

**CITY OF MONROE  
ORDINANCE NO. 029/2017**

AN ORDINANCE OF THE CITY OF MONROE,  
WASHINGTON, AMENDING THE COMPREHENSIVE PLAN  
BY INCORPORATING THE KELSEY / BLUEBERRY  
INTERSECTION IMPROVEMENTS INTO APPENDIX D:  
TRANSPORTATION PLAN; PROVIDING FOR  
SEVERABILITY; ESTABLISHING AN EFFECTIVE DATE

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WHEREAS, the Growth Management Act [RCW 36.70A.130(2)(a)] allows amendments to the Capital Facilities Element of the Comprehensive Plan when occurring concurrently with the adoption or amendment of the City budget; and

WHEREAS, the proposed amendments would occur with the adoption of the City's 2018 budget; and

WHEREAS, the City complied with all applicable City of Monroe Comprehensive Plan Amendment Procedures found in Resolution No. 2012/020, Monroe Municipal Code Chapter 20.04, Monroe Municipal Code Title 21, and other federal, state, and local regulations; and

WHEREAS, the City provided notice of the proposed Comprehensive Plan Amendment on the City's webpage, through direct mailing, posting, and publication of hearing notices in the Everett Daily Herald; and

WHEREAS, the Monroe Planning Commission held a duly advertised public hearing on September 25, 2017, to consider the proposed Comprehensive Plan Amendment; and

WHEREAS, the Planning Commission adopted Findings of Fact and Conclusions of Law recommending approval of the proposed amendments to the 2015–2035 Comprehensive Plan on October 9, 2017; and

WHEREAS, the Monroe Planning Commission forwarded recommendations for approval of CPA2016-04 – Capital Facilities Comprehensive Plan Amendment; and

WHEREAS, the City Council reviewed the Monroe Planning Commission recommendations at the October 17, 2017, meeting; and

WHEREAS, the Monroe City Council adopts the Findings of Fact and Conclusions of Law in support of the proposed Comprehensive Plan Amendments; and

WHEREAS, the Monroe City Council, after considering all information received, has determined to adopt the amendments, as provided in this ordinance.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MONROE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. CPA2016-04: Transportation Plan. The Monroe City Council hereby adopts amendments to Appendix D: Transportation Plan of the 2015–2035 Comprehensive Plan, as shown in the attached Exhibit A, incorporated by this reference as if set forth in full.

Section 2. Findings, Conclusions, and Analysis. In support of the amendments approved in this ordinance, the Monroe City Council adopts the above recitals and the Findings of Fact and Conclusions of Law dated October 9, 2017, recommended by City Staff and adopted by the Monroe Planning Commission in support of the proposed Comprehensive Plan Amendments, as shown on the attached Exhibit B and incorporated by this reference as if set forth in full.

Section 3. Ordinance to be transmitted to department. Pursuant to RCW 36.70A.106, the City will transmit this ordinance to the Washington State Department of Commerce within ten days after final adoption.

Section 4. Severability. If any section, sentence, clause or phrase of this ordinance or any section of the Monroe Municipal Code adopted or amended hereby should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance or code section.

Section 5. Effective Date. This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum and shall take effect five (5) days after passage and publication of an approved summary thereof consisting of the title.

ADOPTED by the City Council and APPROVED by the Mayor of the City of Monroe, at a regular meeting held this 5<sup>th</sup> day of December 2017.

First Reading: November 21, 2017  
Final Reading: December 5, 2017  
Published: December 8, 2017  
Effective: December 13, 2017

CITY OF MONROE, WASHINGTON:

  
\_\_\_\_\_  
Geoffrey Thomas, Mayor

(SEAL)

ATTEST:

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Elizabeth M. Adkisson, MMC, City Clerk

  
\_\_\_\_\_  
J. Zachary Lell, City Attorney



**CITY OF MONROE**  
**2015 – 2035 Comprehensive Plan**

**Proposed Transportation Project List Amendments**

**Appendix D: Transportation Plan**

**Page #s    Amendment Location**

33 - 34    Table 7: Project List

## **Appendix D: Transportation Plan**



**Table 7: Project List**

<i>Project</i>	<i>Benefit to Monroe</i>	<i>Auto Mobility Benefits</i>	<i>Benefits to Other Modes of Travel</i>	<i>Total Cost</i>	<i>Goal Met</i>
<b>High Priority Projects</b>					
US 2 / 179th Avenue SE intersection improvements	Improves local/regional mobility by improving traffic operations	x		\$1.0M	1,8
Additional Downtown Signal	Improves local mobility by improving traffic operations; adds signalized crossing for pedestrians in Downtown core (potential locations Hill/Lewis or Fremont/Lewis)	x	x	\$500K	1,2,8
179th Avenue SE / 147th Street SE signalization	Improves local mobility by improving traffic operations; adds signalized crossing for pedestrian access to Valley General Hospital	x	x	\$387K	1,2,8
Main Street Gateway project – signal installation only	Improves intersections of Fremont, Madison and Main St by adding a traffic signal; addresses non-motorized safety and improves traffic operations	x		\$387K	1,2,8
Woods Creek Road / Tjerne Place extension signalization	Improves circulation in North Kelsey, while relieving pressure on US 2; accommodates non-motorized travel	x	x	\$387K	1,2,8
Tjerne Place extension	Improves circulation in North Kelsey, while relieving pressure on US 2; accommodates non-motorized travel	x	x	\$4.1M	1,2,8
Woods Creek Road, Phase 1	Upgrades road design to City standard; provides non-motorized connection on north of roadway between Oak St and existing trail at Country Crescent Blvd		x	\$2.1M	1,2,8
Chain Lake Road, Phase 2	Increases roadway auto capacity and provides high quality bicycle and pedestrian accommodations between N Kelsey St and Rainier View Rd	x	x	\$9.3M	1,2,8
				<b>Total</b>	<b>\$18.2M</b>

<b>Contingency Projects</b>					
Main Street Gateway project – roundabout installation	Improves intersections of Fremont, Madison and Main St to form a more effective gateway into downtown, address non-motorized safety, and improve traffic operations	x	x	\$1.0	1,2,3,6,8
Fryelands Boulevard / Main Street roundabout	Improves local/regional mobility by improving traffic operations	x		\$984	1,8
Old Owen Road/Oaks Street signalization	Improves local mobility by improving traffic operations; adds signalized crossing for pedestrians across Woods Creek Rd	x	x	\$387	1,2,8
Oak Street widening and realignment	Extends circulation benefits of Tjerne PI Extension to Old Owen Rd	x		\$1.2	1,8
North Kelsey Area east/west connector	Provides an access alternative to neighborhoods along 191st Avenue and Rainier View Road	x		\$5.0	1,8



Paved multiuse trail network (off-street accommodations)	Provides an extensive network of off-street multiuse trails that connects many homes and destinations in central and north Monroe	x	\$7.2M	1,2,6,8
Citywide on-street bicycle accommodations	Provides an extensive network of sidewalks and on-street bicycle accommodations to connect many homes and destinations in central Monroe	x	\$6.0M	1,2,6,8
Downtown Master Plan access improvements/Festival Street	Provides pedestrian and bicycle connectivity improvements in downtown Monroe, creating more opportunities for non-motorized travel; would achieve festival street goal	x	\$1.0M	1,2,3,6,8
<u>Kelsey/Blueberry Intersection Improvements, Phase 1</u>	<u>Enhances safety of intersection</u>	x	<u>\$490K</u>	<u>1,6</u>
<u>Kelsey/Blueberry Intersection Improvements, Phase 1</u>	<u>Improves local mobility by improving traffic operations</u>	x	<u>\$1.0M</u>	<u>1,6</u>
			<b>Total</b>	<b><del>\$22.8</del>24.3M</b>

