Land Use and Transportation

Monroe's Transportation Element is developed based on the evaluation of the existing transportation system and future transportation system needs based on planned future growth to year 2044. The 2044 forecasts of land use growth throughout the City and its Urban Growth Area (UGA) were developed based on the land use growth estimates from the Land Use Element (Chapter 3).

According to adopted growth targets in the Snohomish County Countywide Planning Policies, by 2044 the number of jobs in the City and UGA is anticipated to increase by approximately 23 percent, while the number of housing units is anticipated to increase by approximately 36 percent.

As the population continues to grow in Monroe over the next 20 years, it is important to also consider how development and the supporting transportation system affects the natural environment. The Monroe 2044 Comprehensive Plan includes policies that inform how future development should occur and identifies ways to reduce impacts to the environment that address housing and employment density and make the transportation systems serving the growth efficient and accessible.

Bicycle, pedestrian, and trail facilities play a vital role in the City's transportation environment. Monroe's active transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activity.

Maintenance and Preservation

Citywide programs include annual transportation maintenance and operations costs within the city. This program includes a general budget for performing pothole repairs, pavement patching, shoulder restoration and mowing, crack sealing, sign replacements, striping and other maintenance tasks. Without maintenance at regular intervals, pavement will fall into disrepair, eventually requiring more costly replacement of road sections.

General Fund costs for pavement maintenance and preservation are significantly supported by the sales tax revenue stream of the Transportation Benefit



District (TBD), established by the city's voters in 2014 (and reestablished in November 2023).

Transportation Projects and Programs

The existing and future transportation needs analysis and the proposed modal plans for the components were used to develop a list of multimodal transportation improvement projects to support growth in Monroe. Project improvements address safety, capacity, connectivity, and expanded active transportation facilities. Improvements also cover upgrades to existing roads and construction of new roadways and interconnected street systems to support the forecast economic development and growth in the city.

Table 4.2 summarizes the costs of the recommended transportation improvement projects and programs. These cover City of Monroe capital improvements, maintenance and operations. The costs are summarized for the life of the Plan. Improvements under the responsibility of WSDOT or Snohomish County are not included in the summary table. However, the City may choose to include a share of the costs of WSDOT improvements in its transportation impact fee or other funding options.

The estimated capital cost of the Transportation Plan is approximately \$99.2 million (in 2024 dollars). Approximately 77 percent of the capital costs are associated with completion of the active transportation network in the city. These costs cover upgrading roadways to provide expanded options for pedestrians and bicyclists, along with construction of urban features such as crosswalks and sidewalks. The remaining 23 percent of capital costs are for intersection improvement projects.



Transportation Improvement Project
Source: Provided by the City of Monroe Website



Table 4.2 - TRANSPORTATION PROJECT AND PROGRAM COSTS (2024 - 2044)

Improvement Type	(2024 – 2044) Total Costs ¹	Percent of Total Costs
Transportation Capital Projects²		
Intersection Improvements	\$22,400,000	22.6%
Bike Lanes	\$1,800,000	1.8%
Multiuse Paths	\$13,800,000	13.9%
Sidewalk Projects	\$61,200,000	61.7%
Subtotal Capital Projects	\$99,200,000	100.0%
Transportation Maintenance and Operations (M & O) Programs		
Maintenance & Operations	\$22,800,000	100.0%
Subtotal M & O Programs	\$22,800,000	100.0%
Total Costs	\$122,000,000	

¹ All costs in 2044 dollars, rounded to \$1,000

² Does not include other agency improvements

³ Includes annual projects as identified in the TIP

Maintenance and operations costs were projected based on historic expenditures from 2019 through the 2024 budget. Maintenance and operations costs cover general administration, roadway and storm drainage maintenance, street lighting, traffic signal and street signs, street sweeping, and other miscellaneous safety improvement programs. To reduce the need for extensive capital reconstruction projects, the maintenance and operations program to preserve the existing street system is estimated to be nearly \$30 million of the total \$122 million Transportation Plan cost.

Although the financing plan in the Transportation Master Plan identifies the potential for a total revenue shortfall of approximately \$16 million (in 2014 dollars) over the life of the Plan, the City is committed to reassessing their transportation needs and

funding sources each year as part of its six-year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short-term improvement projects and funding. To implement the Transportation Plan, the City will consider the following principals in its transportation funding program:

- Balance improvement costs with available revenues as part of the annual six-year TIP
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards
- Fund improvements or require developer improvements as they



become necessary to maintain LOS standards

- Explore ways to obtain more developer contributions to fund improvements
- Coordinate and partner with WSDOT, Snohomish County, and others to implement improvements to the state routes within Monroe
- Vigorously pursue grant funds from state and federal sources
- Work with Snohomish County to develop multiagency grant applications for projects that serve growth in the city and its UGA
- Review and update the traffic impact fee program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations
- Consider changes in the City's level of service standards and/or limit the growth potential in the city and UGA as part of future updates to its Comprehensive Plan
- Fund improvements as identified in the ADA Transition Plan, Right-of-Way, Phase I

Some lower priority improvements may be deferred or removed from the Transportation Plan. The City will use the annual update of the six-year TIP to re-evaluate priorities and timing of projects and need for alternative funding programs. Throughout the planning period, projects will be completed and priorities revised. This will be accomplished by annually reviewing traffic growth and the

location and intensity of land use growth in the City and its UGA. The City will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the City's level of service standards. Development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

Transportation Master Plan

The City's Transportation Master Plan is a companion document to this Transportation Element. The Master Plan is based on and guided by the Transportation Element goals and policies. The Master Plan, as approved by the City Council, is incorporated herein by reference to provide detail and analysis on current and future transportation needs and implementation measures and to support the conclusions of this Element and the list of transportation project priorities in the Capital Facilities Element.



*Design and construction in Monroe
Source: Provided by the City of Monroe*



Goals, Policies, and Action Items

These initiatives aim to preserve Monroe's unique story and character, while fostering economic resilience, and enhancing the City's livability. Equitable investments in transportation infrastructure and programs that contribute to vibrant neighborhoods, environmental protection, and transparent governance are all essential elements for implementing the Imagine Monroe Vision.



Tester Road Roundabout - Reid Middleton Award

Source: Reid Middleton (<https://www.reidmiddleton.com/awards/silver-award-2/>)



Photo Source: Provided by the City of Monroe

Goal 4.1

Provide and promote multimodal transportation infrastructure that meets the needs, growth, and long-term objectives.



Policy	Action Item	
4.1.1		Coordinate active transportation and transit connections in areas of higher density land use and mixed-use development.
4.1.2		Promote transportation system improvements that support efficient transport of goods and convenient access to businesses.
4.1.3		Prioritize the preservation and maintenance of existing facilities over the construction of new ones.
4.1.4		Encourage and promote new and redeveloped land uses that include mixed uses and higher density infill housing near retail, health-care services, parks, and transportation routes, which facilitates multipurpose trips and reduces the quantity and length of trips by single-occupancy vehicles.



4.1.5		Develop and maintain an emergency response plan and other related policies to assure continued public safety and quality of life in the event of a natural or human-caused disaster.
4.1.6		Ensure that natural hazard mitigation planning considers improvements to the resiliency of the transportation system including the restoration of transportation systems in case of disaster.
4.1.7		Implement Transportation System Management (TSM) improvements as an economical alternative to traditional capacity-increasing investments and explore application of emerging transportation technologies.



Photo Source: Provided by the City of Monroe

Goal 4.2

Plan for the types, quality, and quantities of housing and commercial development to assure land use compatibility, enhance neighborhood character, and facilitate Monroe's long-term sustainability.



Policy	Action Item	
4.2.1		Encourage new development and redevelopment in neighborhood centers, downtown, and along Main Street, including related investment in streetscape improvements, transportation infrastructure and public, civic, and cultural facilities to promote them as a regional draw/destination.
4.2.2		Direct new development to those areas where adequate multimodal transportation facilities exist or will be provided as defined in City-adopted facilities plans.
4.2.3		Improve street and pedestrian connections between the Highway 2/North Kelsey commercial district and downtown to improve pedestrian and bicycle accessibility.
4.2.4		Identify and promote multimodal accessibility to support development of neighborhood commercial and mixed-use centers, such as Main Street between Kelsey and 179th Avenue.



4.2.5		Promote development and infill along the west Main Street corridor with improved multimodal connectivity along the corridor.
4.2.6		Stimulate continued development of a health services district and commercial node along 179th Avenue with improved multimodal connectivity.
4.2.7		<p>Promote alternative modes of transportation by providing:</p> <ul style="list-style-type: none"> a. sidewalks b. walking and biking paths c. interconnected street networks d. improved transit systems e. safer crossings for pedestrians and bicyclists where need has been identified.
4.2.8		<p>Prepare a citywide active transportation connectivity study, identifying and evaluating short and long-term projects and strategies to:</p> <ul style="list-style-type: none"> a. Create alternative routes, improve walkability and crossing conditions at US 2, SR 203, SR 522, and the BNSF rail line b. Connect public and private trails c. Make Monroe a safer and more welcoming place for active modes of travel d. Implement based on the results of the study and review and update at four-year intervals
4.2.9		Develop a grid-style street system, where feasible, that encourages the use of local streets as the primary routes from one location in the city to another with separation of vehicle lanes from sidewalks using landscape strips, stormwater management systems or on-street parking and scaled lighting along sidewalks and median strips.



4.2.10		Develop compatible land use strategies that require new development to include site and building features that support alternative modes of transportation including walking, bicycle, carpool and transit, promote alternative modes of transportation. Develop public education programs that encourage public transportation use in cooperation with surrounding communities.
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Photo Source: City of Monroe, Trails Master Plan, 2024

Goal 4.3

Provide multimodal means of transportation in a safe, compatible and efficient manner for people of all ages and abilities.



Policy	Action Item	
4.3.1		Include racial and social equity, as well as environmental justice, as key criteria in the planning, funding, and construction of transportation system improvements, programs, and services.
4.3.2		Provide for the needs of special populations in transportation and capital facilities planning, design and program services to include but not limited to: <ol style="list-style-type: none"> Economically disadvantaged Physically challenged Developmentally disabled
4.3.3		Include "Americans with Disabilities Act" compliant access in the design of all new public facilities. Modify existing facilities where readily achievable.
4.3.4		Minimize noise generated by transportation, construction and commerce near residential areas using current technology and engineering practices.



Photo Source: Puget Sound Regional Council, Regional Transportation Plan, 2022

Goal 4.4

Support the local and regional economy with timely transportation system investments.



Policy	Action Item	
4.4.1		Provide safe, convenient, reliable, and efficient movement of people, goods and freight for maintaining and growing the local and regional economies.
4.4.2		Recognize the key transportation connections to intermodal transportation hubs and facilities, such as airports, seaports, railroads, etc.
4.4.3		Coordinate intermodal transportation system planning and encourage BNSF to have trains pass each other in such a manner as to minimize the amount of time crossings are blocked in the City of Monroe.



Photo Source: Provided by the City of Monroe

Goal 4.5

Protect Monroe's environment and natural resources, while supporting the health, safety, welfare, recreational needs and economic well-being of current and future generations.



Policy	Action Item	
4.5.1		Support renewable energy, alternative energy, greenhouse gas reduction, and water reclamation, as applicable, related to multimodal transportation facilities development and management.
4.5.2		Encourage street design that incorporates best practices for low-impact development and localized stormwater management, reducing the need for stormwater collection and remote treatment.
4.5.3		Identify, inventory, classify and protect fish and wildlife habitats, providing special consideration to fish which migrate for spawning and require passage improvement to culverts beneath roadways.
4.5.4		Minimize the number of roads that cross critical areas, park areas, and significant cultural resources, with special attention focused on minimizing impacts to public health and safety.



Photo Source: City of Monroe

Goal 4.6

Provide and maintain an inventory of locally owned multimodal transportation facilities and identify regional transportation service needs.



Policy	Action Item	
4.6.1		Identify the existing conditions and needs of the traveling public of all ages and abilities in planning, programming, design, construction, retrofit, operations, and maintenance of the City's transportation system.
4.6.2		<p>Vehicular LOS standards for the State routes running through Monroe (US 2, US 203, and SR 522) are established through an interlocal agreement between WSDOT and the City. Where the vehicular LOS standards for State routes are:</p> <ul style="list-style-type: none"> a. D or better prior to development, attempts to maintain LOS D shall be undertaken b. E prior to development, the state will request that LOS E be maintained after development c. F prior to development, the state will request mitigation measures so that either: <ul style="list-style-type: none"> 1. the estimated delay for signalized intersections 2. or the reserve capacity for non-signalized intersections 3. or the volume-to-capacity ratio for segments is no worse than pre-development conditions.



4.6.3		<p>Multimodal LOS standards are:</p> <ul style="list-style-type: none"> • Pedestrian: Annual degree of completeness of the planned pedestrian network • Bicycle: Annual degree of completeness of the planned bicycle network • Transit: Partner 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.
4.6.4		<p>Maintain multimodal level of service standards for highway, non-highway, pedestrian, bicycle, and transit transportation facilities in Monroe.</p>
4.6.5		<p>Work with PSRC and Snohomish County to coordinate travel demand forecasting to identify state, regional, and local transportation system improvements deemed necessary to meet future demand as well as improve health and safety for users of all ages and abilities.</p>
4.6.6		<p>Preserve and extend the service life and utility of transportation investments by identifying maintenance and preservation projects and programs to ensure the long-term use and safety for all travelers.</p>



Photo Source: Community Transit

Goal 4.7

Secure funding to ensure an adequate multimodal transportation network that meets the City's LOS policy.



Policy	Action Item	
4.7.1		Use grants, local taxes, impact fees, and other stable funding sources to implement capital projects identified in the City's six-year transportation improvement program.
4.7.2		Consider using special assessment (local improvement districts), revenue and other self-supporting bonds and impact fees to finance public facilities instead of tax-supported general obligation bonds.
4.7.3		Balance the 20-year financing plan for transportation improvements deemed necessary to serve planned growth between stable and reliable funding sources, and proportional share funding from new development.



4.7.4		Maintain at least a six-year Capital Facilities Plan to finance needed capital facilities as determined within projected funding capacities.
4.7.5		<p>Prepare and present an annual report to the City Council regarding:</p> <ul style="list-style-type: none"> • Progress implementing comprehensive plan policies and programs Land consumption, Development patterns and activities • Available land inventory, by land use category • Planned and recently implemented capital projects • Capital facilities inventory, identified needs and finance plan • Level-of-Service (LOS) reporting on City services • City-wide employment to household ratios • Conflicts between policies and code, identifying issues for resolution
4.7.6		Work with Snohomish County, PSRC, WSDOT, and other jurisdictions to coordinate facility and transportation improvements, corridor beautification and appropriate mitigation for development/redevelopment.
4.7.7		Reassess the City of Monroe’s Transportation Plan periodically to ensure that transportation needs and financing levels are consistent.
	4.7.7.1	<i>Review and update the Transportation Element and the Land Use Element (as required) if probable funding falls short of meeting the identified needs, including a reassessment of the improvement needs, priorities, level of service standards, and revenue sources.</i>



Photo Source: Google Maps

Goal 4.8

Provide long term planning support to ensure successful operation of First Air Field.



Policy	Action Item	
4.8.1		Evaluate existing and potential future alternative uses of First Air Field.
4.8.2		Use inter-jurisdictional planning to identify goals, policies and development regulations that promote significant regional transportation linkages and multimodal connections between aviation facilities and employment centers, while discouraging incompatible uses around airports.
4.8.3		While First Air Field remains an airport, encourage economic development opportunities and aviation related uses adjacent to airports and promote the efficient mobility of goods and services region-wide while minimizing health, air quality, and noise impacts to communities.



Share:



Finding Your Best Transportation Options

Trip Origin

My Location

Snohomish County

North King County

Seattle Area

East King County

Snoqualmie Valley

South King County

Pierce County

Accessibility Needs

-Any-

Medical Trip?

No

Yes

Find a Ride



Photo Source: FindARide.org

Historic Downtown Monroe
Source: Provided by the City of Monroe





5 ECONOMIC DEVELOPMENT

Introduction

The Monroe 2044 Comprehensive Plan's Vision and Guiding Principles describe a thriving historic downtown and business district, supporting locally owned businesses and locally sourced products. An assessment of the current economy, including present and future employment needs empowers the City and the public to make well-informed decisions about economic development in Monroe.

The Economic Development Element briefly describes Monroe's current demographic and economic conditions and presents goals, policies and actions to support achieving the Monroe 2044 Comprehensive Plan's Vision and Guiding Principles. Engagement surrounding Monroe's economic strengths, weaknesses, opportunities and threats reveal the following themes: The Monroe 2044 Comprehensive Plan's Vision and Guiding Principles describe a thriving historic downtown and neighborhood business district that support locally owned businesses and locally sourced products. **Figure 5.1** describes the strengths, weaknesses, opportunities and constraints in Monroe related to the local economy.

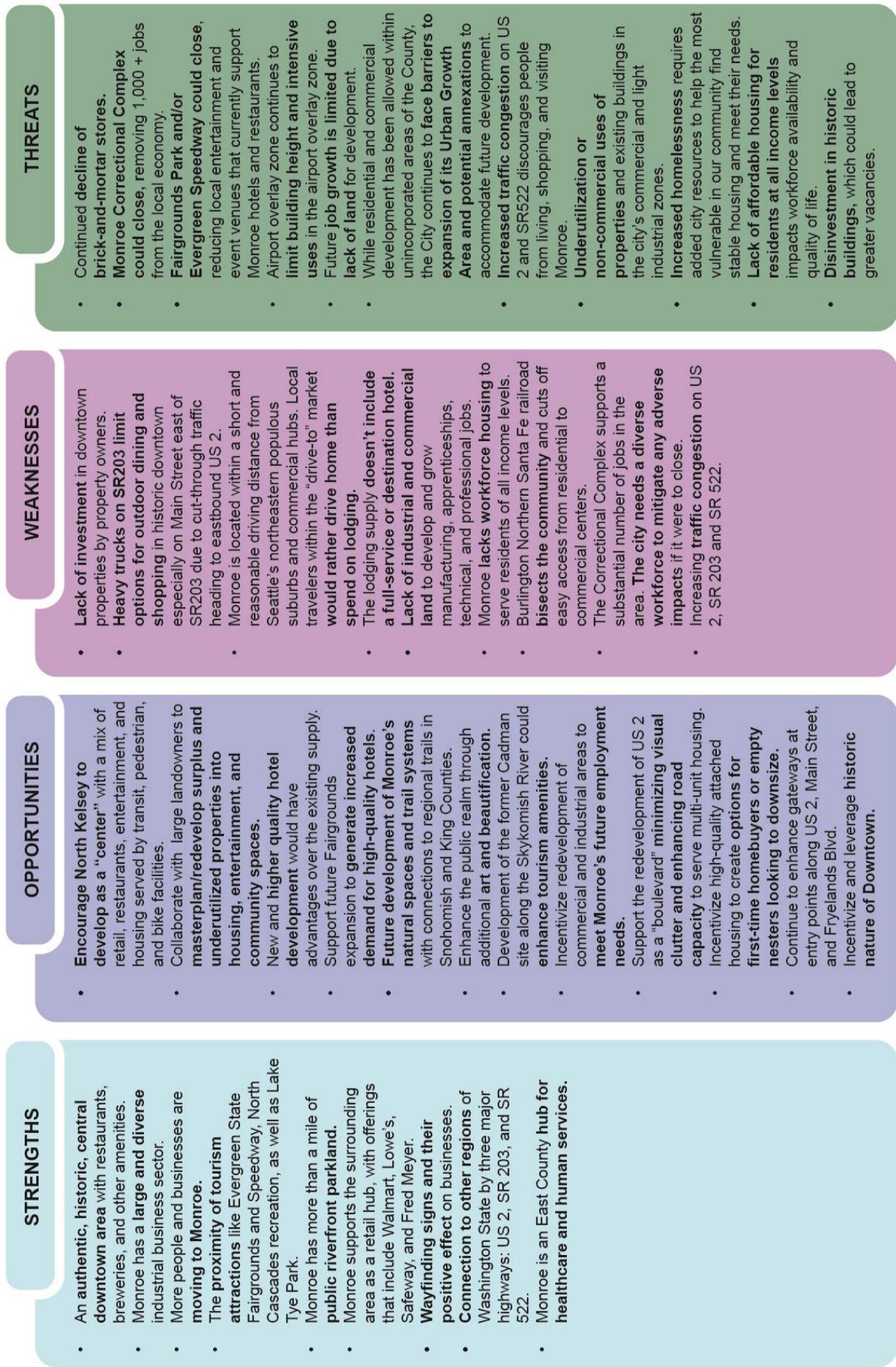
Additional analysis of existing conditions for Monroe's economy and economic development can be found in **Appendix 5-A**.



Monroe Farmer's Market
Source: Provided by the City of Monroe

This element identifies a combination of strategies to support a thriving local business community, ensure broad and durable access to economic opportunity, and maintain a high quality of life for Monroe residents and workers through economic stability, access to services and amenities, robust infrastructure, and ample recreational and cultural opportunities.

Figure 5.1 - STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS (SWOT) ANALYSIS





Relationship to Other Plans

The Monroe 2044 Economic Development Element complies with Washington’s Growth Management Act (GMA) requirements to accommodate housing and employment within Monroe’s Urban Growth Area (UGA) over the next 20 years. The GMA identifies guidelines for cities and counties to strategize economic development, with a particular emphasis on promoting opportunity for all community members, especially those that are disadvantaged or unemployed, as well as promoting the retention and expansion of existing businesses, and the recruitment of new businesses.

Puget Sound Regional Council’s regional plan for growth, VISION 2050, includes 23 Multicounty Planning Policies (MPPs) related to economic development, recognizing goals toward a sustainable regional economy, supporting existing regional businesses, fostering an economy supportive of small, locally owned, women, and minority-owned businesses, and promoting an economy that creates prosperity for all and a diversity of living wage jobs for residents.

These MPPs serve as a framework for updating countywide planning policies. Snohomish County’s Countywide Planning Policies (CPPs) draw from these MPPs to create policies that promote an equitable and sustainable economy by building on the existing economic base and investing in diversification through investments in education and training, infrastructure and management of land and natural resources. The Monroe 2044 Economic Development

Element must be consistent with the MPPs and CPPs. Goals and policies described at the end of this element are consistent with the MPPs and CPPs.

Existing and Forecast Conditions

DEMOGRAPHICS

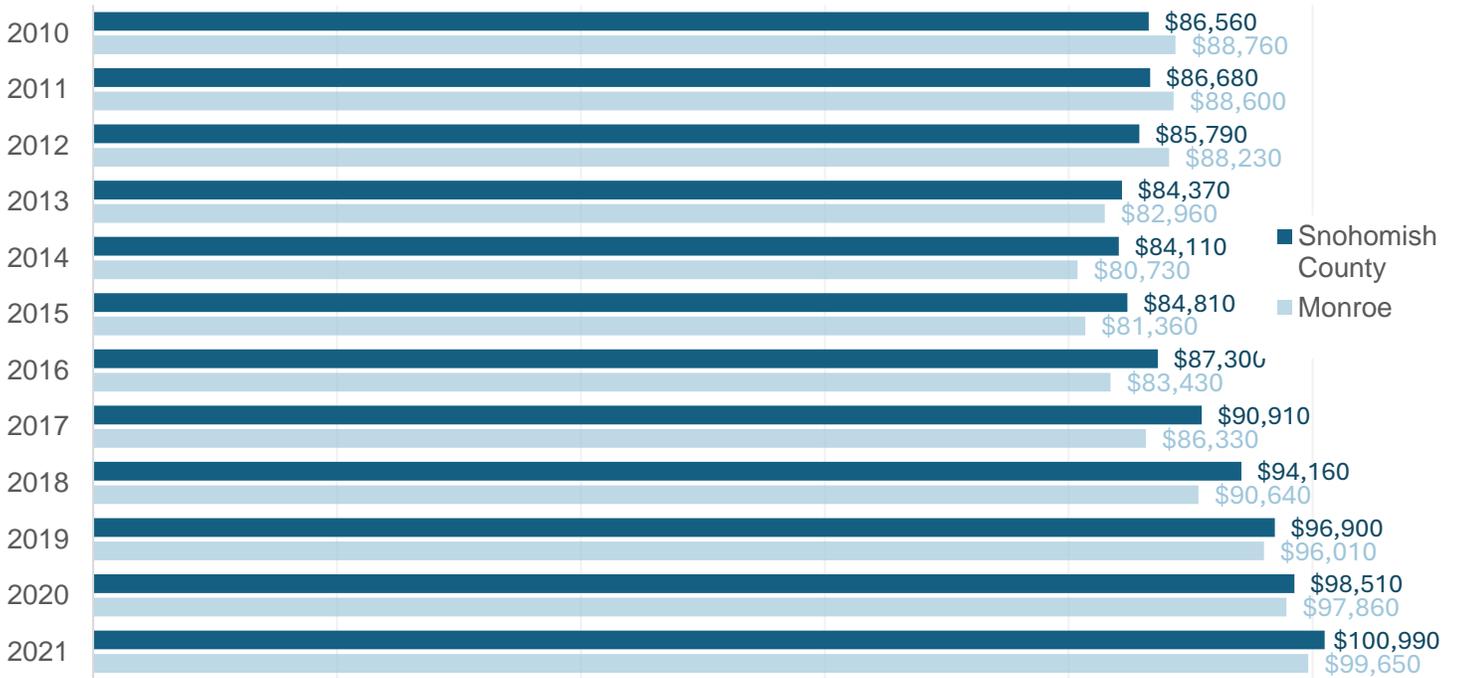
Recent population growth since 2016, including growth due to in-migration, natural increase, annexations and development, shows Monroe’s population aligning with countywide growth trends.

Notably, the city’s demographic landscape is changing, marked by an increasing proportion of residents aged 20 to 39 and 50 to 69 (see *Chapter 6: Housing*, for more information on age changes in the population of residents). These shifts suggest workforce challenges that are indicative of these population groups, such as young adults seeking gainful employment or senior professionals seeking continued career engagement.

Over the past decade, Monroe has witnessed a notable rise in its median household income, now approaching \$100,000, consistent with countywide income levels (**Figure 5.2**). Monroe’s population also displays varying levels of educational attainment, with approximately one-fifth of the population holding a college degree or higher. Monroe continues to demonstrate higher percentages of Hispanic/Latino residents compared to both the county and regional averages. Additionally, Monroe has



Figure 5.2 - MEDIAN HOUSEHOLD INCOME BY YEAR, CITY OF MONROE AND SNOHOMISH COUNTY, 2010 TO 2021 (REAL 2022 DOLLARS)



Sources: U.S. Census Bureau American Community Survey 5-Year Estimates, 2023; Federal Reserve Bank of St. Louis, Gross Domestic Product Implicit Price Deflator, 2023; Community Attributes Inc., 2023.
 Note: Values have been adjusted for inflation using the FRED GDP Deflator.

witnessed an increase in residents who do not primarily speak English at home, comprising 18 percent of the population in 2020. The most prevalent non-English languages spoken at home include Asian and Pacific Islander languages, Spanish, and other Indo-European languages.

This demographic diversity underscores the need for local businesses that cater to and celebrate Monroe's multicultural community. Growing linguistic diversity also presents an opportunity for policies aimed at fostering inclusivity.

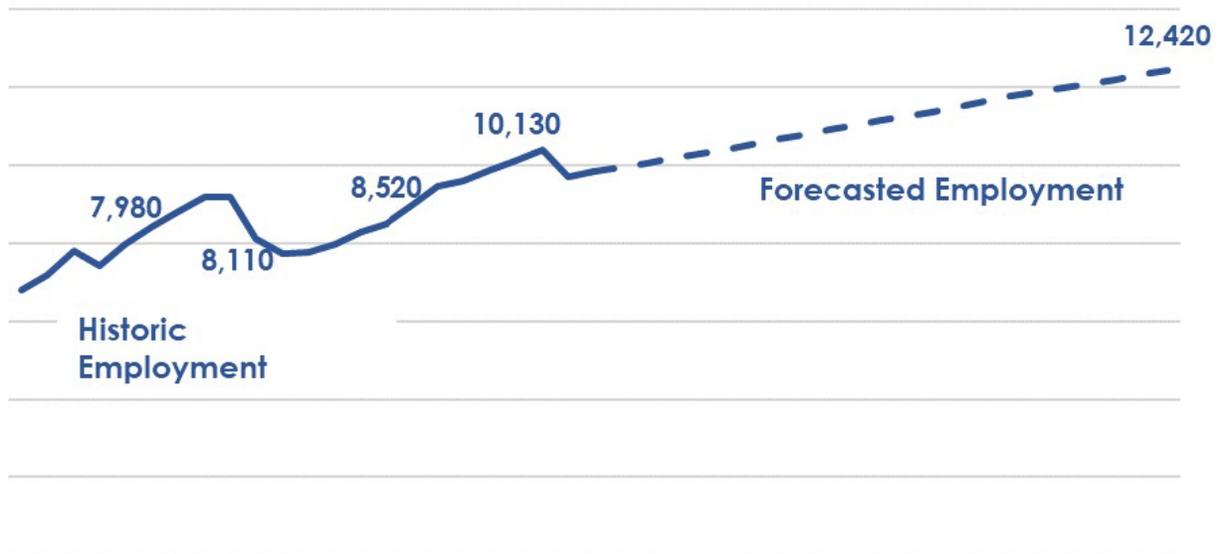
Monroe's average household size was among the highest compared to similar cities, suggesting a significant population of working parents and potential for work-from-home opportunities to expand across all industries.

EMPLOYMENT AND INDUSTRY

Employment in Monroe has seen a consistent upward trajectory over the past two decades, with nearly 65 percent of Monroe's existing labor force comprised of women by 2023 (**Figure 5.3**).



Figure 5.3 - HISTORIC AND FORECASTED EMPLOYMENT, CITY OF MONROE, 2000 TO 2044



Sources: PSRC, 2022; Snohomish County, 2021; Community Attributes Inc., 2022.

Note: Forecasted employment is based on total 2044 projected employment from the Snohomish Countywide Planning Policies and PSRC Regional Growth projections.

The city’s largest sector, public administration, particularly employment at the Monroe Correctional Complex, holds a notably higher share of citywide employment compared to both the county and regional averages. While manufacturing remains a significant employment sector for Monroe, it falls behind the County, presenting an opportunity for the City to capitalize on Snohomish County’s robust manufacturing sector to bolster its own industrial job base in targeted sub-sectors **(Figure 5.4)**.

Additionally, Monroe serves as a hub for a range of industries, including warehousing, transportation, utilities, government, manufacturing, and retail, hosting a considerable proportion of jobs within the US 2 corridor. Monroe has experienced shifts in

employment growth rates, such as the educational services sector seeing the highest annual growth, while seeing a decline in healthcare and retail trades. As Monroe explores opportunities for expanding existing industry clusters within the city and region, relevant opportunities may include technology, manufacturing, professional services, retail, healthcare, active sports and recreation, aviation, food production and value-added agriculture, and educational services.

People who work in Monroe tend to come from nearby communities, with top cities of origin including Monroe itself, Marysville, the City of Snohomish, and Kirkland **(Figure 5.5)**. Rising housing costs underscore the need for workforce housing initiatives that promote



denser, more diverse, and affordable housing options within Monroe to provide housing options for Monroe’s workers.

At the same time, a majority of Monroe residents commute outside the city to work in other Eastside communities (**Figures 5.6**). This trend points to the importance of strategies to increase economic opportunity and retain Monroe’s vibrant workforce.

MARKET AND DEVELOPMENT OPPORTUNITIES

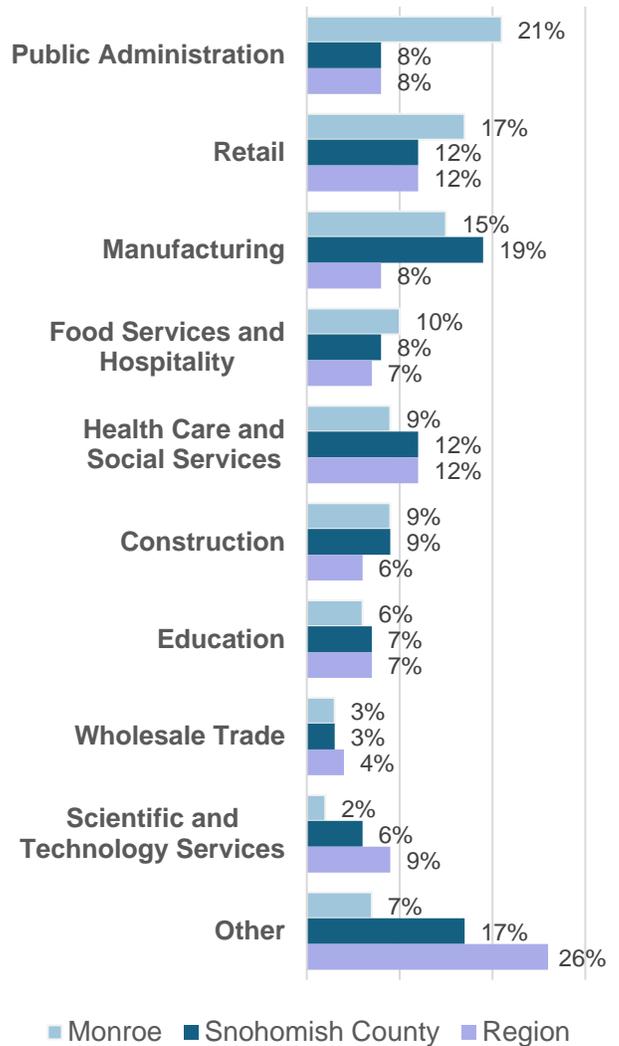
The real estate market for office, commercial, and industrial sectors in Monroe presents a nuanced landscape influenced by several factors.

In the industrial sector, Monroe has experienced an increase in lease rates since 2013, paralleled by a steady decrease in vacancy rates (**Figure 5.7**). Employment forecasts through 2050 project an estimated 2,710 new commercial and industrial employees in Monroe.

Capitalizing on this growth potential may be dependent on preserving and optimizing industrial spaces, attracting industrial companies, and fostering commercial growth in the city's industrial zones. Over the past decade, retail vacancy rates have displayed some variability, but retail space has seen an increase since 2008, maintaining a significant presence in Monroe's employment sector (**Figure 5.8**). This trend aligns with the steady population growth experienced by Monroe in recent years, coupled with median household incomes tracking those of the County.

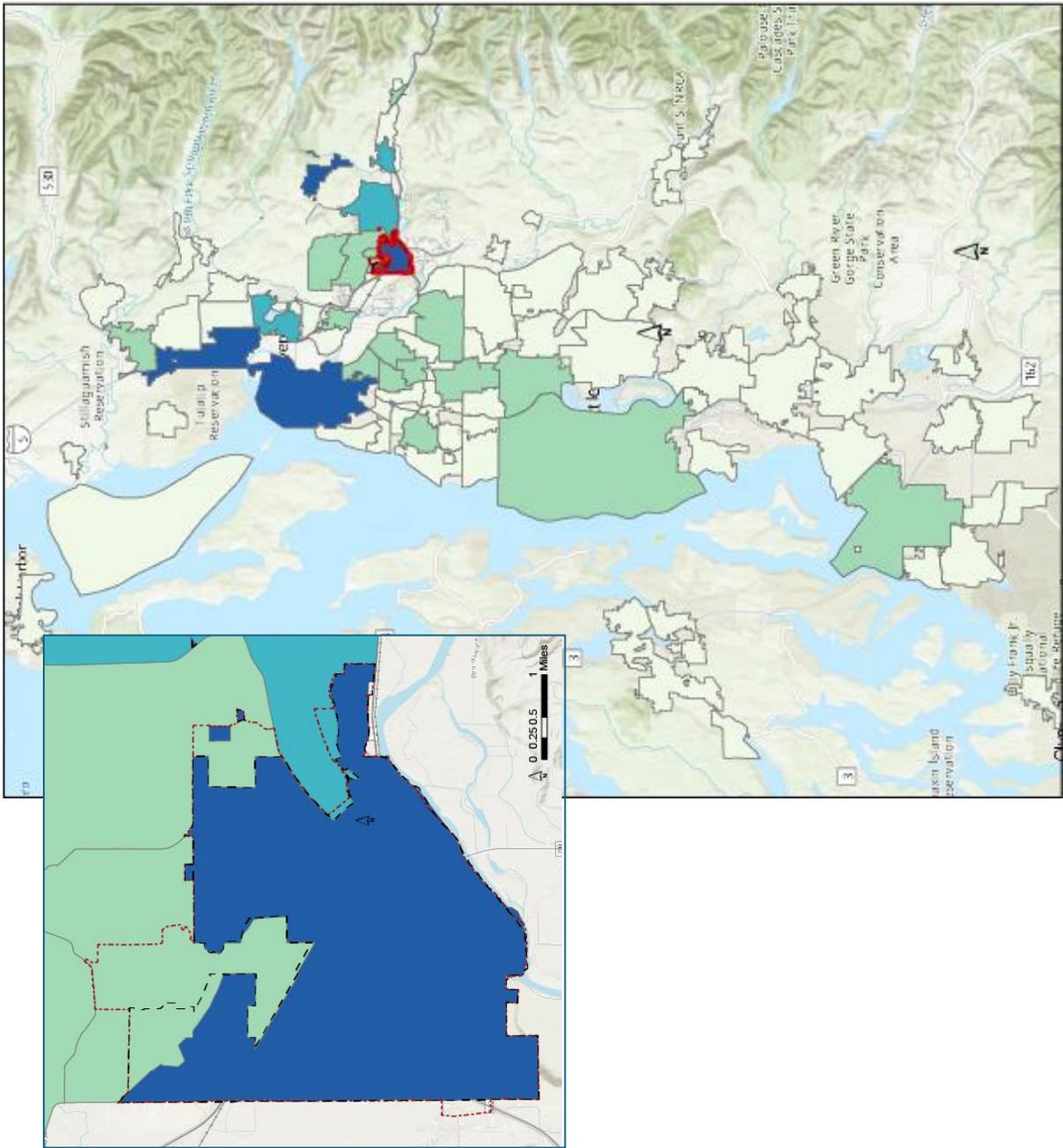
Such indicators suggest potential opportunities for diversified retail growth within Monroe.

Figure 5.4 - EMPLOYMENT BY INDUSTRY, CITY OF MONROE, SNOHOMISH COUNTY, AND PUGET SOUND, 2021



Sources: PSRC, 2022; Community Attributes Inc., 2022.

Figure 5.5 - WHERE MONROE WORKERS LIVE, CITY OF MONROE, 2021



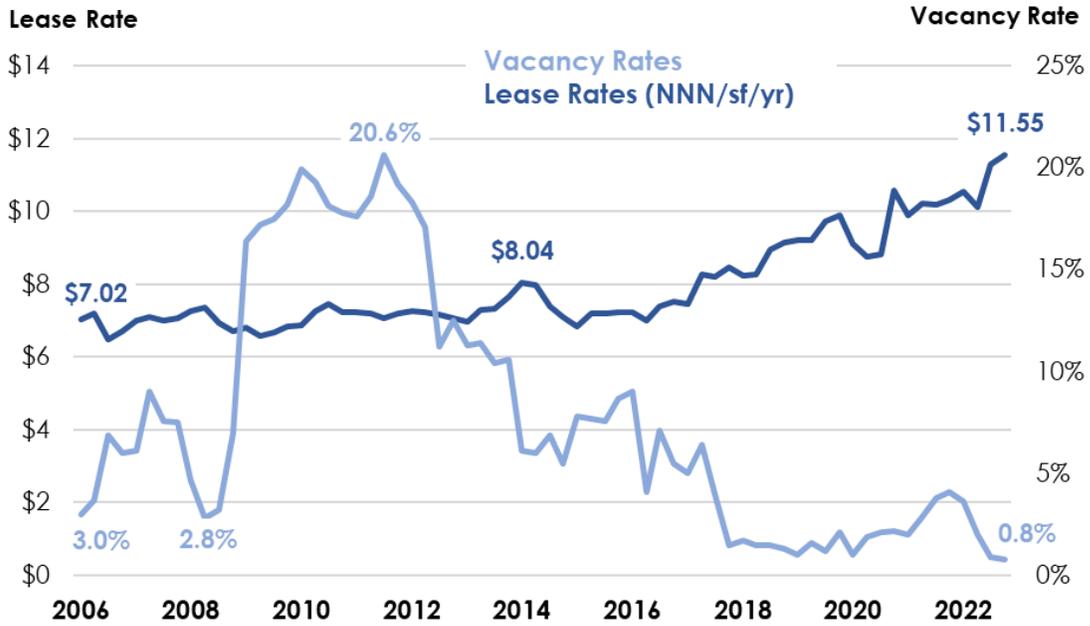
**City of Monroe
2024 Comprehensive Plan Update**

- UGA
- City Limits
- City of Monroe

- Where Workers Live**
- 0-1%
 - 2-3%
 - 4-5%
 - 6-16%



Figure 5.7 - INDUSTRIAL VACANCY AND LEASE RATES, CITY OF MONROE, 2006 TO 2022

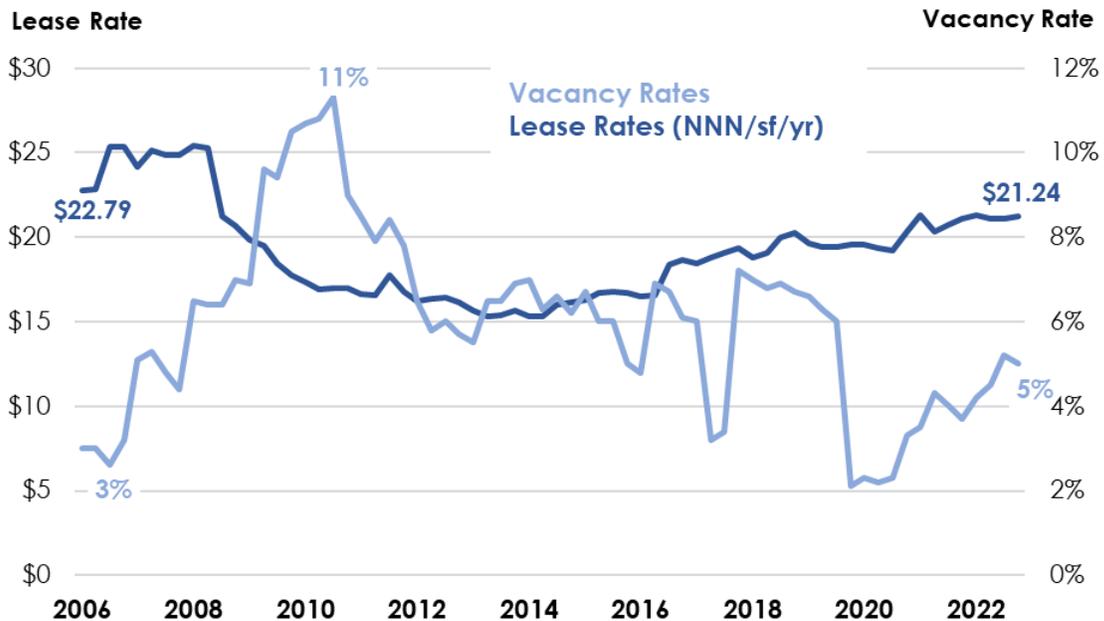


Sources: CoStar, 2022; Community Attributes Inc., 2022

** These rates represent quarterly figures.

NNN/sf/yr = triple net + square foot per year

Figure 5.8 - RETAIL VACANCY AND LEASE RATES, CITY OF MONROE, 2006 TO 2022



Sources: CoStar, 2022; Community Attributes Inc., 2022

** These rates represent quarterly figures.



When considering economic development potential, it is noteworthy that a substantial portion of Monroe's existing buildable acreage is concentrated within key areas, with 34 percent lying within the US 2 corridor and 20 percent in the North Kelsey areas. Downtown Monroe, although a focal point, comprises only 8 percent of the available buildable land. This distribution underscores the importance of strategically leveraging developable lands near retail centers like Downtown, North Kelsey, and along US 2 to optimize growth opportunities.

Furthermore, Monroe's economic market area demonstrates promise for potential hotel development, driven by factors such as the aging lodging supply in town and the opportunity for new hotel establishments to compete. The proximity of attractions like the Fairgrounds, Speedway, and athletic fields at Lake Tye Park enhances Monroe's appeal as a lodging destination, offering strategic advantages for prospective hotel ventures.



Goals, Policies, and Action Items

Economic development related goals, policies, and action items are organized under five broad goals that align with MPPs and CPPs, in addition to issues identified through the community discussions held in Monroe. Each goal includes at least one policy, and as applicable, action items that address the various approaches and actions necessary to achieve Monroe’s Vision and Comprehensive Plan Guiding Principles.



*Downtown Monroe
Source: Provided by the City of Monroe*



Photo Source: City of Monroe, Economic Development Annual Report, 2023

Goal 5.1

Support the vitality and viability of commercial and industrial districts throughout Monroe.



Policy	Action Item	
5.1.1		Support continued development and maintenance of a thriving Downtown with vibrant main street character. Downtown should be a place residents and visitors feel connected to because of its history, design, and authentic local merchants and restaurants.
	5.1.1.1	<i>Support organizations and groups dedicated to vitality of Downtown.</i>
	5.1.1.2	<i>As continued capital improvements are identified, take advantage of variety of funding sources, including public sources from all levels of government, as well as private, nonprofit and community sources.</i>
	5.1.1.3	<i>Ensure availability of City staff and resources to support Downtown businesses, vitality, programs, and projects.</i>



	5.1.1.4	<i>Implement needed or desired enhancements to Downtown sidewalk, storm water, streetscape, and other infrastructure improvements, including a focus on enhancements that can be made to mitigate the negative effects of heavy truck traffic on the pedestrian environment.</i>
	5.1.1.5	<i>Redevelop City-owned Downtown properties in ways that support Downtown vitality and/or serve as catalyst "demonstration" projects for desired development.</i>
	5.1.1.6	<i>Continue to provide signage that directs travelers from Highway 2 and SR 522 to Downtown Monroe, as well as additional gateway signs.</i>
	5.1.1.7	<i>Explore and implement program(s) that provide funding to assist low-income and/or minority business or property owners to make needed façade or other physical improvements to existing Downtown buildings.</i>
	5.1.1.8	<i>Promote continued establishment of retail and eating/drinking businesses via applicable incentives, marketing, and/or engagement.</i>
	5.1.1.9	<i>Support existing events and festivals and the establishment of new events, as feasible.</i>
	5.1.1.10	<i>Provide Comprehensive Plan and zoning support for a variety of housing options in and near Downtown.</i>
	5.1.1.11	<i>Engage with property owners on an ongoing basis to encourage continued maintenance and reinvestment in existing buildings, offering assistance and advice, where applicable.</i>



	5.1.1.12	<i>Encourage preservation and rehabilitation of historic properties in and near Downtown, while also promoting new construction that is architecturally compatible with nearby historic structures.</i>
5.1.2		Continue to support the vitality and growth of the US 2 regional retail center while also accommodating redevelopment needed to provide housing and jobs for the community.
	5.1.2.1	<i>Enhance the prominence and visibility of the US 2 Retail Corridor via additional signage, landscaping, artwork, or other urban design improvements.</i>
	5.1.2.2	<i>Enhance pedestrian and vehicular connections between the US 2 Retail Corridor and Downtown in order to promote a “complete” Monroe retail center that provides residents and visitors with both the national-brand retailers along US 2, as well as the local merchants in Downtown.</i>
	5.1.2.3	<i>Support the US 2 Bypass to encourage redevelopment of the existing US 2 ROW as a “boulevard” that would attract mixed-use, multistory redevelopment.</i>
5.1.3		Encourage North Kelsey to develop as a “center” with a mix of retail, restaurants, entertainment, and housing served by transit, pedestrian, and bike facilities.
	5.1.3.1	<i>Continue to pursue redevelopment of the City-owned Tjerne Place properties to fulfill the City's vision as a multistory, mixed-use, amenitized, pedestrian-oriented village.</i>



5.1.4		Continue to support the vitality and growth of the Fryelands industrial-commercial district.
	5.1.4.1	<i>Collaborate with property owners, brokers, and investors to promote the growth of existing light industrial tenants and uses, while also attracting and accommodating new tenants and uses.</i>
	5.1.4.2	<i>Continue to monitor land use trends in order to take regulatory actions that could discourage non-industrial usage of large properties and/or buildings suitable to industrial uses.</i>
	5.1.4.3	<i>Continue to support the vitality and growth of supportive retail and service uses in appropriate locations within the Fryelands district.</i>
5.1.5		As continued capital improvements are identified, take advantage of variety of funding sources, including public sources from all levels of government, as well as private, nonprofit and community sources.



Photo Source: Provided by the City of Monroe

Goal 5.2

Provide and support a great place to open and grow business.



Policy	Action Item	
5.2.1		Foster a “Monroe is open for business” environment.
	5.2.1.1	<i>Focus on what can be done versus what cannot be done in interactions with permit applicants, business and property owners.</i>
	5.2.1.2	<i>Periodically evaluate fees to ensure Monroe is competitive with other cities in the region.</i>
	5.2.1.3	<i>Support local business through efficient regulations, licensing, and permitting procedures.</i>
	5.2.1.4	<i>Actively support the retention of commerce and industry and encourage diversification of the economy through marketing and of sites and the benefits of locating in Monroe.</i>



5.2.2		Collaborate with regional partners (State, County, Snohomish County ADO) to attract and retain in Monroe businesses in the County's existing, strong industry sectors (such as: technology, manufacturing, professional services, healthcare, retail, active sports and recreation, aviation, food production and value-added agriculture, and educational services).
5.2.3		Work with local/regional colleges and vocational schools to explore the potential of locating and/or re-establishing facilities in Monroe.
5.2.4		Identify and implement regulatory and financial incentives for starting or growing new business and industrial uses.
5.2.5		Continue to ensure presence of a dedicated City staff person assigned to advocate for business vitality and coordinate economic development activities within Monroe.
5.2.6		Collaborate with local and regional partners, explore and consider establishing incubator space and/or support network for industrial and commercial businesses in Monroe.
5.2.7		Work with local/regional colleges and vocational schools to explore the potential of locating and/or re-establishing facilities in Monroe.



5.2.8		Work with Chamber of Commerce, EASC and other local/regional partners to create a retail-support program.
5.2.9		Work with the Monroe and Snohomish Public Schools, local community colleges, Snohomish County ADO, and regional partners, such as AJAC, to build a skilled and educated local workforce, especially in response to changing needs in growing and emerging business and industry sectors.
5.2.10		Work with property owners, developers, and brokers to continue to expand and broaden the retail, service, and entertainment offerings available in Monroe.
5.2.11		Support and promote the growth of the health care sector in Monroe. Ensure the availability of a helicopter pad to serve Monroe's emergency medical facilities.
5.2.12		Strive to ensure that business and property owners of all backgrounds and abilities have equitable access to available resources and services intended to promote and support the establishment, vitality and growth of business and commercial investment.
	5.2.12.1	<i>Explore feasibility of, and considering establishing, a micro-lending program for minority, low-income or other less-advantaged owners of start-up businesses.</i>



Photo Source: Provided by the City of Monroe

Goal 5.3

Sustain, grow and promote Monroe's position as an outdoors, adventure, events destination, and as "basecamp" to mountain and river adventures and home to diverse attractions and events.



Policy	Action Item	
5.3.1		Strive to ensure that people of all backgrounds and abilities have access to recreational and entertainment amenities in Monroe, ensuring that Monroe is an open and inviting destination for all.
	5.3.1.1	<i>Explore and pursue creative and/or unique development of the former Cadman site along the Skykomish River in ways that could enhance tourism attractions in Monroe.</i>
5.3.2		Promote Monroe as an active sports and outdoor adventure destination.
	5.3.2.1	<i>Work with property owners and developers to build the capacity of the hotel/motel sector to host more visitors for longer stays. Explore the potential to attract an upscale or boutique hotel that focuses on connecting visitors with the</i>



		<i>area's natural assets and/or serves as an attraction for overnight stays for regional residents.</i>
	5.3.2.2	<i>Continue to attract active sports and outdoor adventure-themed events to key areas such as Lake Tye, Downtown, and the Skykomish River.</i>
	5.3.2.3	<i>Support the Evergreen Fairgrounds and its potential future expansion or sports facility development to attract visitors, local spending, and increased demand for overnight stays.</i>
5.3.3		Continue to make physical, visual and/or transportation connections from central Monroe to its natural surroundings, including the Skykomish River, Cascade Mountains and foothills, bike and pedestrian trails, and surrounding open spaces.



Photo Source: Provided by the City of Monroe

Goal 5.4

Through regulations and incentives, promote efficient, creative and new forms of continued commercial and industrial growth and development.



Policy	Action Item	
5.4.1		<p>Prioritize public infrastructure investment (roads, utilities, etc.) to support development and redevelopment in the desired redevelopment area(s).</p>
	<p>5.4.1.1</p>	<p><i>Complete focused area plans for sites that have potential for infill, repurposing/reuse, or redevelopment. Potential candidates for focused area planning include: Main Street Corridor (between US 2 and 522); Wolfkill properties between Main Street and US 2; Al Borlin Neighborhood and Park; Riverfront sites including the Cadman site; First Air Field; Evergreen Fairgrounds; remaining un-/under-developed properties in the Fryelands Industrial District; healthcare/hospital properties; properties owned by the School District and other public agencies; or other catalyst commercial, housing, and employment sites that may become available.</i></p>



Photo Source: Provided by the City of Monroe

Goal 5.5

Provide a full-service, well connected, amenity-rich community that attracts and retains a wide range of residents and employees of local businesses.



Policy	Action Item	
5.5.1		Continue to support and enhance the pedestrian environments and facilities connecting neighborhoods and commercial districts.
5.5.2		Strive to ensure accessibility to public amenities, commercial establishments, events and activities for residents and visitors of all backgrounds, ages and abilities.
5.5.3		Strive to ensure commercial areas are accessible to residents and visitors by a wide range of transportation choices.
5.5.4		Through regulations, incentives and partnerships, encourage the development of a wide array of housing options that address affordability across the full spectrum of incomes among Monroe residents - both for rental and ownership.
5.5.5		Minimize displacement of minority-owned businesses.



Photo Source: Provided by the City of Monroe





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6 HOUSING

Introduction

The Monroe 2044 Comprehensive Plan's Vision and Guiding Principles provide clear direction to provide more housing and housing options for current and future Monroe residents. What is available today does not necessarily suit all people nor is it always affordable. Examining the current housing inventory and assessing both present and future housing needs, along with the proposed housing policies, empowers the City and the public to make well-informed decisions about housing options in Monroe.

The Housing Element describes Monroe's current housing stock and future housing needs. It also identifies local housing issues and trends to guide policies and strategies that meet State requirements and are appropriate for Monroe. Solutions involve a combination of strategies to promote opportunities for development and encourage the production of the types of housing that are missing from Monroe (for additional strategies identified by the City, see **Appendix 6-A**).

Relationship to Other Plans

The Monroe 2044 Housing Element complies with the Washington Growth Management Act (GMA) requirements to address housing within Monroe's City Limits and Urban Growth

Area (UGA) over the next 20 years.

GMA provides guidelines for cities and counties to assess and increase housing development with a particular emphasis on affordable housing options for lower-income households, address historic discrimination, and develop tools to discourage and/or mitigate displacement.

Puget Sound Regional Council's (PSRC) regional plan for growth, VISION 2050, includes 12 Multicounty Planning Policies (MPPs) related to housing, primarily focusing on providing diverse housing options, expanding the housing supply across economic levels, implementing public policies, improving homeownership opportunities, and minimizing/preventing displacement. These MPPs serve as a framework for updating countywide planning policies. Snohomish County's Countywide Planning Policies (CPPs) draw from these MPPs to create policies that promote fair and equitable access to safe, affordable, and accessible housing options for every resident through the expansion of a diverse housing stock that is in close proximity to employment, services, and transportation options. The Monroe 2044 Housing Element must be consistent with the MPPs and CPPs. The Housing Element will also be consistent with the May 2023 Housing Characteristics and Needs Report for Snohomish County, including housing allocations by income bands.



Community Characteristics

Population

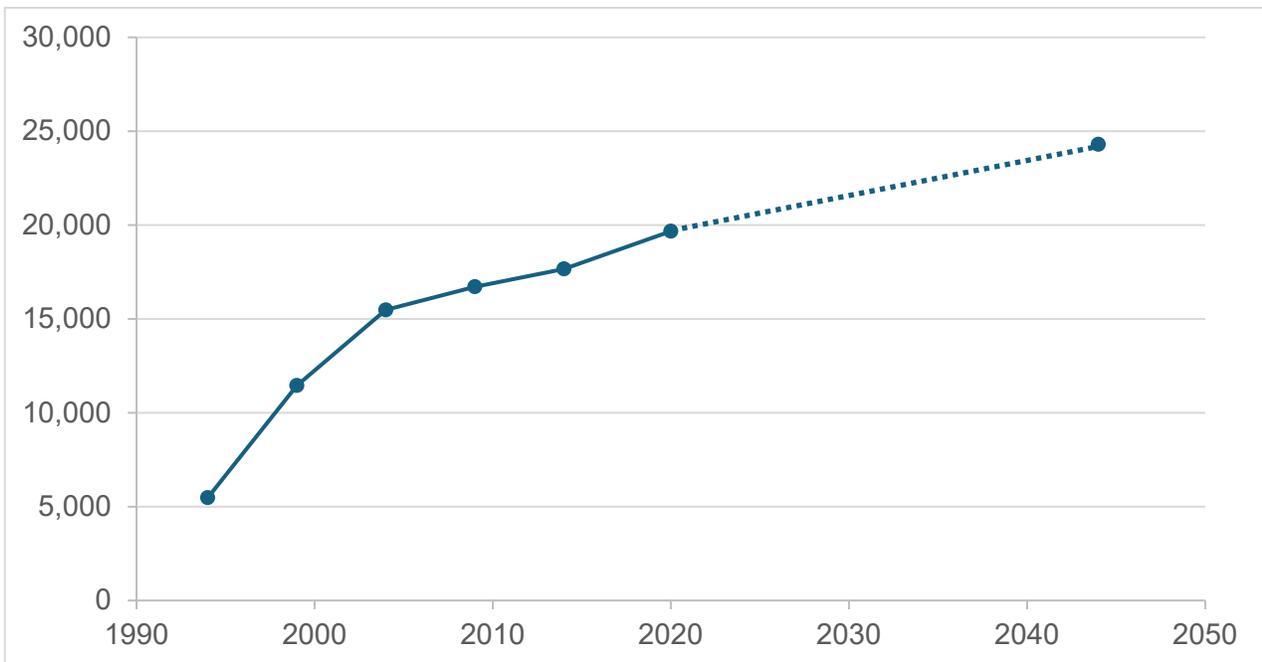
Population information is a fundamental component of demographic analysis that provides insights into how Monroe has changed over time. Population growth projections for Monroe are provided by Snohomish County, which allocates countywide growth projections to cities and unincorporated Urban Growth Areas. Monroe is expected to grow by about 4,600 residents to a total population of 24,300 residents by 2044, or approximately 1.0 percent annually over the next 20 years (**Figure 6.1**).

Figure 6.2 - POPULATION



Source: Washington Department of Financial Management, 2022

Figure 6.1 - HISTORIC AND FORECASTED POPULATION, CITY OF MONROE, 1990 TO 2044



*Note: Forecasted employment is based on total 2044 projected employment from the Snohomish Countywide Planning Policies and PSRC Regional Growth projections.

Source: Sources: PSRC, 2022; Snohomish County, 2021; Community Attributes Inc., 2022.



Unincorporated areas within the UGA are expected to grow by about 400 residents. Monroe has a current population of approximately 19,700 residents (**Figure 6.2**).

Race and Ethnicity

Examining the racial and ethnic composition of Monroe is now required by the GMA and provides insight into the people who live here today and can inform policy direction related to specific needs related to housing. The City can also tailor services and programs to meet the unique needs of Monroe residents.

Census data from 2020 shows that Monroe is similar to Snohomish County in terms of race and ethnicity (**Table 6.1**).

However, Monroe has a lower percentage of people identifying as Asian than the County, while Monroe has a much higher percentage

of people identifying as Hispanic/Latino (16.4 percent) compared to the County (10.5 percent). The proportion of individuals identifying as other race, including American Indian or Alaska Native, Native Hawaiian or other Pacific Islander, has risen steadily since 2010, comprising 7.9 percent of Monroe's population in 2020 (**Figure 6.3**). While each percentage of the community identified by race and ethnicity grew at different rates during the last decade, Monroe has become a more diverse community since the last census in 2010.

The City of Monroe is committed to also identifying ways in which to remove harmful or exclusionary regulations that may potentially exclude segments of the population from attaining housing based on race or ethnicity.

Table 6.1 - RACE AND ETHNICITY, MONROE, SNOHOMISH COUNTY, AND WASHINGTON STATE, 2020

Race/Ethnicity	Monroe		Snohomish Co.		Washington State	
	Count	Percent	Count	Percent	Count	Percent
Asian	875	4.5	91,482	11.3	656,578	8.7
Black or African American	799	4.1	25,918	3.2	279,720	3.7
Hispanic or Latino	3,177	16.4	85,321	10.5	971,522	12.9
Other Race*	1,542	7.9	56,338	6.9	536,736	7.2
White	13,010	67.1	552,513	68.1	5,067,909	67.5
Total	19,403		811,572		7,512,465	

* Other race includes people who self-identify as American Indian or Alaska Native, Native Hawaiian and Other Pacific Islander, another race (Other), and two or more races and are not Hispanic or Latino.

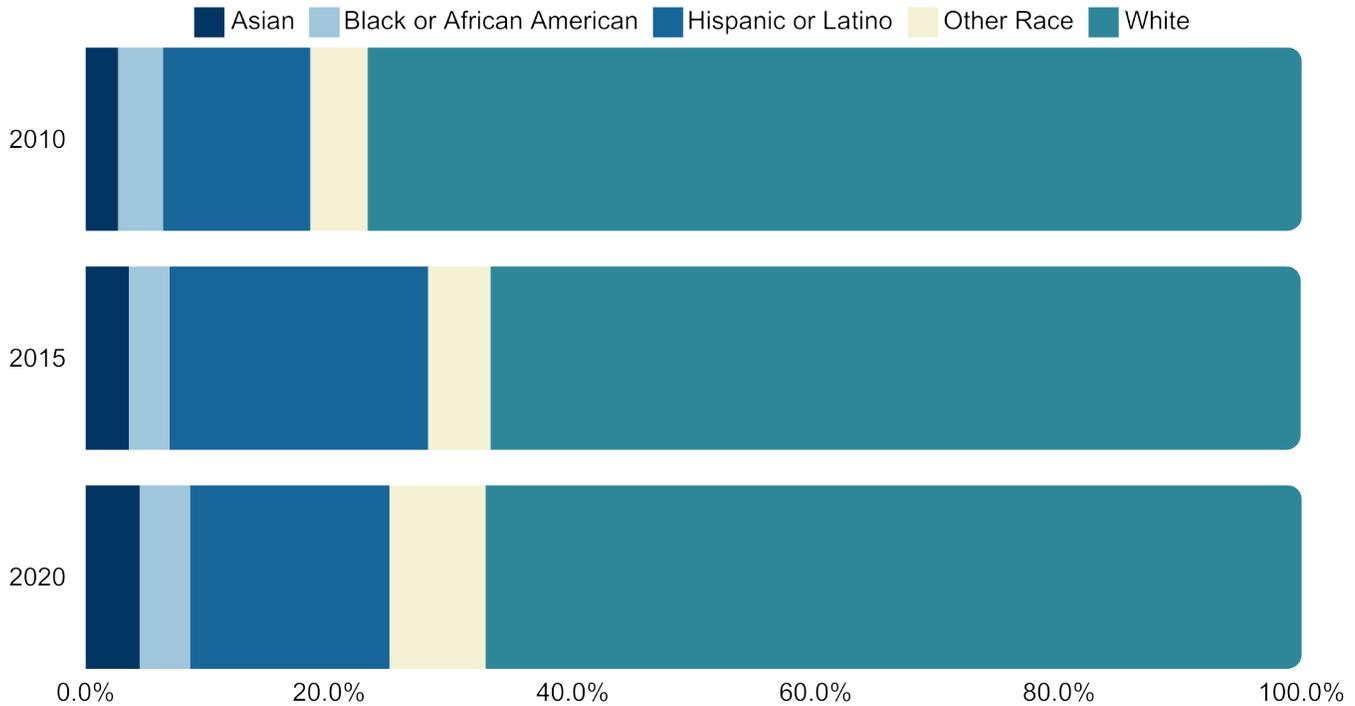
* American Community Survey sample includes both institutional and non-institutional group quarters

* Total population can vary when disaggregated by race because not all respondents provide information on race and ethnicity.

Source: U.S. Census Bureau American Community Survey 5-Year Estimates, DP05, 2020



Figure 6.3 - RACIAL COMPOSITION IN MONROE, 2010 TO 2020



Source: US Census Bureau, 2010, 2015, 2020 American Community Survey 5-Year Estimates (Table DP05)

Age

Monroe is an aging community, with the highest growth occurring in residents aged 50-69 and the total share of aging residents increasing from 14 percent in 2010 to 21 percent in 2020 (**Figure 6.4**). Residents aged 20-39 moderately increased their share of the population during this time. Residents under 20 had the largest decrease in share of population, declining 4 percent from 28 percent to 24 percent of the population in the last decade.

Household Size

The U.S. Census Bureau defines a household as all people who occupy a housing unit. The

occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated people who share living arrangements. The average household size, where all residents related or unrelated live in a single structure in Monroe, has decreased since 2015 to reach 2.79 persons per household in 2022. Many factors can cause smaller household sizes, such as aging households where children no longer live at home, but parents or caregivers still live in the same house.

Other housing such as apartments or smaller



Table 6.2 - YEAR STRUCTURE BUILT, 2022

Year Built	Number of Units	Percent
Built 2020 or later	93	1.5%
2010 to 2019	834	13.5%
2000 to 2009	1,274	20.6%
1990 to 1999	2,228	36.1%
1980 to 1989	504	8.2%
1970 to 1979	214	3.5%
1960 to 1969	339	5.5%
1950 to 1959	136	2.2%

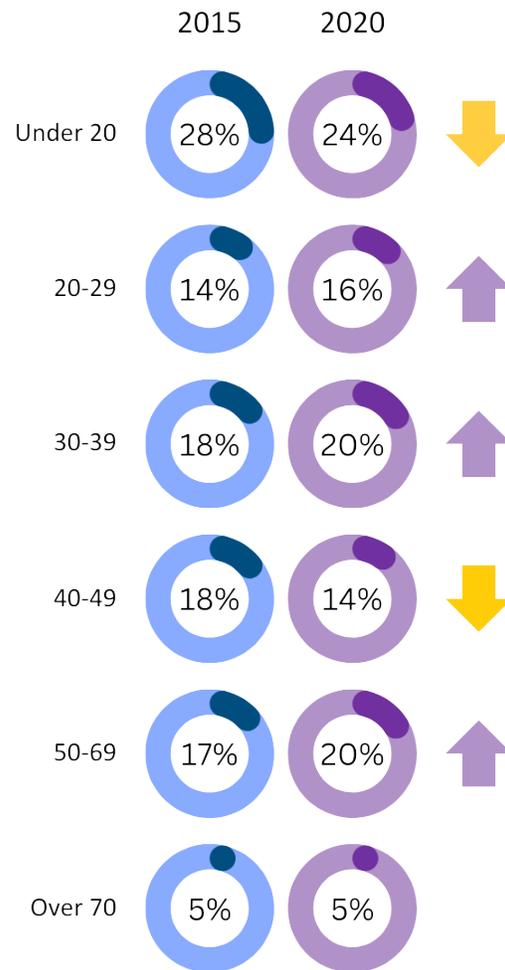
Source: U.S. Census Bureau, DP04, 2022

housing units may also mean that fewer people generally are living within a single structure. While this may not be the case for all households, there has been a rise in non-family households in Monroe, characterized by individuals living alone or with unrelated roommates. The simultaneous trends of a growing population and a reduction in average household size could intensify pressure on housing demand if housing choices and supply do not meet the demand for diverse housing options.

Housing Inventory and Conditions

The majority of housing units in Monroe were built after 1990, accounting for over 70 percent of the total housing units within the City Limits (**Table 6.2**). Most of the newer construction has occurred north of US-2, but

Figure 6.4 - AGE COMPOSITION IN MONROE



Source: US Census Bureau, ACS 5-Year Estimates (Table S0101), 2015 and 2020

there has recently been some rehabilitation of existing units and new construction in and near Downtown and south of US-2.

Housing by Type

Monroe's housing market continues to be predominately one-unit, typically detached, residential homes. Residential development in



Monroe has added about 1,300 housing units since 2010. Approximately 70 percent of the development since 2010 has consisted of one-unit (detached) housing types, while 27-29 percent of the housing supply represents two or more-unit (attached) housing types. The remainder of Monroe’s housing units are manufactured homes or special housing units, such as RVs, boats, vans, etc. Total housing units grew at a faster rate between 2000 and 2007 when Monroe had a small housing “boom,” adding between 100-200 houses annually. Overall, the mix of housing units has remained the same, although household sizes have decreased.

Housing Tenure

About two-thirds of Monroe residents own their own homes and one-third are renter households, as of 2021 (**Figure 6.5**). The share of owner-occupied housing decreased by six percent between 2010-2020, while rental households increased by that same rate during that period. The share of renter-occupied households decreased in 2021 to 31 percent, the lowest rate since 2012.

Housing Affordability

Household Income

Household income and poverty rates provide important insights into the socioeconomic well-being of Monroe’s residents. Examining income distribution and poverty levels can help identify economic disparities, areas of need, and help identify groups that may be disproportionately affected by lower incomes.

Table 6.3 summarizes and compares income characteristics in Monroe, Snohomish County, and the state of Washington. Per capita income measures the average income per person in each area, while median household income represents the income level at which half of the households earn more and half earn less within that area.

In 2020, the median household income in Monroe was \$88,683, about 20 percent higher than the overall population in Washington at \$77,006. Per capita income was the outlier at \$29,664, about three-quarters of the amount in Washington and Snohomish County (\$40,837 and \$41,126, respectively).

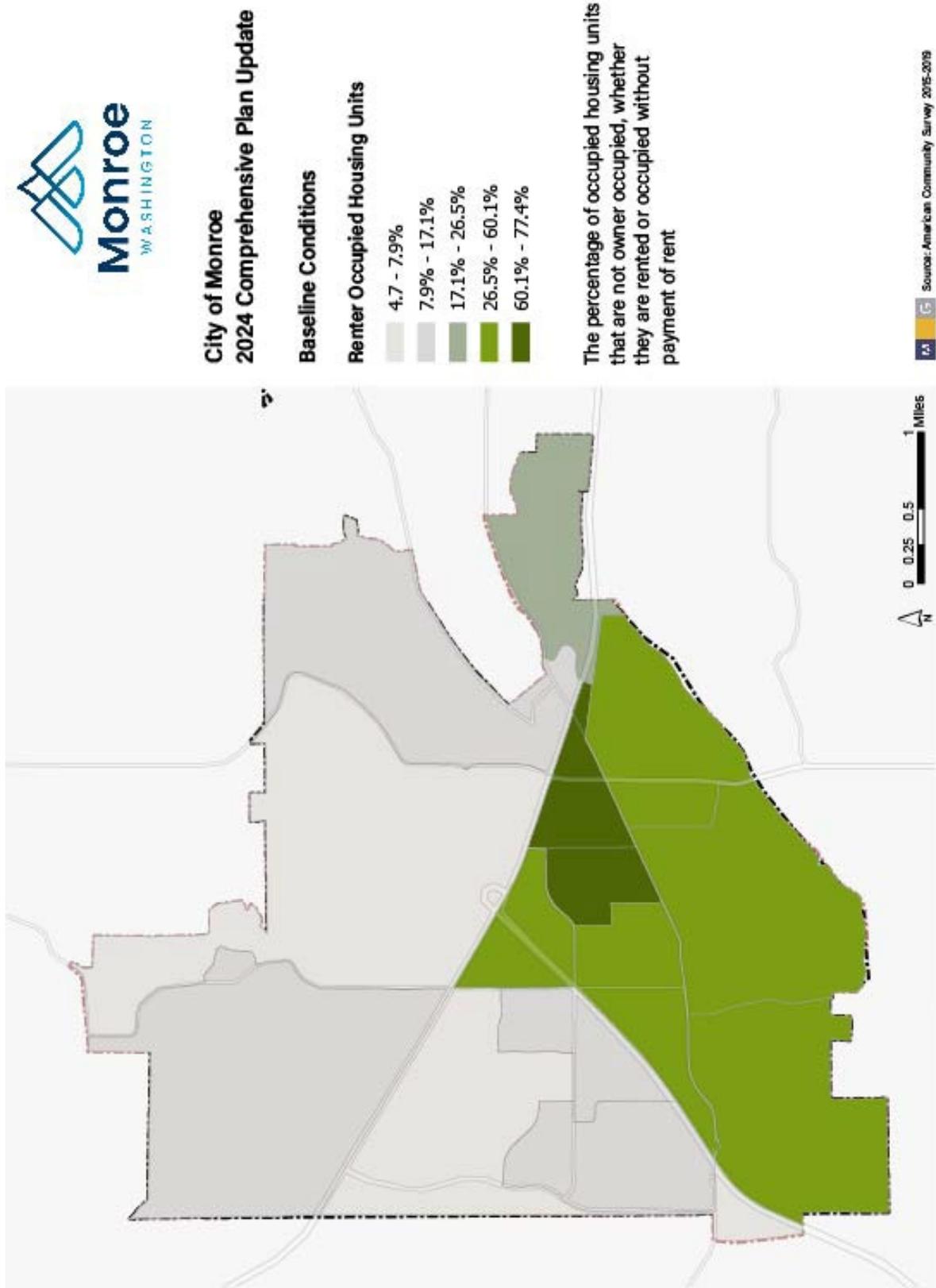
Table 6.3 - PER CAPITA INCOME AND MEDIAN HOUSEHOLD INCOME (MHI), 2020

Income	City of Monroe	Snohomish County	Washington State
Per Capita Income	\$29,664	\$41,126	\$40,837
Median Household Income	\$88,683	\$89,273	\$77,006

**Note: Monroe’s per capita income in Table 6.3 includes the total population, including groups quarters. The per capita household population, which does not include group quarters, is higher at \$33,607.*

Sources: U.S. Census Bureau American Community Survey 5-Year Estimates

Figure 6.5 – HOUSING TENURE





It is important to note that if group quarters populations are removed, per capita incomes among households increases in Monroe to \$33,607, which is still lower than the County and State. Approximately 96 percent of the population in group quarters in Monroe is housed in the Washington Department of Corrections facility.

Average household incomes by census tract are illustrated on **Figure 6.6**. Household incomes vary by race and ethnicity. The US Housing and Urban Development Comprehensive Housing Affordability Strategy (CHAS) revealed that Black or African American and Hispanic or Latino households have higher representation in the extremely low and low-income brackets, accounting for 75 percent and 53 percent of households, respectively. White and Asian households have higher rates of households living above median income levels (>100% AMI), at 29 percent and 62 percent (**Table 6.4**).

Housing Cost Burden

Housing costs in Washington, particularly in major urban areas, have been rising faster than median household incomes. High housing costs relative to income can result in households making trade-offs in other essential areas such as healthcare, education, or future savings. Rising housing costs can also contribute to displacement and gentrification. As housing prices increase, long-term residents, including minority communities and the elderly may face challenges in maintaining their housing and may be forced to move to more affordable areas. High housing costs relative to household incomes can also have an impact on the workforce and economy.

Housing cost burden (**Table 6.5**) refers to the proportion of income that households spend on housing expenses, including rent or mortgage payments, utilities, and other related costs. Housing cost burden is when a household spends more than 30 percent of their income on housing costs.

Table 6.4 - MEDIAN HOUSEHOLD INCOME BY RACE AND ETHNICITY

	Asian	Black or African American	Hispanic or Latino	White
Extremely low-income	0%	25%	22%	14%
Very low-income	11%	0%	18%	11%
Low-income	8%	50%	13%	12%
Moderate income	19%	0%	18%	14%
Above Median income	62%	25%	29%	49%

**Note: Race and ethnicity includes renter and owner tenures (renter and owner). Some groups may not be fully represented in this dataset.*

Source: US Housing and Urban Development Comprehensive Housing Affordability Strategy (CHAS), 2015-2019

Figure 6.6 – HOUSEHOLD INCOME

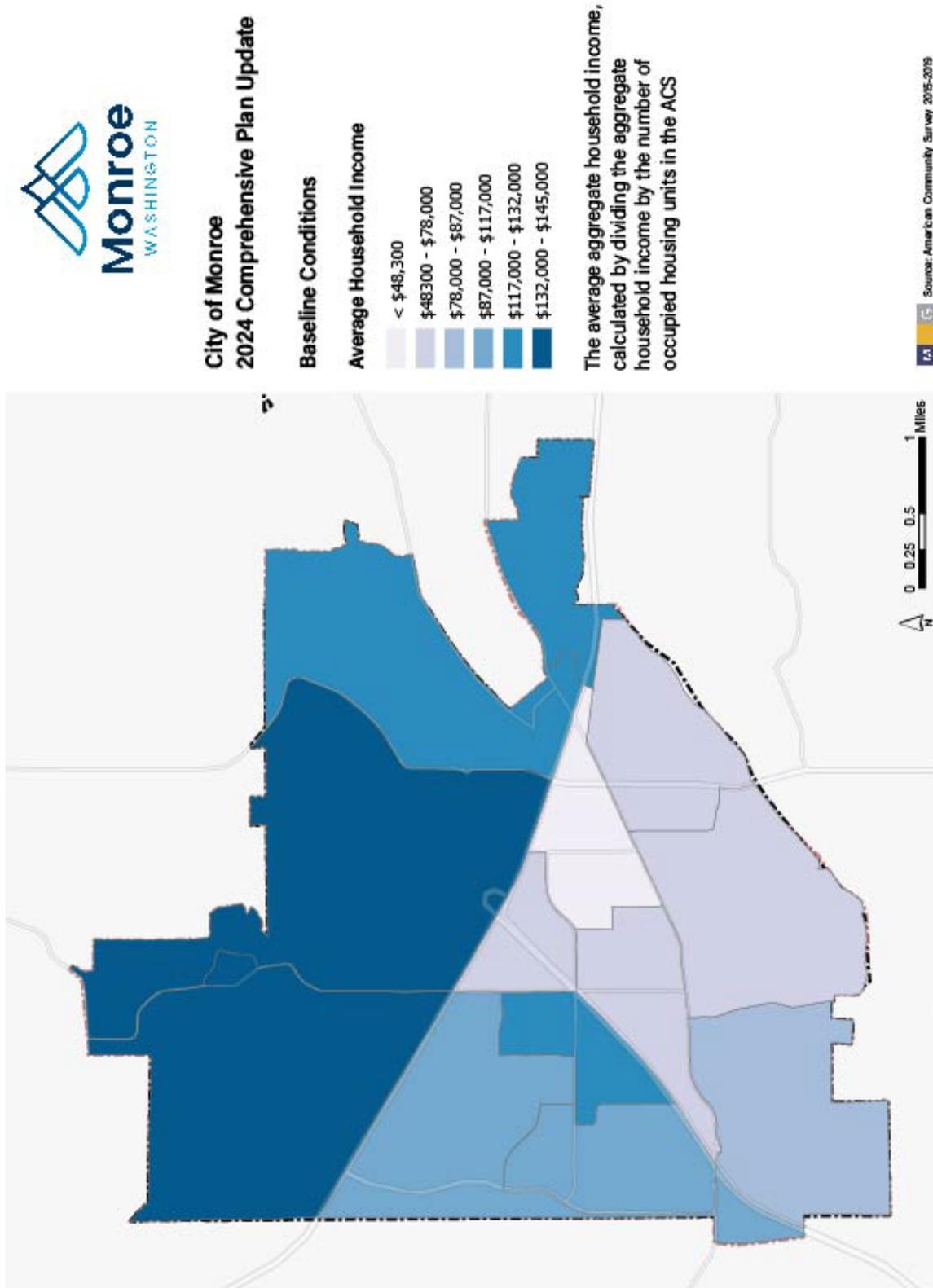




Table 6.5 - NUMBER OF HOUSEHOLDS BY HOUSING COST BURDEN, CITY OF MONROE, 2019

	Owner Households		Renter Households	
	Count	Percent	Count	Percent
Not Cost-Burdened (< 30%)	2,570	76%	1,105	59%
Cost-Burdened (30-50%)	560	17%	360	19%
Severely Cost-Burdened (> 50%)	259	8%	365	20%
Not Calculated	10	0.3%	40	2%
Total	3,399		1,870	

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS)

Minority communities may face affordability challenges due to lower incomes and limited access to affordable housing options. High housing cost burden can result in financial stress, limited income for other necessities, and difficulty saving for future expenses or

investments. Housing cost burdens can also vary based on location and neighborhood and may lead to people leaving the community. Some minority communities may face higher housing costs in areas with limited affordable housing options, fewer amenities, and fewer opportunities for economic advancement. According to Census data, the areas south of US-2 and east of SR-522 have the highest potential for cost burdened households.

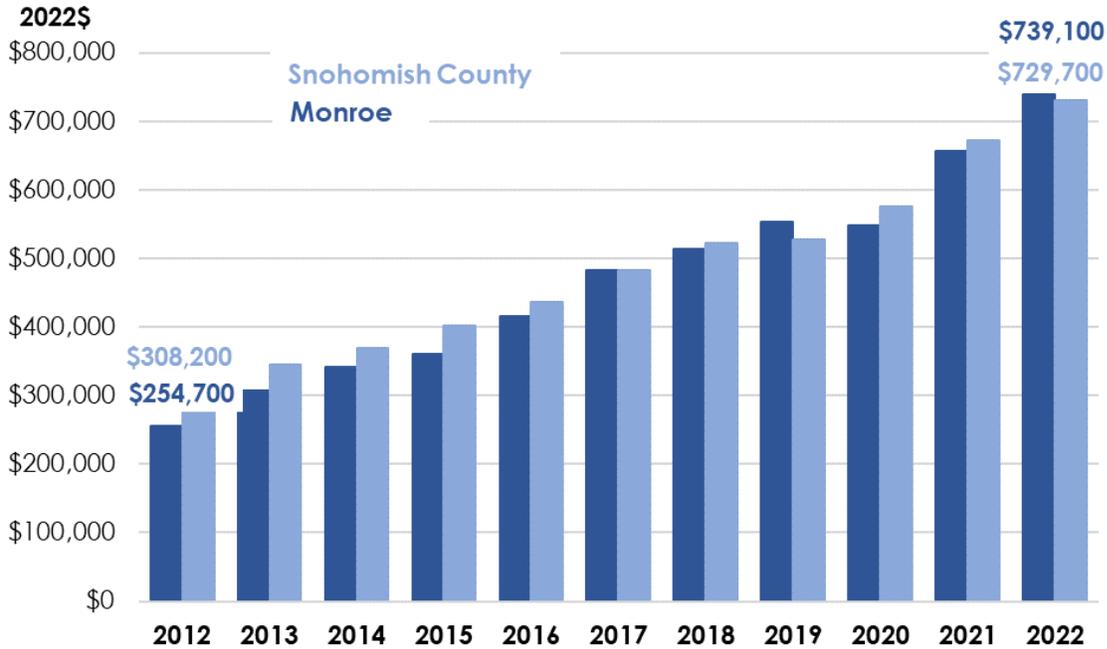


Housing across the City of Monroe - Lake Apartments
Source: Provided by the City of Monroe

The overall share of cost-burdened households between the white and minority populations is similar at 30 percent and 28 percent, respectively. However, within the minority groups, nearly three-quarters of Black or African American residents in Monroe are severely cost-burdened, spending more than 50 percent of their household income on housing expenses. For more information on racial disparities across housing, see **Appendix 6-B.**



Figure 6.7- MEDIAN HOME SALE PRICE, CITY OF MONROE AND SNOHOMISH COUNTY (REAL 2022 DOLLARS)



Source: Redfin, 2022; Community Attributes Inc., 2022

Median Rent

Median rent in Monroe increased from \$1,330 to \$1,750 between 2010 to 2020, an increase of \$420, which equates to a 31.5% increase in real 2022 dollars. In the same period, Snohomish County median rent increased from \$1,300 to \$1,670, a \$370 increase (28.4 percent). The median rental price in 2020 was about \$100 more per month in the city than in the county.

Median Home Price

Home prices in Monroe have been on the rise since at least 2012, with a slight dip only in 2020 (**Figure 6.7**). Median home prices have increased by nearly \$484,000 between 2012-2022 (190 percent increase). In that same period, home prices increased by nearly

\$421,000 in Snohomish County (137 percent increase). Although Monroe’s median home prices were lower than Snohomish County’s in 2012, by 2022, they had increased to nearly \$1,500 higher per home.

Emergency Housing

Both emergency housing and emergency shelter include temporary accommodations and there may be an overlap between what could be considered emergency housing versus emergency shelter (**Appendix 6-C**).

The city of Monroe has approximately 68 units of emergency housing and needs an additional 137 units by 2044. Monroe can meet the capacity for emergency units based on available land capacity (**Table 6.6**).



Table 6.6 - SUMMARY OF EMERGENCY HOUSING CAPACITY

Type	Capacity (unit/bed)	Total Capacity	Total Need
Hotel/Motel Conversion	88	177	137
Emergency Shelter	89		

* Hotel / Motel Conversion includes Fairground Inn (63 units) and Monroe Motel (25 units)

** Vacant lands only are used for this analysis. Partially Used (10.56 acres) and Redevelopable (29.91 acres) are available for emergency housing when needed.

Source: Snohomish County BLI 2021

Future Housing Needs

Current Estimated Housing Supply

In order to determine the future housing need of residents in the community, the County first took a look at the current supply of residential units available. Table 6.7 outlines the number of units available by income bracket and what portion of the housing market they occupy in Monroe.

Current Barriers to Housing

The 2021 Housing Action Plan (HAP) (**Appendix 6-A**) identified a number of barriers to meeting the current and future housing needs of the community. This includes barriers for purchasing homes as well as the ability for residents to find apartments, emergency housing, and permanent supportive housing.

Examples of such barriers include:

- The availability of land to develop more housing units due to restrictive zoning regulations
- The lack of diverse housing options for households of varying incomes, sizes, accessibility levels, and lifestyle choices
- A slowing employment growth rate that leads to longer commutes from outside of Monroe rather than living and working within Monroe
- The cost to construct or manage rentals and/or supportive housing types
- The availability of staff, funding, and/or social service providers for managing housing programs

Table 6.7 - ESTIMATED HOUSING SUPPLY BY INCOME BRACKET (2020)

Income Band (AMI)	Total Units	Percent
0-30% PSH	194	3.1%
0-30% non-PSH	57	0.9%
31-50%	866	13.9%
51-80%	1,749	28.1%
80-100%	1,593	25.6%
100-120%	745	12.0%
>120%	1,024	16.4%
Total	6,228	100.0%

Source: Snohomish County Housing Characteristics and Needs Report 2023



There are many potential solutions and strategies identified in the HAP and the RDI Analysis (**Appendix 6-B**) the Monroe can employ to better meet these needs, including:

- Increasing affordable housing production
- Protecting and preserving existing affordable housing and communities
- Ensuring the benefits of investments and development are distributed equitably throughout the community
- Increasing height limits and reducing setbacks in multi-family zoning districts
- Amendments to the current ADU code for alignment with HB 1337 and streamlining the permitting process for ADUs
- Updating zoning regulations to include incentives encouraging the construction of duplexes, triplexes, fourplexes, cottage housing, and other forms of middle housing
- Eliminating maximum density limits for attached housing in mixed-use zones
- Continuing to coordinate with Snohomish County and other community-based organizations that provide vouchers or other subsidies for low-income, un-housed, or residents at risk of displacement

While these strategies do not address all of the barriers the City is currently facing, these policy amendments can help support additional capacity and housing for residents.

Housing Capacity by Income Level

Monroe must be able to accommodate approximately 2,215 housing units within its City Limits by 2044. HB 1220 requires providing housing for various levels of area median incomes (AMI), including emergency housing and permanent supportive housing. The specific income segments include extremely low (0-30 percent AMI), very low (30-50 percent AMI), low (50-80 percent AMI), moderate (80-120 percent AMI), and above moderate (greater than 120 percent AMI).

Each jurisdiction is required to analyze and assess whether it has sufficient land capacity to provide for these housing types. **Table 6.8** describes the potential distribution of extremely low, very low, low, and moderate housing units, and permanent supportive housing. Future land use classifications, described in Chapter 3, and implementing zoning districts allow for and can accommodate the types of housing assumed to meet Monroe's housing needs across all income bands. The actual pace of development, distribution of future housing, and changes in the housing variety would be influenced in part by the implementation of Comprehensive Plan policies, related regulations and public and private actions, and decisions made by individual property owners and developers.

See **Appendix 6-E** for further details relating to Middle Housing Assessment and determination of future housing needs within the City and UGB, which is hereby incorporated by reference.



Table 6.8 - PROJECTED CAPACITY AND HOUSING NEED BY INCOME BRACKET

Income level	Income Band (AMI)	Category	Zone	Projected housing need	Aggregated Housing need	2044 Future Land Use Capacity	
						Total capacity	Surplus or deficit
Extremely Low	0-30% PSH	Low-Rise, Mid-Rise Multifamily,	R25, DC, MN, MG	154	716	850	134
	0-30% non-PSH			319			
Very Low	31-50%			243			
Low	51-80%			0			
Moderate	81-100%	Moderate Density, ADUs	R15, DC, MN, MG	0	381	385*	4
	101-120%			381			
Above Moderate	>120%	Low Density, ADUs	R4, R7, DC, MN, MG	1,118	1,118	1,122*	4
Total				2,215*	2,215**	2,357*	142

*Housing units in Mixed use zones (DC, MN, MG) are allocated to multiple income categories (**50%** Low income, **40%** Moderate income, **10%** for Above Moderate income). ADUs were not included in 2044 future housing capacity given the limited number that have been constructed in Monroe .

**Tables 1.1, 3.2, and 3.3 identify an aggregate housing need of 2,216 units. The one unit discrepancy is attributed to rounding.

Source: Urban Footprint, MIG Analysis



Goals, Policies, and Action Items

Housing-related goals, policies, and action items are organized under four broad goals that align with Multicounty Planning Policies and Countywide Planning Policies. They also align with issues identified through the community discussions held in Monroe. Each goal includes at least one policy, and if applicable, action items that address the varied housing needs, development code amendments, or other actions necessary to achieve Imagine Monroe and Comprehensive Plan Guiding Principles. Monroe approaches housing challenges by fostering diverse options and mixed-income neighborhoods with connections to employment, transportation, and essential amenities for all community members. Each policy is tailored to address specific housing needs, aligning the needs of renters, homeowners, and special needs communities.



Various Housing Types in Monroe
Source: City of Monroe



Source: Opticos Design and Smart Growth America (<https://smartgrowthamerica.org/how-form-based-codes-can-help-reshape-a-city/>)

Goal 6.1

Encourage a diversity of housing types in Monroe.



Policy	Action Item	
6.1.1		Permit a variety of smaller-sized housing, including cottage housing, manufactured home parks, tiny homes, and accessory dwelling units (ADUs).
	6.1.1.1	<i>Update zoning and development codes to support housing diversity and affordability, including middle housing, Accessory Dwelling Units, and Planned Residential Developments.</i>
	6.1.1.2	<i>Require that land annexed into the City Limits include middle housing and/or housing options affordable to those earning 30-80% AMI, as part of the annexation agreement.</i>
6.1.2		Provide adequate sites with zoning to encourage and facilitate a range of housing types.



6.1.3		Increase awareness of incentives and developable sites and programs to increase the supply of varied housing types and ADUs among the development community.
	6.1.3.1	<i>Prepare a promotional handbook that highlights incentives, regulations, and possible sites for diverse housing types, including middle housing.</i>
6.1.4		Identify methods to provide incentives for high-density housing that provides for people making less than 80 percent of the medium household income.
6.1.5		The city will continue to research historic documents, including CC&Rs that could have excluded different segments of the population from attaining housing.



Source: Provided by the City of Monroe

Goal 6.2

Support the development of housing that meets the needs of all people living in Monroe.



Policy	Action Item	
6.2.1		Coordinate with private and non-profit developers to identify and remove barriers for increasing development of low to moderate income housing.
6.2.2		<p>Encourage new housing for special needs populations by:</p> <ul style="list-style-type: none"> a. Integrating universal design standards; b. Coordinating with housing and service providers serving special needs populations; c. Promoting the development of supportive housing through permit streamlining and financial incentives; d. Ensuring that a minimum of five percent of total dwelling units within a new multifamily development (or at least one unit, whichever is greater) are ADA accessible.



6.2.3		Provide incentives to encourage affordable housing construction, such as density bonuses, waived fees, and Multifamily Tax Exemptions (MFTE).
6.2.4		Identify and manage funding opportunities for affordable housing development and preservation.
6.2.5		Periodically evaluate the progress in creating housing to meet income band targets by housing type.
6.2.6		Minimize housing production costs by streamlining development standards and exploring diverse infrastructure funding approaches. As per Washington State law, the city will provide the Washington Department of Commerce a status report within 5 years of the Comprehensive Plan update.



Source: Provided by the City of Monroe

Goal 6.3

Promote housing production in close proximity to employment, services, and transportation options.



Policy	Action Item	
6.3.1		Promote mixed-use development that blends retail, office, and residential uses near Downtown and the North Kelsey area.
6.3.2		Encourage small -scale, mixed-use development in areas that provide services within walking distance.
6.3.3		Locate housing near employment, shopping areas, public transit, and community services.
6.3.4		Encourage compact infill development and innovative site design through flexible design standards, provided it is pedestrian-oriented (setbacks, vehicle access, parking, etc.).



Source: Provided by the City of Monroe

Goal 6.4

Enhance the living conditions of Monroe residents.



Policy	Action Item	
6.4.1		Promote resource and energy-efficient housing design and construction methods to reduce the cost burden of housing related to utilities costs.
6.4.2		Support local organizations focused on assisting tenants and landlords with maintenance and revitalization of older housing.
	6.4.2.1	<i>Provide housing inspections to homeowners with low incomes to assist in identifying small scale remodeling projects to improve weatherization, sustainability, and provide accommodations for disabilities.</i>
6.4.3		Promote infill housing construction within existing residential and mixed-use zoning districts.
6.4.4		Promote the rehabilitation, energy efficiency, and weatherization of existing housing units through funding for preservation.
6.4.5		Ensure that residential neighborhoods include essential public facilities to support populations with special needs.
6.4.6		Encourage sustainable housing construction to minimize the environmental impact of development on Monroe’s natural resources.



Source: Puget Sound Regional Council, *Regional Housing Strategy, 2022*

Goal 6.5

Minimize the involuntary displacement of people from their communities as Monroe grows and changes.



Policy	Action Item	
6.5.1		Periodically conduct a trends analysis to identify shifts in neighborhood demographics and rental prices, focusing particularly on areas with concentrations of communities of color, low-income households, and renters.
6.5.2		Provide financial assistance to renters either directly or indirectly to ensure housing stability, enhance opportunity, and promote long-term financial security.
	6.5.2.1	<i>Support locally funded tenant-based rental assistance programs to prevent eviction with short-term emergency rental aid.</i>
6.5.3		Support initiatives aimed at aiding current homeowners in managing the costs and upkeep of their homes, prioritizing support for individuals from underrepresented communities.



6.5.4		Support and invest in Community Land Trusts (CLTs) that acquire and manage land where affordable housing can be developed or preserved for low- and moderate-income residents to either own or rent these properties.
6.5.5		Encourage the preservation and rehabilitation of existing affordable housing to prevent the displacement of current residents.
	6.5.5.1	<i>Provide tax abatement programs for property owners or developers for construction of new homes or rehabilitation projects on existing homes over a certain number of years.</i>
	6.5.5.2	<i>Support the creation of Limited Equity Housing Cooperatives to increase wealth creation through home ownership opportunities (LEHC).</i>
6.5.6		Assist individuals in remaining in their residences by broadening tenant protections and offering support to households facing potential displacement.
	6.5.6.1	<p><i>Assess the feasibility of developing and implementing programs that reduce the possibility of displacement when properties are at risk of redevelopment or gentrification including:</i></p> <ul style="list-style-type: none"> <i>• Limiting the circumstances in which property owners may evict tenants to a series of prescribed circumstances, such as non-payment of rent and intentional damage to the property.</i> <i>• Allowing current tenants the right to renew their leases when the property owner cannot show any legally recognized basis for eviction.</i> <i>• Protecting tenants through right of first refusal by facilitating the safe transfer of property to the tenants or tenant association when the owner of a rental property chooses to sell the property or convert it into a condominium.</i> <i>• Partnering with community groups and legal aid clinics to equip renters with information and legal assistance to fight eviction orders.</i>



6.5.7		Assess the impact of City investments to determine if they might lead to involuntary displacement. Develop strategies to prevent or mitigate displacement when possible.
6.5.8		Examine impact of property tax trends on displacing homeowners and prepare strategies to reduce displacement.

What new legislation has impacted housing requirements?

- House Bill (HB) 1220
- House Bill (HB) 1110
- House Bill (HB) 1337

House Bill 1220 (2021)

- **Plan for sufficient land capacity for housing needs.** This includes all economic segments of the population (moderate, low, very low and extremely low income), as well as emergency housing and permanent supportive housing.
- **Provide for moderate density housing options within Urban Growth Areas (UGAs).** This includes, but is not limited to duplexes, triplexes and townhomes.
- **Making adequate provisions for housing for existing and projected needs for all economic segments of the community.** Including documenting programs and actions needed to achieve housing availability.
- **Identifying racially disparate impacts, displacement and exclusion in housing policies and regulations.** beginning to undo those impacts; and identifying areas at higher risk of displacement and creating anti-



House Bill 1110 (2023)

- **Plan for sufficient land capacity for housing needs.** This includes all economic segments of the population (moderate, low, very low and extremely low income), as well as emergency housing and permanent supportive housing.
- **Provide for moderate density housing options within Urban Growth Areas (UGAs).** This includes, but is not limited to duplexes, triplexes and townhomes.

House Bill 1337 (2023)

- **Plan for sufficient land capacity for housing needs.** This includes all economic segments of the population (moderate, low, very low and extremely low income), as well as emergency housing and permanent supportive housing.
- **Provide for moderate density housing options within Urban Growth Areas (UGAs).** This includes, but is not limited to duplexes, triplexes and

Source: Puget Sound Regional Council (PSRC)





7 PARKS, RECREATION AND OPEN SPACE

Introduction

Imagine Monroe recognizes that equitable access to parks and nature is an essential component to the community's well-being. The City of Monroe engaged the Monroe community in planning for its parks, recreation and open space through its recently adopted Parks, Recreation and Open Space (PROS) Plan (2022). The City also recently updated its Trails Master Plan (2024) to identify ways that the City could improve connectivity to the region and to its open space network. Together, these plans identify existing needs and future projects to improve recreation facilities and services, expand programming, conserve natural habitats and open spaces, and maintain key operations and services.

Parks and open spaces shape Monroe's neighborhoods and provide access to nature. They play a key role in future development plans, alongside transportation options that determine how people access and enjoy these public areas.

Relationship to Other Plans

The Growth Management Act (GMA) requires that all cities consider a common goal to "retain open space, enhance recreation opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities."



What is the Parks, Recreation, and Open Space (PROS) Vision?

The City of Monroe updated its PROS Plan in 2022, relying on Imagine Monroe to redefine what parks, recreation, and open space mean to the community. Parks and open spaces are viewed as critical elements for the future of Monroe.

Great parks, natural areas, and trails foster safe and welcoming places for people of all ages and backgrounds to gather and recreate, while these spaces protect our waterways and create an active, beautiful, livable, and inclusive city.

Photo Source: Provided by the City of Monroe, MIG Inc.



Monroe met this goal through the adoption of its PROS Plan (2022). The Parks, Recreation, and Open Space Element of Monroe 2044 incorporates policy direction adopted as part of the 2022 PROS Plan, which guides future investments and development. Public outreach and community engagement during the PROS Plan and Comprehensive Plan updates highlighted the priority of access to natural spaces and active living for Monroe.

Parks and Open Space in Monroe

The 2022 PROS Plan identifies 17 open space sites, totaling approximately 288 acres of park land owned and maintained by the City of Monroe (**Table 7.1**). **Figure 7.1** illustrates the existing parks, trails, and open spaces in Monroe. Fifteen of these parks (282 acres) are developed parks; providing places to play,

gather, and experience nature. The remaining six acres are undeveloped, reserved for future park development. The Skykomish River provides a unique amenity within Monroe and is a popular destination for recreation and access to the river.

Additionally, the City’s Parks and Recreation Department oversees the maintenance of the streetscapes along Main Street, Lewis Street, Frylands Boulevard, N. Kelsey, Hillcrest and three roundabouts. Although these areas are not designated as parkland, they are included in the City’s park land inventory and are maintained accordingly. Additionally, Snohomish County manages and operates three parks.

Table 7.1 - MONROE’S EXISTING PARKS INVENTORY

Classification	# of Sites	Total Acreage	Examples
Community Parks	2	114.3	Lake Tye Park and Skykomish River Park
Neighborhood Parks	9	15.0	Currie View Park, Rainier Park, Wales Street Park
Special Use Sites	3	0.6	Travelers Park, North Kelsey Property, Downtown Space
Nature Preserves	1	46.7	Foothills Wetland Preserve
River Greenbelts	2	105.1	Al Borlin Park, Lewis Street Park
Undeveloped Sites	3	6.0	North Hill Site, North Kelsey Site
Total	17	287.7	

*Note: A complete park and facility inventory is in Appendix A of the Parks, Recreation, and Open Space Plan (2022) or can be found in **Appendix 7-A** to this document, with additional data and parks conditions.*



City of Monroe
2024 Comprehensive Plan Update

Current Bike Lanes and Trails

- Bike Lane
- Trail
- Streets (highway)
- Streets (major arterials)
- Streets (local)

Proposed Bike Lanes and Trails

- Bike Lane
- Shared Bikeway
- Riverfront Walk
- Regional Bicycle Path
- Regional Bicycle Path (alternate)
- Local Class I Multi-Use Trail

Types of Parks and Sites

- Neighborhood Park
- Community Park
- Nature Preserve
- Special Use Park
- Other Recreational Site
- Undeveloped Sites

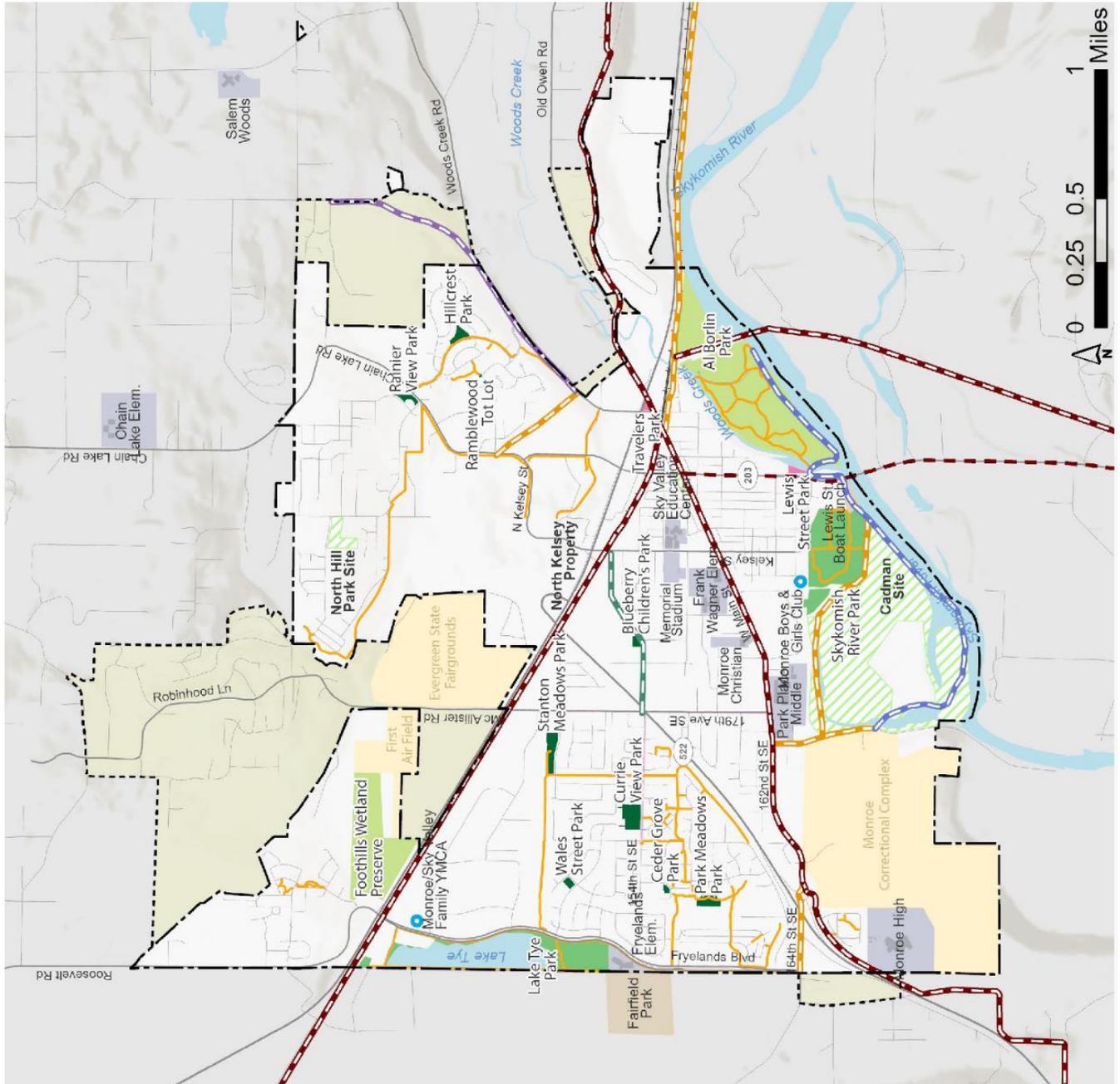


Figure 7.1 - EXISTING PARKS, TRAILS, AND OPEN SPACES



City parks provide space for a range of recreational activities, including softball, soccer, basketball, lacrosse, skateboarding, tennis, water sports, and other passive recreational activities. There is also equipment and facilities that promote all-ages activities, including children’s and preschool play structures, picnic shelters, open play areas, trails, pathways, and accessible restrooms (PROS Plan 2022).

Trails Master Plan and Network Development

Monroe offers various trails and pathways for recreational activities. Additionally, Snohomish County offers an extensive trail system that stretches into King County, Washington. There are ongoing efforts to link Monroe's local trail system with the broader network in Snohomish County, enhancing recreational opportunities and connectivity for residents and visitors.

The City of Monroe is committed to working alongside the Snoqualmie Tribe to inform residents and trail users about the impacts that their use of the trails and recreation may have on the ancestral lands. This could include educational elements with trail development to help trail users understand the importance of staying on approved trails and reporting illegal trails, should they emerge.

The 2024 Monroe Trails Master Plan (see **Appendix 7-B** for more details, particularly Chapter 2: Table 1 for an overview of the Goals and Objectives) was developed through an iterative process comprising analysis of existing local and regional plans, review of

digital data, such as satellite imagery and topographic information, extensive field work, in-person and online community input, one-on-one stakeholder interviews, and City staff review.

The Full-Build Trail Network map (**Figure 7.2**) simplifies the Study Network map into existing and proposed trails without showing facility types (**Table 7.2**). The Project map shows areas where the City represents all of the projects proposed for the study area. However, the prioritized projects can be seen in Chapter 4 in Appendix 7-B. The numbers correspond to projects in the table.

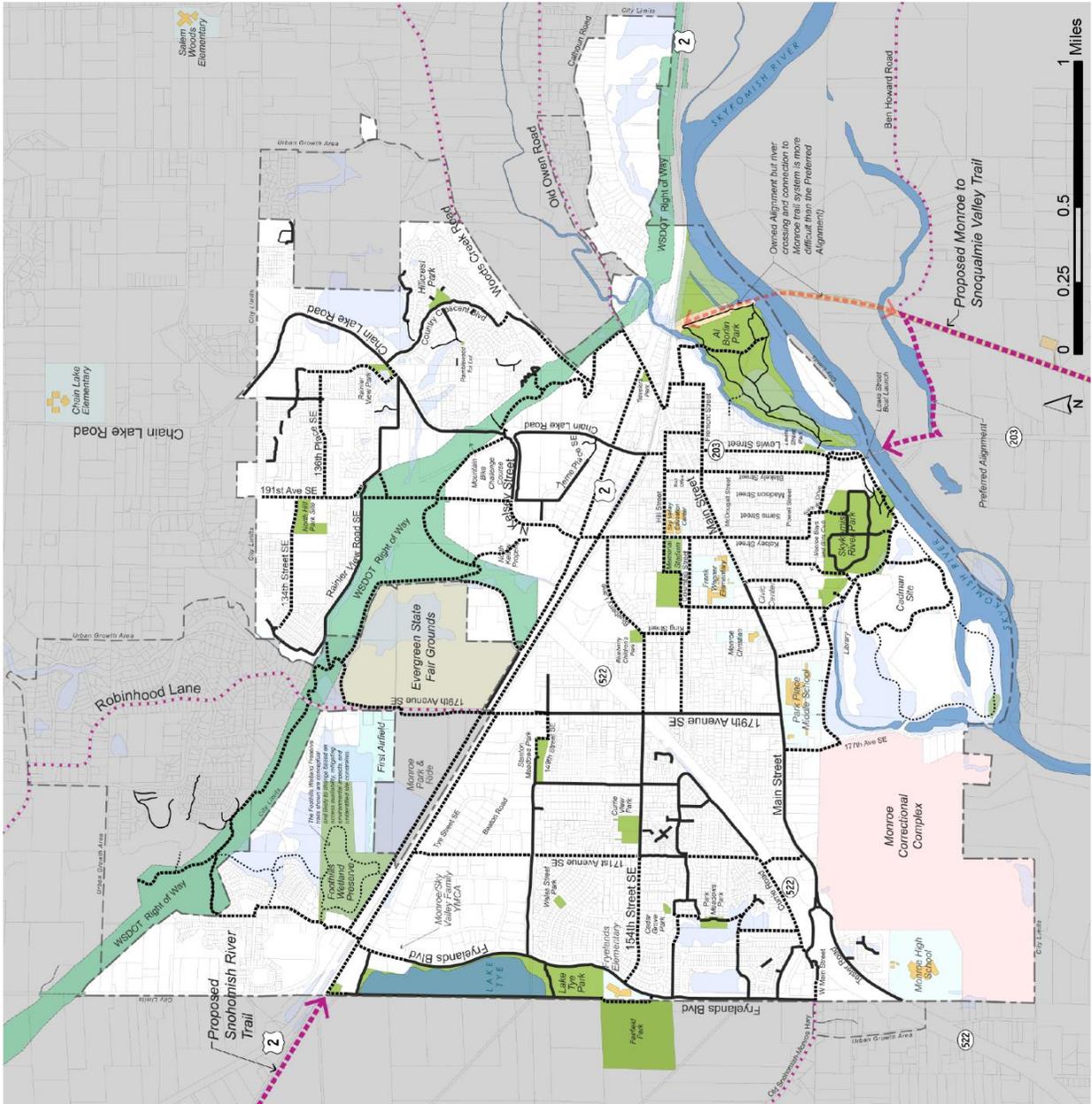
Table 7.2 - PROPOSED FACILITY MILEAGE

Facility Type	Build-Out Network Mileage
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

A complete trail inventory can be found in **Appendix 7-B to this document.*

Source: City of Monroe, Trails Master Plan, 2024

Figure 7.2 - TRAILS MASTER PLAN NETWORK



**City of Monroe
2024 Comprehensive Plan Update**

- UGA
- City Limits

Existing Non-Motorized Routes

- Paved
- Unpaved

Proposed Non-Motorized Routes

- Paved
- Unpaved

Proposed Non-Motorized Facilities in Snohomish County

- Paved
- Unpaved

Source: City of Monroe 2024





Future Parks and Recreation Needs

The 2022 PROS Plan and the Monroe 2044 Comprehensive Plan gathered extensive public input on Monroe’s park and recreation needs, including:



Trails and Paths

There was a desire for more trails and paths for walking and biking, with 51% of respondents saying that building more trails and paths should be the top funding priority.



Key Connections

Respondents thought a connection to the Centennial Trail (69%) was the most important connection for the City to develop, with a "Riverwalk" trail (50%) and an extension of the Snoqualmie Valley Trail (46%) as other top choices.



System Satisfaction

Overall respondents were "highly satisfied" with general park maintenance and "generally satisfied" with the variety of park opportunities. However, respondents were less satisfied with the current access to the Skykomish River. On average, respondents were satisfied with the mix/availability of special events and recreation programming, but there is a desire for more special events and activities that would bring people downtown.



Blueberry Children's Park
Source: Provided by the City of Monroe, MIG Inc.



Play

Respondents expressed a desire for parks with innovative play features and challenge courses that are engaging. Similarly, swimming and water play were activities that respondents would like to see expanded.



Specific Site Improvements

Most respondents answered that they were very excited for Lake Tye and Cadman Site improvements as well as the idea of a linked riverfront. At a new park in the North Hill area, respondents thought the most important features to include were restrooms, a playground, nature play elements, a viewpoint, picnic area, and open turf area for play.

¹ In addition to the City's park and trail system, the Monroe School District owns and maintains 13 additional sites in the City and Monroe School District Area. Approximately 82 acres of district-owned sites are available for recreational use by the general public. Actual use and the assigned acreage value of School District properties and facilities is dependent on the establishment of specific interlocal agreements and the terms and operating conditions of such agreements.



Funding Mechanisms

A little over half of respondents (52%) indicated that they would support a bond measure, and three quarters believe that parks funding should increase. Based on a home with a \$500,000 value, approximately 80% of respondents indicated that they would support or

strongly support a bond measure that increases property taxes between \$50 to \$75.

A complete discussion of the public process, workshop results, and community survey can be found in the PROS Plan (**Appendix 7-A**) and the Trails Master Plan (**Appendix 7-B**).



Playground in Monroe
Source: Provided by the City of Monroe, MIG Inc.



Goals, Policies, and Action Items

The following goals, policies, and actions align with the actions adopted as part of the 2022 PROS Plan with the broader Imagine Monroe vision and Guiding Principles of the Monroe 2044 Comprehensive Plan.



Lake Tye
Source: Provided by the City of Monroe



Photo Source: Provided by the City of Monroe, MIG Inc.

Goal 7.1

Manage, maintain, and revitalize parks, facilities, and natural resources to support safe, attractive, inclusive, and engaging recreation and green space.



Policy	Action Item	
7.1.1		Manage Monroe’s park land, facilities, and open space to support recreation, habitat protection, community aesthetics, City identity, public health, and safety.
	7.1.1.1	<i>Establish and enforce park use rules and regulations that support public access and safety, environmental protection, and protection of park resources and assets.</i>
	7.1.1.2	<i>Plant native and perennials in place of grass in medians, in order to reduce maintenance costs.</i>
7.1.2		Adopt a tiered maintenance approach to provide high quality routine and preventative park and facility maintenance that targets site needs. (See PROS Plan; Appendix F).
	7.1.2.1	<i>Provide an enhanced level of maintenance at highly visible and heavily used parks, as well as sites that include specialized or unique assets, large group gatherings and events, and revenue-generating programs (balancing non-</i>



		<p><i>fee-based use by all residents). These sites are maintained at the highest level and receive priority during peak use times. Provide enhanced maintenance at Lake Tye Park, Skykomish River Park, North Hill Park, North Kelsey Park, Al Borlin Park, and Cadman Park when these sites are renovated or developed.</i></p>
	7.1.2.2	<p><i>Provide a standard level of maintenance at regularly used sites that have a mix of outdoor recreation facilities to support public health and safety, social gatherings, and community aesthetics. These include tasks such as restroom cleaning, trash removal and litter pickup, mowing, and facility maintenance. Ensure standard quality parks at 12 sites, all City trails, and two new sites to be acquired to meet neighborhood park needs.</i></p>
	7.1.2.3	<p><i>Provide additional specialized care at sites with significant natural resources to support fish and wildlife habitat, sensitive species, surface water areas, wetlands or riparian corridors, and ecological functions such as stormwater filtration and groundwater recharge. Emphasize efforts at Foothills Wetland Preserve, Al Borlin Park, Cadman Park, and Lake Tye Park.</i></p>
	7.1.2.4	<p><i>Develop a comprehensive maintenance management plan to define the tasks and frequencies.</i></p>
7.1.3		<p>Add maintenance staff to improve maintenance quality and address current needs.</p>
	7.1.3.1	<p><i>Increase maintenance staff, adding 2-3 FTEs to address the current deficiency, using part-time and seasonal staff as warranted to focus resources where most needed.</i></p>
	7.1.3.2	<p><i>Ensure specialized expertise in natural resource management.</i></p>



7.1.4		Ensure calibrated maintenance and asset management resources are available when parks are renovated, or new parks are brought online.
	7.1.4.1	<i>Add maintenance staff, guided by the maintenance tiers and funding allocations noted in the PROS Plan.</i>
	7.1.4.2	<i>Consider maintenance and ongoing facility lifecycle costs when designing, developing, and constructing parks and bringing new facilities online.</i>
	7.1.4.3	<i>Ensure the park planning position remains filled to guide the capital projects recommended in the PROS plan.</i>
7.1.5		Track and evaluate park and facility age and lifecycles and incorporate this information into annual budgeting and workplans to prioritize repair and replacement needs.
	7.1.5.1	<i>Prioritize deferred maintenance projects and asset management needs using the criteria identified in Chapter 5 of the PROS Plan.</i>
	7.1.5.2	<i>Establish a replacement schedule for substandard facilities and guide the replacement of aging park and recreation infrastructure.</i>
	7.1.5.3	<i>Establish annual dedicated funding allocations to repair or replace landscaping, infrastructure, facilities, and equipment when old and worn.</i>
7.1.6		Protect and steward the City's resources by integrating best practices in sustainability and resource protection.



	7.1.6.1	<i>Develop water-efficient, climate-controlled irrigation systems in all new parks and landscaped areas. Update current irrigation systems when parks and facilities are renovated to improve water efficiency and reduce water costs.</i>
	7.1.6.2	<i>Incorporate water and energy efficient fixtures in all new restrooms, water fountains, and park lighting.</i>
	7.1.6.3	<i>Work with partners to take inventory of, assess, and protect fish and wildlife habitat and significant natural resources in parks and open space areas to preserve vital ecological functions, improve water quality, protect habitats, and increase biodiversity.</i>
	7.1.6.4	<i>Protect and retain trees during park development and renovation, providing it does not impair project safety, structural integrity, or design function.</i>
7.1.7		Implement long-term climate adaptation and resilience strategies.
	7.1.7.1	<i>Prepare and “future-proof” parks and natural resources for future climate change, such as extreme weather, increased flooding, warmer temperatures, and wildfires.</i>
	7.1.7.2	<i>Provide interpretive signage and information to educate park visitors about resilience measures.</i>



	7.1.7.3	<i>Incorporate wildfire protection strategies in parks and open spaces. Maintain defensible space around recreation facilities and park structures by removing shrubbery and trimming lower tree branches to reduce “fire ladders.” Reduce or eliminate fuels and ignition sources. Avoid flammable construction materials.</i>
	7.1.7.4	<i>Incorporate flood protection strategies. For example, incorporate green infrastructure to direct water away from areas within the park that cannot withstand floods. Use low maintenance natural material for trails, benches, or other park features in the flood zone. For facilities and structures within a flood zone, install structures that can withstand flooding events. Include detention and retention areas in the park design, as well as bioswales and native plants to slow runoff and encourage infiltration.</i>
	7.1.7.5	<i>Anticipate below-normal precipitation and warmer temperatures as climate conditions change. Establish water-smart landscapes. Consider reducing areas of mown lawn as well as the frequency of mowing in low-use recreational landscapes to reduce evaporation and soil moisture loss. Incorporate drought-tolerant plants and native pollinator species. Consider facilities such as floating docks that more easily adjust to changing river and lake levels. On hot days, integrate synthetic turf cooling to reduce surface temperatures.</i>
	7.1.7.6	<i>Create a maintenance hazard plan that clearly outlines cleanup steps and responsibilities post flooding, storm, or fire events.</i>
7.1.8		Encourage community involvement in park design and programming decisions.



	7.1.8.1	<i>Continue to engage community members in the design and renovation of parks. Use a mix of online/virtual and in-person outreach activities, focus groups with stakeholders, and events at or near the site to garner feedback from the community.</i>
	7.1.8.2	<i>When developing site master plans, incorporate family-friendly engagement activities, providing incentives (e.g., childcare, food, swag, entertainment) and targeted marketing campaigns to encourage attendance from a variety of participants and ages, including youth and seniors.</i>
	7.1.8.3	<i>Create an online portal and/or input tool to crowd-source maintenance requests and community ideas for desired programs, activities, events, and park improvements.</i>
	7.1.8.4	<i>Establish or strengthen communications with underserved communities by coordinating with community-based organizations, schools, churches, and other agencies that can help identify the needs of traditionally underrepresented populations.</i>
	7.1.8.5	<i>Engage the Parks Board in community involvement, outreach, and programming recommendations to the City Council.</i>
7.1.9		<p>Promote park design and development that is high quality, accessible, aesthetically pleasing, and sensitive to Monroe’s character by adopting design and development guidelines. Ensure park renovations and new park and facility development address the following principles and best practices:</p> <ul style="list-style-type: none"> a. Inclusivity: Ensure parks are welcoming and engaging for residents and visitors of all ages, ethnicities, cultures, abilities, and incomes.



		<ul style="list-style-type: none">b. Diversity: Provide a mix of active and passive recreation opportunities to serve a variety of recreation interests and skill levels. Balance energetic, programmed active use sites with spaces designed for contemplation and quiet social gatherings.c. Universal, All-Inclusive Access: Create equitable use and experiential opportunities for people of different abilities and ages, considering all options of modality and accessibility. Meet and where possible exceed the standards of the Americans with Disabilities Act (ADA) and Washington State code to provide parks and facilities that accommodate multigenerational groups and people with mobility issues, sight and hearing impairments, allergies, and other special needs.d. Safety: Implement Crime Prevention through Environmental Design (CPTED) strategies and enhance park safety through playground design, crime prevention technology, night lighting, natural surveillance, unobtrusive landscaping, and increased staff, police and community-based patrols if needed.e. Park Greening and Native Plantings: Protect green space in parks by balancing the use of native plantings, turf, trees, and landscaping to promote aesthetics, connect people to nature, reduce stress, and improve site ecological function.f. Tree Canopy: Develop a tree canopy inventory as part of the forthcoming Climate Element. Plant and protect native or large canopy trees to provide shade, sequester carbon, filter the air, reduce urban heat, and support the City's designation as a Tree City USA. Consider planting climate-adaptive plants that can withstand the region's forecasted hotter, drier summers.g. Noise and Lights: Minimize noise and light pollution by citing lighted facilities and noise-
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		<p>producing activities away from nearby residences and neighbors and using “full cutoff” athletic field lights.</p> <ul style="list-style-type: none">h. Placemaking: Integrate Monroe’s heritage, culture, and identity through thematic site design, the use of materials, the inclusion of public art and interpretive elements, and/or the choice of recreation elements and support features.i. Continuity in Furnishings: Establish and integrate a consistent furnishing palette systemwide for ease of maintenance (including items such as seating, light fixtures, trash receptacles, bike racks, etc.), but allow for variations in the City’s most visible, high-use parks to emphasize a unique park theme or identity.j. Maintenance: Involve maintenance staff in park design to incorporate maintenance efficiencies in parks, including wide paths for maintenance vehicles.k. Sustainability: Incorporate sustainable landscaping and facilities that limit water usage and energy consumption, such as drought-resistant landscaping and low impact development.l. Flexibility of Use: Allow for a variety of programmed and self-directed activities to occur by not precluding activities with unnecessary physical constraints or regulations.m. Adaptability: Design multi-use spaces and facilities to be easily adaptable to address changing community needs over time.n. Wayfinding: Incorporate a systemwide wayfinding and signage template for all parks and trails to promote the City’s identity and the visibility of City parks and facilities.
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7.1.10		Incorporate community history, heritage, identity, and character in parks and facilities.
	7.1.10.1	<i>Identify, preserve, and protect historic, cultural, and archaeological resources.</i>
	7.1.10.2	<i>Incorporate interpretive elements that educate residents and visitors about community culture, heritage, history, and natural resources.</i>
	7.1.10.3	<i>Include elements in parks that are inclusive of the community's Indigenous heritage, pioneers, early residents, and evolving community through the present.</i>
	7.1.10.4	<i>Ensure that major park development projects incorporate art, focusing efforts at sites with high visibility and high visitation, including revenue-generating special use parks (balancing non-fee-based use by all residents), community parks, and river greenbelts.</i>
	7.1.10.5	<i>Leverage and beautify parks and trails on the periphery and along the highway to serve as gateway opportunities to the city.</i>
7.1.11		Strategically leverage resources through collaborative planning, volunteerism, and partnerships to support recreation, tourism, natural resource protection, and economic impacts.
	7.1.11.1	<i>Provide responsive park services through coordinated planning with other City Departments, the Monroe School District, and relevant local, county, and regional agencies.</i>



	7.1.11.2	<i>Support volunteer park beautification programs to include an Adopt-A-Park and Adopt-a-Trail programs, and Park Friends Groups with staff overseeing the recruitment, management, training, and recognition of volunteer participants.</i>
7.1.12		Ensure sufficient investment in parks and recreation facilities.
	7.1.12.1	<i>Adopt an updated mitigation/impact fee methodology to ensure that new development addresses the costs of impacts for parks and trails.</i>
	7.1.12.2	<i>Ensure staff capacity for grant writing, grant management, solicitation of sponsorships and donations, and exploration of new revenue sources (balancing non-fee-based use by all residents).</i>
	7.1.12.3	<i>Consider establishing a 501c (3) nonprofit or foundation to support parks. Identify communication protocols, roles and responsibilities, and fundraising opportunities.</i>
	7.1.12.4	<i>Develop a fee philosophy and cost recovery goals for programs and rental facilities to reflect changing market conditions and the community's ability to pay. Add a facility use fee to all programs and rental fees (including sports) to provide dedicated funding for maintenance, renovation, and facility replacement.</i>
	7.1.12.5	<i>Identify and implement park use fees/agreements for vendors, concessionaires, sport trainers, private recreation providers, photographers, filmmakers, and others who use City parks and facilities to support their businesses or affiliated services.</i>



	7.1.12.6	<i>Coordinate with City leaders to expand the Parks & Recreation Departments' resources to support ongoing maintenance and asset management.</i>
	7.1.12.7	<i>Diversify funding sources, considering sponsorships, bond measures, operational levies, sales taxes, and other alternatives to fund capital.</i>



Photo Source: Provided by the City of Monroe

Goal 7.2

Enhance parks, recreation amenities, and trails along the Skykomish River to create a welcoming riverfront system that supports local use and recreation tourism.



Policy	Action Item	
7.2.1		Jointly strategize the riverfront parks to support a region-leading, seamless, connected network of greenspaces for use as a recreational amenity that protects habitat, increases site use, and minimizes safety concerns.
	7.2.1.1	<i>Develop a cohesive vision and grand plan for Skykomish River Park, Al Borlin Park, Cadman Site, and Lewis Street Park. Include the Lewis Street Boat Launch (WDFW) in planning.</i>
	7.2.1.2	<i>Prior to implementing the Cadman site grand plan, determine the Riverfront Trail alignment, and host permitting discussions to identify critical areas of mitigation needed. Boat Launch (WDFW) in planning.</i>



	7.2.1.3	<i>Address site uses as well as park management, operations and maintenance, revenue-generating opportunities (balancing non-fee-based use by all residents), safety, natural resource protection and flooding, access, and connections to downtown.</i>
	7.2.1.4	<i>Determine a phased schedule for the coordinated development and improvements of all sites.</i>
	7.2.1.5	<i>Identify a recreation business and operations strategy for the maintenance and operations of all sites.</i>
7.2.2		Collaborate with other City Departments and public and private stakeholders to coordinate related local and regional projects and site synergies.
	7.2.2.1	<i>Continue discussions with Snohomish County regarding potential and preferred alignments for the Snoqualmie Valley Trail to Duvall. The PROS plan recommends an off-road, family-friendly connection via Al Borlin Park, which would require a new bike and pedestrian bridge across the river. If cost prohibitive, the PROS plan identifies an alternative along WA-203, adjacent to Lewis Street Park.</i>
	7.2.2.2	<i>Discuss and coordinate transportation improvements with Public Works, including the provision of street improvements with bike lanes and off-street trails to support vehicle, bike, and pedestrian entry to all major riverfront parks, including the Cadman site. Provide sufficient parking, as well as bike amenities on site (bike racks, bike repair stations, etc.).</i>



	7.2.2.3	<i>Coordinate Park entry improvements along with enhancements to the intersection of Sky River Parkway and Village Way, with the removal of median and other improvements that will give larger event vehicles and boat trailers access to Skykomish River Park and the Cadman site.</i>
	7.2.2.4	<i>Ensure that Community Parks and parks within the River Greenbelt are accessible via transit with bus stops near park entrances.</i>
	7.2.2.5	<i>Coordinate with Monroe’s Simons Road Community Development Area to improve access to Al Borlin Park from downtown via a multi-use trail connection. Further explore re-development opportunities at the east end of downtown, including the gateway and access to Sky River Park. Look for opportunities to connect park visitors with nearby businesses, including hotels and restaurants.</i>
	7.2.2.6	<i>Discuss with stakeholders the opportunities to add joint-use sites such as an outdoor classroom with use and access to the Monroe Library, Park Place Middle School, and potentially the Sky Valley Seventh-day Adventist School.</i>
	7.2.2.7	<i>Ensure easy bike and pedestrian park access from nearby recreation facilities such as the Monroe Boys & Girls Club and Monroe Senior Center.</i>
	7.2.2.8	<i>Collaborate with the Washington Department of Fish and Wildlife (WDFW) on improvements to the Lewis Street Boat Launch that would enhance use.</i>
	7.2.2.9	<i>Improve physical access to the Skykomish River and Woods Creek from the downtown area.</i>



	7.2.2.10	<i>Continue coordinating with the Community Human Services Advisory Board (CHSAB), the Monroe-Snohomish County Community Outreach Team, and local social service organizations to offer services to people in riverfront parks who are experiencing homelessness, assist in relocating them and remove any debris left behind. Additional efforts around encampment closures and mitigation may be needed to ensure the safety of all when these sites develop.</i>
	7.2.2.11	<i>Identify concessionaires and/or equity partners that may co-develop and operate facilities such as the boat rentals/river rafting, campground and store, and adventure course/ziplines facility. Identify and document agreements including cost and revenue-sharing arrangements to support capital development, maintenance, ongoing operations, and long-term asset management and replacement.</i>
7.2.3		Develop and improve these sites to increase and diversify recreation opportunities. Ensure that facility locations consider annual flooding.
	7.2.3.1	<i>Provide a campground, with group camp, reservable yurts, open tent lawn, RV pads, picnic/cooking shelter (with utilities and barbecues), small fire circle, host/caretaker camp site, restrooms, and showers.</i>
	7.2.3.2	<i>Develop an outdoor classroom pavilion with seating, storage, and interpretive amenities for environmental programs and school group use.</i>
	7.2.3.3	<i>Provide an enhanced lakefront plaza, with concessions such as a snack/coffee vendor, canoe/kayak rentals, restrooms, and waterfront seating.</i>



	7.2.3.4	<i>Develop an adventure course with climbing features, a ropes course, and zip line.</i>
	7.2.3.5	<i>Identify a location for a non-motorized boat launch, with concessionaire-caliber loading/unloading zone, multi-boat launch, restrooms, boat storage/boat lockers, life preserver station with water safety signage, and nearby parking/trailer parking. Provide signage and materials to coordinate this put-in/takeout point with others along the river.</i>
	7.2.3.6	<i>Establish and enhance a series of river access points for wading, swimming, and fishing. Consider ADA accessibility, materials, and slopes in providing water access. Address accessibility issues noted at the Lewis Street Boat launch.</i>
	7.2.3.7	<i>Identify a location for a bike pump track and skills course in conjunction with mountain biking trails.</i>
	7.2.3.8	<i>Improve and widen the roadway in Al Borlin Park to the river for maintenance and water access.</i>
7.2.4		Develop and improve these sites to support an interconnected trail experience.
	7.2.4.1	<i>Provide a consistent wayfinding and signage system both on-site and off-site to identify opportunities to access the park via vehicles, bikes, and by foot. Include identification and directional signage, mileage/minute markers, identified trail uses, trail/system map, interactive elements, etc.</i>



	7.2.4.3	<i>Improve Lewis Street Park as a regional trailhead with an expanded restroom, bike parking, bike repair station, improved parking, bike/pedestrian circulation and enhanced trail connections. Provide bike lockers to allow for safe, secure storage while recreating.</i>
	7.2.4.4	<i>Provide two additional trailheads—one at the Cadman site and one at Al Borlin Park— with expanded parking, restrooms, bike racks, seating, and wayfinding signage.</i>
	7.2.4.5	<i>Establish all ages and abilities trail connections to downtown from the riverfront.</i>
7.2.5		Identify staff capacity and responsibilities to manage and supervise ongoing site maintenance, stewardship, and operations.
	7.2.5.1	<i>Assign staff responsibilities to manage concessionaires/campground hosts and coordinate with other potential partners for facility scheduling.</i>
	7.2.5.2	<i>Hire Park Rangers to patrol these sites.</i>
	7.2.5.3	<i>Expand site activities and programs by recruiting program and event providers. Encourage trail programs, nature interpretation and environmental education, and nature-based outdoor recreation programs and events, such as fishing derbies, learn-to-camp program, and others.</i>
	7.2.5.4	<i>Establish online scheduling/reservation systems and promote the group camp, yurts, picnic shelters and pavilions, and other reservable facilities.</i>



	7.2.5.5	<i>Coordinate with concessionaires in the provision of boat rentals, adventure courses, etc.</i>
	7.2.5.6	<i>Monitor, maintain, and inspect natural resources, establishing limited or no access zones to support resource protection.</i>
	7.2.5.7	<i>Identify natural resource restoration projects needed, as well as City and community labor to support restoration efforts.</i>
	7.2.5.8	<p><i>Educate residents and visitors about the impacts of certain behaviors associated with recreation and the impact they have on ancestral lands:</i></p> <ul style="list-style-type: none"> <i>• Staying on trails and not contributing to illegal development of trails</i> <i>• How to identify and report illegal trails as you see them</i> <i>• Leaving no trace and picking up trash</i> <i>• Keeping dogs on leash, unless in designated areas, and cleaning up after them</i>
7.2.6		Stimulate economic development and tourism through riverfront natural resource preservation and enhancement.
	7.2.6.1	<i>Recognize, plan for, and actively promote the riverfront parks as an important part of Monroe’s economic development strategy, drawing regional visitors to the waterfront.</i>
	7.2.6.2	<i>Provide information kiosks at trailheads that promote downtown businesses and restaurants.</i>
	7.2.6.3	<i>Hire Park Rangers to patrol these sites.</i>



	7.2.6.4	<i>Expand site activities and programs by recruiting program and event providers. Encourage trail programs, nature interpretation and cultural and environmental education, and nature-based outdoor recreation programs and events, such as fishing derbies, learn-to-camp program, and others.</i>
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Photo Source: City of Monroe, Trails Master Plan, 2024

Goal 7.3

Provide unique and inclusive amenities that attract residents and visitors to Monroe’s outdoor opportunities, activities, and events.



Policy	Action Item	
7.3.1		Diversify the recreation facilities in City parks to support Monroe’s diverse residents and identity as an outdoor recreation hub.
	7.3.1.1	<i>Use PROS Plan recommendations and site planning/design to guide the provision of recreation facilities and amenities in parks. Eliminate adherence to outdated facility guidelines provided in the 2015 PROS Plan, since the National Recreation & Park Association (NRPA) advocates for the customization of park and facility development as per local needs.</i>
	7.3.1.2	<i>Diversify sports courts to increase play from all ages and diverse cultures.</i>
	7.3.1.3	<i>Consider options to add “challenge” activities such as outdoor fitness equipment, disc golf, climbing walls, a bike pump track, bike skills courses, and other challenge features popular with youth and young adults.</i>



	7.3.1.4	<i>Support a greater variety of play opportunities, integrating nature play, thematic play, sand and water play, moveable and interactive parts, and even destination and universal play opportunities.</i>
	7.3.1.5	<i>Consider low-cost water play options in parks, such as hand pumps, playable fountains and water “squirts” that are turned on and off.</i>
	7.3.1.6	<i>Diversify social gathering spaces, incorporating unique seating and tables, such as moveable tables and chairs, seat walls, Adirondack chairs, family style long tables, lounge chairs at beach areas, or game tables.</i>
	7.3.1.7	<i>Foster enthusiasm for recreation by providing unique, temporary, or pop-up activities in parks, such as giant Jenga, giant chess boards, outdoor ping pong, miniature golf, and equipment such as toys, hula hoops, sand toys, etc. These types of amenities work well in high visitation plazas, campgrounds, and food concession areas.</i>
7.3.2		Renovate and develop parks and facilities to support recreational activities, programs, and opportunities that support both local use and tourism.
	7.3.2.1	<i>Renovate Lake Tye as per the 2018 Master Plan to serve as the area’s premier outdoor recreation event venue. Enhance the site for events and revenue-generation (balancing non-fee-based use by all residents), establishing the Centennial Trailhead as a trail staging area for events, enhancing the skatepark for events, offering kayak/canoe rentals, expanding the food plaza and concessions, providing rental cabanas and reservable shelter/tables in the beach area, and enhancing trail connections to Fairfield County Park.</i>



	7.3.2.2	<i>Develop the North Kelsey Park site to capitalize on its location in a commercial district, providing an urban plaza, small multi-use event space, art, adjacent or on-site food truck pads (with utilities), and a spray/play fountain.</i>
	7.3.2.3	<i>Explore options to develop North Hill Park and provide specialized facilities such as a small water play feature, community garden, and support facilities such as a restroom and increased parking. Create a financial feasibility and market study to guide renovations.</i>
7.3.3		Facilitate events and recreation programs by leveraging Monroe’s unique resources and variety of facilities.
	7.3.3.1	<i>Continue to coordinate with the Chamber of Commerce and other community groups to promote recreation, outdoor entertainment (such as movies or concerts in parks), cultural festivals, and historical and cultural programs that support Monroe’s active-oriented identity, culture, and heritage.</i>
	7.3.3.2	<i>Coordinate with the School District to encourage the joint use of City- and School-managed facilities in providing recreation services, including sports tournaments.</i>
	7.3.3.3	<i>Coordinate with Evergreen State Fair Park in the potential provision of a BMX track, RV campground or similar elements consistent with promoting events and outdoor activities in Monroe.</i>
	7.3.3.4	<i>Coordinate with local businesses and the Chamber of Commerce to activate the North Kelsey Park site with activities and programs.</i>



	7.3.3.5	<i>Coordinate with local arts and culture groups to support smaller scale “mini-art” performances in parks, such as street performer-style programs, short/small performances, or temporary music/busking in parks to bring more performing arts viewing opportunities to residents.</i>
7.3.4		Increase outdoor programs and events in parks to support active recreation, fitness, and community health.
	7.3.4.1	<i>Consider requests from contract providers, non-profits, sports trainers, and private providers to provide fee-based fitness, healthy lifestyle, and sports programs in parks. Consider activities such as fitness boot camps, yoga classes, sport training, etc.</i>
	7.3.4.2	<i>Continue to support walks, races, fitness challenges, and other health and fitness events to support community wellness and enhance tourism.</i>
	7.3.4.3	<i>Increase opportunities to get seniors outdoors through programs such as guided walks, gardening, social events, pickleball classes, etc.</i>
	7.3.4.4	<i>Coordinate with local social service organizations to provide free, outdoor programs for economically disadvantaged residents that foster healthy eating, youth development, youth, and adult fitness, learn to play sports, youth play programs, etc.</i>
7.3.5		Continue to promote Monroe’s parks, facilities, and events through media, social media, and other communications.



	7.3.5.1	<i>Regularly update the Department’s webpage/social media to communicate information related to City parks, recreation events and activities, programs, policies, and services.</i>
	7.3.5.2	<i>Collect contact information for people who would like to be on mailing lists to receive updates about programs, events, and services.</i>
	7.3.5.3	<i>Continue to offer communication support in multiple languages to diverse groups; in the long term, continue to monitor needs to provide information, signage, and materials in different languages.</i>
	7.3.5.4	<i>Use social media forums to promote parks, recreation, arts opportunities, and recreation tourism initiatives.</i>
	7.3.5.5	<i>Establish a Parks and Recreation Marketing Plan annually to increase residents’ awareness of recreation programs and services.</i>



Photo Source: City of Monroe

Goal 7.4

Develop parks and remove barriers to ensure residents have equitable access to open spaces and recreation opportunities within walking or biking distance from home.



Policy	Action Item	
7.4.1		Develop a connected system of parks and usable open spaces that supports passive and active recreation, protects unique features, increases habitat connectivity, and links city neighborhoods.
7.4.2		Adopt a new park classification system and level of service standards to meet community needs.
	7.4.2.1	<i>Provide Neighborhood Parks and Community Parks to meet the needs of nearby neighbors and City residents. (Note: Large Community Parks, such as Lake Tye Park, may incorporate specialized uses to serve visitors as well.)</i>
	7.4.2.2	<i>Provide Nature Preserves to protect sensitive natural resources in Monroe.</i>



	7.4.2.3	<i>Provide Special Use Parks and River Greenbelt Parks to support river access and unique public spaces for residents and visitors.</i>
	7.4.2.4	<i>For all park types collectively, strive to provide 20.6 acres per 1,000 residents.</i>
	7.4.2.5	<i>Thoroughly vet any additional land donations or acquisitions as per the goals of the PROS Plan. Since the City anticipates investing heavily in new properties already, avoid acquiring additional lands that will require additional maintenance and development resources.</i>
7.4.3		Ensure the balanced and equitable distribution of parks and facilities that serve City residents, including residents in areas annexed into the City in the future.
	7.4.3.1	<i>Strive to provide neighborhood parks at a level of service of 1.4 acres per 1,000 residents and community parks at a level of service of 5.2 acres per 1,000 residents.</i>
	7.4.3.2	<p><i>Distribute parks to account for travel distances, barriers, residential densities, and economic disparities.</i></p> <ul style="list-style-type: none"> <i>a. Provide neighborhood parks within a ½ mile (10-minute walk) of nearby neighbors.</i> <i>b. In neighborhoods with medium- or high-density residential development, ensure larger parks, increase development with amenities and facilities, or the provision of parks with a ¼-mile distance of nearby neighbors.</i> <p><i>Provide community parks or special use parks in locations to serve several neighborhoods at a maximum travel distance of 4-5 miles.</i></p>



7.4.4		Develop existing undeveloped park properties as guided by the PROS Plan to meet community needs.
	7.4.4.1	<i>Master plan and develop the North Hill Park site to meet neighborhood needs.</i>
	7.4.4.2	<i>Master plan and develop the North Kelsey Park site as a small special-use event venue and gathering place.</i>
7.4.5		Acquire parks and open space as guided by the PROS Plan to meet community needs.
	7.4.5.1	<i>Acquire sites for neighborhood parks to serve new residential development. Strive for sites that are relatively centralized to the neighborhoods they serve, level and dry on approximately 75% of the site for the development of amenities and facilities that support active and passive recreation opportunities.</i>
	7.4.5.2	<i>Acquire additional property to expand the North Hill Park, providing more community-serving park amenities in this growing area of the city.</i>
	7.4.5.3	<i>Acquire the Cadman site and explore additional opportunities to acquire land adjacent to Lake Tye Park to expand recreation uses and economic impacts.</i>
	7.4.5.4	<i>Identify and acquire a downtown gathering space in conjunction with downtown redevelopment and improved connections to parks along the riverfront. (See Downtown Master Plan)</i>



	7.4.5.5	<i>Acquire (primarily through easements) trail corridors to support the trail linkages and areas as important for habitat corridors noted in the PROS Plan.</i>
7.4.6		Develop and renovate parks and public spaces to ensure these spaces meet or exceed the requirements of the Americans with Disabilities Act (ADA) and Washington State code. Provide parks and facilities that accommodate multigenerational groups and people with mobility issues, sight and hearing impairments, allergies, and other special needs.
7.4.7		Collaborate with other entities to support public use of parks and community facilities operated by private, non-profit, or other public agencies. Continue to evaluate opportunities to collaborate with Fair Park, Monroe library, schools, the Monroe YMCA, and the Boys & Girls Club.
7.4.8		Update the PROS Plan every six years to identify evolving park land and recreation needs and maintain grant eligibility.



Photo Source: City of Monroe, Trails Master Plan, 2024

Goal 7.5

Provide an interconnected network of multi-use trails, walkways, and bikeways connecting city and regional destinations.



Policy	Action Item	
7.5.1		Expand the trail network in Monroe, facilitating in-town connectivity and ties to regional trail networks.
	7.5.1.1	<i>Coordinate with Public Works to provide trails as noted in the "trails opportunities" concept in the PROS Plan.</i>
	7.5.1.2	<i>Continue discussions with Snohomish County regarding potential and preferred alignments for an extension of the Snoqualmie Valley Trail from Duvall to Monroe and an extension of the Centennial Trail from Snohomish to Monroe.</i>
	7.5.1.3	<i>Work with WSDOT and Snohomish County to evaluate opportunities for the creation of a permanent trail along the WSDOT right-of-way for the future US-2 bypass.</i>



	<p>7.5.1.4</p>	<p><i>Work with WSDOT to identify options for US-2 bike and pedestrian bridge crossing near Traveler’s Park. Ensure future WSDOT improvements to US-2 do not eliminate that also serves wildlife movement possibilities for a future trail alignment along the corridor.</i></p>
	<p>7.5.1.5</p>	<p><i>Require dedication or easements for trails as part of the development review process and roadway renovation/widenings, consistent with the linkages identified in the PROS Plan.</i></p>
<p>7.5.2</p>		<p>Coordinate with Monroe Public Works to establish a coordinated Citywide bikeway and pedestrian trail system. Develop trails as per City standards for the following, including corridor and trail width, surfacing, and support amenities:</p> <ul style="list-style-type: none"> a. Shared Multi-Use Path: These paved, multi-use rights-of-way are completely separated from streets. These may include a soft-surfaced buffer for jogging. For shared multi-use trails, consider a 10- to 12-foot-wide paved path striped for dual-directional use, plus an adjacent 4-foot-wide soft surfaced trail for jogging and low-impact uses. b. Bike Lanes: These on-street corridors are designated for bicyclists using stripes and stencils. Bike lanes may include buffer striping to provide greater separation between bicyclists and parked or moving vehicles. c. Bike Routes: These streets are designated for bicycle travel and shared with motor vehicles. Routes may be marked by signage and shared lane bicycle markings (aka “sharrows”). Traffic calming devices may be included on these routes as needed to discourage drivers from using the boulevard as a through route.



		<p>d. Protected Bike Lanes: These lanes provide on-street space that is exclusively for bicyclists and physically separated from motor vehicle travel lanes, parking lanes, and sidewalks by elements such as curbs, bollards, delineator posts, or planter boxes.</p> <p>e. Local Trails: These neighborhood paths are typically designed to accommodate access to schools and between neighborhoods by providing a wide sidewalk (e.g., a six-foot wide paved trail connecting a cul-de-sac to another neighborhood or to a school).</p> <p>f. Natural Pedestrian Trail: These narrower decomposed granite, boardwalk, or soft-surfaced trails (wood chips, bark mulch, dirt) provide leisurely walking, biking, and jogging opportunities within parks or other trail corridors.</p>
7.5.3		Develop various trail length, types, and challenge levels to diversify trail-related recreation options.
	7.5.3.1	<i>Provide hard-surfaced multi-use trails to connect to the regional trail system.</i>
	7.5.3.2	<i>Provide hard- or soft-surfaced nature trails in parks and greenways as recommended to support nature interpretation, access to nature, hiking, and off-road biking.</i>
	7.5.3.3	<i>Provide park loop trails or meandering pathways to support walking, dog walking, and recreational biking. These should be wide enough for people to walk together and pass each other comfortably.</i>
	7.5.3.4	<i>Provide park access paths to connect parking lots or park entries to elements within the park.</i>



	7.5.3.5	<i>Establish areas in parks that provide recreational hiking and biking options, such as BMX tracks, bike pump tracks, bike skills courses, nature trails, jogging trails, big wheel, and tricycle tracks, walking tracks, mountain bike trails, etc.</i>
7.5.4		Provide trailheads and trail support amenities and facilities to facilitate trail use.
	7.5.4.1	<i>Provide trailheads and/or trail rest areas with bike racks, seating, shade, drinking fountains, restrooms, trash receptacles, and self-service bike repair stations as identified in site and systemwide recommendations. This includes Lake Tye Park, the Cadman site, Al Borlin Park, and Lewis Street Park.</i>
	7.5.4.2	<i>Develop the regional trail along the south edge of the Foothills Wetland Preserve, creating a viewpoint to highlight the park.</i>
	7.5.4.3	<i>Provide periodic support amenities, such as benches and shade along trails. (Note: Avoid providing restrooms, drinking fountains, trash receptacles, and other high-maintenance elements along trail corridors, except at trailheads as noted above.)</i>
	7.5.4.4	<i>Coordinate with other City departments in the development and provision of comprehensive wayfinding and signage programs along trails and bike routes and in parks with trails.</i>
7.5.3		Develop various trail length, types, and challenge levels to diversify trail-related recreation options.



	7.5.3.1	<i>Provide hard-surfaced multi-use trails to connect to the regional trail system.</i>
	7.5.3.2	<i>Provide hard- or soft-surfaced nature trails in parks and greenways as recommended to support nature interpretation, access to nature, hiking, and off-road biking.</i>
	7.5.3.3	<i>Provide park loop trails or meandering pathways to support walking, dog walking, and recreational biking. These should be wide enough for people to walk together and pass each other comfortably.</i>
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	7.5.4.3	<i>Provide periodic support amenities, such as benches and shade along trails. (Note: Avoid providing restrooms, drinking fountains, trash receptacles, and other high-maintenance elements along trail corridors, except at trailheads as noted above.)</i>
	7.5.4.4	<i>Coordinate with other City departments in the development and provision of comprehensive wayfinding and signage programs along trails and bike routes and in parks with trails.</i>
7.5.5		Collaborate with others to provide trail programs and services that encourage safe pedestrian and bicycle use.
	7.5.5.1	<i>Coordinate with other City departments to provide a trails map and information guide. Publish biking and walking route information online and in the City's recreation guide.</i>
	7.5.5.2	<i>Enable and encourage children to walk and bicycle to school and parks by embracing "Safe Routes to Schools" and "Safe Routes to Parks" objectives.</i>
	7.5.5.3	<i>Work with partners (e.g., Leafline Coalition, Cascade Bicycle Club) to coordinate trail programs, drop-in walks, nature hikes, and community-wide trail events and bike rides to encourage use of the pedestrian-bike network.</i>
	7.5.5.4	<i>Explore a trail sponsorship program that encourages or incentivizes businesses to sponsor the development and/or maintenance of trail links that provide nearby bike and pedestrian access.</i>



*Al Borlin Park, Woods Creek
Source: City of Monroe*

Recommended 20-Year Enhancements

Over the next 20 years, the City of Monroe will enhance the existing park system by acquiring new park sites and trail corridors, developing site master plans, building new parks, adding specific amenities and facilities, replacing facilities at the end of their lifecycles, and enhancing and expanding existing facilities.

In addition, the City will maintain all developed assets and natural resources in its parks. These recommendations will enhance the quality of parks and increase recreation opportunities for all.

Appendix F in the PROS Plan details site recommendations for every existing and proposed park site in the system. As per City planning protocols, it does not include recommendations for specific trail corridors, since trail alignments are planned and funding with transportation projects.

“

Parks are so important for bringing families together to play, enjoy outdoor time together, exercise, get quiet time, commune with nature, and spend quality time with our pets who are also part of our families!”

- Anonymous



Outdoor event
Source: Provided by the City of Monroe



**CITY OF
MONROE**

*New City Hall Rendering
Source: Provided by the City of Monroe*



8 CAPITAL FACILITIES

Introduction

Imagine Monroe and the Guiding Principles speak to what we want to be today and who we aspire to be in the future. The Capital Facilities Element describes how the provision of capital facilities can assist in achieving that vision through delivery and coordination of essential services throughout Monroe. This includes planning and management of public service infrastructure such as water, wastewater and stormwater treatment facilities, police, fire, and municipal facilities such as City Hall and the various Public Works facilities.

This element also identifies potential funding mechanisms and available financing to pay for such services and facilities to operate in an effective and efficient manner. More detailed information may also be found in **Appendices 8-A through 8-D**. These appendices serve as the Capital Facilities Plan and inform the budget decisions for the City, in line with the Comprehensive Plan. Information for all park facilities is included in **Appendices 7-A and 7-B**, which are hereby incorporated by reference.

Relationship to Other Plans

The Capital Facilities Element guides the management and planning of public service facilities within the Monroe City Limits (and some beyond), as required by Washington



Tester pipes
Source: City of Monroe Website

State's Growth Management Act (GMA) (RCW 36.70A.070(3)).

Providing infrastructure and public services in urban growth areas is a goal of the GMA. This element (and appendices) includes:

- An inventory of existing capital facilities owned by public entities, including the location and capacity of the facilities (including green infrastructure)
- A forecast of future needs
- The location of future needs and capital facility development
- A six-year plan for financing capital facilities, including a clear outline for public money allocations



Plans for Capital Facilities that are not owned by the City of Monroe

School Facility Plans

- Monroe School District Capital Facilities Plan (2024-2029)
- Snohomish School District Capital Facilities Plan (2024-2029)

Utility Facility Plans

- Puget Sound Energy (PSE) Integrated Resource Plan (see *Chapter 9: Utilities*)
- Snohomish County Public Utility District (PUD) (see *Chapter 9: Utilities*)
- City of Everett Surface Water Comprehensive Plan

Transportation & Road Plans

- Washington Transportation Plan
- Puget Sound Regional Council (PSRC) Regional Transportation Plan (2022)
- Snohomish County Six-Year Transportation Improvement Program (TIP) (2024-2029)

Photo source: City of Monroe

GMA also states that the public entities need to work closely with county and city special purpose districts (RCW 36.70A.070 (3)). The special districts within Monroe include:

- Monroe and Snohomish School Districts
- Roosevelt Water Association
- Highline Water District
- Snohomish Regional Fire and Rescue
- Sno-Isle Library District
- French Creek Flood Control District
- East County Parks and Recreation District
- Snohomish County Public Hospital District No. 1, EvergreenHealth

It is also important that the Capital Facilities Element aligns with other elements of the 2044 Monroe Comprehensive Plan, as well as regional and county policies, such as:

- The Parks and Recreation Element
- Master plans and other studies of the local government
- Plans for capital facilities of state and/or regional/local significance
- Snohomish County Countywide Planning Policies (CPPs)
- Puget Sound Regional Council's VISION 2050



Existing Public Services and Facilities

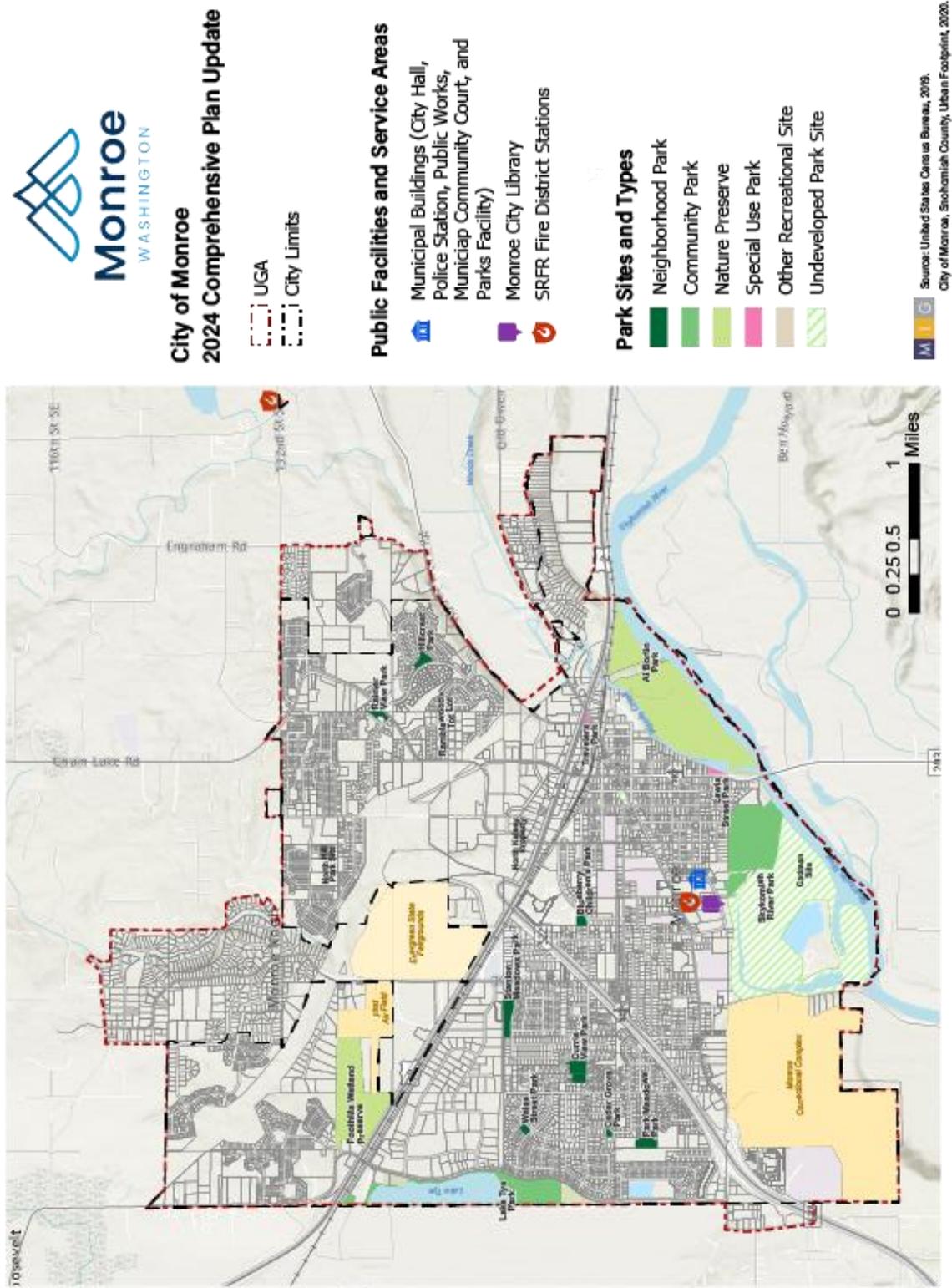
The City of Monroe provides, or partners with service districts to provide comprehensive public safety, parks and recreation, municipal,

and transportation services. Public services and facilities are summarized in **Table 8.1**. Service area boundaries vary by provider and are in **Figure 8.1**

Table 8.1 - PUBLIC SERVICES AND FACILITIES

Public Service Facility	Provider and Boundary Extension	Description
Police	City of Monroe Police Department	The City provides law enforcement in the City of Monroe. As of 2023, Monroe PD has 34 certificated officers and provides on average 1.8 FTE officers per 1,000 people.
Fire Protection	Snohomish Regional Fire and Rescue (SRFR)	The Snohomish Regional Fire & Rescue district consists of three previously independent fire districts, including Monroe Fire District #3. The new district covers 140 square miles, and as of 2022, has employed 252 personnel.
Parks & Recreation	City of Monroe, East County Parks & Recreation District, Snohomish County, and State of Washington	<i>See Chapter 7: Parks, Recreation & Open Space Element</i>
Monroe Municipal Campus & Facilities	City of Monroe	There are five main components of the City campus: City Hall, the police station, the municipal community court, parks facility, and the public works facility. See Appendix 8-B.
Library	Sno-Isle Libraries, City of Monroe, and Snohomish County	Sno-Isle Libraries are part of an intercounty regional library district with branches in Arlington, Granite Falls, Monroe, and Snohomish.
Transportation & Roads	City of Monroe, Snohomish County, and State of Washington	<i>See Chapter 4: Transportation Element</i>

Figure 8.1 - SERVICE BOUNDARIES AND LOCATIONS





Essential Public Facilities

The GMA defines “essential public facilities” as facilities typically difficult to site, such as airports, state educational facilities, transportation facilities and services of statewide significance (as defined in RCW 47.06.140), state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes.

In addition to defining essential public facilities, GMA requires the City to establish a process for siting such facilities. Comprehensive plans and development regulations cannot prevent or preclude the siting of essential public facilities within jurisdictional boundaries.

Snohomish County has also adopted Countywide Planning Policies (CPPs) for the siting process of essential public facilities.

These policies are to be implemented through the Snohomish County Tomorrow (SCT) Steering Committee and the City, and the process includes:

- A definition of necessary facilities;
- A current inventory of facilities;
- Economic benefits and opportunities posed by receiving said facilities;
- A public involvement strategy that includes a public review of the proposals including mitigation measures to reduce impacts within the jurisdiction where the facility is proposed;
- Collaboration on the development of common siting criteria for the distinct types of facilities; and
- Any considerations for alternatives.

Essential public facilities currently located in Monroe are described in **Table 8.2** and can be seen in **Figure 8.2** and **Figure 8.3**.



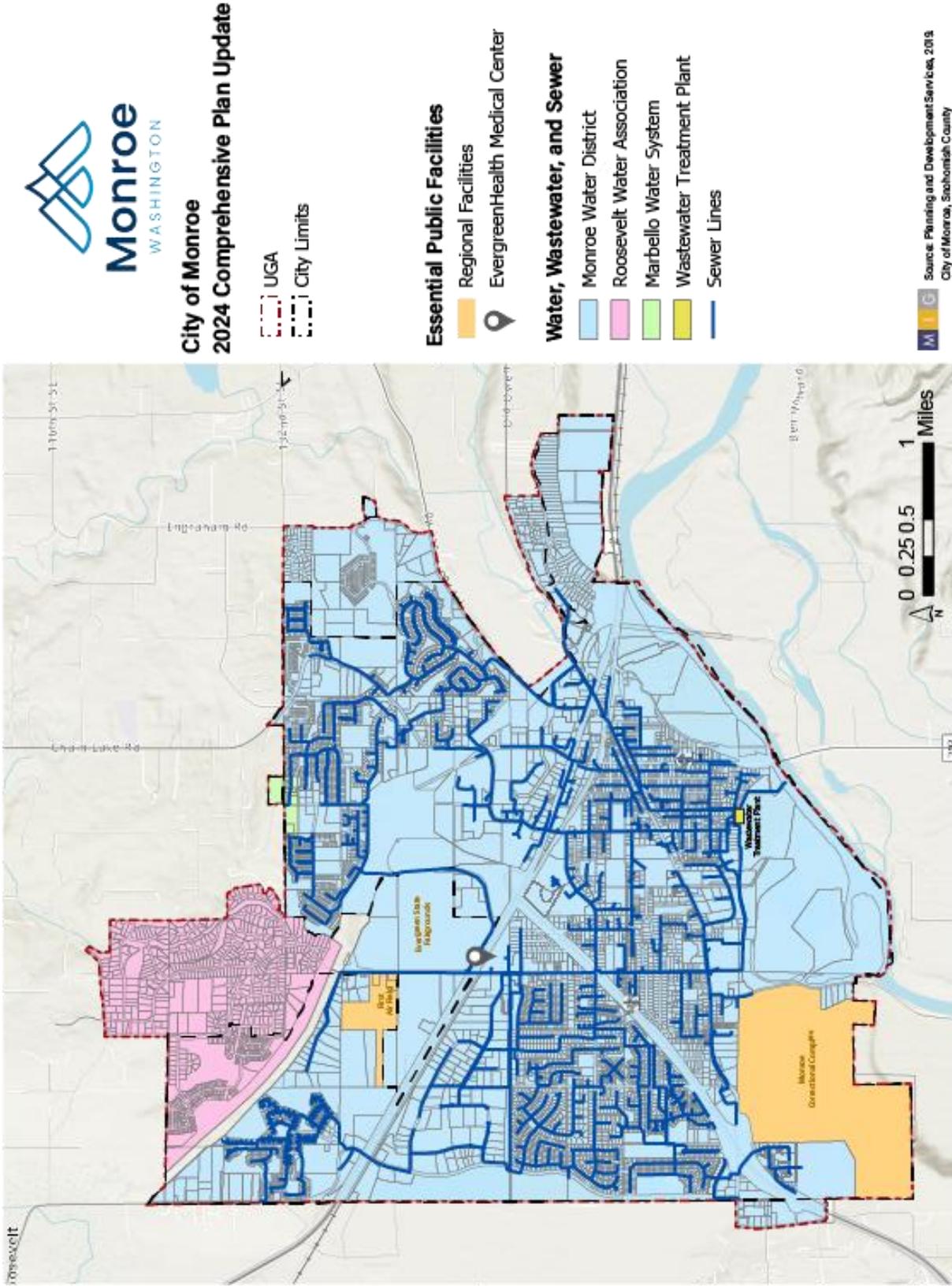
Frank Wagner Elementary School
Source: Studio Cascade, Inc.



Table 8.2 - ESSENTIAL PUBLIC SERVICES AND FACILITIES

Public Service Facility	Provider and Boundary Extension	Description
Monroe Correctional Complex	Washington State Department of Corrections (DOC)	According to the DOC, the capacity for the complex is 2,436 incarcerated adults but averaged 2,467 adults between 2015 and 2020. That number decreased to approximately 1,500 inmates in 2022.
Water	City of Monroe, Roosevelt Water Association, and Highline Water District	The City of Monroe Public Works Operations and Maintenance Division (OMD) owns and operates the Monroe Water System. Some of the major capital improvements that serve the City include Ingraham Hill, Department of Corrections (DOC), North Hill, and Trombley Hill Reservoirs, pump stations, and a water distribution system. There are also two private water providers within the City of Monroe and UGA. See Appendix 8-C .
Wastewater Treatment Plan	City of Monroe	The City of Monroe Public Works Wastewater Treatment Plant (WTP) Division employs seven FTEs to operate the plant.
Sewer	City of Monroe	The City of Monroe Public Works Operations & Maintenance Division (OMD) owns and operates the Monroe sewer collection system. Monroe Municipal Code (amended in 2019) restricts sewer service to within City Limits, unless newly annexed land requires sewer services. See Appendix 8-C .
Stormwater	City of Monroe	The City of Monroe Public Works Department owns and maintains a majority of the stormwater system; however, privately owned and maintained systems also exist within City Limits. See Appendix 8-C .
Evergreen Health Monroe Hospital	Snohomish County Public Hospital District No. 1 (SCPHD)	EvergreenHealth is a public hospital district with locations in Kirkland and Monroe, Washington. The EvergreenHealth Monroe hospital consists of 72 licensed beds and a 40-bed alcohol and drug rehabilitation facility.
Schools	Monroe School District (MSD) & Snohomish School District (SSD)	SD employed 337 classroom teachers and had an average class size of 18.6 students (2022-2023 school year). The district has five elementary schools, two middle schools, one high school, and two individualized programs. SSD provides public education to students within Snohomish County. The district has one high school, two middle schools, 10 elementary schools, and a preschool. SSD employed 548 classroom teachers for the 2022-2023 school year, with an average class size of 19.3 students. For school district CFPs, see Appendix 8-D .
First Air Field airport	Privately-owned	Adjacent to the Evergreen State Fairgrounds and available for public use. WSDOT classifies the First Air Field as a Community Airport.

Figure 8.2 - WATER AND SEWER





Concurrency

The GMA requires certain public facilities and services to keep pace with development. This principle, known as concurrency, is central to the GMA.

Concurrency mandates that these facilities have enough capacity to meet demand without lowering established Levels Of Service (LOS) per RCW 36.70A.070 (6). The Transportation Element (chapter 4) identifies these LOS standards for multimodal mobility.

While the GMA requires concurrency only for transportation facilities, it requires all other public facilities to be “adequate.” The Washington State Department of Commerce also recommends concurrency for water and sewer systems as well. As part of the Monroe 2044 Comprehensive Plan, the City has updated its transportation, wastewater, water, stormwater (which are described in each utility plan as part of the appendices) and parks, recreation, and open space and trails plans to meet growth targets and concurrency assumptions.

The City of Monroe has adopted minimum LOS standards for city-owned and non-city owned capital facilities and services referenced by plan. These standards are described in **Table 8.3**.

Table 8.3 - PUBLIC SERVICES, LEVEL OF SERVICE (LOS) STANDARDS

Public Service	Description
Police Services	Response time of three minutes or less for an “in progress” request for service within the urban growth area.
Schools	<p>Monroe School District states a maximum of 20 students in a K-3 classroom, 26 students for grades 4 and 5, and 28 students for grades 6 and above.</p> <p>Snohomish School District states a maximum 18 students in a K-3 classroom, 27 students for grades 4-6, 28 students for grades 7-8, and 30 students for grades 9-12.</p>
Parks & Recreation Services	A level of service of 4.75 acres per 1,000 residents for parks and one mile of trail per 1,000 residents has been adopted (see Chapter 7).
Transportation & Roads	Minimum LOS standard of “D” for all non-state arterial intersections; and a minimum LOS standard of “D” for state highway segments, including intersections with city streets or private driveways (see Chapter 4 for more information).

Source: Snohomish County, 2022
City of Monroe



Snohomish Regional Fire & Rescue Station #31 Building
Source: Snohomish Regional Fire & Rescue (SRFR)

While there is no LOS required for Fire and Emergency Services, SRFR has adopted standards based on an evaluation of the current community risk and performance recommendations from the Commission on Fire Accreditation International (CFAI). The City of Monroe is considered to be an urban jurisdiction, so the last measured response times were as follows:

- Fire response times at 8:49 minutes compared to benchmarks of 7:56;
- EMS response times of 8 minutes compared to benchmarks of 7:12; and
- Hazardous materials response times of 10:21 minutes, as compared to the 9:18 benchmark.

SRFR responds to an average of 17,000 emergencies annually.

Capital Facilities Financing

The City uses a variety of funding and financing mechanisms to support improvements and maintain existing capital facilities, including fees, taxes, and grants. This ensures that infrastructure is not only maintained and upgraded but also adequately serves the greater needs of residents. GMA requires capital facilities elements to contain finance plans that match future capital facilities needs with projected revenue capacities.

The six-year and 20-year capital facilities programs identify the improvements intended to be addressed in accordance with the Comprehensive Plan and their potential funding sources (**Appendix 8-A and illustrated on Figure 1-1, page 1-7 of Appendix 8-C**). Some funding sources are local in nature, while others draw from state or federal sources. Funding sources generally fall into one of two categories:

- *Multi-use sources* - Multi-use revenue sources that may be used for virtually any type of capital facility, although may be subject to certain restrictions.
- *Single-use sources* - Single-use revenue sources which are dedicated to a single type of capital facility or infrastructure investment.

The City employs a number of these funding approaches, including the charging of impact fees for parks and the assessment of a real estate excise tax. The appendices to this chapter list the full range of funding sources



*Monroe Public Library
Source: Sno-Isle Libraries*

and how these revenue streams have contributed to the City’s budgets over the past five years.

Capital Improvement Organization

The Capital Facilities Plan provides a 20-year vision for capital facilities and services that meet the needs and capacity of the growth allocations for the City.

The six-year Capital Improvement Program (CIP) is prepared by the City to coincide with the adoption of the budget. It considers the Comprehensive Plan’s listed projects, the needs of the City, and the capacity of City staff. This aligns with the long-term 20-year Capital Facilities Plan (CFP).

These plan and program lists include both capital and non-capital projects and include a prioritized plan for City expenditures to implement the Monroe 2044 Comprehensive Plan. These individualized plans can be found in **Appendix 8-A through Appendix 8-D**.



Goals, Policies, and Action Items

Capital facilities goals, policies, and actions are essential for achieving Monroe’s goals by focusing investments on priorities established through the Imagine Monroe vision and the Monroe 2044 Comprehensive Plan. The following policies and actions reflect how public facilities and public services are provided to maintain level of service standards and support the future growth of Monroe.



*Ribbon cutting near Chain Lake Road
Source: Provided by the City of Monroe*



Photo Source: Snohomish Regional Fire and Rescue (SRFR)

Goal 8.1

Provide and maintain public services and facilities that support Monroe’s growth projections through 2044 by maximizing safety and maintenance of existing facilities, utilizing financing efficiently, and increasing well-being and health of all residents.



Policy	Action Item	
8.1.1		Collaborate with special purpose districts, including water and fire districts, to coordinate planning efforts, agree on optimal ways to provide efficient service, and support consolidations that would improve service to the public.
8.1.2		Update and review the six-year Capital Improvement Program (CIP) with the budget process to ensure that forecasted projects, funding sources, and expenditures are accounted for and equitably distributed.
	8.1.2.1	<i>Encourage active community member participation in developing the CIP to reflect the priorities and needs of the community.</i>
	8.1.2.2	<i>Monitor and evaluate growth trends and community priorities to inform CIP updates.</i>
	8.1.2.3	<i>Prioritize infrastructure and services that encourage multi-modal access to living wage jobs, economic growth, and access to amenities.</i>



8.1.3		Prioritize investments that provide affordable and equitable access to public services, especially to historically underserved communities.
8.1.4		Manage services and facilities through demand management techniques, programs, and educational outreach prior to developing new facilities.
8.1.5		Identify and collaborate with departments to ensure that efforts and resources are optimized, and that facilities are up-to-date and efficient in meeting the needs of the community.
	8.1.5.1	<i>Support the proposed improvements for SRFDR District Station 31 as it pertains to operating more efficiently, meeting design and safety standards, providing equitable access, and withstanding natural hazard events.</i>
	8.1.5.2	<i>Support the Fire District in efforts to develop additional facilities that will enhance emergency services and public safety throughout the city, especially north of the BNSF railroad tracks.</i>
	8.1.5.3	<i>Support efforts to update the Police Station to meet ASCE 41 seismic evaluation levels, fire safety goals, and ADA compliance code standards.</i>
	8.1.5.4	<i>Encourage the shared use and development of community facilities such as parks, libraries, and schools to maximize resources.</i>
8.1.6		Incorporate Low Impact Design (LID) standards and operational strategies into relevant capital projects and ongoing maintenance.
8.1.7		Incorporate and encourage climate friendly design and strategies when developing new facilities, as applicable.



8.1.8		The City will follow Snohomish Countywide Planning Policies EPF 1- through 5 for the siting of local, regional, statewide, and federal essential facilities.
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Photo Source: Provided by the City of Monroe

Goal 8.2

Ensure that public services are distributed equitably to meet the current and future growth of the community.



Policy	Action Item	
8.2.1		Prioritize investments that address disparities in access to public services, especially to historically underserved communities.
	8.2.1.1	<i>Periodically review level of service (LOS) standards for capital facilities. Plan or prioritize location of facilities to meet those standards.</i>
8.2.2		Site or expand regional capital facilities in a manner that reduces adverse social, environmental, and economic impacts, especially on historically marginalized communities.
	8.2.2.1	<i>Develop and maintain an emergency response plan to ensure the delivery of efficient and quality services to the community. This should include coordination, design, and a plan for public safety services and programs, including emergency management. The plan should also include clear staff roles and responsibilities to ensure the City capabilities to prepare for, withstand, and rapidly recover from natural and manmade disasters.</i>



Photo Source: City of Monroe Website

Goal 8.3

Manage financial resources to ensure sufficient and appropriate funding allocations for capital facilities projects.



Policy	Action Item	
8.3.1		Align the Capital Facilities element with land use and economic development policies to locate appropriate facilities and services for future commercial and industrial development.
	8.3.1.1	<i>Consider using special assessment (local improvement districts), revenue and other self-supporting bonds and impact fees instead of tax-supported obligations, provided they do not adversely affect marginalized communities.</i>
	8.3.1.2	<i>Develop and adopt new or refine existing GMA-compliant impact fees as part of financing public facilities, balancing between impact fees and other sources of public funds.</i>
	8.3.1.3	<i>Require development proponents to mitigate service and utility impacts, ensuring that proportional costs are borne by new development rather than current residents and ratepayers, and that level of service standards are not degraded.</i>



8.3.2		Ensure Monroe’s Capital Facilities element and land use element are consistent with one another.
	8.3.2.1	<i>Reassess the City of Monroe’s Land Use Element periodically to ensure that capital facility’s needs and financing levels are consistent.</i>
	8.3.2.2	<i>Review and update the Capital Facilities Element and the Land Use Element (as required) if probable funding falls short of meeting the identified needs, including a reassessment of the improvement needs, priorities, level of service standards, and revenue sources.</i>



Wastewater Treatment Plant
Source: Provided by the City of
Monroe





Parks Maintenance Tree Care
Source: Provided by the City of Monroe

9 UTILITIES

Introduction

This element provides an overview of the planning and management of utility service providers within the City of Monroe. In Monroe, these are provided mainly by Snohomish County Public Utility District (SCPUD), Puget Sound Energy (PSE), Republic Services, and telecommunications providers for internet and cable. Information for all city-owned utilities is included in Chapter 8 and Appendices 8-A and 8-B, which are hereby incorporated by reference.



Catchment Basin Inspection
Source: Provided by the City of Monroe

Relationship to Other Plans

The Utilities Element guides the management and coordination of various utility services within the Monroe City Limits and the UGA and has been developed in accordance with Section 36.70A.070 (4) of Washington State’s Growth Management Act (GMA). This element includes information regarding non-City owned utilities and services including electricity, telecommunications, natural gas systems, and solid waste management. Potable water, sanitary sewer, and storm water utilities are included in the Capital Facilities chapter because they are owned and operated by the City of Monroe. This element provides information about the location and capacity of existing and proposed utilities; fosters consistency among the many plans for utility systems; and establishes policy direction related to other chapters of the comprehensive plan (e.g., Land Use and Capital Facilities).

One of the primary intentions of the Utility Element is to assure proper coordination of land use planning and infrastructure planning by providers. This element aligns with the Snohomish County Countywide Planning Policies (CPPs) and the Puget Sound Regional Council’s VISION 2050.



Existing Conditions

Monroe has a full range of non-City owned and operated urban utilities and services.

Table 9.1 provides a summary of the utilities and **Figure 9.1** shows their locations.

Snohomish County Public Utility District (PUD)

Snohomish County Public Utility District No. 1 (PUD) provides electrical service to Monroe. The PUD serves all of Snohomish County and Camano Island. It is the largest public utility district in Washington and is the 13th largest in the nation in terms of customers served.

The PUD relies on a diversified power portfolio consisting of a long-term power supply contract with the Bonneville Power Administration (BPA), a broad range of energy-efficiency and load management programs, five PUD-owned hydroelectric projects, some customer-owned generation, and several long-term power supply contracts.

The PUD purchases over 80% of its power supply from BPA, with the remainder coming from PUD-owned hydroelectric operations, PUD-contracted wind operations, and wholesale market purchases. The PUD makes short-term purchases and sales in the wholesale power market to balance daily and seasonal fluctuations in its load and resources. The utility maintains over 6,500 miles of distribution and transmission lines to serve its more than 360,000 electric customers. The PUD also serves over 22,000 water customers in the cities of Lake Stevens and Granite Falls, and east Snohomish County areas.

The PUD, through its planning process, works to meet the future electrical load within Snohomish County in a sustainable manner, including the inclusion of energy efficiency in both the existing and future building and housing stock. Additional energy and capacity needs are met through sustainable, renewable resources.



Snohomish County Public Utility District Building

Source: Snohomish County PUD (<https://www.snopud.com/doing-business/facilities/>)



Table 9.1 - UTILITY PROVIDERS AND SERVICES

Utility	Provider	Description
Natural Gas	Puget Sound Energy (PSE)	Provides natural gas to the City of Monroe.
Electricity	Snohomish County Public Utility District (PUD)	Provides all electricity to the City of Monroe and greater Snohomish County.
Franchise Utilities	Provider	Description
Internet Service	Xfinity/Comcast, AT&T, Astound Broadband, Zply Fiber, Hughesnet, ViaSat, T-Mobile, and Startouch	Internet service coverage in the City of Monroe is provided by various private companies.
Wireless Phone Service	Verizon, AT&T, T-Mobile, and other providers	Various private companies provide wireless phone service providers.
Cable TV	Xfinity, Zply Fiber, Dish TV, and DirectTV	Cable television services are provided to individual properties by private companies on a property-by-property basis.
Solid Waste and Recycling	Republic Services, Inc. and Waste Management Inc.	Provides solid waste, yard waste, and recycling services within the City of Monroe. Waste Management, Inc. provides services to the newly annexed area of Monroe Woodlands.

Future PUD Projects & Programs

To meet consumer demand, PUD has identified two main capital projects to be completed; Sky Valley Substation and the Feeder tie between Woods Creek and Lake Chaplain.

To read more about the future facility needs of the utility district, see **Appendix 9-A.**

Puget Sound Energy (PSE)

Puget Sound Energy (PSE) is a private utility provider for natural gas service to homes and businesses in Puget Sound, including Monroe. PSE provides services to more than 900,000 natural gas customers in its 6,000-square-mile

service territory that encompasses 10 counties and over 4 million people.

PSE builds, operates, and maintains an extensive gas system in Snohomish County, which consists of transmission and distribution mains for natural gas, odorizing stations, pressure regulation stations, heaters, corrosion protection systems, above ground appurtenances, and metering systems.

PSE acquires natural gas through contracts with various producers and suppliers in the western U.S. and Canada. PSE operates and maintains 75 miles of high pressure main, 78 District Regulators, nearly 2,175 miles of intermediate main, and serves 152,000



meters, including commercial, industrial, and residential customers in Monroe. 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 underground gas mains and service lines in streets, public, and private properties. 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. The natural gas infrastructure closest to Monroe is an east-west transmission line that borders the north edge of the City.

Future PSE Projects & Programs

To meet regional natural gas demand, PSE's delivery system is modified every year to address customer growth, load changes that require system reinforcement, Rights-Of-Way improvements, and pipeline integrity issues. PSE must maintain large-diameter transmission pipelines, system components and infrastructure, city gate stations, and smaller utility-owned gas mains. PSE's 2023 Gas Utility Integrated Resource Plan (IRP) near-term goals also 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 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.

The IRP reported that between 2023 and 2050, forecasting models expect demand for natural gas to decline after the impact of cost-effective conservation. 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 in March 2025.



Fall Leaves Changing Color
Source: Utility Billing, City of Monroe website

Franchise Utilities

Franchise utilities consist of services provided by private entities, including wireless phone service, cable television, and internet. Private companies respond to market-driven demand by constructing and improving infrastructure to continue providing efficient data and communications services and extend capacity to provide for area residents and businesses.

Verizon, AT&T, and T-Mobile are among the main wireless phone service providers, though there are others across the city. Cable services are provided to individual properties by private companies on a property-by-property basis by Xfinity, Dish TV, and DirectTV. Internet service coverage in the City of Monroe is also provided by various private companies, including Xfinity/Comcast, AT&T, Astound Broadband, Zply Fiber, Hughesnet, Viasat, T-Mobile, and Startouch.

Solid Waste and Recycling

Solid waste and recycling services are coordinated across facilities and the county. Republic Services, Inc. and Waste Management, Inc. utilize transfer and recycling facilities that are located in Everett, Arlington, and Mountlake Terrace, as well as a Household Hazardous Waste (HHW) Facility in Everett. The facilities in Everett are amongst the closest to Monroe, at only four miles northwest of the City. From the transfer stations, the waste is collected and taken to the county facility at Riverside Business Park in Everett, and then to the Roosevelt Regional Landfill in Klickitat County.

The area in the Monroe UGA accounts for approximately five percent of the overall service area population in Snohomish County. These facilities, and the coordination of waste collection and disposal within Snohomish County, are managed by the Snohomish County Department of Public Works Solid Waste Division.



Fleet of Republic Services Vehicles
Source: Garbage and Recycling, City of Monroe website



The Washington Solid Waste Recycling and Recovery Act (RCW (70.95) requires each county within the state, in association with the cities and towns located within it, to prepare a 20-year comprehensive solid waste management plan (CSWMP) and to update the plan at least every 5 years. Snohomish County is the solid waste management planning authority for all jurisdictions within the County as of the most recent Interlocal Agreement.

The County Solid Waste Management Plan (CSWMP) was adopted by participating jurisdictions, including the City of Monroe, and the County Council in February 1990. The most recent version of the CSWMP was updated in July 2021 and supported by the Monroe City Council through Resolution 2022-009 which acknowledged and reaffirmed the City of Monroe's support and approval of the plan. The Solid Waste Handling Interlocal Agreements with Snohomish County are current and up to date with the most recent update completed in 2023 and set to expire in December 2038. The City of Monroe has a contract with Republic Services to collect residential and commercial garbage within the city's corporate limits. Once the garbage is collected it is taken to one of Snohomish County's four transfer stations, compacted and reloaded onto trucks that take the materials to the Roosevelt Regional Landfill in Klickitat County.

Republic Services has offices in Lynnwood, Washington. The city is currently in a rolling three-year contract for services with Republic Services to provide solid waste collection,

recycling, yard waste services. The City of Monroe has a contract with Republic Services to collect recycling materials and yard waste. Materials that can be recycled include, but are not limited to, tin cans, glass, paper, cardboard, newspapers, magazines, and plastics. The city requires all residential uses, including multi-family complexes, to pay for recycling services. Recycling services are not required for commercial uses; however, if a business owner is interested in a recycling program, they may use any vendor providing recycling services within the city.

In 2022 Washington Organics Management Law was implemented requiring diversion of organic materials away from landfill disposal and towards food rescue programs and organic management facilities. Monroe will be required to provide separated organic material collection services within their jurisdiction and implement an organics management element as a part of their larger solid waste collections program in 2024. The implementation of this new program will be completed in partnership with Republic Services



Goals, Policies, and Action Items

Utilities goals, policies, and actions are important to achieving Imagine Monroe and for the implementation of the Monroe 2044 Comprehensive Plan. Adequate utilities are essential for achieving the community's goals, while also supporting the expected future growth of Monroe. The following policies and actions reflect how utility services are provided to maintain level of service standards.



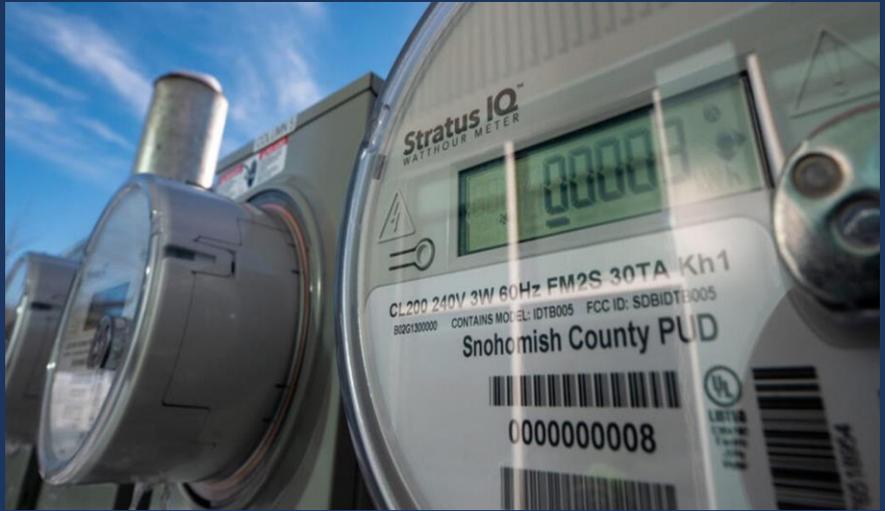
*Aerial view of North Kelsey, looking southeast
Source: Provided by the City of Monroe*



Photo Source: Snohomish County Public Utility District (PUD)

Goal 9.1

Support private utilities in providing quality, safe, and modern energy services equitably to households, residents, and businesses within Monroe.



Policy	Action Item	
9.1.1		Coordinate with utility service providers to maintain existing systems, reduce disruption, and expand to areas without current services within the City Limits.
	9.1.1.1	<i>Meet periodically with utility providers to coordinate plans and projects.</i>
	9.1.1.2	<i>Identify areas of Monroe that are underserved or not currently served by basic utility services. Prioritize improvements in these locations to promote equitable access to services.</i>
	9.1.1.3	<i>Coordinate construction of new utility lines and public infrastructure, such as with road construction, to minimize disruption and reduce the cost of services.</i>
	9.1.1.4	<i>Encourage providers to periodically develop education materials for customers that describes projects and cost of providing services to enhance transparency.</i>



	9.1.1.5	<i>Partner with PUD to promote and support programs designed to decrease load on the grid during times of peak use.</i>
	9.1.1.6	<i>Prioritize maintenance over development of new services/infrastructure, when possible.</i>
9.1.2		Promote installation of high-speed telecommunication lines and fiber optics, providing state-of-the-art services to Monroe.
9.1.3		Promote energy grid modernization.
	9.1.3.1	<i>Expedite the local permitting and approval process for grid modernization to maintain grid capacity and reliability.</i>
	9.1.3.2	<i>Coordinate with the PUD to identify ways to achieve a Clean Energy Transition, such as by adopting codes that support siting existing and new technologies.</i>



Photo Source: City of Monroe Website

Goal 9.2

Advance Monroes' solid waste and recycling management strategies to reduce solid waste and promote sustainable end-of-life practices, minimize environmental impact, encourage environmental justice practices, and promote safety and cost-effectiveness.



Policy	Action Item	
9.2.1		Reduce solid waste produced in Monroe.
	9.2.1.1	<i>Identify and reduce harmful packaging and products that contribute to solid waste that cannot be recycled.</i>
	9.2.1.2	<i>Promote alternative end-of-life management for non-recyclable items.</i>
	9.2.1.3	<i>Encourage reuse, repair, recycle, and donation as alternatives to disposal.</i>
	9.2.1.4	<i>Increase culturally responsive, school-based, and community education programs that expand knowledge of waste prevention techniques and increase recycling.</i>



9.2.2		Promote environmental justice by reducing disproportionate impacts experienced by vulnerable populations.
	9.2.2.1	<i>Include communities and youth in engagement and decision-making processes for distribution of and access to services.</i>
	9.2.2.2	<i>Invest in communities that have had a disproportionate exposure to or that have experienced negative impacts due to the solid waste system or programs.</i>
	9.2.2.3	<i>Create a waste advisory committee with diverse community representation to increase participation and decision-making.</i>
9.2.3		Create more living wage jobs through the solid waste and recycling service systems.
	9.2.3.1	<i>Promote living-wage opportunities and benefits at the lowest-paying positions.</i>
	9.2.3.2	<i>Conduct monitoring and evaluation of workers' perception of wages and benefits to inform adjustments made to provisions.</i>
	9.2.3.3	<i>Encourage training, workforce development, and career pathway advancement for waste industry positions.</i>



Photo Source: City of Monroe Website

Goal 9.3

Minimize the environmental and social impacts of utilities in Monroe.



Policy	Action Item	
9.3.1		Encourage conservation of resources and use of renewable resources to delay the need for additional energy, water and other facilities.
9.3.2		Require developers to mitigate service and utility impacts and that costs are borne by new development rather than present residents and ratepayers, and that level of service standards are not degraded.
9.3.3		Promote design and utility construction standards that enhance and complement the natural character of the site and promote sustainability.
	9.3.3.1	<i>Require new utility lines be laid underground if possible. Seek to improve the appearance of utility corridors through design and maintenance.</i>
	9.3.3.2	<i>Improve the appearance of existing and planned utility corridors through design and maintenance.</i>
	9.3.3.3	<i>Encourage utility providers to limit disturbance to land and vegetation within transmission corridors to measures necessary for facility safety and maintenance.</i>
	9.3.3.4	<i>Support renewable energy, EV charging infrastructure, alternative energy, and water reclamation that supports the decarbonization of utilities.</i>



Photo Source: Provided by the City of Monroe

Goal 9.4

Prepare the city’s utility providers and services to be resilient and quickly recover in response to natural hazards or disasters.



Policy	Action Item	
9.4.1		Collaborate with PSE to create emergency management plans to minimize risk exposure to communities.
9.4.2		Encourage proactive practices and procedures to reduce electricity-related disasters.
	9.4.2.1	<i>Support PUD’s wildfire mitigation efforts, including electric system upgrades, year-round vegetation management, and fire weather operational procedures.</i>
9.4.3		Promote inclement weather notifications for service disruption and emergency communications in multiple languages during a disaster.
9.4.4		Create an emergency response and disaster management plan with solid waste and recycling services for debris removal.
	9.4.4.1	<i>Create a recovery framework that prioritizes response to remote or highly vulnerable communities during a disaster.</i>
	9.4.4.2	<i>Coordinate messaging and communication to vulnerable communities using multiple languages and modes of communication.</i>
	9.4.4.3	<i>Regularly assess and develop systems to reduce gaps in solid waste and recycling services and facilities from disasters.</i>



Photo Source: Provided by the City of Monroe

Goal 9.5

Identify financing opportunities to promote the advancement of more sustainable utilities service.



Policy	Action Item	
9.5.1		Pursue public-private partnerships as funding sources to accelerate clean energy projects.
	9.5.1.1	<i>Partner with PUD to promote energy efficiency programs and incentives to expedite energy efficiency upgrades.</i>
	9.5.1.2	<i>Partner with PUD to promote local investments and customer enrollment in clean energy projects and programs to achieve clean energy goals.</i>
	9.5.1.3	<i>Invest in community partnerships and organizations that improve access to clean energy for vulnerable communities in the provision of utilities and services.</i>
9.5.2		Promote financial assistance and discounted billing programs for income-qualified residents to reduce disproportionate impacts to vulnerable communities by the State's clean energy transition.

Environmental Justice **Efforts Across the Puget Sound Region**

Environmental justice works to identify and mitigate adverse, and disproportionate, impacts from environmental effects on low-income, minority, and other vulnerable populations, in accordance with the Executive Order 12898 (1994) and Title VI of the Civil Rights Act of 1964.¹ Puget Sound Regional Council (PSRC) has been working to identify ways in which to extrapolate data and patterns in the region to inform regional, state, and citywide actions to protect the health and livability of these areas.

¹ *Puget Sound Regional Council, Central Puget Sound Demographic Profile, 2021*

Clean and Renewable Energy **How the Washington Clean Energy Act is Working to Address Disparities**

The Washington Clean Energy Transformation Act (CETA) (SB 5116) signed into law in 2019 has committed the state to transitioning to a 100% renewable and non-emitting electric grid by the year 2045.² This bill not only provides incentives and assistance for those looking to transiting to zero-emissions energy sources, but also focuses on the costs and benefits to vulnerable populations and communities. The adopted State Energy Strategy created in response to CETA provides a roadmap to achieving equitable and inclusive access for these communities, and beyond.

² *Washington State Department of Commerce, Washington State Energy Strategy, 2021*





10 SHORELINES AND NATURAL ENVIRONMENT

Introduction

Shorelines, open spaces, and the natural environment play an important role in the development by influencing community design and quality of life. Located at the foothills of the Cascade Mountains, near where the Snoqualmie and Skykomish rivers join to form the Snohomish River, Monroe's natural environment has shaped the city from its earliest days.

The natural environment reflects the City's history, diversity, and culture, including the history, culture, and traditional knowledge and practices of the Indigenous people that inhabited the land for centuries before European settlement.

The Shorelines & Natural Environment Element provides an overview of the natural environment, including features such as watersheds, soils, critical areas, and shoreline areas - all features that influence Monroe's planning; and Monroe's Shoreline Management Program (SMP), which sets forth goals and policies reflecting Best Available Science (BAS) to protect and enhance the shoreline environment. However, it is also equally important that the City go beyond BAS and incorporate Traditional Ecological Knowledge (TEK) or Indigenous Knowledge (IK) into practice for resource preservation methods.

Relationship to Other Plans

The Monroe 2044 Shorelines & Natural Environment Element complies with the Washington Growth Management Act (GMA) and the planning goals outlined in Section 36.70A.020. This element directly acknowledges the importance of the natural environment to the overall quality of life with goals to:

- Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development (RCW 36.70A.020(2)).
- Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities (RCW 36.70A.020(9)).
- Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water (RCW 36.70A.020(10)).



Other Plans and Regulations

In addition to the GMA and SMP, several regulations relate to shorelines and the natural environment:

Federal

- **Endangered Species Act.** Regulates and protects species listed at the state or federal level, including requirements to provide a Federal Emergency Management Agency (FEMA) Habitat Assessment for any work within a floodplain that has the potential to affect listed species.
- **Migratory Bird Treaty Act.** Prohibits the take of protected migratory bird species without prior authorization by the U.S. Fish and Wildlife Service.
- **Bald and Golden Eagle Protection Act.** Prohibits the take of any bald eagle without the prior authorization by the U.S. Fish and Wildlife Service.
- **Clean Water Act (CWA).** Establishes the basic structure for regulating discharges of pollutants into the waters of the U.S. and regulating quality standards for surface waters.

- **National Pollutant Discharge Elimination System (NPDES).** Addresses water pollution by regulating point sources that discharge pollutants to waters of the United States.
- **National Flood Insurance Program (NFIP) and Biological Opinion.** Managed by FEMA, the NFIP provides insurance to help reduce the socio-economic impact of floods. In 2008, the National Marine Fisheries Service (NMFS) issued a Biological Opinion that determined that the NFIP causes jeopardy to several species protected under the Endangered Species Act (ESA) including Puget Sound salmon and orca whales. In its Biological Opinion, NMFS provided a Reasonable and Prudent Alternative to modify the implementation of the NFIP in a manner that would remove the jeopardy situation. For the City to remain a member of the NFIP, it had to demonstrate to the FEMA how it planned to comply with the Reasonable and Prudent Alternative contained within the biological opinion.



Regional and Statewide

- **Washington Clean Air Act.** Considers air as an essential resource that must be protected from harmful levels of pollution with a goal of preserving, protecting, and enhancing the quality of air for future generations.
- **State Environmental Policy Act (SEPA).** SEPA's basic policy of maintaining and improving environmental quality is implemented primarily through extensive procedural requirements designed to ensure that governmental agencies give proper consideration of environmental matters in making decisions on actions, whether proposed by private parties or the governmental entities themselves, that may impact the environment. The Lead Agency is responsible for identifying and evaluating the potential adverse environmental impacts of a proposal and involving the public.

- **Puget Sound Regional Council (PSRC) VISION 2050.**

The Puget Sound Regional Council (PSRC) is a metropolitan planning organization that develops policies and makes decisions about transportation planning, economic development, and growth management throughout the four-county Puget Sound metropolitan area. Monroe is a part of the Puget Sound region's growth and development area and will need to maintain consistency with the VISION 2050 Plan.

PSRC sets forth regulations and standards for housing, regional growth, environmental actions, climate change actions, development patterns, economic development, transportation actions, and public services. Cities should pay special attention to meeting housing needs of moderate- and low-income residents, taking care to not create displacement of marginalized populations, ensure appropriate housing-job balance, establish strategies that reduce greenhouse gases and encourage multimodal transportation, and encouraging job creation not just in urban centers.

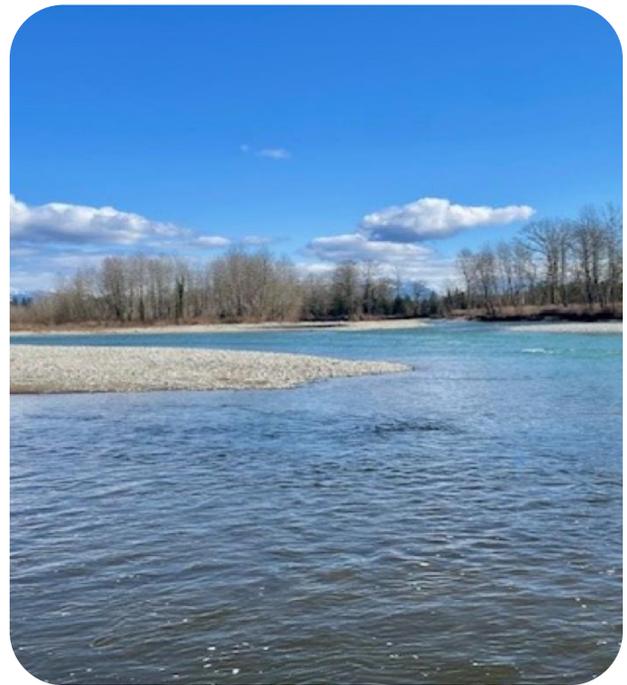


- Address climate change and resiliency by ensuring that comprehensive plans, development regulations, and regional policies, plans, and strategies required under RCW 36.70A.210 and Chapter 47.80 RCW (1) adapt to and mitigate the effects of a changing climate; (2) support reductions in greenhouse gas emissions and per capita vehicle miles traveled; (3) prepare for climate impact scenarios; (4) foster resiliency to climate impacts and natural hazards; (5) protect and enhance environmental, economic, and human health and safety; and (6) advance environmental justice.
- Address shorelines of the state by considering the goals and policies of the Shoreline Management Act (RCW 90.58.020) an element of the city's comprehensive plan.

In 2023, the Washington legislature passed and signed into law in House Bill (HB) 1183, which added a climate goal to GMA and requires local comprehensive plans to include a climate element. Jurisdictions that are fully planning under GMA must include in the climate element a resilience sub-element with goals and polices to improve climate preparedness, response, and recovery efforts; and a greenhouse gas emissions sub-element with goals and policies to reduce emissions and vehicle miles traveled. Climate elements must maximize economic, environmental, and social benefits and prioritize environmental justice to avoid worsening environmental

health disparities. Monroe must add a climate element with these sub-elements to its Comprehensive Plan by 2029 (WDOC 2024).

After GMA was enacted, the Washington State Legislature subsequently stated that counties and cities must adopt development regulations, using best available science (BAS), that protect critical areas as defined under the GMA (RCW 36.70A.060 and RCW 36.70A.172). The City of Monroe adopted critical areas regulations in 2003 and updated them in 2017. These critical areas regulations were incorporated into the Monroe Municipal Code's Critical Areas Ordinance (CAO) under Chapter 20.05. These regulations were developed in compliance with RCW 36.70A.172, which requires that BAS (WAC 365-195-905) be used in developing such regulations. Also in 2003, the Legislature further strengthened protections for the



Skykomish River shoreline

Source: Provided by the City of Monroe



natural environment under the GMA by clarifying that the goals and policies of the Shoreline Management Act (SMA) are considered goals of the Growth Management Act (RCW 36.70A.020 (15)). In 2023, the Legislature adopted an additional GMA goal, which states that comprehensive plans must include measures that adapt to and mitigate the effects of changing climate and protect and enhance environmental, economic, and human health and safety (RCW 36.70A.020 (14)).

Puget Sound Regional Council's regional plan for growth, VISION 2050, includes two Multicounty Planning Policies (MPPs) related to the environment and climate change, primarily focusing on protecting and restoring natural systems, conserving habitat, improving water quality, reducing air pollutants, and reducing greenhouse gas emissions. These MPPs serve as a framework for updating countywide planning policies. Snohomish County's Countywide Planning Policies (CPPs) draw from these MPPs to create policies for jurisdictions to implement within the County to protect and restore natural systems and public health and mitigate climate change. Goals and policies described at the end of this element are consistent with the MPPs and CPPs.

The Snohomish CPPs include 11 policies to protect the environment and seven policies addressing climate change. These policies are similar to the environmental and climate change policies included in PSRC's VISION 2050. They encourage collaboration between the County and Cities, between Cities, and between jurisdictions and the Tribes. The goal

is to protect regional assets such as open space and wildlife corridors and address mutual issues such as stormwater management and water quality.

Finally, Snohomish County coordinates with the cities and special purpose districts within Snohomish County every five years to update the Snohomish County Hazard Mitigation Plan (HMP). Hazard mitigation is the use of strategies to reduce the loss of life, personal injury, and property damage that may result from a disaster. The HMP enables the County, its cities, and special purpose districts to maintain eligibility for disaster-related federal grant assistance as required by the 2000 Disaster Management Act. The HMP also helps Snohomish County, its cities, and special purpose districts meet the Federal Emergency Management Agency's (FEMA's) Community Rating System requirements, a voluntary component of the National Flood Insurance



Lake Tye Shoreline

Source: City of Monroe, Department of Community Development



Program (NFIP) that may help to reduce flood insurance premiums. The HMP identifies the top natural and human-caused hazards affecting communities in Snohomish County and recommends goals, objectives, and community-specific actions to recover or prevent future losses due to these events. Snohomish County communities are most at risk due to potential natural or human-caused hazards including earthquakes, epidemics, hazardous materials incidents (including train accidents), weather events, and flooding. The HMP was last updated in 2020 (Snohomish County 2020).

This Comprehensive Plan Update does not have a Climate Change Mitigation & Resilience Element. However, as part of the update process, a Climate Change Impact Analysis (**Appendix 10-A**) was prepared that examines observed and projected changes of concern for the region.

Environmental Characteristics

Hydrology and Watersheds

Monroe is located within Water Resource Inventory Area 7 (WRIA 7), the Snohomish River basin. A summary of each of the three watersheds that comprise the Snohomish River basin (see **Figure 10.1**) is provided below. The City prepared a Watershed Planning Assessment (**Appendix 10-B**) in December 2022 to help inform future land use planning decisions. The Washington Department of Ecology (Ecology) recommends assessment of watershed conditions during planning to ensure a more

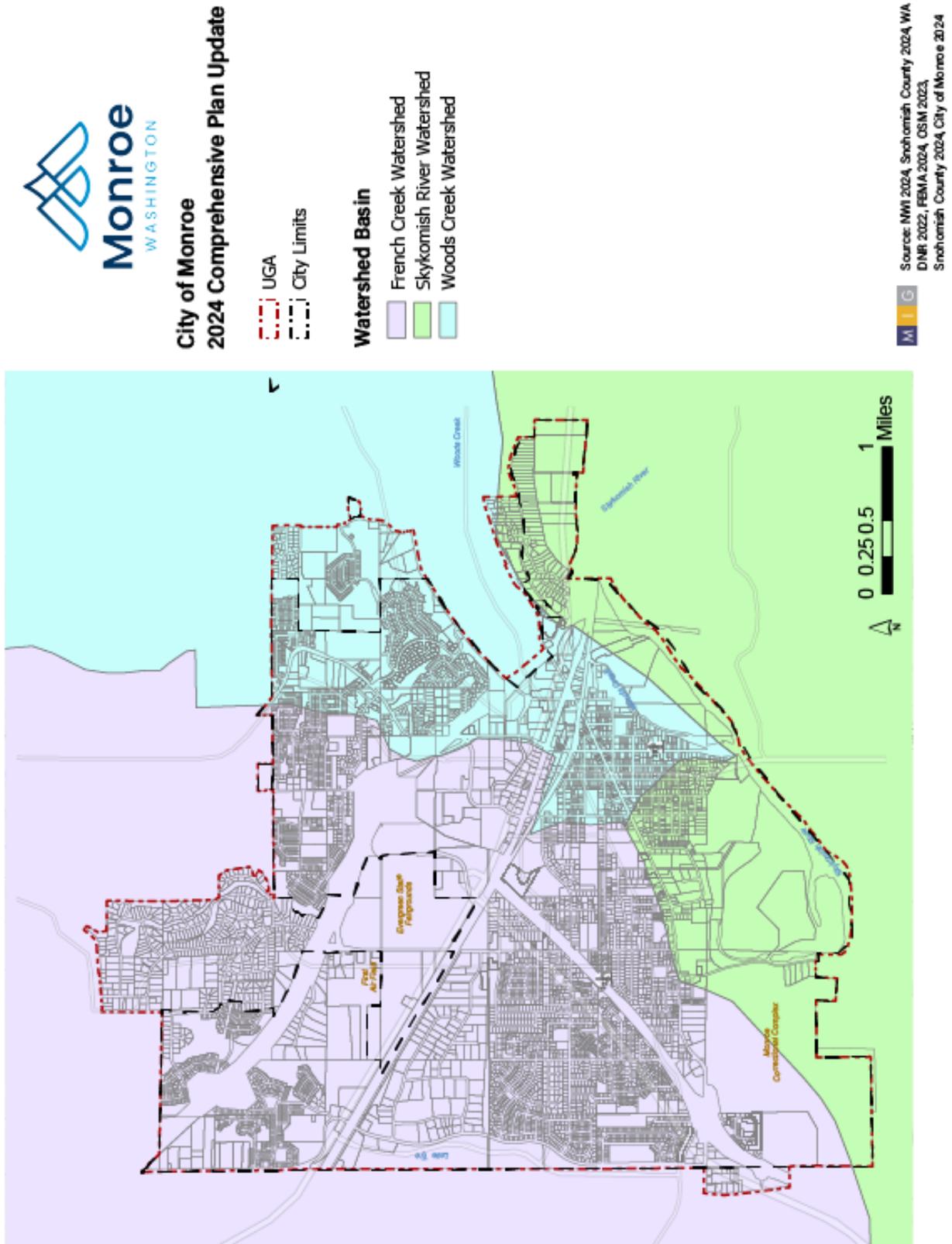
functional and resilient natural environment, develop appropriate solutions to watershed issues, and address potential conflicts between future land use actions and protection of critical areas. The Watershed Planning Assessment characterized the three watersheds located in Monroe using Ecology's Puget Sound Watershed Characterization Project (PSWCP) database and recommended actions the City could take to improve or restore water flow, water quality, and fish and wildlife habitat.

The Watershed Planning Assessment (**Appendix 10-B**) recommends that the City focus on best management practices to protect and conserve water flow, water quality, and habitat processes during future development actions, and find opportunities to repair and remove past degradation to restore these processes and functions where practical.

French Creek Watershed

The majority of the City lies within the French Creek Watershed. French Creek originates in the Cascade foothills to the northeast and is a major tributary to the Snohomish River. French Creek does not flow within the City Limits; however, Cripple Creek, and several other tributaries to French Creek (e.g., Homestead Creek, Creation Creek, Arena Creek, Backhoe Creek) flow into the City from the north and northeast. Within the City limits, the French Creek Watershed is advanced and includes areas of residential development to the northwest and southeast of State Route (SR) 522; the commercial developments along Highway 2 east of Lewis Street, the Evergreen

Figure 10.1 - SNOHOMISH RIVER BASIN AND SURROUNDING WATERSHEDS





Speedway and State Fairgrounds; the Fryelands Business Park; and Lake Tye. Outside of the City Limits, to the northwest, agriculture is the dominant land use. The French Creek Watershed is highly important for surface storage, water recharge, and water discharge, but existing development has degraded the water flow processes.

The watershed is high priority for actions to restore water flow processes, except for the portion of the French Creek Watershed near the northern extent of the City limits, north of Highway 2 and west of N. Kelsey Street, an area which had a moderate surface storage and discharge function pre-development and is considered low priority for restoration. This area may be appropriate for some additional development, but restoration of remaining important areas (e.g., open spaces, wetlands, riparian areas) could also be beneficial (see **Appendix 10-B**).

Woods Creek Watershed

The Woods Creek Watershed is located in the eastern portion of the City, to the east of Chain Lake Road north of Highway 2 and east of Kelsey Street, south of Highway 2. Land use within this watershed is primarily commercial development with residential developments adjacent to the stream in the lower reaches. Woods Creek originates in the Cascade foothills near Lake Roesiger to the northeast and is the largest lowland tributary of the Skykomish River (Snohomish County 2013). Woods Creek enters the City Limits south of Old Owen Road and joins the Skykomish River at Al Borlin Park in the eastern extent of the City. Two additional tributaries to Woods

Creek, Cutthroat Creek and Brown Road Creek, are also within the City's urban growth area.

The PSWCP indicates that the majority of the Woods Creek Watershed exhibits a moderate to high level of importance for surface storage and a high level of importance for recharge and discharge. However, due to the extent of development within the watershed, these water flow processes are highly degraded and therefore, this watershed has the highest priority for restoration compared to the other two watersheds that occur in the study area (see **Appendix 10-B**).

Skykomish River Watershed

The Skykomish River Watershed is located along the Skykomish River following the southern extent of the City. Though only a small portion of the City Limits are within this watershed, it is the largest of the three watersheds and also contains the City of Sultan and the City of Gold Bar to the east of Monroe. Land use within the City Limits in this



Woods Creek Watershed
Source: City of Monroe



watershed include Al Borlin Park, Skykomish River Park, and the Cadman sand and gravel operation. No other streams occur within the portion of the Skykomish Watershed within City Limits. Based on the results of the PSWCP, in its natural state, this watershed exhibits a moderate to high level of importance for surface storage and discharge and a high level of importance for recharge. However, due to the extent of development within the watershed, these water flow processes are highly degraded and therefore, this watershed has a high priority for restoration (see **Appendix 10-B**).

Soils

Soils are illustrated in **Figure 10.2**. The majority of the City is underlain by alluvium soils; primarily Sultan silt loam and Puget silty clay loam. Alluvial soils are deposited by surface water during flood events and can remove sediments and nutrients. They also absorb water at a rapid rate and provide the majority of the recharge to Monroe's aquifer system. Soils along the Skykomish are commonly Pilchuck loamy sand and Puyallup fine sandy loam, also considered to be alluvial soils, but in the Entisol and Mollisol soil orders, respectively. These soils are commonly found on floodplains. Soils sloping up to the plateau are primarily McKenna gravelly silty loam, also in the Inceptisol soil order. These soils have a parent material of basal till, which are sediment deposits laid down by glacial activity. These soils are poorly drained and commonly found in depressions and drainageways. Soils in the southwest extent of the City are primarily Tokul gravelly medial loam and Pastik silt loam. These soils

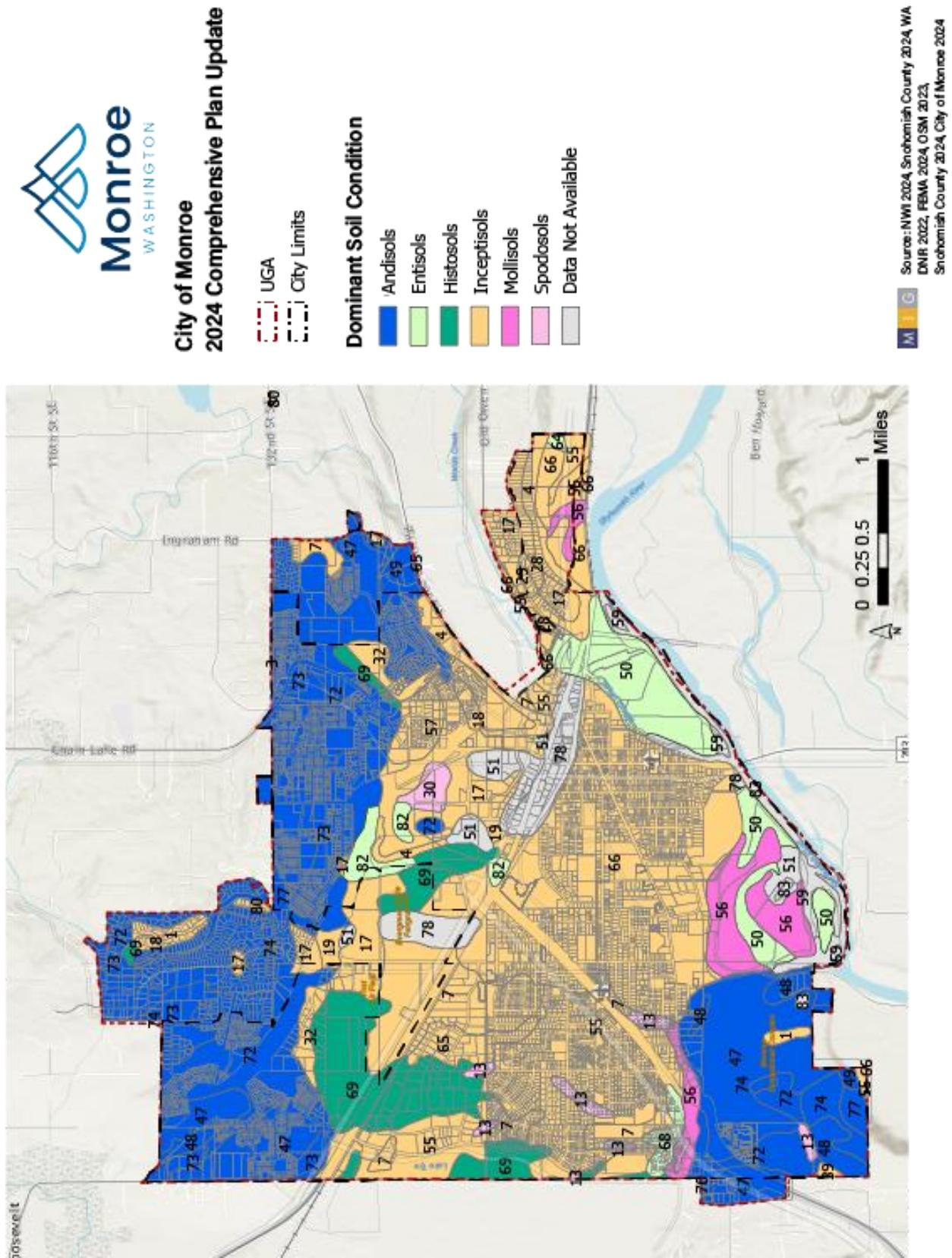
are in the Andisol soil order and have a parent material of volcanic ash mixed with loess over glacial till. These soils are moderately well drained and frequently found on hillslopes and till plains.

Critical Areas

The City of Monroe Municipal Code (MMC) defines critical areas as critical aquifer recharge areas (CARAs), fish and wildlife habitat conservation areas, frequently flooded areas, geologically hazardous areas, and wetlands (RCW 36.70A.030(5)) and MMC 22.12.030). WAC 365-196-480 identifies critical area definitions and requirements for natural resource lands.

Cities planning under the GMA are required to adopt development regulations that protect critical areas with the goals of preserving the natural environment, maintaining fish and wildlife habitat, and protecting drinking water (WDOC 2023). Protecting critical areas also helps reduce exposure to risks, such as landslides or flooding, and maintains the natural elements.

Figure 10.2 - SOILS





The City of Monroe protects its critical areas through their Critical Areas Ordinance (CAO) (MMC 22.80). The GMA requires the City to review, evaluate, and if necessary, update their CAO every ten years (RCW 36.70A.130) and are required to use BAS when reviewing or revising the CAO. The City of Monroe completed a substantial update of the CAO in 2017. The City has prepared maps which approximate boundaries for the following critical areas within the City Limits: geologically hazardous areas, wetlands, floodplains and floodways, shorelines, creeks, streams, and natural drainage courses (MMC 22.80.040). The City intends to complete its next update of the CAO in 2025. **Appendix 10-B** discusses fish and wildlife habitat specific to each of the three watersheds in Monroe (French Creek, Woods Creek, and Skykomish River).

Critical Cultural Resources

A Critical Cultural Resource (CCR) is an organic archaeological object of high cultural significance to the Snoqualmie people.

CCRs as trees are often Western red cedar; however, historical, and traditional practices include other species, such as big-leaf maple or cottonwood. Often referred to as a Culturally Modified Tree (CMT) in archaeological terms, the Tribe prefers this broader term. The defining characteristic of a CCR is the visibility of past human modification.

Typical modifications on CCRs include tree branches, bark, and even tree clusters. These living historical markers and resources are an



Western red cedar
Source: Flickr.com

identifiable connection to locations and places of cultural/historical/archaeological significance for the Tribe. It is important that the City look to protecting these significant resources when making land use decisions.

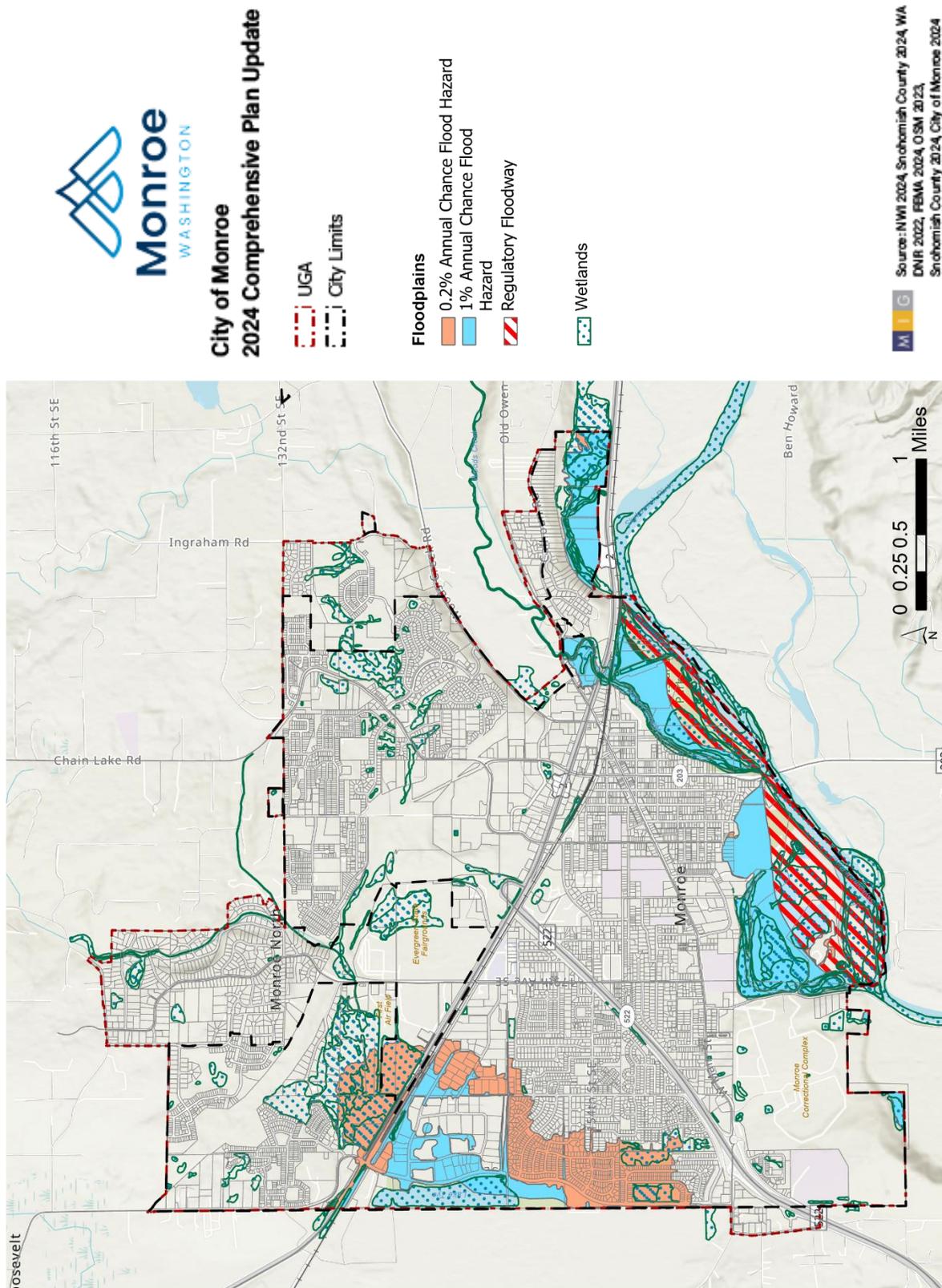
Wetlands

The Growth Management Act defines wetlands as:

"...areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." (RCW 36.70A.030.48)

Wetlands are illustrated in **Figure 10.3**. Wetlands provide important functions including flood control, groundwater recharge, water filtration and purification, erosion control, shoreline stabilization, and fish and wildlife habitat. Wetlands are also effective carbon sinks, sequestering carbon dioxide from the atmosphere and bolstering

Figure 10.3 - WETLANDS & FLOODPLAINS





efforts to reduce the effect of greenhouse gas emissions.

MMC 22.80.090 contains specific development standards that limit the impacts to wetlands so that there is no net loss of wetland functions and values. MMC 22.80.90 requires that each wetland have a protected buffer to minimize potential harm from adjoining land uses. Buffers are vegetated areas that help filter sediments and other pollutants from stormwater runoff, slow stormwater, reduce erosion, and provide a protected pathway for wildlife movement.

The City classifies wetlands into categories determined by the 2014 Washington State Wetland Rating System for Western Washington (Hruby & Yahnke 2023) that reflect each wetland's special characteristics, value, and functions. Buffer widths required by the City are based on wetland category, habitat function, whether a habitat corridor, such as a stream, is present, and whether or not mitigation measures are implemented. Wetland buffer widths required by the City follow the latest BAS and range from 40 to 300 feet (MMC 22.80.090.D.4).

Though wetlands are present throughout the City Limits, the central commercial and residential areas of Monroe south of US 2 are not known to have large wetland systems (City of Monroe 2013a). Important forested wetlands are known to occur along the Skykomish River, Woods Creek, and within the southern boundary of the City adjacent to Al Borlin Park and along the Skykomish River Park. There are also several large ponds within the former Cadman gravel site, likely created

as a result of gravel extraction. A large wetland associated with Cripple Creek exists west of the Evergreen State Fairgrounds. Undeveloped upland forest within the northern extent of the City connects the Cripple Creek wetland to another wetland mapped east of the Evergreen Speedway and associated with Arena Creek. Notable emergent and forested wetlands exist near Park Meadows Park, which is located near the western boundary of the City (USFWS 2023).

Fish and Wildlife Habitat Conservation Areas

WAC 365-190-130 defines fish and wildlife habitat conservation as land management for maintaining populations of species in suitable habitats within their natural geographic distribution so that the habitat available is sufficient to support viable populations over the long term and isolated subpopulations are not created. Fish and Wildlife Habitat Conservation Areas (FWHCAs) contribute to the City's biodiversity and occur on both publicly and privately owned lands. Designating FWHCAs is important for determining appropriate development densities, urban growth area boundaries, open space corridors, and incentive-based land conservation and stewardship programs. FWHCAs that must be considered for classification and designation in Monroe, as defined in MMC 22.12.030, include:

- Areas where state or federally designated endangered, threatened, and sensitive species have a primary association (e.g., Skykomish River).



- Habitats and species of local importance, including, but not limited to, areas designated as priority habitats and species by the Washington Department of Fish and Wildlife's (WDFW) Priority Habitats and Species (PHS) program.
- Naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish and wildlife habitat.
- Waters of the state, including lakes, rivers, ponds, streams, inland waters, underground waters, salt waters and all other surface water and watercourses within the jurisdiction of the state of Washington.
- Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity.
- State natural area preserves and natural resources conservation areas.
- Land essential for preserving connections between habitat blocks and open spaces.

MMC 22.80.110 provides standards for the protection of FWHCAs. The protection standards vary depending on the type of FWHCA, but in general, FWHCAs may only be altered if the proposed alteration of the habitat or the mitigation proposed does not degrade the qualitative functions and values of the habitat.

Streams and Fish FWHCAs

Streams with documented presence of anadromous fish species, such as salmon that spend a portion of its lifecycle in both fresh and salt waters occur within the Monroe City Limits and are designated FWHCAs (NIFC 2023), with the largest being the Skykomish River. **Table 10.1** lists the documented fish species within the portion of the Skykomish River within the Monroe City Limits.

The city regulates all critical areas through the Monroe Municipal Code (MMC) Chapter 22.80 (Critical Areas). This includes activities, uses, and alterations proposed to be located in water bodies used by anadromous fish or in areas that affect such water bodies. The MMC also sets allowable work windows and requires consideration of alternatives that result in less impact to habitat and mitigation.

The City's current minimum stream buffer requirements for all streams are based on the type of stream (fish-bearing or non-fish-bearing), stream flow (permanent or seasonal) and distance to streams with known salmonids.



Salmon

Source: Washington State University Magazine



In 2020, the Washington Department of Fish and Wildlife (WDFW) issued new guidance for the protection of riparian areas. It emphasizes a shift in terminology from the concept of “stream buffers” to “riparian management zones” (RMZs). An RMZ is a scientifically defined area adjacent to rivers or streams that has the potential to provide maximum functions based on something called the Site Potential Tree Height (SPTH). This differs from the use of “buffer,” as an RMZ is considered to be wide enough to include the full riparian function. The guidance recommends that an RMZ be delineated on a site-by-site basis and be measured from the outer edge of the Channel Migration Zone, or from the Ordinary High-Water Mark, where a CMZ is not present.

Woods Creek provides migratory areas and spawning grounds for coho, chinook, chum, and pink salmon, as well as steelhead, coastal cutthroat, bull, and dolly varden trout species.

The majority of the City has a 215-foot SPTH, which is only slightly higher than the existing buffer for a Type F stream. Best Available Science also suggests a minimum RMZ of 100ft for all streams in order for pollution removal.

Other FWHCAs

Besides streams and other state waters noted above, there are a number of FWHCAs in Monroe, including areas where state or federally designated endangered, threatened, and sensitive species have a primary association, areas designated as priority habitats by the Department of Fish and Wildlife (WDFW) and open spaces that provide wildlife habitat or connections

Table 10.1 - PRIORITY FISH SPECIES WITHIN THE SKYKOMISH RIVER IN MONROE

Species Common Name (<i>Scientific Name</i>)	Fish Use
Chinook Salmon^T (<i>Oncorhynchus tshawytscha</i>)	Occurrence and Migration
Pink Salmon (<i>Oncorhynchus gorbuscha</i>)	Occurrence, Migration, and Breeding Area
Steelhead^T (<i>Oncorhynchus mykiss</i>)	Occurrence, Migration, and Breeding Area
Chum Salmon (<i>Oncorhynchus keta</i>)	Occurrence and Breeding Area
Coho (<i>Oncorhynchus kisutch</i>)	Occurrence, Breeding Area, and Migration
Bull Trout^{TC} (<i>Salvelinus confluentus</i>)	Occurrence and Breeding Area
Cutthroat (<i>Oncorhynchus clarkii</i>)	Occurrence and Migration

T - Federally listed as 'Threatened'
C - Candidate for state listing
 Source: NIFC, 2023



between habitat blocks and open space (e.g., Al Borlin Park).

WDFW lists habitats and species considered to be priorities for conservation and management in their Priority Habitats and Species (PHS) List (WDFW 2022). Priority species include state-listed species; animal aggregations considered vulnerable; and species of recreational, commercial, or tribal importance that are vulnerable. WDFW considers priority habitats to be habitat types or elements with unique or significant value to a diverse assemblage of species. According to WDFW, areas of priority habitats of greater importance to fish or wildlife tend to have one or more of these characteristics:

- Habitat areas that are larger are generally better than areas that are smaller.
- Habitat areas that are more structurally complex (e.g., multiple canopy layers, geologically diverse) are generally better than areas that are simple.
- Habitat areas that contain native habitat types adjacent to one another are better than isolated habitats (especially aquatic associated with terrestrial habitat).
- Habitat areas that are connected are generally better than areas that are isolated.
- Habitat areas that have maintained their historical processes (e.g., historical fire regimes) are generally better than areas lacking such processes.

Lake Tye, located along the western border of Monroe, is mapped by WDFW as supporting a regular concentration of winter waterfowl including northern shovelers (*Spatula clypeata*), wood ducks (*Aix sponsa*), mergansers (*Mergus merganser*), and green-winged teals (*Anas carolinensis*). A communal roost and nesting location for Vaux swift, a WDFW-designated priority species, is mapped as occurring within a chimney at Monroe Elementary School, located just south of west Main Street (WDFW 2023).

Other FWHCAs generally occur outside of the central areas of the City to the north and south extents where larger wetland complexes and the Skykomish River are located.

Flood Hazard Areas

Flood hazard areas are defined as land in the floodplain subject to a one percent or greater chance of flooding in any given year (commonly known as the 100-year flood). Flood hazard areas are an important element of the natural environment because of the risk



*Woods Creek log armory
Source: Provided by the City of Monroe*



they pose to humans and the natural and built environments. Additionally, historic losses to salmon habitat have occurred as a result of development encroaching into floodplains.

In addition to minimizing adverse effects to human health, safety and infrastructure, floodplains are ideal locations for salmon habitat restoration. Flood hazard areas are identified by the Federal Emergency Management Agency (FEMA) on their Flood Insurance Rate Maps (FIRMs).

In Monroe, the following areas are identified as flood hazard areas (see Figure 10-3):

- Areas immediately adjacent to the Skykomish River
- Woods Creek
- Lake Tye

In general, floodplains in the City are undeveloped and include open spaces and agricultural fields. Buck Island, the Cadman Sky River Pit, and Skykomish River (Sky River) Centennial Park are located within the Skykomish River floodplain. (City of Monroe 2019). The City updated its flood hazard area regulations in 2020 (Chapter 14.01 MMC).

The Skykomish River and the majority of the land immediately adjacent to it is also mapped as a regulatory floodway. FEMA defines a regulatory floodway as the channel of a river and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to

ensure that there are no increases in flood elevations.

All development proposals in flood hazard areas are subject to City regulations in MMC 14.01 - Flood Hazard Regulations. The purpose of these regulations is to promote public health, safety, and general welfare, and to minimize public and private losses through the following provisions:

- Restricting or prohibiting uses that are dangerous to health, safety, and property due to water or erosion hazards, or that result in damaging increases in erosion or in flood heights or velocities.
- Requiring that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction.
- Controlling the alteration of natural floodplains, stream channels, and natural protective barriers that help accommodate or channel floodwaters.
- Controlling filling, grading, dredging, and other development that may increase flood damage.
- Preventing or regulating the construction of flood barriers that will unnaturally divert flood waters or may increase flood hazards in other areas.

In addition to development regulations, the City manages flooding through their Flood Protection and Management Program.



Examples of how they are reducing flood hazards include:

- Adopting city regulations that support floodplain management and protection (MCC Chapter 14.01).
- Participating in FEMA's Community Rating System which results in a 25% discount on flood insurance for property owners.
- Investing in our stormwater system by inspecting, installing, maintaining, and repairing our pipes, catch basins, ditch lines, and stormwater ponds by converting to more natural and sustainable stormwater catches.
- Maintaining mapping data to better manage floodplain hazard areas.
- Educating the community on potential flood hazards and ways they can be prepared for flooding.
- Encouraging property owners to flood proof homes and purchase flood insurance.
- Purchasing open space in floodplains to preserve undeveloped land.

Geologically Hazardous Areas

Geologically hazardous areas (WAC 365-190-120) include areas susceptible to erosion, sliding, earthquake, or other geological events. Such areas can pose a threat to the health and safety of citizens and development can exacerbate risks when not properly regulated. Geologically hazardous areas

regulated by the City include the following:

- **Erosion hazard areas** - areas identified by the US Department of Agriculture's Natural Resources Conservation Service as having "severe" or "very severe" rill and inter-rill erosion hazards.
- **Landslide hazard areas** - areas potentially subject to landslides based on a combination of geologic, topographic, and hydrologic factors. They include areas susceptible because of any combination of bedrock, soil, slope (gradient), slope aspect, structure, hydrology, or other factors.
- **Seismic hazard areas** - areas subject to severe risk of damage as a result of earthquake-induced ground shaking, slope failure, settlement, soil liquefaction, lateral spreading, or surface failure.
- Other areas subject to geological events including tsunami, mass wasting, debris flows, rock falls, and differential settlement.

Known geologically hazardous areas in Monroe include areas north of Woods Creek Road from Oak Street to the City Limits.

Topographic analysis indicates that approximately 222 acres of land in the City Limits are constrained by slopes of 15 to 40 percent gradient and 56 acres of land are in slopes of 40 percent gradient or greater. All areas with slopes steeper than 40



percent are considered landslide hazard areas. Areas with slopes steeper than 15 percent that have groundwater seepage and relatively permeable sediment overlying a relatively impermeable sediment or bedrock, are considered landslide hazard areas.

The City regulates development in geologically hazardous areas under MCC 22.80.130. In general, alterations of geologically hazardous areas or associated buffers may only occur for activities that:

- Will not increase the threat of the geological hazard to adjacent properties beyond predevelopment conditions.
- Will not adversely impact other critical areas.
- Are designed so that the hazard to the project is eliminated or mitigated to a level equal to or less than predevelopment conditions.
- Are certified as safe as designed and under anticipated conditions by

a qualified geotechnical engineer or geologist, licensed in the state of Washington.

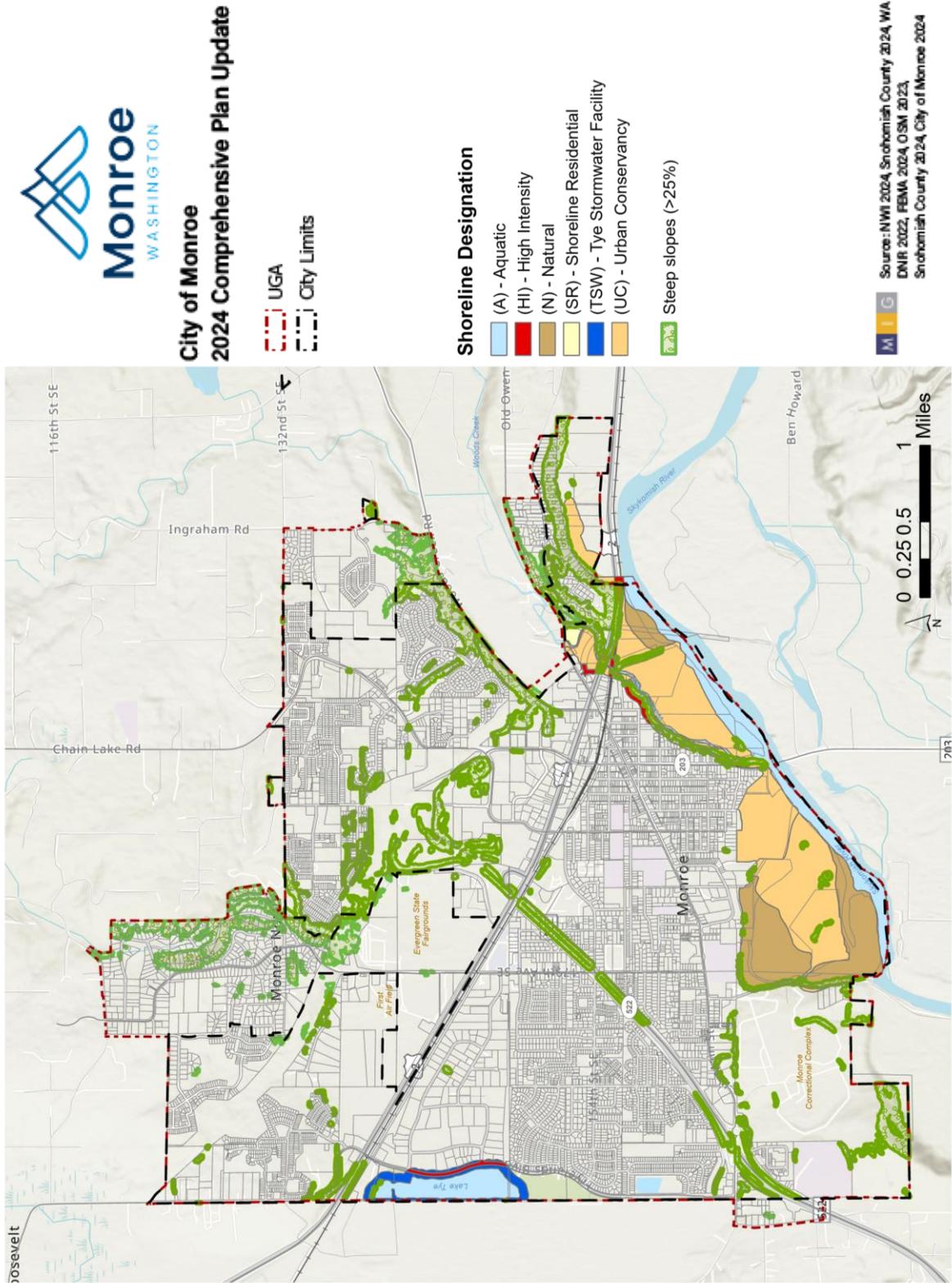
Critical Aquifer Recharge Areas

Critical Aquifer Recharge Areas (CARAs) are the geographic areas that have a “critical recharging effect on aquifers used for potable water” (RCW 36.70A.030(5)). They are areas that have been identified as sole sources aquifers, areas that have a high susceptibility to groundwater contamination, or areas that have been approved by the state as wellhead protection areas for municipal or district drinking systems. Although no CARAs were known to exist within the City of Monroe at the time the 2015 Comprehensive Plan EIS was prepared, the Snohomish County CARA Map (Snohomish County 2023) shows depths to an aquifer in Monroe between 0 feet and 100 feet. The County CARA Map does not identify a sole source aquifer in Monroe. Groundwater resources in and near Monroe include discontinuous aquifers surrounded by less permeable sediments. Most of the



Lake Tye circa 2013
Source: Alaska Girl at Heart Blog

Figure 10.4 - GEOLOGIC HAZARDS AND SHORELINES





lowland and valley areas of Monroe are built on soils that support moderate infiltration rates, although these areas are generally advanced and the soils highly disturbed. Areas on the north and west edges of Monroe primarily comprised of soils with low infiltration rates, which may increase the risk of surface water runoff in these areas. The Climate Change Impact Analysis (**Appendix 10-A**) did not identify any CARAs within the Monroe city limits.

Shoreline Master Program (SMP)

Shorelines are a key part of the natural environment. They are important resource areas, provide important places for water-dependent development, and are important for public access. The Washington State Legislature passed the Shoreline Management Act (SMA) in 1971 with the overarching goal of preventing shoreline degradation caused by uncoordinated development of the state's shorelines. The policies contained within it strive to foster reasonable and appropriate uses, protect natural resources, and promote public access. In 2003, the Legislature further strengthened protections for the natural environment under GMA by clarifying that the goals and policies of the SMA are considered goals of GMA (RCW 36.70A.020 (15)). The City most recently updated its Shoreline Master Program (SMP) in June 2019 in accordance with the SMA (RCW 90.58), the GMA, and the Washington Department of Ecology (Ecology). The City's shoreline management regulations can be found in Chapter 22.82 MCC-Shoreline Management. In 2020, the City of

Monroe adopted an SMP update that was prepared in 2019. Ecology approved the 2019 update on March 15, 2024, and is holding an appeal period which extends through May 14, 2024. The next SMP update is due by June 30, 2029.

Shoreline Jurisdiction

The SMA regulates use of "shorelines of the state" and include the following waterbodies and adjacent shoreland typically within 200 feet of the waterbody:

- All marine waters.
- Streams or segment of streams where the mean annual flow is greater than 20 cubic feet per second.
- Lakes and reservoirs 20 acres and greater in size.
- Associated wetlands.

In Monroe, regulated shorelines of the state include:

- The Skykomish River and Woods Creek within the City's municipal boundary.
- The upland area landward 200 feet of the ordinary high-water mark (OHWM) of the Skykomish River and Woods Creek.
- Tye Stormwater Facility and shorelands 200 feet from its OHWM.
- All associate wetlands.



The Skykomish River is designated as a “shoreline of statewide significance.” Management priorities for shorelines of statewide significance are to recognize statewide interest over local interest, preserve natural shoreline character, recognize long term over short term benefits, and to increase public access and recreational opportunities (RCW 90.58.020 and incorporated into the City’s SMP).

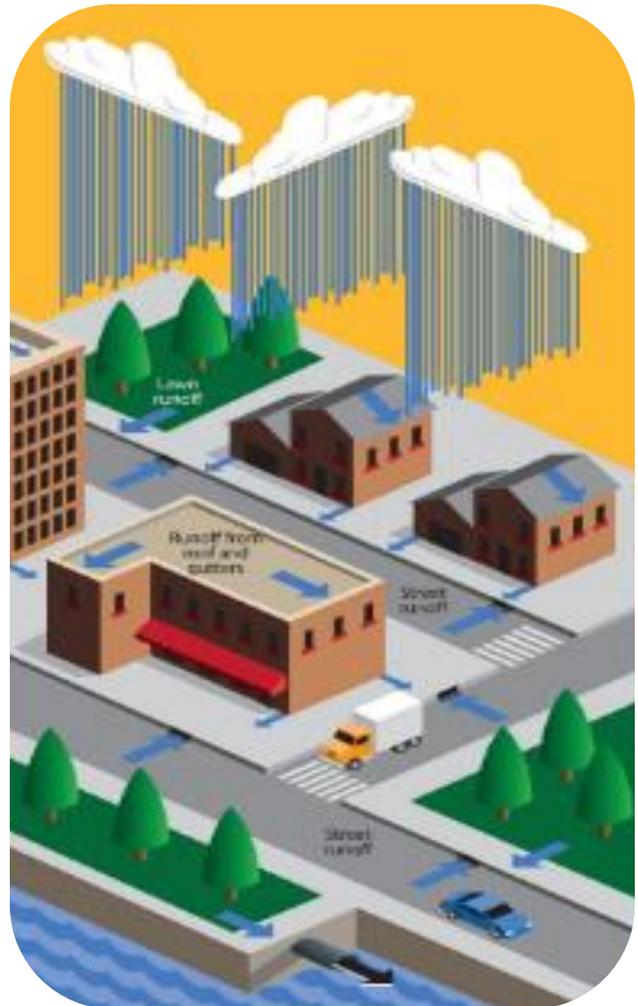
Shoreline Environment Designations

The City’s SMP classifies shoreline areas into six environment designations, described in **Table 10.2**. The City’s classification system is based on the existing use pattern, the biological and physical character of the shoreline.

Shoreline Uses

The SMA outlines use preferences and priorities that include the following:

- Reserve appropriate areas for protecting and restoring ecological functions to control pollution and prevent damage to the natural environment and public health.
- Reserve shoreline areas for water-dependent and associated water-related uses.
- Reserve shoreline areas for other water-related and water-enjoyment uses that are compatible with ecological protection and restoration objectives.



Stormwater run-off diagram
Source: City of Monroe SMP website

- Locate detached residential uses that can be developed without significant impact to ecological functions or displacement of water-dependent uses.

The City’s SMP follows these priorities and policies and also identifies the uses that are allowed, conditionally allowed, or prohibited in each SED. Shoreline areas, being a limited ecological and economic resource, are the setting for competing uses and ecological protection and restoration activities.



Table 10.2 - SUMMARY OF SHORELINE ENVIRONMENT DESIGNATIONS IN MONROE

SED	Summary	Example Shoreline
Natural	Applied to ecologically intact shorelands providing important and irreplaceable functions (e.g., undisturbed wetlands, estuaries,) where new development or uses could likely result in significant adverse impacts.	<ul style="list-style-type: none"> • Along Al Borlin Park, between the main channel of the Skykomish River and the side channel as it meanders over time. • Wetlands and forested upland habitat to the north, west and south of the Cadman Site Area.
Aquatic	Applied to aquatic areas and established to protect, manage, and (where feasible) restore these aquatic areas.	<ul style="list-style-type: none"> • Skykomish River • Woods Creek • Lake Tye
Urban Conservancy	Applied to shorelands appropriate and planned for development that is compatible with maintaining or restoring the ecological functions of the area.	<ul style="list-style-type: none"> • Most land along Woods Creek. • Skykomish River Centennial Park • Cadman Site park and open space.
Shoreline Residential	Applied to shoreline areas that are predominantly single-family or multifamily residential development or are planned and platted for residential development.	<ul style="list-style-type: none"> • 3 residential parcels along the top of the bluff west of Woods Creek. • 2 residential parcels located between Old Owen Road and Calhoun Road. • 3 existing residential parcels east of Woods Creek and south of Old Owen Road.
Tye Stormwater Facility	Established to encourage and enhance recreational uses, public access, and appropriate development while accomplishing the waterbody's primary function: storing and treating storm water runoff from nearby lands.	<ul style="list-style-type: none"> • Shoreline areas adjacent to Lake Tye

Source: SMP, 2019



Public Access to Shorelines

Protecting public access is one of the main goals of the SMA. Public access can include physical access, such as that provided by a trail, floats and docks, promenades, bridges, street ends, and boat ramps. Public access can also be visual, such as viewing towers, views from an overpass, breezeways between buildings or views of prominent shoreline trees. Public access can be formal with paved walkways, identification signs and interpretive displays, or informal, via a small footpath to the beach. Physical access may be implemented through dedication of land or easements, cooperative agreements, or acquisition of land along the shoreline.

Along Monroe’s shorelines, public access is provided primarily at Al Borlin Park, Skykomish River Park, Lewis Street Park and boat launch, and Lake Tye Park.

No Net Loss Standard and Shoreline Restoration

The City of Monroe SMP adopts the “no net loss” standard, consistent with the 2003 Washington State SMP Guidelines. The no net loss principle requires that the ecological impact of future development must be mitigated through a combination of the following:

- Inventorying existing ecological conditions.
- Appropriate permitting that protects the shoreline.
- Restoration projects, as per the SMP policies and regulations.

Permitted development should avoid adverse impacts on the shoreline but may improve conditions through restoration projects. When this is not possible, impacts should be minimized through mitigation.

Chapter 7 of the City’s SMP includes a Shoreline Restoration Plan (see **Appendix 10-C**) with the following two main goals:

- Assure preservation, protection, and restoration of salmon habitat to a sufficient extent and quality to support the productivity and diversity of all wild salmon stocks in the Snohomish River basin at a level that will sustain fisheries and non-consumptive salmon-related cultural and ecological values.
- Assure preservation, protection, and restoration of all ecological functions.



Skykomish Kayaking Big Eddy with Boat pickup at Lewis St. Boat Launch
Source: Mountaineers.org



The City participates in several existing and ongoing restoration projects including the Snohomish Basin Salmon Recovery Forum. In 2005, as part of the Snohomish River Basin Salmon Conservation Plan, the City committed to continue to participate in the Forum “to support Plan implementation, evaluation, and management; implement restoration and protection projects in the City of Monroe consistent with the Plan; and implement policies, programs, and regulations consistent with the intent of the Plan as necessary to achieve salmon recovery, needs and goals.”

Climate Change

The City prepared a Climate Change Impact Analysis in September 2023, which included a state-of-the-science synthesis on observed and projected changes of concern for the City of Monroe. Changes in air and stream temperatures, precipitation patterns, snowpack, streamflow, sediment dynamics, drought, and wildfire regimes will affect Monroe’s ecological assets and critical areas, including fish and wildlife habitats, wetlands,

critical aquifer recharge areas, and soils and geologically hazardous areas. The Climate Change Impact Analysis presents trends, observations, and projections for Monroe related to climate change and identified potential impacts on fish and wildlife habitats (aquatic and terrestrial), wetlands, critical aquifer recharge areas, soils, geologic hazard areas. These natural habitats may help to buffer the impacts of climate change in the city, including warmer air and stream temperatures, more extreme flood events, sediment loading of waterways, and lower summer streamflow. Potential impacts of climate change in Monroe are listed below and discussed in further detail in **Appendix 10-A**.

- As drought and extreme heat increasingly co-occur, terrestrial plant species that provide shade to aquatic ecosystems will face greater stress and may experience shifts to younger age classes or species.



Skykomish Estuary

Source: Washington Department of Fish and Wildlife (WDFW)



- Shifts in the composition and abundance of non-native and invasive species may occur, potentially increasing competition stress with native species.
- Warmer and drier conditions may contribute to a shift in vegetation types with more drought-adapted species, including both native and non-native invasive species.
- A projected increase in days with high wildfire danger by mid-century combined with recreational uses in or near some riparian areas can create elevated risk of human-caused fire events despite low projected risk of wildfire occurrence.
- Risks to wetlands include changes in precipitation and increases in air temperatures. These risks may disrupt the ability of wetlands to provide ecosystem services, which include slowing and storing floodwaters, recharging groundwater, filtering pollutants, and supporting habitat.
- Wetlands that historically have rarely dried out are expected to shift to more frequent drying as summer seasons become warmer and drier. This will cause shifts in species types, habitat conversion, or habitat loss. Wetlands are terrestrial carbon sinks and changes to their viability may result in carbon being released back into the atmosphere.
- Increased winter precipitation may have positive effects on wetlands by creating additional side channel habitats, or negative effects such as reduced opportunity for water storage and increased erosion.



Goals, Policies, and Action Items

Goals, policies, and action items related to shorelines and the natural environment align with MPPs and CPPs, in addition to issues identified through the community discussions held in Monroe. Each goal includes at least one policy, and as applicable, action items necessary to achieve Imagine Monroe (Monroe’s 2021 vision) and Comprehensive Plan Guiding Principles. The policies reflect the importance of shorelines, open spaces, and wetlands, and provide direction for successful stewardship of the community’s natural assets, including improving access to shorelines and open spaces and building Monroe’s relationship with natural features and the Skykomish River.



Skykomish River Bridge

Source: Provided by the City of Monroe, Credit to Dan Evans



Photo Source: Provided by the City of Monroe

Goal 10.1

Protect and restore natural systems, including shorelines and their buffers, wildlife habitats, and the ecosystem to support Imagine Monroe.



Policy	Action Item	
10.1.1		Use Best Available Science to preserve and enhance the functions and values of critical areas to strive for ecological gains.
	10.1.1.1	<i>Identify, inventory, classify and protect fish and wildlife habitats, providing special consideration to fish which migrate for spawning.</i>
	10.1.1.2	<i>Identify and implement a monitoring and evaluation method to identify net loss or cumulative impacts over time.</i>
10.1.2		Maintain natural hydrological functions within ecosystems and watersheds and seek restoration opportunities identified in the Shoreline Master Program, as well as WRIA 7 salmon recovery plans, for alignment of projects in the City.



10.1.3		Identify and designate open space corridors connecting environmentally sensitive areas, view-sheds, recreational and wildlife corridors, or other areas where a contiguous system would provide greater benefit than a series of isolated areas.
10.1.4		Conserve and protect environmentally critical areas, including buffers, from net loss or degradation. Maintain these areas in native growth protection tracts, in perpetuity.
10.1.5		Conserve and protect significant tribal resources, including Culturally Modified Trees (CMTs) and their canopies.
	10.1.5.1	<i>Create an urban tree canopy inventory, and where available, a CMT inventory, and assess current conditions as a means to measure how well the City's tree-related ordinances are functioning and preserving trees within the UGB.</i>
	10.1.5.2	<i>Work alongside tribal entities to understand traditional and culturally responsive ways to protect and care for Critical Cultural Resources (CCRs), such as CMTs, that honor Indigenous Knowledge and Practices.</i>
	10.1.5.3	<i>Identify goals, actions, and implementation tasks that would help achieve agreed upon goals.</i>
	10.1.5.4	<i>Develop a monitoring and evaluation program to track progress.</i>



Photo Source: Puget Sound Regional Council (PSRC), Climate Change Guidance, 2022 (<https://www.psrc.org/media/6869>)

Goal 10.2

Address impacts to the environment related to climate change.



Policy	Action Item	
10.2.1		Prepare and adopt a Comprehensive Plan Climate Change Element by 2029.
	10.2.1.1	<i>Incorporate emissions reduction actions into the Climate Change Element to ensure that air quality meets or exceeds established Washington and federal standards and that greenhouse gas emissions are reduced in accordance with the goals of the Puget Sound Clean Air Agency.</i>
	10.2.1.2	<i>Support the implementation of Washington’s climate change initiatives and work toward developing a common framework to analyze climate change impacts in SEPA reviews.</i>



	10.2.1.3	<i>Establish and support programs that work to reduce greenhouse gas emissions and increase energy conservation, including the retrofit of existing buildings, expansion of alternative/clean energy within the public and private sector, and the use of environmentally sustainable building techniques and materials.</i>
	10.2.1.4	<i>Support using natural systems to reduce carbon in the atmosphere by establishing programs and policies that maintain and increase natural resources that sequester and store carbon, such as forests, vegetative cover, wetlands, farmland, and estuaries.</i>
10.2.2		Plan for climate adaptation and resilience.
	10.2.2.1	<i>Establish a framework in the Climate Change Element to identify, anticipate, prepare for, and adapt to likely impacts of climate change on natural systems, infrastructure, public health, and the economy.</i>
	10.2.2.2	<i>Include in climate adaptation and resilience efforts the identification of measures to mitigate climate impacts and include a focus on minimizing the impacts on vulnerable populations.</i>
10.2.3		Support the achievement of regional greenhouse gas emissions reduction targets.
	10.2.3.1	<i>Provide support for land use, transportation, and development policies that reduce vehicle miles traveled and greenhouse gas emissions from transportation.</i>
10.2.4		Consider rising sea level in planning.



	10.2.4.1	<i>Site new and relocated essential public facilities and hazardous industries to areas that are outside the 500-year floodplain.</i>
10.2.5		Update critical areas based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards.
10.2.6		Protect native vegetation, natural resources, and urban tree canopy as a means of sequestering and storing carbon and mitigating disproportionate climate impacts.



Photo Source: City of Monroe

Goal 10.3

Connect land use with management of a system of surface water and wetland areas that focuses on access to shorelines and surface water for multiple uses.



Policy	Action Item	
10.3.1		Manage surface water areas for multiple uses, to include flood and erosion control, wildlife habitat, wetland and stream buffers, open space, recreation, and groundwater recharge functions.
	10.3.1.1	<i>Apply mitigation sequencing techniques in management of wetland and buffer areas in order to meet No Net Loss of ecological values or functions.</i>
	10.3.1.2	<i>Identify and designate areas where a contiguous system would provide greater benefit than a series of isolated areas, including but not limited to open space corridors, connecting environmentally sensitive areas, viewsheds, and recreational and wildlife corridors.</i>
	10.3.1.3	<i>Maintain and enhance access to shorelines and their buffers, particularly the Skykomish River, Woods Creek, and Lake Tye.</i>



	10.3.1.4	<i>Maintain surface water quality necessary to support the protection of native fish and wildlife meeting state and federal standards over the long term.</i>
	10.3.1.5	<i>Restore, protect, and support the biological health and diversity of WRIA 7 in Monroe and those natural systems that support watershed health and hydrological integrity.</i>
10.3.2		Manage surface water areas for multiple uses, including flood and erosion control, wildlife habitat, usable open space, recreation, and groundwater recharge functions.
10.3.3		Preserve wetlands to achieve no net loss of functions and values.
10.3.4		Pursue opportunities to enhance and restore degraded wetlands and their buffers.
10.3.5		Support the use of mitigation banks located in the City of Monroe for capital improvement projects that are linear, such as road and utility projects.



Photo Source: City of Monroe website

Goal 10.4

Manage open space, shorelines, and natural habitats to improve the environment and reduce conflicts with development.



Policy	Action Item	
10.4.1		Review and update building and development codes on an ongoing basis, incorporating the best and latest standards for development in critical areas.
10.4.2		Promote site development and construction practices that minimize impact on natural systems.
	10.4.2.1	<i>Limit new or replaced impervious surface.</i>
	10.4.2.2	<i>Increase infiltration for stormwater run-off treatment where appropriate.</i>
	10.4.2.3	<i>Manage development in geologically hazardous areas using Best Management Practices (BMPs) to promote soil stability, maximize tree retention, follow natural drainage patterns, minimize erosion, and avoid potential landslides during construction and use.</i>



10.4.3		Consider flood control strategies that preserve full function and do not negatively impact adjacent properties when evaluating development proposals.
10.4.4		Reduce ambient light during nighttime hours through technology and building practices.
	10.4.4.1	<i>Minimize and manage ambient light levels to protect the integrity of ecological systems and public health without compromising public safety and cultural expression.</i>



Photo Source: Shutterstock.com

Goal 10.5

Encourage cooperation and collaboration between government entities and the community to ensure effective and transparent governance of shorelines and the natural environment and stewardship of habitats and species.



Policy	Action Item	
10.5.1		Participate in regional efforts to recover species listed under the Endangered Species Act through activities including watershed planning and restoration.
	10.5.1.1	<i>Cooperate regionally with state agencies in developing and implementing watershed management plans, water quality management plans, and monitoring programs.</i>
	10.5.1.2	<i>Collaborate with WSDOT, Snohomish County, and neighboring jurisdictions to plan and prioritize public and private culvert upgrades to remove fish passage barriers, and provide stormwater passage, and continue to adapt to climate-related water changes into the future.</i>
	10.5.1.3	<i>Coordinate land use planning and management of fish and wildlife resources with other local governments within the region, affected state and federal agencies, and affected tribal communities.</i>
	10.5.1.4	<i>Coordinate with private and not-for-profit organizations working to restore salmon habitat.</i>



Photo Source: Provided by the City of Monroe

Goal 10.6

Encourage conservation and sustainability throughout the city.



Policy	Action Item	
10.6.1		Minimize impacts to wildlife and water quality from agricultural and planting practices to the greatest extent possible.
	10.6.1.1	<i>Limit the use of toxic pesticides and fertilizers, incorporating alternative pest management methods, and providing public education about such practices.</i>
	10.6.1.2	<i>Use native or Northwest adaptive vegetation on City capital projects, preventing the continued spread of invasive and noxious weeds to habitat areas through implementation of Integrated Pest Management practices.</i>
	10.6.1.3	<i>Use a majority of native or Northwest adaptive vegetation that is supportive of wildlife for new developments, including City capital projects, adjacent to wildlife habitats.</i>
	10.6.1.4	<i>Support urban wildlife habitat management through education, City actions, and demonstration projects.</i>
	10.6.1.5	<i>Employ wildlife habitat-friendly practices in designing and maintaining City parks.</i>



Photo Source: Spada Reservoir, Sultan School District #311,
<https://ses.sultanschools.org/o/se/live-feed>

Goal 10.7

Improve environmental and health resources related to the natural environment.



Policy	Action Item	
10.7.1		Provide clean drinking water.
	10.7.1.1	<i>Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including protection of watersheds and wellhead areas that are sources of the region's drinking water supplies.</i>
	10.7.1.2	<i>Work to reduce water consumption and water use by the City.</i>
	10.7.1.3	<i>Establish a water use agreement with large-scale retailers or companies to preserve and minimize water consumption, where feasible.</i>
10.7.2		Maintain and restore natural hydrological functions and water quality within the region's ecosystems and watersheds to recover the health of Puget Sound.



	10.7.2.1	<i>Reduce the use of toxic pesticides, fertilizers, and other products to the extent feasible and identify alternatives that minimize risks to human health and the environment.</i>
	10.7.2.2	<i>Restore - where appropriate and possible - the region's freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.</i>



Photo Source: Liyao Vie / Getty Images - Treehugger

Goal 10.8

Prioritize vulnerable populations.



Policy	Action Item	
10.8.1		Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.
	10.8.1.1	<i>Identify measures to focus on minimizing climate change's impacts on vulnerable populations.</i>
	10.8.1.2	<i>Include equitable climate resilience measures in the Climate Change Element.</i>
10.8.2		Ensure that all residents of the region, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment.



Photo Source: Provided by the City of Monroe

Goal 10.9

Reduce hazard potential and improve resiliency.



Policy	Action Item	
10.9.1		Plan and prepare to respond to potential impacts from natural and human hazards.
	10.9.1.1	<i>Assess and plan for adaptive transportation responses to potential threats and hazards arising from climate change.</i>
	10.9.1.2	<i>Identify mitigation measures addressing climate-change-related hazards (e.g., sea level rise, flooding, wildfire hazards, urban heat), including multimodal emergency and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and vulnerable populations.</i>
10.9.2		Improve community resilience.
	10.9.2.1	<i>Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.</i>
	10.9.2.2	<i>Increase resilience by identifying and addressing the impacts of climate change and natural hazards on water, land, infrastructure, health, and the economy.</i>
	10.9.2.3	<i>Address climate adaptation and resilience in the Climate Change Element.</i>



Photo Source: Monroe Historical Society, Provided by the City of Monroe

Goal 10.10

Preserve historic and cultural resources.



Policy	Action Item	
10.10.1		Identify, preserve, and protect historic, cultural, and archaeological resources.
	10.10.1.1	<i>Protect and preserve historical, cultural, and archaeological resources consistent with the Washington Department of Archaeology and Historic Preservation and in collaboration with state agencies and tribes.</i>
	10.10.1.2	<i>Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds and collaborate with tribes to protect Tribal Reservation lands from encroachment by incompatible land uses and development both within reservation boundaries and on adjacent land.</i>

“

It would be nice to have a safe, maintained nature trail system more like the Redmond watershed with restrooms, groomed trails, and walking access to downtown areas.”

The 2022 Parks, Recreation, and Open Space (PROS) Plan revealed that 94 percent of participants are either excited or very excited to see a linked riverfront.”

- Anonymous



*Parks PRIDE Event Gathering
Photo Source: City of Monroe, PROS Plan, 2022*

Lake Tye in the fall
Source: Provided by the
City of Monroe



11 PLAN IMPLEMENTATION

Introduction

The Implementation Element outlines the direction for priorities, timing and implementing partners that will aid in carrying out the Comprehensive Plan's goals, policies, actions, and strategies. Adoption of the Comprehensive Plan is the initial step in achieving City and community objectives regarding land use, economic development, housing, transportation, capital facilities and infrastructure improvements, park enhancements, downtown revitalization, and natural assets.

The Implementation Element compiles and organizes the steps and decisions that are needed to implement the 20-year Vision. Plan implementation also includes the following tools:

- **Development Regulations** - GMA requires that land use regulations, such as zoning codes and land use codes, be consistent with the comprehensive plan. Ensuring that development regulations are current and consistent with the plan and the future land use map is necessary for Monroe to grow in alignment with Imagine Monroe objectives and vision.



*Storm Cloud Sculpture at Lake Tye Park
Source: Provided by the City of Monroe*

- **Annual Budget** - The six-year Capital Improvement Program (CIP) is prepared by the City to coincide with the adoption of the budget. The budget allocates funding for the general operation and maintenance of City facilities, street repair, and other City services. It decides which plan objectives will be achieved and how quickly. The Transportation Improvement Program (TIP) is another component of the annual budget that is intended to be modified annually.

- **Implementation Strategies** - Consolidates the policies, action items, and partnering organizations from Chapters 3-10, and organizes them into a timeframe by which the strategies should be addressed. It should be reviewed as part of the Planning Commission’s annual work plan.

The 2044 Comprehensive Plan and implementing development code standards must be reviewed and updated periodically. Amendments should be considered as part of the annual plan amendment cycle and during future major plan updates. **Table 11.1** shows the frequency with which these updates are anticipated to occur.

Annual Plan Amendment Process

Annual plan amendments provide an opportunity to address a variety of circumstances, such as evolving land use and development, updated data, and demographic trends (e.g., population, buildable lands), the economy and amendments to State law. Identification of potential annual plan amendments should take place throughout the year by the Planning Commission and City staff. Community members, including residents, property owners, community organizations, and governmental entities can submit requests for plan amendments. Plan

Table 11.1 - CONTINUOUS PLANNING PROCESS, FREQUENCY OF UPDATES

Type of Update	Frequency	Criteria for Change
Zoning code or map changes	As needed	
Map or text changes, specifically related to comprehensive plan	As needed	<ul style="list-style-type: none"> • Consistency with Comprehensive Plan policies
Capital Improvement Program (CIP)	Annually	<ul style="list-style-type: none"> • Consistency with standards of Monroe Municipal Code
Transportation Improvement Plan (TIP)	Annually	
Comprehensive Plan and Development Regulations	Every ten years	<ul style="list-style-type: none"> • Consistency with GMA and Countywide Planning Policies and growth targets
Implementation Progress Report	Five years after each Comprehensive Plan Update	
Growth Forecasts, Land Use Allocations, and Urban Growth Area (UGA)	Every ten years	<ul style="list-style-type: none"> • Consistency with Comprehensive Plan policies

amendments should be considered through engagement and formal proceedings, including public hearings, community input and consideration of actions by both the Planning Commission and City Council.

Capital Improvement Program

The Six-Year Capital Improvement Program (CIP) is a major plan implementation tool.

Capital facilities include parks and open space, roads, sewer, water, stormwater, and government buildings. The CIP coordinates capital improvement projects over a six year-period with estimated implementation dates, costs, and financing methods. It is typically reviewed and updated annually. The CIP's multi-year nature reflects the fact that capital improvements are not always implemented on an annual basis, though their efficiency and relevance are evaluated annually.

Capital improvements, such as water line replacements, often require multi-year financial commitments due to their project cost and duration. The CIP also may assume receipt of outside grant resources. If grants are not received, projects may be delayed or removed.

In accordance with Snohomish County CPPs, the CIP typically is made up of five sections:

- Policy background and direction
- Financing strategies that identify the sources, timeframe, and amount of funding available for proposed capital improvement projects



What is the relationship between the Capital Facilities Plan (CFP) and the Capital Improvement Program (CIP)?

The CFP is a required component for fully planning cities under the GMA (RCW 36.70A.070(3)). The goal of a facilities plan is to ensure adequate facilities and infrastructure to support existing and anticipated development. This includes establishing a required Level-of-Service (LOS) standard for services such as potable water, which help to ensure the plan is meeting sufficient levels of service for the development occurring. Like the CIP, the CFP lists projects and estimates project costs, but with a longer 20-year timeframe. This CFP can be its own element (see Chapter 8).

Photo Source: City of Monroe Website

- The main CIP summary which outlines the projects and maps their location
- A statement of assessment
- A detailed list of projects by description and department

Transportation Improvement Program

The City is committed to reassessing their transportation needs and funding sources each year as part of its six-year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short-term improvement projects and funding. See *Chapter 4: Transportation* for more detailed information.

Comprehensive Plan Update

The GMA mandates that a major review of the Comprehensive Plan occurs every 10 years, with the potential for annual updates, if desired.

Major plan updates can take the form of amendments to the existing plan to comply with changes to the GMA or may take the form of a new comprehensive plan with substantially modified goals, policies, and actions. The decision on which approach to take can be decided as the City moves closer to the next major update cycle.

Implementation Progress Report

The City of Monroe is required to provide the Department of Commerce with an Implementation Progress Report five years after the adoption of the updated Comprehensive Plan. The progress report is intended to monitor whether cities under the GMA:

- Have adopted housing element requirements, and measure if they are having any impact on housing affordability and supply.
- Have adjusted permit processing times.



Resident Pup Enjoying the Parks in Monroe
Source: City of Monroe

- Have made progress towards greenhouse gas emission reductions and/or met the requirements for reduction in vehicle miles travelled (VMT). If jurisdictions have not met these goals by the time of the Implementation Progress Report submission, they must include additional necessary actions that the City intends to make towards achieving these goals, in the form of a work plan. This work plan must accomplish all the intended measures within two years of the work plan submission (RCW 36.70A.130(9)).

Implementation Responsibility

Community volunteers, an appointed Community Advisory Committee (CAC), Planning Commission, City Council, City staff, and elected officials devoted considerable time to shaping and crafting a common vision for growth and development in Monroe.

A commitment to implementation acknowledges the contributions of everyone involved. The Comprehensive Plan should be referenced in planning studies, code amendment decisions, budgeting decisions, and permit review. High visibility will help retain the vision and successfully guide Monroe's growth.

The responsibility for monitoring the implementation of the Comprehensive Plan's

goals, policies, and actions rests with the following groups in varying capacities:

- **Community Members** - are responsible for bringing their desires and concerns to the City. They should continue to be involved in implementation and maintenance of the comprehensive plan.
- **City Council** - should assess budgeting, code amendments, and policy decisions in accordance with the vision, goals, and policies of the plan. The City Council should also respond to changing needs and emerging issues within Monroe.
- **Planning Commission** - should submit an annual report to the City Council. Comprehensive Plan implementation should be included in these annual reports. Considerable progress and accomplishments during the past year should be recognized, as well as identification and recommendations for needed actions or programs to be developed and implemented in the upcoming year. The annual report on implementation of the comprehensive plan should be coordinated with the City's annual budget process. In this way, the City Council will be informed of the Planning Commission's recommendation on how an approved budget might best implement the plan.



- **City Staff** - should review development proposals and code amendments for consistency with plan objectives and the future land use map. Through advisory committees, public meetings, newsletters, citizen comments, and media releases, the City can inform and involve community members about planning issues. Continuous engagement with the public will help identify the need for any revisions. Methods and activities for public participation should be carefully chosen and designed to achieve early, meaningful, and effective involvement.