

Comprehensive Planning Policies

Angela Day's comments

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1.4 also Policy 9 related to open space and recreation

1.4 Urban growth areas shall include greenbelts, **greenspace and** open space, and encourage the preservation of wildlife habitat areas **and healthy urban community forests**.

Question: What is the difference between greenbelt and greenspace open space?

1.8 and 1.9 Policies relating to determining the capacity of Urban Growth Areas to accommodate population growth, and monitoring urban and housing development. The new paragraphs includes a reference to AMI.

Comment: Perhaps it would be better not to use the acronym but instead to spell it out, even though it is defined later in the document.

1.11 Regarding climate impact analysis. This analysis seems to be somewhat vague as to how it would be carried out. Is this a SEPA process, or SEPA-like process? As written, this seems like a very uncertain process and standards of measurement. Why not include a climate analysis impact within the existing SEPA process and requirements?

3.3 and also Policy 11

3.3 The development of new transportation routes and improvements to existing routes shall **be consistent with VMT and GHG reduction targets and shall** minimize adverse social, economic and environmental impacts and costs, **especially those impacts to vulnerable populations and overburdened communities**.

Comment: How are these populations and communities defined? Also, are these related to a specific location? Depending upon the definition, these populations and communities may be differently located. How can this uncertainty be captured in a land-use planning process?

Question: What is the regulatory authority to mandate reductions in greenhouse gas (GHG) emissions, aside from the mandates handed down by the state legislature?

Question: What level of discretion does Skagit County have given the requirements within RCW 36.70A.201 and RCW 47.80 to "adapt to and mitigate the effects of a changing climate, support reductions in greenhouse gas emissions and per capita vehicle miles traveled?"

3.8 Policy related to transportation mitigation. This appears to be a policy directed at charging impact fees for new development in order to fund public transportation services. This could substantially raise the cost of housing for all demographics and income levels.

3.8, 3.11-3.14

These sections appear to be based in part upon RCW 36.70A.108. A question is whether a general policy such as this is intended for, and appropriate for, a relatively sparsely populated and rural county.

4.2 Are the following two subsections in conflict with each other?

e. Avoid further concentrations of low-income, PSH and emergency shelter housing.

f. Increase opportunities and capacity for housing that is affordable and close to employment, education, shopping, public services and public transit.

Projected population increases and allocation in towns, UGAs and rural areas, p. 26-28

Question: To be clear, can you please confirm that the population and housing needs within Skagit county (not included in the incorporated towns and UGAs) are to be in designated rural zoning, not resource lands such as agriculture and forestry?

Question: Has County staff monitored past development relative to population projections? How have the development patterns compared with past projections?