

1 Adopted: June 1, 2016
2 Effective: June 15, 2016

3
4 SNOHOMISH COUNTY COUNCIL
5 Snohomish County, Washington
6

7 ORDINANCE NO. 16-010
8

9 RELATING TO CONCURRENCY AND ROAD IMPACT MITIGATION, AMENDING
10 CHAPTERS 30.66B, 30.91A, 30.91D, 30.91P, AND 30.91R OF THE SNOHOMISH
11 COUNTY CODE
12

13 WHEREAS, on December 9, 2002, the Snohomish County Council (“County
14 Council”) adopted Title 30 of the Snohomish County Code (SCC) consolidating and
15 streamlining the county’s land use and development regulations into one Unified
16 Development Code (UDC); and
17

18 WHEREAS, Chapter 30.66B SCC contains the County’s Concurrency and Road
19 Impact Mitigation regulations and Chapters 30.91A, 30.91D, 30.91P, and 30.91R SCC
20 contain definitions of terms used in the UDC; and
21

22 WHEREAS, on June 10, 2015, the County Council adopted Amended Ordinance
23 No.14-137 amending the Transportation Element of the Growth Management Act
24 Comprehensive Plan (GMACP) General Policy Plan (GPP) as part of the mandated
25 2015 update to the GMACP; and
26

27 WHEREAS, an amendment to the Transportation Element required the County to
28 adopt regulations and criteria that allowed principal and minor arterials to be identified as
29 providing multimodal transportation services between centers designated in the GMACP;
30 and
31

32 WHEREAS, consistent with that amendment, the Snohomish County Department
33 of Public Works (DPW) is proposing amendments to Chapters 30.66B, 30.91A, 30.91D,
34 30.91P, and 30.91R SCC relating to multimodal arterial units and concurrency; and
35

36 WHEREAS, several of the proposed amendments consist of repealing
37 references to transit compatibility and replacing them with regulations that allow for and
38 recognize the importance of multimodal forms of transportation through the designation
39 of multimodal arterial units, and amending transportation demand management
40 requirements; and
41

42 WHEREAS, other proposed amendments concern aligning the expiration of a
43 concurrency determination with Washington’s vested rights doctrine, and amending and
44 adding definitions in Chapter 30.91A, 30.91D, 30.91P, and 30.91R SCC to provide
45 better specificity and clarity when applying and interpreting the provisions of Title 30
46 SCC; and

1
2 WHEREAS, the County has conducted early and continuous public participation
3 with respect to the code amendments contained in this ordinance; and
4

5 WHEREAS, the Snohomish County Planning Commission ("Planning
6 Commission") held a public hearing on September 22, 2015, to receive public testimony
7 concerning the code amendments contained in this ordinance; and
8

9 WHEREAS, at the conclusion of the Planning Commission's public hearing, the
10 Planning Commission voted to recommend adoption of the code amendments
11 contained in this ordinance, as shown in its recommendation letter dated October 20,
12 2015; and
13

14 WHEREAS, on June 1, 2016, the County Council held a public hearing after
15 proper notice, and considered public comment and the entire record related to the code
16 amendments contained in this ordinance; and
17

18 WHEREAS, following the public hearing, the County Council deliberated on the
19 code amendments contained in this ordinance;
20

21 NOW, THEREFORE, BE IT ORDAINED:
22

23 Section 1. The County Council adopts the following findings in support of this
24 ordinance:
25

- 26 A. The foregoing recitals are adopted as findings as if set forth in full herein.
27
28 B. This ordinance amends Title 30 SCC to update the Concurrency and Road Impact
29 Mitigation requirements in Chapter 30.66B SCC and the definitions in Chapters
30 30.91A, 30.91D, 30.91P, and 30.91R SCC to:
31
32 I. Incorporate new level of service regulations allowing for the use of multimodal
33 forms of transportation through the designation of multimodal arterial units.
34
35 II. Require rural arterials with urban traffic to be evaluated utilizing the level of
36 service standard for urban arterials.
37
38 III. Amend the language concerning the expiration of a concurrency determination to
39 better align with Washington's vested rights doctrine.
40
41 IV. Repeal the requirement for recording of a notice of Record of Development
42 Obligations as it is outmoded, unnecessary, and provides limited, if any, value.
43
44 V. Add or amend definitions to provide better specificity and clarity when applying
45 and interpreting the provisions of Chapter 30.66B SCC.
46

1 C. The proposed code amendments will better achieve, comply with, and implement the
2 following Puget Sound Regional Council's Multicounty Planning Policies (Vision
3 2040) goals, objectives, and policies:
4

5 MPP-DP-54 Develop concurrency programs and methods that fully consider growth
6 targets, service needs, and level-of-service standards. Focus level-of-
7 service standards for transportation on the movement of people and
8 goods instead of only on the movement of vehicles.

9 MPP-DP-55 Address nonmotorized, pedestrian, and other multimodal types of
10 transportation options in concurrency programs — both in assessment
11 and mitigation.

12 MPP-DP-56 Tailor concurrency programs for centers and other subareas to
13 encourage development that can be supported by transit.

14 MPP-T-1 Maintain and operate transportation systems to provide safe, efficient,
15 and reliable movement of people, goods, and services.

16 MPP-T-14 Design, construct, and operate transportation facilities to serve all
17 users safely and conveniently, including motorists, pedestrians,
18 bicyclists, and transit users, while accommodating the movement of
19 freight and goods, as suitable to each facility's function and context as
20 determined by the appropriate jurisdictions.

21 MPP-T-15 Improve local street patterns – including their design and how they are
22 used – for walking, bicycling, and transit use to enhance communities,
23 connectivity, and physical activity.

24 MPP-T-16 Promote and incorporate bicycle and pedestrian travel as important
25 modes of transportation by providing facilities and reliable connections.
26

27 D. The proposed code amendments will better achieve, comply with, and implement the
28 following Snohomish County Countywide Planning Policies (CPP) goal, objectives,
29 and policies:
30

31 Transportation Goal

32
33 The County and cities will work proactively with transportation planning agencies and
34 service providers to plan, finance, and implement an efficient multi-modal transportation
35 system that supports state-level planning, the Regional Growth Strategy, and local
36 comprehensive plans.
37

38 TR-4 The County and cities shall provide transportation facilities and services that
39 support the land use elements of their comprehensive plans, including
40 roadway capacities and nonmotorized options together with public
41 transportation services appropriate to the designated land use types and
42 intensities by:
43

- 44 a. Maintaining and improving existing arterials, neighborhood streets, and
45 associated pedestrian, bicycle, and transit infrastructure in order to
46 promote safe and efficient use for all modes[.]

- 1 b. Providing a network of multimodal arterials based on a consistent
2 classification system and appropriate design standards that will improve
3 connectivity, circulation, and reduce vehicle miles of travel[.]

4 ...

5
6 TR-5 The County and cities together with the Washington State Department of
7 Transportation should develop consistent transportation design standards for
8 urban and rural areas throughout the County that address public
9 transportation, roadways, ferries, walkways, bikeways, and access for people
10 with disabilities, low-income and special needs populations, and that
11 recognize differences among communities by:

12 ...

- 13
14 c. Establishing multimodal transportation facility design, level of service
15 standards and site plan design standards that will address the movement
16 of goods and services to enhance the well-being of the economy and
17 public health[.]

18 ...

19
20 TR-8 The County and cities shall establish concurrency requirements for land
21 development by considering transportation levels of service and available
22 financial resources to make needed transportation improvements.

- 23 a. The goals, policies and objectives of local comprehensive plans shall be
24 the basis for making interpretations of development concurrency with
25 transportation.
26 b. Level of service shall be used as a growth management tool to limit
27 development in rural areas and offer incentives for more intense
28 development in existing urban areas. ...
29 c. The impact of alternate modes of travel (e.g., pedestrian, bicycle,
30 carpools, vanpools, buses, rail, etc.), as well as single-occupant vehicles,
31 shall be considered in making local concurrency determinations.
32 d. Recognize there are transportation services and facilities that are at their
33 ultimate capacity.

34 ...

35
36 E. This ordinance complies with and implements the following GPP goals, objectives,
37 and policies:

38
39 GOAL ED 2

40 Provide a planning and regulatory environment which facilitates growth of the local
41 economy.

42
43 Objective ED 2.A

44 Develop and maintain a regulatory system that is fair, understandable, coordinated
45 and timely.

46

1 ED Policies

2 2.A.1 Snohomish County shall work to ensure that the Snohomish County Code is an
3 understandable, accessible, and user friendly document.

4 2.A.2 Snohomish County should stress predictability but maintain enough flexibility in
5 the Comprehensive Plan and development codes to allow for timely response
6 to unanticipated and desirable developments.
7

8 GOAL TR 1

9 Develop transportation systems that complement the land use element, natural
10 environment element, and the economic development element of the county
11 comprehensive plan.
12

13 Policies

14 1.A.1 Public transportation planning shall be integrated with land development review
15 and the design and maintenance of public roads.

16 1.A.2 Public transportation shall be extended throughout the urban area at a level of
17 service appropriate to the planned form and intensity of development.

18 1.A.3 Public transportation shall be limited, outside the urban area, to a level of
19 service appropriate for low density population.
20

21 Objective TR 1.C

22 Establish access and on-site circulation standards to maintain the safety and
23 integrity of the arterial roadway system.
24

25 Policies

26 1.C.1 A countywide network of principal and minor arterials shall be identified that
27 provide for multimodal transportation services between centers designated on
28 the comprehensive plan.

29 1.C.2 Adequate access to and circulation within all developments shall be maintained
30 for emergency service and public transportation vehicles.

31 1.C.4 Local residential streets shall be designed that link neighborhoods and
32 complementary land uses for efficient circulation and discourage high speed
33 vehicular traffic.
34

35 GOAL TR 5

36 Design transportation systems that are efficient in providing adopted levels of
37 service.
38

39 Objective TR 5.A

40 To comply with the Growth Management Act, cooperation will be established with
41 the cities, transit operators, and WSDOT, regarding concurrency and level of service
42 requirements.
43

44 Policies

45 5.A.1 The county shall identify additional transportation mitigation for proposed
46 developments that impact roadways determined to be at ultimate capacity.

- 1 5.A.2 Transportation level of service shall be used in a manner that is consistent with
2 growth management tools, which manage the rate of growth in rural areas and
3 offer incentives to encourage more intense development within existing urban
4 areas.
- 5 5.A.3 Different levels of service shall be allowed depending on development form and
6 intensity and density of land use.
- 7 5.A.4 Concurrency requirements for land developments in unincorporated areas shall
8 be pursued by considering adopted level of service standards and the financial
9 resources available to make needed transportation improvements for county
10 roads.
- 11 5.A.5 Professionally accepted measures and methods shall be used in determining
12 transportation level of service and other travel-related information on county
13 and state facilities.
- 14 5.A.6 A systematic method shall be employed in calculating transportation level of
15 service as opposed to a single quantitative measure or single location
16 technique.
- 17 5.A.7 Access to nonmotorized and high-occupancy vehicle transportation in addition
18 to automobiles, should be considered in making concurrency decisions.
- 19 5.A.8 Level of service shall be monitored on county arterials and performance of
20 state highways shall be reported as required by the Growth Management Act.
- 21 5.A.9 Monitoring of multimodal level of service shall be coordinated with WSDOT,
22 transit agencies, and adjacent local jurisdictions.

23
24 F. Procedural requirements.

- 25
- 26 1. State Environmental Policy Act (SEPA), chapter 43.21C RCW, requirements with
27 respect to this non-project action have been satisfied through the completion of
28 an environmental checklist and the issuance of a Determination of Non-
29 significance (DNS) on August 28, 2015.
- 30
- 31 2. The proposal is a Type 3 legislative action pursuant to SCC 30.73.010.
- 32
- 33 3. Pursuant to RCW 36.70A.106(1), a notice of intent to adopt this ordinance was
34 transmitted to the Washington State Department of Commerce for distribution to
35 state agencies on September 1, 2015.
- 36
- 37 4. The public participation process used in the adoption of this ordinance has
38 complied with all applicable requirements of the GMA and the SCC.
- 39
- 40 5. The Washington State Attorney General last issued an advisory memorandum,
41 as required by RCW 36.70A.370, in December of 2006 entitled "Advisory
42 Memorandum: Avoiding Unconstitutional Takings of Private Property" to help
43 local governments avoid the unconstitutional taking of private property. The
44 process outlined in the State Attorney General's 2006 advisory memorandum
45 was used by Snohomish County in objectively evaluating the regulatory changes
46 proposed by this ordinance.

1
2 G. This ordinance is consistent with the record.

- 3
4 1. On June 10, 2015, the County Council adopted Amended Ordinance No. 14-137
5 amending the Transportation Element of the GMACP.
6 2. This ordinance will amend, repeal or add new sections to Chapters 30.66B,
7 30.91A, 30.91D, 30.91P, and 30.91R SCC.
8

9 Section 2. The County Council makes the following conclusions:

- 10
11 A. This ordinance is consistent with the GMA and the GMA's planning goals,
12 specifically RCW 36.70A.020(3).
13
14 B. The proposal is consistent with the applicable goals, objectives, and policies of the
15 Puget Sound Regional Council's Multicounty Planning Policies (Vision 2040), the
16 CPPs, and the GMACP.
17
18 C. The proposal is consistent with Washington State law and the County Code.
19
20 D. The County has complied with all SEPA requirements in respect to this non-project
21 action.
22
23 E. The regulations proposed by this ordinance do not result in an unconstitutional
24 taking of private property for a public purpose.
25

26 Section 3. The Snohomish County Council bases its findings and conclusions on
27 the entire record of the County Council, including all testimony and exhibits. Any
28 finding, which should be deemed a conclusion, and any conclusion which should be
29 deemed a finding, is hereby adopted as such.
30

31 Section 4. Snohomish County Code Section 30.66B.005, adopted by Amended
32 Ordinance No. 02-064 on December 9, 2002, is amended to read:
33

34 **30.66B.005 Purpose and applicability.**
35

36 (1) The purpose of this chapter is to ensure that public health, safety and welfare will be
37 preserved by having a safe and efficient ((roads)) road system serving new and existing
38 developments.

39 (2) The requirements of this chapter apply to:

40 (a) ((all developments and road)) Development as defined in SCC 30.91D.210;

41 (b) Road systems as defined in ((chapters 30.91D and 30.91R SCC,
42 respectively.)) SCC 30.91R.240; and

43 (c) Development in other jurisdictions when subject to an interlocal agreement for
44 traffic impact mitigation under SCC 30.66B.720.
45

1 Section 5. Snohomish County Code Section 30.66B.007, adopted by Ordinance
2 No. 05-116 on November 21, 2005, is amended to read:

3
4 **30.66B.007 ((Delegation of Authority by Department of Public Works)) Authority.**

5
6 ~~((With the concurrence of the director, the))~~ The authority to implement the provisions of
7 this chapter shall be vested in the department of public works. The director of the
8 department of public works may, with the concurrence of the director, delegate any
9 portion of the authority vested in the department of public works under this chapter
10 relating to development permit processing to the department of planning and
11 development services, if the director of public works determines ((, in his or her
12 discretion,)) that the delegation will improve delivery of services in the development
13 permitting process or serve the public health, safety, and welfare. In delegating such
14 authority, the director of the department of public works may reserve the right of final
15 decision.

16
17 Section 6. Snohomish County Code Section 30.66B.050, adopted by Amended
18 Ordinance No. 02-064 on December 9, 2002, is amended to read:

19
20 30.66B.050 ((Director of public works')) County engineer's recommendation on approval
21 of development.

22
23 (1) ~~((The director of public works shall only recommend approval of a development if, in~~
24 ~~the director's opinion, adequate provisions for public roads, access, and mitigation of~~
25 ~~the transportation impacts of the development are made as provided in the county's~~
26 ~~development regulations, SEPA, and this chapter.))~~ The county engineer shall only
27 recommend approval of a development if the county engineer determines that the
28 development is concurrent in accordance with this chapter and adequate provisions for
29 access and mitigation of the development's transportation impacts on the road system
30 are made as provided in this title and title 13 SCC.

31 (2) ~~((The director of public works shall only recommend approval of a development if~~
32 ~~the development is determined concurrent in accordance with this chapter.))~~
33 ~~((3))~~ In approving or permitting a development, the approving authority shall consider
34 the ~~((director of public works'))~~ county engineer's recommendations and act in
35 conformity with this chapter.

36
37 Section 7. Snohomish County Code Section 30.66B.055, last amended by
38 Amended Ordinance No. 03-127 on November 5, 2003, is amended to read:

39
40 **30.66B.055 Imposition of mitigation requirements.**

- 41
42 (1) The county shall impose mitigation required under this chapter as a condition of
43 approval of development.
44 (2) Mitigation imposed as a condition of approval shall expire on the expiration date of
45 the concurrency determination for a development. Any building permit application
46 submitted after the concurrency expiration date shall be subject to full reinvestigation of

1 traffic impacts under this chapter before the building permit can be issued.
2 Determination of new or additional impact mitigation measures shall take into
3 consideration, and may allow credit for, mitigation measures fully accomplished in
4 connection with the prior approval when those mitigation measures addressed impacts
5 of the current building permit application.

6 ~~(3) ((The director of public works, following review of any required traffic study and any
7 other pertinent data, shall inform the developer in writing of the mitigation required
8 pursuant to this chapter.))~~

9 ~~((4)) If a development proposes ((transportation demand management measures or))
10 measures to mitigate impacts on roads under the jurisdiction of another agency, the
11 ((applicant)) developer must provide a written proposal to the department of public
12 works describing those measures. The ((director of public works)) county engineer shall
13 review the developer's proposal and ((provide a recommendation of approval or denial
14 of the development application to the department as required by SCC 30.66B.050,
15 based on the requirements of this chapter. If the developer has not submitted a written
16 proposal by the time the department of public works makes its written recommendation
17 on the case to the department, the director of public works will recommend denial.))
18 include a recommendation on the proposed mitigation measures in the county
19 engineer's recommendation on the development under SCC 30.66B.050.~~

20 ~~((5)) (4) Required mitigation measures shall be binding on ((the)) real property that is
21 ((legally described in the development application and administered in accordance
22 with)) subject to the provisions of ((SCC 30.66B.070)) this chapter.~~

23
24 Section 8. Snohomish County Code Section 30.66B.070, last amended by
25 Amended Ordinance No. 10-086 on October 20, 2010, is repealed.

26
27 Section 9. Snohomish County Code Section 30.66B.080, last amended by
28 Amended Ordinance No. 05-092, on December 21, 2005, is amended to read:

29
30 **30.66B.080 Authorization for administrative rules.**

31
32 The director of the department of public works is ((hereby)) authorized to adopt
33 administrative rules pursuant to chapter 30.82 SCC to administer this chapter. The
34 administrative rules shall set forth any necessary procedural requirements ((for
35 developers to follow)) to allow for the efficient processing of development applications.
36 The director of public works shall adopt administrative rules ((on at least)) that include,
37 but are not limited to, the following topics:

- 38 (1) Traffic studies: scope, format, required elements, processing and review in
39 accordance with sound transportation engineering and planning principles;
40 (2) Level-of-service determination: methodology, data collection, forecasting;
41 (3) ~~((Transit compatibility: transit supportive criteria for arterials, compatibility of
42 development;))~~ Multimodal arterials: criteria for designating arterials as multimodal;
43 (4) Inadequate road conditions: criteria for identification;
44 (5) Frontage improvements: standards, variables;
45 (6) Mitigation measures: extent, timing, and agreements;
46 (7) Master road improvement programs: processing;

- 1 (8) Transportation demand management (TDM) for developments;
- 2 (9) Review of applications for mineral operations submitted in accordance with
- 3 chapter 30.31D SCC generating significant numbers of large trucks including traffic
- 4 study requirements, impact analysis, and mitigation requirements;
- 5 (10) Ultimate capacity designations consistent with SCC 30.66B.110; and
- 6 (11) Concurrency requirements for certain public facilities needed to support
- 7 residential development.

8
 9 Section 10. Snohomish County Code Section 30.66B.085, adopted by Amended
 10 Ordinance No. 02-064 on December 9, 2002, is amended to read:

11
 12 **30.66B.085 Transportation needs report.**

13
 14 The director of the department of public works is authorized to adopt and update a
 15 transportation needs report based on and consistent with the transportation element
 16 and capital facilities element of the comprehensive plan. The purpose of the
 17 transportation needs report is to quantify the continuing need for road improvements on
 18 the road system anticipated by projected growth. The transportation needs report shall
 19 be used in evaluating the traffic impact of developments and determining the road
 20 system impact fee cost basis.

21
 22 Section 11. Snohomish County Code Section 30.66B.102, adopted by Amended
 23 Ordinance No. 05-092 on December 21, 2005, is amended to read:

24
 25 **30.66B.102 Transportation Level-of Service Standards: Average Travel Speed**
 26

((Rural/Urban Arterial Unit Classification))	((Transit Compatibility (1) and Qualifying Public Facilities (2))	((Average Travel Speed Standard))
((Rural))	((No)) ((Yes))	((C (3)) ((D (3)))
((Urban))	((No)) ((Yes))	((E (4)) ((Five (5) miles per hour less than E (5)))

<u>Rural/Urban Arterial Unit Classification</u>	<u>Multimodal Arterial Units</u> ⁽¹⁾	<u>Qualifying Public Facilities</u> ⁽²⁾	<u>Average Travel Speed Standard</u> ^{(3), (4)}
<u>Rural</u> ⁽⁶⁾	<u>NA</u>	<u>No</u>	<u>C</u>
		<u>Yes</u>	<u>D</u>
<u>Urban</u>	<u>No</u>	<u>No</u>	<u>E</u>
	<u>Yes</u>	<u>Yes</u>	<u>5 miles per hour less than E</u> ⁽⁵⁾

Note: The reference notes in this table ((1-5)) 1-6 are set forth in SCC 30.66B.103 ((1-5)).

Section 12. Snohomish County Code Section 30.66B.103, adopted by Amended Ordinance No. 05-092 on December 21, 2005, is amended to read:

30.66B.103 Reference Notes for SCC 30.66B.102

(1) ~~((Transit compatibility))~~ The minimum criteria and process for designating an arterial unit as multimodal are established ((by)) in the department of public works administrative rules ((in accordance with SCC 30.66B.080)) and are to include such factors as frequency of bus service, employment and population densities within one quarter mile of the arterial unit, and availability of ((pedestrian)) non-motorized transportation facilities.

(2) The lower travel speed standard applies to certain public facilities needed to support residential development. Public developments which use the lower travel speed standard to achieve concurrency shall provide additional ~~((road mitigation in the form of transit compatibility or))~~ transportation demand management ~~((TDM in accordance with))~~ under SCC 30.66B.166. The determination of whether or not a proposed development qualifies for the lower travel speed standard shall be based upon all of the following criteria with additional specificity provided by department of public works rules ((-)):

(a) The development proposed by the public agency is needed to support residential development that is already constructed, approved or deemed concurrent ~~((; and))~~ ;

(b) ~~((the))~~ The public agency submitting the application for development is directed by a publicly elected official or board ((, and)) ;

(c) ~~((the))~~ The location of the agency's facility is constrained by established legal or public districts ((,)) ; and

(d) ~~((siting))~~ Siting the development in the proposed location would provide a legitimate public benefit to the occupants of the residential areas.

(3) The letter grades for roads classified as rural correspond to varying travel speeds, depending on the length of the specific arterial unit and the number of controlled intersections. The method used to determine the thresholds is established by department of public works rules in accordance with SCC 30.66B.080 based on the

1 principles of the Highway Capacity Manual published by the Transportation Research
2 Board.

3 (4) The letter grades for roads classified as urban correspond to varying travel speeds
4 as established in the Highway Capacity Manual and depend on characteristics of the
5 arterial.

6 (5) For urban ~~((roads that are transit compatible, Snohomish County applies))~~ arterials
7 that are designated multimodal, a five (5) mph reduction to the average travel speed
8 ~~((minimums for urban arterials))~~ is applied.

9 (6) The level of service for rural arterials designated in the comprehensive plan as
10 carrying urban traffic shall be evaluated utilizing the level of service standard for urban
11 arterials.

12
13 Section 13. Snohomish County Code Section 30.66B.150, adopted by Amended
14 Ordinance No. 02-064 on December 9, 2002, is amended to read:

15
16 **30.66B.150 ((Changes to concurrency)) Concurrency determination – revision**
17 **required.**

18
19 (1) A concurrency determination ~~((made pursuant to this chapter may be changed~~
20 only)) shall be revised if one or more of the following occurs:

21 (a) The ~~((applicant))~~ developer proposes ~~((substantial transportation-related))~~
22 changes to the development proposal ~~((prior to the final approval))~~ that would ~~((cause))~~ ;

23 (i) Cause the approved traffic generation of the prior approval to be exceeded ((,
24 change)) ;

25 (ii) Change points of access or circulation ((, change)) and the county engineer
26 determines the change will increase traffic volumes on any arterial unit;

27 (iii) Change mitigation measures relating to the transportation system ((,)) ; or
28 ((increase))

29 (iv) Increase traffic volumes on any arterial units;

30 (b) The concurrency determination was based on phasing and the ~~((applicant))~~
31 developer proposes changes to the development proposal prior to the final approval that
32 would move up the occupancy dates for all or part of the development to earlier phases;

33 (c) The concurrency determination was procured by misrepresentation ~~((or))~~ lack
34 of material disclosure, or the data ~~((and/or))~~ or analysis upon which the concurrency
35 determination was made ~~((are))~~ is found to have gross material errors ~~((and/or~~
36 misrepresent the existing or future road system or the development's impact on that
37 road system));

38 (d) ~~((More than one year has elapsed since the concurrency determination and the~~
39 SEPA threshold determination for the development has not been made; or))

40 ~~((e))~~ The ((developer proposes a change in the development after approval))
41 property boundaries for which the concurrency determination was issued have changed;
42 or

43 (e) A developer chooses either to not implement or discontinue a trip reduction
44 program under SCC 30.66B.680.

45 (2) Any development requiring ~~((an additional concurrency determination pursuant to~~
46 SCC 30.66B.150(1) due to a change to the development or at the request of a

1 developer)) revision to an approved concurrency determination will be subject to an
2 additional review fee at the rate identified as the base review fee in SCC 13.110.030.

3
4 Section 14. Snohomish County Code Section 30.66B.155, last amended by
5 Amended Ordinance No. 03-127 on November 5, 2003, is amended to read:

6
7 **30.66B.155 Concurrency determination – expiration.**

8
9 (1) ~~((The concurrency expiration date for a development shall be six years after the
10 concurrency determination date, except))~~

11 ~~((a) When it is determined by the director of public works that an earlier
12 concurrency expiration date should be established due to the impact of the development
13 on level of service conditions;))~~

14 ~~((b) When a later concurrency expiration date is established in accordance with
15 SCC 30.66B.810; and))~~

16 ~~((c) The concurrency expiration date for a binding site plan may, at the request of
17 the applicant, be established as the date of the latest certificate of occupancy for the
18 development as proposed by the applicant, provided that the same or later date is used
19 for the forecast year in the traffic study for determining impacts on level of service in
20 accordance with SCC 30.66B.145.))~~

21 A pre-application concurrency determination made under SCC 30.66B.175 shall expire
22 either six months from the date of approval of the pre-application concurrency
23 determination or upon the resolution of any appeal of that determination, whichever is
24 later. No extension of the six-month time period is allowed. However, if prior to
25 expiration the developer makes a complete application for the development for which
26 the determination was issued, the concurrency determination shall remain in effect and
27 expire pursuant to subsection (2) of this section.

28 (2) ~~((The concurrency expiration date shall be based upon the size of the
29 development, the level of service of impacted arterial units, and shall be consistent with
30 the level of service standards and revenue/expenditure forecast adopted in the
31 comprehensive plan.))~~ A concurrency determination shall remain valid until the
32 underlying development application or approval expires, is withdrawn, or is denied by
33 the county. If the development approval does not have an expiration date the
34 concurrency determination shall expire either three years from the date of development
35 approval or the resolution of any appeals, whichever is later.

36 ~~((3) Building permits for a development must be issued prior to expiration of the
37 concurrency determination for the development, except when))~~

38 ~~((a) The development is a residential subdivision or short subdivision, in which
39 case the subdivision or short subdivision must receive preliminary approval prior to
40 expiration of the concurrency determination, or))~~

41 ~~((b) The development is a residential development which requires site plan
42 approval, in which case the site approval must be issued prior to expiration of the
43 concurrency determination, or))~~

44 ~~((c) The development is a conditional or administrative conditional use permit with
45 no associated building permits, in which case the conditional or administrative~~

1 conditional use permit must be issued prior to expiration of the concurrency
2 determination for the development.)

3 ~~((4) No additional concurrency determination is required for residential dwellings
4 within a subdivision or short subdivision that receives preliminary approval in
5 compliance with this section)).~~

6 ~~((5) If a concurrency determination expires, or within one year will expire, the director
7 of public works shall, at the request of the developer, consider evidence that conditions
8 have not significantly changed, make a new concurrency determination, and may
9 establish a new concurrency expiration date in accordance with this section. If the
10 concurrency determination for a binding site plan has expired, subsequent building
11 permit applications for development within the binding site plan will be evaluated for
12 concurrency as stand-alone development applications in accordance with SCC
13 30.66B.100—185.))~~

14 ~~((6) A concurrency determination is tied to the development application upon which
15 the determination is made, cannot be transferred to another development application,
16 and always expires in cases in which the underlying development application expires.))~~

17
18 Section 15. Snohomish County Code Section 30.66B.160, last amended by
19 Amended Ordinance No. 10-072 on September 8, 2010, is amended to read:

20
21 **30.66B.160 Concurrency determination - arterial unit in arrears or at ultimate
22 capacity.**

23
24 (1) If a development is proposed within a transportation service area which contains
25 one or more arterial units in arrears ~~((and/or))~~ or designated as ultimate capacity
26 ~~((arterial units))~~, then the development may only be determined ~~((to be))~~ concurrent
27 based on a trip distribution to determine the impacts of the development on the arterial
28 units. The ~~((director))~~ department of public works shall not determine concurrent any
29 development generating more than fifty peak-hour trips which would ~~((likely))~~ impact an
30 arterial unit in arrears or likely cause any arterial unit to fall into arrears, except when
31 the developer proposes to either modify the development so as to not impact the arterial
32 unit in arrears or remedy any arterial unit in arrears in accordance with SCC
33 ~~((30.66B.167))~~ 30.66B.170.

34 (2) ~~((Impacts shall be determined based on each of the following))~~ If a
35 development's trip distribution indicates the development will place:

36 (a) ~~((If the trip distribution indicates that the development will not place))~~ Less than
37 three ((or more)) directional peak-hour trips on any arterial ((units)) unit determined in
38 arrears ((and/or)) or designated as ultimate capacity ((arterial units)), then the
39 development shall be deemed concurrent ~~((;))~~ .

40 (b) ~~((If the trip distribution indicates that the development will place three))~~ Three
41 or more directional peak-hour trips on any arterial unit determined in arrears, then the
42 development shall not be determined concurrent except when the developer proposes
43 to either modify the development so as to not impact the arterial unit in arrears or
44 remedy any arterial unit in arrears in accordance with SCC ((30.66B.167)) 30.66B.170
45 ~~((;))~~ .

1 (c) ~~((If the trip distribution indicates that the development will place three))~~ Three
2 or more directional peak-hour trips on any arterial unit designated as ultimate capacity
3 ~~((arterial unit)), then the development shall be determined concurrent only if the~~
4 ~~((development))~~ developer proposes to mitigate its road system impact by ~~((making))~~;
5 (i) Making access management and circulation provisions for the arterial unit
6 consistent with any access management and circulation plan adopted pursuant to SCC
7 30.66B.110(1)(a) ~~((and will be required to provide additional mitigation through either of~~
8 ~~the following:))~~ ; and
9 (ii) ~~((i) by providing))~~ Providing sufficient transportation demand management
10 (TDM) measures under SCC 30.66B.610 - .650 to indicate the potential for removing a
11 minimum of ~~((ten))~~ five percent of the development's peak-hour trips from the road
12 system ~~((; or))~~ ;
13 ~~((ii) by meeting the department of public works' criteria for transit compatibility in~~
14 ~~accordance with the director of public works' administrative rules, provided that under~~
15 ~~this option the impacted ultimate capacity arterial unit must also meet the criteria for~~
16 ~~transit supportive design.))~~

17 (d) ~~((If the trip distribution indicates that the development will place three))~~ Three
18 or more directional peak-hour trips on any ~~((designated ultimate capacity))~~ arterial unit
19 designated as ultimate capacity that directly connects a state highway with a city or
20 town, and there is an interlocal agreement ~~((as specified in))~~ under SCC 30.61.230(6)
21 between the county and the city or town addressing the ~~((designated ultimate capacity))~~
22 arterial unit designated as ultimate capacity, then the development shall be determined
23 concurrent only if proposed mitigation is consistent with the terms of the interlocal
24 agreement and this chapter. ~~((If there is no interlocal agreement between the county~~
25 ~~and the city addressing the designated ultimate capacity arterial unit, then this~~
26 ~~requirement shall not apply.))~~

27
28 Section 16. Snohomish County Code Section 30.66B.166, adopted by Amended
29 Ordinance No. 05-092 on December 21, 2005, is amended to read:

30
31 **30.66B.166 ((Public Facilities Supporting Residential Development Deemed**
32 **Concurrent Pursuant to SCC 30.66B.103(2)) Concurrency determination – public**
33 **facilities necessary to support residential development.**
34

35 ~~((1))~~ If a public facility ~~((needed))~~ necessary to support residential development is
36 deemed concurrent ~~((pursuant to))~~ under SCC 30.66B.103(2), then the development
37 ~~((will be required as a condition of approval to take measures to increase the efficiency~~
38 ~~of the existing road system and preserve capacity by either:))~~

39 ~~((a) providing))~~ shall be required to provide sufficient transportation demand
40 management (TDM) measures under SCC 30.66B.610--.650 to indicate the potential for
41 removing a minimum of ten percent of the development's peak-hour trips from the road
42 system ~~((; or))~~ ;

43 ~~((b) by meeting the adopted criteria for a transit compatible development in~~
44 ~~accordance with the director of public works' administrative rules, provided that under~~
45 ~~this option the impacted arterial unit must meet the adopted criteria for transit supportive~~
46 ~~design.))~~

1
2 Section 17. Snohomish County Code Section 30.66B.167, last amended by
3 Amended Ordinance No. 10-022 on September 8, 2010, is repealed.

4
5 Section 18. Snohomish County Code Section 30.66B.520, adopted by Amended
6 Ordinance No. 02-064 on December 9, 2002, is amended to read:

7
8 **30.66B.520 Right-of-way width.**

9
10 (1) Right-of-way shall be dedicated, established, or deeded to provide sufficient right-
11 of-way widths to accommodate road improvement needs. ~~((The))~~ Based on road
12 classification the standard right-of-way widths ~~((based on road classification as defined~~
13 ~~in the EDDS))~~ are:
14

((Non-Arterials))	
((Access Streets-Urban Growth Area))	((50 feet))
((Access Roads-Rural Area))	((60 feet))
((Sub-collector Streets-Urban Growth Area))	((50 feet))
((Sub-collector Roads-Rural Area))	((60 feet))
((Collector Streets-Urban Growth Area))	((60 feet))
((Collector Roads-Rural Area))	((60 feet))
((Arterials))	
((Collector Arterials-Urban Growth Area))	((70 feet))
((Minor Collector-Rural Area))	((70 feet))
((Minor Arterials-Urban Growth Area))	((80 feet))
((Major Collector-Rural Area))	((80 feet))
((Principal Arterials-Urban Growth Area))	((100 feet))
((Principal or Minor Arterial Rural Area))	((100 feet))

1

<u>NON-ARTERIAL ROADS</u>		
<u>URBAN</u>		<u>RURAL</u>
<u>Classification</u>	<u>Width</u>	<u>Classification</u>
<u>Local Access</u>	<u>50 feet</u>	
<u>Residential</u>		
<u>Collector</u>	<u>60 feet</u>	<u>Local Access</u>
		<u>Sub-collector</u>
		<u>Collector</u>

2

<u>URBAN / RURAL ARTERIALS</u>	
<u>Classification</u>	<u>Width</u>
<u>Minor Collector</u>	<u>70 feet</u>
<u>Major Collector</u>	<u>80 feet</u>
<u>Minor Arterial</u>	<u>80 feet</u>
<u>Principal Arterial</u>	<u>100 feet</u>

3

4

(2) Wider or narrower right-of-way widths than the standard may be required as determined by the county engineer, based on one or more of the following criteria:

5

6

(a) Contents of the transportation element of the comprehensive plan, including but not limited to the provision of safe and efficient movement of pedestrians, equestrians and bicyclists with emphasis on transit facilities, schools, and parks and scenic areas;

8

9

(b) The likelihood of maintenance of sidewalks, walkways, trails, bikeways or planters outside of public right-of-way;

10

11

(c) An adopted design report, roadway design or right-of-way plan which calls for a different right-of-way width for the ~~((road under investigation))~~ right-of-way;

12

13

(d) Nature of the ~~((roadway))~~ right-of-way and road involved, and its impact on neighboring properties including width, slopes, cuts, fills, vertical and horizontal curvature, sight distance at intersections, and the nature of the development and the land upon which it is situated;

16

17

(e) EDDS requirements including but not limited to land alteration, site access, road types and geometrics, road elements and roadside features, drainage and utilities;

18

19

(f) Any other factors affecting the health, safety, property and general welfare of the public, including users of the roads, sidewalks, walkways, trails or bikeways and the development; and

21

22

(g) The provision of adequate public transit facilities.

1 (3) Right-of-way widths for arterials may not be reduced (~~for arterials~~) below the
2 following minimums without (~~express approval from~~) a motion approved by the county
3 council:

- 4 (~~(a) Collector Arterials-Urban Growth Area 60 feet;~~)
- 5 (~~(b) Minor Collector Rural Area 60 feet;~~)
- 6 (~~(c) Minor Arterials-Urban Growth Area 70 feet;~~)
- 7 (~~(d) Major Collector Rural Area 70 feet;~~)
- 8 (~~(e) Principal Arterials-Urban Growth Area 80 feet; and~~)
- 9 (~~(f) Principal or Minor Arterial Rural Area 80 feet.~~)

<u>Classification</u>	<u>Minimum Width</u>
<u>Minor Collector</u>	<u>60 feet</u>
<u>Major Collector</u>	<u>70 feet</u>
<u>Minor Arterial</u>	<u>70 feet</u>
<u>Principal Arterial</u>	<u>80 feet</u>

10
11 (~~(4) The county engineer is authorized to include in the EDDS standard drawings~~
12 ~~depicting the standard right-of-way widths and modification criteria as contained within~~
13 ~~this chapter.~~)

14
15 Section 19. Snohomish County Code Section 30.66B.630, adopted by Amended
16 Ordinance No. 02-064 on December 9, 2002, is amended to read:

17
18 **30.66B.630 Transportation demand management - required.**

19
20 (1) All new development in urban growth areas shall provide sufficient transportation
21 demand management (TDM) measures to indicate the potential for removing a
22 minimum of five percent of a development's p.m. peak-hour trips from the road system
23 in addition to any other TDM required under this chapter. This requirement may be met
24 by utilizing a combination of:

- 25 (a) (~~Earning trip reduction credits for~~) The construction of onsite design features
26 (~~pursuant to~~) under SCC 30.66B.640;
- 27 (b) (~~Construction~~) The construction of offsite TDM measures (~~pursuant to~~) under
28 SCC 30.66B.620; or
- 29 (c) A voluntary payment (~~into an account established for the purpose of~~
30 ~~contributing to the construction or purchase of specific TDM measures pursuant to~~)
31 under SCC 30.66B.625.

32 (2) (~~A developer is encouraged to provide additional TDM measures through earning~~
33 ~~additional trip reduction credits to mitigate traffic impacts beyond the five percent~~
34 ~~minimum established in SCC 30.66B.630, as provided in SCC 30.66B.650.) All
35 development subject to the requirements of chapter 30.34A SCC shall provide TDM to
36 indicate the potential for removing ten percent of the development's peak-hour trips
37 from the road system. This requirement may be met by providing one or a combination
38 of the following:~~

1 (a) On-site TDM measures with an area wide impact under SCC 30.66B.650(3);
2 (b) Off-site TDM measures under SCC 30.66B.620;
3 (c) A voluntary payment under SCC 30.66B.625; or
4 (d) A voluntarily trip reduction program under SCC 30.66B.650(2), when
5 subsection (1)(a) of this section is utilized.

6 (3) All developments impacting a multimodal designated arterial unit with three or
7 more peak-hour trips shall provide TDM to indicate the potential for removing ten
8 percent of the development's peak-hour trips from the road system.

9 (4) When a developer proposes utilizing a combination of TDM measures, the county
10 engineer must determine that the combined measures will have the potential for
11 removing the development's peak-hour trips from the road system as required under
12 this chapter.

13 (5) The use of trip reduction credits shall be determined under SCC 30.66B.670.

14 (6) Prior to either a final inspection or the issuance of any certificate of occupancy, all
15 TDM measures shall be constructed and any voluntary trip reduction program or special
16 access easements shall be recorded as restrictive covenants on the title of the
17 properties making up the development.

18 (7) The maximum TDM measures a development shall be required to provide is a
19 twenty percent reduction of the development's peak-hour trips.

20 (8) A development impacting an arterial unit designated ultimate capacity and
21 multimodal shall only be required to provide additional TDM measures at whichever
22 designation requires the greater TDM amount.

23
24 Section 20. Snohomish County Code Section 30.66B.810, adopted by Amended
25 Ordinance No. 02-064 on December 9, 2002, is amended to read:

26
27 **30.66B.810 ((Application for deviation)) Relief from mitigation or concurrency**
28 **requirements of this chapter.**

29
30 (1) Prior to the issuance of any decision applying requirements of this chapter, a
31 developer may submit a written request to the ~~((director of public works for deviation))~~
32 county engineer requesting relief from mitigation or concurrency requirements of this
33 chapter that ~~((are considered))~~ the developer reasonably believes to be
34 disproportionate, or not reasonably related ~~((,-))~~ to either the impacts ~~((and/or))~~ or timing
35 of the proposed development. ~~((If the director determines that the purposes of this~~
36 chapter would be best served by deviation from such requirements, the director shall
37 include as part of the director's recommendation under SCC 30.66B.050, the reason for
38 such deviation and any alternative mitigation measures that are determined to be
39 necessary.)) The written request shall include factual statements supporting the
40 developer's assertion.

41 (2) The county engineer's recommendation to the approving authority under SCC
42 30.66B.050 shall include a recommendation on the developer's requested relief. If the
43 county engineer recommends approval of the request, the recommendation may include
44 other mitigation measures the county engineer determines necessary.

45 ~~((2))~~ (3) The approving authority, upon consideration of ~~((such a))~~ the request for
46 relief and the county engineer's recommendation, shall determine whether the purposes

1 of this chapter would be best served by ~~((deviation))~~ relief from the requirements of this
2 chapter, and ~~((may permit such deviation))~~ shall either deny or approve the request and
3 impose as a condition of approval any alternative mitigation measures that are
4 determined to be necessary and are recommended by the ~~((director of public works))~~
5 county engineer.

6 ~~((3))~~ (4) Nothing in this section shall be construed to allow a violation of the Growth
7 Management Act.

8
9 Section 21. Snohomish County Code Section 30.66B.820, last amended by
10 Amended Ordinance No. 10-086 on October 20, 2010, is repealed.

11
12 Section 22. A new section is added to Chapter 30.91A of the Snohomish County
13 Code to read:

14
15 **30.91A.242 Approving authority.**

16
17 "Approving authority" means the county engineer for pre-application concurrency,
18 concurrency, and inadequate road condition determinations; the director for decisions
19 and permits issued under chapter 30.71 SCC; the hearing examiner for decisions and
20 permits issued under chapter 30.72 SCC; and the county council for decisions issued
21 under chapter 30.73 SCC.

22
23 Section 23. A new section is added to Chapter 30.91A of the Snohomish County
24 Code to read:

25
26 **30.91A.300 Arterial unit, multimodal.**

27
28 "Arterial unit, multimodal" ("Multimodal arterial unit") means an arterial unit which meets
29 the county's criteria for being supportive of vehicular, public transit, and non-motorized
30 modes of transportation. Multimodal arterials have an alternative level of service
31 reflecting higher densities and increased transportation opportunities along the arterial.

32
33 *This definition applies only to the concurrency and road impact mitigation regulations in*
34 *chapter 30.66B SCC.*

35
36 Section 24. A new section is added to Chapter 30.91D of the Snohomish County
37 Code to read:

38
39 **30.91D.190 Developer**

40
41 "Developer" means the person or entity applying for or receiving a permit or approval
42 under title 30 SCC and can be used interchangeably with applicant or permittee when
43 the context is appropriate.

1 Section 25. Snohomish County Code Section 30.91D.210, adopted by Amended
2 Ordinance No. 02-064 on December 9, 2002, is amended to read:

3
4 **30.91D.210 Development.**

5
6 "Development" means all ~~((subdivisions, short subdivisions, conditional or special use~~
7 ~~permits, binding site plan approvals, planned residential developments, rezones~~
8 ~~accompanied by an official site plan and other applications requiring land use permits or~~
9 ~~approvals by Snohomish County and building permits except for single family dwellings,~~
10 ~~attached or detached accessory apartments, or duplex conversions. Development shall~~
11 ~~also include all such applications that are proposed in other counties or incorporated~~
12 ~~areas that will impact Snohomish County's public road system.)) applications for~~
13 development activity that will generate vehicular traffic except for:

- 14 (1) Single-family dwellings;
15 (2) Structures accessory to a single family use that are not used for commercial
16 purposes;
17 (3) Attached or detached accessory apartments;
18 (4) Duplex conversions;
19 (5) Temporary dwellings; or
20 (6) Portable classrooms for public k-12 schools utilizing existing access.

21
22 *This definition applies only to the ("Road impact mitigation") concurrency and road*
23 *impact mitigation regulations in ((chapters 30.24 and)) chapter 30.66B SCC.*

24
25 Section 26. A new section is added to Chapter 30.91P of the Snohomish County
26 Code to read:

27
28 **30.91P.121.1 Peak-hour, arterial.**

29
30 "Peak-hour, arterial" (Arterial peak-hour) means that one hour period in both the
31 morning and evening, typically between 6:30 and 8:30 a.m. in the morning and between
32 4:00 and 6:00 p.m. in the evening, when the maximum number of vehicle trips impacting
33 an arterial occurs.

34
35 *This definition applies only to the concurrency and road impact mitigation regulations in*
36 *chapter 30.66B SCC.*

1 Section 27. A new section is added to Chapter 30.91P of the Snohomish County
2 Code to read:

3
4 **30.91P.121.2 Peak-hour, development.**

5
6 “Peak-hour, development” (“Development peak-hour”) means that one hour period in
7 both the morning and the evening, typically between 6:30 and 8:30 a.m. in the morning
8 and 4:00 and 6:00 p.m. in the evening, when a development generates the maximum
9 number of vehicle trips.

10
11 *This definition applies only to the concurrency and road impact mitigation regulations in*
12 *chapter 30.66B SCC.*

13
14 Section 28. A new section is added to Chapter 30.91P of the Snohomish County
15 Code to read:

16
17 **30.91P.121.3 Peak-hour, directional trip.**

18
19 “Peak-hour, directional trip” (“Directional peak-hour trip”) means a vehicle trip that
20 occurs during an arterial peak-hour and impacts either a key intersection on an arterial
21 unit with a level of service deficiency in the travel direction responsible for the
22 deficiency.

23
24 *This definition applies only to the concurrency and road impact mitigation regulations in*
25 *chapter 30.66B SCC.*

26
27 Section 29. Snohomish County Code Section 30.91R.240, last amended by
28 Amended Ordinance No. 12-049 on October 3, 2012, is amended to read:

29
30 **30.91R.240 Road system.**

31
32 "Road system" means those existing or proposed public or private road network
33 elements whether state, county ((or)) , city or town (including freeway interchanges with
34 county roads ((or)) , city or town streets and the ramps for those interchanges but
35 excluding freeway mainlines), within:

36 (1) The transportation service area, as defined by the Snohomish County
37 transportation needs report, in which a development is located, except that an adjacent
38 transportation service area may apply if determined by the county engineer to be more
39 appropriate where a development has a greater impact on public roads in an adjacent
40 transportation service area than in the transportation service area in which the
41 development is located; or


42 (2) The area of another county which is adjacent to the transportation service area in
43 which the development is located.

44
45 *This definition applies only to the concurrency and road impact mitigation regulations in*
46 *chapter 30.66B SCC.*

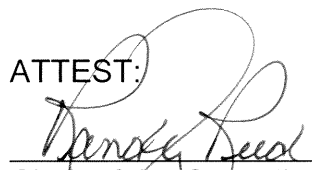
1 Section 30. Severability and Savings. If any section, sentence, clause or phrase
2 of this ordinance shall be held to be invalid by the Growth Management Hearings Board
3 (Board), or unconstitutional by a court of competent jurisdiction, such invalidity or
4 unconstitutionality shall not affect the validity or constitutionality of any other section,
5 sentence, clause or phrase of this ordinance. Provided, however, that if any section,
6 sentence, clause or phrase of this ordinance is held to be invalid by the Board or court
7 of competent jurisdiction, then the section, sentence, clause or phrase in effect prior to
8 the effective date of this ordinance shall be in full force and effect for that individual
9 section, sentence, clause or phrase as if this ordinance had never been adopted.

10
11 PASSED this 1st day of June, 2016.

12
13
14 SNOHOMISH COUNTY COUNCIL
15 Snohomish County, Washington

16
17 
18 Chairperson

19
20 ATTEST:

21 
22 Clerk of the Council, *ASST.*

23
24 () APPROVED


25
26 () EMERGENCY

27
28 () VETOED


29
30 DATE: 6/5/16

31
32 
33
34 County Executive

35
36 ATTEST:

37 
38

39
40 Approved as to form only:

41 
42 12/21/15
43 Deputy Prosecuting Attorney

44
