

ORDINANCE NO. 7948

AN ORDINANCE relating to establishment of Northeast 195th Street (139th Avenue Northeast to 149th Avenue Northeast)

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

Section 1: The director of the department of public works has made an examination of Northeast 195th Street from 139th Avenue Northeast to 149th Avenue Northeast along the course and description set forth below and has made a favorable report upon the same, as required by R.C.W. 36.81.050.

Section 2: Said road shall be established not less than 100 feet in width, having 50 feet of such width each side of the following described centerline:

Commencing at a point on the centerline of 139th Ave. NE (Woodinville-Snohomish Rd.), said point being a distance of 253.35 feet and a bearing of N 88° 58' 12" W from the center of Section 3, Township 26 North, Range 5 East, W.M., and designated as Engineer's Station 0+00 as surveyed by King County (Survey No. 4-26-4-57); thence South 88° 58' 12" East 217.81 feet; thence along a tangent curve to the right having a radius of 661.97 feet through a central angle of 89° 02' 02" for an arc distance of 1028.66 feet; thence along a tangent curve to the left having a radius of 663.53 feet through a central angle of 88° 53' 56" for an arc distance of 1029.52 feet; thence South 88° 50' 06" East 441.03 feet; thence along a tangent curve to the right having a radius of 1178.37 feet through a central angle of 30° 24' 43" for an arc distance of 625.46'; thence South 58° 25' 22" East 1333.98 feet to terminus Station 46+76.47 BK=PC Station 88+38.77 AHD Woodinville-Duvall Road, Survey No. 10-26-5-8, said point being North 60° 26' 33" East 918.02 feet from the Southeast corner of Section 3, Township 26 North, Range 5 East, W.M.

4,676.47 L.F. = 0.88 Mi.

1 Section 3. King County finds that the establishment of said
2 roadway, along the course and description set forth, is a public
3 necessity.

4 Section 4. The King County Council hereby finds and concludes
5 the Final E.I.S. and the procedures used in its preparation
6 satisfy the requirements of the State Environmental Policy
7 Act. The history and basis for this conclusion is summarized in
8 Attachment A.

9 INTRODUCED AND READ for the first time this 3rd day
10 of November, 1986.

11 PASSED this 2nd day of February 1987.

12 KING COUNTY COUNCIL
13 KING COUNTY, WASHINGTON

14 Gary Grant
15 Chair

16 ATTEST:

17 Jessie M. Owens
18 Clerk of the Council

19 APPROVED this 10th day of February 1987.

20 [Signature]
21 King County Executive

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ATTACHMENT A

1. Before the Declaration of Significance and Scoping Notice was issued and presented, officials from the King County Department of Public Works held meetings with individuals from various groups including the school district, the Woodinville/King County Coordinating Committee, the Woodinville Chamber of Commerce and interested property owners on November 15, 1983, July 10, 1984, and March 14, 1985, in order to solicit input and discuss potential options for the Woodinville bypass.

2. A scoping notice and declaration of environmental significance was published on April 5, 1985, outlining a proposed scope for the Draft Environmental Impact Statement (D.E.I.S) as required by S.E.P.A. Notice of the scoping document was advertised in the Seattle Times, the Northshore Citizen and the Woodinville Weekly and a news release was also sent out. Further, notice was posted and mailed notice was sent to property owners according to property tax records.

3. The department hosted an open house on May 15, 1985, to present route alternatives and receive public comments and reactions.

4. The issue of the impact on business expansion was raised and the department judged that it was properly considered as part of the issue of the impacts of taking private property on the route alternatives which were each predominantly zoned industrial. The scoping process legally requires King County to identify the most significant issues in an E.I.S. and to dispense with other issues. WAC 197.11.408. The issue of the impacts of a speculative Northshore transfer station were beyond the proper scope of this E.I.S.

5. The Draft Environmental Impact Statement was properly issued and a notice of availability was posted and sent to the property owners, advertised in the same three newspapers and copies of the D.E.I.S. were made available at the Bothell and Kingsgate libraries. The Final E.I.S. was issued on December 13, 1985. Its availability was advertised in the same and sufficient manner.

6. The larger land use issues of the need for and broader impacts of an 195th Street Extension have been previously and repeatedly analyzed and assessed. Beginning with the King County Interim Transportation Plan: Focus 1990 (May 1974), studies have identified the extension as a needed Northshore transportation improvement. The following planning and environmental documents, of which the council takes note, have also recommended this project after looking at the needs and land use issues: the Northshore Community Development Plan, August 1977; the Woodinville Center Development Guide, March 1982; the Northshore Revised Community Plan, June 1981, and the Northshore Community Plan Supplemental Environmental Impact Statement, April 1981; and the Northshore Transportation Plan, January 1985. Given (1) the previous amount of environmental analysis and study of the general land use and transportation issues surrounding this extension, (2) the relatively limited scope of the present decision involved in deciding between alternatives for establishing the road to connect the interchange being constructed at SR 522 and N.E. 195th Street with the Woodinville/Duval Road, and (3) further environmental analysis which will be done, when a road is actually designed to be constructed, the final E.I.S. is a reasonable and adequate review of the environmental impacts in accordance with the requirements of the State Environmental Policy Act.