**MEETING 39 Minutes** – **THURSDAY, August 23, 2018, 7:00PM**

**Annual Town Hall**

Clearview Foursquare Church, 17210 Highway 9, Clearview

Officials on Panel (with links to websites with contact info):

[Derek Stanford](https://housedemocrats.wa.gov/legislators/derek-stanford/), State Representative Leg District 1 (position 1)

[Shelley Kloba](http://housedemocrats.wa.gov/legislators/shelley-kloba/), State Representative Leg District 1 (position 2)

Ken Klein Executive Director, office of [County Executive Dave Somers](https://snohomishcountywa.gov/182/Executive)

[Terry Ryan,](https://snohomishcountywa.gov/767/District-4) County Councilmember, District 4

[Sam Low,](https://snohomishcountywa.gov/768/District-5) County Councilmember, District 5

Sheriff Scott Robinson, South Precinct Commander, [Snoho Cty Sheriff](https://snohomishcountywa.gov/210/Sheriffs-Office)\*

Sheriff Scott Parker, South Precinct

Attendees:

Jeff Thomas Karmel Ackerman Lori McConnell

Michael Lawson Tom LaBelle Kathy Lampert

Mike Lampert Amanda Thomas Norm Smith

Terrie Smith Charlie Wozow Jayne Wozow

Shari Crichton Bob Crichton Judy Hedreen

Andy Hedreen Pat Veale George G Smith

Yusuf Hansin Ann Good Elke Spivey

Don Spivey Jim Good Carol Scott

Robert Scott MaryLou Burns Carter Burns

Jack Snyder Rob Keasal Michelle Keasal

Bruce Caruthers Eric Leuna Amy Schuldt

Pete Grosvenor Kate Grosvenor Lynn Riley

Mike Riley Nancy Reilly Grady Helseth

Randy Woods Dave Nobach Sue Nobach

Carol Petersen Sheila Alevilar James Lacey

Daniel Salinas Gerry Cherney Ann Graves

Marie Harmon Gene Whiteside Janice Anderson

Rob Ackerman Dick Jacobsen Skosh Jacobsen

Tony Niolu Marcia Groen Bill Groen

Richard Moralez Wanda Moralez Eric Kunz

Mike Davis Jan Hettinga Scharme Hettinga

Barbara Hagen Kathy Troost Aaron Noble

Patricia Weston Kye Iris Tom Cyra

Tami Hodge Joel Kolbo Marta Baldwin

Pat Veale

Also in attendance:

Jacqueline Reid, Supervisor, Snohomish County Planning and Development\*\*

7:00pm **Call to Order**, Flag Salute

7:05pm **PUBLIC ANNOUNCEMENTS/NEWS**

Panelists statements**:**

Ken Klein: Ken is the Executive Director for the County Executive’s office with a focus on Planning and Development Services, Public Works, Parks, IT department.

Shelley Kloba: Shelly is one of the State representatives for our area and serves on the committee for Commerce and Gaming, Technology and Economic Development, and Transportation and is part of the autonomous vehicle working group.

Derek Stanford: Derek also is one of our State representatives and serves on the Agriculture and Natural Resources Committee, the Appropriations Committee, the Business and Financial Services Committee, and the Rules Committee. He is also Chair of the Washington State Caseload Forecast Council and Vice-Chair of the Joint Legislative Audit and Review Committee. He owns a small business focused on statistical analysis and tries to be open to various points of view. Derek has learned a lot from previous town halls.

Terry Ryan: Terry is the County Council’s 4th District councilman. Terry’s background is in commercial real estate. He is involved in Economic Development and chairs Public Works. Terry acknowledges that major growth issues face us. He is the point person on the County Council for growth and initiated the work of the [SWUGA Boundary Planning Study](https://snohomishcountywa.gov/4129/SWUGA-Boundary-Planning-Study).

Sam Low: Sam is the County Council’s 5th District councilman. Sam’s area covers 10 different communities. Sam believes that politics at the county level aren’t about political parties but about identifying issues important to the residents. Sam is a small business owner with 5 kids, 2 dogs, and his wife is a scientist. Sam does his best to come to nearly every meeting of the Clearview Community Association and is willing to come to any other meetings residents prefer, including at homes.

Sheriff Scott Robinson: Sheriff Robinson acknowledges that people contact is most important for best service. He is the local precinct captain and his direct contact information is at the bottom of these notes\*.

Sheriff Scott Parker: Sheriff Parker has been with the sheriff’s office for 28 years and wants to work closely with Clearview residents on our law enforcement issues.

**Q & A:**

Why can’t Clearview become a city?

The State’s Growth Management Act determined that further urban-type growth be focused inside an Urban Growth Boundary to keep from destroying rural areas piecemeal. Right now Clearview is outside that boundary. [That will be studied and reviewed by the county council between now and 2023](https://snohomishcountywa.gov/4129/SWUGA-Boundary-Planning-Study) (SWUGA Boundary Planning Study is part of this) and may change. (Terry Ryan)

Q: Why is the “No Compression Brakes” sign on the uphill side of Broadway near Valley View? A. Terry Ryan took an action to look into this and replies were received after the meeting from Doug McCormick, Snohomish County Public Works Director. [Here’s a link](file:///C:\Users\Lori\Dropbox\Clearview%20Planning\Maps\unmuffled%20brakes%20work%20order%20pre-Aug%20meeting.pdf) to a map of where the signs were located prior to our meeting, and there are now plans to install another sign on the southbound side of Broadway north of 164th St SE.

Q: How will the county accommodate the traffic from more growth in our area? Traffic is a mess already!

A: Road development was already an issue during Terry Ryan’s term as Mill Creek mayor. The original plan was that 35th Ave SE was intended to be additional local north/south “corridor” (widened to carry more traffic), but by the time Terry was involved houses had been built too close to 35th to widen it. Now 43rd is recommended, and this is known to be controversial but could resolve some of the congestion problems. This is one of the reasons Terry has pushed for the [SWUGA Boundary Planning Study](https://snohomishcountywa.gov/4129/SWUGA-Boundary-Planning-Study)—It can provide a more overall, intentional approach to development, including road development, so that the results are better this time.

Residents are encouraged to send complaints and questions directly to our council members via phone, email. [Contact Terry Ryan](https://snohomishcountywa.gov/767/District-4). [Contact Sam Low](https://snohomishcountywa.gov/768/District-5)

Q: What’s happening with development for handling the current traffic in Maltby? Especially during rush hours, getting through the maze of 522/ Paradise Lake Rd intersection is bad.

A: Efforts have been made for years to get state funding, with State Senator Guy Palumbo now very involved. Funds for planning and community outreach prior to design start are now available. The current best case scenario has planned construction start date is 2022, with project completion in 2025. Currently funded plans have no construction till after 2030. (Derek Stanford)

A: Road building from I--5 eastward to 522 is a focus of [Next Generation transportation funding](http://sdc.wastateleg.org/palumbo/2018/04/26/e-news-investing-in-infrastructure/) at the state level. State Senator Guy Palumbo’s website has information (Shelly Kloba)

A: Arlington rep has been contacted Snohomish county coalition for improved transportation (Ken Klein)

A: State Hiway 524 (Maltby Road, 212th St SE) feeds into 522 at this intersection. There is some county funding to work on widening 524 from Maltby Café to 522, but the road is in an environmentally sensitive area and work to lessen the impact to fish culverts increasesthe cost beyond what is available. (Sam Low)

A: Everyone needs to be aware of the necessity of getting involved and staying involved in planning and development changes in this area between now and 2023. People want to live here—Good planning is essential and community involvement is encouraged. (Ken Klein)

Q: What about Highway 9? When will it be widened to 4 lanes? What is going on with the changes to UGB?

A: [State route 9 is waiting for funding to be available](http://sdc.wastateleg.org/palumbo/2018/04/26/e-news-investing-in-infrastructure/) as well. Widening the road between 180th St SE and State route 96 (Lowell-Larimer Road) will cost approx. $60 million. Best case scenario will be construction starting in 2021, current funding has no further construction planned till after 2022 (other than current efforts near route 96). (Derek Stanford)

A: About UGB– There is a Buildable Land Report reviewed and updated on a regular basis to identify where wetlands exist, where there is developable land. Much of the currently identified buildable land is in Everett, where there are already homes (number of units per land unit could be allowed to increase). Our area is desirable for a lot of reasons – There is a large incoming population and 70% of the buyers are from Microsoft and Amazon. Many want single family homes. While there is land to the north of the Snohomish River Valley available, the increased commute distance for jobs in King County, and bringing all those commuters in on the available transportation routes, will make traffic worse. It’s a quality of iife issue for everyone concerned. A good solution would if some of the large business decided to locate in Everett. (Terry Ryan)

A: The whole process of trying to meet everyone’s needs is nuanced and Terry Ryan and Sam Low want it to be public and transparent.

General comment: Northshore school district exploding, trying to catch up

Q: How long will the SWUGA Boundary Planning Study go on?

A: The report is due to the County Council in mid 2019. Any final development decisions will not be made till close to 2023. (Ken Klein, Jacqueline Reid).

This area is obviously “blowing up”. Unincorporated Snohomish County took more of growth in the last few years than any city. (Ken Klein)

Q: Is it likely that a new Urban Growth Boundary will come all the way to Highway 9 from 96 to 522?? Could it go all the way to Broadway Ave?

A: Almost zero chance. Keep in mind this is a study that is going on. Keep in mind we don’t want to pave over our most fertile land. If building can’t spread out, it will need to go up. Buildings along Highway 99 will be 5 stories along the corridor from Shoreline to Everett in 10 years. That begs the question of what will happen here? There will be high density close to transit everywhere in the county. Right now Highway 524 (Maltby Road, 212th, 208th) is a disaster as far as providing a transit corridor with adequate development. Highway 9 is worse. (Terry Ryan)

A: As far as UGB coming to Highway 9 down its length, or coming further east to Broadway—this is just not going to happen. Higher density building should not move into the Little Bear Creek Watershed. Let’s don’t mess up the watershed.

Cathcart area may see growth, north end of Broadway (Sam Low)

A: The “Buildable Land Report” is part of the preparation for the requirements for future development. (Ken Klein)

A: The Growth Management Act is a good idea, but the problem with it is its lack of flexibility between reviews, which take place every 15 years. 43rd Ave SE is a good example of this. LOTS of new houses were built inside the UGB, but near longer-term residents’ homes. The homeowners have no control over which side of the line they are on. (Terry Ryan)

Q: Thanks to Terry for his reference to infrastructure needs. Why do we talk about growth when the infrastructure is already such a mess?

A: The County’s required concurrency between housing development and infrastructure development is 6 years. Unfortunately there is no requirement for concurrency for the State Highways (Note: these are Highway 9, Highway 524, Highway 522, Highway 96 in our area). A requirement in Olympia for concurrency is needed as well, since the requirement for housing development comes from the state. (Sam Low)

Q: Isn’t 6 years too long for housing/road construction concurrency? When we end up with projects overlapping each other within 6 years it turns the roads into a wreck.

A: The County’s Road Fund from public taxes supplies $50 million per year. Funds from residential, commercial, and industrial builders (Traffic Mitigation fees) and grants double this amount to $100 million available each year. The county has 1600 miles of roads to maintain and, with these current funding sources, the roads in our area are underfunded by $100 million over the next 20 years.

East-west access is a headache for both historical and funding reasons. 180th St SE was originally intended extend east-west from Alderwood to 522, but that was eliminated by residents’ environmental and neighborhood traffic concerns. Widening 164th St SE to 7 lanes is the only possible route at a cost of $350 million. To really clean up the east-west access in the Bothell to Mill Creek corridor the cost would be $1.4 billion dollars. In order to fully develop road access for development in District 5 (east of Highway 9) cost estimates are $4 billion. (Terry Ryan)

In the interim, better traffic light systems are being put in, like adaptive signals that help with traffic flow.

The [SWUGA Boundary Planning Study](https://snohomishcountywa.gov/4129/SWUGA-Boundary-Planning-Study) will also include infrastructure as well as building development (Terry Ryan).

Q: How about a moratorium on building more housing until roads can catch up?

A: Imagine yourself as a property owner looking to develop your property—this kind of property rights issue comes up. Part of the reason there’s a delay in the concurrency is that roads are built using presently-available tax money, so once the new housing is built there is more funding available for roads. How to spiral up roads and housing development at the same time? And just as important --how do we get a feedback loop that lets us know when too much building has been allowed, and then what can be done to slow it down to wait for roads to catch up. These are open issues. (Shelley Kloba)

Q: As a 40 year resident of 43rd Ave SE, I sold my property there and moved to Clearview because the road improvements when 43rd goes through looked like they would damage my drainfield. That neighborhood wants the UGB to go to the Olympic pipeline.

But now on 180th St SE—There’s a new elementary school going on just east of Sunset Ave. 180th is a 2 lane road there. What will be done to improve 180th before the school opens?

A: The plan is for 43rd Ave SE to be extended from Maltby Rd up to 132nd St SE.

Will get answer about 180th changes to accommodate the new school. (Terry Ryan)

Resident statement: I live near the present UGA and have housing development surrounding me on 3 sides, but my property is R-5. I’d like that to change.

Q: What is the best way(s) for residents to get and stay involved?

A: 2020/2021 is when the public meetings and discussions will start concerning SWUGA. (Jacqueline Reid)\*\*

Q: Are the future and autonomous cars being taken into account? Won’t they change the infrastructure picture?

A: Looking at the coming of autonomous cars is just starting at the state level. How will this affect the density of cars? Car ownership may change drastically, and it is already changing in higher density areas with transit available. Shared cars also have an affect. (Shelley Kloba)

Q: Does the County have a future plan?

A: The Public Works group is in conversation with the state about these things. (Ken Klein)

Q: Concerns about Broadway Ave. Currently it is classified as being arterial, but it also has a lot of houses along it. Can the designation be changed to protect residents that live on a road?

A: Yes, there is a process where this can be done. (Ken Klein)

Q: Broadway in its entirety is a problem from Highway 9 on the north end to Maltby on the south. Can a community buy its own solar powered speed limit signs and put them up? I see a lot of Sheriffs on Highway 9, but not on Broadway.

A: Sheriff’s efforts have produced 6000 tickets so far on Broadway. (Scott Robertson). The Sheriffs use Highway 9 for faster transit time between calls.

Terry Ryan offered to speak further with Broadway residents after the meeting.

Q: (from a resident on 43rd Ave SE) How can we find out if we will lose land to eminent domain when 43rd goes through?

Q: It seems like a lot of our traffic issues are not something caused here but rather in King County. It seems like this should not just be a local discussion. Getting onto 405 south is big problem for people from our area because of congestion on 522 during rush hour. It seems like Highway 202 (between Woodinville and Redmond) should be widened to absorb Highway 9 traffic and help ease the burden on the 522/405 interchange.

A: The goal is to increase the 405 pipeline by 200,000 per day. Studies show that the toll lanes help to move more cars than before the toll lanes. There are bottlenecks that require funding and focused work. Unfortunately, the tolls collected on 405 can only be spent on 405 improvements. $15 M of toll revenue will add capacity to 405, with completion planned for 2024. Bus Rapid Transit service will also start 2024 from ST3 funding. (Shelley Kloba)

Q: State or county people should work with Microsoft and Amazon to hold them accountable for the road problems.

A: Not sure Seattle is going to listen to us. How about having larger companies come to Everett? (Terry Ryan)

**Volunteers needed:**

**Two officers of the CCA would love to step down and make way for new people. Let us know if you’re interested in helping us to run Clearview Community Association!**

8:30 pm **Adjournment – NEXT MEETING: October 18th, 7 pm at Horseshoe Grange, 16424 Broadway Ave, Clearview**

*Your CCA councilmembers welcome your attendance at monthly council meetings and invite you to participate by giving your comments or contacting any of five00 shown above.*

7:55 pm **OPEN PUBLIC FORUM**

Contact info for:

\*Lt Scott Robertson, South Precinct Commander

Snohomish County Sheriff:

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