

Document 3.5  
**City of Snohomish**  
**Application for Docket XV**

**Response to Application Question 4 regarding consistency with the  
Snohomish County General Plan Policies (GPP)**

Reference	Statement of Consistency
<b>Population and Employment</b>	
PE 1.A	The proposal strives to establish an urban area for the focus and concentration of new population growth.
PE 1.B	This proposal seeks to amend the Snohomish UGA to attract and focus new population growth—where such growth would be compatible with the employment areas within the NPA.
PE 1.C	No areas of inconsistency identified.
PE 2.A	No areas of inconsistency identified.
PE 2.B	PE 2.B.1.f. Supports the consideration of “any other relevant indicator” that indicates that an adjustment is warranted in population or employment target. The City of Snohomish has demonstrated that the employment targets prescribed by the CPPs are alone an inadequate indicator of adequacy of commercial and industrial lands. Such lands within the Snohomish UGA are highly constrained in their development potential. So, while it may be feasible for the City to achieve its 2025 employment target without expansion of its UGA, the City will not be capable of financing basic urban services. Snohomish is not pursuing fiscal growth through residential growth. Instead, Snohomish is pursuing revenue growth through commercial and industrial growth.
PE 2.B.2 - 5	No areas of inconsistency identified.
PE 2.C	No areas of inconsistency identified.
<b>Urban Growth Areas</b>	
LU 1.A.1	No areas of inconsistency identified. The proposal would expand the Snohomish UGA for the purposes of expanding tax revenue, and secondarily, create additional employment capacity. The urban form planned for the added UGA land would constitute compact development, which would be a recognizable contrast from the surrounding Rural lands.
LU 1.A.2-3	No areas of inconsistency identified.
LU 1.A.4	As described previously, the NPA already has access to most urban services and infrastructure. Substantive planning remains to be completed for highway improvements and sanitary sewer (wastewater). Regarding highway improvements, WSDOT is developing three Route Development Plans (two for US-2 and one for SR-9) that will identify needed improvements. Those Plans will include analysis of potential improvements to the intersection of these two highways. The location of at-grade intersections will be evaluated based upon planned land uses and critical traffic flow during periods of peak demand. These Plans will identify needed/desired improvements, and accompanying schedules and strategies for funding. A coalition of SR-9 corridor groups/agencies has been formed to establish a framework for decision-making and advocacy. The Mayors of Snohomish and Lake Stevens are co-chairs for this new

	<p>Coalition.</p> <p>Long term, a new transmission main will be needed to move transport effluent from the NPA to the City’s Wastewater Treatment Plant (or force main to the City of Everett). A financing plan will need to be prepared and adopted for that transmission main prior to annexation. In the near-term, capacity exists within the City’s Cemetery Creek Transmission Line segments 1 and 4.</p>
LU 1.A.5	This application builds upon the methodologies developed jointly with other jurisdictions and advocates consideration of budgetary growth as well as employment growth. See response to UG-13 provided within Document 3.3.
LU 1.A.6	No areas of inconsistency identified.
LU 1.A.7	No designated forest or agricultural lands exist within the NPA.
LU 1.A.8	NA
LU 1.A.9	Reasonable measures have been adopted. See Document 3.4.
LU 1.A.10	<p>This proposal focuses upon the need to ensure long-term fiscal sustainability, with the potential to necessitate an increase in Snohomish’s employment target. If an adjusted employment target is essential to approval of the application, then a formal request will be submitted.</p> <p>While buildable lands analysis prepared by Snohomish County PDS is developed with technical expertise, it extremely difficult to accurately predict, at a micro (or individual UGA) level, the number of jobs that may accompany commercial and industrial development. For example, the Subsea Air Industrial Development at 2610 Bickford Avenue occupies a 60,500-square-foot building upon a 14.2-acre site. The business operation operates efficiently with approximately three employees. That equates to one employee for every 4.7 acres of Business Park land.</p> <p>See response to CPP UG-14.</p>
LU 1.A.11	No areas of inconsistency identified.
LU 1.A.12-13	No areas of inconsistency identified.
LU 1.B.1-2	No areas of inconsistency identified. The County Council’s designation of the NPA as RUTA was forward-thinking.
LU 1.C	The area in question is a portion of a larger area designated RUTA. Accordingly, it is envisioned that the area north of Snohomish’s UGA will be designated Urban as soon as the next 5 or 10-year update. Therefore, the Objectives of LU 1.C are less applicable here than in areas where a distinct edge between urban and rural land uses can be achieved.
LU 1.C.1	<p>The NPA boundary approximates the boundary separating the Lake Stevens and Snohomish School Districts. The NPA boundary strives to establish a logical boundary, and to promote efficiency with regard to delivery of urban services.</p> <p>The area proposed for inclusion in the Snohomish UGA is located within a larger RUTA that supports a variety of urban and rural land developments. Within this RUTA, it is and would be virtually impossible to delineate and define a distinct boundary between urban and rural land uses.</p>

LU 1.C.2	NA
LU 1.C.3	To be addressed in upcoming community planning efforts lead by the City of Snohomish.
LU 1.C.4	No areas of inconsistency identified.
LU 1.C.5	NA since the UGA boundary is not being considered as part of a 10-Year Update or as part of a growth target and plan reconciliation process. However, the City of Snohomish supports the deferral of implementing zoning until annexation.
LU 1.D.1	No areas of inconsistency identified.
LU 1.D.2	The City of Snohomish supports the development of a “UGA plan” for the NPA. Such as plan has been partially developed by NPA property owners/residents. The City of Snohomish intends to, during 2010, complete a UGA plan for the NPA.
<b>Urban Development Patterns</b>	
Narrative, Goal LU 2, and Objective LU 2.A	The goals for the County’s urban areas are aligned with the City of Snohomish’s goals and strategies for the NPA. See the Common Themes Map prepared in 2008 for the area of the NPA along SR-9. Conceivably, the County could approve the UGA expansion sought by this application, but defer implementation until the City completes the UGA plan for the entire NPA.
LU 2.A.1-7	No areas of inconsistency identified.
2.B.1-5	No areas of inconsistency identified. Existing commercial and industrial areas within Snohomish’s UGA unable to provide adequate sales tax and property tax revenue.
<b>Centers</b>	
Narrative	The urban form envisioned for the NPA approximates an “Urban Village” and is comparable to the plan for the Cathcart area.
LU 3.A1-6	NA
LU 3.B.1-6	NA
LU 3.C.1-5	NA. The City of Snohomish suggests deferral of Urban Village designation (if any) and urban zoning until: a) completion of the UGA plan by the City of Snohomish; and b) annexation by Snohomish. Whether or not the NPA is ultimately designated an Urban Village, it is expected that the land use plan for the area will include the goals expressed by these policies.
LU 3.D.1-2	No areas of inconsistency identified. It is likely that these policy objectives will be achieved by the City rather than the County.
LU 3.E.1-7	NA
LU 3.F.1	Coordination between the City and the County is desired.
LU 3.G.1-9	NA as no center in an unincorporated area is planned. The City is willing to establish annexation or interlocal agreements as needed to defer zoning and land use planning decisions until annexation, or to condition Urban designation upon the City’s completion of certain land use actions.
LU 3.H.1-2	NA
<b>Urban Design</b>	
Narrative, Goal LU 4, Objective LU 4A, LU 4.A.1-2	NA as land use planning will be conducted by the City of Snohomish.

LU 4.B.1-3	NA as land use planning for urban land uses will be conducted by the City in consultation with the County.
<b>Small Area and Neighborhood Structure</b>	
LU 5.A.1-11	NA as land use planning for urban land uses will be conducted by the City in consultation with the County.
LU 5.B.1-13	NA as land use planning for urban land uses will be conducted by the City in consultation with the County.
LU 5.C.1-3	NA as land use planning for urban land uses will be conducted by the City in consultation with the County.
<b>Rural Lands</b>	
Goal LU 6 and related Objectives and Policies	NA as proposal is to discontinue Rural designation upon annexation to Snohomish. In addition to being designated Rural, this area is also designated RUTA.
<b>Agricultural Lands</b>	
Goal LU 7 and related Objectives and Policies	NA as no designated agricultural lands exist within the RUTA or NPA.
<b>Forest Lands</b>	
Goal LU 8 and related Objectives and Policies	NA as no designated forest resource lands exist within the RUTA or NPA.
<b>Mineral Lands</b>	
Goal LU 9 and related Objectives and Policies	NA as no designated mineral resource lands exist within the RUTA or NPA.
<b>Open Space, Shoreline and Scenic Resources</b>	
Goal LU 10 and related Objectives and Policies	No designated open space, natural or scenic resources or shoreline areas exist within the NPA. Through community planning to be completed in 2010, open space areas throughout the NPA will be identified. These designated open space areas will be consistent with LU 10. These will primarily be in the form of critical areas and their buffers, utility corridors, public park and recreation areas, and urban courtyards, pocket parks, plazas, etc. Designation of open space areas will be done in consultation with Snohomish County.
<b>Cultural Resources</b>	
Goal LU 11 and related Objectives and Policies	No areas of inconsistency identified.
<b>Airport Compatibility</b>	
Goal LU 12 and related Objectives and Policies	No areas of inconsistency identified. The City's land use planning activities designed to maintain consistency with Harvey Field has severely diminished the development potential of commercial properties located between Avenue D and SR-9. Most of these properties have frontage upon the Snohomish River. The existence of Harvey Field precludes the sale of the City's Public Works Yard at 1801 First Street for intensive commercial or employment use.  Compliance with land use compatibility guidelines for airports exacerbates the identified deficiency of larger commercial and industrial properties within the existing UGA. See enclosed map of WSDOT aircraft accident safety zones associated with north approach to Harvey Field (Document 8.2).
Goal LU 13 and related	NA

Objectives and Policies	
<b>Transfer and Purchase of Development Rights</b>	
Goal LU 14 and related Objectives and Policies	<p>No areas of inconsistency identified.</p> <p>The City of Snohomish is in the process of designating one or more TDR receiving areas within the Snohomish UGA. This will be completed during 2010.</p> <p>The City of Snohomish is willing to consider designation of the NPA as a receiving area for commercial development credits.</p>
<b>Future Land Use Map</b>	
Narrative	<p>No areas of inconsistency identified. At this time, the change sought is limited to the Snohomish UGA boundary. If the County determines that an urban land use designation is essential, the City proposes the added UGA be designated “Other Land Uses” pursuant to GPP Chapter, Future Land Use Map.</p> <p>Once the City of Snohomish, in consultation with the County and other interested agencies, completes community land use planning for the NPA, appropriate urban land use designations can be selected. At this time, the City does not propose to amend land use designations until community planning and capital facility planning is complete, and annexation has been requested. As a result, the County’s R-5 zoning could remain in place for one or more years.</p> <p>It is expected that for portion of the NPA already evaluated and discussed during three community meetings, future land use designations will be similar to the designations shown in the Common Themes map. It is possible that some residential areas will be changed to business park-type designations. The additional area to the east will, in all likelihood, be primarily commercial. The area to the west of the original study area has not yet had sufficient community input and discussion to suggest a preferred urban land use scenario. Some or all of the NPA may be designated as a TDR receiving area.</p>
<b>Housing</b>	
Narrative, Goals, Objectives, and Policies relating to housing	<p>No areas of inconsistency identified. The proposal would add to the region’s housing stock. If desired, a portion of the new dwellings could be reserved for moderate and low income households. Similarly, a portion of the residential capacity could be reserved for special-needs housing.</p> <p>The housing envisioned for the NPA will be designed and built using principals of smart growth, sustainability, LID, LEED, and transit-oriented development. The housing planned for the NPA would have excellent vehicular access and would receive urban services from the City of Snohomish and other utility/service providers.</p>
<b>Transportation</b>	
Narrative	<p>The vision for the NPA is aligned with the narrative portion of this chapter. See earlier responses regarding a compact, transit-oriented urban form, and also the objective of creating new employment opportunities for</p>

	the residents of Snohomish. Meanwhile, the NPA straddles two principal highways and therefore has excellent vehicular access.
Goal TR1, Objective TR 1.A and associated Policies	No areas of inconsistency identified.
Objective TR 1.B and associated Policies	No areas of inconsistency. As mentioned previously, the City of Snohomish is working actively with WSDOT, Snohomish County, neighboring communities and special purpose districts, etc. to create and fund Route Development Plans for SR-9 and US-2. The Mayors of Snohomish and Lake Stevens are the co-chairs of the new SR-9 Coalition. Land use planning for the NPA will be fully integrated with transportation planning for SR-9 and local arterials.
Objective TR 1.C and associated Policies	No areas of inconsistency identified.
Objective TR 1.D and associated Policies	No areas of inconsistency identified.
Goal TR 2, Objective TR 2.A and associated Policies	No areas of inconsistency identified.
Objective TR 2.B and associated Policies	The urban form planned for the NPA is consistent with these policies.
Goal TR 3, Objective TR 3.A and associated Policies	No areas of inconsistency identified. The urban form planned for the NPA is consistent with these policies.
Objective TR 3.B and associated Policies	No areas of inconsistency identified. Desired urban form would include infrastructure that supports pedestrian and bicycle transportation.
Goal TR 4, Objective TR 4.A and associated Policies	No areas of inconsistency identified.
Objective TR 4.B and associated Policies	No areas of inconsistency identified.
Objective TR 4.C and associated Policies	NA
Objective TR 4.D and associated Policies	No areas of inconsistency identified. Policies consistent with those of City of Snohomish Engineering and Design Standards.
Objective TR 4.E and associated Policies	Consistent with City of Snohomish transportation policies and Engineering and Design Standards.
Goal TR 5, Objective TR 5.A and associated Policies	Consistent with City of Snohomish transportation policies and Engineering and Design Standards.
Objective TR 5.B and associated Policies	No areas of inconsistency identified.
Objective TR 5.c and associated Policies	No areas of inconsistency identified. Presently, the City of Snohomish does not have maximum off-street parking stall ratios. Due to smaller parcels in Snohomish, there has not been a pragmatic need for this limitation. This type of regulation may be needed for the NPA, and Snohomish would be willing to consider adopting a limitation on the number of off-street parking stalls that may be created.
Objective TR 5.D	No areas of inconsistency identified. The City of Snohomish proactively

	coordinates with other agencies regarding transportation issues. For the NPA, Snohomish has already worked closely with WSDOT, Snohomish County, Lake Stevens, and Community Transit to plan for interchange improvements and enhanced transit service.
Objective TR 5.E and associated Policies	No areas of inconsistency identified.
Goal TR 6, Objective TR 6.A and associated Policies	No areas of inconsistency identified. Snohomish transportation infrastructure improvements comply with all applicable environmental policies and regulations.
Objectives TR 6.B-D and associated Policies	No areas of inconsistency identified. Snohomish transportation infrastructure improvements comply with all applicable environmental policies and regulations.
Goals TR 7-8 and associated Objectives and Policies	City of Snohomish infrastructure planning and financing is consistent these provisions.
Goal TR 9 and associated Objectives and Policies	City of Snohomish infrastructure planning and financing is consistent these provisions. Snohomish is presently advocating the continued improvement of the SR-9 corridor and the intersection of Bickford Avenue and US-2, and use of the East-Side Rail Corridor for both rail and trail. Rail use would include freight, passenger, and excursion service. The City of Snohomish recently purchased the remaining portion of BNSF railway within the City for extension of the Centennial Trail.
<b>Capital Facilities</b>	
Narrative, all Goals, Objectives, and Policies	<p>This chapter appears to apply primarily to County capital facilities and therefore is not directly applicable to capital facilities that serve UGAs. No areas of inconsistency identified. The policies and strategies guiding Snohomish’s capital facilities plans are comparable to, and coordinated with City’s plans for capital facilities.</p> <p>See City of Snohomish documents: Comprehensive Plan, annual Capital Facilities Plan, Comprehensive Transportation Plan, Park, Recreation and Open Space Long Range Plan, Capital Facilities Plans for Water, Wastewater, Stormwater, Space Needs Analysis, Snohomish Municipal Code, and impact fee ordinances for schools, transportation, and parks. Capital facility plans also have been prepared for Fire District 4 and Snohomish School District. All of the above documents are incorporated herein by reference.</p>
<b>Utilities</b>	
Narrative, Goal UT 5, and all related Objectives and Policies	<p>Same response as provided above for Capital Facilities. The City of Snohomish owns and operates utilities for wastewater, domestic water, and stormwater. See City of Snohomish (draft) Comprehensive Water System Plan, Comprehensive Wastewater System Plan, and Comprehensive Stormwater System Plan.</p> <p>The City is currently evaluating alternatives for treatment of wastewater. It is known that all options for wastewater treatment will place a significant financial burden upon the utility’s ratepayers. The inclusion of the NPA within the Snohomish UGA, provides the secondary benefit of enlarging the ratepayer base (as urbanization occurs) and thereby reduces,</p>

	<p>on a per ratepayer basis, the high cost of wastewater treatment system improvements.</p> <p>There are a number of small, privately-owned water districts within the Snohomish UGA. Typically, these older waster systems obtain water from the City of Everett Transmission Line passing through Snohomish, and distribute that water via infrastructure that does not provide adequate fire-flow. Upon request, the City assists these small water districts to deactivate through conversion to the City’s utility with appropriate system upgrades.</p>
<b>Economic Development</b>	
Narrative,	<p>The proposal is aligned with the County’s narrative and aspirations regarding Economic Development. Snohomish is seeking the UGA expansion as a way to increase opportunities for employment (both service-sector jobs and living wage employment) and to improve the quality of life in Snohomish. This community values “quality” over “quantity”, and is seeking long-term, sustainable economic return. See Document 8.9 for information regarding market feasibility for retail development.</p>
Goal ED 1, Objectives ED 1.A-C	<p>Snohomish prides itself on the quality of life that is offered here. The title of City’s strategic plan, <i>Imagine Snohomish: Promoting Vitality and Preserving Character</i> accurately reflects the community’s values and objectives (provided as Document 8.5). The urban development envisioned for the NPA would help ensure an economically viable future while supporting the preservation of the community’s character.</p> <p>Urban development within the NPA would take the form of a compact, walkable community with opportunities for shopping, employment, and recreation located close to dwellings. Urban sprawl will not be permitted. Design standards will be used to ensure that public infrastructure (including streets) and privately-owned buildings offer lasting value and appreciate over time.</p>
Goal ED 2, Objective 2.A, and related Policies	<p>Snohomish objectives are aligned with these provisions.</p>
Goal ED 3, Objective ED 3.A, and related Policies	<p>The proposal is consistent with these provisions. The City of Snohomish, with a population of under 10,000, has a standing, citizen Economic Development Committee (EDC), and a paid professional economic development manager (funded full-time for 2010).</p> <p>Snohomish has worked hard to maximize the potential of commercial and industrial parcels within the UGA. Past recognition of the City’s efforts include:</p> <p style="padding-left: 40px;">The Cemetery Creek Wastewater Trunkline project was awarded the Governor’s Economic Workforce Development Recognition Award, 2008.</p> <p style="padding-left: 40px;">The 2001 Economic Development Plan and Bickford Avenue Subarea Strategy received the 2020 Award, PSRC, 2004.</p>

	The 2001 Economic Development Plan received the Merit Award for Public Participation, APA/PAW, 2003
Objective ED 3.B	See responses above. The proposal will allow the City to site employment uses within “green” developments east of the US-2 Trestle. The proposal would lead to job creation that can in turn help minimize commuter traffic upon the region’s busiest roadways.
Objective ED 3.D and related Policies	No areas of inconsistency identified.
Goal ED 4 and related Policies	<p>No areas of inconsistency identified. See responses above. Essentially all of Snohomish’s economic development projects and programs evolve from full coordination and participation. This “culture” toward inclusion comes from the community’s approach to civic improvements. Most of our parks, the Youth Activity Center, Visitor Information Center, Senior Center, etc. have all been realized largely or in part through community contributions.</p> <p>Snohomish is pursuing innovative methods to promote long-term economic vitality. The City has designated the NPA as a future Local Revitalization Area, is planning to designate one or more Local Revitalization Areas (Pilchuck District and Snohomish County Public Works Yard along Avenue D). Businesses within the Historic Business District are part of a Parking and Business Improvement Area (PBIA). The City offers Sales Tax “rebates” for businesses generating new and high levels of sales tax.</p> <p>The City is partnering with interested agencies and groups regarding the East Side Rail Corridor and SR-9.</p>
Goal ED 5	No areas of inconsistency identified.
Goal ED 6	No areas of inconsistency identified.
<b>Natural Environment</b>	
Narrative	No areas of inconsistency identified. The NPA is presently designated RUTA, and is not designated as a natural area of high value. As described above, critical areas and their buffers will be preserved as natural open space. Furthermore, the City is willing to consider designation of the NPA as a TDR receiving area as a way to help preserve natural areas of high value within Snohomish County.
Goals NE 1-3 and related Objectives and Policies	<p>City of Snohomish policies and practices regarding the natural environment are closely aligned with those of the County. No areas of inconsistency identified.</p> <p>The proposal would facilitate the eventual development of a compact urban development based upon sustainability principles. Snohomish is planning an urban form that will champion sustainability practices, including: walkability, mixed use, multi-modal transportation, reducing VMT, LEED, LID, etc.</p> <p>As outlined in <i>Imagine Snohomish: Promoting Vitality and Preserving Character</i>, this community has an insufficient supply of professional,</p>

	<p>living wage jobs. Service sector jobs may satisfy Buildable Lands Analysis, but do not satisfy the population’s need for living wage or family-wage employment. This condition is systemic throughout Snohomish County, as evidenced by approximately 25 percent of our workforce traveling outside Snohomish County for gainful employment. Creating opportunities for more living wage jobs within the NPA will locate jobs near Snohomish residences. The proposal would help attract those jobs to Snohomish County without perpetuation of unsustainable development and without adversely impacting critical areas and their natural systems.</p>
Goal NE 4 and related Objectives and Policies	<p>There is little or no commercial agriculture occurring within the NPA. This proposal will focus population and employment growth away from areas with viable commercial agriculture. As mentioned above, Snohomish is willing to consider designating the NPA as a TDR receiving area. No areas of inconsistency identified.</p>
Goals NE 5-8 and related Objectives and Policies	<p>City of Snohomish policies and practices regarding the natural environment, natural resources, and public health are closely aligned with those of the County. No areas of inconsistency identified.</p>
Goal NE 9 and related Objectives and Policies	<p>Development plans and concepts for the NPA are fully aligned with those of the County. No areas of inconsistency identified.</p> <p>Within the NPA, the City intends to only allow development that helps to promote environmental protection and minimize resource consumption. Approval of the proposal will help the County achieve these provisions.</p>
Climate change narrative, Goals NE 10-11, and related Objectives and Policies	<p>Same response as provided for Goal NE 9.</p>
<b>Interjurisdictional Coordination</b>	
Narrative and Goal IC	<p>As described above, the City of Snohomish routinely operates in a coordinating, inclusive and collaborative environment. This “organizational culture” is based upon an understanding that implementing uncoordinated change is a short-term perspective that jeopardizes long-term gain and advancement. Similarly, Snohomish understands that coordination and collaboration are the best ways to secure financial contribution.</p>
Objective IC 1.A and related Policies	<p>No areas of inconsistency identified. The City of Snohomish participates in joint planning activities including: SCT; Buildable Lands; US-2 Route Development Plans; SR-9 Route Development Plan; SR-9 Coalition; East-Side Rail and the East-Side Rail Coalition; Hazard Mitigation Planning; Emergency Management; and mutual aid agreements.</p> <p>This proposal is based in part upon past coordination efforts regarding the RUTA. First, representatives of the Cities of Snohomish and Lake Stevens met in 2007 to discuss opportunities to apportion the RUTA between the two municipalities. At that time, the area of focus was the 265 acres associated with SNO 1 (Dockets XII and XIII). In those meetings, the City of Snohomish proposed a sharing of the 265 acres by: a) dividing the area (east and west) at the alignment of Tom Marks Road; b) dividing the</p>

	<p>area (north and south) at the alignment at the alignment of 36<sup>th</sup> Street SE; and c) sales tax transfer from Snohomish to Lake Stevens for a period of 10 years. Lake Stevens declined all three of Snohomish’s proposals, and declined to offer any proposal for Snohomish’s consideration.</p> <p>In 2008, the County Council encouraged the two Cities to join the County in a three-party mediation process. Each of the three agencies contributed approximately \$7,000 to retain the services of a professional mediator (Melody McCutcheon). The three parties met several times with the mediator to evaluate the RUTA properties, critical areas, roads, infrastructure, and service districts.</p> <p>The three parties collaborated in creating of seven alternatives for some sharing of the RUTA. These alternatives offered seven ways the RUTA could be shared, based upon parameters such as community affiliation, service district boundaries, topography, roads and access, etc. At the mediation meeting held on January 30, 2009, the City of Snohomish indicated a willingness to potentially agree to four of the seven alternatives. However, Lake Stevens indicated that none of alternatives were acceptable. Lake Stevens’ intractable position, and refusal to agree to any sharing of the RUTA (north of US-2), made further negotiation and mediation futile. After Lake Stevens communicated its position to the mediator, the County, and the City of Snohomish, and it was acknowledged that there was no prospect of agreement, all parties agreed to end the mediation process. See Ms. McCutcheon’s Final Report (provided as Document 8.8).</p>
Objective IC 1.C-F and related Policies	No areas of inconsistency identified.

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