



SNOHOMISH COUNTY COUNCIL  
SNOHOMISH COUNTY, WASHINGTON

AMENDED ORDINANCE NO. 00-091

ADOPTING MAP AND TEXT AMENDMENTS  
TO THE GROWTH MANAGEMENT ACT COMPREHENSIVE PLAN  
PURSUANT TO CHAPTER 32.07 SCC, AMENDING AMENDED ORDINANCE 94-125

WHEREAS, RCW 36.70A.130 and .470 direct counties planning under the Growth Management Act (GMA) to adopt procedures for interested persons to propose amendments and revisions to the comprehensive plan or development regulations; and

WHEREAS, the Snohomish County Council adopted chapter 32.07 SCC to comply with the requirements of RCW 36.70A.130 and .470; and

WHEREAS, the Snohomish County Council, through the enactment of Amended Ordinance 97-082, further consolidated, simplified, and improved the procedure for interested persons to propose amendments to the GMA comprehensive plan and/or development regulations; and

WHEREAS, with Motion 96-389, the Snohomish County Council conditionally approved thirteen proposals for the final 1997 docket involving comprehensive plan map designation and zoning changes that were requested to allow commercial uses in rural portions of the County; and

WHEREAS, amended Motion 98-112 established the final docket of proposed amendments to the GMA Comprehensive Plan or development regulations implementing the plan submitted under the 1997 annual docketing cycle and confirmed that the thirteen rural commercial docket requests remained on the docket subject to conditions; and

WHEREAS, the Snohomish County Council created a policy and regulatory framework necessary for the review of many of the proposals, through the enactment of Amended Ordinance 98-119, which adopted map and text amendments to the GMA Comprehensive Plan regarding rural commercial and industrial land uses, and through enactment of Amended Ordinance 98-121, which adopted amendments to the Snohomish County Code Title 18 (zoning) relating to rural commercial and industrial zone classifications, uses and development standards; and

WHEREAS, Motion 99-164 specified that two of the docket requests (Shinoda and Clearview property owners) for rural commercial designation would be considered as part of the planning for the Clearview rural commercial area; and

WHEREAS, amendments to the General Policy Plan (GPP) component of the GMACP are proposed to establish two "limited areas of more intense rural development" in the Clearview area and to provide the policy framework necessary to guide future development within the Clearview rural commercial area; and

WHEREAS, PDS held a public workshop on May 29, 1999, and a follow up focus group meeting on August 26, 1999, to develop three alternative land use plans for the Clearview Commercial Study Area; and

WHEREAS, PDS held public workshops on April 24, 2000 and July 19, 2000, to review the land use alternatives for the Clearview Commercial Study Area and associated Supplemental Environmental Impact Statement (SEIS); and

WHEREAS, the Snohomish County Planning Commission held a public hearing on August 22, 2000, for review of all three comprehensive plan alternatives, the SEIS, and associated GPP amendments, code amendments and implementing zoning for the Clearview Commercial Study Area; and

WHEREAS, the Snohomish County Planning Commission recommended approval of the PDS staff recommended land use alternative for the Clearview Commercial Study Area on September 20, 2000; and

WHEREAS, PDS staff, pursuant to SCC 32.07.040, reviewed all remaining proposals of the 1996 final docket, the 1997 final docket, the 1998 final docket and the 1999 final docket, and determined that 14 of the proposals could be reviewed and analysis could be completed within the time frame of the 2000 consolidated final docket review cycle; and

WHEREAS, the 2000 consolidated final docket includes proposals to amend the General Policy Plan (GPP) Future Land Use Map (FLUM) submitted by Maltby Christian Assembly, Pilot Wheel Ranch, Shockey-Brent, Inc., the City of Snohomish, Snohomish County Department of Planning and Development Services (PDS) and Wellington-Morris Corporation. The 2000 consolidated final docket also includes proposals to amend GPP policies submitted by the Jane Cooper, Pilot Wheel Ranch, the Snohomish County Council, Snohomish County PDS and Venture Pacific Partners, Inc. The

Snohomish County Department of Public Works proposes to amend the Transportation Element of the GMA Comprehensive Plan; and

WHEREAS, the GMA requires the county to adopt a transportation element that implements and is consistent with the land use element, according to RCW 36.70A.070 (6); and

WHEREAS, the Growth Management Act (GMA) requires the county's comprehensive plan to contain a transportation element that includes all the components set forth by RCW 36.70A.070 (6) (a); and

WHEREAS, the GMA requires the county to amend the comprehensive plan, by December 31, 2000 as per RCW 36.70A.070 (6) (a) (ii) (C); to include a subelement that addresses state-owned transportation facilities.

WHEREAS, pursuant to chapter 32.07 SCC, PDS completed final review and evaluation of the 2000 consolidated final docket, including the proposals to amend the map and text of the comprehensive plan, and forwarded a recommendation to the Snohomish County Planning Commission; and

WHEREAS, the planning commission held a public hearing on the 2000 consolidated final docket, including the proposals to amend the map and text of the comprehensive plan, on September 20, 2000 and forwarded a recommendation to the county council on October 24, 2000; and

WHEREAS, the county council held public hearings on December 6, December 13 and December 20, 2000 to consider the entire record and hear public testimony on Ordinance 00-091, adopting map and text amendments to the comprehensive plan and implementing development regulations.

NOW, THEREFORE BE IT ORDAINED:

**Section 1.** The county council makes the following findings of fact and conclusions regarding comprehensive plan amendments for the Clearview Commercial Study Area:

- A. The amendments to the GPP text will provide the policy framework necessary to contain and guide future commercial development within the Clearview rural commercial area.
- B. Amendments to FLU map will establish the two existing rural commercial areas as the northern and southern boundaries of a "limited areas of more intense rural

development" pursuant to RCW 36.70A.070(d), shown as "Clearview Rural Commercial" on the FLU map. The adoption of the GPP and FLU map amendments are consistent with the requirements of RCW 36.70A.070(d). Future rural commercial development will only be allowed within these boundaries, and development will be further contained by a landscape buffer along the boundary of the designation.

- C. The Clearview Rural Commercial designation will allow infill, development, or redevelopment of existing commercial areas located two intersections along State Route 9.
- D. The amendments to the text and FLU map establish logical outer boundaries based primarily on the built environment, but include undeveloped land where doing so would prevent abnormally irregular boundaries or create a more logical boundary based on physical features or landforms.
- E. The proposed amendments contain measures to minimize and contain existing areas and uses. The boundaries for the Clearview Rural Commercial designation are delineated on the FLU Map of the GPP.
- F. The proposed amendments establish a new zone, the Clearview Rural Commercial zone, as the implementing zone for the Clearview Rural Commercial designation. The Clearview Rural Commercial zone will be enacted as a development regulation in the year 2001.
- G. The proposed amendments to the GPP and FLU map will further harmonize the Rural Element with the planning goals contained in RCW 36.70A.020, specifically, as follows:
  - 1. Urban growth. The proposed amendments to the GPP and FLU map will limit growth in the Clearview Rural Commercial designation to more intense rural uses and densities which can be supported by rural levels of services and facilities. These amendments, together with the new implementing zones that will restrict building footprint and total square footage of buildings as well as additional landscaping and buffering requirements, will not result in urban growth in the rural area.
  - 2. Reduce sprawl. The proposed amendments to the GPP and FLU map will limit and contain more intense rural development into two compact geographic areas which are already characterized by more intense rural uses.
  - 3. Transportation. The proposed amendments are consistent with the transportation element of the GMACP and will minimize the need for future transportation improvements. The compact nature of the proposed limited areas of more intense rural development will facilitate more efficient transit service.



4. Housing. The proposed amendments to the GPP and FLU map will protect existing residential neighborhoods and housing from redevelopment for other uses.
  5. Economic development. The proposed amendments to the GPP and FLU map will limit commercial uses in the rural area to a level which can be supported by existing public services and facilities, but which will still provide for employment opportunities and services to serve the surrounding rural population.
  6. Property rights. The adoption of the proposed amendments to the GPP and FLU map does not encourage the taking of private property for public uses without just compensation.
  7. Permits. The addition of objectives and policies to direct growth within the Clearview Rural Commercial designation will provide additional clarity and predictability to the permit process.
  8. Natural resource industries. By limiting and containing more intense rural development within existing developed areas, the County is protecting and conserving natural resources.
  9. Environment. By containing more intense rural development within existing developed areas, the county is reducing impacts to air and water quality.
  10. Citizen participation and coordination. During the preparation of the proposed Clearview Rural Commercial amendments, the county held three public workshops/open houses, and one focus group session; and the Snohomish County Planning Commission and county council each held one public hearing. Public notice requirements for these hearings was provided pursuant to SCC 32.50.060(3)(b) through (e) and (h).
  11. Public facilities and services. The proposed amendments to the GPP and FLU map are consistent with the capital facilities and transportation elements of the GMACP and will not decrease service levels below locally established minimum standards.
  12. Historic preservation. There are no known lands, sites, or structures with historic or archaeological significance in the area proposed within the Clearview Rural Commercial designation. The amendments will continue to allow commercial uses within an area that has historically been developed with small scale commercial uses.
- H. The proposed amendments to the GPP text and FLU map will discourage strip development generally north of the intersection of 164<sup>th</sup>/SR 9 and south of the intersection of 184<sup>th</sup>/SR 9 by limiting future commercial development to areas between and adjacent to two distinct existing commercial nodes.

- I. The proposed amendments are consistent with Countywide Planning Policy RU-5 requiring guidelines to limit commercial development outside of Urban Growth Areas which still allow recreation and limited convenience commercial development for the daily needs of the rural residents. The proposed amendments will allow limited infill with development restrictions and contain development within the outer boundaries of existing areas characterized by more intense rural development.
- J. The northern existing rural commercial designation area is located at the intersection of State Route 9 and 164<sup>th</sup>. The "limited area of more intense rural development" will not extend beyond the boundary of the existing area or use, which is delineated predominately by the built environment. Its designation as a "limited area of more intense rural development" is supported by the following findings:
  1. This intersection is clearly identifiable as an existing commercial area. There are existing commercial developments on two corners of this intersection that existed prior to July 1, 1990; and permits are pending for a commercial use on the third corner. This area has historically been a commercial area, and is designated for Rural Commercial uses on the FLU map of the GPP.
  2. The need to preserve the character of existing natural neighborhoods and communities. The boundary for the Clearview Rural Commercial designation at this intersection will preserve character of existing natural neighborhoods and communities. The south, west and east boundaries at this intersection are delineated based on the property lines of commercially developed or developing properties. Residential neighborhoods are not split or included within the designation.
  3. Physical boundaries such as bodies of water, streets and highways, land forms. The boundaries include all corners created by the intersection of State Route 9 and 164<sup>th</sup> Street SE. Three corners are developed or developing with commercial uses. The fourth corner contains several small lots, which do not meet minimum residential lot size requirements and which will be significantly impacted by traffic generated by existing and proposed commercial development on the other three corners of the intersection. The south boundary of the southeast corner of the intersection is delineated by property lines and a stream and gully. The roadways and stream/gully are the only significant physical boundaries existing at this intersection.
  4. The prevention of abnormally irregular boundaries. To prevent abnormally irregular boundaries, the boundaries generally follow property lines and include all four corners of the intersection.
  5. The ability to provide public facilities and public services in a manner that does not permit low-density sprawl. The properties included within the limited area of

more intense rural development at this intersection are served by a public water system, but are not served by sanitary sewers. Development will continue to be served by on-site sewage disposal systems. No extension of the public water or sewer system is needed to serve future development. This area of more intense rural development will not encourage sprawl.

K. The southern existing rural commercial designation area is located east and west of SR 9 between the intersections of 184<sup>th</sup> and 180<sup>th</sup> with State Route 9; and west of State Route 9 from 180<sup>th</sup> to just north of 172<sup>nd</sup> Street SE. The "limited area of more intense rural development" will not extend beyond the boundary of the existing area or use, which is delineated predominately by the built environment. Its designation as a 'limited area of more intense rural development' is supported by the following findings:

1. This area is clearly identifiable as an existing commercial area. The existing boundaries are based predominately on commercial uses existing prior to July 1, 1990. Areas that were developed with commercial uses between 1990 and 2000, consistent with existing zoning, are also included within the boundary since they are characterized by more intensive uses. There are some undeveloped and infill areas included consistent with the requirement to develop logical outer boundaries. The boundaries of the designation between these intersections were first established through the adoption of the Cathcart-Maltby-Clearview area (Motion No. 87-015) first adopted on March 4, 1987, and there have been commercial uses in the area since the 1960s.
2. The boundary for the Clearview Rural Commercial designation at this intersection will preserve the character of existing natural neighborhoods and communities. The west and east boundaries at this intersection are delineated based on the property lines of commercially developed or developing properties which abut SR 9, or infill between these properties. The north and south boundaries are based on roadways and the limits of existing commercial uses. Residential neighborhoods are not split or included within the designation.
3. Physical boundaries such as bodies of water, streets and highways, and land forms. The southern boundary is formed by 184<sup>th</sup> Street SE. Due to the scattering of commercial uses located between the intersections of 180<sup>th</sup> and 184<sup>th</sup> Streets SE with SR 9, 184<sup>th</sup> Street SE is a more logical boundary than the property lines of these commercially developed properties. All four corners of this intersection are included in the designation. Two corners are developed with commercial or non-residential uses, and the remaining two corners will be impacted by existing and future commercial uses. The east boundary generally follows property lines of commercially developed properties, the crest of a hill, and the boundary of a large nursery/greenhouse operation.

4. To prevent abnormally irregular boundaries. Boundaries generally follow the property lines of commercially developed properties, except where designation of the entire parcel would result in an irregular boundary, or significantly impact adjacent rural residential uses. Due to the scattering of commercial uses located between the intersections of 180<sup>th</sup> and 184<sup>th</sup> Streets SE with SR 9, 184<sup>th</sup> Street SE is used instead of the property lines of existing developed commercial uses.
  5. The ability to provide public facilities and public services in a manner that does not permit low-density sprawl. The properties included within the limited area of more intense rural development at this intersection are served by a public water system, but are not served by sanitary sewers. No extension of the public water or sewer system is needed to serve future development. Development will continue to be served by on-site sewage disposal systems. This area of more intense rural development will not encourage sprawl.
- L. The proposed GPP amendments are consistent with the Countywide Planning Policies for Snohomish County.
- M. The County has met and exceeded the state and local requirements for public participation and interjurisdictional coordination.
- N. The proposed GPP text and FLU map amendments are consistent with the following final review and evaluation criteria of SCC 32.07.080:
1. The proposed amendments maintain consistency with other elements of the GMACP.
  2. All applicable elements of the GMACP support the proposed amendments.
  3. The proposed amendments meet the goals, objectives, and policies of the GMACP as discussed in the specific findings.
  4. The proposed amendments to the GPP text and FLU map amendments are consistent with the Countywide Planning Policies.
- O. The amendments to the GMACP satisfy the procedural and substantive requirements of and are consistent with the GMA.
- P. The following FLU map amendments are proposed for redesignation to Clearview Rural Commercial because they are currently zoned for Community Business or Neighborhood Business, are appropriately limited and conditioned infill, or are areas necessary to create a more logical outer boundary:
1. FLU Map change #1 is located directly north of 184<sup>th</sup> and east of the existing boundary. Redesignate approximately 6.3 acres from Rural Residential to Clearview Rural Commercial. This change is supported by the following findings:

- i) 1.2 acres are zoned Community Business and are part of a larger parcel that is within the Rural Commercial designation and also zoned Community Business. A commercial use and development was vested for this site prior to July 1, 1990.
  - ii) The proposal by Paul Shinoda to amend the GPP FLU map to add approximately 5.14 acres to the Rural Commercial designation is consistent with the PDS proposed amendments to the GPP text and FLU map. The 5.14 acres are not developed or zoned for commercial use, but this proposal will create a more logical outer boundary for the designation based on property lines of surrounding commercially developed properties, roadways (184<sup>th</sup> Street SE), topography, existing commercial uses and the boundary of a large nursery/greenhouse operation.
- 2. FLU Map change #2 is located just south of 180<sup>th</sup> Street SE, and east of the existing boundary. Redesignate approximately 0.6 acre from Rural Residential to Clearview Rural Commercial along the east boundary. This change is supported by the following findings:
  - i) This site is zoned Community Business and a permit for a commercial use was granted on or before July 1, 1990.
- 3. FLU Map change #3 is located north of 180<sup>th</sup> and east of the existing boundary. Redesignate approximately 0.36 acre from Rural Residential to Clearview Rural Commercial. This change is supported by the following findings:
  - i) This site is zoned for Community Business and was developed with commercial uses on or before July 1, 1990.
  - ii) This site has its sole access through an area developed with commercial uses.
- 4. FLU Map change #4 is located at the intersection of 172<sup>nd</sup> Street SE and State Route 9. Redesignate approximately 4.0 acres from Rural Residential to Clearview Rural Commercial. This change is supported by the following findings:
  - i) Approximately 3 acres are zoned Community Business and are developed with commercial uses which were in existence on July 1, 1990.
  - ii) Approximately one acre is located between these larger existing commercial areas and constitutes infill.
- 5. FLU Map change #5 is located south of 164<sup>th</sup> Street SE and west of the existing boundary. Redesignate 3.0 acres from Rural Residential to Clearview Rural Commercial. This change is supported by the following findings:

- i) This area is adjacent to existing commercial uses on the southwest corner of the intersection of 164<sup>th</sup> and State Route 9. It is zoned for Neighborhood Business and there is a pending permit for a commercial use.
6. FLU Map change #6 is located at three quadrants of the intersection of 168<sup>th</sup> and State Route 9, generally extending north of the intersection of 172<sup>nd</sup>/SR 9 and south of the existing designation at the intersection of 164<sup>th</sup>/SR 9. The proposal by Shockey/Brent Associates, Inc. originally proposing to amend the FLU map to add approximately 103 acres to the Clearview Rural Commercial designation, was subsequently modified to approximately 27 acres at the intersection of 168<sup>th</sup> St. SE and SR 9. See Council Exhibits 42, 43, 50, 51, 52, 53 and 59; and Planning Commission Exhibits 10, 12, 16, 21, 29 and 31.

The original proposal was not consistent with the PDS proposed amendments to the GPP text and FLU map. In addition, the original proposal would be inconsistent with the requirements of the GMA, which requires that limited areas of more intense rural development be based predominantly on the built environment. That expansion would have doubled the size of the existing designation in the Clearview area, and would include primarily undeveloped areas or areas developed with residential uses.

The proposal by Shockey/Brent Associates redesignates approximately 27 acres from Rural Residential to Clearview Rural Commercial. This change is supported by the following findings;

- i) FLU map change #6 significantly reduces the acreage, lot coverage, building size, and environmental impacts which could have resulted from the original proposal.
- ii) The northerly portion of the acreage is adjacent to existing commercial uses on the southwest corner of the intersection of 164<sup>th</sup> and SR 9.
- iii) The record demonstrates that expansion of this boundary is warranted as logical and limited infill in a rural area already characterized by more intense rural development. PDS' response to comment 10A in the Final SEIS regarding FLU map change #6 assumed the possibility of rezoning this acreage to Neighborhood Business or Rural Community Business. Neighborhood Business zoning would result in more intense use of the environment than the restrictions imposed by the proposed Rural Community Business zone.
- iv) The record before the Council including testimony presented at Council hearings supports a conclusion that FLU map change #6 will not create significantly greater impacts to the site and adjacent area than Alternative 1A as recommended to be amended by the Planning Commission and

Planning Department, and will create lesser impacts than Alternative 2, with respect to the implementing zone.

- v) The additional acreage is located between two existing commercially developed areas. The boundaries primarily follow the existing built environment and roadway corridor. Critical areas were deleted from the original docket proposal, and the acreage reduced from 103 acres to 27 acres. With the use of the proposed implementing zone and its restrictions on footprint and building size and additional landscaping regulations, the effective use of the 27 acres is significantly restricted from what the county's Neighborhood Business and Community Business zones would otherwise allow, and the resulting development opportunity can be supported as limited and conditioned infill of an existing rural commercial area.
  - vi) This addition does not result in a new or inappropriate development pattern within a rural area: the areas to the north and south are already characterized by more intense rural development and this addition lies in between already developed commercial uses and does not expand the outer boundaries of the Clearview Rural Commercial area.
  - vii) The additional area continues to limit commercial development for comparison shopping, yet serves the daily needs of rural area residents, as required by Countywide Planning Policies.
- Q. There has been early and continuous public participation in the development of the plan alternatives for the Clearview Commercial area.
- R. The County has conducted environmental review of the action proposed as a result of the Clearview Commercial Study and associated GPP changes according to the provisions of the State Environmental Policy Act, Chapter 43.21C and Title 23 SCC, the Snohomish County Environmental Policy Ordinance, through environmental review of the alternatives and issuance of a draft SEIS to the GMACP final EIS on July 20, 2000, and a final SEIS on November 28, 2000.
- S. Prior to both the Planning Commission and County Council public hearings, citizens, interest groups, public agencies, and the media were notified by means of published legal notices, press releases, and mailed notices to all property owners within and adjacent to the proposed Clearview Rural Commercial designation.
- T. The Planning Commission held public hearings on three plan alternatives, implementing rezones and amendments to the GMACP related to the Clearview Commercial Study on August 22 and September 20, 2000. The Planning

Commission received, reviewed and considered oral and written testimony from citizens, interest groups and public and private agencies and this testimony is all part of the Planning Commission's hearing record.

- U. The County Council held public hearings on December 6, December 13, and December 20, 2000 to consider the Planning Commission recommendation for the Clearview Commercial Study area and associated plan and development regulation amendments. The County Council received, reviewed and considered oral and written testimony from citizens, interest groups and public and private agencies and this testimony is all part of the council's hearing record.
- V. The proposed GPP amendments are consistent with the Vision 2020 regional growth and transportation plan, the multi-county policies adopted in March 1993 by the Puget Sound Regional Council for King, Kitsap, Pierce and Snohomish Counties and as amended thereafter.

**Section 2.** The county council makes the following findings of fact and conclusions regarding proposals by Maltby Christian Assembly, Pilot Wheel Ranch, Snohomish County Department of Public Works, Snohomish County Department of Planning and Development Services (PDS), Snohomish County Council, Jane Cooper, City of Snohomish, Wellington-Morris Corp., and Venture Pacific Partners, Inc. to amend the comprehensive plan on the 2000 Consolidated Final Docket:

- A. The proposal by the Maltby Christian Assembly to amend the GPP's FLU map to expand the Maltby UGA to include 13 acres to be redesignated from Rural Residential and Rural/Urban Transition Area (RUTA) to Urban Commercial is consistent with Countywide Planning Policy UG-14(C) since the proposed land use (church) is considered quasi-public/institutional and is not residential, commercial or industrial, and is subject to the recording of a concomitant agreement to restrict the property to a church and church related uses. The proposal by Maltby Christian Assembly to redesignate from RR to UC is consistent with the primary characterization of the Maltby UGA as unincorporated area serving industrial and commercial land uses.
- B. Pilot Wheel Ranch has proposed amendment of the GPP's FLU map to redesignate 5.5 acres from Riverway Commercial Farmland (RCF) to Rural Industrial (RI), located in the Pilchuck River valley. The county council finds that the property should be removed from agricultural designation because it does not meet certain mandatory criteria for continued designation as agricultural land according to GPP Implementation Measure LU 7. Mandatory criterion a.(1) states that the subject land shall be prime farmland as defined by the U.S. Soil Conservation Service (SCS). The proposal site contains Everett Gravelly Loam



soils which are not classified as prime farmland soils as defined by the SCS. Mandatory criterion a.(2) states that the subject land shall be identified as devoted to agriculture. The proposal site is designated and zoned for agriculture, however, the record shows that the site has historically been developed as a stockyard/slaughter house which is considered a rural industrial use; no farm usage is documented. Consideration of the state's minimum guidelines also indicate that the proposal site should not have a continued classification as agricultural lands under the GMA. The property is not in tax status as farmland. The site is constrained for farming due to its limited parcel size (5.5 acres) and narrow average width (less than 200 feet). The property is located outside of and adjacent to the Snohomish UGA. However, the City of Snohomish will not consider addition of the proposal site to the UGA due to the lack of sanitary sewer availability to the property.

- C. The proposal by Pilot Wheel Ranch to redesignate 5.5 acres from RCF to RI is consistent with GPP Policy LU 6.H.1, as amended in this ordinance, which permits limited rural industrial uses in rural areas located adjacent to the Snohomish UGA that contain uses or existing structures previously devoted to rural industry.
- D. The proposal by Pilot Wheel Ranch to redesignate 5.5 acres from RCF to RI is consistent with the requirements in the GMA for allowing limited areas of more intensive rural development (RCW 36.70A.070(5)(d)). The property has been the site of a pre-existing rural industrial facility (slaughter house/meat packing plant) for over 50 years. This rural industrial designation will not extend beyond the subject parcel and, therefore, the subject parcel lines become the logical outer boundaries of this intensive rural development. The County has previously adopted Rural Industrial zoning and standards that will minimize and contain the rural industrial use of the subject property. The proposed RI designation will preserve the character of the surrounding natural neighborhood and community. The proposed RI designation area is contained by physical boundaries, particularly roads and railroad rights-of-way. The proposed designation area contains no irregular boundaries. The proposed designation area can be served by public water in a manner that will not permit low-density sprawl.
- E. The proposal by the Snohomish County Department of Public Works is supported by the following findings of facts and conclusions regarding amendments to the Snohomish County GMA Comprehensive Plan:  
Transportation Element:

1. The supplemental documentation, text, figures and maps are necessary to ensure ongoing consistency between the transportation and land use elements of Snohomish County's GMA Comprehensive Plan.
  2. The arterial and bikeway circulation needs have changed since 1995, because of changes in land development patterns and construction of new transportation facilities, and this requires amendment of arterial and bikeway circulation maps.
  3. Sound Transit, with Snohomish County participation, has adopted and is implementing a program of high-capacity transit improvements within Southwest Snohomish County. This necessitates an update of Snohomish County's high capacity transit concepts to better reflect actual plans.
  4. Snohomish County Public Works, in collaboration with the Washington State Department of Transportation, has identified and recommends state transportation improvements that will serve and support the county's comprehensive land use plan. These amendments fulfill the requirements of House Bill 1497, passed in 1998, which requires Snohomish County to prepare and adopt a subelement dealing with state-owned transportation facilities and disclosing land development impacts on state transportation facilities.
- F. The PDS proposal to amend the GPP's FLU map to redesignate a 1.8 acre parcel located north of Arlington from RR-5 to Rural Industrial achieves consistency between the Rural Industrial plan designation and the existing Rural Industrial zone classification for the subject parcel and is necessary to correct an oversight in the previous county council action in 1998 to designate Rural Industrial areas as part of the 1996 docket of comprehensive plan amendments.
- G. The PDS proposal to amend the GPP's FLU map to redesignate 31 acres in order to establish Urban Low Density Residential (4-5 DU/Acre) and ULDR (5-6 DU/Acre) plan designation boundaries along parcel lines further implements the comprehensive plan and zoning reconciliation planning between the County and the City of Marysville and provides greater certainty to property owners and the county regarding future urban residential development of land in the Sunnyside area of the Marysville UGA.
- H. The PDS proposal to amend the GPP's FLU map to delete the Growth Phasing Overlay from the Marysville UGA further implements the comprehensive plan and zoning reconciliation planning between the County and the City of Marysville

- by determining final plan designations and implementing zoning for 190 acres of land.
- I. The PDS proposal to amend the GPP to delete general references to the "Rural/Resource Plan" and delete Map 3 of the GPP (Geographic Areas of Emphasis) is appropriate in order to update the GPP and maintain internal consistency within the plan.
  - J. The PDS proposal to amend the GPP to describe "existing" subarea plans as "pre-GMA subarea plans" is appropriate in order to maintain internal consistency within the GPP.
  - K. The PDS proposal to amend the GPP Appendix F to require that school district capital facility plans and plan updates be submitted no later than 180 days prior to their desired effective date more closely meets the actual timetable for the required County review of these plans.
  - L. The proposal by the County Council to amend the GPP text is deferred to the 2001 final docket.
  - M. The PDS proposal to amend GPP Policies LU1.A.9, LU 1.B.2 and LU 4.F.5 to reflect recently adopted amendments to Countywide Planning Policy UG-14 is consistent with the GMA requirement to establish "buildable lands" review and evaluation programs that monitor residential, commercial and industrial land development and supply within UGAs and evaluate the sufficiency of the remaining land supply within UGAs to accommodate projected growth every five years.
  - N. The proposal by Jane Cooper to amend GPP Policy NE 4.E.3 to refer to Bear Creek as Little Bear Creek and to state that streams and rivers be protected to the fullest extent possible is consistent with policy intent in the GPP to protect waters fished by local tribes. This amendment is not intended to direct more stringent regulatory requirements, however, than those presently existing in chapter 32.10 SCC, the County's critical area regulations.
  - O. The proposal by the City of Snohomish to amend the Snohomish UGA plan to designate a future park site on property owned by the City is consistent with GPP policies that encourage the retention of open space and the development of recreational opportunities, especially within UGAs.

- P. The proposal by Wellington-Morris Corp. to amend the GPP's FLU map to expand the Monroe UGA to include 20 acres to be redesignated from RR-5 and Rural/Urban Transition Area (RUTA) to ULDR (4-6 DU/Acre) is premature at this time. The proposal should be taken into consideration by the County Council once population growth in the Monroe UGA meets or exceeds the 50% additional population capacity benchmark and after the City of Monroe and the County consider reasonable measures to be identified by the Snohomish County Tomorrow Steering Committee and adopted by the County Council that could increase residential capacity inside the UGA without expanding the boundaries of the UGA as required by Countywide Planning Policy UG-14(C)(3)(c). Accordingly, the County Council will defer this item to the 2001 final docket.
- Q. The proposal by Venture Pacific Partners, Inc., deferred to the 2000 consolidated final docket by the county council, to amend the GPP to add a policy to clarify that master plan proposals submitted according to Policy LU 4.F.5 for the Lakewood area will be exempt from the provisions of Policy LU 1.A.9 is inconsistent with Countywide Planning Policy UG-14 that established a buildable lands program and UGA expansion criteria for Snohomish County Tomorrow and is inconsistent with amendments to GPP Policy LU 1.A.9 which implement CPP UG-14. Accordingly, the County Council denies the Venture Pacific Partners, Inc. proposal.
- R. The proposed GMA comprehensive plan text and FLUM amendments are consistent with the following final review and evaluation criteria of SCC 32.07.080:
1. The proposed amendments maintain consistency with other elements of the GMA comprehensive plan;
  2. All applicable elements of the GMA comprehensive plan support the proposed amendments;
  3. The proposed amendments more closely meet the goals, objectives and policies of the GMA comprehensive plan as discussed in the specific findings; and
  4. The proposed GMA comprehensive plan text and FLUM amendments are consistent with the countywide planning policies.

- S. The amendments to the GMA comprehensive plan satisfy the procedural and substantive requirements of and are consistent with the GMA.
- T. The amendments maintain the GMA comprehensive plan's consistency with the multi-county policies adopted by the Puget Sound Regional Council and with the countywide planning policies for Snohomish County.
- U. The county has notified and consulted with cities regarding proposed amendments that affect UGAs or GPP FLUM designations within UGAs.
- V. There has been early and continuous public participation in the review of the proposed amendments.
- W. A Draft Supplemental Environmental Impact Statement (DSEIS) was issued on September 12, 2000 for this non-project action. The DSEIS addressed six of the 14 2000 final docket proposals (City of Everett Park Site, Heichel, Maltby Christian Assembly, Pilot Wheel Ranch, Wellington-Morris and Snohomish County Department of Public Works). A Final SEIS, including response to comments on the DSEIS, was prepared following the 30-day comment period and was issued on November 28, 2000. The purpose of the SEIS was to analyze potential significant adverse environmental impacts of the proposals and any alternatives that were not previously identified in the two EIS documents and a series of addenda prepared for the Snohomish County GMA Comprehensive Plan – General Policy Plan and Transportation Element between 1994 and 1999.
- X. Addendum No. 19 to the Final EIS was issued on September 8, 2000 for this non-project action. The purpose of this Addendum was to add information and analysis of previously identified significant impacts and alternatives to the county's GMA Comprehensive Plan/General Policy Plan EIS dated April 11, 1994 (Draft EIS) and June 21, 1995 (Final EIS) for eight 2000 final docket proposals (City of Snohomish, Jane Cooper, Richard and Beverly Emery, Kandace and Lance Harvey, Shockey-Brent, Inc., Snohomish County Council, Snohomish County PDS, and Venture Pacific Partners, Inc.). The information in the Addendum expanded on previous identified alternatives, but did not substantially change the analysis of significant impacts and alternatives analyzed in the county's existing adopted environmental documents. No additional significant impacts beyond those identified in the original EIS were expected to occur.

- Y. The recommended amendments are within the scope of analysis contained in the FSEIS and associated adopted environmental documents. The Addendum performs the function of keeping the public apprised of the refinement of the original GMA comprehensive plan proposal by adding new information but does not substantially change the analysis of significant impacts and alternatives analyzed in the existing adopted environmental documents.
- Z. The SEPA requirements with respect to this proposed action have been satisfied by this document.
- AA. The county council held public hearings on December 6, December 13, and December 20, 2000 to consider the planning commission's recommendations.

**Section 3.** The county council bases its findings of facts and conclusions on the entire record of the planning commission and the county council, including all testimony and exhibits.

**Section 4.** Based on the foregoing findings and conclusions, the Snohomish County Growth Management Act Comprehensive Plan - General Policy Plan adopted as Exhibit A in Section 4 of Amended Ordinance 94-125 on June 28, 1995, and last amended by - Emergency Ordinance No. 00-050 on July 26, 2000, is amended as indicated in General Policy Plan (GPP) Amendments (Citizen and County Initiated Amendments to the Text and Map of the GPP) dated December 20, 2000, which is attached hereto as Exhibit A and incorporated by reference into this ordinance as if set forth in full.

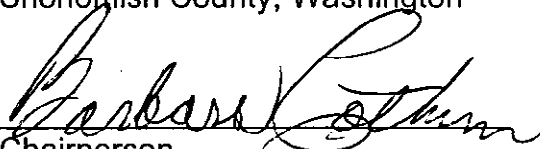
**Section 5.** Based on the foregoing findings and conclusions, the Snohomish County GMACP Future Land Use Map adopted as Map 4 of Exhibit A in Section 4 of Amended Ordinance No. 94-125 on June 28, 1995, and last amended by Emergency Ordinance No. 00-050 on July 26, 2000, is amended as indicated in Exhibit B (Clearview Rural Commercial Area) and Exhibit B1 (maps individually identified as Figures d, e, g, h, i and j) which are attached hereto and incorporated by reference into this ordinance as if set forth in full.

**Section 6.** Based on the foregoing findings and conclusions, the Snohomish County Growth Management Act Comprehensive Plan – Transportation Element adopted as Exhibit C in Section 4 of Amended Ordinance 94-125 on June 28, 1995, is amended as indicated in Transportation Element Amendments, dated December 2000, which are attached hereto as Exhibits C and C-1 and incorporated by reference into this ordinance as if set forth in full.

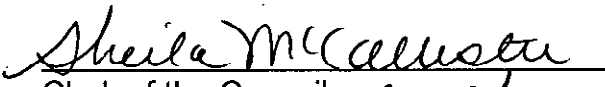
**Section 7. Severability.** If any section, sentence, clause or phrase of this ordinance shall be held to be invalid or unconstitutional by the Growth Management Hearings Board (Board), or a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance. Provided, however, that if any section, sentence, clause or phrase of this ordinance is held to be invalid by the Board or court of competent jurisdiction, then the section, sentence, clause or phrase in effect prior to the effective date of this ordinance shall be in full force and effect for that individual section, sentence, clause or phrase as if this ordinance had never been adopted.

PASSED this 20<sup>th</sup> day of December, 2000.

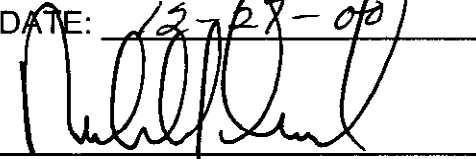
SNOHOMISH COUNTY COUNCIL  
Snohomish County, Washington

  
Chairperson

ATTEST:

  
Clerk of the Council asst.

- APPROVED
- EMERGENCY
- VETOED

DATE: 12-27-00  
  
Snohomish County Executive

ATTEST: 

Approved as to form only:

\_\_\_\_\_  
Deputy Prosecuting Attorney

## AMENDED EXHIBIT A

### Proposed General Policy Plan (GPP) Amendments Citizen and County Initiated Amendments to the Text and Map of the GPP

*Please Note: Underline and strike-out text indicated amendments to the GPP text. All page references are to page numbers in the GPP that has been in effect since January, 2000.*

#### 1. County Initiated Amendments (PDS)

Amend the first paragraph of the second column on page IN-17 to read:

The county is committed to participate in a process with the cities that would evaluate the ~~effectiveness~~ adequacy of the remaining land supply of the UGAs at least every five years. ~~This exceeds the GMA requirement of a minimum ten year review.~~ This review will comply with the GMA requirement of conducting a "buildable lands" review and evaluation every five years. This review could ~~also~~ result in amendments to ~~the UGA or to~~ the permitted densities within the urban growth areas or to UGA boundaries.

Amend the third paragraph of the second column on page PE-2 and the first paragraph of the first column on page PE-3 to read:

Monitoring the remaining capacity of land within UGAs to accommodate future growth is just as important as monitoring the growth targets. This requires monitoring the actual density of new development along with the amount in order to evaluate the adequacy of the remaining land supply within the UGA to accommodate future growth. If actual development densities are lower than originally assumed in the land capacity analysis for the UGA, adjustments to ~~the UGA boundary,~~ the plan densities, ~~or the~~ development regulations, or the UGA boundary may be required to provide for adequate future land supply throughout the remainder of the GMA plan horizon.

Monitoring may result in revisions to the population and employment targets in the CPPs. Comprehensive plan amendments to adjust ~~UGA boundaries or plan densities or UGA boundaries~~ may also be required. Snohomish County will continue to work through Snohomish County Tomorrow to develop and refine specific criteria for monitoring and evaluating the need for target and UGA boundary adjustments.



Amend Policy LU 1.A.9 on page LU-3 to read:

- 1.A.9 UGA boundaries shall be re-evaluated at least every five years to determine whether or not they are capable of meeting the county's 20-year population and employment projections. This re-evaluation shall be consistent with Snohomish County's "buildable lands" review and evaluation program requirements established in Countywide Planning Policy UG-14. Residential land expansions to the UGA shall not be permitted before the first 5-year evaluation unless the population within the UGA meets or exceeds benchmarks as established in the SCT population and reconciliation process. Expansion of the boundary of an individual UGA to include additional residential, commercial and industrial land shall not be permitted unless it complies with the Growth Management Act, and one of the following four conditions are met:
1. The expansion is a result of the five-year buildable lands review and evaluation required by RCW 36.70A.215.
  2. The expansion is a result of the review of UGAs at least every ten years to accommodate the succeeding twenty years of projected growth, as required by RCW 36.70A.130(3).
  3. All of the following conditions are met for expansion of the boundary of an individual UGA to include additional residential land:
    - (a) Population growth within the UGA (city plus unincorporated UGA combined) since the start of the twenty-year planning period, equals or exceeds fifty percent of the additional population capacity estimated for the UGA at the start of the planning period, as documented in the annual Snohomish County Tomorrow Growth Monitoring Report;
    - (b) An updated residential land capacity analysis conducted by city and county staff for the UGA confirms the accuracy of the above finding using more recent residential capacity estimates and assumptions; and
    - (c) The county and the city or cities within the UGA consider reasonable measures adopted as an appendix to the Countywide Planning Policies pursuant to Countywide Planning Policy UG-14(b) that could be taken to increase residential capacity inside the UGA without expanding the boundaries of the UGA.
  4. Both of the following conditions are met for expansion of the boundary of an individual UGA to include additional commercial and industrial land capacity:
    - (a) The county and the city or cities within that UGA document that commercial or industrial land consumption within the UGA (city plus unincorporated UGA combined) since the start of the twenty-year planning period, equals or exceeds

fifty percent of the developable commercial or industrial land supply within the UGA at the start of the planning period. In UGAs where this threshold has not yet been reached, the boundary of an individual UGA may be expanded to include additional commercial or industrial land capacity if the expansion is based on an assessment that concludes there is a deficiency of larger parcels within that UGA to accommodate the remaining commercial or industrial growth projected for that UGA. Other parcel characteristics determined to be relevant to the assessment of the adequacy of the remaining commercial or industrial land base, as documented in the Procedures Report required by Countywide Planning Policy UG-14(a), may also be considered as a basis for expansion of the boundary of an individual UGA to include additional commercial or industrial land; and

- (b) The county and the city or cities within the UGA consider reasonable measures adopted as an appendix to the Countywide Planning Policies pursuant to Countywide Planning Policy UG-14(b) that could be taken to increase commercial or industrial land capacity inside the UGA without expanding the boundaries of the UGA.

Amend Policy LU 1.B.2 on page LU-4 to read:

- 1.B.2 A UGA should be expanded into any part of an urban reserve areas only if:
- (1) the reconciliation process for employment allocations has been completed following the adoption of, or amendments to, the county and city comprehensive plans;
  - (2) monitoring of land supply, costs, and market conditions indicates that additional employment land is needed within a UGA;
  - (3) a detailed land use plan and, if required by the General Policy Plan, a master plan are developed for urban employment or mixed land uses within the urban reserve area; ~~and~~
  - (4) infrastructure and urban services are planned for and will be provided by a sponsor city or a special purpose district; ~~and~~ and
  - (5) the expansion complies with Policy LU 1.A.9.

Amend Policy LU 4.F.5 on page LU-17 to read:

- 4.F.5 Allow privately initiated master planning processes in the urban reserve area and the Rural/Urban transition area which could lead to the expansion of the UGA. Such proposals shall encompass a minimum 80 acres of land area, be adjacent to the urban growth area, and meet the

planning requirements stated in Policies 4.F.4(a) through (g). As with subarea plans, such master plan proposals shall be processed by the county upon receipt. Any proposals shall be subject to county approval or denial with city review and comment. Prior to a decision of approval of the master plan, the county is required to amend the UGA boundary to include the proposed master plan area. UGA expansions resulting from the master planning process shall comply with the provisions of Policy LU 1.A.9.

## **2. County Initiated Amendments (PDS)**

Amend Plan Review Procedures under Review Criteria for School District Plans, on page F-2 of Appendix F to read:

4. District plans and plan updates must be submitted no later than ~~60~~ 180 calendar days (or six months) prior to their desired effective date. (For example, if a district requires its updated plan to take effect on January 1, ~~1997~~ 2002 in order to meet the minimum updating requirement of item 2. above, it must formally submit that plan no later than ~~October 30, 1996~~ July 1, 2001.)

## **3. County Initiated Amendments (PDS)**

Amend the last full paragraph of the first column on page IN-7 of the GPP to read:

The complexity of the planning process and the need for effective public involvement requires a phased approach. The first phase will consist of the General Policy Plan. The second phase will end with the completion of the planning process which will produce detailed plans for all urban growth areas and ~~the~~ some rural areas.

Amend the first full paragraph of the second column on page IN-8 of the GPP to read:

A GMCC was established for most UGAs in Snohomish County. The GMCCs were made up of representatives from each city, the county, and citizens from both the incorporated and unincorporated areas within the UGA. The comparable committee for the large unincorporated rural area was called the Rural Forum. The Rural Forum was comprised of rural area residents, business owners, resource industry representatives (agriculture, forestry, mining), tribal representatives, representatives from state agencies, rural special districts, county planning commission members, and a few representatives from GMCCs. GMCC and Rural Forum meetings were open to the public. The various GMCCs and the Rural

Forum have played a valuable role in assisting in the development of the General Policy Plan. The county will implement the General Policy Plan at area-specific levels of detail with a continued public involvement and planning process that will address various geographic urban and rural areas of concern such as Lakewood, Tulalip Reservation, South Lake Stevens, Cathcart, Clearview, and North Monroe.

Amend the first full paragraph of the second column on page IN-9 of the GPP to read:

To supplement the regional planning vision, Snohomish County initiated its own visioning process. The Snohomish County Opinion Survey and Visual Preference Assessment (May 1993) was designed to obtain input from local citizens on the concepts presented in Vision 2020 and to provide detailed direction for the county's planning efforts. The opinion survey tested citizen commitment to the general concepts, while the results of the visual preference assessment gave direction on urban design, parks, transportation, employment, and housing for the county's southwest area, outlying urban growth areas, and rural areas. The opinions and suggestions gathered from this exercise provided substantial input and direction for the development of the General Policy Plan, and will continue to be useful in development of specific UGA plans and the Rural/Resource Plan in rural/resource land planning.

Amend the second full paragraph of the first column on page IN-12 of the GPP to read:

The required elements include land use, transportation, housing, capital facilities, and utilities. Optional elements address population and employment, economic development and the natural environment. The plan also identifies urban growth area (UGA) boundaries. The majority of the county's growth for the next 20 years will be located within the UGAs. Also included is a map of future land uses as well as monitoring and implementation measures to provide guidance for the more detailed urban growth area and rural/resource land planning which will occur subsequent to adoption of the General Policy Plan. The General Policy Plan references several supporting technical documents which provide detailed background information for its various elements.

Amend the first full paragraph of the second column on page IN-12 of the GPP to read:

Urban growth area boundaries in this phase of planning and environmental review are generally somewhat larger than the previous Interim Urban Growth Area (IUGA) boundaries. Larger UGA's are designated for the Southwest County area and the cities of Arlington, Marysville, Lake Stevens and Sultan. The UGA for the City of Snohomish is smaller than the IUGA. Subsequent phases of Snohomish County's planning process will include potential amendments to the UGA boundaries, adoption of more detailed UGA and Rural/Resource Plans plans, refinements to rural and resource land policies and designations, and other implementing actions.

Amend the first full paragraph of the first column on page IN-12 of the GPP to read:

The future land use map is based generally on existing land use designations or more recent areawide zoning actions. Refinements to the map will occur in more detailed UGA plans and Rural/Resource Plans through amendments to rural and resource land designations.

Amend the last two paragraphs of the second column on page IN-13 of the GPP to read:

The county's GMA comprehensive plan will also be ~~amended to add~~ supplemented with more detailed subarea plans for the urban growth areas (UGAs) and further refined in the rural areas of the county. While the GPP provides policy direction to all unincorporated areas, ~~These~~ the subarea plans will provide greater detail, particularly for land uses and densities in unincorporated areas. They will be consistent with the policy direction established in the GPP and will replace the ~~existing pre-GMA~~ subarea comprehensive plans which were adopted under the county's constitutional and charter authority and the authority of the Planning Enabling Act, Chapter 36.70 RCW. The subarea plans for the UGAs, ~~the more detailed plan for the rural areas,~~ the more detailed functional plans, and the GPP will together constitute components of the county's GMA comprehensive plan.

The GPP provides direction and a framework for ongoing and future planning efforts and for ~~future~~ development regulations which have been or will be adopted to implement the county's GMA comprehensive plan. The GMA requires that these development regulations be consistent with the county's GMA comprehensive plan.

Amend the paragraph starting at the bottom of the first column on page IN-14 and the following five paragraphs on pages IN-14 and IN-15 of the GPP to read:

The GPP will also provide direction to individual development applications through its future land use map, and through those goals, objectives, and policies which pertain to land development when such goals, objectives, and policies have not yet been specifically implemented through development regulations. Since the direction of the GPP is broad and not as specific as future UGA subarea plans, the policies and land use designations of ~~existing pre-GMA~~ subarea comprehensive plans, when not inconsistent with the county's GMA comprehensive plan, will continue to be used in the review of development applications until they are replaced by applicable UGA ~~or rural subarea~~ plans, or superseded by GMA development regulations. Although the ~~existing pre-GMA~~ subarea comprehensive plans are not part of the county's GMA comprehensive plan, they represent a long history of plan development and together provide the

foundation for the county's GMA comprehensive plan. They provide the necessary refinement and detail in those areas where they are consistent with the county's GMA comprehensive plan. ~~Existing~~ Pre-GMA subarea comprehensive plans ~~adopted before the county's GMA comprehensive plan~~ represent the county's and the community's views of how subareas of the county should develop. They provide the detailed policy basis for the adopted area zoning. Any inconsistencies between the future land use map, goals, objectives, and policies of the county's GMA comprehensive plan and the maps and policies of the ~~existing~~ pre-GMA subarea comprehensive plans will be resolved as described below.

In the majority of cases, the county's GMA comprehensive plan and the ~~existing~~ pre-GMA subarea comprehensive plans are consistent. For example, the county's GMA comprehensive plan may provide a residential density range of 6 to 12 dwelling units per acre for a particular parcel of land. The ~~existing~~ pre-GMA subarea comprehensive plan may designate the same parcel of land for a planned density of 9 dwelling units per acre. This designation would be consistent with the county's GMA comprehensive plan since the planned density would fall within the GMA comprehensive plan's broad density range.

In some cases, the county's GMA comprehensive plan and the ~~existing~~ pre-GMA subarea plans are not consistent. For example, a particular parcel of land may be designated for a density of 1 dwelling unit per 2.3 acres on the GPP future land use map. The same parcel may be designated for a density of 1 dwelling unit per acre on an ~~existing~~ pre-GMA subarea comprehensive plan. Since the county's GMA comprehensive plan and the ~~existing~~ pre-GMA subarea comprehensive plan are inconsistent with each other, the future land use map of the GPP would then be used in the review of a development application. Some elements of the GPP may also provide more specific direction regarding the use of the GPP in cases of inconsistencies between plans.

In other cases, the county's GMA comprehensive plan may be silent while the ~~existing~~ subarea comprehensive plan provides detailed policy guidance unique to a specific area of the county. In those instances, the greater detail of pre-GMA subarea plans and policies will continue to be used in the review of development applications.

In all cases, existing or future development regulations adopted pursuant to the requirements of GMA will provide guidance in the review of development applications. Since these regulations implement the goals, objectives, and policies of the county's GMA comprehensive plan, they will provide direction for development permit decisions and supersede any policy direction provided for a specific topic in ~~existing~~ pre-GMA subarea comprehensive plans.

Amend the second full paragraph of the second column on page IN-17 of the GPP to read:

- The process for reviewing plan amendments will follow the process used for the preparation of this plan. Comprehensive plan amendments will not occur more than once each year, except as otherwise provided as stipulated year by the GMA. As a part of the docketing process, All proposed amendments will be considered concurrently so that the cumulative effect of various proposals can be identified. The county ~~will~~ has established procedures for the processing and review of plan amendments.

Amend Policy LU 2.A.9 on page LU-7 of the GPP to read:

- 2.A.9 Rezones and subdivisions in areas designated Other Land Uses shall only be allowed when a detailed UGA ~~plan or Rural/Resource plan~~ and, if required by the General Policy Plan, a master plan has been adopted for the area.

Amend Policy LU 2.B.6 on page LU-8 of the GPP to read:

- 2.B.6 Rezones and subdivisions in areas designated Other Land Uses shall only be allowed when a detailed UGA plan ~~or Rural/Resource plan~~ and, if required by the General Policy Plan, a master plan has been adopted for the area.

Amend Policy LU 4.F.6 on page LU-17 of the GPP to read:

- 4.F.6 The expansion of mixed urban land uses beyond the designated urban growth area to support the Smokey Point activity center and the designation of urban reserve areas will be explicitly linked to the conservation of specialty farming within the ~~MDRR-10~~ area between Marysville and Arlington. Urban zoning within these areas cannot be activated until the subarea plan for the entire area is approved.

Amend the two full paragraph starting at the bottom of page LU-20 of the GPP to read:

The county's rural element will be completed in two phases. The rural lands subelement of the General Policy Plan identifies the rural area and policy direction for maintaining the character of rural areas. ~~A more detailed Rural/Resource Plan will be prepared to supplement the General Policy Plan with~~ In Phase 2 planning, more specific policies will be developed that address area-specific issues, identify optimal residential densities for specific areas where necessary; and identify appropriate land uses and standards for development review in rural areas.

A major portion of the ~~Rural/Resource Plan~~ Phase 2 planning work was completed as part of the GPP amendments that were adopted and became effective on December 12, 1996, in response to Growth Management Hearings Board decisions. The amendments modified and refined the rural residential plan

provisions of the GPP. On December 16, 1998 the county adopted additional plan refinements concerning rural commercial and rural industrial land uses as directed by the GPP, the countywide planning policies, and amendments to GMA passed by the state legislature in 1997 as part of ESB 6094.

Amend Policy LU 6.C.2 on page LU-25 of the GPP to read:

6.C.2 ~~In the Rural/Resource Plan, the~~ The county shall consider the establishment of a Rural Resource Transition designation which would serve as a transition area between rural residential and natural resource lands.

Amend Objective LU 6.E on page LU-27 of the GPP to read:

6.E Complete a more detailed ~~Rural/Resource Plan~~ planning for the some areas outside the UGAs following the adoption of the General Policy Plan.

Repeal Policies LU 6.E.1 and LU 6E.2 on page LU-27 of the GPP:

~~6.E.1 The Rural/Resource Plan shall develop detailed land use concepts for specific rural study areas including, but not limited to, the Granite Falls, Lakewood, and areas designated Residential Estate on existing subarea plans. (see attached map of geographic areas of emphasis).~~

~~6.E.2 The Rural/Resource Plan shall establish specific residential densities and development patterns for selected rural areas.~~

Amend Policy LU 7.B.1 on page LU-37 of the GPP to read:

7.B.1 Areas designated Upland Commercial or Local Commercial farmland and not zoned Agriculture-10 acre shall not be subdivided into lots less than 10 acres except for agricultural, forestry, utility, gift, or homestead parcel purposes. A rural cluster subdivision ~~at the underlying zoning for~~ on lands designated Local Commercial Farmland may be approved at a basic lot yield of 1 lot per 200,000 square feet, provided no new lots of less than one acre are created.

Amend the third and fourth paragraph on page LU-40 of the GPP to read:

The Forest land subelement of the county's GMA comprehensive plan is prepared in two phases. In the first phase, the criteria used in the Interim Forest Land Conservation plan are refined consistent with the Growth Management Act definition of forest lands (RCW 6.70A.030(8)). Commercial Forest lands that meet the refined criteria are designated and general policies to conserve Commercial Forest lands are adopted in the County's GMA comprehensive plan. In the second phase, selected forest lands, including state and privately owned Commercial Forest lands within the Mount Baker-Snoqualmie National Forest and



forest lands on the Tulalip Indian Reservation, are reviewed. Lands designated Local Forest on the Tulalip Indian Reservation have been reviewed as a result of a joint subarea planning effort by the county and the Tulalip Tribes. Local Forest lands that met the refined criteria, pursuant to the joint subarea plan, for long-term commercial timber production have been retained in that designation. ~~The general policies in the GPP have been and will continue to be supplemented with more detailed policies in the detailed Rural/Resource plan and the County's GMA Comprehensive Plan Future Land Use map will be amended.~~

The Forest Advisory Committee (FAC), was appointed by the county to advise planning staff and make recommendations to the planning commission. The FAC has assisted in developing the criteria for classifying Commercial Forest lands, identifying Commercial Forest lands on the County's GMA Comprehensive Plan Future Land Use map, and formulating the forest land policies in this General Policy Plan. ~~It will continue to assist in reviewing forest lands during the detailed Rural/Resource planning process and amending the Commercial Forest land designations on the County's GMA Comprehensive Plan Future Land Use map; and in developing more detailed policies for forest areas in the detailed Rural/Resource plan.~~

Amend Policy 8.A.3 on page LU-42 of the GPP to read:

8.A.3 Private and state owned lands within the Mt. Baker-Snoqualmie National Forest that meet the criteria defined in Policy 8.A.2 shall be designated as Commercial Forestry, except for designated mineral lands. During the ~~detailed Rural/Resource~~ Phase 2 planning process these lands shall be reviewed against the adopted criteria described in the County's GMA Comprehensive Plan Policy 8.A.2 and those that do not meet the criteria shall be removed from Commercial Forest designation.

Amend Policy 8.D.1 on page LU-44 of the GPP to read:

8.D.1 Rural cluster subdivisions shall be utilized for the division of rural land adjacent to designated commercial forest lands, except that rural cluster subdivisions shall not be utilized on lands designated Rural Residential-RD and located outside a Rural/Urban Transition Area. Home sites within the rural cluster subdivision shall be sited away from adjacent designated commercial forest land property boundaries.

Amend Policy 9.A.2 on page LU-48 of the GPP to read:

9.A.2 The county shall develop criteria for the review of mineral resource land designations with advice from the Mineral Lands ~~Advisory Committee~~ Task Force.

Amend the second paragraph in the first column on page LU-51 of the GPP to read:

The Open Space Corridor/Greenbelt Map (Map 5 in the map portfolio and described in the Open Space Corridor/Greenbelt Areas map section of this plan) depicts a county-wide open space network. As ~~UGA-level Phase 2 plans and subarea rural plans~~ are developed in ~~Phase 2~~, more detail will be developed for the open space system.

Amend Policy 10.A.2 on page LU-52 of the GPP to read:

10.A.2 ~~In the UGA and the Rural/Resource Plans~~ Phase 2 plans, the county should identify and designate open space corridors within and between urban growth areas.

Amend the first paragraph in the first column on page LU-56 of the GPP to read:

The future land use map provides generalized urban and rural residential, commercial, and industrial land use designations which generally reflect the county's existing 13 subarea comprehensive plans. In some cases, the designations are based on county zoning actions which have implemented pre-GMA subarea plans subsequent to their adoption. Forest and agricultural resource lands have been mapped on the basis of (1) the Interim Agricultural and Forest Land Conservation Plans; (2) supplementary research documented in the Forest Advisory Committee Findings and Conclusions on the Designation of Commercial Forest Lands, January 5, 1995; and (3) amendments to the GPP, adopted on July 21, 1999, as a result of the completion of Phase 2 planning of resource lands for the Tulalip subarea. Mineral resource lands have been mapped on the basis of known mineral resource sites. The map also shows designations on the Tulalip Reservation for non-tribal lands only.

Amend the first full paragraph in the second column on page LU-56 of the GPP to read:

Since the designations of the General Policy Plan are more general than the designations of the ~~existing pre-GMA~~ subarea comprehensive plans and ~~now~~, more detailed UGA plans and ~~the Rural/Resource Plan~~ Phase 2 rural planning have not yet been completed in all areas, the existing pre-GMA subarea comprehensive plans will continue to be used to determine the location and specific type of land use designation as long as they are consistent with the Future Land Use Map of the GPP.

Amend the first three paragraphs in the first column on page LU-57 of the GPP to read:

Designations are inconsistent if there is no overlap in the allowable density range in the two plans. In case of map inconsistencies, the GPP Future Land Use Map will provide direction subject to specific land use policy regarding inconsistencies between the GPP and ~~existing pre-GMA~~ subarea comprehensive plans.

As soon as existing pre-GMA subarea comprehensive plans are replaced by detailed UGA and Rural/Resource Plans Phase 2 plans, the new plans and any associated development regulations will provide the detail necessary to interpret the General Policy Plan. Other GMA development regulations may be adopted prior to, in conjunction with, or following the adoption of UGA or Rural/Resource Phase 2 plans.

It is anticipated that the generalized future land use map will be modified in the future once UGA plans are adopted with more detailed land use designations and refined UGA boundaries. For example, an adequate amount of open space and greenbelts will be designated within each UGA. Existing open spaces and greenbelts will be designated on the open space corridors/greenbelt areas map as part of this process. However, the land capacity analysis used to determine the twenty year land requirements for each UGA reflected on the generalized future land use map already has incorporated a 15% set aside factor for public uses which is intended to include adequate open space and greenbelts to accommodate this future growth. The detailed Rural/Resource Plan Phase 2 rural/resource land planning may also result in adjustments to rural residential and resource land designations.

Amend the last full paragraph on page LU-57 to read:

The appropriate implementing zoning classifications for the GPP land use designations are identified in the following subsections. The county will initiate areawide rezones in rural areas to make the zoning map consistent with the rural plan designations and their density and lot size requirements. Within urban residential plan designations, the county will make the zoning map consistent with the minimum density requirement of 4 dwelling units per acre in UGAs. Property owners may individually request rezones to higher urban residential densities consistent with the GPP policies, the GPP Future Land Use Map, and existing pre-GMA subarea plans, if applicable and consistent. Once future GMA subarea plans for UGAs are completed jointly with the cities, the county will initiate further areawide zoning to establish final urban residential zoning classifications. Within rural and urban commercial and industrial designations, the county will initiate zoning when Phase 2 planning is completed. The exception is the Maltby UGA where additional planning has been conducted in response to the GMHB remand order. Most industrial and commercial designations outside the Maltby UGA have existing zoning that is consistent with the GPP. Commercial and industrial zoning map refinements will be made when Phase 2 subarea UGA planning is completed. In the interim, rezoning to selected zoning classifications will be considered at the request of property owners as provided for under existing policies and regulations. Forestry and Recreation (F&R) and Mineral Conservation (MC) zones are not identified as implementing zones within the applicable General Policy Plan

designations. Property owners may request these zoning classifications, and their requests will be considered as provided for under existing policies and regulations.

Amend the first paragraph of the first column on page LU-58 to read:

These designations encompass residential lands within the unincorporated UGA and are intended to provide for urban housing opportunities. The density ranges shown indicate the allowable number of dwelling units per acre and are further defined by zoning classifications that implement the Future Land Use Map. The allowable density for a development will be determined by the provisions of the GMA zoning code rather than the density values associated with the plan designations, except that the minimum density in UGAs may not be less than 4 dwelling units per net acre. There are no other minimum density requirements imposed by these plan designations. Rezones to any of the zoning categories listed below for urban residential designations may be approved consistent with general zoning criteria, GPP policies, and ~~existing pre-GMA~~ subarea plan policies, if applicable, and consistent with the GPP. Phase 2 planning for UGAs and zoning adopted concurrently with subarea plan adoption will determine final zoning.

Amend the second paragraph of the first column on page LU-58 of the GPP to read:

If ~~existing pre-GMA~~ subarea comprehensive plan densities fall within the GPP designation's density range, they will continue to be used to determine allowable dwelling unit yield until replaced by more detailed UGA subarea plans. The listed densities may be exceeded by the bonus density provided by the zoning code such as in planned residential development zones. The urban residential designations include some lands that are currently designated on subarea comprehensive plans with maximum densities of only two dwelling units or less per acre. These areas are specifically identified on the Future Land Use Map by a growth phasing overlay. In those areas, no subdivisions will be allowed until a UGA plan detailing the appropriate urban land use and density is adopted or unless they meet criteria specified in the GPP's land use policies.

Amend the second paragraph in the first column on page LU-60 of the GPP to read:

Rural Residential - 10 (RR-10: 1 dwelling unit per 10 or more acres). This designation includes lands which have been previously designated agriculture in pre-GMA subarea comprehensive plans or zoned Agriculture-10 Acre. The existing Agricultural-10 Acre zone will continue to remain in place until ~~the Rural/Resource Plan~~ Phase 2 rural/resource land planning is completed and implementing regulations for this designation are adopted. ..

Amend the first full paragraph in the second column on page LU-60 of the GPP to read:

Rural Residential-5 (RR-5: 1 dwelling unit per 5 or more acres). This designation identifies all lands which are currently designated as Rural on existing subarea comprehensive plans and have subsequently been zoned to Rural 5. As a result of a joint planning effort between the county and the Tulalip Tribes, the RR-5 designation also applies to certain lands on the Tulalip Reservation that were previously designated Rural Residential. This designation also includes some areas which were previously designated and zoned agriculture. It also includes lands for which the ~~existing~~ pre-GMA subarea comprehensive plan indicates a higher density but which were zoned R-5 by the county subsequent to the plan adoption date. The implementing zone in this designation will continue to be the R-5 zone.

Amend the second and third full paragraph on page LU-61 of the GPP to read:

Urban Commercial (UC). This designation identifies commercial designations within the UGA which allow a wide range of commercial as well as residential uses. Many of these areas will be considered in the detailed UGA plans as candidate areas for mixed use centers, including possible center sites along major highways such as SR-99. The size of the area and the range of commercial uses will depend upon the underlying pre-GMA subarea comprehensive plan designation, if consistent with the GPP. Implementing zones include the Neighborhood Business, Planned Community Business, Community Business, General Commercial, Freeway Service and Business Park zones. During the Phase 2 planning for the UGAs, the extent and type of more specific types of urban commercial uses will be evaluated and incorporated into the detailed UGA plans. Future subarea plans for UGAs and implementing zoning will determine final zoning.

Urban Industrial (UI). This designation identifies industrial designations within the UGA including the various light industrial, heavy industrial, industrial park, and business park designations of pre-GMA subarea plans. The size, configuration, and types of industrial uses will depend upon the underlying plan designation if consistent with the GPP. Implementing zones include the Business Park, Light Industrial, Heavy Industrial, and Industrial Park zones. During the planning for the UGAs, the extent and type of more specific types of urban industrial uses will be evaluated and incorporated into the detailed UGA plans. Future subarea plans for UGAs and implementing zoning will determine final zoning.

Amend the first full paragraph on page LU-62 of the GPP to read:

The designations listed below include land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, fruit, or animal products. These designations are based on the Interim Agricultural

Conservation Plan, the text of which is incorporated into this document by reference, ~~and will be further evaluated in the Rural/Resource Plan.~~ The boundaries of the designations are shown in parcel-specific detail in a volume of assessor maps adopted as part of development regulations concurrently with this plan. The detailed ~~Rural/Resource Plan~~ Phase 2 rural/resource land planning will be ~~prepared~~ accomplished through a public involvement process. ~~This plan~~ It will include refinements to the agricultural designations and regulations consistent with the policy direction established in this plan.

Amend the last paragraph on page LU-62 of the GPP to read:

The designations listed below include state and private forest lands. These designations are based on the Interim Forest Land Conservation Plan and the Forest Advisory Committee Findings and Conclusions on the Designation of Commercial Forest Lands, January 5, 1995. The text of these documents is incorporated into this document by reference. Designated Commercial Forest lands within the Mt. Baker-Snoqualmie National Forest and other selected forest lands will be further evaluated for their ability to meet the criteria described in Policy 8.A.2 and the County's GMA Comprehensive Plan Future Land Use map will be amended during the development of ~~the Rural/Resource Plan~~ Phase 2 rural/resource planning. The boundaries of these designations are shown in parcel specific detail in a volume of assessor maps which will be adopted as part of development regulations concurrently with this plan. ~~The detailed Rural/Resource Plan~~ Rural/resource planning will be ~~prepared~~ accomplished through a public involvement process. This plan will include refinements to the forest land designations and regulations consistent with the policy direction established in this plan.

Amend the last paragraph in the second column on page LU-65 of the GPP to read:

The designation of mineral lands will be refined following the adoption of the General Policy Plan and ~~will be included in the Rural/Resource Plan~~ the completion of a Phase 2 mineral lands planning program.

Amend the first and second paragraphs in the first column on page LU-66 of the GPP to read:

The plan map identifies the general location of several centers. The specific type and location of the center will be determined in UGA plans. The map reflects the tentative location of pedestrian, activity, and manufacturing/industrial centers ~~which are currently under review by the growth management advisory committees which have been initiated to make recommendations on UGA plans to the county.~~ Smaller centers such as community and neighborhood centers will also be identified on the detailed UGA plans.

This category includes (1) land with various subarea comprehensive plan designations such as Airport, Reformatory, and Fairgrounds, (2) areas that are within the UGA but still have an Agriculture designation on a subarea comprehensive plan or were designated as interim agricultural land prior to the adoption of the General Policy Plan, and (3) areas within the UGA that will be studied for their potential as future employment land. Subdivisions or rezones within the Other Land Uses designation will be delayed until the development potential of these areas is determined in more detailed UGA plans with appropriate urban land use designations, ~~or in the Rural/Resource Plan with appropriate rural designations.~~

Repeal the paragraph on page LU-66 of the GPP:

~~**Geographic Areas of Planning Emphasis for the Rural/Resource Plan**~~

~~In rural areas, a separate map (see Map 3, Geographic Areas of Emphasis in attached Map Portfolio) shows the boundaries of areas with unique rural planning issues which will be addressed in the Rural/Resource Plan. The county will be receiving recommendations on land use designations and policies for these areas through a public involvement process. The Rural/Resource Plan may require adjustments to the general designations and policies of the General Policy Plan. Some of the planning products envisioned for the Rural/Resource Plan have been completed and adopted as part of the county's 1996 plan amendments in response to the Growth Management Hearings Board and the 1996 plan amendment packet for rural commercial and industrial areas.~~

Amend last paragraph in the second column on page UT-1 of the GPP to read:

Most of the distribution components of the utility systems are located within road and street rights-of-way, creating a direct link with the transportation element and an indirect link with the land use element. Some of the transmission facilities, as well as the central processing facilities such as power plants and treatment plants require their own corridors or sites which should be accounted for in the UGA ~~and Rural/Resource~~ plans and Phase 2 rural/resource land planning. Regional utility corridors to accommodate major links in the power grid or the primary fossil fuel pipelines should also be identified in the UGA and Rural/Resource plans. A major objective of this element is to stimulate advance planning of future corridor needs by utility system planners in order to give adequate notice to local jurisdictions.

Amend Policy UT 1.B.1 on page UT-3 of the GPP to read:

- 1.B.1 Where feasible, the county shall map future utility facility and corridor locations on the UGA and Rural/Resource Plan maps for UGA plans and rural/resource lands.

Amend Policy UT 4.A.1 on page UT-9 of the GPP to read:

- 4.A.1 The county shall indicate the general location of existing and proposed major components of the electric system on ~~UGA and Rural/Resource plan~~ the maps for UGA plans and rural/resource lands.

Amend Policy UT 5.D.1 on page UT-12 of the GPP to read:

- 5.D.1 Where feasible, the county shall identify future private utility facility and corridor locations on the ~~UGA and Rural/Resource Plan~~ maps for UGA plans and rural/resource lands.

Amend Implementation Measure LU 6.a. on page H-2 of the GPP to read:

- 6.a. Continue to use a public involvement process with citizens and interest groups to refine rural land-use policies ~~and to assist developing the Rural/Resource Lands Plan.~~

Repeal Implementation Measure LU 6.b. on page H-2 of the GPP:

- ~~6.b. Establish a program within rural areas for increasing minimum lot sizes to that necessary to protect rural character and to maintain the potential for resubdivision to urban densities should future expansion of a UGA be required.~~

Amend Implementation Measure LU 6.k. on page H-3 of the GPP to read:

- k. Develop ~~a more detailed land-use plan~~ refinements for rural residential areas with the involvement of the area citizens.

Amend Implementation Measure LU 7.c.(7) on page H-5 of the GPP to read:

- d.(7) provide that the rural cluster provisions of the Snohomish County Code may be used ~~at the underlying rural density~~ in Local Commercial farmlands not zoned Agriculture-10 acre with a basic lot yield of 1 lot per 200,000 square feet, except that no lot may be reduced to less than one acre.

Amend Implementation Measure LU 8.I. on page H-6 of the GPP to read:

- 8.I. Evaluate the effectiveness and feasibility of innovative techniques to conserve forest land, including fee-simple purchase, less than fee-simple purchase, purchase and lease back, land trades, and conservation easements and incorporate the findings in the ~~Rural/Resource~~ General Policy Plan.



Amend Implementation Measure LU 9.d. on page H-8 of the GPP to read:

- 9.d. Continue to work with the Mineral Lands ~~Advisory Committee~~ Task Force to further refine the mineral lands element of this plan using the draft Interim Mineral Resource Lands Plan for guidance. The following measures should be considered:....

Amend Implementation Measure LU 10.a. on page H-9 of the GPP to read:

- 10.a. Identify and map local open space lands and corridors to supplement and refine the countywide Open Space Corridor/Greenbelt Areas Map incorporated herein as part of the UGA and ~~Rural Resource Plans~~ Phase 2 rural/resource planning.

Amend Implementation Measure HO 1.j. on page H-11 of the GPP to read:

- j. The county, working with ~~the GMCCs and the Rural Forum~~ citizen groups and the development community, shall review and revise as necessary, ~~following adoption of the county's Growth Management Comprehensive Plan,~~ detailed comprehensive plan designations and associated development regulations using tools and potential applications such as:
- (1) fair share housing allocations,
  - (2) public housing preferences and relative purchasing power of the public,
  - (3) maximum lot sizes for detached housing in all formal and short plat developments, and
  - (4) minimum densities for attached housing in all multifamily and single family attached developments.

Repeal Map 3 of the GPP (Geographic Areas of Emphasis).

#### **4. Citizen Initiated Amendments (Pilot Wheel Ranch)**

Amend Policy LU 6.H.1 on page LU-33 to read:

6.H.1 Within rural lands outside of urban growth areas (UGAs), permit limited rural industrial land uses in areas previously designated or zoned for rural industrial uses and permit limited rural industrial uses in areas located adjacent to the Snohomish UGA which have not been previously designated or zoned for rural industrial uses but contain uses or existing structures previously devoted to rural industry. ~~to~~ Provide opportunities for small-scale industrial development that relates to other rural uses and natural resource production, processing and distribution of goods.

## 5. Citizen Initiated Amendments (Jane Cooper)

Amend Policy NE 4.E.3 on page NE-11 to read:

4.E.3 Streams and rivers including those within the usual and accustomed fishing areas of local tribes including but not limited to North Fork Stillaguamish, South Fork Stillaguamish, Skykomish River, Deer Creek, Pilchuck Creek, Snoqualmie River, Wallace River, North Creek, Swamp Creek, Little Bear Creek, and Bear Creek shall be protected to the fullest extent possible while allowing reasonable use of the property.

## 6. Clearview Rural Commercial Area Amendments

Add a new objective LU 6.I on page LU-35:

Within the rural Clearview area and along State Route 9, establish a limited area of more intense rural development that permits infill, development or limited redevelopment within existing areas developed with commercial uses.

Add new policies LU 6.I.1 through LU 6.I.8 on page LU-35:

LU 6.I.1 Recognize the existing commercial development in the area of southeast Snohomish County along State Route 9 between 184<sup>th</sup> and 172<sup>nd</sup> Streets SE and at 164<sup>th</sup> Street SE as limited areas of more intense rural development that provide retail goods and services to the immediate population and a larger surrounding service area and allow limited infill adjacent to existing commercial development.

LU 6.I.2 The limited areas of more intense rural development shall be included within the Clearview Rural Commercial (CRC) designation.

LU 6.I.3 Rural residents should have access to a mix of small scale retail sales, personal services and job opportunities within the CRC designation.

LU 6.I.4 Prevent strip development north of the intersection of 164<sup>th</sup>/SR 9 and south of the intersection of 184<sup>th</sup>/SR 9 by encouraging the concentration of infill and development between two existing commercial nodes in the Clearview area.

LU 6.I.5 The boundaries of the CRC designation are shown on the Future Land Use map. The boundaries are based on those found in the Cathcart-Maltby-Clearview area plan, generally follow parcel lines and include areas which meet the following criteria:

- a) The area does not contain extensive critical areas, and
- b) The area is developed with a lawfully established commercial use which was in existence on or before July 1, 1990; or

- c) The area is zoned Neighborhood Business or Community Business and a commercial use was vested or permitted prior to July 1, 2000; or
- d) The remaining area constitutes infill, as it is located between and adjacent to two larger areas meeting criteria b) or c) above, or is along the boundary edge and its exclusion would create an irregular boundary.

LU 6.1.6 Implement the CRC designation through zoning and development standards which reduce impacts to adjacent rural residential areas and rural character:

- a) For all new development or redevelopment within the Clearview Rural Commercial designation, a fifty foot wide landscape buffer shall be required adjacent to areas designated Rural Residential. The buffer should be designed to preserve native vegetation and existing trees of three-inch caliper or larger
- b) New uses may include those otherwise allowed in NB and CB zones, and should be compatible with existing uses.

LU 6.1.7 In addition to the provisions of policy LU 6.1.6, the new CRC designation between the intersections of 172<sup>nd</sup>/SR 9 and 168<sup>th</sup>/SR 9 shall be implemented through zoning and development standards which reduce impacts adjacent to rural residential areas, protect rural character and limit development intensity with additional landscape areas and by restricting building size, height, and setback; the size and location of uses; and the areas of impervious surfaces.

LU 6.1.8 Development within the CRC designation shall be limited to development that can be supported by services typically delivered at rural levels of service. These services may include water, septic systems, and transportation facilities.

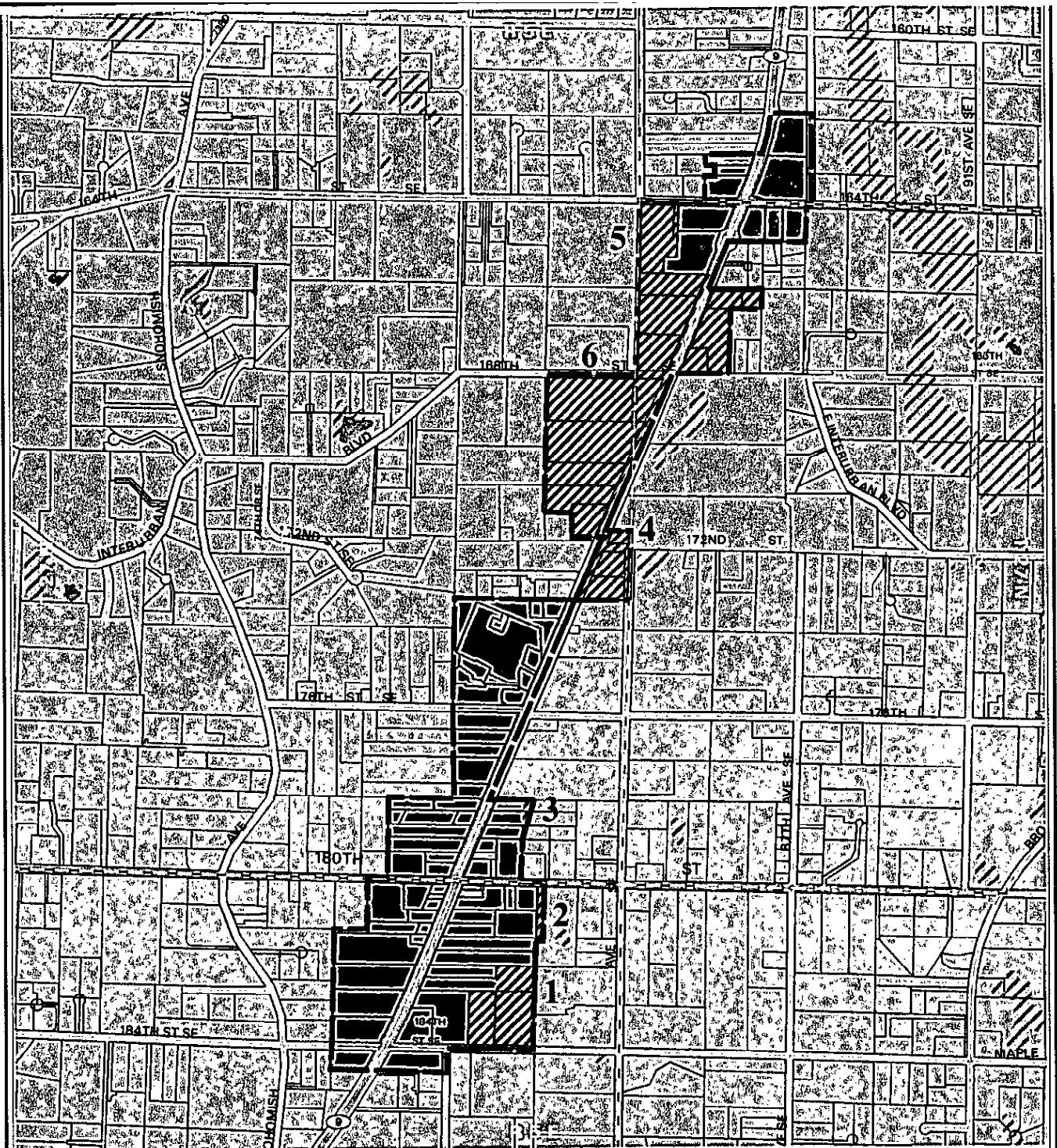
Amend the second paragraph of the second column on page LU-61 to read:

Clearview Rural Commercial (Com-RCRC). This designation includes commercial uses and areas located around three SR-9 intersections in the Clearview area which have historically provided goods and services to the rural population and a larger service area. Commercial designations at these intersections are limited areas of more intensive rural development within which infill, limited new development and redevelopment of commercial uses is permitted. The boundaries of the Clearview Rural Commercial designation are delineated on the Future Land Use Map. consists of commercial plan designations along SR-9 in the Cathcart-Maltby-Clearview subarea plan which This designation generally allows for neighborhood, community, and rural commercial uses including but not limited to such as small grocery stores, restaurants, service stations, hardware stores and nurseries to serve the needs of the rural population; and tourist-oriented development such as art galleries, antique stores, and lodging facilities ~~The pre-GMA subarea comprehensive plans will continue to provide~~

~~direction as to the location, extent, and specific type of all commercial land uses as long as their designations are generally consistent with the GPP. The extent and type of rural commercial land uses and zoning will be evaluated as part of the annual plan amendment process and incorporated into the General Policy Plan. Implementing zones within the Clearview Rural Commercial designation consistent with LU 6.1.6 and LU 6.1.7 will be determined through future action.~~

**EXHIBIT B**

**GPP FUTURE LAND USE MAP AMENDMENTS  
CLEARVIEW RURAL COMMERCIAL AREA**



## PROPOSED COMPREHENSIVE PLAN AMENDMENT CLEARVIEW RURAL COMMERCIAL AREA DECEMBER 2000

### EXISTING AND PROPOSED COMPREHENSIVE PLAN DESIGNATIONS



Rural Residential  
(1DU/5 Acres Basic)



Rural Commercial



Proposed Rural Commercial  
Boundary



NWI Wetlands

### PROPOSED FLU REDESIGNATION



Areas Added to Clearview  
Rural Commercial Designation

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Scale in Feet

# EXHIBIT B



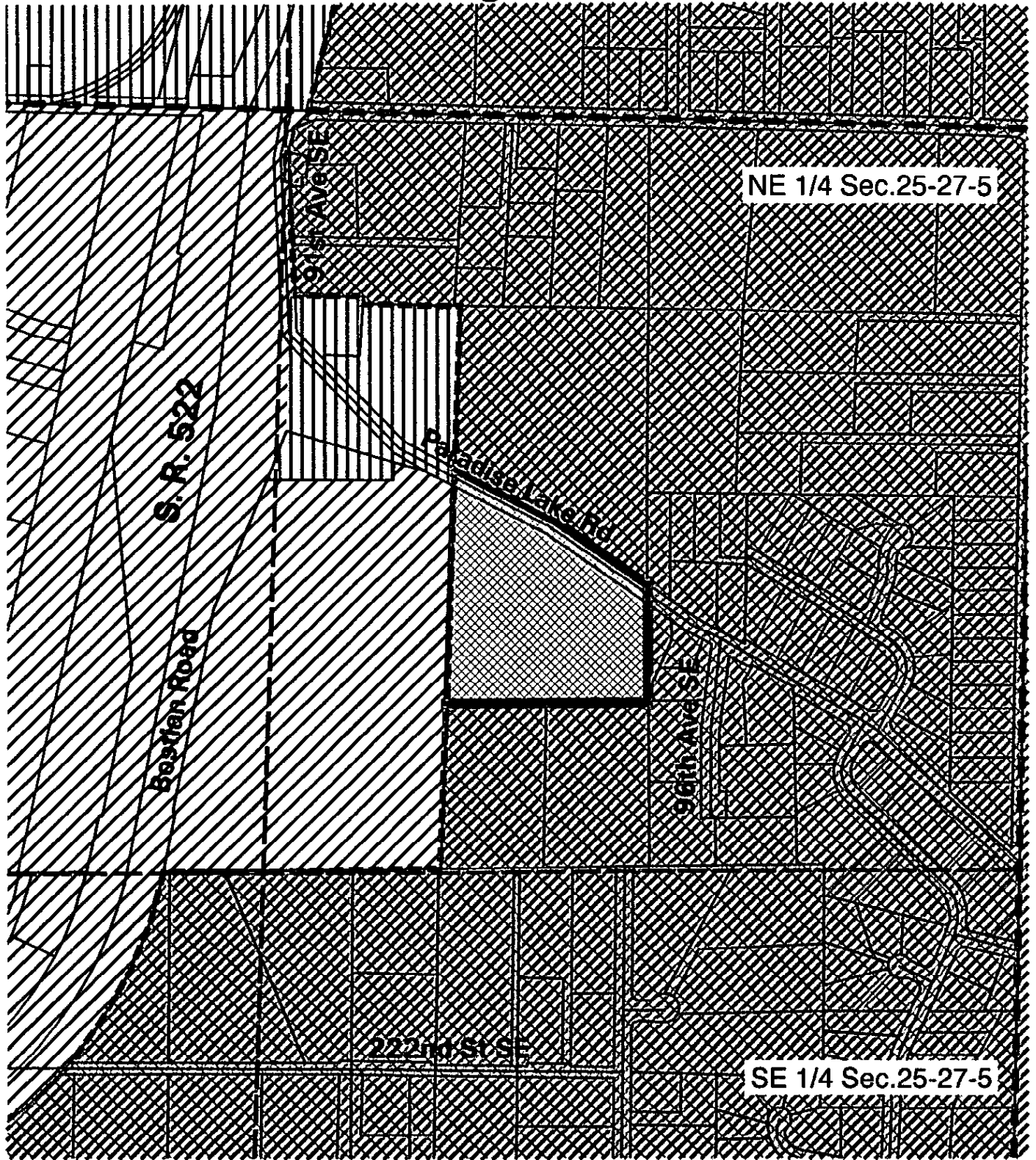
Snohomish County

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**EXHIBIT B1**

**GPP FUTURE LAND USE MAP AMENDMENTS  
CITIZEN AND COUNTY INITIATED AMENDMENTS**

Figure d



2000 Docket

**Proposed Comprehensive Plan Amendment  
Maltby Christian Church**



Sept. 2000



LEGEND

Existing County Plan Designations

- Rural Residential (1 DU/5 Acres Basic)
- Urban Commercial
- Urban Industrial
- Rural/Urban Transition Area

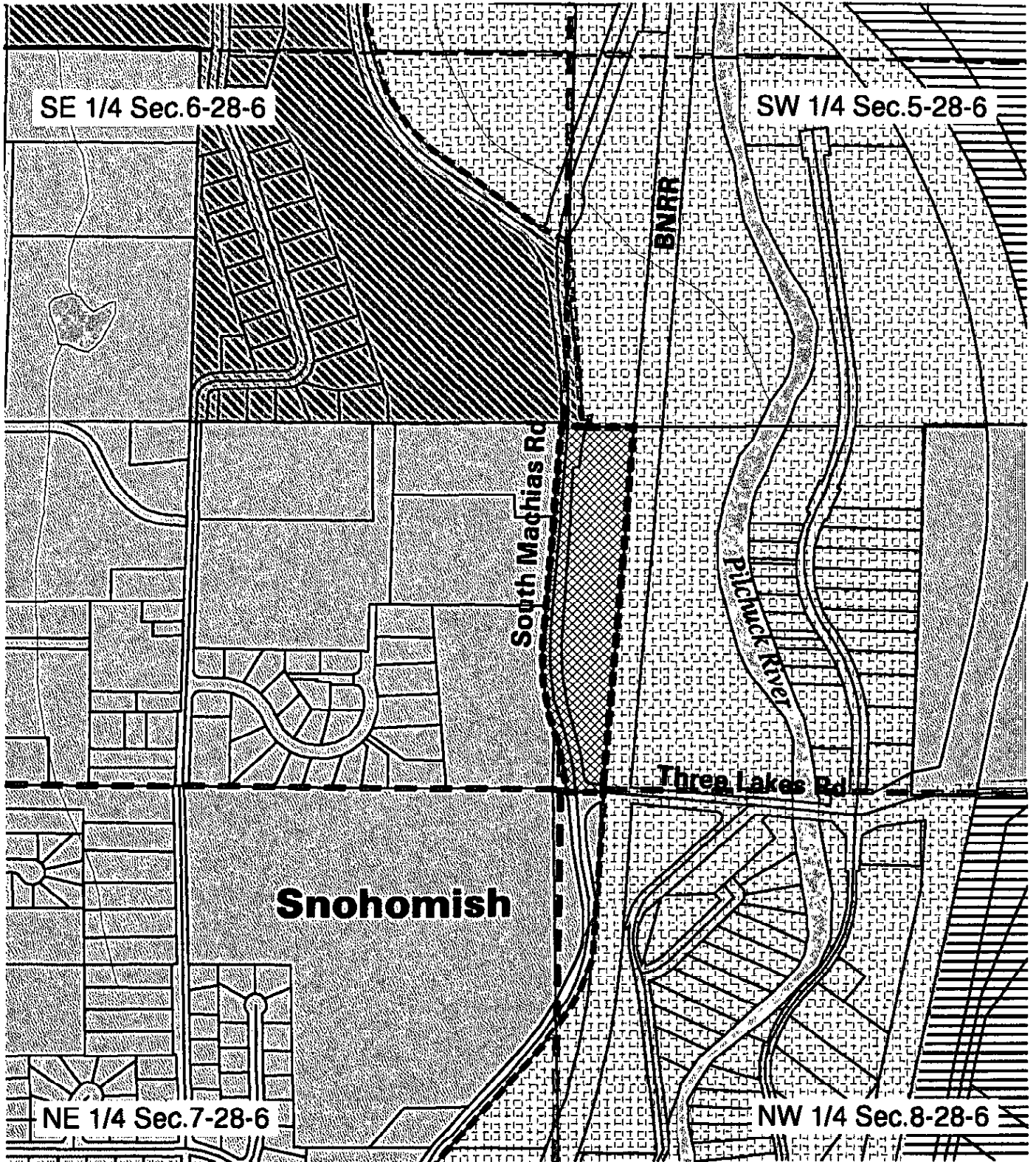
Proposed Plan Amendment

- Maltby Christian Church: Redesignate Rural Residential-5 Basic and RUTA to Urban Commercial.
- Expand Maltby UGA.

Incorporated Cities  
 Existing Urban Growth Area Bdy.  
 This map is a graphic representation derived from the Snohomish County Geographic Information System. It does not represent survey accuracy. Property lines are for illustrative purposes and depict only generalized parcels.  
 Produced by Snohomish County Planning Division, Cartography Section; cbi; e:/dock/con00/matt.aml  
 Scale in Feet  
 0 | 250 | 500 | 750



Figure e



2000 Docket

**Proposed Comprehensive Plan Amendment  
Pilot Wheel Ranch**






Snohomish County

Sept. 2000



LEGEND

**Existing County Plan Designations**

-  Riverway Commercial Farmland
-  Urban Low Density Residential (4-6 DU/Ac.)
-  Rural Residential-5 (1 DU/5 Ac.)

**Proposed Plan Amendment**

-  Pilot Wheel Ranch: Redesignate Riverway Commercial Farmland to Rural Industrial.


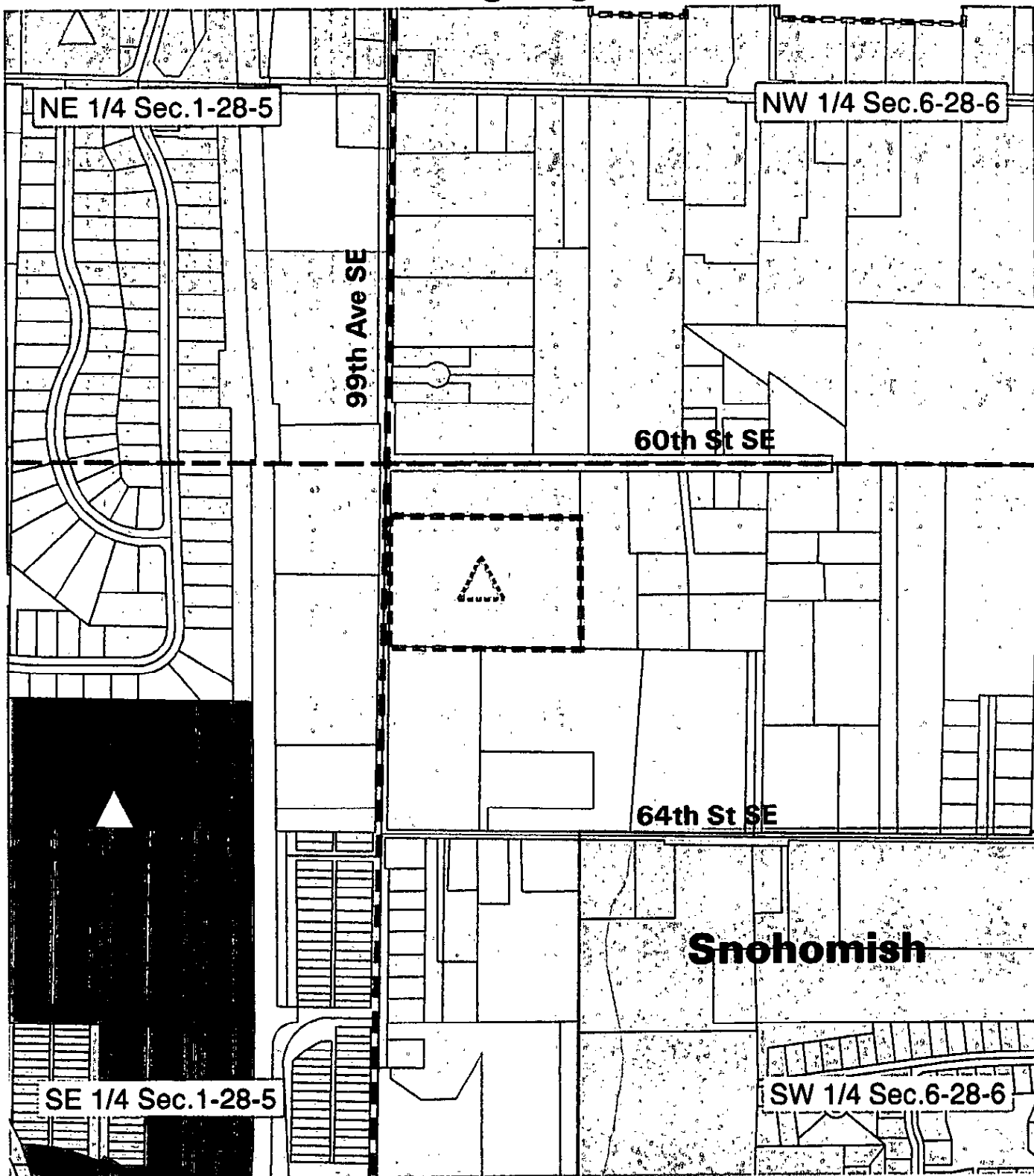
**Incorporated Cities**  
 Existing Urban Growth Area Bdy.  
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 Produced by Snohomish County Planning Division, Cartography Section; cbl; e:\dock\con00\pwr.aml  
 Scale in Feet  
 0 250 500 750

Figure g



2000 Docket

**Proposed Comprehensive Plan Amendment**  
*City of Snohomish*






Snohomish County



Sept. 2000

**LEGEND**

Existing Snohomish UGA  
Plan Designations:

- |   |  |   |                                   |
|---|--|---|-----------------------------------|
|  | Urban Low Density Residential<br>(4 - 6 DU/Acre)     |  | Urban Commercial<br>Business Park |
|  | Urban High Density Residential<br>(12 to 24 DU/Acre) |   |                                   |

Proposed Plan  
Amendment:

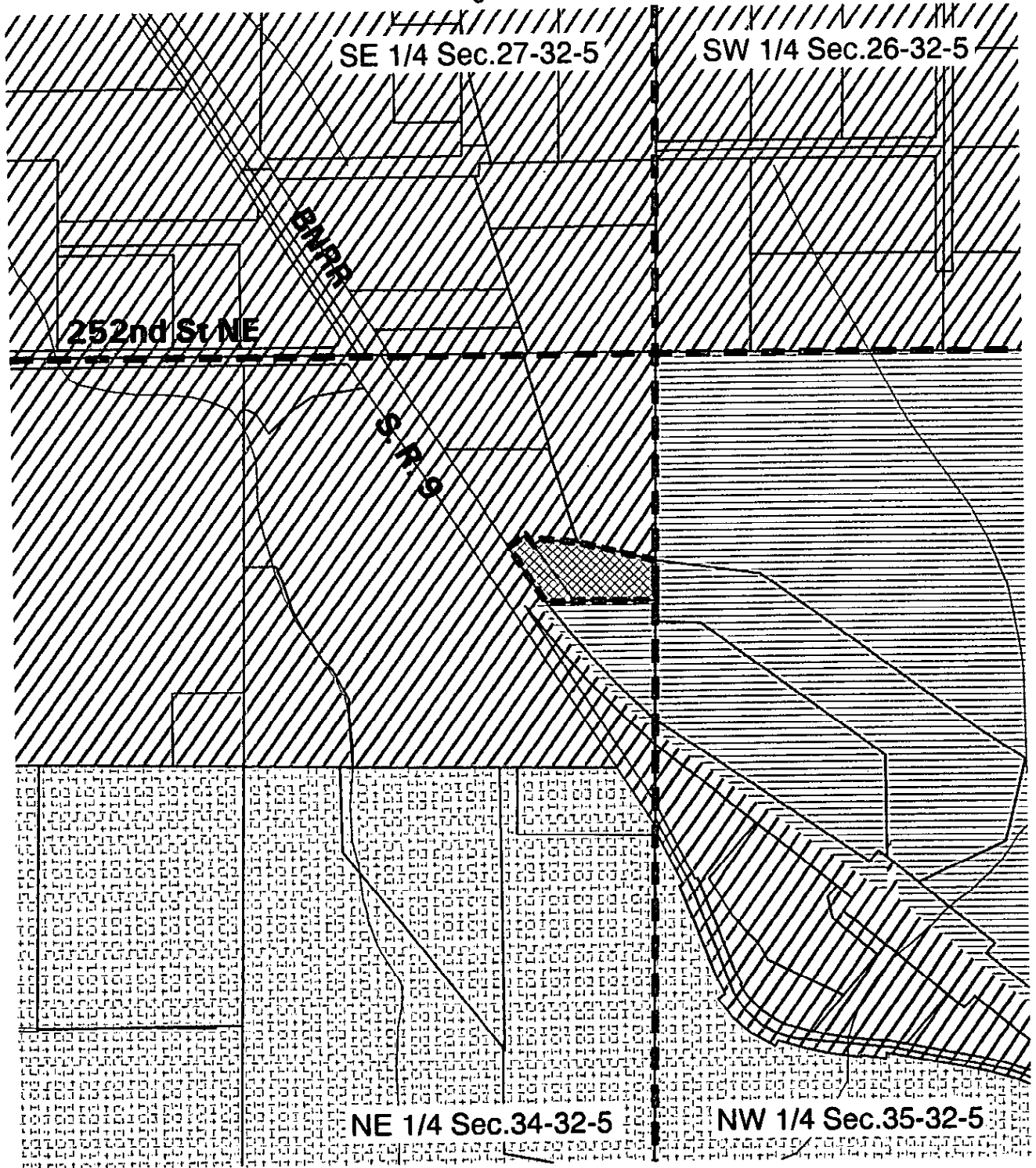
- |   |   |
|---|---|
|  | Add a Future Park   |
|  | Site designation<br>symbol to the<br>Snohomish UGA<br>Plan. |

- |   |                                 |
|---|---------------------------------|
|  | Incorporated Cities             |
|  | Existing Urban Growth Area Bdy. |

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Scale in Feet  
0 250 500 750




Figure h



**Proposed Comprehensive Plan Amendment -  
Snohomish County Department of Planning and Development Services**

**LEGEND**

**Existing County Plan Designations**

-  Riverway Commercial Farmland
-  Rural Res. 5
-  Rural Industrial

**Proposed Plan Amendment**

-  Snohomish County Department of Planning and Development Services Change from Rural Residential-5 to Rural Industrial



**Incorporated Cities**

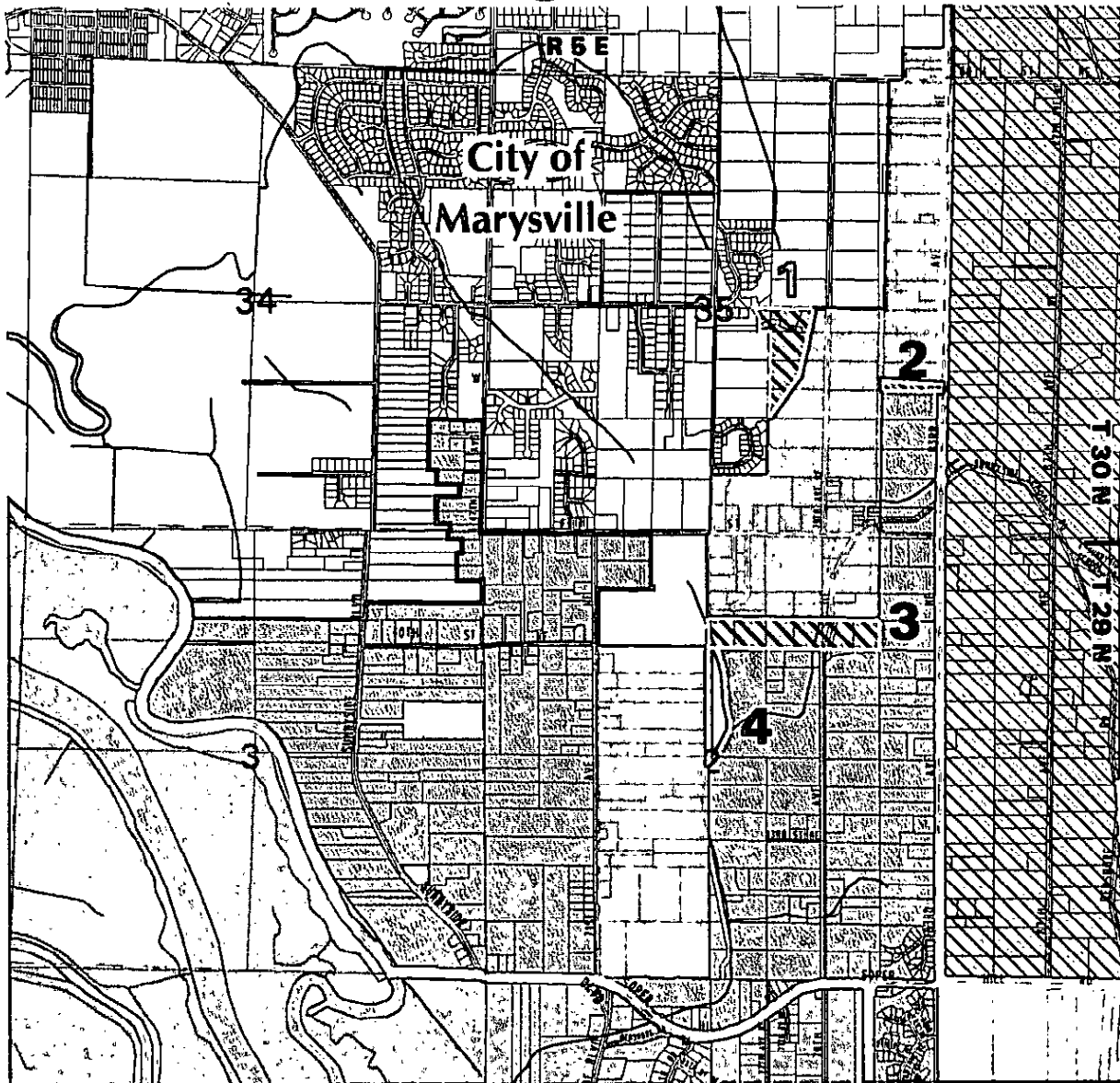


**Existing Urban Growth Area Boundary**

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Scale in Feet (Original map scale 1:6000)  
0 250 500 750

Figure i



2000 Docket



## Proposed Comprehensive Plan Amendment Marysville UGA -- Sunnyside Area

444  
Snohomish County

**LEGEND**

SEPT. 2000

**Existing County Plan Designations**

- Riverway Commercial Farmland
- Rural Residential (1 DU/5 Acres Basis)
- Urban Low Density Residential (4-5 DU/Acre)
- Urban Low Density Residential (5-6 DU/Acre)
- Public Use
- Urban Commercial
- Urban Industrial
- Incorporated Cities, Towns, Tribal Lands, & Rights-of-Way
- Rural/Urban Transition Area

- UGA Boundary
- Incorporated City Boundary

**Proposed Plan Amendments**

- 1 From ULDR 4-5 to ULDR 5-6
- 2 From ULDR 4-5 to ULDR 5-6
- 3 From ULDR 4-5 to ULDR 5-6
- 4 From ULDR 5-6 to ULDR 4-5

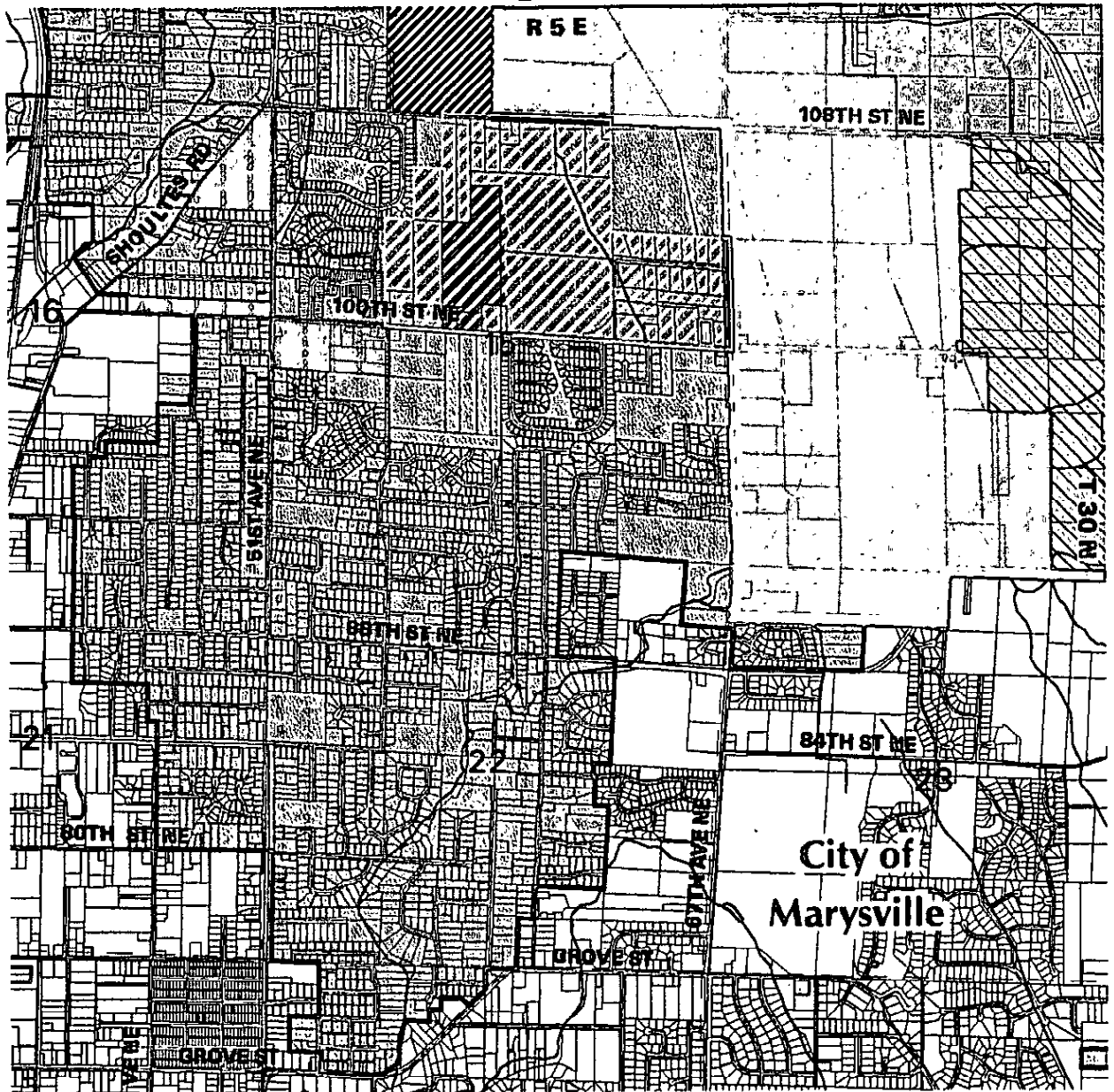
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Revised 8-21-00.  
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Scale in Feet

Figure j



2000 Docket

Proposed Comprehensive Plan Amendment  
Marysville UGA



LEGEND

SEPT. 2000

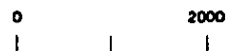
Existing County Plan Designations

- Rural Residential-10 (1 DU/10 Acres)
- Rural Residential (1 DU/5 Acres)
- Rural Residential (1 DU/5 Acres Basis)
- Urban Low Density Residential (4-6 DU/Acre)
- Urban Medium Density Residential (8-12 DU/Acre)
- Public Use

- Incorporated Marysville
- Rural/Urban Transition Area
- Growth Phasing Overlay Area to be Removed
- UGA Boundary
- Incorporated City Boundary

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Scale in Feet

## EXHIBIT C

### Proposed Transportation Element Amendments

**Please Note:** All page and table references are to page numbers and tables in the *Transportation Element of the Snohomish County GMA Comprehensive Plan in effect since July 10, 1995.*

Amend the Transportation Element of the Snohomish County GMA Comprehensive Plan by supplementing or replacing specific components identified as follows:

1. Amend the Snohomish County GMA Comprehensive Plan: Transportation Element to include supplemental text, tables, figures and maps related to arterial classification, bikeway classification, regional high-capacity transit improvements and state transportation facilities as contained within the additional volume entitled Transportation Element Amendments, September 2000, attached as Exhibit C-1.
2. Amend Map 2 - Arterial Circulation Map, of the Snohomish County GMA Comprehensive Plan: Transportation Element (rear cover insert), according to the attached Table 1 - the additional volume entitled Transportation Element Amendments, September 2000, attached as Exhibit C-1. A separately published large-scale version of the Arterial Circulation map is also amended.
3. Amend Figures 9 and 10 (pages 57 and 59) - Countywide Bicycle Facility System, of the Snohomish County GMA Comprehensive Plan: Transportation Element, according to the attached Table 2 - Recommended Bikeway Classifications and illustrated by Figures 6 through 7 of the additional volume entitled Transportation Element Amendments, September 2000, attached as Exhibit C-1.
4. Amend Figure 8 (page 50) - Regional High Capacity Transit Alignments and Service Area, of the Snohomish County GMA Comprehensive Plan: Transportation Element, according to Table 4 - Sound Transit Planned Improvements for Snohomish County and as illustrated by Figure 8 of the additional volume entitled Transportation Element Amendments, September 2000, attached as Exhibit C-1. A separately published large-scale version of the Countywide Bicycle Facility System map is also amended.
5. Amend the Snohomish County GMA Comprehensive Plan: Transportation Element by replacing Table 22 - Snohomish County State Supportive Projects 2012 (pages 99 to 103) with Table 9 State Highway Improvement Projects and Staging contained in the additional volume entitled Transportation Element Amendments, September 2000, attached as Exhibit C-1.

6. Add a new project to Table 17 (page 83) of the Snohomish County GMA Comprehensive Plan: Transportation Element, along with a graphic illustration of its location and limits on Map1 – Recommended Road and Freeway Improvements (rear cover insert). The project addition is:

Map Number:	W-54
Location and Limits:	<u>180<sup>th</sup> Street SE, UGA Boundary (east of 35<sup>th</sup> Avenue SE) to SR-9</u>
Road Class:	MaC (Major Collector)
Miles:	2.0
Recommended Improvement:	<u>Rural 2-Lane Standards</u>
Staging:	Long-range

**EXHIBIT C-1**

Transportation Element Amendments, <sup>December</sup> ~~September~~ 2000, including Map Atlas.



Exhibit A  
Ordinance 01-040



Snohomish County  
GMA Comprehensive Plan

# TRANSPORTATION ELEMENT

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Transportation Element  
Amendments



December 2000

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A COMPONENT OF THE SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN  
3000 ROCKEFELLER AVENUE, EVERETT, WA 98201-4046

**SNOHOMISH COUNTY  
GMA COMPREHENSIVE PLAN**

**Transportation Element Amendments**

**Adopted on December 20, 2000 as per Snohomish County Council Amended  
Ordinance No. 00-091: Adopting Map and Text Amendments to the  
Growth Management Act Comprehensive Plan, Section 6.**

**SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN**

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**PREFACE**

This document is the first amendment of the Transportation Element of Snohomish County's Comprehensive Plan, originally adopted in July of 1995. Snohomish County's Comprehensive Plan can be updated annually as per the Growth Management Act (RCW 36.70A.130). This particular amendment provides updates and additions to the original transportation element that will maintain its consistency with the rest of the comprehensive plan and the GMA. Inquiries, as to the content of this document, should be directed to the George M. Godley, AICP, Transportation Planning Supervisor with the Snohomish County Public Works Department at (425) 388-3488.

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**SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN**

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**TRANSPORTATION ELEMENT AMENDMENTS**  
**DECEMBER 2000**

## SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN

### **I. INTRODUCTION**

The amendment process for Snohomish County's Comprehensive Plan, and its various elements, is enabled by the GMA {RCW 36.70A.130}. Essentially, the county is required to review and amend its comprehensive plan no more frequently than once a year. Snohomish County has established a process whereby interested parties can propose plan amendments as part of an annual docket for consideration by the County Council. Steps in this docketing process involve:

- an initial screening of amendment proposals to ensure they're consistent with the General Policy Plan,
- a recommendation by staff to the council regarding proposals to consider for placement on the amendment docket,
- council action on establishing what amendment proposals will be considered for the docket,
- documentation and environmental review of the comprehensive plan amendment docket,
- public involvement and hearing activities (including review by the planning commission), and
- adoption of the docket of plan amendments.

Amendment of the transportation element is required to undergo the docketing process as described above, as it is a key element of the county's comprehensive plan.

#### **A. Purpose and Background**

The Department of Public Works is proposing four amendments to the Transportation Element that will provide corrections, needed updates and substantive consistency with the Growth Management Act. The four proposed amendments of the Transportation Element consist of:

1. corrections, additions and deletions to the adopted County Arterial Circulation Map,
2. additions and updates to the adopted Countywide Bicycle Facility System Map based on the Paths for People Nonmotorized Transportation Study,
3. an update of the Regional High-capacity Transit map to include a revised Sound Transit facilities and services map, and
4. formal inclusion of state highways and transportation facilities as part of the county's transportation element.

The proposed amendments are summarized in four sections later within this document. This limited amendment allows an adjustment to the transportation element prior to the GMA



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**SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN**

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required year 2002 amendment that will be a substantive update of the county's

**B. 2002 Comprehensive Plan Update**

The Growth Management Act (RCW 36.70A.130 {1}) was recently changed to also direct the counties and cities to review, and if needed, revise their comprehensive plans and development regulations at least every five years. Snohomish County's first plan update, according to the GMA, should be completed by September 1, 2002 and then every five years thereafter.

The transportation element would necessarily undergo a formal and thorough revision as part of the GMA required update of the county's comprehensive plan. This will serve to maintain internal consistency, particularly with regard to land use plans, and also to allow the transportation element to be relevant to contemporary transportation issues. The update would cover: travel forecasts and level of service analysis, recommended transportation improvements, cost and revenue analysis and any necessary policy revisions.

The Puget Sound Regional Council (PSRC) and the Washington State Department of Transportation (WSDOT) are both in the process of updating their respective transportation plans. PSRC's Metropolitan Transportation Plan and WSDOT's State Transportation Plan are slated to be adopted within the 2001 to 2002 timeframe. These planning efforts should align well with Snohomish County's update of its comprehensive plan and transportation element.

## **II. COUNTY ARTERIAL CIRCULATION MAP**

The Arterial Circulation Map designates existing and future county arterials. The arterials are classified by type (principal, minor and collector) and urban vs. rural. Specific design standards and right-of-way requirements are associated with each class of arterial.

### **A. Background.**

In July 1995 the County Council adopted the Transportation Element of the Snohomish County Comprehensive Plan, which includes a circulation map showing county arterials by their functional class (principal, minor and collector). It also shows general alignments for planned new arterials also by functional class. Principal, minor and collector arterials as classes of roadway have different design features depending on their role in moving traffic and whether they are within an urban or rural area. For example, principal arterials are designed to move higher volumes of traffic for substantial distances while limiting access from adjacent land. Conversely, collector arterials move lower volumes of traffic for short distances to feed principal and minor arterials, but provide a significant amount of access to adjacent land uses. The importance of the arterial circulation map is that it:

- demonstrates that an arterial network is planned to adequately serve existing and planned land development,
- serves as a tool for performing development review by identifying rights-of-way and arterial improvements needed to serve land development, and
- meets federal, state and local planning requirements for arterial classification and mapping, which is important to ensure eligibility for various funding grants.

### **B. Arterial Circulation Map Changes.**

Table 1 presents a list of arterial roadways recommended for classification or as corrections to the Arterial Circulation Map adopted in July of 1995 (included as an enclosure to the 1995 Transportation Element). The location and limits of the arterials are identified along with the old and new functional class. The recommended design or action is also presented, along with the appropriate plan phase (short-range or long-range).

The specific location of each arterial reclassification is illustrated by Figure 1 through 5 attached to this memorandum. Figure 1 shows the general alignments for arterial classification changes and within the lower part of the Southwest UGA. Figure 2 shows arterial classification changes within the Lake Stevens and Marysville vicinity. Figure 3 shows arterial classification changes within the northwest county vicinity, while Figure 4 shows arterial alignments in the vicinity of Granite Falls. Lastly, Figure 5 shows arterial classification and alignment changes for the upper part of the Southwest UGA.

Table 1

**2000 TRANSPORTATION ELEMENT AMENDMENT**  
*Recommended Arterial Roadway Classifications*  
*Snohomish County*

Map No.	Location and Limits	Old Road Class	New Road Class	Miles	Recommended Design or Action	Plan Phase
<b>COLLECTOR ARTERIALS</b>						
CL-1	Chapel Hill Road N. Davies Rd. to 99th Ave. SE	LO	CL	0.47	Urban 2-Lane standards consistent with rest of collector arterial.	LR
CL-2	51st Avenue NE Grove to 84th Street NE	LO	CL	0.48	Urban 2-Lane standards because is operating as collector arterial.	SR
CL-3	51st Avenue NE 84th to 88th Street NE	n/a	CL	0.26	Urban 2-Lane Extension to complete collector to serve UGA.	LR
CL-4	51st Avenue NE 88th to 108th Streets NE	LO	CL	1.16	Urban 2-Lane standards because is operating as collector arterial.	SR
CL-6	Locust Way Lockwood Rd to County Line	LO	CL	0.37	Map correction reflecting Urban 2-Lane collector arterial standards.	SR
CL-7	121st Street SW Beverly Park Rd to Harbour Point Blvd	LO	CL	0.34	Replaces 112th Street SW Extension for connection of Beverly Park Rd and Harbour Pt. Blvd.	LR
CL-8	Market Place SE Extension 99th Street SE to SR-9	CL	CL	0.45	Map update showing actual connection to Market Place west of SR-9.	n/a
CL-9	Market Place SE Extension SR-9 to SR-204	CL	CL	0.46	Map update showing actual connection to SR-204.	n/a
CL-11	240th Street SW SR-104 to 84th Avenue W	CL	LO	0.14	Remove Urban 2-Lane classification because is operating as local road.	n/a
CL-12	84th Avenue W 238th to 240th Streets SW	CL	LO	0.13	Remove Urban 2-Lane classification because is operating as local road.	n/a
CL-14	Vernon Road Lundeen Pk Wy to 92nd Ave. NE	LO	CL	1.00	Urban 2-Lane standards consistent with rest of collector arterial.	LR

PA = Principal Arterial (urban)  
 CL = Collector (urban)  
 MA = Minor Arterial (urban)  
 MaC = Major Collector (rural)  
 MiC = Minor Collector (rural)  
 LO = Local Road

Short-Range Phase - 2000 to 2005  
 Long-Range Phase - 2006 to 2012

Table 1 (continued)

**2000 TRANSPORTATION ELEMENT AMENDMENT**  
*Recommended Arterial Roadway Classifications*  
*Snohomish County*

Map No.	Location and Limits	Old Road Class	New Road Class	Miles	Recommended Design or Action	Plan Phase
<b>COLLECTOR ARTERIALS (continued)</b>						
CL-15	148th Street SE (west) Puget Park Drive to Seattle Hill Road	CL	CL	0.74	Map update showing actual connection to Seattle Hill Road.	n/a
CL-16	148th Street SE (east) Puget Park Drive to 132nd Street SE Extension	n/a	CL	0.65	Map update showing eventual connection needing further study, and to be built by new development.	LR
<b>MINOR ARTERIALS</b>						
MA-1	Marine Drive/180th Street NW (move to 176th Street NW)	LO	MaC	0.18	Map correction showing Rural 2-Lane standards.	n/a
MA-2	63rd Avenue NE (Sunnyside Blvd) 46th to 64th Streets NE	LO	MA	1.93	Map update showing City of Marysville classification for continuity.	n/a
MA-4	112th Street SW Extension Beverly Park Rd to SR-525	MA	n/a	0.60	Delete from Transportation Element because construction not feasible.	n/a
MA-6	Beverly Park Road Airport Rd to SR-525	CL	MA	1.35	Urban 5-Lane standard because of deletion of 112th Street Extension.	LR
MA-7	E. Lake Goodwin Road (SR-531) SR-531 to State Park Entrance	MiC	MaC	1.59	Map correction showing State Route 531 as rural major collector arterial.	n/a
MA-8	88th Street NE I-5 to 27th Avenue NE	MA	MA	0.45	Map update showing actual connection to 27th Avenue NW.	n/a
MA-9	238th Street SW SR-99 to SR-104	LO	MA	0.23	Urban 2-Lane standards because is operating as minor arterial.	LR

PA = Principal Arterial (urban)  
 CL = Collector (urban)  
 MA = Minor Arterial (urban)  
 MaC = Major Collector (rural)  
 MiC = Minor Collector (rural)  
 LO = Local Road

Short-Range Phase - 2000 to 2005  
 Long-Range Phase - 2006 to 2012

Table 1 (continued)

**2000 TRANSPORTATION ELEMENT AMENDMENT**  
*Recommended Arterial Roadway Classifications*  
*Snohomish County*

Map No.	Location and Limits	Old Road Class	New Road Class	Miles	Recommended Design or Action	Plan Phase
<b>PRINCIPAL ARTERIALS</b>						
PA-1	132nd Street SE Extension Sno-Cascade Dr to SR-9	PA	PA	2.10	Map correction showing preferred alignment from SEIS.	LR
PA-2	State Route - 92 SR-9 to 169th Drive SE, also show realignment replacing Crooked Mile Road	MA	PA	8.10	Update to classification because it is operating as a principal arterial, along with map correction showing actual alignment of SR-92 as it enters Granite Falls.	n/a n/a
PA-3	Granite Falls Bypass (SR-92) 169th Dr. SE to Mountain Loop Highway	n/a	PA	1.62	Bypass of City of Granite Falls with realignment of State Route - 92.	LR
PA-4	Paine Field Blvd. SR-525 to SR-526	PA	PA	0.82	Map update showing actual connection to SR-526.	n/a

PA = Principal Arterial (urban)  
 CL = Collector (urban)  
 MA = Minor Arterial (urban)  
 MaC = Major Collector (rural)  
 MiC = Minor Collector (rural)  
 LO = Local Road

Short-Range Phase - 2000 to 2005  
 Long-Range Phase - 2006 to 2012

## SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN

The proposed changes to the arterial circulation map amount to thirteen updates, four corrections, one deletion and six new or revised alignments of classified arterials. This amounts to a total of 24 changes to the arterial circulation map adopted in 1995, with the rationale for each change described below.

- a. Chapel Hill Road (N. Davies Road to 99<sup>th</sup> Avenue SE) is currently classified as a local road, but actually operates as part of a collector arterial that runs from N. Davies Road to State Route 204. This classification change (CL-1) would have the aim of making Chapel Hill Road's ultimate design compatible with the recently constructed Market Place SE collector arterial that connects Chapel Hill Road west over to SR-204. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995 and 2000 Draft Lake Stevens UGA Plan and EIS.
- b. 51<sup>st</sup> Avenue NE (Grove Street to 108<sup>th</sup> Street NE) is currently classified as a local street where it exists between Grove Street in the City of Marysville and 108<sup>th</sup> Street NE in the unincorporated County. These three classification changes (CL-2, CL-3, CL-4) would make the county's arterial circulation map compatible with that of the City of Marysville, and allow 51<sup>st</sup> Avenue to operate with continuity as a north-south collector arterial. This change does not present significant impacts that were not already considered by the adoption of the County's and City's Transportation Elements in 1995 and 1996, respectively.
- c. Locust Road. (Lockwood Road to Countyline) is currently operating as a collector arterial. A mapping error was made with the original adoption of the Transportation Element in 1995 and is being corrected for consistency with King County's arterial network. This change (CL-6) does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- d. 121<sup>st</sup> Street SW (Beverly Park Road to Harbour Point Boulevard) replaces the 112<sup>th</sup> Street SW Extension as the connection to State Route 525. This alignment change (CL-7), along with improvements discussed later (item p. Beverly Park Road), completes the intent of the County's 1995 adoption of the Transportation Element for this corridor. This change does not present impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- e. Market Place SE Extension (99<sup>th</sup> Street SE to SR-9) has been recently constructed and is operating as a collector arterial. This change (CL-8) entails a map correction showing that this roadway now exists. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- f. Market Place SE Extension (SR-9 to SR-204) has been recently constructed and is operating as an actual collector arterial. This change (CL-9) entails a map correction

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## SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN

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showing that this roadway now exists. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995

- g. 240<sup>th</sup> Street SW (SR-104 to 84<sup>th</sup> Avenue W.) is currently operating as a local street and will not need to operate as a collector arterial in the future. This change (CL-11) will make its classification consistent with that of the City of Edmonds and does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995
- h. 84<sup>th</sup> Avenue W. (238<sup>th</sup> to 240<sup>th</sup> Streets SW) is currently operating as a local street and will not need to operate as a collector arterial in the future. This change (CL-12) will make its classification consistent with that of the City of Edmonds and does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- i. 238<sup>th</sup> Street SW (State Route 99 to State Route 104) is currently operating as a minor arterial. The 238<sup>th</sup> Street SW roadway (MA-9) would replace 240<sup>th</sup> Street and 84<sup>th</sup> Street SW as a more direct and appropriate minor arterial connecting to State Route 104. This change will make its classification consistent with that of the City of Edmonds and does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995
- j. Vernon Road (Lundeen Park Way to 92<sup>nd</sup> Avenue NE) is currently operating as a collector arterial. This reclass (CL-14) would make Vernon Road consistent with connecting roads, which include: Soper Hill Road, Lundeen Parkway and N. Davies Road. All of these arterials are operating as minor or collector arterials. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995 and the Draft Lake Stevens UGA Plan and EIS.
- k. 148<sup>th</sup> Street SE (Puget Park Drive to Seattle Hill Road) is newly constructed and operating as a collector arterial. This change (CL-15) entails a map correction showing that this roadway now exists. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- l. 148<sup>th</sup> Street SE (Puget Park Drive to 132<sup>nd</sup> Street SE Extension) is identified for construction by new development. This proposed arterial connection is subject to further study to determine its feasibility and specific alignment. This map update (CL-16) shows a general alignment to be specified at a later date as development occurs.
- m. Marine Drive/180<sup>th</sup> Street NW (move to 176<sup>th</sup> Street NW) is a map correction (MA-1) to show 176<sup>th</sup> Street NW as the appropriate connection between the north and south sections of Marine Drive. The 176<sup>th</sup> Street NW connection is currently operating as the connector

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SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN

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with the appropriate traffic control. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.

- n. 63<sup>rd</sup> Avenue NE/Sunnyside Blvd. (46<sup>th</sup> to 64<sup>th</sup> Street NE) is currently designated as a minor arterial within the City of Marysville. This map change (MA-2) entails showing 63<sup>rd</sup> Avenue NE as a city minor arterial consistent with the designation of Sunnyside Boulevard as the county's connecting collector arterial. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995 and the City of Marysville's Transportation Element in 1996.
- o. 112<sup>th</sup> Street SW Extension (Beverly Park Road to SR-525) is a future arterial connection that is not practical or cost effective to construct. The County Transportation Element adopted in 1995 recognized this possibility and recommended widening Beverly Park Boulevard to five lanes if the 112<sup>th</sup> Street SW extension proved infeasible. This change (MA-4) removes the proposed arterial from the circulation map and does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- p. Beverly Park Road (Airport Road to State Route 525) is currently operating as a minor arterial. Improvement of this arterial to a three lane or five lane cross-section was identified in the 1995 County Transportation Element as dependent on the feasibility of the 112<sup>th</sup> Street SW extension to SR-525. A five-lane configuration would be needed if the 112<sup>th</sup> extension were proved infeasible. This change (MA-6) confirms the need for a five-lane cross-section from Airport Road to SR-525. This change does not present impacts that were not already considered by the adoption of the County's Transportation Element in 1995 and the environmental analysis for the Beverly Park Road project.
- q. E. Lake Goodwin Road/State Route 531 (State Route 531 to Wenberg State Park Entrance) is a state highway currently operating as a rural major collector arterial. This change (MA-7) corrects the county's arterial circulation map to show the appropriate county classification for the state highway. This map correction does not present impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- r. 88<sup>th</sup> Street NE (Interstate 5 to 27<sup>th</sup> Avenue NE) is currently operating as a minor arterial in conjunction with the recently constructed interchange at 88<sup>th</sup> Street NW and I-5. This change (MA-8) entails a map correction showing that this roadway now exists as consistent with, and part of the 88<sup>th</sup> Street corridor through the City of Marysville. This change does not present significant impacts that were not already considered by the adoption of the County's Transportation Element in 1995.



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## SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN

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










- s. 132<sup>nd</sup> Street SE/State Route 96 Extension (Snohomish-Cascade Drive to SR-9) is a proposed principal arterial for future construction. The Transportation Element, adopted in 1995, examined and recommended a general alignment for the extension. It was recognized that the final design report and environmental process would produce a preferred alignment from a number of options. The change (PA-1) presented is a map correction to specify the actual alignment adopted by the County Council. Upon completion of construction the alignment will become a state highway. This map correction does not present significant impacts that were not already considered by adoption of the Snohomish County's Transportation Element in 1995.
- t. State Route 92 (SR-9 to 169<sup>th</sup> Drive SE) is currently operating as a principal arterial according to the county's classification system. This change (PA-2) is a map correction showing the highway's true functional class and reconstructed alignment near the City of Granite Falls. This map correction does not imply any design change to this state highway nor does it present impacts that were not already considered by the adoption of the County's Transportation Element in 1995.
- u. Granite Falls Bypass (169<sup>th</sup> Drive SE to Mountain Loop Highway) is proposed as a new alignment for rerouting traffic from State Route-92 around downtown Granite Falls. This change (PA-3) places a new and generalized alignment on the county's arterial circulation map within the unincorporated county and City of Granite Falls. Addition of this alignment to the arterial network, part of which is in the unincorporated county, has the potential for significant impacts due to traffic diverted from the current route within downtown Granite Falls. It also has as other impacts typical of a new roadway. These impacts are examined and disclosed through a February 2000 "non-project" environmental impact statement. The final alignment of this arterial roadway will occur at a later date with evaluation and adoption of a right-of-way plan.
- v. Paine Field Boulevard (SR-525 to SR-526) is recently constructed and currently operates as a principal arterial. This change (PA-4) entails a map correction showing that this roadway alignment now exists. Snohomish County is seeking a road jurisdiction transfer so that Paine Field Boulevard will become part of the State Route 525 corridor through the City of Mukilteo and unincorporated county. This change does not present impacts that were not already considered by the adoption of the County's Transportation Element in 1995.

These changes to the Arterial Circulation map do not present specific project proposals at this time. Project-level analysis and recommendations will be part of a more detailed set of amendments required by the Growth Management Act (RCW 36.70A.130 {1}) and to be completed by September of 2002.

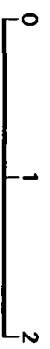
Figure 1

# Proposed Changes to Comprehensive Plan: Arterial Circulation

## Southwest County

-  Minor Arterial (Urban)
-  Major Collector (Rural)
-  Collector (Urban)
-  Minor Collector (Rural)
-  Recommended Collector (Urban)
-  Recommended Minor Collector (Rural)
-  Principal Arterial
-  Recommended Principal Arterial
-  Subject to Further Study
-  Deletions from Plan
-  Arterial Circulation Plan
-  Proposed Arterials
-  Local Streets
-  UGA Boundary
-  Urban Growth Area
-  Incorporated City

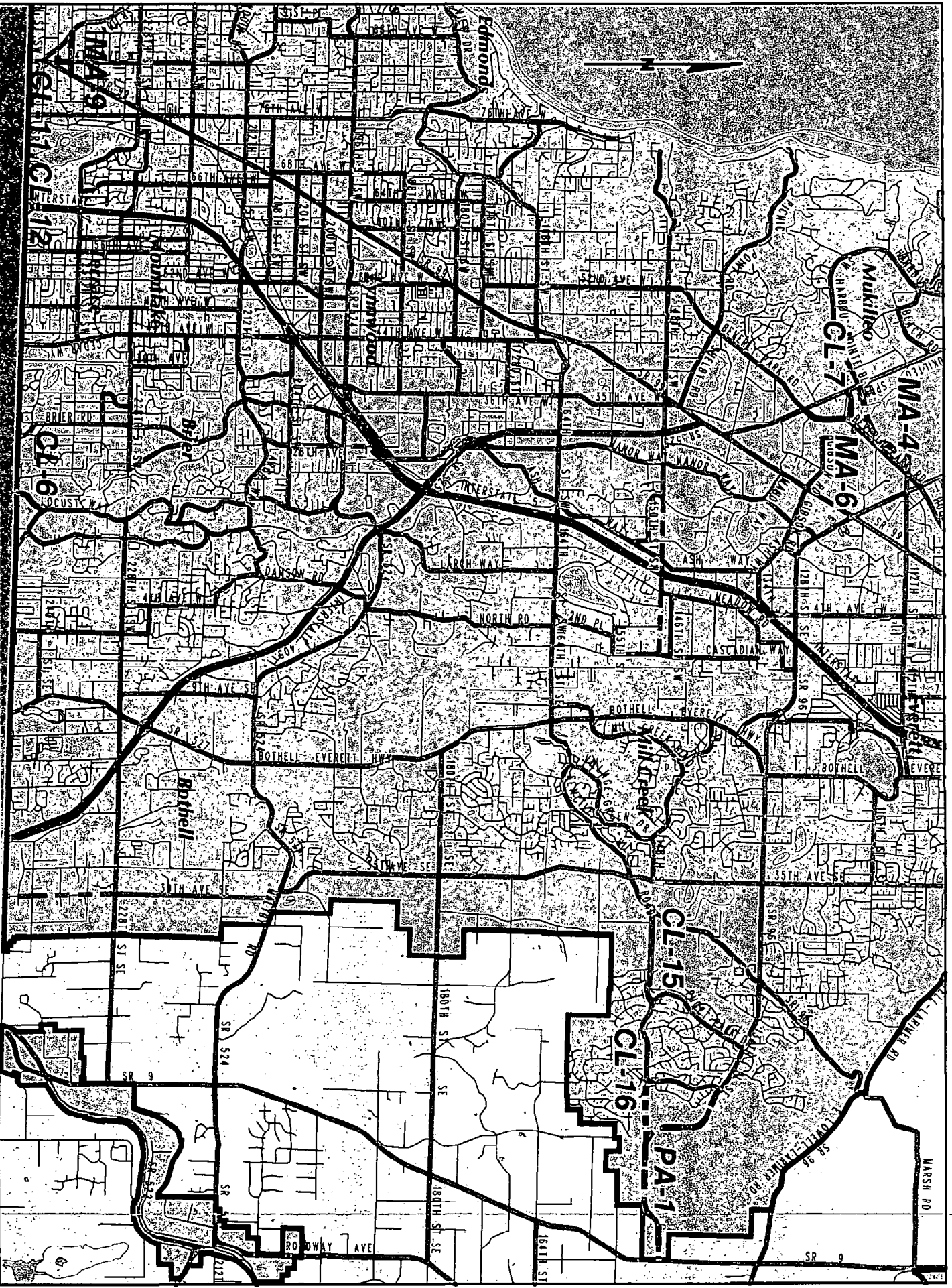
Refer to Table 1 for more information on specific projects.

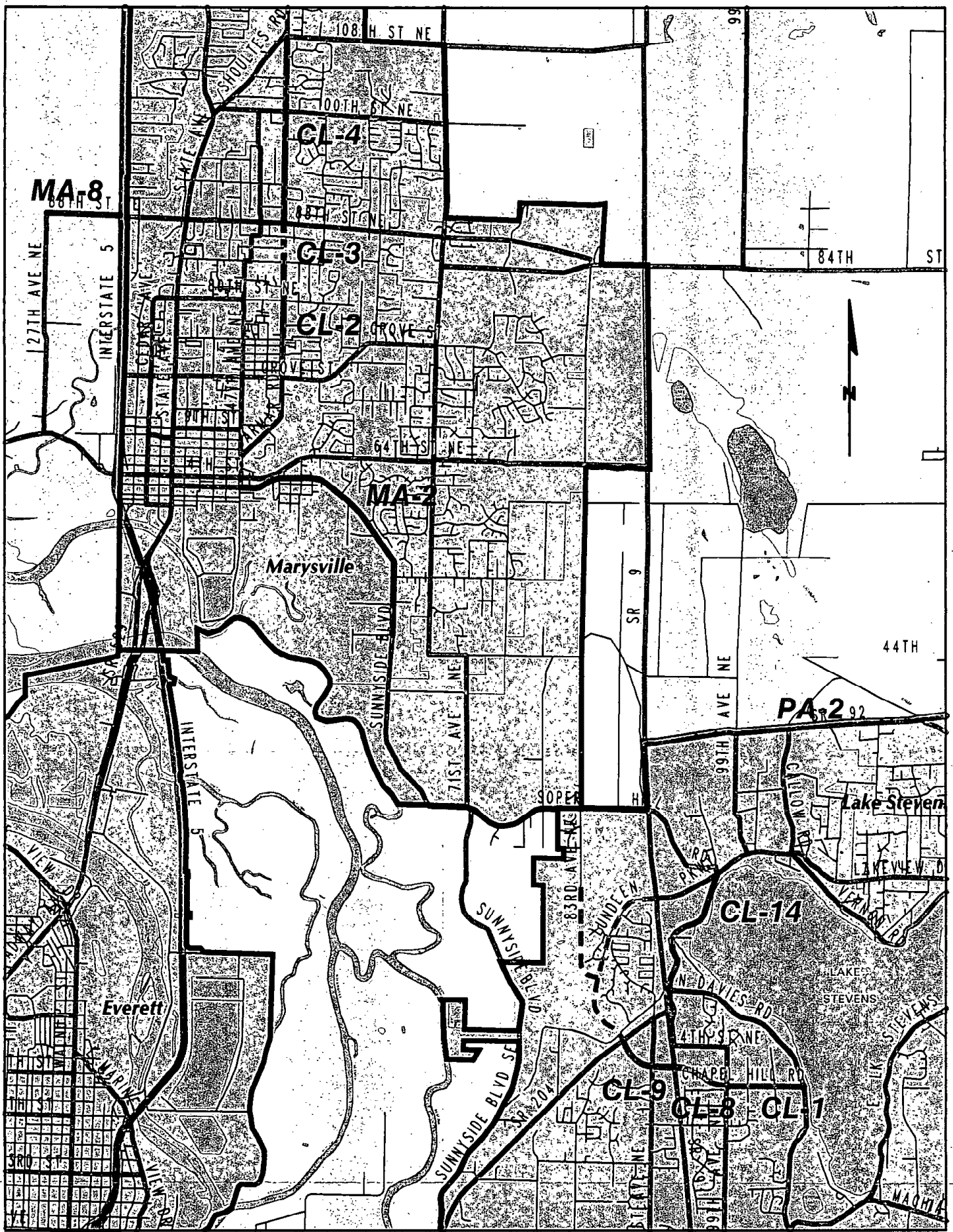


Scale in Miles



Southwest County


















**Figure 2**  
**Proposed Changes to Comprehensive Plan: Arterial Circulation**  
**Lake Stevens/Marysville**

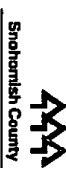
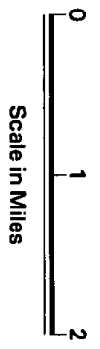
	Minor Arterial (Urban) Major Collector (Rural)		Recommended Principal Arterial		Local Streets	Refer to Table 1 for more information on specific projects.
	Collector (Urban) Minor Collector (Rural)		Subject to Further Study		UGA Boundary	
	Recommended Collector (Urban) Recommended Minor Collector (Rural)		Deletions from Plan		Urban Growth Area	
	Principal Arterial		Arterial Circulation Plan		Incorporated City	
			Proposed Arterials	0      .5      1 Scale in Miles		

# Proposed Changes to Comprehensive Plan: Arterial Circulation

## Lake Goodwin/Kayak Point

-  Minor Arterial (Urban)  
Major Collector (Rural)
-  Collector (Urban)  
Minor Collector (Rural)
-  Recommended Collector (Urban)  
Recommended Minor Collector (Rural)
-  Principal Arterial
-  Recommended Principal Arterial
-  Subject to Further Study
-  Deletions from Plan
-  Arterial Circulation Plan
-  Proposed Arterials
-  Local Streets
-  UGA Boundary
-  Urban Growth Area
-  Incorporated City

Refer to Table 1 for more information on specific projects.



Snohomish County

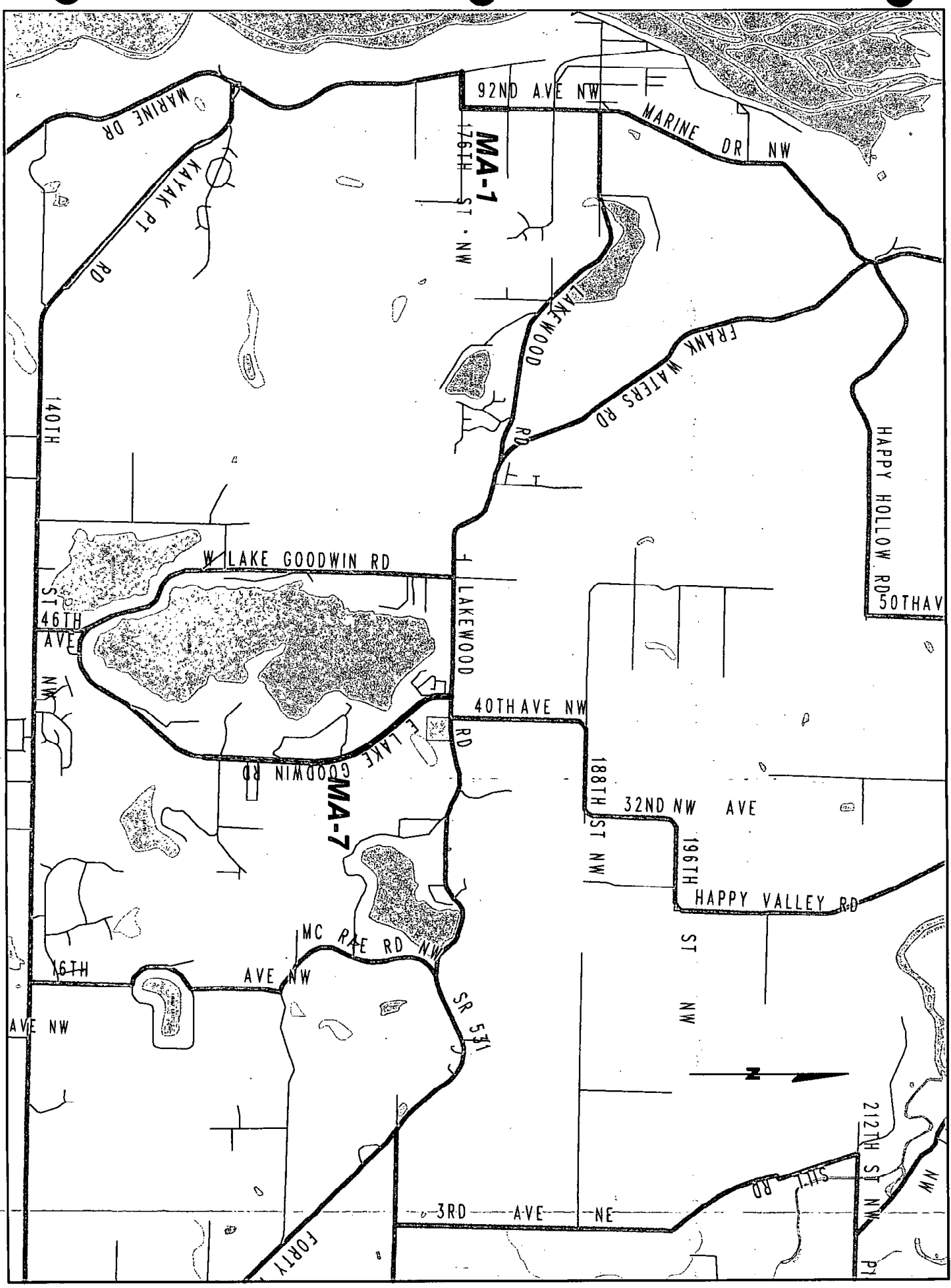















Figure 4

**Proposed Changes to Comprehensive Plan: Arterial Circulation**

**Granite Falls**

-  Minor Arterial (Urban)  
Major Collector (Rural)
-  Collector (Urban)  
Minor Collector (Rural)
-  Recommended Collector (Urban)  
Recommended Minor Collector (Rural)
-  Principal Arterial
-  Recommended Principal Arterial
-  Subject to Further Study
-  Deletions from Plan
-  Arterial Circulation Plan
-  Proposed Arterials
-  Local Streets
-  UGA Boundary
-  Urban Growth Area
-  Incorporated City

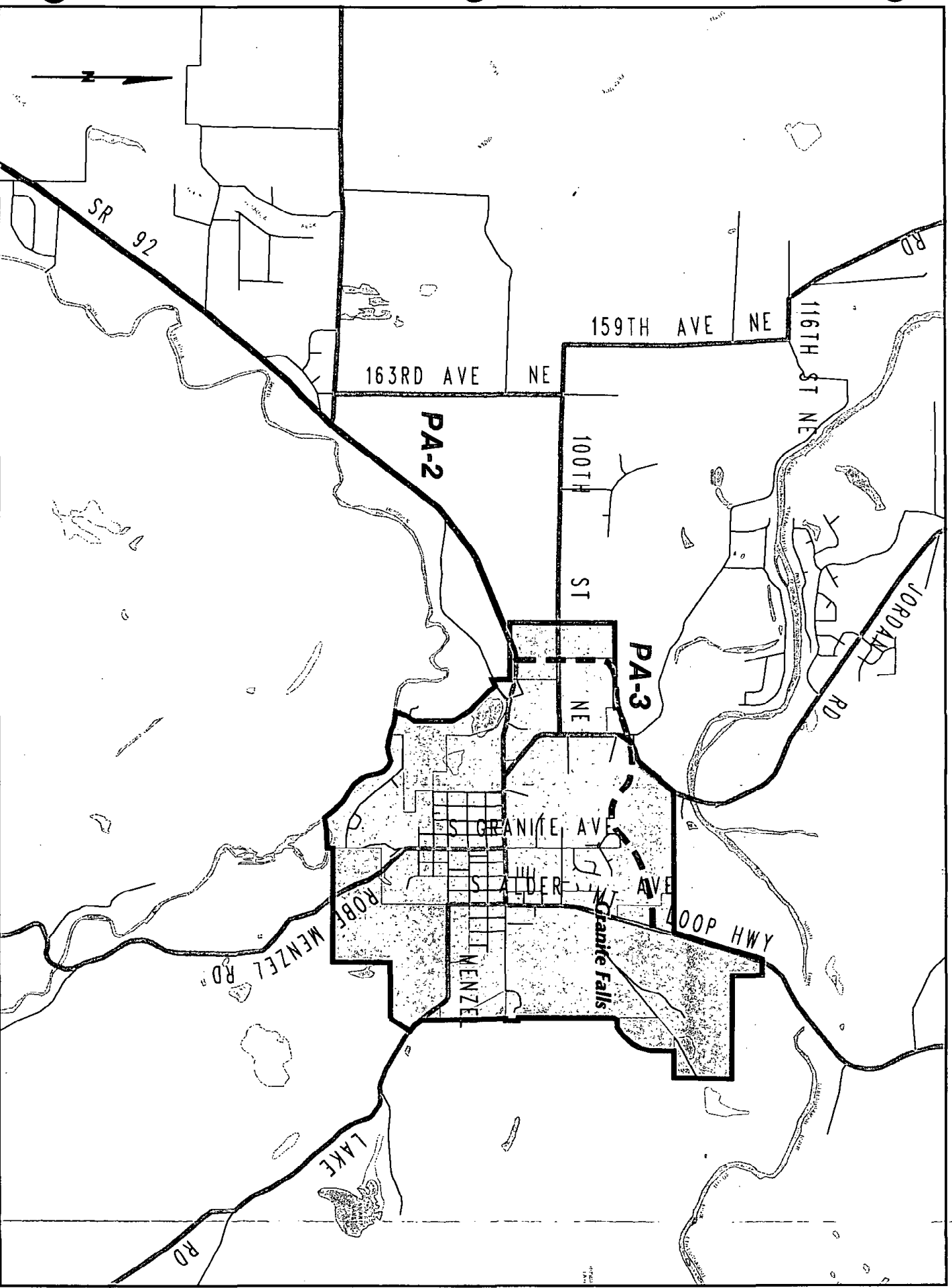
Refer to Table 1 for more information on specific projects.



Scale in Miles



Strohmanish County



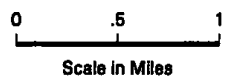




**Figure 5**  
**Proposed Changes to Comprehensive Plan: Arterial Circulation**  
**Paine Field**

	Minor Arterial (Urban) Major Collector (Rural)		Recommended Principal Arterial		Local Streets
	Collector (Urban) Minor Collector (Rural)		Subject to Further Study		UGA Boundary
	Recommended Collector (Urban) Recommended Minor Collector (Rural)		Deletions from Plan		Urban Growth Area
	Principal Arterial		Arterial Circulation Plan		Incorporated City
			Proposed Arterials		

Refer to Table 1 for more information on specific projects.



### III. COUNTYWIDE BICYCLE FACILITY SYSTEM MAP

#### A. Background.

The Countywide Bicycle Facility System map, adopted in 1995 (Figures 9 and 10, pages 57 and 59 of the Transportation Element), designates existing and future bikeways that are intended to accommodate both recreational and travel-oriented bicycling. The bikeways are classified by type (separated paths, lanes adjacent to roadways, and routes on road shoulders). General design features and right-of-way requirements are associated with each bikeway class; just as with arterial roadways. The relevance and importance of the bikeway circulation map is:

- its use in presenting a bikeway concept in context of county land use and the arterial system,
- its use as a tool for performing development review by identifying right-of-way needs and design features as part of needed arterial improvements, and
- a basis for collaborating with the state and cities to create an integrated network of bikeways that serves the greater community.

For Snohomish County there are three general classes of bikeway and walkway facilities that can be described as:

- Off-road, Separated Multi-use Paths (Class I) -- are physically separated from motorized vehicular traffic by open space or a barrier. These paths generally serve multiple users including pedestrians, bicyclists and equestrians. An example of a Class I Path is the Centennial Trail connecting the Cities of Snohomish and Lake Stevens.
- Bicycle Lanes and/or Walkways (Class II) -- are distinguished from the off-road paths in that they are not separated from motorized traffic. Bicycle lanes can be designated for exclusive use by bicyclists and are delineated from traffic lanes by a broad, painted white stripe or raised polyester markers. Bicycle lanes can also be present with walkways and pedestrian use. Walkways, where they are present, can be traditional raised sidewalks or extensions of the paved roadway surface and its shoulders.
- Bicycle or Walkway Routes (Class III) -- are roadways that have been designated by signs as a suggested route for bicyclists. Roadway shoulders, where they are present, serve as informal walkways. Bicycle routes are not delineated with stripes except for a line delineating the shoulder. Bicycle routes are found on roadways with shoulders at least 4 feet wide or at least with widened curb-lanes. Roadway shoulders are generally suitable where the volume of bicyclists and pedestrians is low.

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The four proposed bikeway changes will allow the bicycle facility system, envisioned in 1995, to evolve and adapt to current conditions.

**B. Countywide Bikeway Circulation Map Changes.**

The four proposed changes to the County Bikeway Facility System Map are presented by Table 2. The changes include the addition of two separated paths and two bicycle lanes on local roads. Three of these proposals are intended as operations improvements to the Interurban Trail. And one is an enhancement to the proposed Lowell-Snohomish River Road route so that it can eventually connect to the Centennial Trail. Figure 6 illustrates the location of the bikeway map changes.



Table 2

**2000 TRANSPORTATION ELEMENT AMENDMENT**  
*Recommended Bikeway Classifications*  
*Snohomish County*

Map No.	Location and Limits	Road Class	Miles	Recommended Design or Action	Plan Phase
B-58	8th Avenue W 124th Street to 128th Street SW	LO	0.29	Bicycle Lanes	SR
B-59	124th Street SW/E. Gibson Road Gibson Road to I-5	LO	0.47	Bicycle Lanes <i>Delete 128th Street SW</i> <i>8th Avenue SW to 3rd Avenue SE</i>	SR
B-60	Interurban Trail 128th Street SE @ 3rd Avenue SE to 124th Street SE @ I-5	SP	0.40	Bicycle Path and I-5 Overpass	SR
B-61	Lowell-Snohomish River Road 67th Avenue SE to Foster Slough	SP	0.94	Bicycle Path	LR

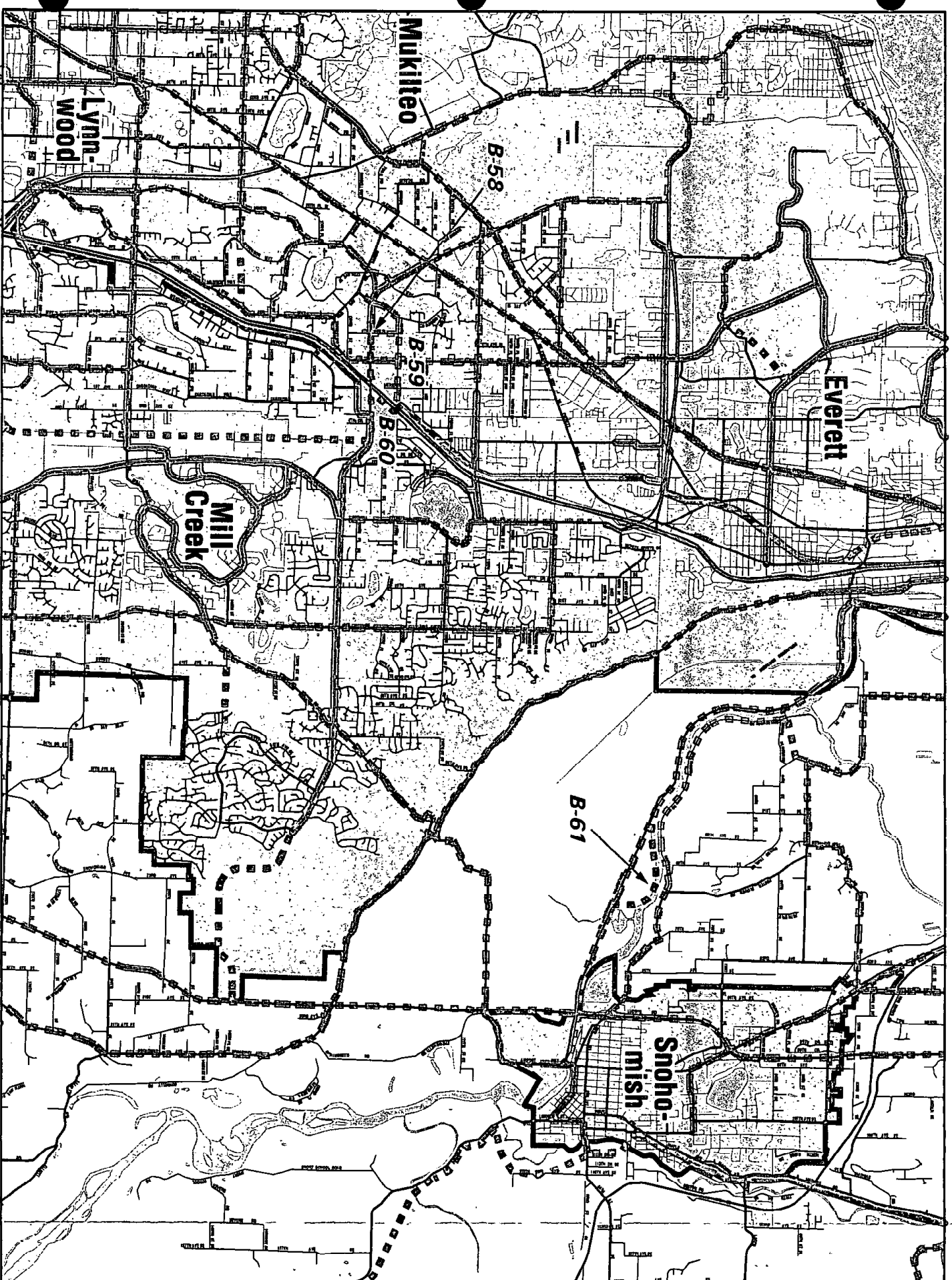
PA = Principal Arterial (urban)  
 CL = Collector (urban)  
 MA = Minor Arterial (urban)  
 LO = Local Road  
 SP = Separated Multi-use path










Short-Range Phase - 2000 to 2005  
 Long-Range Phase - 2006 to 2012

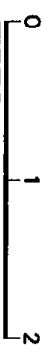
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Figure 6

**Countywide Bicycle Facility System Arterial Circulation**  
**Proposed Changes to Transportation Element**



-  Existing Bikeways
-  Current Bikeway Classifications in Comprehensive Plan
-  New Bikeway Classifications added to Comprehensive Plan
-  Bikeway Classifications Removed From Comprehensive Plan
-  Local roads (CRIS)
-  Arterial Circulation
-  City Limits
-  Urban Growth Area
-  Incorporated City



Scale in Miles



Snohomish County

#### **IV. REGIONAL HIGH-CAPACITY TRANSIT (SOUND TRANSIT)**

##### **A. Background.**

This particular amendment is a simple update of Figure 8 – Regional High-capacity Transit (HCT) Alignments and Service Area (on page 51 of the Transportation Element adopted in 1995). Snohomish County's Transportation Element of the Comprehensive Plan contains an implementation measure that states the county's ongoing position on high-capacity transit. It declares that the county's strategy is to:

*Continue participation in the Regional Transit Authority (a.k.a., Sound Transit) covering Pierce, King and Snohomish Counties with the intent of positioning Snohomish County to benefit from improved high-capacity transit.*

This strategy is consistent with Council motion no. 93-214, which expresses the county's position on continued participation in Regional Transit Authority (RTA), and includes:

- consideration of commuter rail services between Everett and Seattle as supplemental to the recommended high-capacity transit system after a thorough cost-effectiveness analysis;
- the opportunity to reconsider participation in the RTA if major modifications to the regional transit plan become necessary (including proposed financing and plan phasing), and
- voter approval of the financial plan for implementing a regional transit plan towards the year 2012, possibly in two ballots.

Table 3 presents a summary of major milestones, accomplishments and events associated with the Regional Transit Authority (RTA) since early 1996. The RTA is now known as Sound Transit and is in the process of building a regional public transportation system for the central Puget Sound. This amendment will update the high-capacity transit map to better reflect Sound Transit's planned improvements within Snohomish County.

##### **B. Sound Transit's Implementation Program for Snohomish County.**

Snohomish County's fundamental strategy has not changed, since 1995, while it has successfully participated in Sound Transit. Table 4 presents Sound Transit's implementation program for HCT in Snohomish County. It includes: commuter rail service between Seattle and Everett to be instituted in 2002, multi-modal transportation stations within the cities of Everett, Mukilteo and Edmonds, high-occupancy vehicle access provisions at major freeway

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interchanges, regional express bus service and transit centers, and services focused on key activity centers within the county.

Figure 7, on page 31, illustrates Sound Transit’s implementation program and is proposed as a replacement for Figure 8 within the 1995 County Transportation Element. This update is being accomplished in order to maintain consistency between Snohomish County and Sound Transit’s plans. Sound Transit’s implementation program supports Snohomish County’s comprehensive plan, particularly with regard to the aim of developing transit-oriented urban centers within the Southwest Urban Growth Area (UGA).

**Table 3**

**Sound Transit Historical Timeline**

<b>Date</b>	<b>Major Milestone, Event or Accomplishment</b>
April 2000	<ul style="list-style-type: none"> <li>• Preliminary engineering starts on the track and corridor improvements for the Sounder commuter rail service between Everett and Seattle.</li> </ul>
March 2000	<ul style="list-style-type: none"> <li>• Property acquisition is approved for the Everett multimodal center.</li> </ul>
February 2000	<ul style="list-style-type: none"> <li>• Planning starts on 164<sup>th</sup> Street SW HOV direct access ramps.</li> <li>• Property acquisition approved for the Pacific Avenue overpass.</li> </ul>
January 2000	<ul style="list-style-type: none"> <li>• FTA issues “Record of Decision” for the Everett to Seattle commuter rail project.</li> </ul>
December 1999	<ul style="list-style-type: none"> <li>• Sounder commuter rail made an inaugural run between Seattle and Tacoma.</li> </ul>
September 1999	<ul style="list-style-type: none"> <li>• First Regional Express buses start operating in Snohomish County. Five bus routes start operation 7 days a week.</li> </ul>
August 1999	<ul style="list-style-type: none"> <li>• The “Puget Pass”, a region-wide bus pass goes into operation.</li> </ul>
July 1999	<ul style="list-style-type: none"> <li>• The 1,000 stall Ash Way Park &amp; Ride lot is opened.</li> </ul>
April 1999	<ul style="list-style-type: none"> <li>• Transit-oriented development policies adopted by Sound Transit.</li> </ul>
February 1999	<ul style="list-style-type: none"> <li>• Planning starts on south Everett projects.</li> </ul>
June 1998	<ul style="list-style-type: none"> <li>• Planning starts on Lynnwood projects.</li> </ul>
November 1996	<ul style="list-style-type: none"> <li>• Voters approve the RTA’s plan, entitled “Sound Move”, the financial plan and tax package.</li> </ul>
May 1996	<ul style="list-style-type: none"> <li>• The RTA Board adopted the ten-year regional transit plan entitled “Sound Move”.</li> </ul>

Snohomish County has established a regulatory process, as well as administrative policies and procedures, for applying transit-supportive measures under land development review. The county’s development review process involves application for permits, review and

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approvals by the department of public works. In some cases, there is a quasi-judicial hearing associated with some development projects. Importantly, transit-supportive measures can be imposed or volunteered that can effect approval decisions for permits or development agreements, particularly as related to types and cost of development impact mitigation. As Sound Transit implements the various transit related improvements, Snohomish County will endeavor to integrate them with supportive land development uses, densities and patterns.

**Table 4**

**Sound Transit Planned Improvements for Snohomish County**

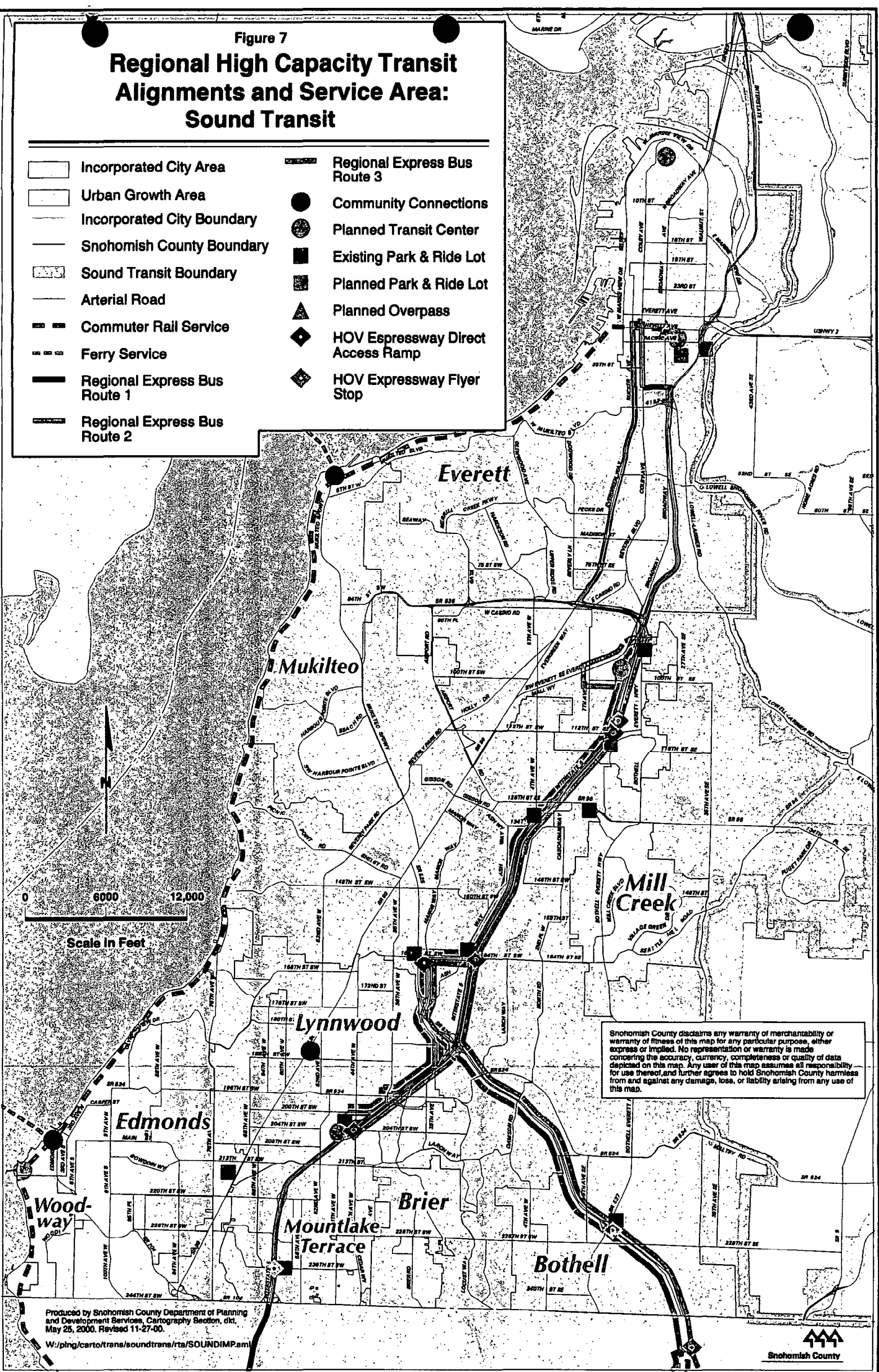
<b>Improvement Category</b>	<b>Location/Limits</b>	<b>Status</b>	
<b>Commuter Rail</b>	Everett to Seattle (track and facilities).	Planned	
<b>Multimodal Stations</b>	Everett Mukilteo Edmonds	Planned Planned Planned	
<b>HOV Access</b>	I-5 @ 164 <sup>th</sup> Street SW I-5 @ Lynnwood Park & Ride I-5 @ 112 <sup>th</sup> Street SW SR-525 @ 164 <sup>th</sup> Street SW	Planned Planned Planned Planned	
<b>Regional Express Bus</b>	Everett-Lynnwood-Seattle Everett Mall-Bothell-Bellevue Lynnwood-Bothell-Bellevue	Operational Operational Operational	
<b>Community Connections</b>	Lynnwood Transit Center Park & Ride Connector (above) Ash Way Park & Ride Swamp Creek Park & Ride Mountlake Terrace Flyer Stop Pacific Avenue Overpass (Everett) South Everett Transit Center East Everett Park & Ride Enhancements North Everett Transit Center Lynnwood Park & Ride Enhancements 112 <sup>th</sup> Street SW Park & Ride / Flyer Stop State Route 99 Improvement Project	Planned Planned Complete Planned Planned Planned Planned Planned Planned Planned Planned	

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Figure 7

# Regional High Capacity Transit Alignments and Service Area: Sound Transit

- |  |                              |  |                                   |
|--|------------------------------|--|-----------------------------------|
|  | Incorporated City Area       |  | Regional Express Bus Route 3      |
|  | Urban Growth Area            |  | Community Connections             |
|  | Incorporated City Boundary   |  | Planned Transit Center            |
|  | Snohomish County Boundary    |  | Existing Park & Ride Lot          |
|  | Sound Transit Boundary       |  | Planned Park & Ride Lot           |
|  | Arterial Road                |  | Planned Overpass                  |
|  | Commuter Rail Service        |  | HOV Expressway Direct Access Ramp |
|  | Ferry Service                |  | HOV Expressway Flyer Stop         |
|  | Regional Express Bus Route 1 |  |                                   |
|  | Regional Express Bus Route 2 |  |                                   |



Produced by Snohomish County Department of Planning and Development Services, Cartography Section, dkt, May 25, 2000. Revised 11-27-00.

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**V. STATE-OWNED TRANSPORTATION FACILITIES**

**A. Background.**

**1. GMA Requirements for State Transportation Facilities**

In 1998, the Legislature amended the Growth Management Act (House Bill 1487) to require counties and cities to prepare, by December 31, 2000, amendments to their comprehensive plans that include state transportation facilities. The specific revision topics to be addressed by Snohomish County are:

- an inventory of state-owned facilities within the county,
- estimate traffic impacts to state-owned transportation facilities resulting from land use decisions so performance can be monitored and improvements can be planned,
- the documenting of level of service criteria or standards for measuring state facility performance,
- identifying current and future state facility needs that are consistent with the statewide multimodal transportation plan (RCW 36.70A.070 {6}).

This amendment to Snohomish County's Comprehensive Plan will provide supplemental documentation and information to the county's adopted Transportation Element, which already addresses state-owned facilities. Supplemental documentation will include: a state-owned facility inventory, travel forecasts and a revised list of state-owned facility improvements that are needed to support the county's comprehensive plan. Previous county level of service analysis for state highways will be updated to report on: the level of service objectives established by the State Transportation Commission for programming purposes; the level of service standards adopted by Snohomish County and, the level of service criteria shown in the Snohomish County/WSDOT interlocal agreement.

**2. County Population/Employment Growth and State Facilities**

Snohomish County is one of the fastest growing counties in the State of Washington. Under the Growth Management Act, Snohomish County is required to accommodate and manage its share of the state's expected growth towards the year 2012. In 2000, Snohomish County population level is estimated at 593,500 persons, while employment levels are estimated at 220,180 workers. Towards the year 2012, population and employment levels in the county are expected to exceed 714,240 persons and 269,090 workers, respectively. This level of growth, both within the cities and unincorporated county, will impact local arterials and state highways throughout Snohomish County.

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Snohomish County is divided into six distinct transportation service areas (TSA) that have, associated with them, specific county arterial improvement projects. In addition, each TSA has a specific traffic mitigation fee computed based on trip growth towards the year 2012 (please see Appendix A, Figure 9 for illustration of the TSAs.) Within each TSA are urban growth areas (UGA) where most growth in the county will be focused. These UGAs are connected and served by a network of state highways that will be handling traffic increases associated with urban growth. Appendix A contains a tabular inventory of state highways and a map showing TSAs, UGAs and the state highway units.

Table 5 presents the population, employment and daily traffic growth trends that are expected to characterize each TSA towards the year 2012. Listed for each are the state highways serving the TSA and the UGAs framed by each TSA. The summary descriptions of growth presented for each TSA are translated into future traffic forecasts and level of service (LOS) impacts for specific state highway units identified within Appendix B. Like the growth trends information presented within Table 5, the traffic forecasts and LOS impacts within Appendix B are presented for 1997, 2006, 2012 and the longer term horizon of 2020.

The significance of Table 5 and Appendix B are that they present the traffic impacts, of long-term growth and development within Snohomish County, on the state highway system. This allows the WSDOT to gauge the performance of the various highway units in relation to Snohomish County growth trends. This as per the requirements of the GMA. More discussion of level of service is presented within subsequent sections of this document.

### **B. State Transportation Facilities Inventory**

Snohomish County is directed to prepare and document an inventory of transportation facilities within its jurisdictional boundaries as per the Growth Management Act {RCW 36.70A.070 (6) (a) (iii) (A)}. This was accomplished in some detail as part of preparing the 1995 Transportation Element. Documentation regarding this earlier inventory is provided by the Inventory of Transportation Facilities and Services, 1992. Snohomish County Planning Department. The inventory prepared in 1992 does include state facilities, but not the level of detail implied for state highways by the GMA requirements introduced in 1998. Therefore, most important to this amendment is an update of the county's inventory to include more details on state-owned highways of statewide and regional significance.

The inventory of state-owned facilities, presented here, within the whole of Snohomish County includes the following categories:

- Freeways and Highways,
- Freeway Interchanges,
- Park-and-Rides, and
- Ferry Terminals.

Table 5

Growth Trends by Transportation Service Area

Transportation Service Area "A"				
ITEM	1997	2006	2012	2020
Population (Persons)	92,978	116,357	133,158	142,540
Percent Growth from 1997	0%	25%	43%	53%
Employment (Persons)	25,197	30,349	32,216	34,780
Percent Growth from 1997	0%	20%	28%	38%
Daily Vehicle Trip Ends	437,893	541,136	585,662	634,670
Percent Growth from 1997	0%	24%	34%	45%
State highways serving TSA:	Interstate 5 and State Routes 2, 9, 528, 529, 530, 531, and 532.			
Urban Growth Areas:	Arlington, Darrington, Marysville and Stanwood.			

Transportation Service Area "B"				
ITEM	1997	2006	2012	2020
Population (Persons)	46,185	55,180	61,508	70,639
Percent Growth from 1997	0%	19%	33%	53%
Employment (Persons)	5,682	7,391	8,410	8,822
Percent Growth from 1997	0%	30%	48%	55%
Daily Vehicle Trip Ends	147,554	191,792	211,106	232,498
Percent Growth from 1997	0%	30%	43%	58%
State highways serving TSA:	Interstate 5 and State Routes 2, 9, 92 and 204.			
Urban Growth Areas:	Part of Everett, Granite Falls and Lake Stevens.			

Note: See Appendix B for specific State Route level of service information.

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Table 5 (continued)

Growth Trends by Transportation Service Area

Transportation Service Area "C"				
ITEM	1997	2006	2012	2020
Population (Persons)	52,120	61,527	69,575	78,601
Percent Growth from 1997	0%	18%	33%	51%
Employment (Persons)	12,240	15,228	16,431	17,816
Percent Growth from 1997	0%	24%	34%	46%
Daily Vehicle Trip Ends	234,372	286,922	309,430	358,259
Percent Growth from 1997	0%	22%	32%	53%
State highways serving TSA:	Interstate 5 and State Routes 2, 9, 203, and 522.			
Urban Growth Areas:	Gold Bar, Index, Monroe, Snohomish and Sultan.			

Transportation Service Area "D"				
ITEM	1997	2006	2012	2020
Population (Persons)	197,625	247,911	284,548	320,225
Percent Growth from 1997	0%	25%	44%	62%
Employment (Persons)	109,189	134,621	145,946	157,252
Percent Growth from 1997	0%	23%	34%	44%
Daily Vehicle Trip Ends	1,245,554	1,555,670	1,702,512	1,872,804
Percent Growth from 1997	0%	25%	37%	50%
State highways serving TSA:	Interstate 5 and State Routes 96, 99, 525, 526, 527, and 529.			
Urban Growth Areas:	Everett, Mill Creek and Mukilteo.			

Table 5 (continued)

Growth Trends by Transportation Service Area

Transportation Service Area "E"				
ITEM	1997	2006	2012	2020
Population (Persons)	19,859	25,645	28,849	32,994
Percent Growth from 1997	0%	29%	45%	66%
Employment (Persons)	2,883	3,604	3,955	4,600
Percent Growth from 1997	0%	25%	37%	60%
Daily Vehicle Trip Ends	61,124	82,892	91,166	104,346
Percent Growth from 1997	0%	36%	49%	71%
State highways serving TSA: State Routes 9, 203, 525 and 527.				
Urban Growth Areas: Maltby Industrial Area and Woodenville (King County)				

Transportation Service Area "F"				
ITEM	1997	2006	2012	2020
Population (Persons)	142,424	171,589	188,952	210,766
Percent Growth from 1997	0%	20%	33%	48%
Employment (Persons)	53,101	63,631	71,142	80,124
Percent Growth from 1997	0%	20%	34%	51%
Daily Vehicle Trip Ends	830,260	1,010,702	1,089,126	1,217,976
Percent Growth from 1997	0%	22%	31%	47%
State highways serving TSA: Interstates 5 and 405, and State Routes 99, 104, 524, and 527.				
Urban Growth Areas: Bothell, Brier, Edmonds, Lynnwood, Mount Lake Terrace, and Woodway.				

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What follows here is a discussion and disclosure of information for each category. The bulk of the discussion is focused on freeways and highways, where a major technical update is needed for this amendment to be in compliance with the GMA. For the remaining categories a brief summary is provided, since work completed in 1995 complies with the current provisions of the GMA.

**1. State Highways and Freeways**

In Snohomish County the highways owned by the state include two interstate highways (I-5 and I-405), one U.S. highway (US 2) and seventeen state highways. These facilities represent nearly 280 highway miles within the County. Table 6 shows a breakdown of state highway mileage by individual highway.

**Table 6**

**State Highways within Snohomish County**

<b>State Highway</b>	<b>Limits</b>	<b>Mileage</b>	<b>Significance</b>
I-5	King County to Skagit County Lines	39.89	Statewide
I-405	King County Line to I-5	5.30	Statewide
SR-2	Chelan County Line to I-5	40.67	Statewide
SR-9	SR-522 to Skagit County Line	37.64	Regional
SR-92	SR-9 to Granite Avenue	8.25	Regional
SR-96	SR-5 to Snohomish-Cascade Drive	4.80	Regional
SR-99	County Line to SR-526/I-5	11.90	Regional
SR-104	I-5 to Edmonds Ferry Terminal	4.79	Statewide
SR-203	County Line to SR-2	6.19	Regional
SR-204	SR-2 to SR-9	2.38	Regional
SR-522	County Line to SR-2	11.23	Statewide
SR-524	SR-104 to SR-522	14.68	Regional
SR-525	I-5 to Mukilteo Ferry Terminal	8.71	Statewide
SR-526	I-5 to SR-525	4.52	Statewide
SR-527	County Line to I-5	10.62	Regional
SR-528	I-5 to SR-9	3.46	Regional
SR-529	I-5 to SR-528	7.88	Regional
SR-530	I-5 to County Line	35.56	Regional
SR-531	Wenberg State Pk to Lakewood Rd	9.88	Regional
SR-532	County Line to I-5	7.18	Regional

More important than the actual mileage is the amount of traffic handled by the state highway facilities. Traffic levels are often expressed in daily vehicle-miles-of-travel (VMT), which is

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## SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN

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equal to the daily traffic times the length of the highway segment. Estimated 1999 VMT for the state highways in Snohomish County is nearly 8.8 million, with I-5 accounting for about 4.3 million of the total.

Appendix A provides more specific details on each state highway in the form of units (i.e., a sections breakdown of each state highway that has similar geometrics and operating characteristics). Please refer to Figure 9, which illustrates the state highway units on which the detailed inventory is based. The inventory contains information on each state highway unit and includes:

- length in mileage,
- federal functional class,
- number of lanes,
- speeds and estimated range for average annual daily traffic, and
- an estimate of the mean VMT.

Additional relevant information regarding state highways is also available in electronic form within databases generously produced by the Washington State Department of Transportation (WSDOT) and Puget Sound Regional Council (PSRC).

### 2. Freeway Interchanges

Snohomish County, as part of the earlier 1992 inventory, produced a document and electronic database that detailed the characteristics of current and future freeway interchanges within the county. The Inventory of Existing, Proposed and Conceptual Interchanges, 1992. Snohomish County Tomorrow mapped and diagramed 32 existing and eight proposed and conceptual interchanges. One of the proposed interchanges, I-5 and 88<sup>th</sup> Street NE, was constructed in 1998 and the SR-99/SR-525 interchange is under construction and nearing completion. This brings the existing total to 34 interchanges upon completion of the SR-99/SR-525 interchange. Readers should refer to the 1992 inventory document cited above for further details

### 3. State-owned Park-and Rides

The WSDOT owns and/or operates 5 park-and-rides within Snohomish County. Table 7 presents the information on each of the state-owned park and rides. Collectively, these par-and-rides provide 580 stalls for 10.4 percent of the Snohomish County total of approximately 5,554 stalls. These park-and-rides are served by three transit operators, which are: Community Transit, Sound Transit and King County/Metro Transit.

**Table 7**

**State-Owned Park-and-Rides  
within Snohomish County**

<b>Park-and-Ride</b>	<b>Location</b>	<b>Capacity</b>	<b>Operator/Owner</b>
Snohomish South	SR-9 South of Snohomish River	12	WSDOT, NW Region
Snohomish North	SR-2 and SR-9 Interchange	75	WSDOT, NW Region
Freeborn Road	I-5 and 300 <sup>th</sup> St. NE Interchange	19	WSDOT, NW Region
Swamp Creek	164 <sup>th</sup> St. SE west of SR-525	410	CT lease from WSDOT
Sultan	SR-2 and Main Street	64	WSDOT, NW Region
	<b>Total stalls</b>	<b>580</b>	

Snohomish County's updated Inventory of Transportation Facilities and Services, 1992. Snohomish County Planning Department, with its electronic databases, contains additional information on state-owned and locally owned park-and-rides.

4. Ferry Terminals.

Snohomish County is the home of state-owned, ferry terminals located in the Cities of Edmonds and Mukilteo that carry vehicles and passengers on routes to the City of Kingston in Kitsap County and City of Clinton on Whidbey Island/Island County. Two jumbo ferries serve Edmonds with capacities of 200 plus vehicles and 2,000 plus passengers. Two regular ferries serve Mukilteo with capacities of 130 vehicles and 1,200 passengers. Table 8 presents information on the operating features of these two state-owned ferry terminals.

**Table 8**

**State-Owned Ferry Terminals  
within Snohomish County**

<b>Ferry Terminal</b>	<b>Operating Features</b>	<b>Vehicle Parking</b>	<b>Comments</b>
Edmonds/Kingston	Single slip w/ overhead passenger loading.	175	Served by jumbo ferries every 40-45 approximately minutes.
Mukilteo/Clinton	Single slip w/ vehicle deck passenger loading.	110	Served by regular ferries every 34 approximately minutes.

Snohomish County's updated Inventory of Transportation Facilities and Services, 1992. Snohomish County Planning Department, with its electronic databases, contains additional information on state-owned ferry terminals.



5. Summary.

This update of the Snohomish County's transportation facilities inventory, which includes more details on state-owned facilities, focuses mainly on details related to the state-owned highway system (i.e., highways of both regional and statewide significance). This is because the existing facilities and services inventory produced in 1992 (with ongoing updates) addresses all other GMA requirements related to inventorying. Highway level of service is also major part of the GMA inventory requirement and is presented separately within the following section.

**C. State-owned Highway Level of Service Objectives and Analysis**

The concept of level of service (LOS) uses qualitative and quantitative measures to describe operational conditions within a traffic stream on a given roadway or at an intersection. The levels of service are much like an academic grading system whereby LOS "A" represents the best condition and LOS "F" represents the worst condition. The six levels of service (A-F) are affected by travel speed; traffic volume compared to capacity, freedom to maneuver in traffic and stopped delay at signalized intersections where they exist. The following generalized descriptions are adapted from the Transportation Research Board, 1997. Special Report 209: Highway Capacity Manual, Third Edition, Washington D.C.

- LOS "A"  
*Represents a near free flow condition. Vehicles are unimpeded within the traffic stream and can be maneuvered easily. Stopped delay at signalized intersections is low, with most vehicles arriving at the intersection on a green phase and not stopping.*
- LOS "B"  
*Represents a stable flow condition. Vehicles are relatively unimpeded within the traffic stream and can be maneuvered with minor restrictions. Stopped delay at signalized intersections still low, with only some vehicles arriving at the intersections on a yellow-red phase and stopping.*
- LOS "C"  
*Represents a stable flow condition, but with a lower average travel speed. Vehicles are significantly impeded within the traffic stream and may be somewhat difficult to maneuver, particularly when changing lanes at mid-block locations. Stopped delay at signalized intersections is a significant with a moderate proportion of vehicles queuing at the intersections or arriving on a yellow-red phase and stopping.*
- LOS "D"  
*Represents an unstable flow condition where there can be significant delay and a lower average travel speed. Vehicles are increasingly impeded within the traffic stream and will be difficult to maneuver, particularly in changing lanes at mid-block*

*locations. Stopped delay at signalized intersections affects a large proportion of vehicles queuing at the intersections or arriving on a yellow-red phase and stopping. Some vehicles wait for two or more cycles before clearing intersections.*

- LOS "E"

*Represents an unstable flow condition where there can be significant delay. Vehicles are increasingly impeded within the traffic stream and will be very difficult to maneuver, particularly in changing lanes at mid-block locations. Stopped delay at signalized intersections affects most of the vehicles queuing at the intersections or arriving on a yellow-red phase and stopping. Many vehicles wait for two or more cycles before clearing intersections.*

- LOS "F"

*Represents a forced flow condition where there can be considerable delay and very low travel speeds. Vehicles are greatly impeded within the traffic stream and will be very difficult to maneuver when changing lanes at mid-block locations and at intersections. Stopped delay at signalized intersections is in excess of 60 seconds, with a large proportion of vehicles queuing at the intersections. Vehicular backups extend back from signalized intersections through unsignalized intersections with storage that is distributed throughout the arterial unit.*

While these generalized descriptions are relevant to the remainder of this section on level of service, more definitive applications of LOS are discussed herein.

#### 1. WSDOT Level of Service (LOS) Objectives for Highways of Statewide Significance

The Washington State Transportation Commission developed and published, in 1998, the State Highway System Plan 1999-2018. This plan is intended to address state highways as part of the overall state transportation system. The State Highway System Plan establishes a number of transportation service objectives including level of service criteria for highways of statewide significance (HSS). The highway LOS criteria, for urban and rural areas of the state, are intended to aid in programming state highway projects within the WSDOT's Six-Year Transportation Improvement Program (TIP).

The level of service objectives established by the State Highway Plan are divided into two categories, rural and urban. For rural areas, LOS "C" (uncongested conditions) is the service objective, while for urban areas the service objective is LOS "D" (mitigate congestion when peak period level of service falls below "LOS" D).

The rural and urban level of service objectives, as described above, are used to guide project programming decisions on highways of statewide significance. While inconsistencies exist between the county's rural/urban designations and the federal urban area designations, they do not appear to be presenting obstacles to effective state project programming.

2. WSDOT /Snohomish County Interlocal Agreement Level of Service Criteria

The WSDOT and Snohomish County entered into an interlocal agreement, in September of 1997, to improve the review and approval process for land developments, particularly as it pertains to mitigating impacts on state highways. The WSDOT agreed to review applications consistent with the county's 120-day process, and to analyze, document and make recommendations for needed mitigation. Snohomish County agreed to impose mitigation measures recommended by the WSDOT to the extent that the measures were reasonably related to the impact of proposed land development. Mitigation could be in the form of SEPA-based voluntary fee payments, improvements to state highway intersections or high accident locations (HAL), and/or other measures such as frontage improvements and right-of-way transfers.

Traffic impacts, from land development, on state highways and their mitigation are generally evaluated during the p.m. peak hour. Recommendations by WSDOT to the county, to mitigate traffic impacts, depend on whether a particular land development surpasses one of the following LOS thresholds:

- adds ten or more p.m. peak hour trips to a high accident location (HAL) identified by the WSDOT,
- adds ten or more p.m. peak hour trips to a state intersection that is operating at level of service "F" or worse,
- or generates 50 or more p.m. peak-hour vehicle trips which will cause a LOS "F" condition.

The WSDOT can request that a condition of development approval be a requirement that improvements to remedy the LOS "F" or HAL condition be completed and accepted by WSDOT. If land development will cause a LOS "F" condition at a state highway intersection, the WSDOT can request that it not be approved until the developer offers to fund or provide the intersection improvements needed to achieve LOS "E" or better. The WSDOT may designate intersections at ultimate capacity where LOS thresholds cannot be maintained without excessive expenditure of funds, or violation of design and operations standards. Other options, besides maintaining LOS thresholds, can be recommended by WSDOT in the form of reasonably related operations and safety improvements, or improvements to alternative routes. Where a LOS "F" intersection or HAL cannot be improved, the WSDOT would not object to land developments on the grounds that it impacts that particular intersection or location. Generally speaking, intersection operations at, or preferably above, LOS "E" is the objective the county is trying to maintain relative to state highways.

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### 3. Snohomish County Level of Service Analysis for Highways of Statewide Significance (HSS) And Highways of Regional Significance (HRS)

As discussed and presented earlier in this chapter (Table 8), there are a number of state highways that have been designated by the Washington State Transportation Commission as being of "statewide significance". These highways of statewide significance (HSS) are Interstate 5 and 405 and State Routes 2, 104, 522, 525, and 526 and part of SR-529. The term HSS means these highways are important to the movement of people, goods and services on a statewide basis and have beneficial effects on the welfare and economy of the state. Figure 8, later in this chapter identifies the HSS with bold borders.

Highways of non-statewide significance, or of "regional significance" as the county refers to them, have significant and beneficial effects mainly for the central Puget Sound region and Snohomish County.

Snohomish County has adopted level of service standards for arterial roads in rural and urban growth areas within the unincorporated county. For county roads these are LOS "C" for rural arterials and LOS "E" within urban growth areas (UGA). Level of service is measured and reported as an average along an arterial corridor. Sections of the county arterial roadway are called "arterial units" and are assigned "generalized" maximum service volumes for each level of service (A-E) based on design/functional class, pavement width, number of travel lanes and the presence of traffic signals. Existing and forecast traffic volumes are compared to the range of maximum service volumes for each arterial unit. This allows the county to determine at what LOS the arterial unit is currently operating or, for that matter, operating in the future.

Snohomish County will evaluate and monitor the impacts of growth and development on state highways, similar to the method used for county units, by measuring level of service on "highway units" representing sections of the various state highways. Accordingly, the county can compare existing and forecast traffic volumes to maximum service volumes, for a highway unit, in order to determine LOS. The service volume for LOS "E" is construed as the practical capacity of a state unit, thus a volume-to-capacity ratio can also be computed to determine how the highway unit is performing or how it may be impacted by land development in Snohomish County. This approach is compatible with Snohomish County's and WSDOT's interlocal agreement, but focuses on state highway units instead of just intersections.

The volume-to-capacity and level of service analysis, presented within Appendix B, gives the county an important technical input for determining a preferred staging of state highway projects to support the county's comprehensive land use plan. The analyses also allows the county to monitor and disclose the traffic impacts of county land development on state highways.

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The level of service analysis for state highway units is adapted from the Transportation Research Board, 1997. Special Report 209: Highway Capacity Manual, Third Edition, Washington D.C., and involves:

- establishing highway units for three types of facilities (freeways, urban routes and rural routes),
- computing “generalized” maximum service volumes (MSV) at LOS “E” for each of the three types of highway units for a peak hour of operation,
- preparing p.m. peak-hour traffic forecasts (4:30-5:30 p.m.), from regional daily trip tables provided by the Puget Sound Regional Council, for each identified highway unit for 1997, 2006, 2012 and 2020 (*the traffic forecasts are shown as an average range of vehicles that would likely use the arterial unit in both directions*), and
- calculating volume-to-capacity ratios from the state highway traffic forecasts and MSV’s to be used in determining a likely range for the level of service that would be experienced on the state highway unit.

Table 9 presents the volume-to-capacity ratios and a level of service (LOS) scale associated with each type of state highway unit. Relying on these v/c ratios, a level of service analysis was performed on the state highway units to determine the traffic impacts of the county’s land use policies as presented by the comprehensive plan.

**Table 9**  
**Level of Service and Volume-to-Capacity by**  
**State Highway Unit Type**

<b>LOS</b>	<b>Freeways (1)</b>	<b>Urban Routes (2)</b>	<b>Rural Routes (3)</b>
<b>A</b>	0.28	0.37	0.31
<b>B</b>	0.44	0.47	0.52
<b>C</b>	0.66	0.66	0.72
<b>D</b>	0.84	0.82	0.86
<b>E</b>	1.0	1.0	1.0
<b>F</b>	>1.0	>1.0	>1.0

(1) HCM 1997, page 3-11, Table 3-1, maximum v/c ratio, free-flow speed 65mph.  
 (2) County Technical Paper 3-18-99a, page 3, estimated v/c ratio.  
 (3) HCM 1997, page 7-8, Table 7-1, maximum v/c ratio, free-flow speed 55mph.

Appendix B contains data and information regarding travel forecasts, capacities and level of service. Specifically presented is an existing LOS range and a potential LOS range for each state highway unit for 2006, 2012 and 2020. Figure 9, within Appendix A, illustrates the various state highway units. The results of this analysis are used to recommend staging of specific state highway improvements as they would best support the county’s comprehensive plan and improve traffic flow on the state highway units, and importantly, the overall road network in Snohomish County. The staging of state highway projects is for consideration by,

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Snohomish County, Washington State and the Puget Sound Regional Council. Section "D" of this chapter discusses the staging of the state highway projects.

### **D. State Highway Improvements Supportive of Snohomish County's Comprehensive Plan.**

#### **1. State Highway System Improvements.**

Staging of state highway improvement projects is presented by Table 10 for three timeframes. These include 2001 through 2006, 2007 through 2012 and a post-2012 timeframe. The MSV associated with LOS "E" (capacity) is generally the threshold used to trigger consideration of a project within any of the three timeframes. However, this technical consideration of staging is tempered by whether a project:

- is recommended within the county's transportation element,
- is recommended within the PSRC's metropolitan transportation plan, and/or
- is recommended as a highway of statewide significance within the WSDOT's statewide plan.

In addition, whether a specific project completes an areawide or systemwide improvement is an important secondary consideration, particularly in coordinating the timing of two or more state projects.

Forty-four freeway, interchange and highway projects are identified by this amendment to Snohomish County's comprehensive plan. Seventeen are identified for the 2001 through 2006 timeframe, while another seventeen are identified for the 2007 to 2012 timeframe. There are about 10 additional projects presented and identified for the timeframe beyond 2012. Figure 8 illustrates the location and limits of the state highway improvement projects presented by Table 10. Widening, high-occupancy vehicle, new alignment and major upgrade projects are distinguished. Improved and new interchange projects are also illustrated.

#### **2. Staging of State Highway System Improvements.**

The staging presented by Table 10, for the most part, is consistent with the Washington State Transportation Plan (WTP) and Metropolitan Transportation Plan (MTP). Both of these plans are currently undergoing refinement and revision as part of planning efforts pursued by the WSDOT and Puget Sound Regional Council (PSRC). It is expected that the updates will be completed in late 2001. While there are minor inconsistencies with the WTP and MTP as they now exist, the County's Transportation Element will maintain compatibility with these plans until such time they are updated and final consistency can be achieved.

**Table 10**  
**State Highway Proposed Improvement Projects**

State Route	Begin Mile Post	End Mile Post	Project Length	Location	Improvement	Staging			
						2000-2006	2007	2007-2012	After 2012
US 2	0.00	2.71	2.71	I-5 to SR 204	Add EB and WB HOV lanes, and modify I-5 I/C		X		
US 2	2.71	8.80	6.09	SR-204 to 92nd Street SE	Widen to 4 Lanes, improve Bickford Road I/C & WB HOV at SR-204 I/C				X
US 2	14.25	16.12	1.87	SR 522 to Monroe City Limit (E)	Widen to 4 lanes) or Construct two lane bypass( new alignment)		X		
US 2	16.12	24.22	8.10	Monroe ECL to Sultan ECL	Widen to 4 lanes, median divided, no median in Sultan		X		
US 2	2.71	2.71	0.00	at SR 204	Interchange Improvements (WB ramps)		X		
US 2	14.25	14.25	0.00	at SR 522	Interchange Improvements		X		
I-5	189.30	192.22	2.92	112th Street to Broadway Off Ramp	Add NB and SB HOV Lanes	X			
I-5	192.22	194.34	2.12	Broadway Off Ramp to SR 2	Add NB and SB HOV Lanes	X			
I-5	194.34	199.58	5.24	SR 2 to SR 528	Add NB and SB HOV Lanes		X		
I-5	199.58	205.63	6.05	SR 528 to SR 531	Add NB and SB HOV Lanes			X	
I-5	205.63	208.71	3.08	SR 531 to SR 530	Widen to 8 Lanes (with HOV) and reconstruct I/C ramps				X
I-5	208.71	212.41	3.70	SR 530 to SR 532	Widen to 8 Lanes (with HOV)				X
I-5	181.59	181.59	0.00	at SR 524	Interchange Improvements	X			
I-5	194.34	194.34	0.00	at SR 2	Interchange Improvements	X			
I-5	186.49	186.49	0.00	128th Street SW	Improve interchange - WB to SB loop ramp w/ HOV bypass		X		
I-5	189.46	189.46	0.00	at SR 527/SR 526	HOV Freeway-to-Freeway Connection -SE Quadrant				X
I-5	205.63	205.63	0.00	at SR 531	Improve interchange and widen overpass to 5/6 lanes	X			

**X** = Under Construction

Table 10 (Continued)

State Highway Proposed Improvement Projects

State Route	Begin Mile Post	End Mile Post	Project Length	Location	Improvement	2000-2006	2007-2012	After 2012
SR 9	0.00	4.03	4.03	SR 522 to 176th SE	Widen to 5 lanes w/ access management		X	
SR 9	4.03	12.23	8.20	176th St. to SR 2	Widen to 4 lanes w/ access management			X
SR 9	12.23	17.49	5.26	SR 2 to SR 92	Widen to 5 Lanes		X	
SR 9	0.00	0.00	0.00	at SR 522	(See SR 522)			
SR 96	0.00	3.28	3.28	I-5 to Seattle Hill Road	Transit Enhancements		X	
SR 96	3.28			Seattle Hill Rd. to Sno. Cascade Dr.	Widen to 5 Lanes	X		
SR 96				Snohomish Cascade Dr. to SR 9	New Alignment (4/5 lanes) and connection to SR-9	X		
SR 99	43.50	43.71	0.21	SR-104 Vicinity	Construct 6/7 lane Transit/HOV lane connection between Shoreline and Lynnwood improvements	X		
SR 99	46.00	53.21	7.21	208th Street SW to Evergreen Way	Widen to 6/7 lanes for HOV w/ access management and signal coordination		X	
SR 99	46.84	46.84	0.00	at SR 525	(See SR 525)			
SR 104	24.50	25.13	0.63	Ferry Terminal to Pine Street	Align SR-104 to proposed ferry terminal location			X
SR 204	0.00	2.35	2.35	US 2 to SR 9	Widen to 4 Lanes, WB HOV		X	
SR 204	0.00	0.00	0.00	at US 2	(See US 2)			
I-405	26.73	30.30	3.57	SR 527 to I-5	Add HOV Lanes	X		

X = Under Construction



Table 10 (Continued)

State Highway Proposed Improvement Projects

State Route	Begin Mile Post	End Mile Post	Project Length	Location	Improvement	Staging		
						2000-2006	2007-2012	After 2012
SR 522	14.09	22.18	8.09	SR 9 to Snohomish River Bridge	Widen to 4 lane limited access freeway	X		
SR 522	22.18	24.68	2.50	Snohomish River Bridge to SR 2	Widen to 4 lane limited access freeway		X	
SR 522	24.68	24.68	0.00	at US 2	(See US 2)			
SR 522	14.09	14.09	0.00	at SR 9	Interchange Improvements		X	
SR 522	16.60	16.60	0.00	at SR 524/Paradise L.k. Rd.	Add New Interchange	X		
SR 522	18.60	18.60	0.00	at Echo Lake Road	Add New Interchange	X		
SR 524	5.29	9.50	4.21	I-5 to SR 527	Widen to 4/5 lanes in partnership w/ Lynnwood		X	
SR 524	9.50	14.68	5.18	SR 527 to SR 522	Widen to 3-5 lanes			X
SR 524	5.29	5.29	0.00	at I-5 Interchange	(See I-5)			
SR 525	0.00	2.72	2.72	I-5 to SR 99	Widen to 4 lane limited access freeway	X		
SR 525	0.00	2.72	2.72	I-5 to SR 99	Add HOV Lanes			X
SR 525	2.72	6.56	3.84	SR 99 to SR 526	Widen to 5 Lanes	X		
SR 525	2.77	2.77	0.00	at SR 99	Construct fully directional interchange	X		
SR 525	6.56	8.47	1.91	SR 526 to Multimodal Terminal	Connection to proposed ferry terminal (depends on location)			X
SR 526	0.00	4.52	4.52	SR 525 to I-5	Add Reversible HOV lane or HOV lane in each direction			X
SR 526	4.52	4.52	0.00	at I-5/SR 527 Interchange	(See I-5)			

X = Under Construction

Table 10 (Continued)

State Highway Proposed Improvement Projects

State Route	Begin Mile Post	End Mile Post	Project Length	Location	Improvement	Staging	
						2000-2006	2007-2012
SR 527	6.62	8.85	2.23	164th Street to I 12th Street	Widen to 3/5 Lanes	X	
SR 527	11.92	11.92	0.00	at I-5/SR 526 Interchange	(See I-5)		
SR 528	2.07	3.07	1.00	SR 529 to SR 9 -- (currently improvement of 83rd to 67th Avenue SE section is under construction)	Widen to 4 lanes with access management	X	X
SR 531	6.00	8.60	2.60	25th Ave. NE to SR-9	Widen to 5 Lanes		X
SR 531	6.27	6.44	0.17	at I-5	(See I-5)		

X = Under Construction

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## SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN

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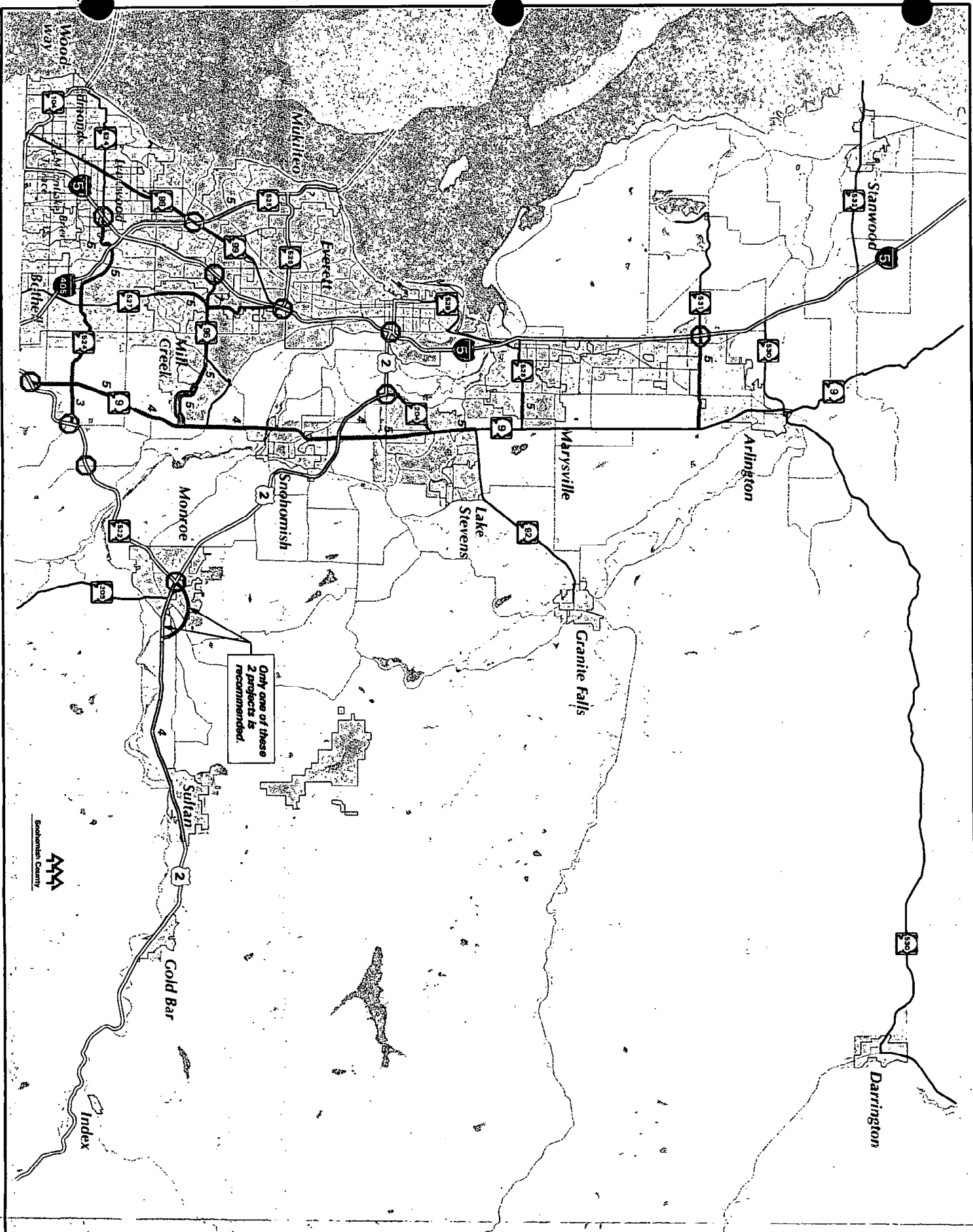
Importantly, the staging of state highway improvement projects within Table 10 is presented as that which would best support the land use and transportation elements of the county's comprehensive plan. The primary intent is to provide guidance to the Washington State Transportation Commission and Department of Transportation regarding the county's state highway needs. This guidance is not intended as a replacement for the State's project prioritization process, but as an important input that reflects local needs. With this in mind, the three stages of projects carry the following significance for the County's comprehensive plan:

- Stage 2000-2006 – identifies state highway projects of critical importance to the county with regard to serving planned land development over the next six years, while avoiding level of service and concurrency problems on city streets, county roads and at key intersections with state highways;
- Stage 2007-2012 – identifies projects needed to maintain the long-range adequacy of the system of streets, roadways and highways serving Snohomish County, as well as, consistency with the countywide planning policies and local comprehensive plans of Snohomish County; and
- Staging After 2012 – identifies projects which would enhance the broader transportation system's ability to adequately and safely serve the adopted local comprehensive plans and support community development goals and objects.

The Transportation Element of Snohomish County's GMA Comprehensive Plan acknowledged the importance of state highways to the movement of people, goods and services throughout this county and the Central Puget Sound region. State highways provide a continuous and long distance network of roadways serving the outermost reaches of the county, as well as, connecting urban and rural areas with the rest of the region. It will become increasingly difficult to maintain acceptable levels of service and adequate safety conditions on county and city arterials if levels of service deteriorate on state highways. Congestion and delay on state highways means longer travel times and delay on city and county arterials. Transit service and ridership will suffer if state highways are not improved and they become further congested.

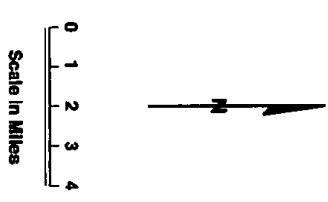
The County and the cities of Snohomish County will need to work diligently on coordinating and programming mutually beneficial improvement projects with the WSDOT. The information and plan amendments, contained within this state facilities subelement, represent one step towards better project coordination and the disclosure of land use impacts on state transportation facilities.

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**Figure 8**  
**State Highways**  
**Proposed**  
**Improvement Projects**  
**Western Snohomish County**

- Unincorporated Snohomish County
- Urban Growth Area
- Incorporated City
- Highway of State Significance (HSS)
- Ferry Route (HSS)
- Other Highway (State or Federal Non-HSS)
- Local Road
- Widening Project (Red number indicates to how many lanes)
- HOV Lane Addition
- New Road Alignment
- Upgrade to Four Lane Freeway
- Interchange Improvement
- New Interchange



Map by Snohomish County Department of Planning and Development Services, Cartography Section, I:\carto\trns\roads\hss\_imp\_00\_17.aml drt. Aug. 17, 2000. Revised 11-27-00.

**APPENDICES**



**APPENDIX A**

**State Highway Unit Inventory**



**SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN**

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**TRANSPORTATION ELEMENT AMENDMENTS  
DECEMBER 2006**

**Appendix A**

**State Highway Unit Inventory**

The summary information presented within Appendix A, for state highways located within Snohomish County, is organized around specifically selected sections of each state highway called "state highway units". The state highway units, as illustrated by Figure 9, generally have similar design features, number of lanes, operating characteristics and functional classification. The tabular information presented by this Appendix is an aggregation of technical information on each highway provided by the Office of Urban Mobility, Washington State Department of Transportation (WSDOT) in Seattle, Washington.

The original WSDOT data is summarized for the state highway units for ease of use and to serve as a planning tool to understand the design and operating features of proposed improvements to the various state highways. This method of organizing state highways also provides a basis for Snohomish County to gauge and report the current and future performance of the state highway units in terms of a generalized, but measurable level of service (see Appendix B State Highway Forecasts and Level of Service Analysis).

Presented for each state highway is a discrete unit that is identified in terms of its geographic limits, and beginning and ending mileposts. Federal functional classification of each highway unit is provided, as well as, whether the unit is part of a highway of statewide significance (HSS). The number of lanes in each direction, low and high posted speeds, the range of average daily traffic (ADT) and the mean vehicle miles of travel (VMT) are operating characteristics that round-out the description of each state highway unit.

Essentially, there are twenty state highways servicing greater Snohomish County that are viewed in terms of ninety-four highway units. Seven of the state highways are designated as being of statewide significance in terms of moving people, goods and services. This gives these highways a higher priority in terms of programming and funding improvements at the state level.

Chapter V, section B, on page 34 of this document, provides more information on the intent and uses of this state highway unit inventory.

**SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN**

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**TRANSPORTATION ELEMENT AMENDMENTS**  
**DECEMBER 2000**

Appendix A  
State Highway Unit Inventory

Unit	Milepost Location		Mile Post		Length	Federal Functional Class (FFC)	HSS(1)	# of Lanes				Legal Speed		AADT Range		Mean VMT
	Begin	End	Begin	End				S to N	N to S	W to E	E to W	Low	High	Low	High	
<b>SR - 2</b>																
201	I-5	SR 204	0.00	2.64	2.64	Urban Expressway-Freeway	Yes	2	2	55	55	59,587	59,587	157,310		
202	SR 204	Old SR 2	2.64	3.85	1.21	Urban Expressway-Freeway	Yes	2	2	55	55	24,844	29,387	32,810		
203	Old SR 2	SR 9	3.85	5.04	1.19	Urban Expressway-Freeway	Yes	1-2	1-2	55	55	19,667	19,667	26,484		
204	SR 9	92nd Street	5.04	8.80	3.76	Urb. & Rur. Principal Arterial	Yes	1	1-2	55	55	14,313	19,055	62,732		
205	92nd Street	SR 522	8.80	14.22	5.42	Rural Principal Arterial	Yes	1	1	55	55	21,960	24,213	124,858		
206	SR 522	City Limit Monroe (E)	14.22	16.12	1.90	Proposed Rural Princ. Arterial	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
207	SR 522	Old Owen Road	14.22	15.19	0.97	Rural Principal Arterial	Yes	2	2	35	45	25,341	36,139	28,828		
208	Old Owen Road	City Limit Monroe (E)	15.19	16.12	0.93	Rural Principal Arterial	Yes	1	1	35	55	23,301	24,483	19,279		
209	City Limit Monroe (E)	City Limit Sultan (E)	16.12	24.24	8.12	Rural Principal Arterial	Yes	1-2	1	50	55	16,977	22,750	114,520		
210	City Limit Sultan (E)	County Line	24.24	40.67	16.43	Rural Principal Arterial	Yes	1-2	1-2	35	60	5,457	17,296	186,916		
<b>I - 5</b>																
501	County Line (SR 104)	I-405	177.82	182.69	4.87	Urban Interstate	Yes	3	3	60	60	136,952	171,825	751,628		
502	I-405	164th Street SW	182.69	183.96	1.27	Urban Interstate	Yes	3	3	60	60	165,155	165,155	209,747		
503	164th Street SW	SR 96/128th Street SW	183.96	186.49	2.53	Urban Interstate	Yes	3	3	60	60	151,105	151,105	382,296		
504	SR 96/128th Street SW	SR 526	186.49	189.46	2.97	Urban Interstate	Yes	3	3-4	60	60	143,985	143,985	427,635		
505	SR 526	Broadway Off Ramp	189.46	192.22	2.76	Urban Interstate	Yes	4	4	60	60	155,869	155,869	430,198		
506	Broadway Off Ramp	US 2	192.22	194.34	2.12	Urban Interstate	Yes	3	3	60	60	122,574	144,810	283,427		
507	US 2	SR 528	194.34	199.00	4.66	Urban Interstate	Yes	3	3	60	60	102,615	122,574	524,690		
508	SR 528	116th Street NE	199.00	202.52	3.52	Rural Interstate	Yes	3	3	70	70	88,077	100,133	331,250		
509	116th Street NE	SR 531	202.52	206.12	3.60	Rural Interstate	Yes	3	3	70	70	83,724	83,724	301,406		
510	SR 531	SR 530	206.12	208.71	2.59	Rural Interstate	Yes	3	3	70	70	72,243	72,243	187,109		
511	SR 530	SR 532	208.71	212.73	4.02	Rural Interstate	Yes	3	3	70	70	59,558	62,643	245,624		
512	SR 532	County Line	212.73	217.71	4.98	Rural Interstate	Yes	3	3	70	70	50,446	50,815	252,140		
<b>SR - 9</b>																
901	SR 522	180TH Street SE	0.00	3.76	3.76	Rural Minor Arterial	No	1	1	45	45	19,767	20,870	76,398		
902	180TH Street SE	Lowell-Larimer Road	3.76	6.97	3.21	Rural Minor Arterial	No	1	2	55	55	17,193	18,826	57,810		
903	Lowell-Larimer Road	US 2	6.97	12.14	5.17	Rur. & Urb. Minor Arterial	No	1	1	55	55	15,923	21,391	96,457		
904	US 2	Hewitt Ave./20th St. SE	12.14	14.03	1.89	Urban Minor Arterial	No	1	1	55	55	19,200	19,200	36,288		
905	Hewitt Ave./20th St. SE	SR 204	14.03	15.76	1.73	Urban Minor Arterial	No	1	1	40	55	17,472	19,200	31,721		
906	SR 204	Lundeen Park Way	15.76	16.48	0.72	Urban Minor Arterial	No	2	2	40	55	23,783	23,783	17,124		
907	Lundeen Park Way	SR 92	16.48	17.49	1.01	Urban Minor Arterial	No	1	1	55	55	23,783	23,783	24,021		
908	SR 92	SR 528	17.49	19.26	1.77	Rural Minor Arterial	No	1	1	55	55	17,466	17,466	30,915		
909	SR 528	SR 531	19.26	26.05	6.79	Rural Minor Arterial	No	1	1	55	55	12,059	17,466	100,237		
910	SR 531	SR 530	26.05	29.46	3.41	Rural Minor Arterial	No	1	1	25	55	7,194	9,160	27,884		
911	SR 530	County Line	29.46	37.64	8.18	Rural Major Collector	No	1	1	25	55	2,511	4,140	27,203		
<b>SR - 92</b>																
9201	SR 9	147th Avenue NE	0.00	4.25	4.25	Rural Major Collector	No	1	1	55	55	11,117	13,280	51,844		
9202	147th Avenue NE	Granite Avenue	4.25	8.25	4.00	Rural Major Collector	No	1	1	40	55	11,117	11,223	44,680		
<b>SR - 96</b>																
9601	SR 5	Dumas Road	0.00	0.72	0.72	Urban Minor Arterial	No	2	2	35	45	37,760	37,760	27,187		
9602	Dumas Road	Seattle Hill Road	0.72	3.28	2.56	Urban Minor Arterial	No	2	2	45	45	21,462	25,212	59,743		
9603	Seattle Hill Road	E Lowell-Larimer Road	3.28	4.80	1.52	Urban Minor Arterial	No	1	1	35	35	14,378	14,378	21,855		
9604	E Lowell-Larimer Road	SR 9	4.80	6.75	1.95	Rural Minor Arterial	No	1	1	35	35	7,013	7,013	13,675		
9605	Seattle Hill Road	Snohomish Cascade Dr.	4.80			Proposed Rur. Minor Arterial	N/A	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
9606	Snohomish Cascade Drive	SR 9				Proposed Rur. Minor Arterial	N/A	n/a	n/a	n/a	n/a	n/a	n/a	n/a		

(1) Highway of Statewide Significance

Appendix A  
State Highway Unit Inventory

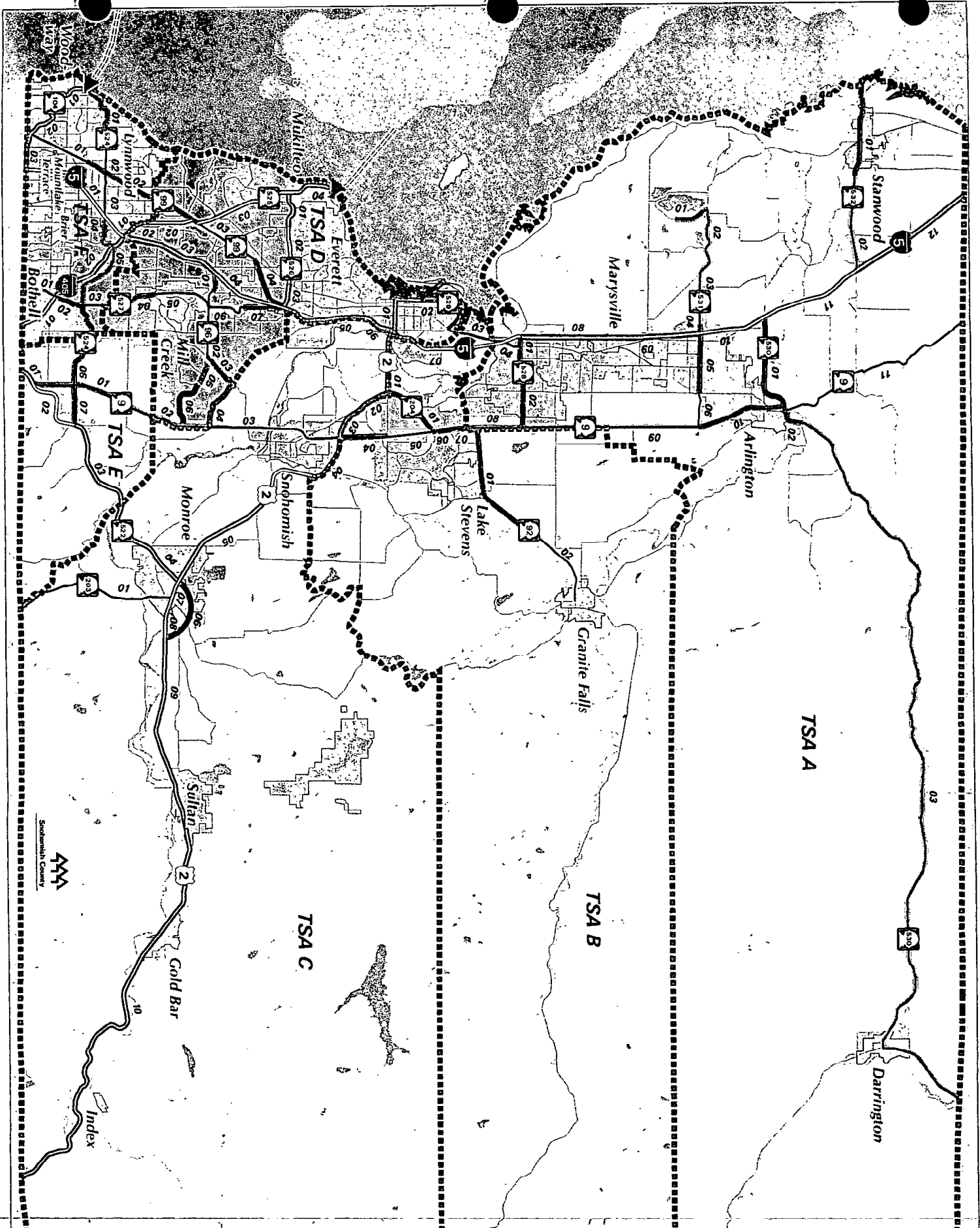
Unit	Milepost Location		Mile Post		Length	Federal Functional Class (FFC)	HSS(1)	# of Lanes				AADT Range		Mean VMT	
	Begin	End	Begin	End				S to N	N to S	W to E	E to W	Low	High		
<b>SR - 99</b>															
9901	County Line	208th Street SW	39.77	42.27	2.50	Urban Principal Arterial	No	2	2	2	45	45	30,178	37,782	75,445
9902	208th Street SW	SR 525	42.27	46.84	4.57	Urban Principal Arterial	No	2	2	2	45	50	34,986	42,372	176,763
9903	SR 525	Evergreen Way	46.84	49.48	2.64	Urban Principal Arterial	No	2	2	2	50	50	29,274	39,216	90,407
9904	Evergreen Way	SR 526/I-5	49.48	51.67	2.19	Urban Principal Arterial	No	3	3	3	35	40	32,070	36,045	74,586
<b>SR - 104</b>															
10401	Edmonds Ferry Terminal	SR 104/5th Street Merge	24.41	25.66	1.25	Urban Principal Arterial	Yes	2	2	2	25	40	6,093	12,619	11,695
10402	SR 104/5th Street Merge	Lake Ballinger Way	25.66	28.11	2.45	Urban Principal Arterial	Yes	2	2	2	35	40	18,285	24,494	52,404
10403	Lake Ballinger Way	I-5	28.11	29.20	1.09	Urban Principal Arterial	Yes	2	2	2	40	40	34,792	46,254	44,170
<b>SR - 203</b>															
20301	County Line	US 2	18.07	24.26	6.19	Rural Minor Arterial	No	1	1	1	25	55	7,131	10,734	55,292
<b>SR - 204</b>															
20401	US 2	SR 9	0.00	2.38	2.38	Urban Minor Arterial	No	1	1	1	35	55	21,736	23,933	54,346
<b>SR - 405</b>															
40501	County Line	SR 527	25.00	26.73	1.73	Urban Interstate	Yes	3	3	3	60	60	98,691	98,691	170,735
40502	SR 527	I-5/SR 525	26.73	30.30	3.57	Urban Interstate	Yes	2	2	2	60	60	89,001	89,001	317,734
<b>SR - 522</b>															
52201	County Line	SR 9	13.45	14.08	0.63	Urban Expressway-Freeway	Yes	2	2	2	55	55	35,214	35,214	22,185
52202	SR 9	Paradise Lake Rd./SR 524	14.08	16.60	2.52	Urban Expressway-Freeway	Yes	1	1-2	1-2	55	55	22,568	23,203	57,671
52203	Paradise Lake Rd./SR 524	164th Street SE	16.60	23.17	6.57	Rural Principal Arterial	Yes	1	1	1	55	55	21,492	21,492	141,202
52204	164th Street SE	US 2	23.17	24.68	1.51	Rural Principal Arterial	Yes	1	1	1	55	55	12,754	12,754	19,259
<b>SR - 524</b>															
52401	SR 104	Edm./Lyn. City Limits	0.00	2.67	2.67	Urban Principal Arterial	No	1	1	1	25	35	10,302	13,448	31,706
52402	Edm./Lyn. City Limits	SR 99	2.67	3.29	0.62	Urban Principal Arterial	No	2	2	2	35	35	19,521	19,521	12,103
52403	SR 99	I-5	3.68	5.41	1.73	Urban Principal Arterial	No	2	2	2	35	35	29,977	42,446	62,646
52404	I-5	24th Avenue W	5.41	6.00	0.59	Urban Minor Arterial	No	2	2	2	35	35	18,757	18,757	11,067
52405	24th Avenue W	SR 527	6.00	9.62	3.62	Urban Minor Arterial	No	1	1	1	35	0	13,726	16,655	54,990
52406	SR 527	SR 9	9.62	12.95	3.33	Urban Minor Arterial	No	1	1	1	35	35	8,843	15,104	39,872
52407	SR 9	SR 522	12.95	14.68	1.73	Rural Major Collector	No	1	1	1	35	35	6,934	6,934	11,996
<b>SR - 525</b>															
52501	SR 5/SR 405	Ash Way	0.00	0.54	0.54	Urban Expressway-Freeway	Yes	1	1	2	60	60	26,254	46,137	19,546
52502	Ash Way	SR 99	0.54	2.72	2.18	Urban Expressway-Freeway	Yes	1	1	1	60	60	34,719	34,719	75,687
52503	SR 99	SR 526	2.72	6.70	3.98	Urban Principal Arterial	Yes	1	1	1	35	40	23,066	31,155	107,900
52504	SR 526	Mukilleo Ferry Terminal	6.70	8.71	2.01	Urban Principal Arterial	Yes	1	1	1	25	35	9,074	20,343	29,564
<b>SR - 526</b>															
52601	SR 525	Airport Road	0.00	1.43	1.43	Urb. Exp.-Fwy./Princ. Art.	Yes	2-3	2	2	35	55	18,375	35,735	38,689
52602	Airport Road	Evergreen Road	1.43	3.54	2.11	Urban Expressway-Freeway	Yes	2	2-3	2-3	55	55	26,798	63,296	95,049
52603	Evergreen Road	I-5	3.54	4.52	0.98	Urban Expressway-Freeway	Yes	2	1-2	1-2	35	55	78,473	78,473	76,904

(1) Hierarchy of Statewide Significance












Appendix A  
State Highway Unit Inventory

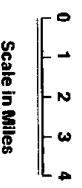
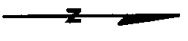
Unit	Milepost Location		Mile Post		Length	Federal Functional Class (FFC)	HSS(1)	# of Lanes				Legal Speed		AADT Range		Mean VMT
	Begin	End	Begin	End				S to N	N to S	W to E	E to W	Low	High	Low	High	
<b>SR - 527</b>																
52701	County Line		1.30	2.74	1.44	Urban Expressway-Freeway	No	1-3	1-2	45	45	16,570	41,808	42,032		
52702	SR 405		2.74	3.75	1.01	Urban Expressway-Freeway	No	2-3	2-3	45	45	34,350	44,879	40,011		
52703	SR 524		3.75	5.50	1.75	Urban Expressway-Freeway	No	2	2	45	45	27,601	31,897	52,061		
52704	180th Street SE		5.50	6.62	1.12	Urb. Exp.-Fwy./Princ. Arterial	No	2	2	40	45	25,389	25,389	28,436		
52705	164th Street SE		6.62	8.37	1.75	Urban Principal Arterial	No	1	1	35	45	20,115	20,115	35,201		
52706	Dumas Road		8.37	10.39	2.02	Urban Expressway-Freeway	No	1	1	35	35	14,421	23,279	38,077		
52707	112th Street SE		10.39	11.92	1.53	Urban Expressway-Freeway	No	2	2	35	35	24,862	39,917	49,556		
<b>SR - 528</b>																
52801	I-5		0.00	0.36	0.36	Urban Minor Arterial	No	1/2	2	25	25	22,772	27,499	9,049		
52802	SR 529		0.36	3.46	3.10	Urban Minor Arterial	No	1	1	25	35	10,932	10,932	33,889		
<b>SR - 529</b>																
52901	I-5		0.00	1.46	1.46	Urban Principal Arterial	Yes	2	2	25	30	6,473	17,823	17,736		
52902	W Marine View Drive		1.46	4.92	3.46	Urban Principal Arterial	No	2	2	30	35	6,583	7,771	24,832		
52903	Broadway Avenue		4.92	7.04	2.12	Urban Expressway-Freeway	No	2	2	45	55	24,613	24,983	52,572		
52904	I-5		7.04	7.88	0.84	Urban Principal Arterial	No	1	1	25	45	18,462	18,462	15,508		
<b>SR - 530</b>																
53001	I-5		0.00	3.84	3.84	Rural Minor Arterial	No	1	1	25	55	8,310	16,778	48,169		
53002	SR 9		3.84	4.99	1.15	Rural Minor Arterial	No	1	1	25	40	13,658	13,658	15,707		
53003	Arlington Heights Road		4.99	35.56	30.57	Rural Minor Arterial	No	1	1	30	55	3,779	11,313	230,681		
<b>SR - 531</b>																
53101	Wenber State Park		0.00	1.44	1.44	Rural Major Collector	No	1	1	35	35	4,259	4,259	6,133		
53102	Lakewood Road		1.44	4.07	2.63	Rural Major Collector	No	1	1	35	35	4,259	4,259	11,201		
53103	Forty Five Road		4.07	6.28	2.21	Rural Major Collector	No	1	1	25	35	8,295	12,571	23,057		
53104	25th Avenue NE		6.28	6.63	0.35	Rural Major Collector	No	2	2	35	35	29,657	29,657	10,380		
53105	Smokey Point Blvd.		6.63	8.60	1.97	Rural Major Collector	No	1	1	50	50	8,137	18,777	26,510		
53106	67th Avenue NE		8.60	9.88	1.28	Rural Major Collector	No	1	1	35	35	8,137	8,137	10,415		
<b>SR - 532</b>																
53201	County Line		2.91	6.45	3.54	Rural Major Collector	No	1	1	35	55	15,249	15,327	54,120		
53202	64th Avenue NW		6.45	10.09	3.64	Rural Major Collector	No	1	1	40	55	13,089	14,309	49,864		

(1) Highway of Statewide Significance



**Figure 9**  
**State Highway**  
**Units and Inventory**  
**Western Snohomish County**

-  Unincorporated Snohomish County
-  Urban Growth Area
-  Incorporated City
-  Highway of State Significance (HSS)
-  Ferry Route (HSS)
-  Other Highway (State or Federal Non-HSS)
-  Local Road
-  Highway Unit--Randomly shown as one of seven colors. Each color change represents a new highway unit.
-  TSA Boundary
-  Highway Units Label
-  Ferry Terminal



Map by Snohomish County Department of Planning and Development Services, Cartography Section, L:\carto\statedesign\stahss\fig09\_17.amt dkt Aug. 28, 2000. Revised 11-27-00.

**APPENDIX B**

**State Highway Forecasts and Level of Service Analysis**



**SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN**

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**TRANSPORTATION ELEMENT AMENDMENTS  
DECEMBER 2000**

**Appendix B**

**State Highway Forecasts and Level of Service Analysis**

The information presented in Appendix B is a summary of existing and forecast afternoon peak hour traffic volumes estimated for each of the state highway analysis units defined in this report. As detailed earlier, each state highway facility in Snohomish County was delineated into several smaller units, with an effort made to keep each unit consistent in terms of number of lanes, posted travel speeds, existing and potential future traffic levels, and where applicable, proposed WSDOT improvement project extents. These highway units, with their corresponding unit number and endpoint descriptions, are listed in the leftmost columns of Appendix B.

Next in the table is the project phasing information, which reflects the recommended time frame for an improvement project on that particular unit. Listed next to the project phasing is an estimate of peak hour vehicular capacity for each unit, referred to in the report as the Maximum Service Volume (MSV) for each roadway. The MSV is determined by the number of lanes, adjusted primarily by the following factors: directional split, number of traffic signals, substandard lane widths, and lack of adequate shoulders. Highway units impacted by a recommended improvement project will have a MSV increase reflected in the future year traffic analysis.

Following the project phasing and capacity information, Appendix B then presents the estimated and forecast future year peak hour traffic volumes for each highway unit in Snohomish County. Current year estimates were derived from existing count data drawn from a variety of sources, including the latest WSDOT Annual Traffic Report, databases provided by WSDOT staff, in-house traffic count results, and other actual traffic count data obtained from local jurisdictions, corridor studies, and development traffic studies.

Future year traffic estimates were developed using Snohomish County's in-house traffic model, which is maintained using current travel demand information provided by the Puget Sound Regional Council (PSRC). This ensures consistency both with regional forecasts of population and employment, and the county's adopted land use plan. Note that a range is presented for each traffic estimate, reflecting variability inherent both in estimating prevailing peak hour traffic conditions from a variety of sources, and forecasting traffic volumes on major state routes on a countywide basis.

The final columns in Appendix B use the traffic volumes and estimated MSV for each highway unit to develop a Volume to Capacity (V/C) Ratio for each time period, which can then be equated to a Level of Service (LOS) rating. In general, as the traffic volumes

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**SNOHOMISH COUNTY GMA COMPREHENSIVE PLAN**

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approach the theoretical capacity, represented by the 1.0 V/C ratio, the roadway LOS degrades along a scale from A to F, with V/C ratios in excess of 1.0 resulting in LOS F.

Again, the variability inherent in estimating existing and future year traffic volumes is shown by a range of forecast V/C ratios, with some LOS ranges developed as a result. The final LOS ratings were then used, along with current WSDOT and PSRC plans, to identify, phase, and evaluate a list of improvement projects on state highways that support the county's adopted comprehensive plan and land use element.

Appendix B  
State Highway Unit Level of Service Analysis  
BI-directional, P.M. Peak Hour Vehicles

Unit	From	To	Project Phasing	Capacity		PM Peak Hour Volumes				Estimated and Forecast Ranges				Volume-to-Capacity Ratio				Level of Service			
				Base	Project	1997	2006	2012	2020	1997	2006	2012	2020	1997	2006	2012	2020	1997	2006	2012	2020
<b>SR - 2</b>																					
201	I-5	SR 204	2012	6,000	9,000	4,931 - 5,451	5,769 - 6,310	6,095 - 6,737	6,397 - 7,071	0.82 - 0.91	0.95 - 1.05	0.68 - 0.75	0.71 - 0.79	D - E	F	D	D				
202	SR 204	Old SR 2	2020	6,000	9,000	2,038 - 2,252	2,361 - 2,609	2,547 - 2,815	2,709 - 2,985	0.34 - 0.38	0.39 - 0.44	0.43 - 0.47	0.30 - 0.33	B	B	B - C	B				
203	Old SR 2	SR 9	2020	3,170	6,000	1,632 - 1,804	1,831 - 2,023	1,953 - 2,159	2,052 - 2,281	0.47 - 0.52	0.52 - 0.57	0.58 - 0.64	0.33 - 0.36	C	C	C	B				
204	SR 9	92nd Street	2020	2,720	5,430	1,421 - 1,571	1,743 - 1,927	1,825 - 1,986	1,901 - 2,080	0.52 - 0.58	0.64 - 0.71	0.60 - 0.68	0.31 - 0.35	C	C	C	C				
205	92nd Street	SR 522	None	2,720	2,720	1,776 - 1,962	2,044 - 2,259	1,995 - 2,205	2,072 - 2,290	0.65 - 0.72	0.75 - 0.83	0.73 - 0.81	0.76 - 0.84	D	D	D	D				
206	SR 522	City Limit Monroe (E)	2012	-	2,720	na	na	1,856 - 2,052	2,081 - 2,300	na	na	na	0.77 - 0.85	n/a	n/a	n/a	n/a				
207	SR 522	Old Owen Road	None	2,650	2,650	1,954 - 2,160	2,492 - 2,754	1,480 - 1,636	1,558 - 1,722	0.74 - 0.82	0.94 - 1.04	0.68 - 0.75	0.77 - 0.85	D	E - F	C	C				
208	Old Owen Road	City Limit Monroe (E)	None	2,720	2,720	1,828 - 2,020	2,453 - 2,711	1,135 - 1,255	1,274 - 1,408	0.67 - 0.74	0.90 - 1.00	0.42 - 0.46	0.47 - 0.52	C - D	E	B	B				
209	City Limit Monroe (E)	City Limit Sultan (E)	2012	2,380	4,720	1,544 - 1,706	2,169 - 2,397	2,708 - 2,993	3,069 - 3,393	0.65 - 0.72	0.91 - 1.01	0.57 - 0.63	0.65 - 0.72	C	E - F	C	C				
<b>I - 5</b>																					
501	County Line (SR 104)	I-405	None	9,000	9,000	11,794 - 13,036	12,544 - 13,865	13,184 - 14,571	13,210 - 14,601	1.31 - 1.45	1.39 - 1.54	1.47 - 1.62	1.47 - 1.62	F	F	F	F				
502	I-405	164th Street SW	None	9,000	9,000	11,907 - 13,161	13,258 - 14,654	14,199 - 15,693	14,568 - 16,102	1.32 - 1.46	1.47 - 1.63	1.58 - 1.74	1.62 - 1.79	F	F	F	F				
503	164th Street SW	SR 96/128th Street SW	None	9,000	9,000	11,137 - 12,309	11,788 - 13,028	12,831 - 14,181	13,591 - 15,021	1.24 - 1.37	1.31 - 1.45	1.43 - 1.58	1.51 - 1.67	F	F	F	F				
504	SR 96/128th Street SW	SR 526	None	9,000	9,000	11,147 - 12,321	12,037 - 13,304	14,729 - 16,279	15,145 - 16,739	1.24 - 1.37	1.34 - 1.48	1.64 - 1.81	1.68 - 1.86	F	F	F	F				
505	SR 526	Broadway Off Ramp	2006	12,000	15,000	11,847 - 13,094	13,132 - 14,514	16,262 - 17,874	16,695 - 18,441	0.99 - 1.09	0.88 - 0.97	1.08 - 1.20	1.11 - 1.23	E - F	E	F	F				
506	Broadway Off Ramp	US 2	2006	9,000	12,000	11,334 - 12,527	12,375 - 13,677	15,301 - 16,912	16,244 - 17,954	1.26 - 1.39	1.03 - 1.14	1.28 - 1.41	1.35 - 1.50	F	F	F	F				
507	US 2	SR 528	2012	9,000	12,000	8,570 - 9,472	9,965 - 11,014	12,924 - 14,284	13,510 - 14,932	0.95 - 1.05	1.11 - 1.22	1.08 - 1.19	1.13 - 1.24	F	F	F	F				
508	SR 528	116th Street NE	2020	9,000	12,000	7,230 - 7,951	8,444 - 9,333	10,911 - 12,059	11,647 - 12,873	0.80 - 0.89	0.94 - 1.04	1.21 - 1.34	0.97 - 1.07	E - F	F	F	F				
509	116th Street NE	SR 531	2020	9,000	12,000	6,283 - 6,945	7,410 - 8,190	9,691 - 10,711	10,382 - 11,474	0.70 - 0.77	0.82 - 0.91	1.08 - 1.19	0.87 - 0.96	D	E	F	E				
510	SR 531	SR 530	2020	9,000	12,000	5,483 - 6,039	6,661 - 7,589	8,450 - 9,340	9,158 - 10,120	0.61 - 0.67	0.76 - 0.84	0.94 - 1.04	0.76 - 0.84	C - D	E	E - F	D - E				
511	SR 530	SR 532	None	9,000	9,000	4,788 - 5,303	6,093 - 6,735	7,716 - 8,528	8,478 - 9,368	0.53 - 0.59	0.68 - 0.75	0.86 - 0.95	0.84 - 1.04	C	D	E	E - F				
512	SR 532	County Line	None	9,000	9,000	3,833 - 4,237	5,081 - 5,584	6,584 - 7,255	7,328 - 8,097	0.43 - 0.47	0.58 - 0.62	0.73 - 0.81	0.81 - 0.90	B - C	C	D	D - E				
<b>SR - 9</b>																					
901	SR 522	180TH Street SE	2012	1,880	5,430	1,319 - 1,457	1,834 - 2,021	2,424 - 2,879	2,766 - 3,057	0.70 - 0.78	0.88 - 1.08	0.45 - 0.49	0.51 - 0.56	C - D	E - F	B	B - C				
902	180TH Street SE	Lowell-Larimer Road	2020	2,720	5,440	1,454 - 1,607	2,018 - 2,230	2,677 - 2,959	3,003 - 3,319	0.54 - 0.59	0.74 - 0.82	0.96 - 1.09	0.55 - 0.61	C	D - E	E - F	C				
903	Lowell-Larimer Road	US 2	2020	2,720	5,440	1,282 - 1,428	1,719 - 1,900	2,074 - 2,292	2,546 - 2,814	0.48 - 0.53	0.63 - 0.70	0.76 - 0.84	0.47 - 0.52	C	C - D	D - E	B - C				
904	US 2	Hewitt Ave./20th St. SE	2012	1,880	4,400	1,196 - 1,322	1,519 - 1,679	1,589 - 1,756	2,078 - 2,295	0.64 - 0.70	0.81 - 0.89	0.36 - 0.40	0.47 - 0.52	C - D	D - E	A - B	C				
905	Hewitt Ave./20th St. SE	SR 204	2012	1,880	4,400	1,313 - 1,451	2,189 - 2,420	2,054 - 2,271	2,348 - 2,595	0.70 - 0.77	1.16 - 1.29	0.47 - 0.52	0.53 - 0.59	D	F	B - C	C				
906	SR 204	Lundeen Park Way	None	3,980	3,980	1,823 - 2,015	3,182 - 3,516	2,702 - 2,986	2,982 - 3,298	0.48 - 0.51	0.80 - 0.88	0.88 - 0.75	0.75 - 0.83	B - C	D - E	D	D - E				
907	Lundeen Park Way	SR 92	2012	1,820	3,900	1,670 - 1,848	2,095 - 2,315	2,372 - 2,622	2,625 - 2,902	1.03 - 1.14	1.29 - 1.43	0.82 - 0.69	0.69 - 0.76	F	F	C - D	D				
908	SR 92	SR 528	None	2,720	2,720	1,340 - 1,481	1,874 - 2,072	1,859 - 2,065	2,031 - 2,244	0.49 - 0.54	0.69 - 0.78	0.88 - 0.76	0.75 - 0.83	B - C	C - D	C - D	D				
909	SR 528	SR 531	None	2,720	2,720	863 - 1,065	1,421 - 1,488	1,421 - 1,488	1,597 - 1,766	0.35 - 0.39	0.50 - 0.55	0.52 - 0.58	0.59 - 0.65	B - C	C	C	C				
910	SR 531	SR 530	None	2,720	2,720	693 - 785	1,074 - 1,187	1,198 - 1,325	1,428 - 1,578	0.28 - 0.28	0.40 - 0.44	0.44 - 0.48	0.53 - 0.58	A	B	B	C				
911	SR 530	County Line	None	2,720	2,720	371 - 410	533 - 586	607 - 671	890 - 984	0.14 - 0.15	0.20 - 0.22	0.22 - 0.25	0.33 - 0.36	A	A	A	A				
<b>SR - 92</b>																					
9201	SR 9	147th Avenue NE	None	2,720	2,720	1,078 - 1,192	1,210 - 1,337	1,321 - 1,460	1,406 - 1,554	0.40 - 0.44	0.45 - 0.49	0.49 - 0.54	0.52 - 0.57	B	B - C	C	C				
9202	147th Avenue NE	Granite Avenue	None	2,720	2,720	824 - 1,022	1,084 - 1,198	1,048 - 1,156	1,061 - 1,173	0.34 - 0.38	0.40 - 0.44	0.39 - 0.43	0.39 - 0.43	A - B	B	B	B				
<b>SR - 96</b>																					
9601	SR 5	Dumas Road	None	3,720	3,720	3,128 - 3,458	3,750 - 4,144	4,304 - 4,758	4,377 - 4,837	0.84 - 0.93	1.01 - 1.11	1.16 - 1.28	1.18 - 1.30	E	F	F	F				
9602	Dumas Road	Seattle Hill Road	None	3,720	3,720	2,188 - 2,430	2,565 - 2,834	3,077 - 3,401	3,232 - 3,572	0.59 - 0.65	0.69 - 0.78	0.83 - 0.91	0.87 - 0.96	C	D	E	E				
9603	Seattle Hill Road	E Lowell-Larimer Road	None	1,880	1,880	950 - 1,050	1,340 - 1,481	715 - 790	895 - 989	0.51 - 0.56	0.71 - 0.79	0.38 - 0.42	0.48 - 0.53	C	D	B	C				
9604	E Lowell-Larimer Road	SR 9	None	1,880	1,880	353 - 391	688 - 772	403 - 445	525 - 580	0.19 - 0.21	0.37 - 0.41	0.21 - 0.24	0.28 - 0.31	A	B	A	A				

Appendix B  
State Highway Unit Level of Service Analysis  
BI-directional, P.M. Peak Hour Vehicles

Unit	From	To	Project Phasing	Capacity		Estimated and Forecast Ranges										Level of Service				
				Base	Project	PM Peak Hour Volumes		Volume-to-Capacity Ratio		1997		2005		2012		2020		1997	2006	2012
						1997	2006	2012	2020	1997	2005	2012	2020	2006	2012	2020	2006	2012	2020	2020
9605	Seattle Hill Road	Snohomish Cascade Dr.	2006	1,790	4,400	1,188 - 1,313	1,948 - 2,153	1,850 - 1,923	1,861 - 2,056	0.66 - 0.73	0.44 - 0.49	0.38 - 0.41	0.42 - 0.47	0.66 - 0.73	0.44 - 0.49	0.38 - 0.41	D	B - C	B	B
9606	Snohomish Cascade Drive	SR 9	2006	-	4,400	na	na	1,103 - 1,220	1,318 - 1,456	na	na	0.25 - 0.28	0.30 - 0.33	na	na	0.25 - 0.28	na	na	na	A
<b>SR - 99</b>																				
9901	County Line	208th Street SW	None	3,800	5,760	2,535 - 2,801	2,859 - 3,281	3,640 - 4,023	3,905 - 4,317	0.67 - 0.74	0.78 - 0.86	0.88 - 1.06	0.88 - 0.75	0.67 - 0.74	0.78 - 0.86	0.88 - 1.06	D	D - E	E - F	D
9902	208th Street SW	SR 525	2012	3,720	5,760	2,671 - 2,953	3,018 - 3,335	3,963 - 4,390	4,380 - 4,841	0.72 - 0.78	0.81 - 0.90	0.89 - 0.76	0.76 - 0.84	0.72 - 0.78	0.81 - 0.90	0.89 - 0.76	D	D - E	D	D - E
9903	SR 525	Evergreen Way	2012	3,800	5,760	2,674 - 2,958	3,102 - 3,429	4,775 - 5,278	5,455 - 6,029	0.70 - 0.78	0.82 - 0.90	0.83 - 0.92	0.95 - 1.05	0.70 - 0.78	0.82 - 0.90	0.83 - 0.92	D	D - E	E	E - F
9904	Evergreen Way	SR 526/1-5	None	5,630	5,630	2,590 - 2,882	3,316 - 3,665	3,780 - 4,178	3,871 - 4,278	0.48 - 0.51	0.59 - 0.65	0.67 - 0.74	0.69 - 0.76	0.48 - 0.51	0.59 - 0.65	0.67 - 0.74	B - C	C	D	D
<b>SR - 104</b>																				
10401	Edmonds Ferry Terminal	SR 104/5th Street Merge	None	4,180	4,180	746 - 824	863 - 953	885 - 979	954 - 1,054	0.18 - 0.20	0.21 - 0.23	0.21 - 0.23	0.23 - 0.25	0.18 - 0.20	0.21 - 0.23	0.21 - 0.23	A	A	A	A
10402	SR 104/5th Street Merge	Lake Ballinger Way	None	3,800	3,800	1,890 - 1,868	1,902 - 2,103	1,919 - 2,121	1,994 - 2,204	0.45 - 0.49	0.50 - 0.55	0.51 - 0.56	0.53 - 0.58	0.45 - 0.49	0.50 - 0.55	0.51 - 0.56	B - C	C	C	C
10403	Lake Ballinger Way	I-5	None	3,720	3,720	2,965 - 3,277	3,253 - 3,595	3,470 - 3,835	3,519 - 3,890	0.80 - 0.88	0.87 - 0.97	0.93 - 1.03	0.95 - 1.05	0.80 - 0.88	0.87 - 0.97	0.93 - 1.03	D - E	E	E - F	E - F
<b>SR - 203</b>																				
20301	County Line	US 2	None	2,380	2,380	784 - 866	1,175 - 1,298	1,181 - 1,306	1,248 - 1,377	0.33 - 0.36	0.49 - 0.55	0.50 - 0.55	0.52 - 0.58	0.33 - 0.36	0.49 - 0.55	0.50 - 0.55	B	B - C	B - C	C
<b>SR - 204</b>																				
20401	US 2	SR 9	2012	2,380	4,780	1,842 - 2,036	2,401 - 2,653	2,390 - 2,642	2,480 - 2,741	0.77 - 0.85	1.01 - 1.11	0.50 - 0.55	0.52 - 0.57	0.77 - 0.85	1.01 - 1.11	0.50 - 0.55	D - E	F	C	C
<b>SR - 405</b>																				
40501	County Line	SR 527	None	9,000	9,000	6,767 - 7,478	7,458 - 8,243	10,224 - 11,300	11,100 - 12,268	0.75 - 0.83	0.83 - 0.92	1.14 - 1.28	1.23 - 1.38	0.75 - 0.83	0.83 - 0.92	1.14 - 1.28	D	D - E	F	F
40502	SR 527	I-5/ SR 525	2006	6,000	9,000	7,201 - 7,859	7,948 - 8,672	10,506 - 11,612	11,201 - 12,381	1.20 - 1.33	0.87 - 0.96	1.17 - 1.29	1.25 - 1.38	1.20 - 1.33	0.87 - 0.96	1.17 - 1.29	F	E	F	F
<b>SR - 522</b>																				
52201	County Line	SR 9	None	6,000	6,000	2,763 - 3,087	3,984 - 4,404	4,590 - 5,074	5,353 - 5,917	0.47 - 0.52	0.68 - 0.73	0.77 - 0.85	0.89 - 0.99	0.47 - 0.52	0.68 - 0.73	0.77 - 0.85	C	D	D - E	E
52202	SR 9	Paradise Lake Rd/ SR 524	2006	3,170	6,000	1,800 - 1,990	2,461 - 2,721	3,037 - 3,357	3,394 - 3,752	0.57 - 0.63	0.41 - 0.45	0.51 - 0.56	0.57 - 0.63	0.57 - 0.63	0.41 - 0.45	0.51 - 0.56	C	B - C	C	C
52203	Paradise Lake Rd/ SR 524	184th Street SE	2006	2,380	5,430	1,494 - 1,652	2,108 - 2,330	2,898 - 3,203	3,188 - 3,521	0.63 - 0.69	0.39 - 0.43	0.53 - 0.59	0.59 - 0.65	0.63 - 0.69	0.39 - 0.43	0.53 - 0.59	C	B	C	C
52204	184th Street SE	US 2	2012	2,380	5,430	870 - 1,072	1,342 - 1,484	2,214 - 2,447	2,548 - 2,816	0.41 - 0.45	0.56 - 0.62	0.41 - 0.45	0.47 - 0.52	0.41 - 0.45	0.56 - 0.62	0.41 - 0.45	B	C	B	B
<b>SR - 524</b>																				
52401	SR 104	Edm./Lyn. City Limits	None	1,620	1,620	1,133 - 1,253	1,259 - 1,391	1,317 - 1,455	1,443 - 1,595	0.70 - 0.77	0.78 - 0.86	0.81 - 0.90	0.89 - 0.99	0.70 - 0.77	0.78 - 0.86	0.81 - 0.90	D	D - E	D - E	E
52402	Edm./Lyn. City Limits	SR 99	None	2,930	2,930	1,724 - 1,906	1,860 - 2,056	2,004 - 2,215	2,189 - 2,419	0.59 - 0.65	0.64 - 0.70	0.69 - 0.76	0.75 - 0.83	0.59 - 0.65	0.64 - 0.70	0.69 - 0.76	C	C - D	D	D - E
52403	SR 99	I-5	None	2,930	2,930	2,745 - 3,033	3,011 - 3,328	3,025 - 3,344	3,187 - 3,522	0.84 - 1.04	1.03 - 1.14	1.03 - 1.14	1.09 - 1.20	0.84 - 1.04	1.03 - 1.14	1.03 - 1.14	E - F	F	F	F
52404	I-5	24th Avenue W	None	2,930	2,930	1,458 - 1,612	1,674 - 1,877	2,476 - 2,737	2,824 - 3,121	0.50 - 0.55	0.64 - 0.71	0.65 - 0.93	0.96 - 1.07	0.50 - 0.55	0.64 - 0.71	0.65 - 0.93	C	C - D	E	E - F
52405	24th Avenue W	SR 527	2012	1,780	4,180	1,202 - 1,328	1,696 - 1,877	2,330 - 2,575	2,538 - 2,806	0.68 - 0.75	0.95 - 1.05	0.58 - 0.62	0.61 - 0.67	0.68 - 0.75	0.95 - 1.05	0.58 - 0.62	D	E - F	C	C - D
52406	SR 527	SR 9	2020	1,780	4,180	1,077 - 1,191	1,440 - 1,581	1,451 - 1,603	1,550 - 1,714	0.81 - 0.87	0.81 - 0.89	0.82 - 0.90	0.87 - 0.91	0.81 - 0.87	0.81 - 0.89	0.82 - 0.90	C - D	D - E	D - E	B
52407	SR 9	SR 522	2020	1,780	4,180	703 - 777	882 - 988	856 - 1,056	1,214 - 1,342	0.40 - 0.44	0.50 - 0.55	0.54 - 0.59	0.29 - 0.32	0.40 - 0.44	0.50 - 0.55	0.54 - 0.59	B	C	C	A
<b>SR - 525</b>																				
52501	SR 5/ SR 405	Ash Way	2006	3,170	6,000	3,419 - 3,778	3,670 - 4,278	5,898 - 6,518	6,571 - 7,263	1.08 - 1.19	0.65 - 0.71	0.98 - 1.09	1.10 - 1.21	1.08 - 1.19	0.65 - 0.71	0.98 - 1.09	F	C - D	E - F	F
52502	Ash Way	SR 99	2006	3,170	6,000	2,789 - 3,083	3,178 - 3,512	5,197 - 5,744	5,766 - 6,372	0.88 - 0.97	0.53 - 0.59	0.87 - 0.96	0.96 - 1.06	0.88 - 0.97	0.53 - 0.59	0.87 - 0.96	E	C	E	E - F
52503	SR 99	SR 526	2006	1,620	3,800	1,896 - 2,098	2,365 - 2,614	3,178 - 3,512	3,451 - 3,814	1.17 - 1.29	0.62 - 0.69	0.84 - 0.92	0.91 - 1.00	1.17 - 1.29	0.62 - 0.69	0.84 - 0.92	F	C - D	E	E - F
52504	SR 526	Mukiteo Ferry Terminal	None	1,780	1,780	1,397 - 1,544	1,886 - 2,085	2,272 - 2,511	2,667 - 2,948	0.79 - 0.87	1.08 - 1.17	1.28 - 1.41	1.50 - 1.66	0.79 - 0.87	1.08 - 1.17	1.28 - 1.41	D - E	F	F	F
<b>SR - 526</b>																				
52601	SR 525	Airport Road	2020	3,720	4,500	1,587 - 1,755	2,022 - 2,235	2,282 - 2,522	2,580 - 2,863	0.43 - 0.47	0.54 - 0.60	0.61 - 0.68	0.58 - 0.64	0.43 - 0.47	0.54 - 0.60	0.61 - 0.68	B - C	C	C - D	C
52602	Airport Road	Evergreen Road	2020	6,000	9,000	3,392 - 3,750	3,983 - 4,371	3,958 - 4,374	4,165 - 4,603	0.57 - 0.63	0.60 - 0.66	0.66 - 0.73	0.46 - 0.51	0.57 - 0.63	0.60 - 0.66	0.66 - 0.73	C	C - D	D	C
52603	Evergreen Road	I-5	2020	6,000	9,000	5,307 - 5,965	5,545 - 6,129	6,364 - 7,034	6,828 - 7,327	0.89 - 0.98	0.92 - 1.02	1.08 - 1.17	0.74 - 0.81	0.89 - 0.98	0.92 - 1.02	1.08 - 1.17	E	E - F	F	D

Appendix B  
State Highway Unit Level of Service Analysis  
Bi-directional, P.M. Peak Hour Vehicles

Unit	From	To	Project Phasing	Capacity		Estimated and Forecast Ranges										Level of Service	
				Base	Project	PM Peak Hour Volumes					Volume-to-Capacity Ratio						
				1997	2006	2012	2020	1997	2006	2012	2020	1997	2006	2012	2020		
<b>SR - 527</b>																	
52701	County Line	SR 405	None	1,580	1,580	2,185 - 2,393	2,268 - 2,506	2,382 - 2,632	1,10 - 1,21	1,37 - 1,52	1,44 - 1,59	1,51 - 1,67	F	F	F	F	F
52702	SR 405	SR 524	None	3,870	3,870	3,252 - 3,594	3,612 - 3,892	3,880 - 4,268	0.89 - 0.98	1.07 - 1.18	0.88 - 1.09	1.05 - 1.16	E	F	E	F	F
52703	SR 524	180th Street SE	None	3,980	3,980	2,546 - 2,814	3,308 - 3,657	3,430 - 3,781	0.84 - 0.71	0.83 - 0.92	0.88 - 0.95	0.89 - 0.99	C-D	E	E	E	E
52704	180th Street SE	164th Street SE	None	4,180	4,180	2,375 - 2,635	3,209 - 3,547	3,404 - 3,763	0.57 - 0.63	0.77 - 0.85	0.77 - 0.85	0.81 - 0.90	C	D-E	D-E	D-E	D-E
52705	164th Street SE	Dumas Road	2006	1,620	3,800	2,449 - 2,707	2,789 - 3,094	3,090 - 3,415	1.09 - 1.20	0.84 - 0.71	0.74 - 0.81	0.81 - 0.90	F	C-D	D	D-E	D-E
52706	Dumas Road	112th Street SE	2006	1,580	3,720	1,559 - 1,723	2,074 - 2,293	2,325 - 2,570	0.89 - 1.09	0.56 - 0.82	0.63 - 0.89	0.87 - 0.74	E-F	C	C-D	D	D
52707	112th Street SE	I-5	None	3,720	3,720	2,554 - 2,822	3,610 - 3,890	3,766 - 4,162	0.88 - 0.76	0.96 - 1.06	0.87 - 1.07	1.01 - 1.12	D	E-F	E-F	F	F
<b>SR - 528</b>																	
52801	I-5	SR 529	None	2,930	2,930	1,961 - 1,827	2,137 - 2,362	2,186 - 2,417	0.56 - 0.62	0.87 - 0.74	0.73 - 0.81	0.75 - 0.83	C	D	D	D	D-E
52802	SR 529	SR 9	2012	1,720	3,890	1,267 - 1,481	1,374 - 1,519	1,464 - 1,618	0.74 - 0.82	0.81 - 0.80	0.84 - 0.88	0.87 - 0.41	D	D-E	A-B	A-B	A-B
<b>SR - 529</b>																	
52901	I-5	W Marine View Drive	None	3,870	3,870	901 - 895	1,488 - 1,645	1,833 - 2,026	1,958 - 2,182	0.25 - 0.27	0.41 - 0.45	0.50 - 0.55	0.53 - 0.59	A	B	C	C
52902	W Marine View Drive	Broadway Avenue	None	3,800	3,800	555 - 613	702 - 775	754 - 833	928 - 1,025	0.15 - 0.16	0.19 - 0.20	0.20 - 0.22	0.24 - 0.27	A	A	A	A
52903	Broadway Avenue	I-5	None	3,520	3,520	2,044 - 2,260	2,720 - 3,006	2,589 - 2,861	2,658 - 2,938	0.58 - 0.64	0.77 - 0.85	0.74 - 0.81	0.78 - 0.84	C	D-E	D	D-E
52904	I-5	SR 528	None	1,620	1,620	1,484 - 1,640	1,949 - 2,154	2,015 - 2,227	0.92 - 1.01	1.23 - 1.36	1.20 - 1.33	1.24 - 1.38	E-F	F	F	F	F
<b>SR - 530</b>																	
53001	I-5	SR 9	None	2,380	2,380	1,177 - 1,301	1,232 - 1,362	1,492 - 1,650	1,739 - 1,923	0.50 - 0.55	0.52 - 0.57	0.63 - 0.69	0.73 - 0.81	B-C	B-C	C	D
53002	SR 9	Arlington Heights Road	None	2,720	2,720	1,051 - 1,161	1,142 - 1,262	1,221 - 1,349	1,368 - 1,512	0.39 - 0.43	0.42 - 0.46	0.45 - 0.50	0.50 - 0.56	B	B	B	B-C
53003	Arlington Heights Road	County Line	None	2,380	2,380	483 - 533	648 - 716	661 - 731	817 - 903	0.20 - 0.22	0.27 - 0.30	0.28 - 0.31	0.34 - 0.38	A	A	A	B
<b>SR - 531</b>																	
53101	Wenberg State Park	Lakewood Road	None	2,380	2,380	143 - 158	171 - 189	193 - 213	201 - 223	0.06 - 0.07	0.07 - 0.08	0.08 - 0.09	0.08 - 0.09	A	A	A	A
53102	Lakewood Road	Forty Five Road	None	2,380	2,380	485 - 536	664 - 734	683 - 766	924 - 1,021	0.20 - 0.23	0.28 - 0.31	0.29 - 0.32	0.39 - 0.43	A	A	A-B	B
53103	Forty Five Road	25th Avenue NE	None	2,380	2,380	847 - 937	932 - 1,030	1,108 - 1,225	1,188 - 1,313	0.36 - 0.39	0.39 - 0.43	0.47 - 0.52	0.50 - 0.55	B	B	B	B-C
53104	25th Avenue NE	Smokley Point Blvd.	None	4,430	4,430	2,333 - 2,579	2,803 - 2,877	2,569 - 2,840	2,597 - 2,871	0.53 - 0.58	0.59 - 0.65	0.58 - 0.64	0.59 - 0.65	C	C	C	C
53105	Smokley Point Blvd.	87th Avenue NE	2012	1,720	3,890	1,399 - 1,547	1,609 - 1,778	1,715 - 1,895	1,824 - 2,018	0.81 - 0.90	0.84 - 1.03	0.43 - 0.48	0.48 - 0.51	D-E	E-F	B-C	B-C
53106	87th Avenue NE	SR 9	2012	1,890	4,400	628 - 694	768 - 846	723 - 800	742 - 821	0.33 - 0.37	0.41 - 0.45	0.16 - 0.18	0.17 - 0.19	A	B	A	A
<b>SR - 533</b>																	
53201	County Line	64th Avenue NW	None	2,380	2,380	1,321 - 1,461	1,655 - 2,051	2,172 - 2,401	2,409 - 2,682	0.58 - 0.61	0.78 - 0.86	0.81 - 1.01	1.01 - 1.12	C	D-E	E-F	F
53202	64th Avenue NW	I-5	None	2,380	2,380	1,004 - 1,110	1,051 - 1,162	1,634 - 1,806	1,725 - 1,907	0.42 - 0.47	0.44 - 0.49	0.69 - 0.76	0.73 - 0.80	B	B	C	D