



# Snohomish County Council

## Legislation Text

File #: 2022-0464, Version: 1

### Executive/Council Action Form (ECAF)

#### ITEM TITLE:

Motion 22-259, making a designation of ultimate capacity for arterial units #204, #207/336 and #337/420 on 35th Avenue SE from SR 524 to Seattle Hill Road

**DEPARTMENT:** Public Works

**ORIGINATOR:** Ryan Peterson, P.E.

**EXECUTIVE RECOMMENDATION:** Approve - Ken Klein

**PURPOSE:** Approval of a motion, following a public hearing, to designate arterial units #204, #207/336 and #337/420 on 35th Avenue SE from SR 524 to Seattle Hill Road as being at ultimate capacity.

**BACKGROUND:** • When excessive expenditure of public funds is not warranted for the purpose of making further improvements on certain arterial units, the county council may designate, by motion, following a public hearing, such arterial unit as being at ultimate capacity. • Pursuant to SCC 30.66B.110(2) and DPW Rules, an ultimate capacity designation will be initiated by an engineer's report and written recommendation from the director of public works evaluating eligibility. • The 35th Avenue SE Phase 1 project was completed in 2019, and the Phase 2 project will be complete in the summer of 2022. With both phases complete, all three arterial units (#204, #207/336 and # 337/420) along the corridor will have been widened to the county's three-lane urban standard as identified in the Transportation Element (TE) of the 2015 Comprehensive Plan. • The engineer's report addresses access management, additional road improvements in the surrounding area, better transportation system management techniques and technologies, travel demand management, and safety improvements, and identifies the specific growth management objectives that support the designation of ultimate capacity for the arterial units. • Under Vision 2050, growth and development will continue in the Southwest Urban Growth Area (SWUGA) and in the neighboring cities. • Without a designation of ultimate capacity for this arterial, concurrency requirements will prevent the increased densities of development necessary to fully achieve these regional growth targets, as land development placing three or more peak hour trips on 35th Avenue SE will not be able to proceed. • 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 and required to provide transportation demand management measures and/or payments to improve efficiency, capacity, and alternatives. • The director of public works finds that the arterial units meet the criteria for ultimate capacity as summarized in the engineer's report provided to the council.

#### FISCAL IMPLICATIONS:

EXPEND: FUND, AGY, ORG, ACTY, OBJ, AU	CURRENT YR	2ND YR	1ST 6 YRS

<b>TOTAL</b>			

<b>REVENUE:</b> FUND, AGY, ORG, REV, SOURCE	CURRENT YR	2ND YR	1ST 6 YRS
<b>TOTAL</b>			

**DEPARTMENT FISCAL IMPACT NOTES:** There are no negative fiscal impacts associated with this motion.

**CONTRACT INFORMATION:**

ORIGINAL	CONTRACT#	AMOUNT
AMENDMENT	CONTRACT#	AMOUNT

**Contract Period**

ORIGINAL	START	END
AMENDMENT	START	END

**OTHER DEPARTMENTAL REVIEW/COMMENTS:** Reviewed/approved by Risk and Finance