

1 ADOPTED: 09/27/17  
2 EFFECTIVE: 10/14/17

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5  
6 SNOHOMISH COUNTY COUNCIL  
7 SNOHOMISH COUNTY, WASHINGTON

8  
9 ORDINANCE NO. 17-049

10  
11 RELATING TO THE GROWTH MANAGEMENT ACT, AMENDING THE TRANSPORTATION  
12 ELEMENT OF THE SNOHOMISH COUNTY GROWTH MANAGEMENT ACT  
13 COMPREHENSIVE PLAN (GPP2 – TRANSPORTATION ELEMENT)

14  
15 WHEREAS, RCW 36.70A.130 directs counties planning under the Growth Management  
16 Act (GMA), chapter 36.70A RCW, to consider amendments and revisions to the GMA  
17 Comprehensive Plan (GMACP) or development regulations on a regular basis; and

18  
19 WHEREAS, the Snohomish County Department of Public Works (DPW) has completed  
20 the East/West Corridor High Capacity Transit Study that recommends two new arterial and  
21 bicycle crossings of I-5 in the vicinity of the 128<sup>th</sup>/I-5 interchange and the 164<sup>th</sup>/I-5 interchange;  
22 and

23  
24 WHEREAS, DPW has determined that additional bicycle facilities will be necessary to  
25 provide bicycle connectivity between Mill Creek, Bothell, and King County in the Sunset Rd/43<sup>rd</sup>  
26 corridor; and

27  
28 WHEREAS, DPW has determined that because of the observed changes in the  
29 operations of Machias Cutoff, that arterial's functional classification should be changed from a  
30 major collector to a minor arterial; and

31  
32 WHEREAS, the City of Edmonds has requested that Snohomish County change the  
33 arterial classification of 84<sup>th</sup> Ave W from a minor collector to a minor arterial to maintain  
34 consistency with changes to the Edmonds Comprehensive Plan; and

35  
36 WHEREAS, the Snohomish County Council (county council) has determined that the  
37 consideration of the proposed amendments and revisions to the Transportation Element (TE) of  
38 the GMACP would promote a county purpose as established under RCW 36.70A.130; and

39  
40 WHEREAS, on August 24, 2016, the county council approved, by Motion No. 16-316, a  
41 list of proposed county-initiated GMACP amendments for consideration and final action in 2017,  
42 and authorized the Snohomish County Executive, through the Department of Planning and  
43 Development Services (PDS) with participation from DPW, to process the proposals consistent  
44 with chapter 30.73 Snohomish County Code (SCC); and

45  
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(GPP2 – TRANSPORTATION ELEMENT)

1 WHEREAS, included in Motion No. 16-316 was a proposed amendment, known as  
2 GPP2 – Transportation Element, a placeholder proposal by DPW to revise the Arterial  
3 Circulation Map, the Bicycle Facility System Map, and the TE; and  
4

5 WHEREAS, pursuant to chapter 30.73 SCC, DPW completed final review and evaluation  
6 of the GPP2 – Transportation Element proposal and forwarded recommendations to the  
7 Snohomish County Planning Commission (planning commission); and  
8

9 WHEREAS, on April 25, 2017, DPW briefed the planning commission on the GPP2 –  
10 Transportation Element; and  
11

12 WHEREAS, the planning commission held a public hearing on May 23, 2017, to receive  
13 public testimony on the proposed GPP2 – Transportation Element, and recommended adoption  
14 of the amendments contained in this ordinance, as shown in its recommendation letter of June  
15 7, 2017; and  
16

17 WHEREAS, on September 27, 2017, the county council held a public hearing, after  
18 proper notice, and considered public comment and the entire record related to the proposed  
19 amendments contained in this ordinance; and  
20

21 WHEREAS, following the public hearing, the county council deliberated on the proposed  
22 amendments contained in this ordinance;  
23

24 NOW, THEREFORE, BE IT ORDAINED:  
25

26 Section 1. The county council adopts the following findings in support of this ordinance:  
27

- 28 A. The foregoing recitals are adopted as findings as if set forth fully herein.
- 29
- 30 B. The GPP2 proposal amends Table 13, County Arterial Mileage by Functional  
31 Classification, in Chapter IV of the TE to reflect the revisions to the Arterial Circulation  
32 Map and the Countywide Bicycle Facility System Map proposed in the GPP2  
33 amendment.
- 34 C. The GPP2 proposal revises the Arterial Circulation Map in the TE to change the  
35 functional classification of two county arterials: Machias Cutoff between Lake Stevens  
36 City Limit to Williams Road is reclassified from a major collector to minor arterial and  
37 84th Ave W is reclassified from a minor collector to a minor arterial. This is due to  
38 increased traffic volumes on Machias Cutoff and at the request of the City of Edmonds to  
39 upgrade 84<sup>th</sup> Ave W for consistency with the Edmonds Comprehensive Plan.  
40
- 41 D. The GPP2 proposal revises the Arterial Circulation Map to add two new arterial  
42 overcrossings of I-5 to improve east/west capacity, transit mobility, and access to future  
43 light rail stations. One of the overcrossings is in the vicinity of Meadow Rd to Ash Way  
44 and the other at approximately 130th St NW between Meridian Ave S and 8th Ave W.

1 These are recommended by the draft East/West Corridor High Capacity Transit Access  
2 Study.

3  
4 E. The GPP2 proposal revises the Countywide Bicycle Facility System Map to designate  
5 two new bicycle overcrossings of I-5 to connect the Interurban Trail with future light rail  
6 stations: One of the overcrossings is in the vicinity of Meadow Rd to Ash Way and the  
7 other at approximately 130th St NW between Meridian Ave S and 8th Ave W. These are  
8 recommended by the draft East/West Corridor High Capacity Transit Access Study.

9  
10 F. The GPP2 proposal revises the Countywide Bicycle Facility System Map to designate a  
11 new bicycle facility for the Sunset Ave, 43rd Ave SE, 45th Ave SE, 240th St SE, 47th  
12 Ave SE, and 244th St SE corridor to complete and provide bicycle facility connectivity for  
13 the Little Bear Creek neighborhood and to the adjacent Cities of Bothell and Woodinville.

14  
15 G. The GPP2 proposal is consistent with Goal 3 of the GMA, RCW 36.70A.020(3):  
16 “Transportation. Encourage efficient multimodal transportation systems that are based on  
17 regional priorities and coordinated with county and city comprehensive plans.”

18  
19 H. The GPP2 proposal is consistent with the following Multicounty Planning Policies (MPPs)  
20 contained in the Puget Sound Regional Council’s (PSRC) Vision 2040:

21  
22 MPP-T-9, “Coordinate state, regional, and local planning efforts for transportation  
23 through the Puget Sound Regional Council to develop and operate a highly  
24 efficient, multimodal system that supports the regional growth strategy.”

25  
26 MPP-T-14, “Design, construct, and operate transportation facilities to serve all  
27 users safely and conveniently, including motorists, pedestrians, bicyclists, and  
28 transit users, while accommodating the movement of freight and goods, as  
29 suitable to each facility’s function and context as determined by the appropriate  
30 jurisdictions.”

31  
32 MPP-T-15, “Improve local street patterns — including their design and how they  
33 are used — for walking, bicycling, and transit use to enhance communities,  
34 connectivity, and physical activity.”

35  
36 MPP-T-23, “Emphasize transportation investments that provide and encourage  
37 alternatives to single-occupancy vehicle travel and increase travel options,  
38 especially to and within centers and along corridors connecting centers.”

39  
40 I. The GPP2 proposal is consistent with the following Countywide Planning Policy for  
41 Snohomish County (CPP):

42  
43 TR-4, “The County and cities shall provide transportation facilities and services

1 that support the land use elements of their comprehensive plans, including  
2 roadway capacities and nonmotorized options together with public transportation  
3 services appropriate to the designated land use types and intensities by:

4 a. Maintaining and improving existing arterials, neighborhood streets, and  
5 associated pedestrian, bicycle, and transit infrastructure in order to promote safe  
6 and efficient use for all modes;

7 b. Providing a network of multimodal arterials based on a consistent classification  
8 system and appropriate design standards that will improve connectivity,  
9 circulation, and reduce vehicle miles of travel;

10 c. Using land use projections based on the Regional Growth Strategy and  
11 implemented through local comprehensive plans to identify and plan for adequate  
12 roadway, pedestrian, bicycle, and transit services to meet travel needs;

13 d. Reviewing land use designations where roadway capacity and/or transit service  
14 capacity cannot adequately serve or expect to achieve concurrency for  
15 development allowed under the designation;

16 e. Providing adequate access to and circulation for public service and priority for  
17 public transportation vehicles will be part of the planning for comprehensive plan  
18 land use designations and subsequent development as appropriate; and

19 f. Consulting with transit agencies, as appropriate, when planning future land use  
20 in designated transit emphasis corridors and in the area of high capacity transit  
21 stations for consistency with long-range transit agency plans and to ensure that  
22 the land use and transit services are mutually supported.”

23  
24 J. The GPP2 proposal is consistent with the following policies and objectives of Snohomish  
25 County’s General Policy Plan of the GMACP (GPP):

26  
27 Policy TR 1.B.5, “Future roadways and improvements of existing roads shall be  
28 planned to enhance multimodal traffic flow and the connectivity of countywide  
29 arterial roadways.”

30  
31 Objective TR 2.A, “In cooperation with the cities and transit operating agencies,  
32 make the designated centers the focus of residential and employment growth and  
33 transportation investment in unincorporated county areas.”

34  
35 Policy TR 2.A.1, “Roadways serving designated centers shall be redesigned,  
36 improved, and maintained as principal and minor arterials for multimodal travel.”

37  
38 Policy TR 2.A.2, “A transit-supportive transportation system shall be provided that  
39 links designated centers.”

1  
2 Policy TR 2.A.3, “Regional and metropolitan centers shall be connected with high-  
3 capacity transit and HOV lanes on state routes.”  
4

5 Policy TR 2.A.4, “An interconnected system of high-occupancy vehicle (HOV) lanes  
6 and treatments shall be provided to serve the designated centers and  
7 transportation centers within the urban area.”

8 Policy TR 2.A.5, “A regionally coordinated system of bikeways and walkways shall  
9 be planned to serve the designated centers and transportation centers.”

10 Objective TR 2.C, “In cooperation with transit operating agencies, cities, and  
11 WSDOT, identify transit emphasis corridors that are served, or planned to be  
12 served, by public transportation and will pursue effective and integrated land use  
13 and transportation planning.”

14 Policy TR 2.E.3, “Safe, pleasant and convenient access shall be provided for  
15 pedestrians and bicyclists as well as efficient transfer between all modes of travel.”

16 Policy TR 3.A.3, “A safe system of bicycle and pedestrian facilities shall be planned  
17 for, tying together residential areas, schools, recreation areas, business areas,  
18 transit stops and transfer points, and centers.”

19 Policy TR 4.A.1, “Pedestrian facilities shall be encouraged that maintain access  
20 between public facilities and residential areas, especially where they serve a safety  
21 purpose.”

22 Objective TR 5.D, “Participate with the cities, transit agencies, Sound Transit and  
23 WSDOT in a cooperative planning process for public transportation and high-  
24 capacity transit.”

25 Policy TR 6.D.5, “Investment in nonmotorized transportation improvements within  
26 and between urban centers that serve transit station areas within transit emphasis  
27 corridors shall be encouraged.”

28 K. Procedural requirements.

- 29
- 30 1. The proposal is a Type 3 legislative action pursuant to SCC 30.73.010.
  - 31
  - 32 2. The environmental impacts of this proposal are within the range of impacts analyzed  
33 by the draft environmental impact statement (DEIS) and final environmental impact  
34 statement (FEIS) during the Update to the GMACP in 2015. No new probable  
35 significant adverse environmental impacts from this proposal have been identified.

1 Therefore, State Environmental Policy Act (SEPA) requirements with respect to this  
2 non-project action have been met through issuance on May 9, 2017, of Addendum  
3 No. 10 to the FEIS for the 2015 Update to the GMACP.  
4

- 5 3. Pursuant to RCW 36.70A.106(1), a notice of intent to adopt this ordinance was  
6 transmitted to the Washington State Department of Commerce for distribution to  
7 state agencies on April 26, 2017.  
8
- 9 4. The public participation process used in the adoption of this ordinance complies with  
10 all applicable requirements of the GMA and the SCC.  
11
- 12 5. The Washington State Attorney General last issued an advisory memorandum, as  
13 required by RCW 36.70A.370, in December of 2015 entitled "Advisory Memorandum:  
14 Avoiding Unconstitutional Takings of Private Property" to help local governments  
15 avoid the unconstitutional taking of private property. The process outlined in the  
16 State Attorney General's 2015 advisory memorandum was used by Snohomish  
17 County in objectively evaluating the regulatory changes proposed by this ordinance.  
18
- 19 L. This ordinance is consistent with the record as set forth in DPW staff reports relating to  
20 this proposal dated April 10, 2017, and May 10, 2017.  
21

22 Section 2. The county council makes the following conclusions:

- 23 A. The proposed GPP2 is consistent with and complies with the procedural and substantive  
24 requirements of the GMA.
- 25 B. The proposed GPP2 is consistent the requirement of RCW 36.70A.070(6) which directs  
26 counties planning under the GMA to include within their comprehensive plans a  
27 transportation element that implements and supports the adopted land use element of its  
28 comprehensive plan.
- 29 C. The proposed GPP2 is consistent with the MPPs, CPPs, and the goals, objectives, and  
30 policies of the GPP.
- 31 D. All SEPA requirements with respect to this non-project action have been satisfied.
- 32 E. This proposal does not result in an unconstitutional taking of private property for a public  
33 purpose and does not violate substantive due process guarantees.  
34

35 Section 3. The county council bases its findings and conclusions on the entire record of the  
36 planning commission and the county council, including all testimony and exhibits. Any finding  
37 which should be deemed a conclusion, and any conclusion which should be deemed a finding,  
38 is hereby adopted as such.  
39

1 Section 4. Based on the foregoing findings and conclusions, chapter IV of the TE of the  
2 GMACP, last amended by Ordinance No.14-137 on June 26, 2015, is amended as indicated in  
3 Exhibit A to this ordinance, which is attached hereto and incorporated by reference into this  
4 ordinance.

5  
6 Section 5. Based on the foregoing findings and conclusions, the Arterial Circulation Map, a map  
7 supporting the TE of the GMACP last amended by Ordinance No.14-137 on June 26, 2015, is  
8 amended as indicated in Exhibit B to this ordinance, which is attached hereto and incorporated  
9 by reference into this ordinance.

10  
11 Section 6. Based on the foregoing findings and conclusions, The Countywide Bicycle Facility  
12 Map, a map supporting the TE of the GMACP, last amended by Ordinance No.14-137 on June  
13 26, 2015, is amended as indicated in Exhibit C to this ordinance, which is attached hereto and  
14 incorporated by reference into this ordinance.

15  
16 Section 7. The County Council directs the Code Reviser to update SCC 30.10.060 pursuant to  
17 SCC 1.02.020(3).

18  
19 Section 8. Severability and Savings. If any section, sentence, clause or phrase of this ordinance  
20 shall be held to be invalid by the Growth Management Hearings Board (Board), or  
21 unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall  
22 not affect the validity or constitutionality of any other section, sentence, clause or phrase of this  
23 ordinance. Provided, however, that if any section, sentence, clause or phrase of this ordinance  
24 is held to be invalid by the Board or court of competent jurisdiction, then the section, sentence,  
25 clause or phrase in effect prior to the effective date of this ordinance shall be in full force and  
26 effect for that individual section, sentence, clause or phrase as if this ordinance had never been  
27 adopted.

28  
29  
30 PASSED this 27<sup>th</sup> day of September, 2017.

31  
32 SNOHOMISH COUNTY COUNCIL  
33 Snohomish County, Washington

34  
35  
36 /s/ Stephanie Wright  
37 Council Vice Chair

38  
39 ATTEST:

40 /s/ Debbie Eco, CMC  
41 Clerk of the Council

42  
43 (X) APPROVED  
44 ( ) EMERGENCY  
45 ( ) VETOED

D-14

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**Exhibit A**  
**Ordinance No. 17-049**  
**GPP2 – Amendments to Chapter IV of the Transportation Element of the Snohomish  
County GMA Comprehensive Plan**

Exhibit A: Text changes to chapter IV of the Transportation Element

1. Arterial Circulation Map

The County's arterial improvements are likely to be needed in stages over the next 20 years to adequately serve the county's land use element under the comprehensive plan and support the multimodal transportation system serving Snohomish County. The Arterial Circulation Map (Map 1) presents the recommended roadway circulation network that includes county arterial roadways and state highways. The Arterial Circulation Map shows the expanse and coverage of county roadways and state highways and their functional classes. Arterials are classified as an interstate, freeway/expressway, principal arterial, minor arterial, major collector, or minor collector. Non-arterial roads are classified as local roads, these functional classes are described in more detail below.

All roadways maintained by the County have been classified for funding purposes using the federal functional classification system, which reflects the function, traffic levels and composition, roadway and streetscape design, access, and frontage improvements required for development and guides programming of roadway improvements. County roadways are classified as principal arterial, minor arterial, major collector, minor collector or local access road on the Arterial Circulation Map.

- **Interstate:** Limited access, divided highways linking major urban areas.
- **Freeway/Expressway:** Directional travel lanes usually separated by a physical barrier with limited access and egress points (on- and off-ramps or very limited number of at-grade intersections). Abutting land uses are not directly served by freeways/expressways.
- **Principal Arterial:** Roadways serving major centers of metropolitan areas and providing a high degree of mobility. Abutting land uses can be served directly by principal arterials via driveways or at-grade intersections.
- **Minor Arterial:** Roadways providing intra-community continuity and connectivity to the higher arterial system. Minor arterials provide a greater level of access to abutting land uses than principal arterials.
- **Major Collector:** Roadways funneling traffic from local roads to the arterial network and providing a high level of property access. Major collectors are generally longer, have

**Exhibit A**  
**Ordinance No. 17-049**  
**GPP2 – Amendments to Chapter IV of the Transportation Element of the Snohomish County GMA Comprehensive Plan**

more travel lanes, have lower connecting driveway densities, have higher speed limits, and carry higher traffic volumes than minor collectors.

- **Minor Collector:** Roadways funneling traffic from local roads to the arterial network and providing a high level of property access. Minor collectors are generally shorter, have fewer travel lanes, have higher connecting driveway densities, have lower speed limits, and carry lower traffic volumes than major collectors.

All roads not classified as any of the preceding categories are called local roads. Local roads primarily provide access to abutting land uses and connect traffic to the higher collector and arterial roadway network.

Table 13 summarizes county arterial mileage by functional class. Total arterial mileage within Snohomish County, excluding arterials within City boundaries, is approximately ((806)) 807. The mileage shown in Table 13 only includes state highways and county arterials.

**Table 13**

**County Arterial Mileage by Functional Classification**

<b>Functional Classification</b>	<b>Arterial Mileage</b>
Interstate	45
Freeway/Expressway	16
Principal Arterial	214
Minor Arterial	((181)) <u>183</u>
Major Collector	((153)) <u>152</u>
Minor Collector	184
Recommended Principal Arterial	6
Recommended Minor Arterial	1
Recommended Major Collector	1
Recommended Minor Collector	5
<b>TOTAL</b>	<b>((806)) <u>807</u></b>

**Exhibit B**  
**Ordinance No. 17-049**  
**GPP2 – Amendments to the Transportation Element of the Snohomish County GMA**  
**Comprehensive Plan**

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**Exhibit C**  
**Ordinance No. 17-049**  
**GPP2 – Amendments to the Transportation Element of the Snohomish County GMA**  
**Comprehensive Plan**

ORDINANCE NO. 17-049  
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