

1 ADOPTED: 11/13/18
2 EFFECTIVE: 11/29/18

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5
6 SNOHOMISH COUNTY COUNCIL
7 SNOHOMISH COUNTY, WASHINGTON

8
9 ORDINANCE NO. 18-059

10
11 RELATING TO THE GROWTH MANAGEMENT ACT, AMENDING THE TRANSPORTATION
12 ELEMENT OF THE SNOHOMISH COUNTY GROWTH MANAGEMENT ACT
13 COMPREHENSIVE PLAN (GPP 18-6 – 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) completed the
20 East/West Corridor High Capacity Transit Study that recommends additional crossing
21 opportunities of I-5 including a new 148th St SW arterial and bicycle crossing connecting Ash
22 Way and Meadow Rd; and

23
24 WHEREAS, the East/West Corridor High Capacity Transit Study also recommends a
25 realignment of Ash Way so that the signalized Ash Way intersection with 164th St SW is farther
26 west from I-5, creating fewer traffic conflicts; and

27
28 WHEREAS, the Snohomish County Council (“county council”) has determined that the
29 consideration of the proposed amendments and revisions to the Transportation Element (TE) of
30 the GMACP would promote a county purpose as established under RCW 36.70A.130; and

31
32 WHEREAS, on September 27, 2017, the county council approved, by Motion No. 17-
33 290, a list of proposed county-initiated GMACP amendments for consideration and final action
34 in 2018, and authorized the Snohomish County Executive, through the Department of Planning
35 and Development Services (PDS) with participation from DPW, to process the proposals
36 consistent with chapter 30.73 Snohomish County Code (SCC); and

37
38 WHEREAS, included in Motion No. 17-290 was a proposed amendment, known as GPP
39 18-6 – Transportation Element, a placeholder proposal by DPW to revise the Arterial Circulation
40 Map, the Bicycle Facility System Map, and the TE; and

41
42 WHEREAS, pursuant to chapter 30.73 SCC, DPW completed final review and evaluation
43 of the GPP 18-6 – Transportation Element proposal and forwarded recommendations to the
44 Snohomish County Planning Commission (“planning commission”); and

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1
2 WHEREAS, on April 24, 2018, DPW briefed the planning commission on the GPP 18-6 –
3 Transportation Element; and
4

5 WHEREAS, the planning commission held a public hearing on May 22, 2018, to receive
6 public testimony on the proposed GPP 18-6 – Transportation Element, and recommended
7 adoption of the amendments contained in this ordinance, as shown in its recommendation letter
8 of June 7, 2018; and
9

10 WHEREAS, on September 19, 2018, at the hour of 6:30 p.m., October, 31, 2018, at the
11 hour of 10:30 a.m., and November 13, 2018, at the hour of 9:00 a.m., the county council held a
12 public hearing, after proper notice, and considered public comment and the entire record related
13 to the proposed amendments contained in this ordinance; and
14

15 WHEREAS, following the public hearing, the county council deliberated on the proposed
16 amendments contained in this ordinance;
17

18 NOW, THEREFORE, BE IT ORDAINED:
19

20 Section 1. The county council adopts the following findings in support of this ordinance:
21

- 22 A. The foregoing recitals are adopted as findings as if set forth fully herein.
23
24 B. The GPP 18-6 proposal amends the Arterial Circulation Map in the Transportation
25 Element (TE) of the GMACP to add two projects that will improve east/west capacity and
26 traffic operations. The two projects are: (1) a new 148th St SW crossing over I-5
27 between Ash Way and Meadow Rd; and (2) a realignment of Ash Way.
28
29 C. The GPP 18-6 proposal amends the Countywide Bicycle Facility System Map in the
30 Transportation Element (TE) of the GMACP to add bicycle facilities associated with the
31 new 148th St SW overcrossing of I-5 connecting Ash Way and Meadow Rd and the
32 realignment of Ash Way.
33
34 D. The GPP 18-6 proposal updates the Snohomish County arterial Mileage by Functional
35 Classification table to be consistent with changes made to the maps.
36
37 E. The GPP 18-6 proposal is consistent with Goal 3 of the GMA, RCW 36.70A.020(3):
38 “Transportation. Encourage efficient multimodal transportation systems that are based on
39 regional priorities and coordinated with county and city comprehensive plans.”
40
41 F. The GPP 18-6 proposal is consistent with the following Multicounty Planning Policies
42 (MPPs) contained in the Puget Sound Regional Council’s (PSRC) Vision 2040:
43

1
2 MPP-T-9, “Coordinate state, regional, and local planning efforts for transportation
3 through the Puget Sound Regional Council to develop and operate a highly
4 efficient, multimodal system that supports the regional growth strategy.”
5

6 MPP-T-14, “Design, construct, and operate transportation facilities to serve all
7 users safely and conveniently, including motorists, pedestrians, bicyclists, and
8 transit users, while accommodating the movement of freight and goods, as
9 suitable to each facility’s function and context as determined by the appropriate
10 jurisdictions.”
11

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

16 MPP-T-16, “Promote and incorporate bicycle and pedestrian travel as important
17 modes of transportation by providing facilities and reliable connections.”
18

19 MPP-T-26, “Strategically expand capacity and increase efficiency of the
20 transportation system to move goods, services, and people to and within the urban
21 growth area. Focus on investments that produce the greatest net benefits to
22 people and minimize the environmental impacts of transportation.”
23

24 G. The GPP 18-6 proposal is consistent with the following Countywide Planning Policy for
25 Snohomish County (CPP):
26

27 TR-4, “The County and cities shall provide transportation facilities and services
28 that support the land use elements of their comprehensive plans, including
29 roadway capacities and nonmotorized options together with public transportation
30 services appropriate to the designated land use types and intensities by:

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

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

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

- 1 d. Reviewing land use designations where roadway capacity and/or transit service
2 capacity cannot adequately serve or expect to achieve concurrency for
3 development allowed under the designation;
- 4 e. Providing adequate access to and circulation for public service and priority for
5 public transportation vehicles will be part of the planning for comprehensive plan
6 land use designations and subsequent development as appropriate; and
- 7 f. Consulting with transit agencies, as appropriate, when planning future land use
8 in designated transit emphasis corridors and in the area of high capacity transit
9 stations for consistency with long-range transit agency plans and to ensure that
10 the land use and transit services are mutually supported.”

11
12 H. The GPP 18-6 proposal is consistent with the following policies and objectives of
13 Snohomish County’s General Policy Plan of the GMACP (GPP):

14
15 Objective TR 1.B, “Prepare long-range plans for future highway and arterial roadways
16 providing direct connections and adequate rights-of-way in consideration of existing
17 and future development.”

18
19 Policy TR 1.B.5, “Future roadways and improvements of existing roads shall be
20 planned to enhance multimodal traffic flow and the connectivity of countywide arterial
21 roadways.”

22
23 Objective TR 2.A, “In cooperation with the cities and transit operating agencies, make
24 the designated centers the focus of residential and employment growth and
25 transportation investment in unincorporated county areas.”

26
27 Policy TR 2.A.1, “Roadways serving designated centers shall be redesigned,
28 improved, and maintained as principal and minor arterials for multimodal travel.”

29
30 Policy TR 2.A.2, “A transit-supportive transportation system shall be provided that links
31 designated centers.”

32
33 Policy TR 2.A.3, “Regional and metropolitan centers shall be connected with high-
34 capacity transit and HOV lanes on state routes.”

35
36 Policy TR 2.A.5, “A regionally coordinated system of bikeways and walkways shall be
37 planned to serve the designated centers and transportation centers.”

38
39 Policy TR 2.E.3, “Safe, pleasant and convenient access shall be provided for
40 pedestrians and bicyclists as well as efficient transfer between all modes of travel.”

41

1 Policy TR 3.A.3, "A safe system of bicycle and pedestrian facilities shall be planned
2 for, tying together residential areas, schools, recreation areas, business areas, transit
3 stops and transfer points, and centers."
4

5 Policy TR 4.A.1, "Pedestrian facilities shall be encouraged that maintain access
6 between public facilities and residential areas, especially where they serve a safety
7 purpose."
8

9 Objective TR 5.D, "Participate with the cities, transit agencies, Sound Transit and
10 WSDOT in a cooperative planning process for public transportation and high-capacity
11 transit."
12

13 Policy TR 6.D.5, "Investment in nonmotorized transportation improvements within and
14 between urban centers that serve transit station areas within transit emphasis
15 corridors shall be encouraged."
16

17 I. Procedural requirements.
18

- 19 1. The proposal is a Type 3 legislative action pursuant to SCC 30.73.010.
20
- 21 2. The environmental impacts of this proposal are within the range of impacts analyzed
22 by the draft environmental impact statement (DEIS) and final environmental impact
23 statement (FEIS) during the Update to the GMACP in 2015. No new probable
24 significant adverse environmental impacts from this proposal have been identified.
25 Therefore, State Environmental Policy Act (SEPA) requirements with respect to this
26 non-project action have been met through issuance on July 13, 2018, of Addendum
27 No. 14 to the FEIS for the 2015 Update to the GMACP.
28
- 29 3. Pursuant to RCW 36.70A.106(1), a notice of intent to adopt this ordinance was
30 transmitted to the Washington State Department of Commerce for distribution to
31 state agencies on April 10, 2018.
32
- 33 4. The public participation process used in the adoption of this ordinance complies with
34 all applicable requirements of the GMA and the SCC.
35
- 36 5. The Washington State Attorney General last issued an advisory memorandum, as
37 required by RCW 36.70A.370, in December of 2015 entitled "Advisory Memorandum:
38 Avoiding Unconstitutional Takings of Private Property" to help local governments
39 avoid the unconstitutional taking of private property. The process outlined in the
40 State Attorney General's 2015 advisory memorandum was used by Snohomish
41 County in objectively evaluating the regulatory changes proposed by this ordinance.
42

1 J. This ordinance is consistent with the record as set forth in DPW staff reports relating to
2 this proposal dated April 6, 2018, and May 22, 2018.

3
4 Section 2. The county council makes the following conclusions:

5 A. The proposed GPP 18-6 is consistent with and complies with the procedural and
6 substantive requirements of the GMA.

7 B. The proposed GPP 18-6 is consistent the requirement of RCW 36.70A.070(6) which
8 directs counties planning under the GMA to include within their comprehensive plans a
9 transportation element that implements and supports the adopted land use element of its
10 comprehensive plan.

11 C. The proposed GPP 18-6 is consistent with the MPPs, CPPs, and the goals, objectives,
12 and policies of the GPP.

13 D. All SEPA requirements with respect to this non-project action have been satisfied.

14 E. This proposal does not result in an unconstitutional taking of private property for a public
15 purpose and does not violate substantive due process guarantees.

16
17 Section 3. The county council bases its findings and conclusions on the entire record before the
18 county council, including all testimony and exhibits. Any finding which should be deemed a
19 conclusion, and any conclusion which should be deemed a finding, is hereby adopted as such.

20
21 Section 4. Based on the foregoing findings and conclusions, chapter IV of the TE of the
22 GMACP, last amended by Ordinance No.17-049 on September 27, 2017, is amended as
23 indicated in Exhibit A to this ordinance, which is attached hereto and incorporated by reference
24 into this ordinance.

25
26 Section 5. Based on the foregoing findings and conclusions, the Arterial Circulation Map, a map
27 supporting the TE of the GMACP last amended by Ordinance No.17-049 on September 27,
28 2017, is amended as indicated in Exhibit B to this ordinance, which is attached hereto and
29 incorporated by reference into this ordinance.

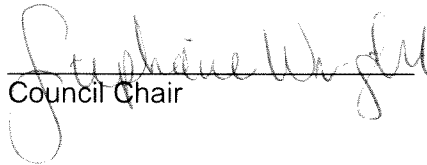
30
31 Section 6. Based on the foregoing findings and conclusions, The Countywide Bicycle Facility
32 Map, a map supporting the TE of the GMACP, last amended by Ordinance No.17-049 on
33 September 27, 2017, is amended as indicated in Exhibit C to this ordinance, which is attached
34 hereto and incorporated by reference into this ordinance.

35
36 Section 7. The county council directs the Code Reviser to update SCC 30.10.060 pursuant to
37 SCC 1.02.020(3).

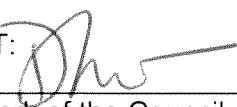
1 Section 8. Severability and Savings. If any section, sentence, clause or phrase of this ordinance
2 shall be held to be invalid by the Growth Management Hearings Board (Board), or
3 unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall
4 not affect the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

10
11
12 PASSED this 13th day of November, 2018.

13
14 SNOHOMISH COUNTY COUNCIL
15 Snohomish County, Washington

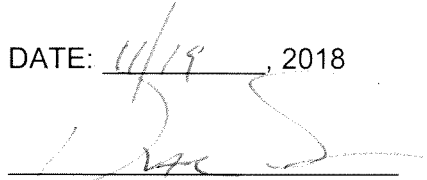
16
17
18 
19 Council Chair

20
21 ATTEST:

22 
23 Asst. Clerk of the Council

- 24
25 (X) APPROVED
26 () EMERGENCY
27 () VETOED

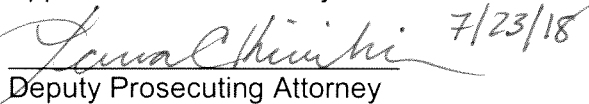
28 DATE: 11/19, 2018

29
30 
31 Snohomish County Executive

32
33 ATTEST:

34 
35 Melissa Scrogg

36
37 Approved as to form only:

38 
39 Tawana Kimbri 7/23/18
40 Deputy Prosecuting Attorney

41
42
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Exhibit A
Ordinance No. 18-059
GPP 18-6 – Amendments to 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. 18-059
GPP 18-6 – Amendments to 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.

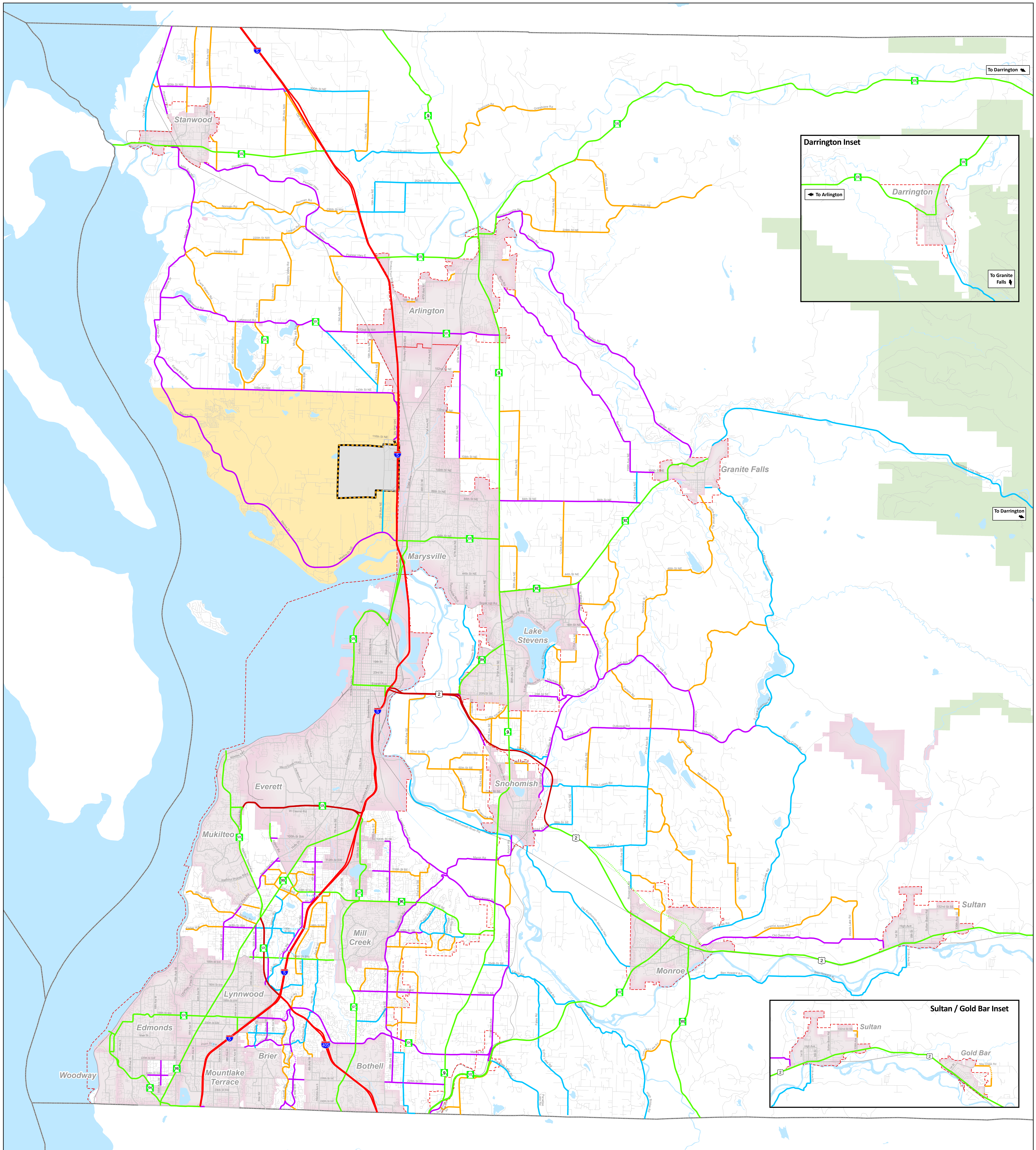
Table 13 summarizes county arterial mileage by functional class. Total arterial mileage within Snohomish County, excluding arterials within City boundaries, is approximately ~~807~~ 808. The mileage shown in Table 13 only includes state highways and county arterials.

Table 13

County Arterial Mileage by Functional Classification

Functional Classification	Arterial Mileage
Interstate	45
Freeway/Expressway	16
Principal Arterial	214
Minor Arterial	183
Major Collector	152
Minor Collector	184
Recommended Principal Arterial	6
Recommended Minor Arterial	1
Recommended Major Collector	4 2
Recommended Minor Collector	5
TOTAL	807 <u>808</u>

Exhibit B
Ordinance No. 18-059
GPP 18-6 – Amendments to the Transportation Element of the Snohomish County GMA
Comprehensive Plan



**SNOHOMISH COUNTY
GMA
COMPREHENSIVE PLAN**

**Map 1
Arterial Circulation**

EFFECTIVE DATE:

- | | | | | |
|----------------------|----------|--------------|---|--------------------|
| Interstate | Existing | Recommended* | Incorporated City | Interstate Highway |
| Freeway / Expressway | — | — | Tulalip Reservation | Arterial Roadway |
| Principal Arterial | — | — | UGA Boundary | Local Road |
| Minor Arterial | — | — | County Boundary | Railroad |
| Major Collector | — | — | National Forest | Water |
| Minor Collector | — | — | The Consolidated Borough of Quil Ceda Village | |
- *Subject to Additional Study
- 0 1 2 4
Miles

All maps, data, and information set forth herein ("Data"), are for illustrative purposes only and are not to be considered an official citation to, or representation of, the Snohomish County Code, Amendments and updates to the Data, together with other applicable County Code provisions, may apply which are not depicted herein. Snohomish County makes no representation or warranty concerning the content, accuracy, currency, completeness or quality of the Data contained herein and expressly disclaims any warranty of merchantability or fitness for any particular purpose. All persons accessing or otherwise using this Data assume all responsibility for use thereof and agree to hold Snohomish County harmless from and against any damages, loss, claim or liability arising out of any error, defect or omission contained within said Data. Washington State Law, Ch. 42.56 RCW, prohibits state and local agencies from providing access to lists of individuals intended for use for commercial purposes and, thus, no commercial use may be made of any Data comprising lists of individuals contained herein.

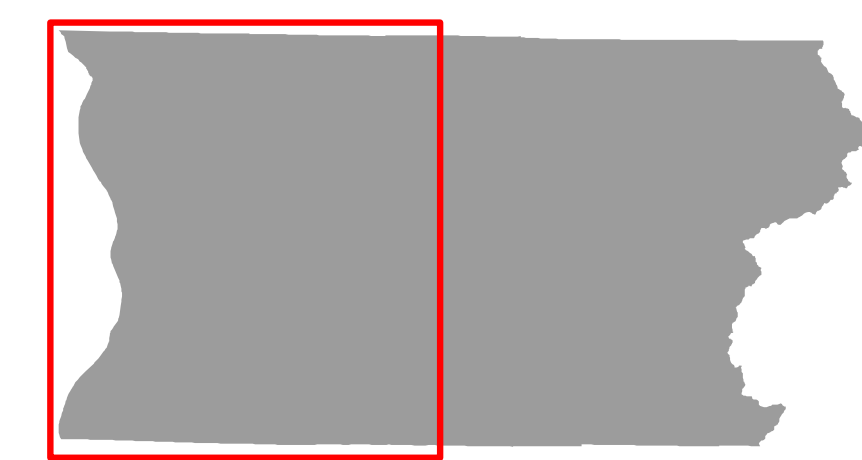
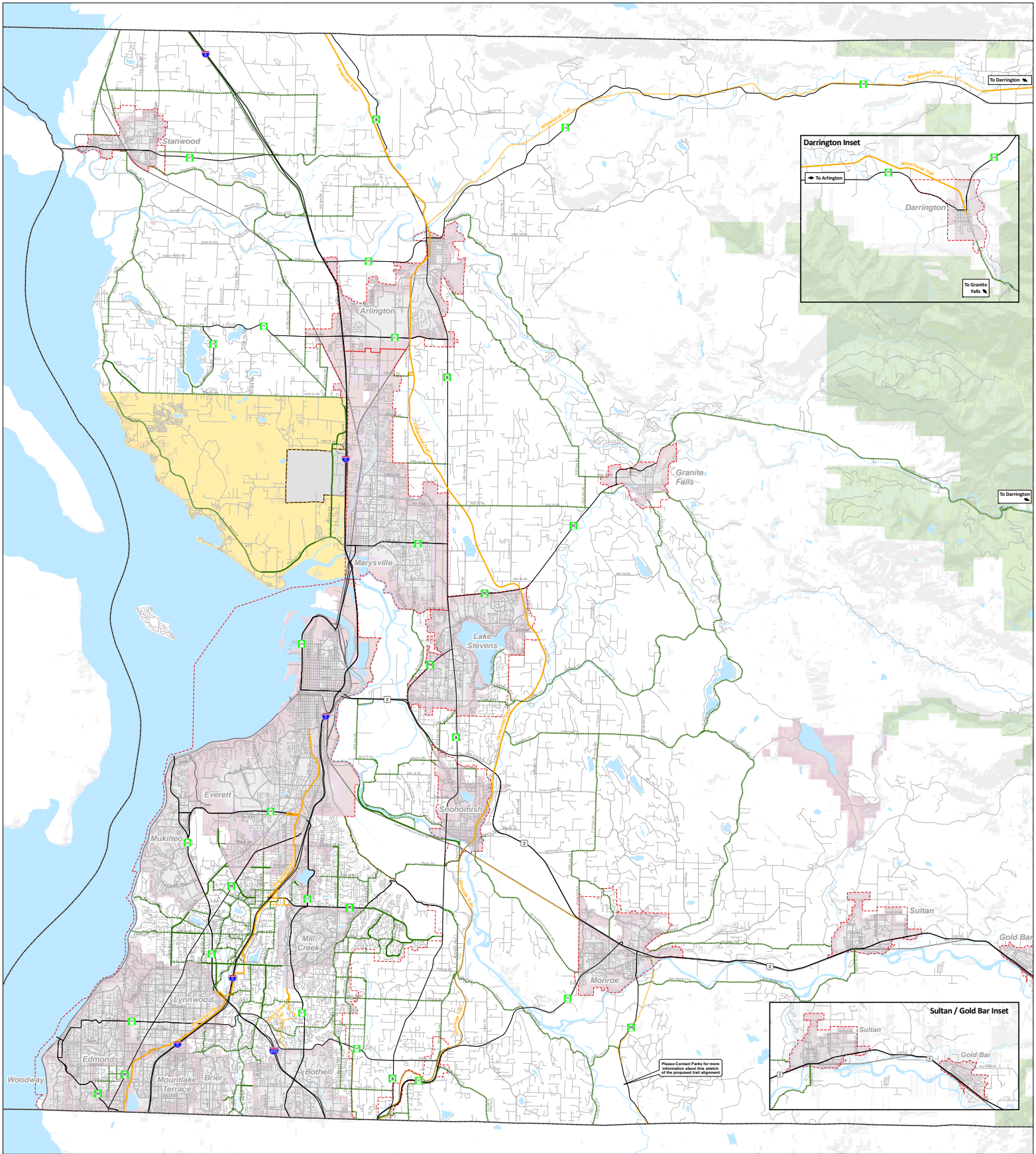


Exhibit C
Ordinance No. 18-059
GPP 18-6 – Amendments to the Transportation Element of the Snohomish County GMA
Comprehensive Plan



**SNOHOMISH COUNTY
GMA
COMPREHENSIVE PLAN**

Map 2 **EFFECTIVE DATE:**
Countywide Bicycle Facility System

- | | | | | |
|-------------------------------|----------|----------|---|--------------------|
| County Bikeway | Existing | Proposed | Incorporated City | Interstate Highway |
| County Trail | — | — | Tulalip Reservation | Arterial Roadway |
| Municipal Bikeway | — | — | County Boundary | Local Road |
| Interstate/
State Highway* | — | — | UGA Boundary | Railroad |
| | | | National Forest | Water |
| | | | The Consolidated Borough of Quil Ceda Village | |
- 0 1 2 4
Miles

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NOTE: All County Roads are Bicycle Facilities. Rural roads will have 75 foot shoulders. See county plans for additional trail information. See city plans for additional bike information. See state plan for additional bike information.
* Option for Biking. See WSDOT Bike Map.