



Community Development Department

Emily Arteche, Director
38624 SE River St. | P.O. Box 987
Snoqualmie, Washington 98065
(425) 888-5337 | earteche@snoqualmiewa.gov

MEMORANDUM

To: City Council
From: Emily Arteche, Community Development Director
Date: March 11, 2024
Subject: Comprehensive Plan – Transportation Element Policy Review

Introduction

The Washington Growth Management Act (GMA) requires King County and cities within King County to update their comprehensive plans on or before December 31, 2024. The transportation chapter (sometimes referred to as an “element”) is a core required element of the Growth Management Act and must be balanced by growth targets¹ established in the King County Countywide Planning Policies Table DP-1. The Element also must be compliant with all the legislative changes at the State, Regional and County level since the previous Comprehensive Plan completed over 8 years.

To facilitate the review and approval of the draft Element a roundtable discussion will be held on the recommended draft goals and policies, (see Attachment 1, PC Recommendation with Public Works Council Committee Recommended Edits, dated February 6, 2024). The roundtable will be followed by a City Council motion on the Element at an upcoming Council meeting.

Background

The Transportation Element draft goals and policies were discussed at a series of meetings with the public, Planning Commission, and the Parks and Public Works Council Committee on the following dates:

Legislative/Public Meeting Dates:

- ✓ On April 6, 2023, City Staff and consultants held a Comprehensive Plan Open House and received input from the public on the Element.

- ✓ On October 2, 2023, City Staff and consultants introduced the Transportation Element, (provisions of RCW 36.70A.070(6) including overviews of: level of service, (LOS); transportation facilities and services; traffic forecasting; local system needs to meet current and future demands; a multiyear financing plan; traffic demand management strategies; and a pedestrian and bicycle facilities for review and discussion.

¹ Resolution No. 1680, Revised 2044 Growth Target, dated February 12, 2024

- ✓ On October 16, 2023, City Staff and consultants presented draft policies on land use and transportation coordination, intergovernmental transportation planning, street system, bicycle and pedestrian system for review and discussion.
- ✓ On October 18, 2023, City Staff and consultants held a Comprehensive Plan Open House and received input from the public on the Element.
- ✓ On November 6, 2023, City Staff and consultants presented draft policies on Travel Demand and Environmental Stewardship, Planning, Design and Maintenance and draft goals.
- ✓ On November 11, 2023, the Planning Commission completed work on the draft Transportation Element with recommended draft goals and policies (see Attachment 2).
- ✓ On December 5, 2023, the Parks and Public Works Council Committee reviewed the recommended Element at a regularly scheduled meeting.
- ✓ On February 6, 2024, the Parks and Public Works Council Committee reviewed the recommended Element at a regularly scheduled meeting including amendments to the draft Transportation goals and policies based on comments received from Puget Sound Regional Council, PSRC.

The draft recommended goals and polices were solicited or early review at the state and regional level for GMA and Puget Sound Regional Council, (PSRC) Vision 2050 consistency. Review comments were received from the Puget Sound Regional Council, Liz Underwood-Bultmann Principal Planner, Growth Management Planning on December 21, 2023, (see Attachment 3). Recommended additional policies were approved by the Parks and Public Works Council Committee on February 6, 2024. This recommendation does address new PSRC legislation on:

PSRC New Legislation Overview	
1. Land use and Transportation Coordination	<ul style="list-style-type: none"> ❖ Transportation Technologies and Mobility Patters ❖ Resilient Transportation Systems-Emergency Management
2. Intergovernmental Transportation Planning	<ul style="list-style-type: none"> ❖ Safe Movement of Freight
3. Street System	<ul style="list-style-type: none"> ❖ Vulnerable Populations-Access and Mobility ❖ Elderly, Children, Disabled-Accommodations ❖ Safety and Maintenance Enhancements-All Modes
4. Travel Demand and Environmental Stewardship	<ul style="list-style-type: none"> ❖ Consistency with Stormwater-Protection of Fish ❖ Natural and Cultural Resources Minimization
5. Planning, Design and Maintenance	<ul style="list-style-type: none"> ❖ Investing in Operations, Demand and Systems Management

❖ Adequate Funding
❖ Coordinated Land Use and Financing Plans
6. Levels of Service
❖ Standards for Multimodal and Nonmotorized Planning

Analysis

Approximately 46 bills related to the Comprehensive Plan were passed during the time span, (see Attachment 5, GMA-amendments-1995-2023). In 2023, the Legislature passed HB 1181, which identified several new expectations for transportation elements including specific levels of service standards for multimodal and nonmotorized planning, as well as impacts and costs for state facilities.

The Transportation Element will be supported by the following technical documentation (see Attachment 4, 2044 Snoqualmie Comprehensive Plan Outline):

- Supporting Technical Documentation**
- ✓ Land use assumptions used for estimating travel demand;
 - ✓ Inventory of air, water and ground transportation facilities;
 - ✓ Level of Service standards for all local and state transportation facilities;
 - ✓ Forecasts of traffic based on land use and growth projections;
 - ✓ Requirements of bringing transportation facilities that fall below LOS based upon forecast;
 - ✓ Financing analysis – 20 year and 6 years;
 - ✓ Demand Management Strategies;
 - ✓ Pedestrian and Bicycle component.

The Transportation Evolution Spreadsheet, (see Attachment 7) demonstrates the evolution of goals and policies, i.e., when policies were combined, moved, updated to support new requirements, modified to address public comment, eliminated to reflect current conditions and/or adapted to fit the PSRC Vision 2050. This Element is rewritten and will fit into a reorganized Plan. The updated Element is intended to improve clarity, remove duplicative language, update terminology, reflect the values of the community and meet recent changes to the Growth Management Act and other laws.

The Transportation Element recommendation was developed with information from the Tribe and reflects numerous public comments received during the planning process. Tribal coordination began in the Fall of 2022 and included early review before the completion of the legislative process. Two public open house events, with dozens of attendees were held on April 6 and October 16, 2023. A “Take the Comp Plan Update Survey” provides an active -ongoing way for the public to share thoughts on our community. Combined public outreach efforts generated 107 public comments related to this Element since the launch of the Plan update in January 2023, (see Attachment 8: Transportation Element Public Comment Table). This Element is the most commented Element of the Comprehensive Plan.

Many of the comments received emphasize transit, the Snoqualmie Parkway, Railroad Avenue and bike lanes:

Public Comment Overview	
1. Transit	<ul style="list-style-type: none"> ❖ “direct bus service to Issaquah and Seattle and parks and ride areas”, ❖ “we have no transit”, ❖ “needs to be more options for public transportation to and from Snoqualmie”, ❖ “More public transit please!!”, ❖ “Bring back express busses...”, ❖ “I wish we had a park and ride...next to I-90”, ❖ “Fund and expand SVT”.
2. Snoqualmie Parkway	<ul style="list-style-type: none"> ❖ “stop treating Snoqualmie Parkway like a highway”, ❖ “logging trucks at 3 AM.. and “impose weight limit!”.
3. Railroad Avenue	<ul style="list-style-type: none"> ❖ “We need more roundabouts in the downtown core”, ❖ “Traffic...dangerous to turn left on Railroad Avenue”, ❖ “roads...more crowed... especially on Railroad Avenue”.
4. Bike Lanes	<ul style="list-style-type: none"> ❖ “improve bike lanes throughout the valley”, ❖ “...our area would be well suited with a bike path system”, ❖ “Better bike connections”.

Next Steps

Discuss the draft Transportation Element as recommended by the Parks and Public Works Council Committee.

Attachment 1: PC Recommendation with Parks and Public Works Council Committee Recommended Edits

Attachment 2: Signed PC Recommendation

Attachment 3: PSRC Comments on Snoqualmie Draft Transportation Element

Attachment 4: 2044 Snoqualmie Comprehensive Plan Outline

Attachment 5: GMA-amendments-1995-2023

Attachment 6: Transportation Element Evolution Spreadsheet

Attachment 7: Transportation Element Public Comment Table

- 1. Provide for safe and efficient transportation system for vehicle, pedestrian, bicycle and transit travel within the City, that supports the City's planned land use pattern.**
 - a) Plan and preserve transportation system routes and capacity to support planned growth based on projected travel demands.
 - b) Ensure that street infrastructure projects are designed to harmonize with and enhance the distinctive character and visual identity of each city area.
 - c) Ensure transportation improvements or strategies address development impacts in a manner concurrent with the city's adopted levels of service standards, as required by the GMA.
 - d) Connect streets, sidewalks, trails, bicycle facilities, and transit routes and facilities to neighborhoods, shopping and services, schools, transit, parks and trails whenever feasible with existing rights of way to form an integrated, balanced and convenient multi-modal system.
 - e) Maintain a transportation capital improvement plan that balances and coordinates system improvements for all modes and supports economic development.
 - f) Encourage multiple connections between new development and historic parts of the city when feasible.
 - g) Monitor and prepare for changes in transportation technologies and mobility patterns.
 - h) Increase the resilience of the City's transportation system and support strategies for security and emergency management responses.

- 2. Ensure regional coordination and consistency with the State, PSRC, King County and adjacent jurisdictions' transportation plans.**
 - a) Coordinate with WSDOT on the transfer of the Snoqualmie Parkway to state operational and maintenance responsibility.
 - b) Coordinate with local and regional entities when traffic generated outside Snoqualmie could impact City levels of service.
 - c) Support and participate in cooperative regional transportation planning processes to ensure that City interests are reflected in regional transportation plans while supporting the Regional Growth Strategy.
 - d) Support safe movement of freight by establishing clear signage, on routes that service trucks, hazardous material transport, and oversized load routes.

- 3. Promote an equitable and accessible transportation system through services, facilities and improvements.**
 - a) For vehicular transportation planning and development review, use level of service (LOS) measures to evaluate system performance and needs to apply a peak-hour LOS D standard for arterial intersections. A LOS E at side-street stop locations is acceptable unless a signal is warranted or required by the City Traffic Engineer. The LOS shall be calculated with the delay method described in the most recent edition of the Highway Capacity Manual.
 - b) Plan street development and redevelopment to create complete streets, that accommodate pedestrians, cyclists and transit users within right of way aligning with street classification and projected travel volumes where feasible.

- c) Support access, connections and mobility for all and vulnerable populations through investment of equitable modes of transportation.
- d) Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation.
- e) Ensure safety enhancements and maintenance of infrastructure in transportation improvement projects for all modes.

4. Encourage a system of safe trails and corridors including lighting, that supports non-motorized travel for commuting, local trips and healthy physical activity.

- a) Encourage new development to provide pedestrian and bicycle pathways that safely connect residential neighborhoods, commercial areas, schools, transit routes, parks, regional trails and other destinations within the City.
- b) Consider opportunities for multi-use trails (separated from vehicle lanes) on principal and minor arterial corridors, and shared bicycle facilities on select collector arterials.
- c) Collaborate with the School District to identify pedestrian safety improvements on school walk routes.
- d) Ensure adequate bicycle parking provisions in historic downtown, Snoqualmie Ridge neighborhood center, public parks, and large offices and industrial developments to meet demand, promote bicycle travel and multimode commuting.
- e) Evaluate the use of e-bikes and e-scooters on City sidewalks, trails and parks, considering safety and potential conflicts with pedestrians and other users.

5. Strive to improve air quality by reducing vehicular greenhouse gas emissions and supporting alternative options to single-occupant vehicle travel.

- a) Collaborate with Metro and other organizations to improve service and increase transit ridership within the City and between Snoqualmie, regional destinations and adjacent communities.
- b) Collaborate with the Snoqualmie Valley School District to develop and implement demand management strategies to reduce traffic and parking problems around schools.
- c) Consider additional opportunities including leveraging grants for the installation of electric vehicle recharge and alternate fuel refueling stations to actively encourage and promote the use of electric and alternatively-fueled vehicles.
- d) Support public education on the social and environmental impacts of travel choices to encourage the use of alternatives to single-occupancy travel.
- e) Engage with regional sustainability organizations to promote eco-friendly transportation initiatives.
- f) Explore the feasibility of establishing mobility hubs at suitable locations in the City to facilitate use of mass transit and carpooling accessibility.

- g) Seek to improve air quality and reduce greenhouse gas emissions, employ and encourage strategies to reduce vehicle use, promote single occupant vehicle alternatives, and improve the transportation system's operating efficiency.
- h) Design transportation facilities improvements consistent with City stormwater regulations which minimize impacts and encourages fish passage and wildlife habitat areas and corridors.
- i) Incorporate environmental factors into transportation decision-making that minimizes impacts to natural and cultural resources.
- j) For vehicular and all transportation methods, including transit, bicycles, pedestrian planning and development review, use level of service (LOS) measures to evaluate system performance and needs that reflects the community's expectations for transportation performance.
- k) For multimodal levels of service apply consider frequency, presence and span of services to evaluate system performance and need including deficiencies.
- l) Identify projects, programs or strategies that will address existing and all future transportation deficiencies including transit, bicycles and pedestrian.

6. Provide for maintaining and preserving the life and utility of the City's transportation system and investments.

- a) Ensure consistent and equitable system improvements throughout the City.
- b) Encourage design of new developments to provide efficient pedestrian friendly traffic circulation.
- c) Systematically and objectively prioritizes paving projects in accordance with a Pavement Management Plan.
- d) Employ Best Management Practices (BMPs) for storm water management, including low-impact development (LID) strategies, effective street cleaning, and other measures to alleviate major pollution sources from roadway uses.
- e) Support local transit partnerships for better regional connections and to support tourism within Snoqualmie.
- f) Reduce need for new capital improvements through investments in operations, demand management strategies and system management activities to improve the efficiency of the City's current transportation system and facilities.
- g) Identify stable and adequate funding mechanisms for transportation facilities.
- h) Ensure that the land use element, transportation element, and financing plan are coordinated and consistent for the 6 and 20-year planning period.

The Planning Commission unanimously recommends the Parks and Public Works Committee APPROVE the proposed goals and policies for the Transportation Element of the 2044 Snoqualmie Comprehensive Plan and transmit them to the City Council for consideration.

It is the recommendation of the Planning Commission to approve proposed goals and policies for the Transportation Element as presented in Attachment A.

**RECOMMENDED BY THE CITY OF SNOQUALAMIE PLANNING COMMISSION
ON THE 20th of NOVEMBER 2023.**

Luke Marusiak
Luke Marusiak (Nov 29, 2023 15:59 PST)

Date Nov 29, 2023

Luke Marusiak
Commission Chair

Attest by:

Ashley Wragge
Ashley Wragge (Nov 29, 2023 14:16 PST)

Ashley Wragge
Planning Technician

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Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 ||| SEATTLE, WA 98104-1035 ||| psrc.org ||| 206-464-7090

Ashley Wragge, Planning Technician
City of Snoqualmie
38624 SE River St
Snoqualmie, WA 98065

Subject: PSRC Comments on Snoqualmie Draft Housing and Transportation Policies

Dear Ms. Wragge,

Thank you for providing an opportunity for the Puget Sound Regional Council (PSRC) to review a draft of the City of Snoqualmie's housing and transportation element goals and policies. We appreciate all the work of the city developing these drafts and the chance to review goals and policies while they are in draft form. This timely collaboration provides an opportunity to review key plan elements for the 2024 comprehensive plan.

The transportation and housing goals and policies advance many regional goals in VISION 2050 and requirements under the Growth Management Act. We suggest the city consider the following comments as further work is completed for the transportation and housing elements to align with [VISION 2050](#) and the Growth Management Act:

- The city should review the housing goals and policies to ensure they expressly address new state requirements under HB 1220. Specifically, those key policy areas from 1220 that may need to be further addressed include:
 - Removing barriers to affordable housing
 - Addressing racially-disparate impacts, displacement, and exclusion
 - Providing sufficient capacity to address housing needs at all income levels
 - Development of middle density housing types
- Please also consider revising some existing policies to better reflect updated state law and regional policy:
 - Policy1 – consider updating “a wide range” of economic levels to “all” economic levels or segments
 - Policy 2a – consider updating the language to better match state law to plan for and accommodate the jurisdiction's allocated share of future housing needs. Housing needs include moderate-, low-, very low- and extremely low-income households as well as emergency housing, emergency shelters, and permanent supportive housing.

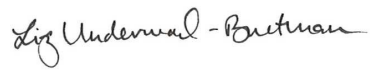
- As the city completes the housing element, it will need to include supporting background information. The Racial Equity and Displacement Analysis, Regional Housing Needs Assessment, and Snoqualmie Housing Strategy Plan provide important data and cover many components that will be required in the housing element. There are some areas these documents don't fully address that should be elaborated in the housing element. These areas include:
 - Documenting existing and projected housing need as adopted through the King County countywide process.
 - Documenting land use capacity to address housing need for all economic segments. Commerce provides [comprehensive guidance](#) on identifying zones to accommodate each income segment. The city's housing needs assessment discusses that the city does not currently have the capacity to accommodate the full housing target. The city should continue to review zoned densities to accommodate the growth targets within its current boundaries and engage with the county. PSRC staff are available to participate in those discussions as needed. PSRC recently published additional guidance on [Planning for Housing Needs & Growth Targets](#).
 - The Housing Strategy Plan includes several specific and actionable recommendations but does not describe the process undertaken to consider barriers to affordable housing and evaluate existing programs. Commerce's [Adequate Provisions](#) checklist is a helpful guide to document what policies, programs, and regulations may serve as barriers to affordable housing.
 - The Racial Equity and Displacement Analysis includes limited information of what historical documents were reviewed to understand the local history and context. Several resources may provide additional information on racially-disparate impacts and exclusion in housing, including King County's [Resources for Documenting the Local History of Racially Exclusive and Discriminatory Land Use and Housing Practices](#), PSRC's [Legacy of Structural Racism](#), and Commerce [Guidance to Address Racially-Disparate Impacts](#) (see Appendix A on race and zoning).

The transportation goals and policies are clearly informed by the multicounty planning policies but do not yet include data and analysis. We look forward to seeing a draft of the complete transportation element with required inventories, land use assumptions, travel demand analysis, financing plan, etc. The transportation section of the [Comprehensive Plan Consistency Tool](#) outlines these requirements. We are happy to review the draft element once all the required analysis is available.

- The region's multicounty planning policies (MPP-DP-52-53) call for addressing multimodal level of service standards in transportation planning. Given the policy focus on vehicle LOS standards in the draft goals and policies, the transportation element should also discuss how LOS for bicycle, pedestrian, and transit modes are addressed. More information is available in PSRC's [Transportation Element Guidance](#)

PSRC has resources available to assist the city in addressing these comments and inform development of other draft plan elements on the [Planning Resources](#) page. We appreciate the opportunity to review and provide comments and look forward to reviewing the rest of the draft comprehensive plan. If you have any questions or need additional information, please contact me at LUnderwood-Bultmann@psrc.org

Thanks,



Liz Underwood-Bultmann
Principal Planner, Growth Management Planning
Puget Sound Regional Council

cc: Review Team, Growth Management Services, Department of Commerce

Snoqualmie 2044 Draft Comprehensive Plan Outline

Volume 1.

- I. Cover
- II. Acknowledgements
- III. Introduction: (Elk, Meadowbrook Farm, Train Museum, Falls, Riverwalk, Historic Downtown, Neighborhoods Overview and, Snoqualmie Events Overview)
- IV. History and Background: Weyerhaeuser Mill Site, Snoqualmie Tribe, Town of Meadowbrook, 1990/2009 Floods
- V. Snoqualmie Vision
- VI. Public Engagement Summary
- VII. Elements
 - Land Use
 - Housing
 - Transportation
 - Utilities/Capital Facilities
 - Parks and Recreation
 - Environment/Climate Change
 - Economic Development
- VIII. Implementation

Volume 2. Background Information and Appendices

- I. Public Engagement Plan
- II. Land Use/Neighborhoods
 - Land Capacity Analysis
 - Growth Targets
 - Planning Areas and Maps
 - Neighborhood Profiles
 - Viewsheds
 - Historic Sites Map
 - Annexations
- III. Housing
 - Housing Needs Analysis
 - Housing Strategy Plan
 - Middle Housing
 - Affordable Housing Opportunities

IV.

Transportation

- Functional Classifications
- TIP
- LOS
- Traffic Volume
- Non-Motorized
- Future Transportation Network
- Inventory and Classification of Streets
- TAZ

V.

Utilities/Capital Facilities

- 6 Year Facility Plans Summary
- CIP
- Stormwater/Surface Water Reference

VI.

Parks and Recreation

- PRO Plan

VII.

Environment/Climate Change

- Elk
- Flood History
- Critical Area Summary
- Urban Forestry Strategic Plan Reference
- Flood Control Plan Reference
- Riverwalk Plan Reference
- Shoreline Master Plan, Reference
- Critical Area Maps
- Tree Canopy Map

VIII.

Economic Development

- Tourism
- Target Industries
- Local Centers
- Local Partners
- Retail Opportunities Map



Growth Management Act Amendments 1995-2023

The Washington State Growth Management Act (GMA) has been amended numerous times since originally enacted in 1990. To help local governments with evaluating whether their adopted comprehensive plans and development regulations comply with the GMA, Department of Commerce, Growth Management Services, has developed a list of annual amendments to the GMA. This list summarizes amendments to Chapter 36.70A RCW (“The Growth Management Act” or “GMA”), as well as other related statutory amendments, enacted by the Washington State Legislature from 1995 to 2023.

Each amendment is listed below, by RCW citation and original bill number, according to the year of adoption, and it includes a brief description of the legislation and identification of the local jurisdictions affected.

***Please note:** This list has been prepared to briefly summarize legislative amendments to the GMA and to assist local governments with their periodic update process under RCW 36.70A.130 and for general research. This summary is not intended to provide a complete interpretation of all GMA amendments. Other related statutes may also help implement the GMA, and this summary is not a definitive legal guide for all planning requirements.*

2023 Legislative Session

RCW, Bill Number, Brief Description for 2023 Legislative Session	Counties/Cities Other interested parties affected
<p>RCW 36.70A.060 <i>SB 5374 – Relating to the adoption of county critical area ordinances by small cities</i></p> <p>Brief Description:</p> <p>The bill allows cities under 25,000 to adopt the county’s critical area ordinance by reference as long as the CAO is not under appeal. Once adopted by reference, the city is not required to take further action during future GMA periodic updates. Counties are entitled to a portion of the city’s grant funding that otherwise would have been used to update their CAOs.</p>	Counties and cities
<p>RCW 36.70A.130 <i>SB 5457 – Relating to implementing growth management task force legislative recommendations regarding small cities</i></p> <p>Brief Description:</p> <p>The bill allows cities and towns to opt out of the full comprehensive plan update process, but still must update critical areas regulations and the capital facilities and transportation elements, if the following are met:</p> <ul style="list-style-type: none"> • Has a population fewer than 500 • Is not located within 10 miles of a city with a population over 100,000 • Experienced a population growth rate of fewer than 10 percent in the preceding 10 years 	Cities and towns

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2023 Legislative Session	Counties/Cities Other interested parties affected
<ul style="list-style-type: none"> Has provided the department of Commerce with notice of its intent to participate in a partial review and revision of its comprehensive plan 	
<p>Ch. 36.70A (GMA), Ch. 43.21C (SEPA), Chs. 64.34, .32, .38, and .90 RCW. <i>HB 1337 – Expanding housing options by easing barriers to the construction and use of ADUs</i></p> <p>Brief Description:</p> <p>All GMA cities and counties must allow at least two ADUs per lot within urban growth areas in zones that allow for single-family homes. The ADUs may be attached, detached, or a combination of both, or may be conversions of existing structures. Cities must implement the bill’s requirements 6 months after their next comprehensive plan periodic update, or else the provisions in the bill will control.</p> <p>The bill places certain restrictions on local governments, including:</p> <ul style="list-style-type: none"> Local governments may not charge more than 50% of impact fees charged for the principal unit. Local governments may not require the owner to occupy the property. Local governments may not prohibit the ADU’s sale as independent units. Local governments must allow an ADU of at least 100 square feet and must adjust zoning to be consistent with the bill with respect to bulk and scale regulations. Local governments must set consistent parking requirements based on distance from transit and lot size. <p>Local governments are protected from HOAs seeking to enforce private covenants against ADUs in conflict with the bill.</p>	
<p>RCW 36.70A.030 and .280; adding new sections to the GMA and amending SEPA. <i>HB 1110 – Creating more homes for Washington by increasing middle housing in areas traditionally dedicated to single-family detached housing.</i></p> <p>Brief description:</p> <p>The bill requires cities of over 25,000 in population or that are within a contiguous UGA with the largest city in county with a population of more than 275,000 to allow two housing units per lot, four if one is affordable, or it is located within ¼ mile of transit, unless higher densities are already permitted.</p> <p>For cities over 75,000 in population, the requirement is four and six units, respectively. Extensions and exemptions are available for areas with critical areas, risk of displacement, infrastructure deficiencies, and when certain transportation safety conditions exist.</p>	Cities
<p>RCW 36.70A.020, .030, .070, .130, .190, .280, .320, and .480 <i>HB 1181 – Improving the state’s climate response through updates to the state’s planning framework</i></p> <p>Brief Description:</p> <p>The bill adds Climate Change and Resiliency as the 14th goal to the Growth Management Act and includes the following key changes to the GMA:</p>	Counties and cities

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2023 Legislative Session	Counties/Cities Other interested parties affected
<ul style="list-style-type: none"> • Adds a greenhouse gas emissions reduction sub-element that would be mandatory for 11 of the largest counties and their cities. The sub-element and implementing development regulations must identify actions the jurisdiction will take that will: <ul style="list-style-type: none"> ○ Result in reductions in overall GHG emissions generated by the transportation and land use systems within the jurisdiction but without increasing emissions elsewhere. ○ Result in reductions in vehicle miles traveled within the jurisdictions but without increasing emissions elsewhere. ○ Prioritize reductions that would benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice. • Adds a resiliency sub-element that would be mandatory for all jurisdictions planning under RCW 36.70A.040. This requirement can be satisfied by adopting by reference a FEMA natural hazard mitigation plan that is in substantial conformance with this sub-element. • The land use, capital facilities, park and recreation, utilities, and transportation elements must be updated to include certain climate change related topics, including a prohibition for denying a development permit because a project may cause the transportation level of service to fall below the minimum standard where multimodal mitigation is possible. • Requires consideration of environmental justice in order to avoid worsening environmental health disparities. • Creates a new grant program for community-based organizations to advance participation of vulnerable populations in the planning process. • Requires the Department of Ecology to update its Shoreline Master Program (SMP) guidelines to require that SMPs address the impact of sea level rise and increased storm severity. • Requires the Department of Transportation to maintain a summary of the per capita vehicle miles traveled for cities and unincorporated portions of counties; adds multimodal concurrency. 	
<p>Ch. 36.70A RCW (GMA) and Ch. 36.70B RCW (Local Project Review Act) HB 1293 – Streamlining development regulations</p> <p>Brief description:</p> <ul style="list-style-type: none"> • Effective six months after its next periodic comprehensive plan update, GMA cities and counties must have in place clear, objective, and understandable design review procedures and standards governing the exterior design of all new development. The term “design review” is further defined in statute. • Design review of development projects must be reviewed concurrently with two or more project permits associated with the proposal and are limited to one public meeting. • The bill adds language to ch. 36.70B RCW (Local Project Review Act) encouraging jurisdictions to consider prompt, coordinated, and expedited project review of general project permits and specifically projects that include affordable housing. 	Counties and cities
<p>Ch. 36.70B RCW (Local Project Review Act) SB 5290 – Consolidating local permit review</p> <p>Brief description:</p>	Counties and cities

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RCW, Bill Number, Brief Description for 2023 Legislative Session	Counties/Cities Other interested parties affected
<p>The bill amends chapter 36.70B RCW, the Local Project Review Act, for jurisdictions planning under the GMA. The bill includes the following provisions:</p> <ul style="list-style-type: none"> • Establishes a consolidated permit review grant program for local governments that commit to issuing final decisions for residential permit applications within specified time frames. • Creates a new grant program to support local governments’ transition to digital permit application systems. • Requires the department of commerce to convene a work group to study statewide license and permitting software for local governments. • Removes building permits for the types of project permits in the covered types of land use permits. • Amends the process for jurisdictions to provide a written determination of completeness for project permit applications. • Beginning January 1, 2025, jurisdictions must set certain permit decision timelines at 65, 100, and 170 days depending on the permit and other factors. When timelines are not met a portion of the permit fees must be refunded. Jurisdictions can set other deadlines but lose administrative appeal safe harbor protection. Certain jurisdictions must also submit annual performance reports to commerce, which will report to the legislature. • Provides additional measures that jurisdictions can take to facilitate prompt coordinate permit review. • Requires commerce to provide guidance to local governments with respect to appropriate fee structures, staffing-up residential permit processing, and other topics. 	
<p>Ch. 43.21C RCW (SEPA) <i>SB 5412 – Decreasing local government workload</i></p> <p>Brief description:</p> <p>The bill allows for a SEPA categorical exemption for residential development projects within incorporated UGAs and middle housing projects within unincorporated UGAs if:</p> <ul style="list-style-type: none"> • The local government finds the proposed development is consistent with its development regulations; and • The local government has prepared environmental analysis that considers the project in the area proposed for the exemption and analyzes certain multimodal transportation impacts. <p>The environmental analysis must include documentation that the requirements for environmental analysis, protection, and mitigation for impacts have been adequately addressed for the exempted project. The local government must also document its consultation with the department of transportation regarding certain transportation impacts. Before finalizing the environmental analysis, the local government must provide at least 60 days public notice and the exemption is effective 30 days following adoptive action. Residential projects in Seattle are exempt from these requirements until September 30, 2025.</p>	Counties and cities
<p>Ch. 90.58 RCW (Shoreline Management Act) <i>HB 1544 – SMP review schedules</i></p> <p>Brief description:</p>	Counties and cities

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2023 Legislative Session	Counties/Cities Other interested parties affected
<p>This bill changes the Shoreline Master Program update schedule from eight years to ten years to align with local governments' comprehensive plan periodic update schedule. The bill also extends by one year the date by which the next round of SMP reviews and revisions are due.</p>	
<p>Ch. 44.39 RCW (Joint Committee on Energy Supply and Energy Conservation), Ch. 80.50 RCW (Energy Facilities), Ch. 43.21C RCW (SEPA), and Ch. 36.70B RCW (Local Project Review Act)</p> <p><i>HB 1216 – Clean Energy Siting</i></p> <p>Brief description:</p> <p>The bill establishes a new type of project designation by Commerce: Clean Energy Projects of Statewide Significance (CEPSS). The department of Ecology is responsible for coordinating an optional coordinated permitted process for CEPSS projects. Cities and counties with development projects determined as eligible for the coordinated permit process within their jurisdiction must enter into an agreement with Ecology or the project proponent for expediting the completion of projects, including expedited permit process and environmental review processing.</p> <p>The bill also directs lead agencies to complete an EIS for CEPSS projects within 24 months of a threshold determination and requires them to work collaboratively with agencies that have actions requiring SEPA review for the project to develop a schedule that includes a list of agency responsibilities, actions, and deadlines. The bill makes other SEPA changes related to the process of environmental review for CEPSS projects.</p> <p>During a review of a project to construct or improve electric generation, transmission, or distribution facilities, a local government may not require a project applicant to demonstrate the necessity or utility of the project, other than to require as part of the completed project application the submission of documentation required by the Federal Energy Regulatory Commission or other federal agencies with regulatory authority over electric power transmission and distribution needs, or the Utilities and Transportation Commission.</p> <p>A county may not prohibit the installation of wind and solar resource evaluation equipment necessary for the design and environmental planning of a renewable energy project.</p>	Counties and cities
<p>RCW 36.70A710 and .740</p> <p><i>SB 5353 – Relating to the Voluntary Stewardship Program</i></p> <p>Brief description:</p> <p>The bill removes the date by which counties must join the VSP, opening it up to currently non-participating jurisdictions. A county that elects to join the VSP is not required to implement the program in a participating watershed until new adequate funding is provided. The Conservation Commission is required to determine every two years which watersheds in the new participating counties received adequate funding. If adequate funding is not provided, the county must take one of four options:</p> <ul style="list-style-type: none"> • Develop, adopt, and implement a work plan in the watershed that protects critical areas used for agricultural activities; • Adopt development regulations that have previously been adopted by another local government for the purpose of protecting critical areas used for agricultural activities; 	Counties

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2023 Legislative Session	Counties/Cities Other interested parties affected
<ul style="list-style-type: none"> • Adopt development regulations certified by commerce as protective as critical areas in areas used for agricultural activities; or • Review, and if necessary, update development regulations adopted under the GMA to protect critical areas as they related to agricultural activities. 	
<p>Ch. 43.21C RCW (SEPA), Ch. 35.21 RCW (cities and towns), Ch. 35A.21 RCW (code cities), and Ch. 19.27A RCW (Energy-Related Building Standards)</p> <p><i>HB 1042 – The creation of additional housing units in existing buildings</i></p> <p>Brief description:</p> <p>The bill prohibits cities from denying a permit application for the addition of housing units within an existing building due to nonconformity with height, setback, parking, modulation, or elevator size unless it is a building code of life safety issue. When new residential units are proposed completely within an existing building, cities must allow a density bonus of 50% more than the zone otherwise allows. Cities may not require the addition of parking spaces, permitting requirements, or design standards not applied to all residential development in the zone, and may not impose exterior design or architectural requirements to the building. Cities also may not require a transportation concurrency study or SEPA review based on the addition of housing units within an existing building.</p> <p>The changes to city codes necessary to implement the bill are categorically exempt from SEPA.</p> <p>The state building code council is required to adopt an amendment to the energy code that waives the requirement for the unchanged portions of an existing building to comply with the current energy code when additional housing units are added to the building.</p>	Cities
<p>RCW 35.13.470 and RCW 82.14.415</p> <p><i>HB 1425 – Facilitating municipal annexations</i></p> <p>Brief description:</p> <p>The bill requires that if an interlocal agreement is used for a sales and use tax credit for annexed areas, the interlocal agreement must address:</p> <ul style="list-style-type: none"> • The balancing of annexations of commercial, industrial, and residential properties; • Development, ownership, and maintenance of infrastructure; and • The potential for revenue-sharing agreements. <p>The bill removes the requirements that a city be within a county with a population of at least 600,000 to impose the tax and that an annexation area must have a population of at least 10,000 or 4,000. The bill also removes the eligibility timeline.</p> <p>The bill requires that to impose the tax, a city must have entered into an interlocal agreement with the county regarding the proposed annexation area. The bill also updates the maximum levy amounts that may be imposed based on population.</p>	Counties and cities
<p>Title 64 RCW (Real Property and Conveyances), RCW 58.17.060, RCW 82.02.060, Ch. 82.45 RCW (Real Estate Excise Tax)</p> <p><i>SB 5258 – Increasing the supply and affordability of condominium units and townhouses as an option for homeownership</i></p>	

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2023 Legislative Session	Counties/Cities Other interested parties affected
<p>Brief description:</p> <p>This bill imposes new requirements on condo associations seeking to bring a construction defect claim and imposes additional pre-litigation procedural requirements with the intent to better resolve disputes and encourage the construction of more housing. The bill also created a Down Payment Assistance Account funded by the REET. Impact fee schedules must now reflect the proportionate impact of new housing units based on the square footage and number of bedrooms, or trips generated, in the housing unit, to produce a proportionally lower impact fee for smaller housing units.</p> <p>All cities, towns, and counties must include in their short plat regulations procedures for unit lot subdivisions allowing division of a parent lot into separately owned unit lots.</p>	

2022 Legislative Session

RCW, Bill Number, Brief Description for 2022 Legislative Session	Counties/Cities Other interested parties affected
<p>RCW 36.70A.130 <i>HB 1241 – Relating to planning under the GMA. (Ch. 192 Laws 2022)</i> Effective date: June 9, 2022</p> <p>Brief Description:</p> <p>This bill changes the comprehensive plan periodic update from every eight years to every ten years and established the next deadline being December 31, 2024 for King, Kitsap, Pierce, and Snohomish counties and the cities within them. In addition, counties meeting certain population or growth thresholds, and certain cities within them, must provide the Department of Commerce with an implementation progress report five years after the periodic comprehensive plan adoption. Commerce must develop guidelines for the report, including:</p> <ul style="list-style-type: none"> • The implementation of previously adopted changes to the housing element and the effect of those changes on housing affordability and availability within the jurisdiction; • Permit processing timelines; and • Progress toward implementing actions required to achieve reductions to meet greenhouse gas and vehicle miles traveled requirements as provided for in any element of the comprehensive plan. <p>If a covered jurisdiction has yet to implement any changes that were included in the most recent period update or has not taken legislative or administrative actions necessary to implement the changes by the implementation progress report due date, then that jurisdiction must identify the need for changes or action in its report, adopt a work plan to implement the changes, and complete all work necessary for implementation within two years of the report’s submission.</p>	Counties and cities
<p>RCW 36.70A.040 - .210. <i>HB 1717 – Relating to tribal participation in GMA planning. (Ch. 252 Laws 2022)</i> Effective date: June 9, 2022</p>	Counties, Cities, regional planning authorities, and tribes.

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2022 Legislative Session	Counties/Cities Other interested parties affected
<p>Brief description:</p> <p>Federal agencies and tribes with a reservation or ceded lands within a county are required to be invited to participate in the countywide planning process. A federally recognized Indian tribe may voluntarily choose to participate in the county or regional planning process and coordinate with the counties and cities required to plan under the GMA. Once a local government receives notice from a tribe whose reservations or ceded land are in the county that the tribe has or will have a parallel planning process, the local government must enter into good faith negotiations with the tribe to attempt to reach a mutually acceptable memorandum of agreement regarding collaboration and participation in the planning process, including coordinating planning for urban growth. If such agreement cannot be reached, the local government and tribe must enter mediation. A tribe may also request that Commerce provide facilitation services to resolve issues that it has with a local government’s comprehensive planning. Delay of adoption of a local government’s comprehensive plan or development regulations due to this dispute resolution are not subject to GMHB appeal regarding the delay.</p> <p>Countywide planning policies must include policies that address the protection of tribal cultural resources in collaboration with tribes that choose to participate in the planning process. When a city’s comprehensive plan includes a port element, the city must develop the element collaboratively with the port and any tribe that is participating in the planning process through a MOA.</p>	
<p>RCW 36.70A.540 <i>HB 2001 – Relating to expanding the ability to build tiny houses. (Ch. 275 Laws 2002)</i> Effective date: June 9, 2022</p> <p>Brief Description:</p> <p>The bill adds tiny house communities, which were legislatively authorized in 2017, to the type of housing eligible for affordable housing incentive programs established by local governments under the GMA through comprehensive plans and development regulations.</p>	Counties and cities
<p>RCW 36.70A.067 <i>SB 5042 – Relating to the effective date of certain actions taken under the GMA. (Ch. 218 Laws 2022).</i> Effective date: June 9, 2022</p> <p>Brief Description:</p> <p>The bill establishes the effective date of an action that expands a UGA; removes the designation of agricultural, forest, or mineral resource lands; creates or expands a LAMIRD; establishes a new fully contained community; or creates or expands a master planned resort is the later of the following:</p> <ul style="list-style-type: none"> • 60 days after the date of public of notice of adoption of the comprehensive plan, development regulation, or amendment to the plan or regulation, implementing the action; or • If a petition for review to the Growth Management Hearings Board is timely filed, upon issuance of the board’s final order. <p>This eliminates a vesting loophole that previously allowed these actions to proceed due to Washington’s early vesting law, even when an action is subsequently invalidated by the GMHB.</p>	Counties

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RCW, Bill Number, Brief Description for 2022 Legislative Session	Counties/Cities Other interested parties affected
<p>RCW 36.70A.070 <i>SB 5275 – Relating to enhancing opportunity in LAMIRDs. (Ch. 220 Laws 2022).</i> Effective date: June 9, 2022</p> <p>Brief Description:</p> <p>The bill amends current LAMIRD requirements by allowing for:</p> <ul style="list-style-type: none"> • Development and redevelopment within a LAMIRD with confirmation that existing providers of public facilities and services have sufficient capacity to serve new or additional demand from the development or redevelopment. • Changes to land use designations on vacant land if new development and redevelopment is consistent with the county definition of local rural character. • Commercial development or redevelopment within mixed-use areas to serve existing and projected rural populations with a footprint limitation of up to a maximum of 5,000 square feet. New uses of retail or food service space cannot exceed 2,500 square feet. 	Counties
<p>RCW 36.70A.130 <i>SB 5593 – Relating to UGA boundaries. (Ch. 287 Laws 2022).</i> Effective date: June 9, 2022</p> <p>Brief Description:</p> <p>Each county that designates UGAs must review the patterns of development within the UGA during the periodic comprehensive plan update. If, during this review, the county determines the patterns of development have created pressure in areas that exceed the available and developable lands within the UGA, the county may revise the UGA to accommodate identified patterns of development and future development pressure for the succeeding 20-year period. Areas added to the UGA must not be designated as natural resource lands or contain more than 15 percent critical areas. The areas added must be suitable for urban growth and contiguous. The revision may not result in an increase in the total surface area of the existing UGA.</p> <p>A jurisdiction’s transportation element and capital facility plan element must identify the transportation facilities, public facilities, and related services needed to serve the added areas to the UGA, including funding sources.</p>	Counties, cities, and service providers.
<p>RCW 36.70A.600, .070 and Ch. 43.21C RCW (SEPA) <i>SB 5818 – Relating to promoting housing construction in cities through amendments to and limiting appeals under SEPA and the GMA.</i> Effective date: June 9, 2022</p> <p>Brief Description:</p> <p>Any nonproject action taken by a fully planning city to implement certain optional planning actions to increase residential building capacity is permanently exempt from administrative and judicial appeal under SEPA. The adoption of ordinances, development regulations, and amendments to such regulations and other nonproject actions taken by a fully planning city that increases housing capacity and affordability and mitigates displacement, outside of critical areas, are exempt from</p>	

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2022 Legislative Session	Counties/Cities Other interested parties affected
<p>administrative and judicial appeals under SEPA, except for nonproject actions having a probable significant adverse impact on fish habitat.</p> <p>The SEPA exemption for project actions related to a residential, multifamily, or mixed-use development on the basis of or impacts to the transportation elements of the environment only applies if WSDOT has not found that the project will present significant adverse impacts to the state-owned transportation system. Impacts to aesthetics or light and glare are exempt from SEPA if the project is subject to adopted design review requirements.</p> <p>Ecology must undergo expedited rulemaking to modify rule-based SEPA categorical exemptions to SEPA as follows:</p> <ul style="list-style-type: none"> • Add four attached single-family residential units to the current exemption for certain types of construction. • Create a new exemption level for single-family residential project types with a total square footage of fewer than 1500 square feet in incorporated UGAs of at least 100 units. • Increase the exemption level for multifamily residential project types in incorporated UGAs from 60 units to 200 units. • Add the following sentence to the categorical exemptions for minor new construction: “The city, town, or county must document the result of its outreach with the department of transportation on impacts to state-owned transportation facilities, including consideration of whether mitigation is necessary for impacts to state-owned transportation facilities.” <p>Any applicant whose project qualifies as exempt under SEPA is not required to file an environmental checklist if other information is available to establish that a project qualifies for an exemption.</p>	
<p>Title 70A RCW (Environmental Health and Safety), Ch. 36.70A RCW (GMA), Ch. 36.70 RCW (Planning Enabling Act), and related statutes HB 1799 – Relating to organic materials management Effective date: June 9, 2022</p> <p>Brief description:</p> <p>Beginning January 1, 2027, each county or city that implements a local solid waste plan must provide source-separated organic waste collection services at least either biweekly or 26 weeks annually to all residents and non-residential customers that generate at least 0.25 cubic yards of organic materials per week, and must provide for organic materials management of collected organic materials. Cities and counties may charge and collect fees or rates for these services, consistent with existing authority to impose fees and rates for solid waste collection services. These requirements do not apply to certain jurisdictions and certain areas described in the bill.</p> <p>Jurisdictions implementing local solid waste management plans may not site the increase or expansion of an existing organic materials management facility that processed more than 200,000 tons of material relative to 2019 levels, except that this limitation does not apply to anaerobic digesters.</p> <p>By January 1, 2023, cities and counties with a population of at least 25,000 or in which organic material collection services are provided must adopt a compost procurement ordinance to implement the 2020 requirement for local governments to consider the use of compost products in projects and to use compost products in a project except when availability, health, quality, safety, or price-competitive criteria are not met. They must develop strategies to inform residents</p>	Counties and cities

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RCW, Bill Number, Brief Description for 2022 Legislative Session	Counties/Cities Other interested parties affected
regarding the jurisdiction's use of compost and the value of compost and give priority to purchasing compost products that produce compost locally, are certified by a nationally recognized organization, the product products derived from municipal solid waste compost programs, and that meet quality standards. The bill creates additional procurement options for local governments.	

2021 Legislative Session

RCW, Bill Number, Brief Description for 2021 Legislative Session	Counties/Cities Other interested parties affected
<p>RCW 36.70A.020, .030, .070, .390; chapter 35A.21 RCW; chapter 35.21 RCW <i>HB 1220 – Relating to supporting emergency shelters and housing through local planning and development regulations. (Ch. 254 Laws 2021)</i> Effective date: July 25, 2021</p> <p>Brief Description:</p> <p>Commerce will provide jurisdictions with existing and projected housing needs that identify the number of housing units necessary to manage projected growth, including units for moderate, low, very low, and extremely low-income households as well as emergency housing, emergency shelters, and permanent supportive housing.</p> <p>The housing element of comprehensive plans is updated to require GMA planning counties and cities to do the following:</p> <ul style="list-style-type: none"> • Include moderate density housing options within the UGA and include mandatory provisions for the preservation, improvement, and development of housing. • Identify sufficient land and zoning capacities for the following housing types based on the housing needs provided by Commerce: moderate, low, very low, and extremely low-income households; emergency housing, emergency shelters, and permanent supportive housing; and within the UGA, consideration of duplexes, triplexes, and townhomes. • Plan for and accommodate, rather than just encourage the availability of, affordable housing for the economic segments described above by doing the following: <ul style="list-style-type: none"> ○ Incorporate special consideration for low, very low, extremely low, and moderate-income households; ○ Document programs and actions needed to achieve housing availability, including gaps in local funding, barriers such as development regulations, and other limitations; ○ Consider housing locations in relation to employment locations; ○ Consider the role of ADUs in meeting housing needs. • Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing and implement policies and regulations to address and being to undo them. • Identify areas at high risk of displacement from market forces that occur with changes to zoning, development regulations, and capital investments. • Establish anti-displacement policies <p>Cities may not prohibit transitional housing or permanent supportive housing in any zones where residential dwelling units or hotels are allowed. Cities may not prohibit indoor emergency shelters or indoor emergency housing in any zones where hotels are allowed, except for cities that have</p>	Counties and cities

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RCW, Bill Number, Brief Description for 2021 Legislative Session	Counties/Cities Other interested parties affected
<p>adopted an ordinance authorizing such shelters and housing in a majority of zones within a 1-mile proximity to transit. Cities may impose reasonable occupancy and use regulations on such shelters and housing but those regulations may not prevent the siting of a sufficient number to accommodate the need.</p>	
<p>RCW 36.70A.330 and RCW 43.155.070; chapters 35A.14 RCW, 36.70A RCW, 43.160 RCW, 80.36 RCW, and 43.330 RCW. <i>SB 5368 – Relating to encouraging rural economic development. (Ch. 312 Laws 2021)</i> Effective date: July 25, 2021</p> <p>Brief Description:</p> <p>This bill allows code cities and counties to enter into an interlocal agreement for the purpose of facilitating city annexation of unincorporated UGA territory, including collaborating on the jurisdictional transfer of commercial, industrial, and residential properties and facilities.</p> <p>The bill also authorizes the Growth Management Hearings Board to refer a finding of noncompliance to Commerce to facilitate a speedy resolution.</p>	Counties and Cities

2020 Legislative Session

RCW, Bill Number, Brief Description for 2020 Legislative Session	Counties/Cities Other interested parties affected
<p>RCW 36.70A.130 <i>HB 2342 – Relating to aligning the timing of comprehensive plan updates required by the growth management act with the timing of shoreline master program updates required by the shoreline management act. (Ch. 113 Laws 2020)</i> Effective date: 6/11/2020 Effective date (Section 2): 7/1/2025</p> <p>Brief Description:</p> <p>This amendment updated the GMA periodic update schedule to better align the GMA update cycle with the census and makes associated changes to the Shoreline Management Act (SMA) schedule. The new GMA schedule took effect June 11, 2020. (The new SMA schedule changes, RCW 90.58.080, changes take effect July 1, 2025.)</p> <p><u>New GMA periodic update schedule:</u></p> <ul style="list-style-type: none"> • The following counties, and the cities within them, are required to review and, if needed, revise their comprehensive plans and development regulations by June 30, 2024, and every eight years thereafter: King, Kitsap, Pierce, and Snohomish. • The following counties, and the cities within them, are required to review and, if needed, revise their comprehensive plans and development regulations by June 30, 2025, and every eight years thereafter: Clallam, Clark, Island, Jefferson, Lewis, Mason, San Juan, Skagit, Thurston, and Whatcom. • The following counties, and the cities within them, are required to review and, if needed, revise their comprehensive plans and development regulations by June 30, 2026, and every 	Counties and cities

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RCW, Bill Number, Brief Description for 2020 Legislative Session	Counties/Cities Other interested parties affected
<p>eight years thereafter: Benton, Chelan, Cowlitz, Douglas, Franklin, Kittitas, Skamania, Spokane, Walla Walla, and Yakima.</p> <ul style="list-style-type: none"> The following counties, and the cities within them, are required to review and, if needed, revise their comprehensive plans and development regulations by June 30, 2027, and every eight years thereafter: Adams, Asotin, Columbia, Ferry, Garfield, Grant, Grays Harbor, Klickitat, Lincoln, Okanogan, Pacific, Pend Oreille, Stevens, Wahkiakum, and Whitman. 	
<p>RCW 36.70A.600 through .620, and RCW 36.70A.030. HB 2343 – Relating to urban housing supply. (Ch. 173 Laws 2020) Effective date: 6/11/2020</p> <p>Brief Description:</p> <ul style="list-style-type: none"> Adds to provisions of E2SHB 1923 (2019), extending timelines and adding to the list of activities that cities are encouraged to take in order to increase residential building capacity. The date by which cities must take certain planning actions to increase residential building capacity in order for those actions to be exempt from administrative or judicial appeal under the GMA and the State Environmental Policy Act (SEPA) is changed from April 1, 2021, to April 1, 2023. Reduces requirements for bus frequency from four times an hour to two times an hour for very or extremely low income (30-50% AMI) relating to parking reductions. Adds parking reductions for market rate housing: <i>“For market rate multifamily housing units that are located within one-quarter mile of a transit stop that receives transit service at least four times per hour for twelve or more hours per day, minimum residential parking requirements may be no greater than one parking space per bedroom or .75 space per unit. A city may establish a requirement for the provision of more than one parking space per bedroom or .75 space per unit if the jurisdiction has determined a particular housing unit to be in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.”</i> The GMA definition of "permanent supportive housing" is modified. 	Cities
<p>RCW 36.70A.696 through .699 SB 6617 – Relating to accessory dwelling unit regulation. (Ch. 217 Laws 2020) Effective date: 6/11/2020</p> <p>Brief Description:</p> <ul style="list-style-type: none"> Requires, by July 1, 2021, any city within a GMA county must adopt or amend regulations so as to not require off-street parking for accessory dwelling units (ADUs) within 0.25 mile of a “major transit stop” unless the city determines the ADU is in an area with a lack of access to street parking capacity, physical space impediments, or other reasons that would make on-street parking infeasible for the ADU. A city that has adopted or substantively amended its ADU regulations within the previous four years is exempt from the new ADU requirements regarding off-street parking. “Major transit stop” is defined as: <ul style="list-style-type: none"> A stop on certain high capacity transportation systems; Commuter rail stops; Stops on rail or fixed guideway systems, including transit-ways; 	Cities

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2020 Legislative Session	Counties/Cities Other interested parties affected
<ul style="list-style-type: none"> ○ Stops on bus rapid transit routes or routes that run on high occupancy vehicle lanes; or ○ Stops for a bus or other transit mode providing fixed route service at intervals of at least 15 minutes during the peak hours of operation. 	
<p>RCW 36.70A.200 <i>HB 2640 – Relating to clarifying that facilities that are operated by a private entity in which persons are detained in custody under process of law pending the outcome of legal proceedings are not essential public facilities under the growth management act. (Ch. 128 Laws 2020)</i> Effective date: 3/25/2020</p> <p>Brief Description: This bill updates the GMA provision governing the siting of essential public facilities, and exclude private detention facilities from the definition of essential public facilities. It further clarifies that this exclusions does not apply to mental health facilities. Those facilities remain essential public facilities. It applies to only facilities for pretrial detention. It applies retroactively as well as prospectively.</p>	Counties and cities
<p>RCW 36.70A.250 through .280 <i>SB 6574 – Relating to clarifying the respective administrative powers, duties, and responsibilities of the growth management hearings board and the environmental land use and hearings office. (Ch. 214 Laws 2020)</i> Effective date: 6/11/2020</p> <p>Brief Description: This bill is governor request legislation designed to align the structure and practice of the Growth Management Hearings Board (GMHB) with the rest of the Environmental and Land Use Hearings Office to improve administration. The bill changes the size of the board, adjusts the qualifications of board members and the procedures for appointing board members and makes other miscellaneous changes to the composition and operations of the GMHB.</p>	Counties, cities and members of the public
<p>RCW 43.21C.229 <i>HB 2673 – Relating to exemptions for infill development under the state environmental policy act. (Ch. 87 Laws 2020)</i> Effective date: 6/11/2020</p> <p>Brief Description: This bill amends RCW 43.21C.229, and changes the standard for use of optionally SEPA categorical exemption for infill development to include development in areas where population is roughly equal to projections in comprehensive plan and development regulations, rather than limiting it to areas where it is less than such projections.</p>	Counties and cities
<p>RCW 84.14.020 <i>HB 2950 – Relating to addressing affordable housing needs through the multifamily housing tax exemption by providing an extension of the exemption until January 1, 2022, for certain properties currently receiving a twelve-year exemption and by convening a work group. (Ch. 237 Laws 2020)</i> Governor partial veto – Section 3 not approved. Effective date: 6/11/2020</p>	Counties and cities

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2020 Legislative Session	Counties/Cities Other interested parties affected
<p>Brief Description: This bill extends the multifamily property tax exemption (MFTE) for certain properties through December 31, 2021.</p> <p><u>Governor's partial veto:</u> <i>Section 3 directs the Department of Commerce to contract with a nonprofit facilitator to convene a work group to study and make recommendations on certain aspects of the multifamily property tax exemption program. The department is also required to provide a follow-up report to the Legislature and the Joint Legislative Audit and Review Committee by December 1, 2020. However, the work required under Section 3 is not funded in the budget. For these reasons I have vetoed Section 3 of Substitute House Bill 2950.</i></p>	

2019 Legislative Session

RCW, Bill Number, Brief Description for 2019 Legislative Session	Counties/Cities Other interested parties affected
<p>RCW 36.70A.545 (and RCW 35A.63.300, and RCW 35.63.280) HB 1377 – Relating to affordable housing development on religious organization property. (Ch. 218 Laws 2019) Effective date: 7/28/2019</p> <p>Brief Description:</p> <ul style="list-style-type: none"> • A city planning under certain planning enabling statutes, or a city or county fully planning under the GMA, must allow an increased density bonus consistent with local needs for any affordable housing development of any single-family or multifamily residence located on real property owned or controlled by a religious organization if the affordable housing development under certain conditions outlined under RCW 36.70A.545. • A city or town, code city, or county may develop policies to implement the increased density bonus if it receives a request from a religious organization for the increased density bonus. • The religious organization developing the qualifying affordable housing must pay all fees, mitigation costs, and other charges required and, if applicable, should work with local transit agencies to ensure appropriate transit services are provided to the affordable housing development. • An affordable housing development created by a religious institution within a city or county fully planning under the GMA must be located within an urban growth area. 	Counties and cities
<p>RCW 36.70A.600 through 620; and RCW 36.70A.030 HB 1923 – Relating to increasing urban residential building capacity. (Ch. 348 Laws 2019) Effective date: 7/28/2019 Effective date (Section 11): 7/1/2019</p> <p>Brief Description: This is a multifaceted bill designed to increase residential capacity in larger cities.</p>	Cities

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2019 Legislative Session	Counties/Cities Other interested parties affected
<ul style="list-style-type: none"> • Encourages fully planning cities to take certain actions designed to increase residential building capacity. The bill lists twelve qualifying measures they are encouraged to adopt. If a city intends to adopt actions before July 30, 2021 they can apply to Commerce for a grant of up to \$100,000 to support the effort. Implementation actions taken before this deadline are also shielded from SEPA and GMA appeal. Cities may also gain eligibility through development of a housing action plan. A housing action plan is an expanded version of the housing needs analysis. • The bill also directs the Washington Center for Real Estate Research to produce a report every two years that compiles housing supply and affordability metrics for all fully planning cities. This data is designed for use with drafting the housing action plan. • The bill also contains two mandatory requirements designed to reduce pressure on housing supply. The first is a requirement to all permanent supportive housing in all multifamily areas. The second is limitations on minimum parking requirements. • In order to fund the grants and the production of the housing data profiles, the bill establishes a \$2.50 increase in the document-recording fee. 	
<p>RCW 43.330.515 and .520 <i>SB 5748 – Relating to creating an account to support necessary infrastructure nearby military installations. (Ch. 404 Laws 2019)</i> Effective date: 7/28/2019</p> <p>Brief Description: The bill creates the defense community compatibility account. The account funds grants to local governments, or entities who have an agreement with a military installation under the Readiness and Environmental Protection Integration (REPI) program. Eligible projects include:</p> <ul style="list-style-type: none"> • Acquisition of real property or real property interests to eliminate an existing incompatible use; • Projects to jointly assist in the recovery or protection of endangered species dependent on military installation property for habitat; • Projects or programs to increase the availability of housing affordable to enlisted military personnel and nonmilitary residents in the local community. • Projects to retrofit existing uses to increase their compatibility with existing military operations. • Projects to enable local communities heavily dependent on a nearby military installation to diversify the local economy so as to reduce the economic dependence on the military base; • Projects that aid communities to replace jobs lost in the event of a reduction of the military presence; • Local infrastructure or facilities necessary to help a community accommodate an expanded military presence in their community; • Projects that improve or enhance aspects of the local economy, environment, or quality of life impacted by the presence of military activities. <p>Commerce must produce a biennial report with a prioritized list of projects, and may develop rules to implement this section.</p>	Counties and cities, and certain entities also identified in this bill.
<p>RCW 36.70A.270 <i>SB 5151 – Relating to requiring the growth management hearings board to topically index the rulings, decisions, and orders it publishes. (Ch. 452 Laws 2019)</i> Effective date: 7/28/2019</p>	Counties, cities, and members of the public.

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2019 Legislative Session	Counties/Cities Other interested parties affected
<p>Brief Description: Environmental & Land Use Hearings Office must coordinate with the Growth Management Hearings Board, the Department of Commerce, and other interested stakeholders to develop and maintain a rational system of categorizing rulings, decisions, and orders. The website must allow a user to search GMHB decisions and orders by topic, party, and geographic location or by natural language. All rulings, decisions, and orders issued before January 1, 2019, must be published by June 30, 2021.</p>	

2018 Legislative Session

RCW, Bill Number, Brief Description for 2018 Legislative Session	Counties/Cities Other interested parties affected
<p>RCW 36.70A.590 <i>SB 6091 - Relating to ensuring that water is available to support development.</i> (Ch.1 Laws 2018) Effective date 1/19/2018</p> <p>Brief Description: Addresses the availability of water to support development. For the purposes of complying with the GMA relating to surface and groundwater resources, a county or city may rely on or refer to applicable minimum instream flow rules adopted by Ecology. Development regulations must ensure that proposed water uses are consistent with the permit-exempt groundwater statute and with applicable rules when making building permit and subdivision decisions.</p>	Counties and cities

2017 Legislative Session

RCW, Bill Number, Brief Description for 2017 Legislative Session	Counties/Cities Other interested parties affected
<p>RCW 36.70A.211 and .212 <i>HB 1017 – Relating to the siting of schools and school facilities.</i> (Ch. 129 Laws 17) Governor vetoed Section 1. Effective date 7/23/2017</p> <p>Brief Description (Sections 2-3):</p> <ul style="list-style-type: none"> • Pierce County may authorize the siting of a school in a rural area to serve students from an urban area, even when otherwise prohibited by multicounty policies if the county has adopted a comprehensive plan policy concerning the siting of schools in rural areas. Such a school may not collect impact fees. • Vision 2040, the multicounty planning policy document is to be amended at its next update (2020) to include a policy addressing the siting of schools in rural areas. (This policy would cover all four PSRC counties). • Each school district that sites schools under Section 2 must participate in the county’s next GMA update (due in 2023 for Pierce County), to: <ul style="list-style-type: none"> ○ Coordinate on enrollment forecasts and projections ○ Identify school siting criteria, with the county, cities and PSRC 	Pierce County

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2017 Legislative Session	Counties/Cities Other interested parties affected
<ul style="list-style-type: none"> ○ Identify suitable school sites with the county and cities with priority to siting urban serving schools in existing cities and towns in locations where students can safely walk and bicycle to school from the homes, and can effectively served by transit ○ Identify schools costs and include this in the capital facilities plan element. <p><u>Governors' partial veto (Section 1)**</u>: <i>First, any extension of urban services to serve a rural school must be limited to the size and scale needed to support the long-term needs of the school. Second, the land surrounding a new rural school must maintain its rural character and housing density as specified in RCW 36.70A.070(5). Finally, in order for schools to be sited outside the Urban Growth Boundary Line, school districts must demonstrate that there is no suitable land available within the Urban Growth Area. For these reasons I have vetoed Section 1 of Engrossed Substitute House Bill 1017.</i></p> <p>** Note: See HB 2243 (2017) below.</p>	
<p>RCW 37.70A.690 HB 1503 – Relating to preventing unfunded mandates involving on-site sewage systems from affecting local governments and property owners. (Ch. 105 Laws 17) Effective date 7/23/2017</p> <p>Brief Description:</p> <ul style="list-style-type: none"> • Declares that the Growth Management Act (GMA) does not preclude counties from certifying homeowners, or their family members or tenants, to inspect their on-site sewage systems (OSS). • Declares that counties are not relived of the obligation to protect water quality under the GMA. <p>Governor signed</p>	<p>Counties and cities. Property owners (pertaining to self-inspection of septic systems)</p>
<p>RCW 36.70A.030, .060, .070, and .108 SB 5517 – Concerning rail dependent uses for purposes of the growth management act and related development regulations. Governor vetoed</p> <p>Brief Description:</p> <ul style="list-style-type: none"> • Adds definitions of “freight rail dependent uses” and “short line railroad” to the Growth Management Act (GMA). • Direct the Department of Commerce to submit a report to the Legislature by November 15 of each-even numbered year, beginning in 2022 and ending in 2032, that describes any job gains, tax impact, and impacts to resource lands resulting from freight rail dependent uses sited under the GMA. • Authorized Clark and Okanogan counties to allow rail dependent industrial uses on resource lands adjacent to short line railroads. • Authorizes Clark and Okanogan counties to include development of freight rail dependent uses on land adjacent to railroad lines and infrastructure in the transportation element of their comprehensive plan. 	<p>Clark, Okanogan</p>
<p>RCW 36.70A.110 HB 1683 – Addressing sewer service within urban growth areas. (Chapter 305 Laws 2017) Effective date 7/23/2017</p>	<p>Counties and cities. Utility districts and Property owners.</p>

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2017 Legislative Session	Counties/Cities Other interested parties affected
<p>Brief Description: Specifies that GMA fully planning counties, cities, and utilities are not obligated to install sanitary sewer systems to certain properties within urban growth areas served by on-site sewage systems.</p>	
<p>HB 2243-Concerning the siting of schools and school facilities Governor signed C32 L 2017 3rd Special Session. Effective date 10/19/2017</p> <p>Brief Description:</p> <ul style="list-style-type: none"> • Provides that the Growth Management Act (GMA) does not prohibit a county planning fully under the GMA from authorizing the extension of public facilities and utilities to serve a school located in a rural area that serves students from a rural area and an urban area, so long as certain requirements are met. • Authorizes the extension of public facilities and utilities extended to a school located outside an Urban Growth Area (UGA),. • Provides that the GMA does not prohibit the expansion, modernization, or placement of portable classrooms at an existing school in a rural area. • Directs the Department of Commerce to submit a report to the Legislature in 2023 that reports on the schools built under this legislation. <p>Note: how this is related to ESHB 1017: During the 2017 Legislative Session, the Legislature passed Engrossed Substitute House Bill (ESHB) 1017, which dealt with the topic of siting schools in rural areas under the GMA. Governor signed ESHB 1017 into law, but in so doing, vetoed section 1 of ESHB 1017. The vetoed provisions were signed into law as part of HB 2243.</p>	Counties and cities
<p>SB 5254—Relating to ensuring adequacy of buildable lands and zoning in urban growth areas and providing funding for low-income housing and homeless programs Governor signed C16, L 2017 3rd Special Session, Effective date 10/19/2017</p> <p>Brief Description:</p> <ul style="list-style-type: none"> • Extends the \$40 local homeless housing and assistance surcharge to 2023. • Allows revenue from the local real estate excise tax (REET II) to be used for homeless housing development through 2019, subject to certain conditions. • Makes certain changes to the Growth Management Act's buildable lands program through 2030, including making Whatcom County subject to buildable lands program requirements and requiring that county buildable land reports be completed at least two years prior to scheduled comprehensive plan updates. • Requires the Department of Commerce to contract for the development of buildable lands program guidance for use by local governments. • Exempts projects with environmental impacts that have been addressed in a planned actions designated by local governments that encompass areas located near transit stops from further environmental review under the State Environmental Policy Act (SEPA). 	<p>Buildable Lands Counties: Clark, King, Kitsap, Pierce, Snohomish, Thurston, and Whatcom counties.</p> <p>Note: Portions of the bill only affect newly added Whatcom County.</p>

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for 2017 Legislative Session	Counties/Cities Other interested parties affected
<p>RCW 36.70A, .070 SSB 5790 – Concerning the economic development element of the growth management act. Governor partial veto – Section 3 not approved. Chapter 331, 2017 Laws PV, Effective date 7/23/2017</p> <p>Brief Description:</p> <p>The bill amends the rural element requirement to allow innovative techniques that will accommodate appropriate rural economic advancement, densities, and uses. It also removes the following provisions from the economic development element:</p> <ul style="list-style-type: none"> • A summary of the local economy • A summary of the strengths and weaknesses of the local economy, and • An identification of policies, programs, and projects to foster economic growth and development and to address future needs. <p>The Governor partially vetoed a section of the bill that would have allowed smaller counties to identify stagnate or deteriorating economic industries in rural areas and “seize economic opportunities that may deviate” from the GMA in order to encourage economic development. The vetoed section would have required the GMHB to afford deference to local development choices that prioritize economic development in rural areas for certain jurisdictions.</p>	<p>Cities, Counties</p>
<p>SB 5806-Concerning preliminary work to develop a process for planning for a new interstate 5 bridge spanning the Columbia river. Governor signed. C288 L2017. Effective date 7/23/2017</p> <p>The process for designating a project of statewide significance is modified to allow for a legislative designation. Projects of statewide significance that are designated by the Legislature are exempted from the application requirements.</p>	<p>Cities and Counties</p>

Growth Management Act Amendments 1995-2023

2016 Legislative Session

No Growth Management Act Amendments for 2016 Legislative Session	Cities/Counties Affected
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2015 Legislative Session

RCW, Bill Number, Brief Description for 2015 Legislative Session	Cities/Counties Affected
<p>RCW 36.70A.035 SB 5238 – Concerning public water systems’ public participation notice provisions.</p> <p>Brief Description:</p> <ul style="list-style-type: none"> The list of persons and entities that public participation requirements of GMA must, through notice procedures, must also be reasonably calculated to provide notice of proposed amendments to comprehensive plans and development regulations is expanded to include Group A public water systems that are required to develop water system plans. Group A water systems either have 15 or more service connections, regularly serve 25 or more people 60 or more days per year, or serve 1,000 or more people for two or more consecutive days. 	Counties, Cities
<p>RCW 37.70A.070 ESB 5923 – Promoting economic recovery in the construction industry</p> <p>Brief Description:</p> <ul style="list-style-type: none"> Obligates counties, cities, and towns that collect impact fees to, by September 1, 2016, adopt and maintain a system for the deferred collection of impact fees for single-family detached and attached residential construction. Delays the starting of the six-year frame for satisfying transportation concurrency provisions of the Growth Management Act until deferred impact fees are due. Establishes impact fee deferral reporting requirements for the Joint Legislative Audit and Review Committee and the Department of Commerce. Makes all provisions effective September 1, 2016. 	Counties, cities, and towns that collect impact fees

Legislative Session 2014

RCW, Bill Number, Brief Description for Legislative Session 2014	Cities/Counties Affected
<p>RCW 36.70A.040, .060, .280 EHB 1224 – Providing a process for county legislative authorities to withdraw from voluntary planning under the GMA</p> <p>Brief Description:</p> <ul style="list-style-type: none"> Allows a county that elected to fully plan under the Growth Management Act (GMA) and that has 20,000 or fewer inhabitants to reduce the planning obligations that it and the cities within must satisfy under the GMA. Expires the authority of a county to reduce planning obligations for it and the cities within on December 31, 2015. Establishes that a county action to reduce the planning obligations for it and the cities within may be invalidated if the county is not in compliance with certain planning requirements of 	Counties, Cities

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2014	Cities/Counties Affected
<p>GMA at the time of the county's reduction action, and if the county does not receive a determination of compliance from the Department of Commerce (Commerce).</p> <ul style="list-style-type: none"> • Makes compliance determinations by Commerce subject to review by the Growth Management Hearings Board. • Specifies that a county that reduces the planning obligations for it and the cities within must satisfy requirements for natural resource lands, critical areas, the use of best available science and the requirements established in the rural element of a comprehensive plan and the associated development regulations. 	
<p>RCW 36.70A.367</p> <p>HB 1360 – Extending the deadline to designate one or more Industrial land banks</p> <p>Brief Description:</p> <ul style="list-style-type: none"> • Extends the deadline for certain counties planning under the Growth Management Act and with the authority to designate industrial land banks to identify and approve locations and then adopt regulations for industrial land banks until December 31, 2016, rather than December 31, 2014. 	Counties, Cities
<p>RCW 36.70A.460</p> <p>2SHB 2251 – Fish barrier removals</p> <p>Brief Description:</p> <ul style="list-style-type: none"> • Adds three new categories of fish habitat enhancement projects to the list of projects eligible for streamlined permitting under the Department of Fish and Wildlife's hydraulic project approval process. • Directs WDFW to convene a fish passage barrier removal board, with representatives from state agencies, local and tribal governments, and other interested entities to coordinate removal projects. 	Counties, Cities
<p>RCW 84.14.007, .010, .040, .060</p> <p>2SSB 6330 – Promoting affordable housing in unincorporated areas of rural counties within urban growth areas</p> <p>Brief Description:</p> <ul style="list-style-type: none"> • Rural counties may offer a property tax exemption for multi-family housing projects within unincorporated urban growth areas. • The Joint Legislative Audit and Review Committee must assess the performance of the tax preference with reference to the intent and public policy objective. • The property tax exemption for properties located in rural counties expires on January 1, 2020. 	Counties

Legislative Session 2013

RCW, Bill Number, Brief Description for Legislative Session 2013	Cities/Counties Affected
<p>RCW 36.70A.340</p> <p>SHB 1883– Simplifying and updating statutes related to fuel tax administration..</p>	Counties, Cities

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2013	Cities/Counties Affected
<p>Brief Description: Amends various statutes to reflect the consolidation of the fuel tax statutes, including a change in the reference to the RCW chapter addressing fuel tax revenues that may be withheld from a city or county by the Governor upon a notification by the Growth Management Hearings Board of continued non-compliance with the GMA by that city or county.</p>	
<p>RCW 36.70A.070 ESHB 1652 – Impact fee payment Governor vetoed bill in its entirety http://apps.leg.wa.gov/documents/billdocs/2013-14/Pdf/Bills/Vetoed/House/1652-S.VTO.pdf</p> <p>Brief Description: Would have required counties and cities to provide for deferred payment of impact fees, and would have delayed the starting of the six-year time frame for satisfying concurrency provisions for the Growth Management Act until after the county or city received full payment of all deferred impact fees.</p>	Counties, Cities
<p>RCWs 36.70A.200, 36.70A.300, 43.17.250, 43.155.070, 70.146.070 SSB 5399– Addressing the timing of penalties under the growth management act.</p> <p>Brief Description:</p> <ul style="list-style-type: none"> • Establishes that, state agencies, commissions, and governing boards may not penalize jurisdictions during the period of remand following a finding of noncompliance by the Growth Management Hearings Board (GMHB) and the pendency of an appeal before GMHB or subsequent judicial appeals, unless GMHB makes a determination of invalidity, <u>IF</u>: <ul style="list-style-type: none"> • the local government has delayed the effective date of the action subject to the petition until after GMHB issues a final determination; or, • within 30 days of receiving notice of a petition for review by GMHB, the local government delays or suspends the effective date of the action until after GMHB issues a final determination in order to not be penalized. • A local jurisdiction may not be deemed ineligible or otherwise penalized, in the award of a state agency grant or loan during the pendency of the appeal before GMHB, or during any subsequent judicial appeals under certain circumstances. 	Counties; Cities; state agencies, commissions, and governing boards
<p>RCWs 35.91, 35.91.020, 43.21C, 82.02.020 ESHB 1717– Up-front environmental planning</p> <p>Brief Description:</p> <ul style="list-style-type: none"> • Authorizes local governments to recover reasonable expenses incurred in the preparation of non-project environmental impact statements (EIS) for infill actions that are categorically exempt from requirements of the State Environmental Policy Act, and for development or redevelopment actions that qualify as planned actions. • Requires that a county, city, or town enact an ordinance, prior to the collection of fees to cover reasonable expenses incurred in the preparation of the EIS, which establishes the total amount of expenses to be recovered through fees, and provides objective standards for determining the fee amount imposed upon each development proposal; provides a procedure by which an applicant may pay the fees under protest; and makes information available about the amount of the expenses designated for recovery. • Modifies provisions governing contracting between qualifying municipalities and real estate owners for the construction or improvement of water or sewer facilities by making the 	Counties, Cities

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2013	Cities/Counties Affected
contracts mandatory, at the owner's request, and by allowing municipalities to collect associated fees.	
<p>RCW 34.05 HB 1112– Concerning standards for the use of Science to support public policy</p> <p>Brief Description: Directs the Department of Fish and Wildlife to identify the sources of information reviewed and relied on before taking a significant agency action. The requirement applies to actions including those resulting in species recovery plans, certain types of rulemaking, and guidance to support implementation of a rule or statute.</p>	Department of Fish and Wildlife
<p>RCW 34.05 HB 1113 – Concerning standards for the use of Science to support public policy</p> <p>Brief Description: Requires the Department of Ecology to identify peer-reviewed science, scientific literature, and other sources of information being relied upon before taking significant agency actions related to certain agency programs.</p>	Department of Ecology
<p>RCWs 39.102, 39.102.020, 39.102.140, 39.102.150, 39.102.904, 82.14.475 E2SHB 1306 – Extending the expiration dates of the local infrastructure financing tool program</p> <p>Brief Description:</p> <ul style="list-style-type: none"> • Extends the expiration date of the Local Infrastructure Financing Tool program from June 30, 2039, to June 30, 2044. • Requires local jurisdictions to commence construction by June 30, 2017, to impose the state shared local sales and use tax. • Removes the requirement that a sponsoring local government issue indebtedness to receive a state sales and use tax credit. 	Counties, Cities
<p>RCWs 39.102, 39.102.020, 39.102.140, 39.102.150, 39.102.904, 82.14.475 HB 1644 – Concerning transportation planning objectives and performance measures for local and regional agencies.</p> <p>Brief Description:</p> <ul style="list-style-type: none"> • Allows local or regional agencies to establish transportation objectives and performance measures that correspond with state transportation objectives and performance measures. • Applies the same liability protection to the local or regional agencies that is currently available to the state. 	Counties, Cities, Regional Transportation Planning Organizations

Legislative Session 2012

RCW, Bill Number, Brief Description for Legislative Session 2012	Cities/Counties Affected
<p>RCW 36.70A.180 HB 2834 – Relating to providing cost savings for local governments by reducing a limited number of reporting requirements.</p> <p>Brief Description: Eliminates a requirement obligating jurisdictions that fully plan under the Growth Management Act (GMA) to submit reports to the Department of Commerce every five years regarding the progress by that jurisdiction in implementing the GMA is eliminated. Other county and city reporting requirements are also eliminated.</p>	Counties, Cities

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2012	Cities/Counties Affected
<p>RCW 90.58.190 EHB 2671 – Clarifying procedures for appealing department of ecology final action on a local shoreline mater program by ensuring consistency with existing procedural provisions of the growth management act, chapter 36.70A RCW, the administrative procedure act, chapter 34.50 RCW, and the state environmental policy act, chapter 43.21C RCW.</p> <p>Brief Description: Amends certain standards and procedures relating to the review of shoreline master programs by the Growth Management Hearings Board, Shoreline Hearings Board, and Superior courts.</p>	Counties, Cities
<p>RCW 36.70A.030 SB 5292 – Exempting irrigation and drainage ditches from the definition of critical areas.</p> <p>Brief Description: Within the definition of critical areas, fish and wildlife habitat conservation areas do not include artificial features or constructs, including irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company.</p>	Counties, Cities
<p>RCW 36.70A, 36.70A.130 SB 5995 – Authorizing urban growth area boundary modifications for industrial land.</p> <p>Brief Description: A city planning under the GMA may request that a county amend the UGA within which the city is located. A city’s request to the county to amend the UGA should be done as part of the county’s annual comprehensive plan amendment process and must meet the county’s application deadline for that year’s comprehensive plan amendment process. The requests are subject to certain conditions.</p>	Counties located east of the crest of the Cascade Mountains with a population of more than 100,000 and less than 200,000. (Benton County)
<p>RCW 43.21C SB 6082 – Regarding the preservation and conservation of agricultural resource lands.</p> <p>Brief Description: Department of Ecology will conduct rulemaking by December 31, 2013, to review and consider whether the current environmental checklist ensures consideration of potential impacts to agricultural lands of long-term commercial significance.</p>	Counties, Cities planning under the GMA are to designate and protect agricultural lands of long term commercial significance.
<p>RCW 36.70A.490, 36.70A.500 2ESSB 6406 – Modifying programs that provide for the protection of the state’s natural resources.</p> <p>Brief Description: By December 31, 2013, DOE must update the thresholds for all other project actions, create categorical exemptions for minor code amendments that do not lessen environmental protection, and propose methods for more closely integrating SEPA with the Growth Management Act. Other changes to SEPA and local development provisions include authorizing money in the Growth Management Planning and Environmental Review Fund to be used to make loans, in addition to grants, to local governments for specified purposes; and authorizing lead agencies to identify within an environmental checklist items that are adequately covered by other legal authorities, although a lead entity may not ignore or delete a question.</p>	Counties, Cities

Growth Management Act Amendments 1995-2023

Legislative Session 2011

RCW, Bill Number, Brief Description for Legislative Session 2011	Cities/Counties Affected
<p>RCW 36.70A, 36.70A.130, 36.70A.280 ESHB 1886 - Implementing Recommendations of the Ruckelshaus Center process.</p> <p>Brief Description: The Voluntary Stewardship Program is established as an alternative to protecting critical areas on lands used for agricultural activities through development regulations adopted under RCW 36.60A.060. The Program must be designed to protect and enhance critical areas on lands used for agricultural activities through voluntary actions by agricultural operators. The Washington State Conservation Commission (Commission) is charged with administering the Program.</p> <p>Click here to view a description of the timelines in the Program.</p>	<p>All counties must decide if they are going to opt-in by January 22, 2012.</p> <p>Does not apply to incorporated cities or towns.</p>
<p>RCW 36.70A.080 ESSB 5253 - Concerning tax increment financing for landscape conservation and local infrastructure.</p> <p>Brief Description: Provides financing tool for certain cities in King, Pierce, and Snohomish Counties to invest in infrastructure in designated receiving areas for transfers of development rights (TDR). Eligible cities are cities with a population of 22,500 or more in the three counties. Consistent with the regional TDR program in Chapter 43.362, transfers must be from county sending areas to incorporated city receiving areas.</p>	<p>King, Pierce, and Snohomish Counties, and the Cities within.</p>
<p>RCW 36.70A.130, 36.70A.215 ESHB 1478 Delaying or modifying certain regulatory and statutory requirements affecting cities and counties.</p> <p>Brief Description: Extends timeframes within which local government entities must comply with requirements pertaining to reviews, revisions, and evaluations under the Growth Management Act.</p> <p>The comprehensive plan and development regulation/critical areas ordinance review and revision schedule of the Growth Management Act is modified to require counties and cities to take such action every eight years, rather than every seven years, and to reallocate review and revision years for some jurisdictions.</p> <p>An additional two years for meeting the review and requirements is granted to smaller and slow growing counties and cities. The date by which the initial review and revision requirements must be completed for the first bloc of counties and cities is June 30, 2015, rather than December 1, 2014. County reviews of designated urban growth areas must also be completed according to this schedule, and evaluation requirements for the buildable lands program must be completed by counties and cities one year before the applicable review and revision deadline.</p> <p>Also included are extensions for the timelines for expending and encumbering impact fees; and shoreline master programs.</p>	<p>Counties, Cities</p>
<p>RCW 36.70A.290</p>	<p>Counties and Cities</p>

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2011	Cities/Counties Affected
<p>SSB 5192 - Concerning provisions for notifications and appeals timelines under the shoreline management act.</p> <p>Brief Description: Makes numerous technical changes to effective date provisions for shoreline master programs and to notification and timing requirements governing appeals under the Shoreline Management Act.</p>	
<p>RCW 36.70A.340 SSB 5797 - Eliminating the urban arterial trust account.</p> <p>Brief Description: Merges the Urban Arterial Trust Account into the Transportation Improvement Account.</p>	None

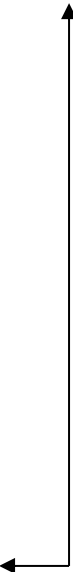
Legislative Session 2010

RCW, Bill Number, Brief Description for Legislative Session 2010	Cities/Counties Affected
<p>RCW 36.70A.480 EHB 1653 - Clarifying the Integration of Shoreline Management Act policies with the Growth Management Act.</p> <p>Brief Description: Modifies provisions in the Growth Management Act (GMA) pertaining to the integration of the GMA and the Shoreline Management Act. Establishes new provisions in the GMA pertaining to the regulation and protection of critical areas that are located within shorelines of the state. Declares an emergency and establishes a July 27, 2003, application date. Clarifies that, with certain exceptions, critical area regulations adopted under the GMA apply within Shoreline areas. These regulations apply until Ecology approves either a comprehensive, new shoreline management program (SMP) that meets Ecology's guidelines, or a SMP amendment specifically related to critical areas. The new law specifies that legally existing structures and uses in shoreline areas that are within protection zones created by local critical areas ordinances (CAOs) may continue as conforming uses. The law also provides criteria about how these structures and uses may be redeveloped or modified. In addition, the bill also addresses existing and ongoing farming practices.</p>	All counties and cities with shorelines.
<p>RCW 36.70A ESHB 2538 - Regarding High-Density Urban Development - Encourages certain cities that plan under the GMA to include compact development in their comprehensive plans.</p> <p>Brief Description: Requires the development of a non-project environmental impact statement for a compact development plan included in a comprehensive plan. Provides for immunity of appeals for proposals that are covered by a non-project environmental impact statement for the compact development area. Encourages establishment of a transfer of development rights program for cities that include compact development in their comprehensive plans. Provides funding incentives to assist with the cost of developing a non-project environmental impact statement for a compact development plan.</p>	A city with a population greater than 5,000 that is required to plan under the GMA. A city of any size required to comply with the GMA and is located on the east side of the Cascade Mountain in a county with a population of 230,000 or less may elect to adopt subarea

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RCW, Bill Number, Brief Description for Legislative Session 2010	Cities/Counties Affected
	development elements.
<p>Referenced throughout the RCW</p> <p>E2SHB 2658</p> <p>Brief Description: The "Department of Commerce" is created to replace the Department of Community, Trade and Economic Development. By November 1, 2009, the Director is to develop a report, with analysis and recommendations for the Governor and appropriate legislative committees, on statutory changes for effective operation of the department. This is to be done in collaboration with the Office of Financial Management, the Governor's Office, the Economic Development Commission, and legislators from policy and fiscal committees. Input from a broad range of stakeholders is required. The Code Reviser is directed to prepare legislation for the 2010 legislative session that changes all statutory references from the "Department of Community, Trade, and Economic Development" to the "Department of Commerce."</p>	None.
<p>RCW 36.70C.020 HB 2740 - Regarding the definition of Land Use Decision in the Land Use Petition Act</p> <p>Brief Description: Amends the Land Use Petition Act (LUPA) to clarify when the 21-day time limit for the filing of judicial appeals to local land use decisions begins.</p>	A county or city processing motions for reconsideration under LUPA.
<p>RCW 36.70A SHB 2935 - Regarding Environmental and Land Use Hearings Boards</p> <p>Brief Description: Creates the Environmental and Land Use Hearings Office by consolidating the powers, duties, and functions of the Environmental Hearings Office and the Growth Management Hearings Boards. Reduces the number of state boards that conduct administrative review of environmental and land use decisions.</p>	None.
<p>RCW 36.70A.110, .130, .172, .250, .260, .270, .280, .290 SSB 6214 - Restructuring the three Growth Management Hearings Boards into one Board</p> <p>Brief Description: Consolidates the powers, duties, and functions of the three regional Growth Management Hearings Boards into a single, seven-member Growth Management Hearings Board. Specifies that petitions for review before the consolidated board must be heard and decided by a regional panel of three board members. Specifies provisions for the adjudicative and operational functioning of the consolidated board.</p>	None.
<p>RCW 36.70A.200 SB 6279 - Clarifying Regional Transit Authority Facilities as Essential Public Facilities.</p> <p>Brief Description: Adds regional transit authority facilities to the list of essential public facilities delineated under the GMA.</p>	A county or city planning under GMA.
<p>RCW 36.70A.5601</p>	A county or city that intends to amend or

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2010	Cities/Counties Affected
<p>SSB 6520 - Extending time to complete recommendations under RCW 36.70A.5601 conducted by the William D. Ruckelshaus Center</p> <p>Brief Description: Extends a provision that temporarily prohibits counties and cities from amending or adopting certain changes to critical areas ordinances (CAOs) by one additional year to July 1, 2011. Specifies that counties and cities subject to the temporary prohibition are required to review and, if necessary, revise their applicable CAOs between July 1, 2011 and December 1, 2012. Grants the William D. Ruckelshaus Center, in completing its examination of the conflicts between agricultural activities and CAOs, one additional year to conclude certain examination tasks and a final report by September 1, 2010.</p>	<p>adopt a CAO affecting agricultural lands.</p>
<p>RCW 36.70A.130 SSB 6611 - Extending the deadlines for the review and evaluation of comprehensive land use plan and development regulations for three years and addressing the timing for adopting certain subarea plans.</p> <p>Brief Description: Establishes a new recurring seven-year review and revision schedule for comprehensive plans and development regulations adopted under the GMA, which includes jurisdictions that had a December 1, 2007 deadline that qualified for and used a former three year extension. (Note: These new deadlines take effect following the existing requirement by jurisdictions to complete the review of comprehensive plans and development regulations between December 1, 2004 and December 1, 2007).</p> <p>Establishes and modifies requirements applicable to subarea plans in provisions of the GMA that generally prohibit comprehensive plan amendments from occurring more frequently than annually. Such subarea plans must clarify, supplement, or implement jurisdiction-wide comprehensive plan policies, and may only be adopted after appropriate environmental review under SEPA.</p> <p>In addition, amendment of a comprehensive plan to take place more than once per year when the amendment is for a subarea plan for economic development located outside a 100-year floodplain in a county that completed a state-funded pilot project based on watershed characterization and local habitat assessment.</p> <p>Cities/Counties Affected: On or before December 1, 2014, and every seven years thereafter, for Clallam, Clark, Jefferson, King, Kitsap, Pierce, Snohomish, Thurston, and Whatcom counties and the cities within those counties;</p> <p>On or before December 1, 2015, and every seven years thereafter, for Cowlitz, Island, Lewis, Mason, San Juan, Skagit, and Skamania counties and the cities within those counties;</p> <p>On or before December 1, 2016, and every seven years thereafter, for Benton, Chelan, Douglas, Grant, Kittitas, Spokane, and Yakima counties and the cities within those Counties;</p> <p>On or before December 1, 2017, and every seven years thereafter, for Adams, Asotin, Columbia, Ferry, Franklin, Garfield, Grays Harbor, Klickitat, Lincoln, Okanogan, Pacific, Pend Oreille, Stevens, Wahkiakum, Walla Walla, and Whitman counties and the cities within those counties.</p>	<p>See below first column Brief Description on SSB 6611 for Cities/Counties Affected for this bill.</p> 

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<p>Exceptions include a three-year extension for qualifying counties with fewer than 50,000 residents, qualifying cities with fewer than 5,000 residents, and provisions for jurisdictions making substantial progress with certain regulatory requirements.</p>	

Legislative Session 2009

RCW, Bill Number, Brief Description for Legislative Session 2009	Cities/Counties Affected
<p>RCW 36.70A 2SHB 1481 - Regarding Electric Vehicles, add section or chapter</p> <p>Brief Description: Specifies that local government regulations of areas in the I-5 corridor from Snohomish County to Thurston County and the King County areas around SR- 520, I-405, and I-90 must allow for electric vehicle infrastructure, except in residential areas, by July of 2010. Requires the state, to the extent practicable, to install charging outlets capable of charging electric vehicles in each of the state's fleet parking and maintenance facilities, as well as in all state operated highway rest stops. Specifies that the Puget Sound Regional Council must seek federal or private funding related to planning for electric vehicle infrastructure deployment.</p>	<p>Snohomish, King, Pierce, and Thurston Counties and their cities, if within I-5, I-405, SR520, or I-90 corridors.</p>
<p>RCW 36.70A ESHB 1959 –Concerning land use and transportation planning for marine container ports, add section or chapter.</p> <p>Brief Description: Requires cities with a qualifying marine container port in their jurisdiction to include a container port element in their comprehensive plans. Authorizes cities with a qualifying port district to include a marine industrial port element in their comprehensive plans. Requires the Department of Community, Trade and Economic Development to provide matching grant funds</p>	<p>Cities of Seattle and Tacoma.</p>

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2009	Cities/Counties Affected
to cities to support development of the container port elements. Declares key freight transportation corridors that serve qualifying marine port facilities to be transportation facilities and services of statewide significance.	
<p>RCW 36.70A.030 EHB 2242 – Creating a Department of Commerce, amend section</p> <p>Brief Description: A Department of Commerce is created to replace the Department of Community, Trade and Economic Development. By November 1, 2009, the Director is to develop a report, with analysis and recommendations for the Governor and appropriate legislative committees, on statutory changes for effective operation of the department. This is to be done in collaboration with the Office of Financial Management, the Governor's Office, the Economic Development Commission, and legislators from policy and fiscal committees. Input from a broad range of stakeholders is required. The Code Reviser is directed to prepare legislation for the 2010 session that changes all statutory references from the "Department of Community, Trade, and Economic Development" to the "Department of Commerce."</p>	None.
<p>RCW 36.70A.110 EHB 1967 – One hundred year floodplains</p> <p>Brief Description: Prohibiting expansions of urban growth areas into one hundred year floodplains. A county, city, or town is generally prohibited from expanding an urban growth area into the 100-year floodplain of any river or river segment that is located west of the crest of the Cascade Mountains and has a mean annual flow of 1,000 or more cubic feet per second, except under certain specified circumstances.</p>	Counties and cities west of Cascade Crest, if expanding urban growth areas into 100-year floodplains.
<p>RCW 36.70A.110, .115, .210 SHB 1825 –Identifying specific facilities planning requirements under the growth management act, amend section</p> <p>Brief Description: Each city within a county fully planning under the Growth Management Act must identify areas sufficient to accommodate the full range of needs and uses that will accompany projected urban growth. The land uses that must be identified include facilities for medical, governmental, institutional, commercial, service, retail, and other nonresidential uses. Countywide economic development and employment policies must include consideration of the future development of commercial and industrial facilities. A county or city that chooses to amend their comprehensive plan to accommodate projected housing and employment growth must also include sufficient land capacity to accommodate commercial and industrial uses.</p>	Cities and counties fully planning under the Growth Management Act.
<p>EHB 1464 – Concerning affordable housing incentive programs.</p> <p>Brief Description: Clarifies provisions governing affordable housing incentive programs that may be enacted or expanded in jurisdictions planning under the Growth Management Act</p>	Cities and counties fully planning under the Growth Management Act. (optional)

Growth Management Act Amendments 1995-2023

Legislative Session 2008

RCW, Bill Number, Brief Description for Legislative Session 2008	Cities/Counties Affected
<p>RCW 36.70A ESSB 6580- Add section or chapter – Governor partially vetoed in 2008 relating to mitigating the impacts of climate change through the growth management act; amending 36.70A.280; adding a new section to chapter 36.70A RCW</p> <p>Brief Description: Requires the Department of Community, Trade and Economic Development (CTED) to develop and provide counties and cities with advisory climate change response methodologies, a computer modeling program, and estimates of greenhouse gas emission reductions resulting from specific measures. Establishes a local government global warming mitigation and adaptation program. Prohibits Growth Management Hearings Boards from hearing petitions alleging non-compliance with the mitigation and adaptation program. Requires CTED to provide a climate change report to the Governor and the Legislature by December 1, 2008</p>	None.

Legislative Session 2007

RCW, Bill Number, Brief Description for Legislative Session 2007	Cities/Counties Affected
<p>RCW 36.70A SHB 1135: AN ACT Relating to aquifer conservation zones in qualifying island cities without access to potable water sources outside their jurisdiction; and adding a new section to chapter 36.70A RCW.</p> <p>Brief Description: Allows any qualifying island city to designate one or more aquifer conservation zone to conserve and protect potable water sources.</p> <p>Specifies that conservation zones may not be considered critical areas except to the extent that specific areas located within zones qualify for critical area designation and have been designated as such. Allows a city declaring one or more conservation zone to consider whether an area is within a zone when determining the residential density of that area.</p> <p>Specifies that residential densities within conservation zones, in combination with other densities of the city, must be sufficient to accommodate projected population growth.</p>	Any qualifying island city that meets specified criteria.
<p>RCW 36.70A Amending RCW 76.09.240 SHB 1409: AN ACT Relating to the transfer of jurisdiction over conversion-related forest practices to local governments.</p> <p>Brief Description: The process for transferring authority to approve or disapprove forest practices applications is repealed. A new mechanism with new dates is established. Some counties and cities are required to adopt forest practices approval ordinances by the end of 2008, while the other counties and cities retain the discretion to not assume the responsibility for approving forest practices. The requirements on local governments vary depending on whether a county plans under the Growth Management Act (GMA), although the path for transferring jurisdiction remains constant across all counties.</p> <p>The trigger for determining if a county or city is required to adopt these ordinances is the number of forest practices applications that have been submitted within the county for the</p>	Counties and cities meeting qualifying criteria.

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RCW, Bill Number, Brief Description for Legislative Session 2007	Cities/Counties Affected
<p>time period between January 1, 2003, and December 31, 2005, and whether the county plans under the GMA.</p> <p>For counties planning under the GMA, if more than 25 Class IV applications had been filed to the DNR between those dates for properties within a specific county, then that county, and the cities within it, are required to adopt forest practices approval ordinances.</p> <p>If the number is less than 25, or if the county does not plan under the GMA, then the transfer of jurisdiction for approvals is optional for the county and its cities.</p> <p>Counties that do plan under the GMA, and their cities, are required to adopt ordinances covering Class IV forest practices applications on the same lands that non-GMA counties may address. They must also adopt ordinances for the approval of all four class types of forest practices when those applications are submitted for land located within an urban growth area.</p> <p>The only land over which the GMA-planning counties and cities are not required to assume jurisdiction are ownerships of 20 contiguous acres or more.</p> <p>A county or city may not assume the jurisdiction for forest practices approvals without bringing their critical areas and development regulations in compliance with the current requirements and notifying both the DNR and the DOE at least 60 days before adoption of the necessary ordinances.</p>	
<p>RCW 36.70A SSB 5248: Preserving the viability of agricultural lands.</p> <p>Brief Description: Counties and cities may not amend or adopt critical areas ordinances (CAOs) as they specifically apply to agricultural activities until July 1, 2010. This does not limit obligations of a county or city to comply with requirements pertaining to critical areas not associated with agricultural activities nor limit the ability of a county or city to adopt or employ voluntary measures or programs to protect or enhance critical areas associated with agricultural activities.</p> <p>Counties and cities subject to deferral requirements should implement voluntary programs to enhance public resources and the viability of agriculture, and must include measures to evaluate their success. By December 1, 2011, counties and cities subject to deferral are to review and revise CAOs to comply with the requirements of this chapter.</p> <p>Subject to the availability of funds, the Ruckelshaus Center is directed to commence, by July 1, 2007, a two-phase examination of the conflicts between agricultural activities and CAOs.</p> <p>The Center is to issue two reports of its fact-finding efforts and stakeholder discussions to the Governor and the appropriate legislative committees by December 1, 2007, and December 1, 2008. A report on the second phase including findings and legislative recommendations is to be issued to the Governor and to the Legislature by September, 1, 2009.</p> <p>The Center is to work to achieve agreement among participating stakeholders and to develop a coalition that can be used to support agreed upon changes or new approaches to protecting critical areas during the 2010 Legislative Session.</p>	<p>All cities and counties, if proposing critical areas ordinance amendments.</p>

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RCW, Bill Number, Brief Description for Legislative Session 2007	Cities/Counties Affected
<p>RCW 36.70A SB 6014: Authorizing industrial development on reclaimed surface coal mine sites.</p> <p>Brief Description: Certain qualified counties planning under the GMA may designate a master planned location for major industrial activity outside UGAs on lands formerly used or designated for surface coal mining and supporting uses. Counties authorized to designate major industrial development on former surface coal mining uses must have had a surface coal mining operation in excess of 3,000 acres that ceased operation after July 1, 2006, and that is located within 15 miles of the I-5 corridor.</p> <p>Designation of a master planned location for major industrial activities is an amendment to the comprehensive plan of the county. The master planned location must be located on land formerly used or designated for surface coal mining and supporting uses, that consist of an aggregation of land of at least 1,000 acres, and that is suitable for manufacturing, industrial, or commercial business. The master planned location must include criteria for the provision of new infrastructure and an environmental review must be done at the programmatic level.</p> <p>Approval of a specific major industrial activity is conducted through a local master plan process and does not require comprehensive plan amendment. The development regulations adopted must provide that the site consist of 100 or more acres of land formerly used or designated for surface coal mining; must prevent urban growth in the adjacent nonurban areas; and limit commercial development.</p>	<p>Lewis County</p>
<p>36.70A.367 SHB 1965: Authorizing major industrial development within industrial land banks.</p> <p>Brief Description: The requirements for designating master planned locations for major industrial developments outside Urban Growth Areas are revised. A master planned location for major industrial developments may be approved through a two-step process: designation of a land bank area in the applicable comprehensive plan; and subsequent approval of specific major industrial developments through a local master plan process.</p> <p>The applicable comprehensive plan must identify locations suited to major industrial development because of proximity to transportation or resource assets. The comprehensive plan must identify the maximum size of the land bank area and any limitations on major industrial developments based on local factors, but the plan need not specify particular parcels or identify any specific use or user.</p> <p>In selecting locations for the land bank area, priority must be given to locations that are adjacent or in close proximity to a UGA. The environmental review for amendment of the comprehensive plan must be at the programmatic level and, in addition to a threshold determination, must include:</p> <ul style="list-style-type: none"> ➤ a county-conducted inventory of developable land indicating that land suitable to site qualifying industrial development is unavailable within the UGA; and ➤ an analysis of the availability of alternative sites within UGAs and the long-term annexation feasibility of sites outside UGAs. <p>Final approval of a land bank area must be by amendment to the comprehensive plan, but the amendment may be considered at any time. Approval of a specific major industrial</p>	<p>Counties meeting qualifying criteria.</p>

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RCW, Bill Number, Brief Description for Legislative Session 2007	Cities/Counties Affected
<p>development within the land bank area requires no further amendment of the comprehensive plan.</p> <p>Development Regulations Amendments In concert with the designation of a land bank area, a county must also adopt development regulations for review and approval of specific major industrial developments through a master plan process. The regulations governing the master plan process must ensure, at a minimum, that specific criteria, including the following, are met:</p> <ul style="list-style-type: none"> ➤ urban growth will not occur in adjacent nonurban areas; ➤ development is consistent with development regulations adopted for protection of critical areas; ➤ required infrastructure is identified and provided concurrent with development. <p>Such infrastructure, however, may be phased in with development; and an open record public hearing is held before either the planning commission or hearing examiner with notice published at least 30 days before the hearing date and mailed to all property owners within one mile of the site.</p> <p>Termination and Eligibility Provisions Separate eligibility criteria pertaining to population, unemployment, and geographic requirements for counties choosing to identify and approve locations for major industrial development in land banks are specified. Termination provisions with dates certain are deleted and replaced with provisions requiring, in part, that a county choosing to identify and approve locations for land banks must take action to designate one or more of these banks and adopt regulations meeting certain requirements on or before the last date to complete the county's next periodic comprehensive plan and development regulations review that occurs before December 31, 2014. The authority of a county to designate a land bank area in its comprehensive plan expires if not acted upon within these time limitations.</p> <p>Once a land bank area has been identified in a county's comprehensive plan, the authority of the county to process a master plan or site projects within an approved master plan does not expire.</p> <p>Public Notification and Determination Requirements New notification and written determination requirements are specified. Counties seeking to designate an industrial land bank must:</p> <ul style="list-style-type: none"> ➤ Provide countywide notice, in conformity with specific public participation and notification provisions of the GMA, of the intent to designate an industrial land bank. These notices must be published in one or more newspapers of general circulation that are reasonably likely to reach subscribers throughout the applicable county at least 30 days before the county legislative body begins the consideration process for siting a land bank; and ➤ Make written determinations of the criteria and rationale used by the county legislative body for siting a land bank. 	
<p>36.70A.450 SB 5952 – Family day-care providers’ home facility-County or city may not prohibit in residential or commercial area</p> <p>Brief Description:</p>	<p>All cities and counties.</p>

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RCW, Bill Number, Brief Description for Legislative Session 2007	Cities/Counties Affected
<p>Except as provided in subsections (2) and (3) of this section, no county or city may enact, enforce, or maintain an ordinance, development regulation, zoning regulation, or official control, policy, or administrative practice that prohibits the use of a residential dwelling, located in an area zoned for residential or commercial use, as a family day-care provider's home facility.</p>	

Legislative Session 2006

RCW, Bill Number, Brief Description for Legislative Session 2006	Cities/Counties Affected
<p>RCW 36.70A ESHB 2984: Authorizing cities, towns, and counties to implement affordable housing incentive programs</p> <p>Brief Description: The amendments: Authorize jurisdictions fully planning under the GMA to enact or expand affordable housing incentive programs.</p> <p>Establish optional provisions for enacted or expanded the programs. Specify that excise tax imposition limits do not limit local government authorities in the implementation of programs or the enforcement of related agreements.</p> <p>Local governments fully planning under the GMA may enact or expand affordable housing incentive programs, providing for the development of low-income housing units. Incentive programs may include, but are not limited to, provisions pertaining to: density bonuses within the urban growth area (UGA); height and bulk bonuses; mixed-use projects; fee waivers or exemptions; parking reductions; or expedited permitting, conditioned on the provision of low-income housing units.</p>	<p>Counties and cities fully planning under the Growth Management Act (optional).</p>
<p>RCW 36.70A.130 ESSB 6427: Relating to schedules for comprehensive plan and development regulation review for certain cities and counties</p> <p>Brief Description: The timelines bill has two main features. First, it provides a time extension to small and slow-growing jurisdictions for updates to their comprehensive plans, development regulations, and critical areas ordinances. The bill contains qualifying criteria and clarification that jurisdictions making progress on their updates will be eligible for state grants, loans, pledges, and financial guarantees. Second, it clarifies that amendments to comprehensive plans necessary to enact planned actions may occur more frequently than annually, provided that pursuit of the amendments are consistent with the jurisdictions adopted public participation program and notification is given to agencies that may comment on the proposed amendments. Part of the Governor's Land Use Agenda. CTED request legislation.</p>	<p>Counties and cities meeting qualifying criteria.</p>
<p>RCW 36.70A.117 SHB 2917: Identifying Accessory Uses on Agricultural Lands</p> <p>Brief Description: The amendments:</p>	<p>Counties and cities with designated agricultural lands of long-term</p>

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2006	Cities/Counties Affected
<p>Revise GMA requirements regarding the use of agricultural lands of long-term commercial significance by creating more permissive guidelines governing the range of accessory uses permitted on such lands.</p> <p>Provide counties and cities with greater flexibility in implementing innovative zoning techniques related to accessory uses of agricultural lands of long-term commercial significance.</p> <p>SHB 2917 clarifies that any accessory use a city or county may allow on designated agricultural lands of long-term significance must not interfere with and must support continuation of the overall agricultural use of the property and neighboring properties. It provides policy guidepost; requiring any nonagricultural accessory use to (1) be consistent with the size, scale, and intensity of the agricultural use of the property, (2) be located within the general area already developed, and (3) not convert more than one acre of land. Part of the Governor's Land Use Agenda. Washington State Department of Agriculture request legislation.</p> <p>Limit to one acre the amount of agricultural land that may be converted to nonagricultural accessory uses.</p>	commercial significance.

Legislative Session 2005

RCW, Bill Number, Brief Description for Legislative Session 2005	Cities/Counties Affected
<p>RCW 36.70A 2SHB 1565: Addressing transportation concurrency strategies</p> <p>Brief Description: The amendments specify that concurrency compliance improvements or strategies may include qualifying multimodal transportation improvements or strategies. They:</p> <ul style="list-style-type: none"> • Require regional transportation plans that include provisions for regional growth centers to address concurrency strategies, measurements for vehicle level of service, and total multimodal capacity. • Require the Washington State Department of Transportation (WSDOT) to administer a study to examine multimodal transportation improvements or strategies to comply with the concurrency requirements of the GMA. • Require the study to be completed by one or more regional transportation planning organizations (RTPOs) electing to participate in the study. <p>Require WSDOT, in coordination with participating RTPOs, to submit a report of findings and recommendations to the appropriate committees of the Legislature by December 31, 2006.</p>	RTPOs
<p>RCW 36.70A.130 ESHB 2171: Allowing counties and cities one additional year to comply with certain requirements of RCW 36.70A.130.</p> <p>Brief Description: Counties and cities required to satisfy the review and revision requirements of the GMA by December 1, 2005, December 1, 2006, or December 1, 2007, may comply with the requirements for development regulations that protect critical areas (critical areas regulations) one year after the applicable deadline provided in the statutory schedule. Jurisdictions complying with the review and revision requirements for critical areas regulations one year after the deadline must be deemed in compliance with such requirements.</p>	Counties and cities meeting qualifying criteria.

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2005	Cities/Counties Affected
<p>Except as otherwise provided, only those counties and cities in compliance with the statutory review and revision schedule of the GMA, and those counties and cities demonstrating substantial progress towards compliance with the schedule for critical areas regulations, may receive financial assistance from the public works assistance and water quality accounts. A county or city that is fewer than 12 months out of compliance with the schedule is deemed to be making substantial progress towards compliance. Additionally, notwithstanding other provisions, only those counties and cities in compliance with the review and revision schedule of the GMA may receive preferences for financial assistance from the public works assistance and water quality accounts.</p> <p>Until December 1, 2005, a county or city required to satisfy the review and revision requirements of the GMA by December 1, 2004, that is demonstrating substantial progress towards compliance with applicable requirements for its comprehensive plan and development regulations may receive financial assistance from the public works assistance and water quality accounts. A county or city that is fewer than 12 months out of compliance with the GMA review and revision schedule for its comprehensive plan and development regulations is deemed to be making substantial progress towards compliance.</p>	
<p>RCW 36.70A, 36.70A.030, 36.70A.060, 36.70A.130 EHB 2241: Authorizing limited recreational activities, playing fields, and supporting facilities</p> <p>Brief Description: The amendments:</p> <ul style="list-style-type: none"> • Authorize the legislative authority of counties planning under RCW 36.70A.040 and meeting specified criteria (Snohomish) to, until June 30, 2006, designate qualifying agricultural lands as recreational lands. • Establish designation criteria, including specifying that qualifying agricultural lands must have playing fields and supporting facilities existing before July 1, 2004, and must not be in use for commercial agricultural production. • Specify activities that may be allowed on designated recreational lands. 	Snohomish County
<p>RCW 36.70A.200 ESSB 5121: Assessing long-term air transportation needs.</p> <p>Brief Description: The amendments: Require WSDOT to conduct a statewide airport capacity and facilities assessment and report results by July 1, 2006.</p> <p>Require WSDOT to conduct a 25-year capacity and facilities market analysis, forecasting demands for passengers and air cargo, and report results by July 1, 2007. After completion of the reports, the Governor is to appoint a ten member Aviation Planning Council to make recommendations on future aviation and capacity needs. The council expires July 1, 2009.</p>	None
<p>RCW 36.70A.070 SSB 5186: Increasing the physical activity of the citizens of Washington State</p> <p>Brief Description: Land use elements of comprehensive plans are encouraged to consider using approaches to urban planning that promote physical activity. The Transportation Element of a comprehensive plan must contain a pedestrian and bicycle component that includes identified planned improvements for pedestrian and bicycle facilities and corridors to</p>	Counties and cities fully planning under the Growth Management Act.

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2005	Cities/Counties Affected
<p>enhance community access and promote healthy lifestyles. Comprehensive transportation programs must include any new or enhanced bicycle or pedestrian facilities identified in the Transportation Element.</p> <p>The Washington State Parks and Recreation Commission is to maintain policies that increase access to free or low-cost recreational opportunities for physical activities, within allowable resources.</p> <p>The Health Care Authority, in coordination with other agencies, is authorized to create a work-site health promotion program for state employees to increase physical activity and engage individuals in their health care decision-making. The Health Care Authority must report on progress by December 1, 2006.</p>	
<p>RCW 35A.15 SB 5589: Providing for proceedings for excluding agricultural land from the boundaries of a charter or non-charter code city</p> <p>Brief Description: The amendments create a method for property owners of agricultural land located within a code city to petition for exclusion from the incorporated area of that code city that does not require the issue to be submitted to the voters for approval.</p> <p>Property owners of agricultural land may petition the legislative body of a code city for exclusion from the incorporated area of that city. The petition must be signed by 100 percent of the owners of the land. In addition, if non-agricultural landowner residents reside within the subject area, the petition must also be signed by a majority of those residents who are registered voters in the subject area. The petition must also set forth a legal description of the territory to be excluded and be accompanied by a drawing that outlines the boundaries of the territory sought to be excluded.</p> <p>After such a petition is filed, the legislative body must set a date for public hearing on the petition within 60 days. Notice of the hearing must be published in at least one newspaper of general circulation in the city as well as in three public places within the territory proposed for exclusion. Interested persons are invited to appear and voice approval or disapproval of the exclusion.</p> <p>If the legislative body decides to grant the petition following the hearing, they must do so by ordinance. The ordinance may exclude all or any portion of the proposed territory but may not include in the exclusion any territory not described in the petition. The petition is not submitted to the voters for approval.</p> <p>The GMA defines “agricultural land” as land that has long-term commercial significance for agricultural production and is primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products; or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to certain excise taxes, finfish in upland hatcheries, or livestock.</p>	Charter or non-charter code city.
<p>RCW 36.70A.070 SB 6037: Changing provisions relating to limited development of rural areas</p> <p>Brief Description: The amendments modify GMA provisions for public services and facilities in qualifying limited areas of more intensive rural development (LAMIRDs). Until August 31, 2005, an example of a public service or facility that is permitted within recreational and tourist use LAMIRDs is a connection to an existing sewer line where the connection serves only the</p>	Counties with qualifying LAMIRDs.

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2005	Cities/Counties Affected
recreational or tourist use and is not available to adjacent non-recreational or non-tourist use parcels.	

Legislative Session 2004

RCW, Bill Number, Brief Description for Legislative Session 2004	Cities/Counties Affected
<p>RCW 36.70A ESSB 6401: Protecting military installations from encroachment of incompatible land uses</p> <p>Brief Description: Legislative findings in the amendments recognize the importance of the United States military as a vital component of the Washington State economy, and it is identified as a priority of the state to protect the land surrounding military installations from incompatible development.</p> <p>Comprehensive plans, development regulations, and amendments to either should not allow development in the vicinity of a military installation that is incompatible with the installation's ability to carry out its mission requirements. A consultation procedure is established whereby counties and cities must notify base commanders during the process of adopting or amending comprehensive plans or development regulations that will affect lands adjacent to the installations.</p>	Counties and cities with land adjacent to military installations.
<p>RCW 35.61.160 SB 6593: Prohibiting Discrimination Against Consumers' Choices in Housing</p> <p>Brief Description: Cities, code cities, and counties generally are required to regulate manufactured homes in the same manner as all other homes. They may require new manufactured homes to meet requirements such as the following: (1) the foundation must meet the manufacturer's design standard, (2) the placement of concrete or a concrete product between the base of the home and the ground, and (3) thermal standards must be consistent with the standards for manufactured homes.</p>	All counties and cities.
<p>RCW 36.70A.170 SB 6488: Ordering a study of the designation of agricultural lands in four counties</p> <p>Brief Description: By December 1, 2004, CTED will prepare a report on designation of agricultural resource land in King, Lewis, Chelan, and Yakima counties. The report will cover how much land is designated, how much is in production, changes in these amounts since 1990, comparison with other uses, effects on tax revenue, threats to the agriculture land base, and measures to better maintain the base and the agriculture industry.</p>	King, Lewis, Chelan, and Yakima counties are studied.
<p>RCW 36.70A .070 ESHB 2905: Modifying provisions for type 1 limited areas of more intensive rural development</p> <p>Brief Description:</p>	Counties that have designated Type 1 LAMIRDs.

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2004	Cities/Counties Affected
<p>Any development or redevelopment within one category of existing LAMIRDs must be principally designed to serve the existing and projected rural population. Building size, scale, use, or intensity of the LAMIRD development or redevelopment must be consistent with the character of the existing areas.</p> <p>Development or redevelopment may include changes in use from vacant land or a previously existing use if the new development conforms to certain requirements.</p>	
<p>RCW 36.70A.106 SHB 2781: Changing provisions relating to expedited state agency review of development regulations</p> <p>Brief Description: Proposed changes to development regulations by jurisdictions that plan under the GMA can receive expedited review by CTED and be adopted immediately thereafter, if timely comments regarding GMA compliance or other matters of state interest can be provided.</p>	All counties and cities (optional).
<p>RCW 36.70A.110 SSB 6367: Protecting the integrity of national historical reserves in the UGA planning process</p> <p>Brief Description: The existing requirement that cities and counties must include areas and densities sufficient to permit the urban growth projected for the succeeding 20-year period does not apply to those UGAs contained totally within a national historical reserve. When a UGA is contained totally within a national historical reserve, a city may restrict densities, intensities, and forms of urban growth as it determines necessary and appropriate to protect the physical, cultural, or historic integrity of the reserve</p>	Cities that are totally within a national historic reserve.
<p>RCW 36.70A.177 SB 6237: Providing nonagricultural commercial and retail uses that support and sustain agricultural operations on designated agricultural lands of long-term significance</p> <p>Brief Description: Agricultural zoning can allow accessory uses that support, promote, or sustain agricultural operations and production, including compatible commercial and retail uses that involve agriculture or agricultural products or provide supplemental farm income.</p>	Counties. (optional)
<p>RCW 36.70A.367 SSB 6534: Designating processes and siting of industrial land banks</p> <p>Brief Description: The requirements for including master planned locations within industrial land banks and for siting specific development projects are separated so that designation of master planned locations may occur during the comprehensive planning process before a specific development project has been proposed.</p> <p>Some of the current criteria for designating a master planned location within an industrial land bank may be delayed until the process for siting specific development projects within a land bank occurs.</p> <p>Designating master planned locations within an industrial land bank is considered an adopted amendment to a comprehensive plan, and approval of a specific development project does not require any further amendment to a comprehensive plan.</p>	Counties meeting qualifying criteria.

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2004	Cities/Counties Affected
<p>RCW 36.70B.080 HB 2811: Modifying local government permit processing provisions</p> <p>Brief Description: Existing requirements for timely and predictable procedures for processing permit applications by local governments are clarified. For the buildable lands jurisdictions, performance-reporting requirements are reinstated and changed to an annual basis. A report on the projected costs of this reporting with recommendations for state funding must be provided to the Governor and the Legislature by January 1, 2005.</p>	Buildable Lands Counties: Clark, King, Kitsap, Pierce, Snohomish, Thurston and their cities with population > 20,000.
<p>RCW 36.70 SB 6476: Designating manufactured housing communities as nonconforming uses</p> <p>Brief Description: Elimination of existing manufactured housing communities on the basis of their status as a nonconforming use is prohibited.</p>	Cities and counties.
<p>SSCR 8418: Creating a joint select legislative task force to evaluate permitting processes</p> <p>Brief Description: A joint select legislative task force is established to make recommendations regarding permitting processes by January 1, 2006, after evaluating local development regulations of selected jurisdictions among the “buildable lands” counties and their cities over 50,000.</p> <p>The task force is composed of the chairs and ranking minority members of the Senate Committee on Land Use and Planning and the House Local Government Committee. The Governor will be invited to participate and form a Five Corners Task Force.</p> <p>An advisory committee is also established to assist the task force and is composed of CTED, the Department of Ecology, the Office of Regulatory Assistance, a county, a city, the business community, the environmental community, agriculture, labor, the property rights community, the construction industry, ports, and federally recognized Indian tribes.</p>	None.

Legislative Session 2003

RCW, Bill Number, Brief Description for Legislative Session 2003	Cities/Counties Affected
<p>RCW 36.70A SSB 5602: Concerning the accommodation of housing and employment growth under local comprehensive plans</p> <p>Brief Description: Counties and cities subject to the GMA are required to ensure that, taken collectively, actions to adopt or amend their comprehensive plans or development regulations provide sufficient capacity of land suitable for development within their jurisdictions.</p> <p>The requirement for sufficient capacity refers to accommodating a jurisdiction’s allocated housing and employment growth as adopted in the applicable county-wide planning policies and consistent with the 20-year population forecast from the Office of Financial Management.</p>	Counties and cities fully planning under the Growth Management Act.

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2003	Cities/Counties Affected
<p>RCW 36.70A.070 SSB 5786: Clarifying the scope of industrial uses allowed in rural areas under the GMA</p> <p>Brief Description: Industrial uses are permitted under the GMA in both industrial and mixed-use areas in certain types of LAMIRDs. Industrial uses within specified LAMIRDs are not required to be principally designed to serve the existing and projected rural population in order to be lawfully zoned</p>	Counties with qualifying LAMIRDs.
<p>RCW 36.70A.110 S HB 1755: Creating alternative means for annexation of unincorporated islands of territory</p> <p>Brief Description: The amendments create an alternative method of annexation allowing jurisdictions subject to the buildable lands review and evaluation program of the GMA to enter into interlocal agreements to annex qualifying territory meeting specific contiguity requirements. It creates an alternative method of annexation allowing GMA buildable lands counties to enter into interlocal agreements with multiple municipalities to conduct annexation elections for qualifying territory contiguous to more than one city or town.</p>	Snohomish, King, Pierce, Kitsap, Thurston, and Clark Counties and their cities.
<p>RCW 36.70A.280 SB 5507: Clarifying who has standing regarding growth management hearings board hearings</p> <p>Brief Description: The requirement under the GMA for participation standing before a growth management hearings board is that a petitioner must have participated orally or in writing before the local government. An additional requirement to obtain participation standing is added and provides that only issues “reasonably relate” to issues that the aggrieved person previously raised at the local level can be considered by the board</p>	Counties and cities fully planning under the Growth Management Act.
<p>RCW 36.70A.367 SB 5651: Authorizing land banks in certain counties with low population densities</p> <p>Brief Description: The industrial land bank program under the GMA is amended to provide that counties meeting certain geographic requirements are eligible for the program based on population density criteria, rather than unemployment criteria. The amendments clarify that Jefferson and Clallam counties are eligible for the program under this provision.</p>	Counties meeting qualifying criteria.
<p>RCW 36.70A.450 HB 1170: Limiting restrictions on residential day-care facilities</p> <p>Brief Description: A county cannot zone against or otherwise prohibit the use of a residential dwelling as a family day-care facility in a residential or commercial zone. The county can require the family day-care facility to comply with safety and licensing regulations and zoning conditions that are imposed on other dwellings in the same zone.</p>	Counties, cities and towns.
<p>RCW 36.70A.480 ESHB 1933: Integrating Shoreline Management Act and Growth Management Act provisions</p>	Counties and cities subject to the

Growth Management Act Amendments 1995-2023

RCW, Bill Number, Brief Description for Legislative Session 2003	Cities/Counties Affected
<p>Brief Description: The goals of the GMA, including the goals and policies of the Shoreline Management Act (SMA), continue to be listed without priority. Shorelines of statewide significance may include critical areas as designated by the GMA, but shorelines of statewide significance are not critical areas simply because they are shorelines of statewide significance. Within shoreline jurisdiction, the Shoreline Master Program (SMP) will protect critical areas and regulations will be reviewed for compliance with the SMA. However, SMP regulations must provide a level of protection of critical areas at least equal to that provided by the county or city's adopted or thereafter amended critical areas ordinances.</p>	Shoreline Management Act.
<p>RCW 90.58.080 SSB 6012: Establishing limits on the adoption of state shoreline guidance and setting a schedule for local adoption</p> <p>Brief Description: The Washington State Department of Ecology (Ecology) may adopt amendments to the shorelines guidelines no more than once per year and the amendments must be related to technical, procedural, or compliance issues. A staggered statutory schedule for the update of shoreline master programs, running from 2005 to 2014 and every seven years after the initial deadline, is established. Limits on grants from Ecology to local governments for master program reviews are removed and new requirements for the receipt of such grants are created</p>	None.

Legislative Session 2002

RCW 36.70A.011: Findings – Rural lands

The amendment adds a new section containing legislative finds to support the amendment to the Rural Element requirements in RCW 36.70A.070.

RCW 36.70A.020: Planning goals

The amendments change the economic development goal to add the underlined words: Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

The open space goal is amended to read as follows: Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

RCW 36.70A.070: Comprehensive plans – Mandatory elements

The amendments:

Change the requirements for the Rural Element of comprehensive plans to (1) authorize limited expansion of small-scale businesses in the rural area, and (2) authorize new businesses in the rural area to use sites previously occupied by rural businesses.

Change the Housing Element to require the inventory of housing needs to include the number of housing units necessary to manage projected population growth.

Change the Capital Facilities Element to require the inclusion of parks and recreation facilities.

Require comprehensive plans to include an Economic Development Element and a Parks and Recreation Facilities Element if money to implement these requirements is appropriated by the Legislature.

Growth Management Act Amendments 1995-2023

RCW 36.70A.103: State agencies required to comply with comprehensive plans

The law is amended to cross-reference new provisions for siting secure community transition facilities for sex offenders.

RCW 36.70A.130: Comprehensive plans – Review amendments

The amendments change the deadlines for reviewing and updating comprehensive plans and development regulations adopted under the GMA and clarify the requirements relating to the reviews and updates.

RCW 36.70A.200: Siting of essential public facilities – Limitation on liability

The amendments clarify that the deadline for adopting a process for siting secure community transition facilities for sex offenders must be adopted by September 1, 2002, even though deadlines for GMA reviews and updates were changed in amendments to RCW 36.70A.130. It exempts noncompliance with the September 1, 2002, deadline from challenge before the growth management hearings boards and from economic sanctions under the GMA's enforcement provisions.

RCW 36.70A.367: Major industrial developments – Master planned locations

The amendment establishes a pilot program authorizing the designation of industrial land banks outside urban growth areas if specified requirements are satisfied.

Legislative Session 2001

RCW 36.70A.103: State agencies required to comply with comprehensive plans

The amendment authorizes the Department of Social and Health Services (DSHS) to site and operate a Special Commitment Center and a secure community transition facility to house persons conditionally released to a less restrictive alternative on McNeil Island. The state's authority to site an essential public facility under RCW 36.70A.200, in conformance with comprehensive plans and development regulations, is not affected, and with the exception of these two facilities, state agencies must comply with those plans and regulations.

RCW 36.70A.200: Siting of essential public facilities

The amendments add secure community transition facilities, as defined in RCW 71.09.020, to the list of essential public facilities typically difficult to site. Each city and county planning under RCW 36.70A.040 is required to establish a process, or amend its existing process, for identifying and siting essential public facilities, and to adopt and amend its development regulations as necessary to provide for the siting of secure community transition facilities. Local governments are required to complete this no later than the deadline set in RCW 36.70A.130. Any city or county not planning under RCW 36.70A.040 is required to establish a process for siting secure community transition facilities and amend or adopt development regulations necessary to provide the siting of these facilities.

RCW 36.70A.367: Major industrial developments – Master planned locations

The amendment extends the deadline for counties eligible to use the industrial land bank authority. Currently, Grant County and Lewis County satisfy all three criteria. Until December 2002 eligible counties may establish a process for designating a bank of no more than two master planned locations for major industrial activity outside a UGA. Eligible counties must meet statutory criteria initially specified for the authority terminating on December 1999.

Legislative Session 2000

RCW 36.70A.520: National historic towns

The amendment allows counties planning under RCW 36.70A.040 to authorize and designate national historic towns that may constitute urban growth outside UGAs, if specified conditions are satisfied. A GMA county may allocate a portion of its 20-year population projection to the national historic town to correspond to the projected number of permanent town residents.

RCW 36.70A.040: Who must plan – Summary of requirements – Development regulations must implement comprehensive plans

Growth Management Act Amendments 1995-2023

The amendment adds language stating that for the purposes of being required to conform to the requirements of the GMA, no county is required to include in its population count those persons confined in a correctional facility under the jurisdiction of the state Department of Corrections that is located in the county.

Legislative Session 1999

RCW 36.70A.035: Public participation – Notice provisions

The amendment adds school districts to list of entities and affected individuals to be provided with notice of comprehensive plan and development regulation amendment.

Legislative Session 1998

RCW 36.70A.040: Who must plan – Summary of requirements – Development regulations must implement comprehensive plans

The amendment adds the requirement for cities or counties to amend the Transportation Element to be in compliance with Chapter 47.80 RCW no later than December 31, 2000.

RCW 36.70A.060: Natural resource lands and critical areas – Development regulations

The requirement for notice on plats and permits issued for development activities near designated resource lands is expanded to activities within 500 feet, instead of 300 feet, of the resource lands. The notice for mineral lands is required to include information that an application might be made for mining-relating activities. Land Use Study Commission recommendation

RCW 36.70A.070: Comprehensive plans – Mandatory elements

The amendment requires cities or counties to include level of service standards for state highways in local comprehensive plans in order to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and WSDOT six-year investment program. Inventories of transportation are required to include state-owned transportation facilities.

RCW 36.70A.131: Mineral resource lands – Review of related designations and development regulations

A county or city is required to take into consideration new information available since the adoption of its designations and development regulations, including new or modified model development regulations for mineral resource lands prepared by the Washington State Department of Natural Resources, CTED, or the Washington Association of Counties.

RCW 36.70A.200: Siting of essential public facilities

State or regional facilities and services of statewide significance as defined in Chapter 47.06 RCW are added to the list of essential public facilities under the GMA. Included in the definition, among others, are high speed rail, inter-city high speed ground transportation, and the Columbia/Snake navigable river system.

RCW 36.70A.210 County-wide planning policies

Transportation facilities of state-wide significance are added to the minimums that county-wide planning policies are to address.

RCW 36.70A.360: Master planned resorts

Master planned resorts are expressly authorized to use capital facilities, utilities, and services (including sewer, water, stormwater, security, fire suppression, and emergency medical) from outside service providers. Any capital facilities, utilities, and services provided on-site are limited to those meeting the needs of master planned resorts. Master planned resorts are required to bear the full costs related to service extensions and capacity increases directly attributable to the resorts.

RCW 36.70A.367: Major industrial developments

Additional counties (Lewis, Grant, and Clallam) are authorized to establish industrial land banks for two master planned locations by December 31, 1999. Sunset dates are extended for Clark and Whatcom counties to December 31, 1999.

Growth Management Act Amendments 1995-2023

RCW 36.70A.395: Environmental planning pilot projects

Technical corrections are made to eliminate references concerning reports to the Legislature that are no longer necessary or have expired.

RCW 36.70A.460: Watershed restoration projects – Permit processing – Fish habitat enhancement project

A fish habitat enhancement project meeting the criteria of this law is not subject to local government permits, inspections, or fees. Such projects, when approved and a hydraulic permit has been issued, are not required to complete a substantial development permit under the SMA. Fish habitat enhancement projects that meet the criteria of this act are considered to be consistent with local shoreline master programs.

Legislative Session 1997

RCW 36.70A.030: Definitions

The definition of urban growth is amended to expand the listed incompatible primary uses of land to include the following: rural uses, rural development, and natural resource lands designated pursuant to RCW 36.70A.170. Additionally, the following is added: A pattern of more intense rural development, as provided in RCW 36.70A.070(5)(d), is not urban growth.

The following terms “rural character,” “rural development,” and “rural governmental services” are defined.

The following: or “urban services” is added to the definition of “urban governmental services.” (ESB 6094 amendments)

RCW 36.70A.035: Public participation – Notice provisions

Requirements for GMA counties and cities to adopt procedures for notifying property owners and other affected or interested parties of proposed amendments to comprehensive plans and development regulations are added. The procedures generally follow the notice requirements currently in the State Environmental Policy Act (SEPA). (ESB 6094 amendments)

The requirement is added that a county or city considering an amendment to a comprehensive plan or a development regulation needs to allow for public comment on the proposed change before adoption. (ESB 6094 amendments)

RCW 36.70A.070: Comprehensive plans – Mandatory elements

Provisions that are to apply to the Rural Element are specified. (ESB 6094 amendments.)

RCW 36.70A.110: Comprehensive plans – Urban growth areas

“Urban growth areas” is deleted from subsection (2) and the following is added: “and each city within the county” so it now reads: based on OFM projections, “...the county and each city within the county shall include areas and densities sufficient to permit the urban growth that is projected...” (ESB 6094 amendments)

RCW 36.70A.130: Comprehensive plans – Review – Amendments

Language related to the 2002 review requirement is added to the GMA: No later than September 1, 2002, and at least every five years thereafter, a county or city shall take action to review and, if needed, revise its comprehensive land use plan and development regulations to ensure that the plan and regulations are complying with the requirements of this chapter. The review and evaluation required by this subsection may be combined with the review required by subsection (3) of this section. (ESB 6094 amendments)

An amendment to the Capital Facilities Element of the comprehensive plan is allowed if it occurs concurrent with the adoption or amendment of a county or city budget.

RCW 36.70A.165: Property designated as greenbelt or open space – Not subject to adverse possession

Adverse possession is prohibited on property designated as open space to a public agency or homeowner’s association. (ESB 6094 amendments)

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RCW 36.70A.177: Agricultural lands – Innovative zoning techniques

The amendment allows a variety of innovative zoning techniques in designated agriculture lands of long-term commercial significance. (ESB 6094 amendments)

RCW 36.70A.215: Review and evaluation program

The Buildable Lands Program is created. Six Western Washington counties and the cities located within their boundaries are to establish a monitoring and evaluation program to determine if the actual growth and development is consistent with what was planned for in the county-wide planning policies and comprehensive plans. Measures, other than expanding UGAs, must be taken to correct any inconsistencies. (ESB 6094 amendments)

RCW 36.70A.270: Growth management hearings boards – Conduct, procedure, and compensation

It amends the boards' procedures for distribution of rules and decisions to follow the Administrative Procedures Act, Chapter 34.05 RCW, specifically including the provisions of RCW 34.05.455 governing ex parte communications. (ESB 6094 amendments)

RCW 36.70A.290: Petitions to the growth management hearings boards – Evidence

The board is to render written decisions articulating the basis for its holdings. The board is not to issue advisory opinions on issues not presented to the board in the statement of issues, as modified by any prehearing order. (ESB 6094 amendments)

RCW 36.70A.295: Direct judicial review

The superior court is allowed to directly review a petition for review if all parties to a case before a board agreed to direct review in the superior court. (ESB 6094 amendments)

RCW 36.70A.300: Growth management hearings boards – Final orders

The boards may extend the time for issuing a decision beyond the 180-day period to allow settlement negotiations to proceed if the parties agree to the extension. The boards may: (1) allow up to 90-day extensions that may be renewed; (2) establish a compliance schedule that goes beyond 180 days for a plan or development regulation that does not comply with the GMA if the complexity of the case justifies it; and (3) require periodic updates on progress towards compliance as part of the compliance order. (ESB 6094 amendments)

RCW 36.70A.302: Determination of invalidity – Vesting of development permits – Interim controls

A clarification is made on which permits invalidity orders apply to. (ESB 6094 amendments)

RCW 36.70A.320: Presumption of validity – Burden of proof – Plans and regulations

The burden is shifted to the petitioner to demonstrate that any action by a respondent is not in compliance with the requirements of the GMA. The board is required to find compliance unless it determines that the action by the state agency, county, or city is clearly erroneous in view of the entire record before the board and in light of the goals and requirements of the GMA. (ESB 6094 amendments)

RCW 36.70A.3201: Intent – Finding

Local comprehensive plans and development regulations require counties and cities to balance priorities and consider local circumstances. The ultimate responsibility for planning and implementing a county's or city's future rests with that community. The boards are to apply a more deferential standard of review to actions of counties and cities than the previous "preponderance of the evidence" standard. (ESB 6094 amendments)

RCW 36.70A.330: Noncompliance

The board is enabled to modify a compliance order and allow additional time for compliance in the appropriate circumstances. The board is directed to take into account a county's or city's progress toward compliance in making its decision as to whether to recommend the imposition of sanctions by the Governor. (ESB 6094 amendments)

RCW 36.70A.335: Order of invalidity issued before July 27, 1997

A county or city subject to an order of invalidity issued prior to the effective date of the act may request the board to review its order in light of the changes to the invalidity provisions. If requested, the board is required to rescind or modify an order to make it consistent with the act's changes. (ESB 6094 amendments)

RCW 36.70A.362: Master planned resorts – Existing resort may be included

Growth Management Act Amendments 1995-2023

Counties planning under the GMA may include some existing resorts as master planned resorts under a GMA provision that allows counties to permit master planned resorts as urban growth outside of UGAs. An existing resort is defined as a resort that was in existence on July 1, 1990, and developed as a significantly self-contained and integrated development that includes various types of accommodations and facilities.

RCW 36.70A.367: Major industrial developments – Master planned locations

Whatcom County is authorized, in consultation with its cities, to establish a process for designating land to be in an industrial land bank, according to certain conditions.

RCW 36.70A.500: Growth management planning and environmental review fund – Awarding of grants – Procedures

CTED is directed to encourage participation in the Planning and Environmental Review Fund (PERF) by other public agencies through the provision of grant funds. CTED is required to develop the grant criteria, monitor the grant program, and select grant recipients in consultation with state agencies participating in the grant program. Grants from PERF are to be provided for proposals designed to improve the project review process and which encourage the use of GMA plans to meet the requirements of other state programs. (ESB 6094 amendments)

Legislative Session 1996

RCW 36.70A.070: Comprehensive plans – Mandatory elements

General aviation airports are added to subsection (6)(i) relating to required subelements of a Transportation Element as defined by this section.

RCW 36.70A.270: Growth management hearings boards – Conduct, procedure, and compensation

The boards are required to publish their decisions and arrange for reasonable distribution of them. The Administrative Procedures Act (APA) is to be used for the boards' procedures, unless it conflicts with RCW 36.70A. The APA also is to be used to determine whether a board member or hearing examiner will be disqualified.

RCW 36.70A.280: Matters subject to board review

A clarification is made on who may file petitions with the boards (i.e., standing).

RCW 36.70A.305: Expedited review

Courts are to expedite reviews on invalidity determinations made by the boards. Hearings on the issues are to be scheduled within 60 days of the date set for submitting the board's record.

RCW 36.70A.367: Major industrial developments – Master planned locations

The GMA is amended to allow a pilot project to designate an urban industrial bank outside UGAs. A county is allowed to establish the pilot project if it has a population of more than 250,000 and if it is part of a metropolitan area that includes a city in another state with a population of more than 250,000 (Clark County). The urban industrial land banks are to consist of no more than two master planned locations. Priority is to be given to locations that are adjacent to or in close proximity to a UGA. The same criteria are to be met that are required under the existing major industrial development process in the GMA, except that specific businesses to locate on the site(s) need not be identified ahead of the designation. The pilot project terminates on December 31, 1998.

RCW 36.70A.510: General aviation airports

General aviation airports are added to the list of items that all local governments must include in the land use elements of their comprehensive plans. General aviation airports include all airports in the state (i.e., public use facilities).

Legislative Session 1995

RCW 36.70A.030: Definitions

A definition of "wetlands" is added to the Shoreline Management Act that is identical to the definition under the GMA. Excluded from the wetlands definitions under both acts are wetlands created after July 1, 1990, that were unintentionally created as the result of road construction.

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RCW 36.70A.040: Who must plan – Summary of requirements – Development regulations must implement comprehensive plans

The percentage of population increase required to trigger planning under the GMA is changed from 10 percent to 17 percent for a ten-year period for counties with a population of 50,000 or more.

RCW 36.70A.070: Comprehensive Plans – Mandatory elements

The following underlined text is added in subsection (5): The Rural Element shall permit appropriate land uses that are compatible with the rural character of such lands and provide for a variety of rural densities and uses and may also provide for clustering, density transfer, design guidelines, conservation easements, and other innovative techniques that will accommodate rural uses not characterized by urban growth.

The word “recognizing” is changed to “ensuring” for what the Housing Element must do as noted in the act so it now reads: “...ensuring the vitality and character of established residential neighborhoods.” “Mandatory provisions” and “single-family residences” are added to the following: “...include a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences.

RCW 36.70A.110: Comprehensive Plans – Urban growth areas

Counties are allowed to designate UGAs outside of cities. A UGA determination may include a reasonable land market supply factor and is to permit a range of urban densities. The term “in general” was added to the GMA statement that indicates urban services are to be provided by cities.

RCW 36.70A.130: Comprehensive plans – Review

Cities and counties are to broadly disseminate to the public, a public participation program.

The provision is added that amendments may be considered more than once a year under the following circumstances: (1) emergency compliance with a growth management hearings board order, (2) the initial adoption of a subarea plan, and (3) the adoption or amendment of a Shoreline Master Program according to chapter 90.58 RCW.

The requirement of public participation is added to the emergency amendment process already permitted by the GMA and the resolution of a growth management hearings board or court order as an amendment permitted outside of the comprehensive plan amendment cycle. (ESHB 1724 amendments)

RCW 36.70A.140: Comprehensive Plans – Ensure public participation

The requirement of a public participation program that identifies procedures is added. Local governments must also provide public participation that is effective when responding to a board order of invalidity. (ESHB 1724 amendments)

RCW 36.70A.172: Critical areas – Designation and protection – Best available science to be used

The state’s goals and policies for protecting critical areas functions and values are clarified. Local governments are required to include the “best available science” in developing policies and development regulations to protect the functions and values of critical areas as defined in the GMA and must give special consideration to preserving or enhancing anadromous fisheries.

RCW 36.70A.175: Wetlands to be delineated in accordance with manual

Ecology is directed to adopt by a rule a manual for the delineation of wetlands regulated under the SMA and GMA. The manual is based on the 1987 U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency manual as amended through January 1, 1995.

RCW 36.70A.280: Matters subject to board review

Shoreline master programs or amendments adopted under Chapter 90.58 RCW are added as subjects for growth management hearings board review. (ESHB 1724 amendments)

RCW 36.70A.290: Petitions to growth management hearings boards – Evidence

Growth Management Act Amendments 1995-2023

The publication date for a Shoreline Master Program or amendment is established to be the date when the Shoreline Master Program or amendment is approved or disapproved by Ecology.

RCW 36.70A.300: Growth management hearings boards – Final orders

The Shoreline Master Program and amendments are added to final order procedures.

A finding of noncompliance is not to affect the validity of comprehensive plans or development regulations. The parameters of an invalidity determination by the boards, including vesting issues, are established.

RCW 36.70A.320: Presumption of validity

The Shoreline Element of a comprehensive plan and applicable development regulations adopted by a city or county are governed by Chapter 90.58 RCW and are not presumed valid upon adoption in the same manner as comprehensive plan and development regulations in general. (ESHB 1724 amendments)

RCW 36.70A.330: Noncompliance

Invalidity text is added. The board is allowed to reconsider its final order and decide: (a) if a determination of invalidity has been made, whether to rescind or modify its determination as provided by RCW 36.70A.300(2), or (b) if no invalidity determination has been made, whether to issue a determination as provided by RCW 36.70A.300(2).

Language is added that a person with standing may participate in a hearing of compliance or noncompliance. (ESHB 1724 amendments)

RCW 36.70A.365: Major industrial developments

Counties planning under the GMA are allowed to establish, in consultation with cities, a process for authorizing the siting of major industrial developments outside UGAs. Such a development may be approved if certain criteria are met.

RCW 36.70A.385: Environmental planning pilot projects

References for the “Department of Community Development” to changed to “department.”

RCW 36.70A.450: Family day-care provider’s home facility – City may not prohibit in residential or commercial area

The agency responsible for certifying that a family day-care provider’s facility provides a safe passenger loading area is changed from the Washington State Department of Licensing to the Office of Child Care Policy of DSHS.

RCW 36.70A.460: Watershed restoration projects – Permit processing – Fish habitat enhancement project

The Washington Conservation Commission is directed to develop a single application process by which all permits for watershed restoration projects may be obtained by a sponsoring agency for its project, to be completed by January 1, 1996. Each agency is required to name an office or official as a designated recipient of project applications and inform the commission of the designation. All agencies of state and local government are required to accept the single application developed by the commission.

RCW 36.70A.470: Project review – Amendment suggestion procedure – Definitions - GMA integrated project and environmental review is to be conducted under the newly created provisions of Chapter 36.70B RCW.

RCW 36.70A.480: Shorelines of the state

Under the GMA, (1) the goals and policies of the SMA become one of the goals of the GMA under RCW 36.70A.020, and (2) the goals and policies of a Shoreline Master Program for a county or city are required to become an element of the jurisdiction’s comprehensive plan. All other portions of the Shoreline Master Program including regulations are required to become part of the county’s or city’s development regulations. Additionally, shoreline master programs are to continue to be amended or adopted under the procedures of the SMA (Chapter 90.58 RCW).

RCW 36.70A.481: Construction

Nothing in RCW 36.70A.480 (shorelines of the state) is to be construed to authorize a county or city to adopt regulations applicable to shorelands as defined in RCW 90.58.030 that are inconsistent with the provisions of Chapter 90.58 RCW. (ESHB 1724 amendments)

Growth Management Act Amendments 1995-2023

RCW 36.70A.490: Growth Management Planning and Environmental Review Fund – Established
Moneys in the fund are required to be used to make grants to local governments for the purposes set forth in RCW 43.21C.031. (ESHB 1724 amendments)

RCW 36.70A.500: Growth Management Planning and Environmental Review Fund – Awarding of grants –
Procedures
Procedures are established for dispersing funds. (ESHB 1724 amendments)

Chapter 36.70B RCW: Regulatory reform - Regulatory reform amendments are made to streamline permitting
procedures in the state. (ESHB 1724 amendments)

Attachment 6 Transportation Element Evolution Spreadsheet

Attachment 6- Transportation Element Evolution Spreadsheet

	Section	Type	Current Goal/Objective/Policy	Recommendation	Revised Goals/Policies	
Transportation	Land Use and Transportation Coordination	Goal	A local transportation system that provides for a full spectrum of safe, efficient and convenient travel within and through the City and that supports the City's vision for a unified, prosperous and complete community.	Revised	Revised Goal: Provide for safe and efficient transportation system for vehicle, pedestrian, bicycle and transit travel within the City, that supports the City's planned land use pattern.	Concerns if existing infrastructure can support increased growth
Transportation	Land Use and Transportation Coordination	Objective deleted	A multi-modal transportation system that supports the City's planned land use pattern.	Combined into goal	Objectives are not part of the 2044 comp plan and can be inserted as needed into goals.	
Transportation	Land Use and Transportation Coordination	Policy	Plan and preserve transportation system routes and capacity to support planned growth based on projected travel demands.	Keep		
Transportation	Land Use and Transportation Coordination	Policy	Require infrastructure to be aesthetically pleasing and in context with the existing or desired community character of individual City areas, particularly in regard to streets, which are the largest segment of the public realm.	Revised	Revised Policy: Ensure that street infrastructure projects are designed to harmonize with and enhance the distinctive character and visual identity of each city area.	
Transportation	Land Use and Transportation Coordination	Policy	Ensure transportation improvements or strategies accommodate development impacts concurrent with that development, and prohibit development if it causes the levels of service for transportation facilities to decline below adopted standards, as required by the GMA.	Revised	Revised Policy: Ensure transportation improvements or strategies address development impacts in a manner concurrent with the city's adopted levels of service standards, as required by the GMA.	Responds to PSRC and Commerce requirements Increased volumes throughout city, concerns if existing infrastructure can support increased growth
Transportation	Land Use and Transportation Coordination	Policy	Connect streets, sidewalks, trails, bicycle facilities, and transit routes and facilities whenever feasible with existing rights of way to form an integrated, balanced and convenient multi-modal system.	Revised	Revised Policy: Connect streets, sidewalks, trails, bicycle facilities, and transit routes and facilities to neighborhoods, shopping and services, schools, transit, parks and trails whenever feasible with existing rights of way to form an integrated, balanced and convenient multi-modal system.	Increased transit service accessibility, frequency, destinations (most frequent comment), Bike path throughout town and connecting to North Bend and Issaquah
Transportation	Land Use and Transportation Coordination	Policy	Maintain a transportation capital improvement plan that balances and coordinates system improvements for all modes and supports economic development.	Keep		Increased volumes throughout city, Congestion in key intersections/destinations (Falls), concerns if existing infrastructure can support increased growth
Transportation	Land Use and Transportation Coordination	Policy	Ensure multiple connections between new and historic parts of the City are planned and required in conjunction with future annexation and development of the Snoqualmie Hills Urban Growth Area.	Revised	Revised Policy: Encourage multiple connections between new development and historic parts of the city when feasible.	
Transportation	Land Use and Transportation Coordination	Policy	Pursue an additional southerly exit from the Snoqualmie Hills Planning area to North Bend Way and Interstate-90.	Removed (programmatic)		
Transportation	Land Use and Transportation Coordination	Policy		New	New Policy: Monitor and prepare for changes in transportation technologies and mobility patterns.	
Transportation	Land Use and Transportation Coordination	Policy		New	New Policy: Increase the resilience of the City's transportation system and support strategies for security and emergency management responses.	
Transportation	Intergovernmental Transportation Planning	Goal		New	New Goal: Ensure regional coordination and consistency with the State, PSRC, King County and adjacent jurisdictions' transportation plans.	
Transportation	Intergovernmental Transportation Planning	Objective	The City's transportation element is coordinated and consistent with the State, King County and North Bend transportation plans.	Combined into goal	Objectives are not part of the 2044 comp plan and can be inserted as needed into goals.	
Transportation	Intergovernmental Transportation Planning	Policy	Coordinate with the Washington State Department of Transportation regarding planning for SR202/Railroad Avenue within the City and for the I-90-SR-18/Snoqualmie Parkway interchange.	Revised	Revised Policy: Coordinate with WSDOT on the transfer of the Snoqualmie Parkway to state operational and maintenance responsibility.	Congestion in key intersections/destinations (Falls)
Transportation	Intergovernmental Transportation Planning	Policy	Coordinate with King County and North Bend for consistent local planning on roadways and trail connections, and where traffic generated outside Snoqualmie could impact City levels of service and improvements.	Revised	Revised Policy: Coordinate with local and regional entities when traffic generated outside Snoqualmie could impact City levels of service.	
Transportation	Intergovernmental Transportation Planning	Policy	Participate in regional transportation planning processes to assure that City interests are reflected in regional transportation plans.	Revised	Revised Policy: Support and participate in cooperative regional transportation planning processes to ensure that City interests are reflected in regional transportation plans while supporting the Regional Growth Strategy.	
Transportation	Intergovernmental Transportation Planning	Policy		New	New Policy: Support safe movement of freight by establishing clear signage, on routes that service trucks, hazardous material transport, and oversized load routes.	Heavy truck traffic/freight, safety and wear and tear
Transportation	Street System	Goal		New	New Goal: Promote an equitable and accessible transportation system through services, facilities and improvements.	
Transportation	Street System	Objective	The street system provides for safe, pleasant and efficient vehicle, pedestrian, bicycle and transit travel within the City.	Combined into goal	Objectives are not part of the 2044 comp plan and can be inserted as needed into goals.	
Transportation	Street System	Policy	Classify streets by function as shown in Table 8.13 of the Transportation Element, so that needed traffic capacity may be preserved and planned street improvements will be consistent with those functions.	Removed (programmatic)		Streets are clarified and policy is not needed. Element is being rewritten and will no longer have the tables.
Transportation	Street System	Policy	Designate Principal Arterials as truck routes, and ensure those roadways are constructed with appropriate pavement materials and adequate geometry for heavy vehicle traffic.	Removed		
Transportation	Street System	Policy	For vehicular transportation planning and development review, use level of service (LOS) measures to evaluate system performance and needs, and apply a peak-hour LOS D standard for arterial intersections, with LOS E at side-street stop locations acceptable unless a signal is warranted or required by the City Traffic Engineer.	Revised	Revised Policy: For vehicular transportation planning and development review, use level of service (LOS) measures to evaluate system performance and needs to apply a peak-hour LOS D standard for arterial intersections. A LOS E at side-street stop locations is acceptable unless a signal is warranted or required by the City Traffic Engineer. The LOS shall be calculated with the delay method described in the most recent edition of the Highway Capacity Manual.	
Transportation	Street System	Policy	For street development and redevelopment projects, plan for complete streets, which meet the needs of pedestrian, bicycle and transit users within the street right of way wherever feasible, consistent with street classification and projected travel volumes.	Revise	Revised Policy: Plan street development and redevelopment to create complete streets, that accommodate pedestrians, cyclists and transit users within right of way aligning with street classification and projected travel volumes where feasible.	
Transportation	Street System	Policy	Consult the recommendations of the neighborhood profiles in Community Character Element 3, and the 2006 Downtown Master Plan for transportation project planning and implementation.	Remove		
Transportation	Street System	Policy	Annually adopt a Six-Year Transportation Improvement Plan that implements the Comprehensive Plan.	Removed		
Transportation	Street System	Policy		New	New Policy: Support access, connections and mobility for all and vulnerable populations through investment of equitable modes of transportation.	

	Section	Type	Current Goal/Objective/Policy	Recommendation	Revised Goals/Policies	
Transportation	Street System	Policy		New	New Policy: Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation.	
Transportation	Street System	Policy		New	New Policy: Ensure safety enhancements and maintenance of infrastructure in transportation improvement projects for all modes.	Safety - pedestrian, cyclist and vehicular
Transportation	Bicycle and Pedestrian System	Goal		New	New Goal: Encourage a system of safe trails and corridors including lighting, that supports non-motorized travel for commuting, local trips and healthy physical activity.	
Transportation	Bicycle and Pedestrian System	Objective	A system of trails and corridors that encourages and facilitates bicycling and walking for commuting, local travel trips and healthy physical activity.	Combined into goal	Objectives are not part of the 2044 comp plan and not be created as needed into goals.	
Transportation	Bicycle and Pedestrian System	Policy	Provide, and require new development to provide pedestrian and bicycle pathways that safely connect residential neighborhoods, commercial areas, schools, transit routes, parks, regional trails and other destinations within the City.	Revised	Revised Policy: Encourage new development to provide pedestrian and bicycle pathways that safely connect residential neighborhoods, commercial areas, schools, transit routes, parks, regional trails and other destinations within the City.	Bike path throughout town, and connecting to North Bend and Issaquah
Transportation	Bicycle and Pedestrian System	Policy	Use the 2012 Pedestrian and Bicycle Network Recommendations Report, and subsequent updated Plans and reports, to prioritize pedestrian and bicycle improvements.	Removed		
Transportation	Bicycle and Pedestrian System	Policy	Consider opportunities for multi-use trails (separated from vehicle lanes) on principal and minor arterial corridors, and shared bicycle facilities on select collector arterials.	Keep		
Transportation	Bicycle and Pedestrian System	Policy	Work with the School District to identify needed pedestrian facility improvements on school walk routes to increase pedestrian safety.	Revised	Revised Policy: Collaborate with the School District to identify pedestrian safety improvements on school walk routes.	
Transportation	Bicycle and Pedestrian System	Policy	Provide sufficient bicycle parking in the Historic Downtown, Snoqualmie Ridge Neighborhood Center and public parks to meet demand and encourage bicycle travel.	Revise	Revised Policy: Ensure adequate bicycle parking provisions in historic downtown, Snoqualmie Ridge neighborhood center, public parks, and large offices and industrial developments to meet demand, promote bicycle travel and multimode commuting.	
Transportation	Bicycle and Pedestrian System	Policy		New	New Policy: Evaluate the use of e-bikes and e-scooters on City sidewalks, trails and parks, considering safety and potential conflicts with pedestrians and other users.	
Transportation	Bicycle and Pedestrian System	Policy	Require large office and industrial development to provide facilities to support employee bicycle commuting.	Removed/Consolidated		
Transportation	Travel Demand Management and Environmental Stewardship	Goal		New	New Goal: Strive to improve air quality by reducing vehicular greenhouse gas emissions and supporting alternative options to single-occupant vehicle travel.	
Transportation	Travel Demand Management and Environmental Stewardship	Objective	Sufficient and convenient opportunities exist to use transit, carpools, vanpools and electric vehicles, supporting improved air quality, reduced vehicular greenhouse gas emissions, and alternative options to single-occupant vehicle travel.	Combined into goal	Objectives are not part of the 2044 comp plan and not be created as needed into goals.	
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Work with Metro and other organizations to improve service and increase transit ridership within the City and between Snoqualmie, regional destinations and adjacent communities.	Revised	Revised Policy: Collaborate with Metro and other organizations to improve service and increase transit ridership within the City and between Snoqualmie, regional destinations and adjacent communities.	Increased transit service accessibility, frequency, destinations
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Work with and support the Snoqualmie Valley School District to develop and implement demand management strategies to reduce traffic and parking problems around schools.	Revised	Revised Policy: Collaborate with the Snoqualmie Valley School District to develop and implement demand management strategies to reduce traffic and parking problems around schools.	
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Provide opportunities for electric vehicle recharge and alternate fuel refueling stations to encourage and promote the use of electric and alternatively-fueled vehicles.	Revised	Revised Policy: Consider additional opportunities including leveraging grants for the installation of electric vehicle recharge and alternate fuel refueling stations to public, commercial and private sites.	
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Support public education on the social and environmental impacts of travel choices to encourage the use of alternatives to single-occupancy travel.	Keep		
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Follow Evergreen Fleets policies and actively participate in Clean Cities Coalition and other leading regional green vehicle groups.	Revised	Revised Policy: Engage with regional sustainability organizations to promote eco-friendly transportation initiatives.	
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Actively pursue a park and ride near the Interstate-90 interchange, or at some other suitable location in the City, to facilitate use of mass transit and carpooling.	Revised	Revised Policy: Explore the feasibility of establishing mobility hubs at suitable locations in the City to facilitate use of mass transit and carpooling accessibility.	Increased transit service accessibility, frequency, destinations
Transportation	Travel Demand Management and Environmental Stewardship	Policy	To improve air quality and reduce greenhouse gas emissions, employ and encourage strategies to reduce vehicle use, promote single occupant vehicle alternatives, and improve the transportation system's operating efficiency.	Revised	Revised Policy: Seek to improve air quality and reduce greenhouse gas emissions, employ and encourage strategies to reduce vehicle use, promote single occupant vehicle alternatives, and improve the transportation system's operating efficiency.	
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Encourage voluntary compliance with the Commute Trip Reduction Efficiency Act for those that are not otherwise subject to it.	Removed		
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Encourage the use of single occupant vehicle alternatives, and more energy efficient automobiles, by allowing parking requirement reductions for green vehicles, car-sharing, carpool parking, vanpools, transit passes and extra bicycle employee parking, where supported by a parking demand management program.	Removed	Consolidated	
Transportation	Travel Demand Management and Environmental Stewardship	Policy		New	New Policy: Design transportation facilities improvements consistent with City stormwater regulations which minimize impacts and encourages fish passage and wildlife habitat areas and corridors.	
Transportation	Travel Demand Management and Environmental Stewardship	Policy		New	New Policy: Incorporate environmental factors into transportation decision-making that minimizes impacts to natural and cultural resources.	

	Section	Type	Current Goal/Objective/Policy	Recommendation	Revised Goals/Policies	
Transportation	Planning, Design And Maintenance	Goal		New	New Goal: Provide for maintaining and preserving the life and utility of the City's transportation system and investments.	
Transportation	Planning, Design And Maintenance	Objective	The City's transportation system supports local prosperity and community distinctiveness and enhances the public realm by providing pleasant and convenient access to homes, businesses, schools and other key destinations in the City.	Combined into goal	Objectives are not part of the 2044 comp plan and can be merged as needed into goals.	
Transportation	Planning, Design And Maintenance	Policy	Ensure consistent and equitable system improvements throughout the City, we employ street design standards guiding driveway access, sidewalks, lighting, on-street parking, landscaping, street trees, and the widths of lanes, right-of-ways, planting strips and medians.	Revise	Revised Policy: Ensure consistent and equitable system improvements throughout the City.	
Transportation	Planning, Design And Maintenance	Policy	Limit the use of cul-de-sacs and dead-end streets in new subdivisions and street improvement proposals wherever feasible to optimize circulation options within and between neighborhoods, and to assist with long-term emergency management needs.	Keep	Revised Policy: Encourage design of new developments to provide efficient pedestrian friendly traffic circulation.	
Transportation	Planning, Design And Maintenance	Policy	Limit driveway access on principal, minor and collector arterials to minimize curb cuts, maximize vehicle carrying capacity, reduce potential vehicle conflicts, and enhance pedestrian safety and comfort.	Removed		
Transportation	Planning, Design And Maintenance	Policy	Maintain and improve alley rights-of-way for public use, require vehicle access by alleys where available, and prevent encroachment from adjacent private property onto public property.	Removed		
Transportation	Planning, Design And Maintenance	Policy	Maintain streets in accordance with our Pavement Management Plan, which systematically and objectively prioritizes projects, and balance the maintenance of newer streets with the needed reconstruction of failed streets.	revise	Revised Policy: Systematically and objectively prioritizes paving projects in accordance with a Pavement Management Plan.	Safety and wear and tear, especially on Parkway, street, sidewalks and bridges existing conditions (poor, potholes)
Transportation	Planning, Design And Maintenance	Policy	Employ Best Management Practices (BMPs) for storm water management, including low-impact development (LID) strategies, effective street cleaning, and other measures to alleviate major pollution sources from roadway uses.	Keep		
Transportation	Planning, Design And Maintenance	Policy	Support local transit partnerships for better intravalley connections and to support tourism within Snoqualmie.	Revised	Revised Policy: Support local transit partnerships for better regional connections and to support tourism within Snoqualmie.	Increased transit service accessibility, frequency, destinations
Transportation	Planning, Design And Maintenance	Policy		New	New Policy: Reduce need for new capital improvements through investments in operations, demand management strategies and system management activities to improve the efficiency of the City's current transportation system and facilities.	Street, sidewalks and bridges existing conditions (poor, potholes)
Transportation	Planning, Design And Maintenance	Policy		New	New Policy: Identify stable and adequate funding mechanisms for transportation facilities.	Concerns if existing infrastructure can support increased growth
Transportation	Planning, Design And Maintenance	Policy		New	New Policy: Ensure that the land use element, transportation element, and financing plan are coordinated and consistent for the 6 and 20-year planning period.	

Date	Source	Comment	Category
6-Apr	Open House	Build access to Lake Alice / Chief Kanim MS from the Ridge	Transportation
6-Apr	Open House	Support SVT x 2 x 10	Transportation
6-Apr	Open House	Saturday rides for the fixed valley route (202-203)	Transportation
6-Apr	Open House	Expanded Seattle Service (or a few options)	Transportation
6-Apr	Open House	Expanded Metro	Transportation
6-Apr	Open House	Fund and expand SVT	Transportation
6-Apr	Open House	Expand access to services with transportation, near new developments	Transportation
6-Apr	Open House	SR 18 Metro Bus service	Transportation
6-Apr	Open House	bus shelters	Transportation
6-Apr	Open House	bus frequency	Transportation
7-Apr	Online Survey	Very much a car-based city. Not many places are walkable on the Ridge for easily getting to businesses. Severely missing transit options. Even getting an Uber can be challenging. You can't go somewhere in Snoqualmie in an Uber and expect to confidently get back home in an Uber in a reasonable timeframe. I wish we had frequent, reliable bus service.	Transportation
7-Apr	Online Survey	A better connection with getting on board the mass transit mindset. The current offerings are to minimal in frequency and stretched over a broad area to be practical or effective as a stable method of daily travel. In 20 years with steady growth the slow response that is typical of smaller communities when addressing transportation and congestion is one where the bottle neck of problems only seem to become important once the whole system has nearly become dysfunctional.	Transportation
7-Apr	Online Survey	The Valley shuttle is a wonderful resource.	Transportation
7-Apr	Online Survey	I am fortunate to not need public transportation, but of what I am aware, we do not offer much. Traffic is not terrible, and the traffic control and road conditions are generally fine.	Transportation
7-Apr	Online Survey	The road conditions in Old Snoqualmie are extremely bad. Tons of potholes that are getting pretty large. I would love to have some focus on this area. I am also concerned about the last house on 202 on the river side as you are heading towards the Salish before you get to the intersection of Parkway. It is one bad storm away from being washed away. Plus, the yard is such an eyesore for locals and visitors.	Transportation
8-Apr	Online Survey	It would be nice to see more shared transportation	Transportation
8-Apr	Online Survey	complete highway 18 as soon as possible--especially the part from I90 to the raging river. bus service to Bellevue and Seattle is very poor--basically not useable. I90 roadway is in terrible shape. it is loud bumpy cracked, the fixes being done don't appear to last more than 3 to 9 months before they break down again. the road is also extremely noisy to drive on. replace it with asphalt.	Transportation
8-Apr	Online Survey	A city funded study determined that 90% of the damage to the Parkway was caused by large commercial trucks (logging trucks, gravel haulers, etc.). The companies that own and operate these trucks are getting more value out of our Parkway than the citizens of the town, and don't have to compensate the city for the damage they cause. Instead, the citizens of this town foot the bill for the damage they cause. Why is this allowed? Why can't we toll them, or block them from using the Parkway entirely? This doesn't even account for the sound pollution these trucks cause at all hours of the night. There are bans on engine brake use, and even signage to indicate so. But right by that sign, these truckers make a point of using their engine brake as an act of defiance because Snoqualmie Police never ticket them for it. If the city's answer to this problem is hand it over to the state for maintenance we will lose our agency over the Pkwy, including the beautification and access control.	Transportation
8-Apr	Online Survey	We need direct bus service to Issaquah and Seattle, and a park and ride area. New flashing lights at cross walks are great. Roundabout at 202/parkway? Make sure Mill pond-generated traffic "improvements" are concurrent and developer funded, not by valley/state taxpayers, and not put off until after build-out. Connect Snoqualmie to the Snoqualmie Valley trail.	Transportation
8-Apr	Online Survey	The public transit is amazing for a small community, however the traffic is noticeably increasing which erodes the natural appeal of living in such a wonderful place.	Transportation
8-Apr	Online Survey	The stop sign at Doone and Newton seems to be a drag race strip for the residents of the apartments nearby. Rarely someone will complain and the police sit in an obvious spot, so everyone obeys the Stop. A week goes by and all night the people race through. The Stop is directly in front of a school.	Transportation
9-Apr	Online Survey	Please consider upgrading the lights at Douglas, Center, and Fairway so they are synched to allow more traffic thru. Not a big problem now but it is getting worse and will be soon.	Transportation
9-Apr	Online Survey	Everything on the ridge is wonderful, however; downtown is neglected. You should make the ridge a city in its self. The city does not represent the downtown very well. I would guess that most members of the city are ridge residents. Roads in old Snoqualmie are poorly maintained, pot holes everywhere. Roads at the ridge are perfect. Personally I rarely see police around old Snoqualmie give a ticket. Friday noon is a joke trying to get thru town with the high school traffic.	Transportation
10-Apr	Online Survey	So grateful for the metro bus system. I am also very pleased about the availability of public charging stations for electric vehicles. However, I have seen many more electric vehicles on the roadways and hope that the charging stations can keep up with demand.	Transportation
10-Apr	Online Survey	We have no transit. Why is that? We are in King County but we only have one super infrequent bus and the white SVT buses. SVT is too small to do what we need and Metro just ignores us and they keep cancelling of our routes. There used to be routes that went to Snoqualmie Pass plus routes that went into Seattle and to the Issaquah highlands park and ride. We need covered bus shelters and buses that connect us to where we need to go. If metro won't do it maybe SVT can but nobody seems to take our area seriously. Snoqualmie does a good job of keeping the pot holes filled and does a good job plowing in the snow.	Transportation
10-Apr	Online Survey	I wish people would truly learn obey the traffic laws. Especially where pedestrians are concerned. I truly think that we should stop treating Snoqualmie Parkway like a highway and understand that a community was purposely built around it to attract people to live around it. We're here! We need more stop lights to help control spreads and make it easier to on/off SP.	Transportation
10-Apr	Online Survey	The stretch of 384th Ave SE between River and King St. is in desperate need of repaving. There are huge potholes that are trip hazards and trying to navigate in a car is like an off-road experience.	Transportation

11-Apr	Online Survey	It seems our area would be well suited with a bike path system that connected North Bend, Snoqualmie and Issaquah.	Transportation
11-Apr	Online Survey	Snoqualmie Pkwy road is in a very bad condition	Transportation
11-Apr	Online Survey	I applaud the Snoqualmie Casino for their assistance in providing inexpensive transportation and going where King County transit doesn't. I don't think we need any more King County buses but should encourage and support the Snoqualmie Tribe.	Transportation
11-Apr	Online Survey	More walking/biking safety on 384th	Transportation
11-Apr	Online Survey	Need to resurface the parkway	Transportation
11-Apr	Online Survey	It's fair the way it is today.	Transportation
11-Apr	Online Survey	I don't use public transportation.	Transportation
11-Apr	Online Survey	Snoqualmie Pkwy road is in a very bad condition	Transportation
11-Apr	Online Survey	Sidewalk repairs last summer on SE Kimball Creek Dr were terrible. Potholes downtown take forever to get repaired. We need sidewalks and speed control on 384th.	Transportation
11-Apr	Online Survey	Maintenance of the bridges on the trails is extremely important. It is a liability to have them in such disrepair. Don't plan projects that keep adding to the heavy trucks on the Parkway.	Transportation
12-Apr	Online Survey	When adding businesses, focus on ones that will employ people who are already residents of Snoqualmie. Currently we have a big outbound commute (people who live here and work in Seattle/Bellevue/Redmond/etc.) and also a big inbound commute (people who work at the businesses but can't afford to live here).	Transportation
12-Apr	Online Survey	Acceptable for local and urban connections.	Transportation
14-Apr	Online Survey	SVT is amazing. Stabilizing that service &/or partnering with larger transportation systems to bring consistent and accessible routes to the valley would be something to work toward.	Transportation
14-Apr	Online Survey	More frequent buses to Seattle and Issaquah would be helpful.	Transportation
18-Apr	Online Survey	Support SVT more.	Transportation
18-Apr	Online Survey	roundabout on 202 by high school versus existing light needed. Major upgrade needed if old lumber mill area is repurposed.	Transportation
18-Apr	Online Survey	Some form of public transportation to get from here to places where the jobs are, like Redmond, would be nice.	Transportation
18-Apr	Online Survey	The roads seem to get more crowded every day especially on Railroad Avenue going through town and the roundabout by the Falls.	Transportation
18-Apr	Online Survey	While we don't use local transportation at this time outside of our kids using school buses, it's been great to see the local transit options, and we hope that continues as long as the transportation is getting used.	Transportation
18-Apr	Online Survey	Fix the potholes when they appear.	Transportation
18-Apr	Online Survey	Picturesque Reing road is ruined by several residents on Indian owned property. If the tribe is really pro-active about the environment and the use of the land - the city should be able to convince them to take action.	Transportation
18-Apr	Online Survey	I have major concerns about the traffic around the old mill if and when it is developed as planned. There is a one lane bridge over Meadowbrook and an already overcrowded roundabout that also serves all of the traffic to/from the Falls and down to Fall City/Redmond etc. This will be hugely disruptive to those of us who have to travel one of these roads to get to our homes.	Transportation
19-Apr	Online Survey	Transportation is poor. Must take car trips for just about everything. Focus should be in improve bike lanes throughout the valley.	Transportation
19-Apr	Online Survey	Between the small community bus and the senior center bus I think it is Metro and not so much a City of Snoqualmie issue	Transportation
19-Apr	Online Survey	Would be nice to have cheaper tabs, gas and pot holes filled. I dont use any of the public transportation.	Transportation
19-Apr	Online Survey	Altho we are still a far cry from traffic issues in Seattle, our roads are becoming too busy. There are big weekday back ups at the traffic light heading east into North Bend. It's hard to make a left turn onto 202 in downtown Snoq. The roundabouts are a really good solution, build more. Keep promoting and funding the Snoq Valley Transport. Build more EV charging infrastructure! Limit population growth.	Transportation
19-Apr	Online Survey	Mill pond rd. repairs needs to be the priority when it comes to road repairs I have officially quit going that way it is absolutely awful	Transportation
19-Apr	Online Survey	I would like to see a decrease in property taxes and to have roads that are in better condition. Quit over populating the area and ruining it's natural beauty.	Transportation
20-Apr	Online Survey	This is a car town except for the vulnerable. No more public transportation is needed as it's just a mechanism for criminals to transit into the area.	Transportation
20-Apr	Online Survey	I would absolutely love to see the light rail extend out to Snoqualmie or North Bend. Having that direct connection with Issaquah and the greater Seattle area would be wonderful.	Transportation
20-Apr	Online Survey	My main concern is industrial traffic on the Parkway, associated wear and tear, and impact on safety, noise and pollution. Logging trucks are dangerous (childhood friend killed walking on a sidewalk when a truck lost its load). Engine break bylaws are not enforced within city limits resulting in many noisy trucks. A logging and gravel company are the main culprits, impacting a large community for a small number of businesses. Speeding on the parkway (esp on the hill down to Swenson) remains a concern.	Transportation
22-Apr	Online Survey	I don't know anything about transportation in Snoqualmie as we have our own vehicles.	Transportation
26-Apr	Online Survey	Worried about traffic increasing without a solid plan to mitigate. The new interchange and widening of 18 will help but for how long? There aren't great public transportation options up here that don't add quite a bit of travel time to your day	Transportation
26-Apr	Online Survey	There should be a light at Railroad and River street with an all cross pedestrian option. The speeds were dropped, but not much effect so far. It is very difficult during peak traffic times to turn left safely at this intersection. Please also fix the Snoqualmie Falls parking mess. There needs to be better signed for out of town visitors showing which lanes they need to be in and where to find overflow parking. Adding an entrance/exit from the upper parking lot to Tokul so that traffic uses it instead of 202 is really necessary. The automated gates on the weekend are ridiculous and I find that I will do business elsewhere just to avoid the mess. The Falls is a fantastic attraction, please just fix the traffic mess.	Transportation
26-Apr	Online Survey	There needs to be more options for public transportation to and from Snoqualmie. King county metro route 208 is the only option and it is barely usable given the time between trips.	Transportation

26-Apr	Online Survey	Sidewalks are dangerous. My friend tripped and broke her ribs. Also, I live on Kinsey street near the retail and the tree's that line the streets have burrowing roots that have damaged our grass and I'm worried they are going to damage our house foundation.	Transportation
26-Apr	Online Survey	I like how the plan for the ridge doesn't have multiple entrances to businesses off the parkway and feel like it was a well-planned community that keeps traffic flowing a little better and is just nicer to look at. We came from Bothell where Bothell- Everett hwy is full of strip mall after strip mall with entrances every few hundred feet and the stores right off the road. It looks terrible and is a nightmare to navigate. I appreciate businesses being set a little off the main road with the entrances off side roads	Transportation
7-May	Online Survey	The I-90 / art 18 interchange work is way overdue. It is a huge safety issue. With the resources we have, it is inexcusable that we let people die for years because of an obvious poor road design.	Transportation
7-May	Online Survey	The amount, frequency, and start times of logging trucks and gravel trucks on the parkway is too many, much, and early. And more importantly, they are ruining the road.	Transportation
8-May	Online Survey	Building has already exceeded what the highways and roads will support. Don't love in Snoqualmie because I want to deal with Seattle type traffic.	Transportation
8-May	Online Survey	Better bike connections. It's dangerous to ride your bike north of the river due to fast cars. It would be best to have designated bike path on that side of the river. On the side of old town there should also be better connections as well. What's the right way to get from downtown to the high school or SES by bike?	Transportation
8-May	Online Survey	I strongly feel that sidewalks are needed along 384th Ave SE from SE Kimball Creek Drive north to River Street. It's a busy road that has only gotten busier with the addition of the Encompass Learning Center and the many cars that arrive and depart from that location each day. Additionally, the expansion of the casino brings with it increased vehicle traffic along that corridor. There is very little shoulder outside of the fog line along 384th, and cars often exceed the speed limits of 25/35 mph. It's a dangerous stretch of road for pedestrians. I realize that the west side is King County jurisdiction but the City needs to push this project to ensure a safe corridor before there is a tragic accident.	Transportation
9-May	Online Survey	Please start tolling the big trucks that enter and exit the mill site. The extra weight and extra trips are not healthy for our roads. Do the trucking companies or gravel pit pay taxes for our roads?	Transportation
9-May	Online Survey	What happened to all the local transit buses . . . Metro busses.	Transportation
9-May	Online Survey	Pretty good but we drive everywhere.	Transportation
10-May	Online Survey	More public transit, please!!	Transportation
10-May	Online Survey	Also, please make the entry/exit from Snoqualmie Valley Hospital onto the Parkway safer! We need a light, traffic circle, or at a minimum, better markings.	Transportation
10-May	Online Survey	I don't think that traffic patterns and capacity are taken into account when new projects are planned. Also, the beautiful views are compromised.	Transportation
11-May	Online Survey	Appreciate the work on the interchange. Looking forward to having the parkway paved.	Transportation
11-May	Online Survey	Bring back express busses from Seattle serving snoqualmie and north bend please	Transportation
11-May	Online Survey	Looking forward to hwy 18 improvements	Transportation
13-May	Online Survey	I wish we had a park n ride with more metro bus route options next to I-90	Transportation
15-May	Online Survey	Woeful for public transportation. Terrible for infrastructure with present day capacity and users levels. I live next to 202, trying to make a left hand turn can be brutal. Lack of traffic controls to help with flow and capacity overwhelms present day system. Add to that seasonal events and tourists it is understandable why people come here. But we struggle to move them through our community space at times. Then when something unfortunate happens (accident, ems, construction, repair work, etc...) we are plugged up.	Transportation
16-May	Online Survey	Fix 18 interchange and hiway AND Don't route everybody through Snoqualmie ridge	Transportation
17-May	Online Survey	Don't turn the parkway over to the state. It will end up a treeless, soulless highway.	Transportation
18-May	Online Survey	Public transportation isn't good in this area. I don't know if anything can be done about that.	Transportation
19-May	Online Survey	It is lacking. My teenager who doesn't drive is limited with where she can get a job based on the lack of connectivity with surrounding areas. I would like to see bus service to Bellevue and Redmond as well.	Transportation
24-May	Online Survey	Overall good/effective. Would like to see traffic calming measures taken to reduce speeds on 202/Railroad Ave and provide more expansive pedestrian/bike access. Traffic circles, bike lanes and improved street scape designs between Boalch through downtown and to the Parkway would be excellent. Some additional connections/streets between the Ridge and greater Snoqualmie would be great to further create a more unified Snoqualmie.	Transportation
25-May	Online Survey	No concerns. I Don't use public transit but appreciate that some in the community do. Seems like it works okay. I see buses routinely operating on the ridge. Keep snow removal as a priority when those events occur.	Transportation
27-May	Online Survey	I don't personally use public transportation, so I'm not a good candidate to answer this question.	Transportation
3-Jun	Online Survey	It is appropriate.	Transportation
10-Jul	Online Survey	SVT is great for residents and guests who rely or considers this as a convenient source of transportation. Regarding Snoqualmie Parkway, Snoqualmie government officials shall always be of the greatest influence to state officials on design and maintenance of the parkway. Helmet laws must be required for bicycles and scooters. School zone flashing signs should be turned off when school in not in session. Create a Metro Park & Ride near the hospital and the I-90, Hwy 18 interchange.	Transportation
12-Jul	Online Survey	The intersection of Silva, Maple and Fir is a 5 way intersection in downtown that has a lot of safety problems due to blind spots created by the angles in which the roads connect. We live on the corner of Maple and Fir with small children and are increasingly concerned about cars that blow through this intersection or who cannot see around the corner between Maple and Silva. We think it is necessary to, at minimum, get crosswalks painted here similar to the recently updated 5 way intersection one block down on Maple, King, and Olmstead, and even a traffic mirror on the corner where Maple and Silva connect to help with visibility.	Transportation
12-Jul	Online Survey	We need more roundabouts in the downtown core. Weekend/summer traffic is challenging.	Transportation
13-Jul	Online Survey	Seems fine.	Transportation

22-Jul	Online Survey	I find that limited public transport makes it virtually unusable for me as the times are so restricted. The roads are very crowded as it is and I'm concerned with increasing density it will only get worse, however, increasing capacity on what we're country roads will permanently and negatively impact both the character and sustainability of resources in the valley.	Transportation
12-Oct	Online Survey	We are very care dependent obviously and our little bus service does a fairly good job except on Sundays when I recently was unable to get back to Bellevue to pick up a car left at a dealership. It is also difficult to use bikes as car traffic in some areas is too fast to bike in the street but the sidewalks and the paved trails are for people who walk so it would be great to see a dedicated seperate bike lane on the Parkway (dream). We probably could benefit by providing education to the large influx of new immigrants and visa holders about the etiquette of bike riding as well as for electric scooters that kids use. We also do NOT support opening up heliports for delivery services in the city (where trucks drop items off and drones take them the last mile) as Amazon is proposing	Transportation
12-Oct	Online Survey	Weekend routes are needed off the ridge into Issaquah	Transportation
5-Aug	Online Survey	Hello. The Road on snoqualmie. Before you hit the I-90 West freeway. When is the project going to be done. And how many lanes Be added going to be! Thank you kindly,	Transportation
18-Oct	Open House	Is there discussion about road and truck noise on Snoqualmie Parkway before 7am and overnights.	Transportation
18-Oct	Open House	What is the city planning to do about Snoqualmie Parkway road noise, ie: logging trucks at 3am etc - noise bouncing off the high rise hotel back into the neighborhood? And continued road damage from heavy 18 wheelers? Impose weight limit!	Transportation
18-Oct	Open House	Traffic is getting dangerous to turn left on Railroad Ave / Hwy 202. New development will make this problem a nightmare. State NEEDS to step in and add lights or traffic circles.	Transportation
18-Oct	Open House	Traffic along 202 is already difficult - what is the plan to address how people access the new Mill Pond Development?	Transportation
18-Oct	Open House	How do we route traffic around our historic, beautiful downtown Snoqualmie?	Transportation
7-Apr	Online Survey	We are possibly at a fortunate inflection point where are local challenges are not yet exceeding our ability to course correct them. We should be critical about looking at leading indicators of challenges on the horizon and focus there versus chasing shiny objects, like community pools or major shopping centers, when the data says we have other systemic or foundational areas to improve or mature.	Vision
10-May	Online Survey	We are about right sized. Please no more land or housing. Mayor's constant desire for a bigger ego/city should never be the motivation for growth. The city should focus on healthy roads and community services. If the budget does not allow for these things put it up for vote, not more housing.	Vision
10-May	Online Survey	Love what has been created. Don't mess it up by enlarging. Not sure what is missing. I have three kids who are thriving. My neighbors kids are doing well. You have some who's parents are lacking in parental skills and their kids could use drug and alcohol treatment, but a bigger city and more housing would not solve that. This city should not be an economic powerhouse. It is a bedroom community, doing well. Keep it that way. The ridiculous road fix down the parkway should be cleaned up. Those tar lines are pathetic. Where is the tax money going? Get rid of the contracted civil engineer Perreet. The guy is a pain to work with and not a good representative of the city. Hire a civil guy when needed but this guy has gotten rich off of Snoqualmie and for whatever reason he scares the city officials and the cowtow to him. It's embarrassing and not a help to getting things done.	Vision
15-May	Online Survey	Keep u quaint. Keep us small. Keep us what we are known for. Quality lifestyle. Connected caring community members. Stewards of our community preserving it's heritage and future. We have grown tremendously at an astonishing level. Go back 40 years and look at what has transpired from king county master plans to what we see today. Looking ahead to 2044... It boils down to... "what is enough?"	Vision
18-Oct	Open House	Traffic mitigation built into the Transportation Comp Plans	Transportation
18-Oct	Open House	Transportation from downtown to up on Center to benefit businesses here on the Ridge with the 3M+ tourists that come to the Falls and downtown Snoqualmie.	Transportation
18-Oct	Open House	Metro Transit connecting Hwy 18 North and South	Transportation
18-Oct	Open House	As a resident in "old" Snoqualmie - I value the small-town out-doorsey feel and do not want any new retail shops and businesses. I am happy with what is here and to go to Issaquah for other shops.	Vision