



Snohomish County Council

Committee: Public Works and Infrastructure

Analyst: Deb Evison Bell

ECAF: 2022-0464

Proposal: Motion 22-259

Date: June 21, 2022

Consideration:

The proposed motion would designate portions of 35th Avenue SE: units #204, #207/336, and #337/420; from SR 524 to Seattle Hill Road as being at ultimate capacity, under SCC [30.66B.110\(1\)](#).

Background:

The 35th Ave SE corridor serves one of the fastest growing areas of Snohomish County according to the [2020 Growth Monitoring Report \(Page 15\)](#) and provides a commuter connection to State Routes 524 and 527, including the cities of Mill Creek and Bothell.

The Growth Management Act (GMA) requires local jurisdictions to adopt Level of Service standards and concurrency for transportation, which are adopted in the Transportation Element of the Comprehensive Plan and development regulations, under [RCW 36.70A.020](#).

Snohomish County has at present invested nearly \$33M in state and federal grants, developer mitigation fees, and local tax dollars over the last ten years to increase capacity, reduce intersection delays, and build out the bicycle and pedestrian network on 35th Ave SE corridor as identified in the Transportation Element in the 2015 Comprehensive Plan. In addition to the improvements on 35th Ave SE corridor, the County continues to make significant improvements to 43rd Ave SE, creating a parallel alternative between SR 524 and 156th Street SE.

Public Works has measured the existing LOS and projected future LOS on the designated arterial units of 35th Ave: 204, 207/336, and 337/420. The adopted level of service (LOS) standard for 35th Avenue SE is LOS E. All of the units (separately or combined into one corridor) will fail the current LOS E standard after the completion of the Phase 2 widening project in 2022, and when traffic volumes exceed the pre-Covid 19 levels of the corridor. It is projected that the corridor will no longer meet the concurrency standards and it will fall into arrears and stop development. (Land development projects cannot be approved if they will impact an arterial unit where delay will exceed the adopted level of service standard, unless improvements are programmed that will remedy the LOS deficiency within six years.)

In accordance with RCW 36.70A.020, SCC 30.66B.110 and Department of Public Works Rule 4224.110, the County Engineer has prepared a report addressing access management, additional road improvements in the surrounding area, better transportation system management techniques and technologies, travel demand management, and safety improvements, and has identified the specific growth management objectives that support the designation of ultimate capacity for the arterial units that include the following recommendations:

1. Under [Vision 2050](#), growth and development will continue in the Southwest Urban Growth Area (SWUGA) and in the neighboring cities.
2. Without a designation of ultimate capacity for this arterial, concurrency requirements will prevent the increased densities of development necessary to fully achieve the regional growth targets, as land development placing three or more peak hour trips on 35th Avenue SE will not be able to proceed.
3. A determination of ultimate capacity for 35th Avenue SE will streamline concurrency review for developments adding new traffic trips to the arterial. All developments impacting 35th Avenue SE would still be subject to concurrency, but the determination of ultimate capacity would establish a higher average daily trip (ADT) threshold.
4. Upon designation of 35th Avenue SE as ultimate capacity, DPW will implement the strategies, programs and plans outlined in the Engineers report to provide additional mobility alternatives to support continued growth. Additionally, DPW will work with all new development that adds trips to this arterial to provide transportation demand management (TDM) measures through site design, programmatic measures, and/or TDM payments for the purpose of improving efficiency, preserving roadway capacity, providing transportation alternatives, and improving operations.
5. Public Works recommends that arterial units 204, 207/336, and 337/420 on the 35th Avenue SE corridor be designated as being at ultimate capacity.

Current Proposal:

Scope: Approval by motion, after a Public Hearing, is sought from council to authorize the designation of ultimate capacity for designated units of 35th Ave SE. The County Engineer has determined, and it is recommended by the Public Works Director, under SCC 30.66B.110, that being in the best interest of the general public and recommends the determination of ultimate capacity for 35th Ave SE, specifically those arterial units 204, 207/336, and 337/420.

Duration: NA

Fiscal Implications: There are no negative fiscal impacts identified with this motion.

2022 Budget: NA

Future Budget Impacts: NA

Handling: Expedite

Approved-as-to-form: YES

Risk Management: APPROVE.

Executive Recommendation: APPROVE.

Analysis: Providing this determination will allow for a streamlined concurrency review for developments adding new traffic trips and would allow for a higher threshold of average daily trips (ADT).

Attachments: See ECAF packet/Engineers Report.

Amendments: NONE.

Request: The requested action is for council to move this to GLS on June 22nd to set a time and date for a Public Hearing.