



**KING COUNTY**

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

**Signature Report**

**March 4, 2003**

**Ordinance 14580**

**Proposed No.** 2003-0035.2

**Sponsors** Pelz and McKenna

1 AN ORDINANCE adopting revised concurrency  
2 methodology and the new transportation concurrency map,  
3 the new monitored zones table, and the new list of  
4 monitored corridors; amending Ordinance 14050, Section  
5 8, and K.C.C. 14.70.210, Ordinance 14050, Section 9, as  
6 amended, and K.C.C. 14.70.220, Ordinance 14050, Section  
7 12, and K.C.C. 14.70.250, Ordinance 14050, Section 13, as  
8 amended, and K.C.C. 14.70.260 and Ordinance 14050,  
9 Section 14, as amended, and K.C.C.14.70.270, reenacting  
10 and amending Ordinance 14050, Section 10, as amended,  
11 and K.C.C. 14.70.230, adding a new section to K.C.C.  
12 chapter 14.70 and repealing Ordinance 14375, Attachment  
13 A, Ordinance 14375, Attachment B, and Ordinance 14050,  
14 Attachment B.

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**STATEMENT OF FACTS:**

- 18           1. K.C.C. 14.70.220.A states that transportation concurrency shall be  
19           determined by the application of transportation adequacy measure (TAM)  
20           and critical link standards to all proposed developments within  
21           unincorporated King County, except for those developments that are  
22           exempt from concurrency under K.C.C. 14.70.280. The critical link  
23           standard applies to the monitored corridors that are listed in Attachment C  
24           to this ordinance. A monitored corridor in a city is so designated by  
25           interlocal agreement between the county and that city.
- 26           2. The current transportation concurrency map was adopted in June 2002,  
27           under Ordinance 14375. At that time, the executive and council directed  
28           the King County department of transportation to research, analyze and  
29           consider alternative methods of measuring transportation concurrency for  
30           residential developments.
- 31           3. In December 2002, the county executive submitted a report to the  
32           county council on alternative transportation concurrency measures. Based  
33           on the findings from this work, the county executive proposes that King  
34           County adopt a travel time approach to measuring transportation  
35           concurrency and coordinate such adoption with the 2004 Comprehensive  
36           Plan update. In the interim, the county executive proposes the county  
37           adopt a roadway segment volume-to-capacity measure by March 12, 2003,  
38           to be in effect until such time as the travel time measure can be fully  
39           developed and implemented.

40 4. This concurrency update includes monitored corridors within the cities  
41 of Covington and Issaquah. The inclusion of these monitored corridors is  
42 required to fully implement recently executed reciprocal concurrency  
43 interlocal agreements with these cities.

44 5. Attachments A, B and C to this ordinance are the new transportation  
45 concurrency map, the new table of estimated vehicle trips for monitored  
46 zones and the new list of monitored corridors for transportation  
47 concurrency. All three attachments are based on an update to the traffic  
48 model. This model update is to constitute the annual concurrency traffic  
49 model update for 2003 under K.C.C.14.70.270.

50 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

51 SECTION 1. Ordinance 14050, Section 8, and K.C.C. 14.70.210 are each hereby  
52 amended to read as follows:

53 **Definitions.** The definitions in this section apply throughout this chapter unless  
54 the context clearly requires otherwise.

55 A. "Applicant" means a person, partnership, corporation or other legal entity who  
56 applies to the department for a certificate of transportation concurrency.

57 B. "Capital improvement program" or "CIP" means the expenditures  
58 programmed by King County for capital purposes for road improvements over the next  
59 six-year period in the adopted CIP currently in effect.

60 C.1. "Certificate of concurrency" means the document issued by the department  
61 indicating:

62 a. the location of the property on which the development is proposed;

- 63           b. the number of development units and specific uses that were tested for  
64 concurrency and approved;
- 65           c. the type of development approval for which the certificate of concurrency is  
66 issued;
- 67           d. an effective date; and
- 68           e. an expiration date.

69           2. Certificates may be conditional or unconditional.

70           D. "Committed network" means the road system for measuring concurrency,  
71 which includes all existing ((and proposed)) transportation facilities and also includes  
72 proposed transportation facilities that are fully funded for construction in the adopted CIP  
73 or for which voluntary financial commitments have been secured. Fully funded projects  
74 to be provided by the state, cities or other jurisdictions may become part of the committed  
75 network.

76           E. "Concurrency" means transportation facilities are in place at the time of  
77 development or that a financial commitment is in place to complete within six years the  
78 improvements needed to maintain the county level of service standards, according to  
79 RCW 36.70A.070(6).

80           F. "Concurrency map" means the map displaying the concurrency status of each  
81 concurrency zone for residential land uses, based upon the traffic model.

82           G. "Concurrency status" means whether or not a concurrency zone meets the  
83 TAM and critical ((link)) segment standards adopted in this chapter.

84 H. "Concurrency test" means determining if a proposed development complies  
85 with the adopted level of service standard of the concurrency zone in which the proposed  
86 development is located.

87 I. "Concurrency zone" means one of the zones depicted in the adopted  
88 concurrency map.

89 J. "Critical ~~((link))~~ segment" means the one-direction lane or lanes of a portion of  
90 a monitored corridor within the committed network with ~~((a))~~ an average weighted  
91 volume-to-capacity ratio of 1.1 or more during the peak period that carries more than  
92 thirty percent of the one-way ~~((concurrency zone))~~ peak period vehicle trips ~~((during the~~  
93 ~~peak period for the residential development or that carries more than thirty percent of the~~  
94 ~~one-way vehicle trips during the peak period))~~ from a proposed development, for  
95 nonresidential development, or from a concurrency zone, for residential development.  
96 The portion of a roadway comprising a segment may be several connected roadway links,  
97 as used in the traffic model.

98 K. "Department" means the King County department of transportation or its  
99 successor agency.

100 L. "Development" means specified changes in use designed or intended to permit  
101 a use of land that will contain more dwelling units or buildings than the existing use of  
102 the land, or to otherwise change the use of the land or buildings or improvements on the  
103 land in a manner that increases the amount of vehicle traffic generated by the existing use  
104 of the land, and that requires a development permit from King County. This definition  
105 does not pertain to the rezoning of land or a grading permit.

106 M. "Development application" means the request made to the department of  
107 development and environmental services for the department of development and  
108 environmental services approval of a development.

109 N. "Development approval" means an order, permit or other official action of the  
110 department of development and environmental services or its successor agency granting,  
111 or granting with conditions, an application for development.

112 O. "Development units" means the number of dwelling units for residential  
113 development and square feet for nonresidential development.

114 P. "Financial commitment" consists of:

115 1. Revenue designated in the adopted CIP. The adopted CIP identifies all  
116 applicable and available revenue sources and forecasts these revenues through the six-  
117 year period with reasonable assurance that the funds will be timely put to those ends.  
118 Projects to be used in defining the committed network are fully funded for construction in  
119 the six years of the CIP. This commitment is reviewed through the annual budget  
120 process; or

121 2. Revenue that is assured by an applicant in a form approved by the county in a  
122 voluntary agreement.

123 Q. "HOV" means high occupancy vehicle.

124 R. "Level of service" means the TAM standards that are adopted in the  
125 Comprehensive Plan and the critical ((link)) segment standards in the chapter.

126 S. "Link" means the one direction lane or lanes of a roadway between two  
127 ~~((intersections as used in the traffic model))~~ consecutive points along that roadway, as  
128 used in the traffic model. The consecutive points determining the length of a link may be

129 based on such roadway and geographical characteristics as roadway alignment and  
130 intersection location.

131 T. "Monitored corridor" means a principal or minor arterial considered by the  
132 department to be important to traffic circulation in the county and may consist of two or  
133 more connected segments. (~~(A monitored corridor in a city is so designated by interlocal~~  
134 ~~agreement between the county and the city.)) The monitored corridors are established  
135 and listed in Attachment ((B)) C to ((Ordinance 14050)) this ordinance. Monitored  
136 corridors in a city shall be based upon interlocal agreement between the county and that  
137 city.~~

138 U. "Monitored zones" means those zones that are within ten percent of exceeding  
139 the adopted TAM or critical ((link)) segment level of service standards.

140 V. "Peak period" means the one-hour weekday afternoon period during which the  
141 greatest volume of traffic uses the road system. For concurrency purposes, this period  
142 shall be in the afternoon of a typical weekday.

143 W. "Reservation and reserve" means development units are set aside in the  
144 department's traffic model in a manner that assigns the units to the concurrency zone and  
145 prevents the same units from being assigned to any other development once the traffic  
146 model is updated.

147 X. "Segment" means a portion of a monitored corridor between major  
148 intersections or roadway configuration changes such as changes in the number of lanes.  
149 A segment may consist of several connected links as used in the traffic model.

150 Y. "Traffic model" means the computer program and data used to forecast traffic  
151 volumes and is calibrated to Federal Highway Administration (FHWA) standards. The

152 model shall be used to prepare the concurrency map for proposed residential  
153 developments and to conduct site specific analysis for proposed nonresidential  
154 developments. The model documentation is available from the department.

155 ~~((Y-))~~ Z. "Transportation adequacy measure" or "TAM" means the average  
156 weighted volume-to-capacity ratio for all traffic in the p.m. peak hour for a concurrency  
157 zone or nonresidential development.

158 ~~((Z-))~~ AA. "Transportation facilities" means principal, minor and collector  
159 arterial roads, state highways~~((;))~~ and high occupancy vehicle facilities. Transportation  
160 facilities include any such a facility owned, operated or administered by the state of  
161 Washington and its political subdivisions, including the county and cities.

162 ~~((AA-))~~ BB. "Transportation service area" means the areas of unincorporated  
163 King County so designated in the Comprehensive Plan.

164 SECTION 2. Ordinance 14050, Section 9, as amended, and K.C.C. 14.70.220 are  
165 each hereby amended to read as follows:

166 **Transportation adequacy measure and critical ~~((link))~~ segment standards.**

167 A. Concurrency shall be determined by the application of TAM and critical  
168 ~~((link))~~ segment standards to all proposed developments within unincorporated King  
169 County, except for those developments that are exempt from concurrency under K.C.C.  
170 14.70.280.

171 B. The TAM calculation for a concurrency zone or nonresidential development  
172 shows the adequacy of the committed network relative to the adopted level of service.  
173 Projects to be provided by the state, cities or other jurisdictions may become part of the  
174 committed network upon decision of the director. The following are the TAM standards



175 for each transportation service area, as adopted in the King County Comprehensive Plan  
176 Policy T-209.

177 Transportation Service Area	Maximum Averaged	Average TAM
178	V/C Zonal Score	Standard
179 Transportation Service Area 1	0.99	E
180 Transportation Service Area 2	0.99	E
181 Transportation Service Area 3	0.89	D
182 Transportation Service Area 4	0.79	C
183 Transportation Service Area 5	0.69	B

184 The TAM standard for Transportation Service Area 3 shall be applied to  
185 development requests in Transportation Service Area 4 if public sewer and water services  
186 are available at the time of concurrency application, as evidenced by water and sewer  
187 availability certificates satisfactory to the department. If an applicant presents water and  
188 sewer certificates satisfactory to the department, the applicant's proposed development  
189 shall be reevaluated based on a TSA 3 threshold.

190 C. The critical ~~((link))~~ segment standard shall apply to the monitored corridors  
191 listed in Attachment ~~((B))~~ C to ~~((Ordinance-14050))~~ this ordinance. A critical ~~((link))~~  
192 segment is the one-direction lane or lanes of a portion of a monitored corridor within the  
193 committed network with ~~((a))~~ an average weighted volume-to-capacity ratio of 1.1 or  
194 more during the peak period that carries more than thirty percent of the one-way  
195 ~~((concurrency zone))~~ peak period vehicle trips ~~((during the peak period for residential~~  
196 ~~development or that carries more than thirty percent of the one-way vehicle trips during~~  
197 ~~the peak period))~~ from a proposed development, for nonresidential development, or from

198 a concurrency zone, for residential development. The portion of a roadway comprising a  
199 segment may be several connected roadway links, as used in the traffic model. Critical  
200 ~~((links))~~ segments shall not apply to monitored corridors in Transportation Service Areas  
201 1 and 2 if HOV lanes and transit service are available at time of concurrency application  
202 or expected to be available within six years.

203 D. For monitored zones, the concurrency map includes a table, Attachment B to  
204 ~~((Ordinance 14375))~~ this ordinance, that shows the estimated number of vehicle trips that  
205 can be accommodated in a monitored zone. The department ~~((will))~~ shall monitor the  
206 certificates of concurrency issued in each monitored zone. The department may approve  
207 applications for concurrency certificates, in whole or in part, up to the number of vehicle  
208 trips estimated for a zone as indicated in the table. The number of remaining trips in the  
209 table shall be reduced by the number of peak hour trips represented in each residential  
210 and nonresidential concurrency certificate issued in a monitored zone. When a monitored  
211 zone reaches its estimated capacity for vehicle trips, the department ~~((will))~~ shall hold all  
212 applications in that zone until the council adopts a new concurrency map. If a new  
213 adopted concurrency map indicates that more trips can be accommodated in the zone, the  
214 department ~~((will))~~ shall process those applications that were put on hold, in the order  
215 received, until the estimated vehicle trip capacity is once again reached, at which point  
216 the department ~~((will))~~ shall hold all applications in that zone as ~~((stated above))~~ provided  
217 in this subsection. If the new concurrency map indicates that the monitored zone is out of  
218 compliance for adopted TAM ~~((and))~~ or critical ~~((link))~~ segment level of service  
219 standards then applications that were put on hold ~~((will))~~ shall be denied.

220            SECTION 3. Ordinance 14050, Section 12, as amended, and K.C.C. 14.70.230  
221 are each hereby reenacted and amended to read as follows:

222            **Concurrency test.**

223            A. The department shall perform a concurrency test for each application for a  
224 certificate of concurrency to determine whether the proposed development satisfies the  
225 TAM and critical ~~((link))~~ segment standards.

226            B. The concurrency test shall be performed only for the proposed development  
227 identified by the applicant on a completed concurrency application. Changes to the  
228 proposed development that would create additional vehicle trips shall be subject to an  
229 additional concurrency test.

230            C. When making a concurrency determination for a proposed residential  
231 development, the department shall consult the concurrency map currently in effect. The  
232 department shall make a determination of concurrency according to the status indicated  
233 on the adopted map for the zone the proposed residential development is located in. For  
234 a proposed residential development in TSA 4 where public sewer and water services are  
235 available, a concurrency certificate shall be issued if the zone ~~((complied))~~ complies with  
236 a TSA 3 standard. ~~((at the time of map adoption))~~. The concurrency map displayed in  
237 Attachment A to ~~((Ordinance 14375))~~ this ordinance is adopted as the official  
238 concurrency map for King County.

239            D. When making the concurrency determination for a proposed residential  
240 development in a monitored zone, the department may approve applications for  
241 concurrency certificates in whole or in part up to the number of vehicle trips estimated to  
242 be remaining in the zone.

243 E. When conducting the concurrency test for a proposed nonresidential  
244 development, the department shall conduct a site specific analysis using the department's  
245 traffic model. The department shall use standard trip generation rates published by the  
246 Institute of Transportation Engineers or other documented information and surveys  
247 approved by the department. The department may approve a reduction in generated  
248 vehicle trips based on additional information supplied by the applicant. The calculation  
249 of vehicle trip reductions shall be based upon recognized technical information and  
250 analytical process that represent current engineering practice. The department shall have  
251 final approval of such data, information and technical procedures as are used to calculate  
252 vehicle trip reductions.

253 F. If the concurrency test is passed, the applicant shall receive a certificate of  
254 concurrency. If the concurrency test for a nonresidential project is passed only under  
255 certain conditions of road improvements or project size, then the applicant shall receive a  
256 conditional certificate of concurrency on which the specific conditions are stated.

257 G. If the concurrency test for nonresidential developments is not passed, the  
258 applicant shall select one of the following options:

259 1. ~~((For nonresidential developments, r))~~Request in writing a ninety-day period  
260 in which the applicant can meet with the department to review the concurrency analysis  
261 and possible mitigation measures. The applicant may also provide additional information  
262 to the department in support of the application. The ninety-day period must be requested  
263 no later than ten days after the applicant's receipt of the notification of denial;

264 2. Appeal the denial of the application for a certificate of concurrency, in  
265 accordance with K.C.C. 14.70.260. Acceptance of the ninety-day period shall not impair

266 the applicant's future right to a formal appeal at a later time. An appeal must be filed  
267 with the department no later than ten days after the expiration of the ninety-day period; or

268 3. Accept the denial of an application for a certificate of concurrency.

269 (~~H. This section expires March 12, 2003.~~)

270 SECTION 4. Section 3 of this ordinance is effective retroactively to March 12,  
271 2003, and thereafter.

272 SECTION 5. Ordinance 14050, Section 12, and K.C.C. 14.70.250 are hereby  
273 amended to read as follows:

274 **Issuance of certificate of concurrency.**

275 A. The director or the director's designee shall issue a certificate of concurrency  
276 for each proposed development that passes the concurrency test. For nonresidential  
277 development, ((F))the determination of concurrency shall be final at the time of  
278 development approval. For residential development, the determination of concurrency  
279 shall be final at the time of the department's final decision of concurrency denial or  
280 approval.

281 B. For nonresidential development, issuance of a certificate creates a rebuttable  
282 presumption that the proposed development satisfies the concurrency test and meets the  
283 adopted level of service standards. The issue of concurrency may be raised as part of the  
284 review process for the development application for which the certificate of concurrency  
285 was issued. If raised at that time, the grounds for appeal shall be those listed in K.C.C.  
286 14.70.260.

287 C. A certificate of concurrency shall be valid for three hundred sixty-five days  
288 from its date of issuance. A certificate of concurrency expires if the development permit

289 for which the concurrency is reserved is not applied for within the three hundred sixty-  
290 five days.

291 D. A certificate of concurrency is valid for the development permit application  
292 period and subsequently for the same time as the development approval that is issued in  
293 accordance with the certificate of concurrency.

294 E. A certificate of concurrency runs with the land and is valid only for  
295 subsequent development approvals for the same parcel. A certificate of concurrency  
296 cannot be transferred to a different parcel.

297 F. A certificate of concurrency shall expire if the underlying development  
298 approval expires or is revoked or denied by the county.

299 G. For nonresidential developments, conditional certificates of concurrency shall  
300 be issued to an applicant who provides funding for one or more transportation facilities if  
301 ~~((such))~~ the funding ~~((has))~~ enabled the proposed development to meet the adopted level  
302 of service standards.

303 SECTION 6. Ordinance 14050, Section 13, as amended, and K.C.C. 14.70.260  
304 are each hereby amended to read as follows:

305 **Appeals.**

306 A. There is no administrative appeal of the department's final decision of  
307 residential concurrency denial or approval.

308 B. Appeals of the department's final decisions relative to nonresidential  
309 concurrency denial shall be filed by the applicant with the director or the director's  
310 designee. ~~((Such))~~ The appeals shall be in written form, stating the grounds for the  
311 appeal, and shall be filed within ten calendar days after receipt of notification of the

312 department's final decision in the matter being appealed or if a ninety-day period was  
313 requested (~~(pursuant to)~~) under K.C.C. 14.70.230G.1 within ten days after the expiration  
314 of the ninety-day period.

315 ~~((B-))~~ C. Challenges to nonresidential concurrency approvals may be raised as  
316 part of the review process for the development application for which the certificate of  
317 concurrency was issued.

318 ~~((C-))~~ D. For appeals of nonresidential concurrency denial or approval, the  
319 appellant must show that:

320 1. The department committed a technical error, (~~(defined as)~~) which means an  
321 error(s) in arithmetic, table and map lookup(s) and a similar clerical function(s);

322 2. Alternative data or a traffic mitigation plan submitted to the department was  
323 inadequately considered;

324 3. Conditions required by the department for concurrency are not related to the  
325 concurrency requirement; or

326 4. The action of the department was arbitrary and capricious as defined in  
327 Washington law.

328 ~~((D-))~~ E. The standard of review for nonresidential appeals when considering  
329 whether a technical error was committed shall be compelling evidence that the  
330 department made an error in arithmetic, table references or other such mechanical or  
331 clerical error. Appeals based upon technical error shall not call into question the  
332 underlying traffic model or its inputs.

333            ~~((E-))~~ F. For nonresidential appeals on grounds other than technical error, the  
334 department's dependence on its professional judgment and experience ~~((will))~~ shall be  
335 given due deference by the hearing examiner.

336            ~~((F-))~~ G. Any issues relating to the adequacy of the traffic model shall be raised  
337 to the county council during the annual council adoption of the concurrency map.

338            SECTION 7. Ordinance 14050, Section 14, as amended, and K.C.C.14.70.270  
339 are hereby amended to read as follows:

340            **Update and use of the traffic model.**

341            A. The traffic model for concurrency shall be updated annually as part of the  
342 ~~((CIP))~~ budget process or when authorized by the county council by ordinance. The  
343 update process shall include the most recently adopted roads CIP, updated traffic  
344 volumes, and updated information regarding issuance of concurrency certificates,  
345 development approvals and development activity. The traffic model shall conform to the  
346 guidelines and procedures described by the Federal Highway Administration in its  
347 publication entitled Calibration and Adjustment of System Planning Models dated  
348 December 1990 or its successor. Each update of the traffic model shall be used to  
349 produce a new concurrency map and table of estimated vehicle trips for monitored zones.  
350 The concurrency map and table of estimated vehicle trips for monitored zones shall be  
351 submitted to council for its approval. The updates of the traffic model shall be deemed  
352 adequate for the purposes of concurrency analysis and the concurrency map shall be used  
353 to determine the concurrency of proposed residential development projects. The traffic  
354 model shall be used to prepare the concurrency map and to perform site specific analysis  
355 for nonresidential projects.



356 B. The concurrency map is a result of the values inputted in to the traffic model,  
357 as described in subsection A of this section. The concurrency map indicates if a  
358 concurrency zone does or does not comply with adopted TAM and critical ((link))  
359 segment level of service standards. Any changes to the concurrency status of a zone or  
360 zones on the concurrency map other than those resulting from the model update process  
361 may only be accomplished by the council changing any combination of the adopted TAM  
362 or critical ((link)) segment standards, or the list of funded projects in the most recently  
363 adopted CIP.

364 NEW SECTION. SECTION 8. There is hereby added to K.C.C. chapter 14.70 a  
365 new section to read as follows:

366 **Implementation of recommendations.** The county council in June 2002  
367 directed the department of transportation to research, analyze and consider alternative  
368 methods of measuring transportation concurrency for residential development using the  
369 urban unincorporated area of the Soos Creek community as a case study area. The  
370 department researched transportation concurrency measures used by other jurisdictions  
371 and utilizing an advisory committee of stakeholders developed recommendations  
372 submitted in a report to the county council at the end of December 2002. The county  
373 council hereby directs the department of transportation to implement the following  
374 recommendations:

375 A. The county shall adopt a travel time measure of transportation concurrency  
376 with the adoption of the 2004 King County Comprehensive Plan Update. Comprehensive  
377 Plan policies necessary to implement travel time transportation concurrency measures  
378 shall be put in place to implement the new procedures in the 2004 Comprehensive Plan

379 Update. A new traffic model will be developed, calibrated and adopted in 2004 to  
380 measure transportation concurrency using travel time procedures; and

381 B. Refinements and improvements to an adopted travel time measure for  
382 transportation concurrency should consider incorporation of multimodal improvements  
383 incorporating transit, intelligent transportation systems and/or other strategies for  
384 increasing the carrying capacity and improving travel time of the transportation and road  
385 system.

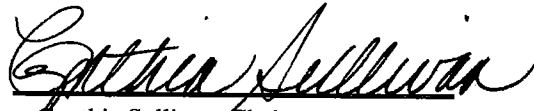
386 SECTION 9. Attachment A to Ordinance 14375, Transportation Concurrency  
387 Level of Service Standards Status map, dated March 7, 2002, Attachment B to Ordinance  
388 14375, Estimated Vehicle Trips for Monitored Zones table, and Attachment B to  
389 Ordinance 14050, Monitored Corridors for Transportation Concurrency list, are each  
390 hereby repealed.

391            SECTION 10. If any provision of this ordinance or its application to any person  
392 or circumstance is held invalid, the remainder of the ordinance or the application of the  
393 provision to other persons or circumstances is not affected.  
394

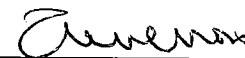
Ordinance 14580 was introduced on 1/27/2003 and passed by the Metropolitan King  
County Council on 3/3/2003, by the following vote:

Yes: 13 - Ms. Sullivan, Ms. Edmonds, Mr. von Reichbauer, Ms. Lambert, Mr.  
Phillips, Mr. Pelz, Mr. McKenna, Mr. Constantine, Mr. Pullen, Mr. Gossett,  
Ms. Hague, Mr. Irons and Ms. Patterson  
No: 0  
Excused: 0

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

  
Cynthia Sullivan, Chair

ATTEST:

  
\_\_\_\_\_  
Anne Noris, Clerk of the Council

APPROVED this 13 day of March, 2003.

  
\_\_\_\_\_  
Ron Sims, County Executive

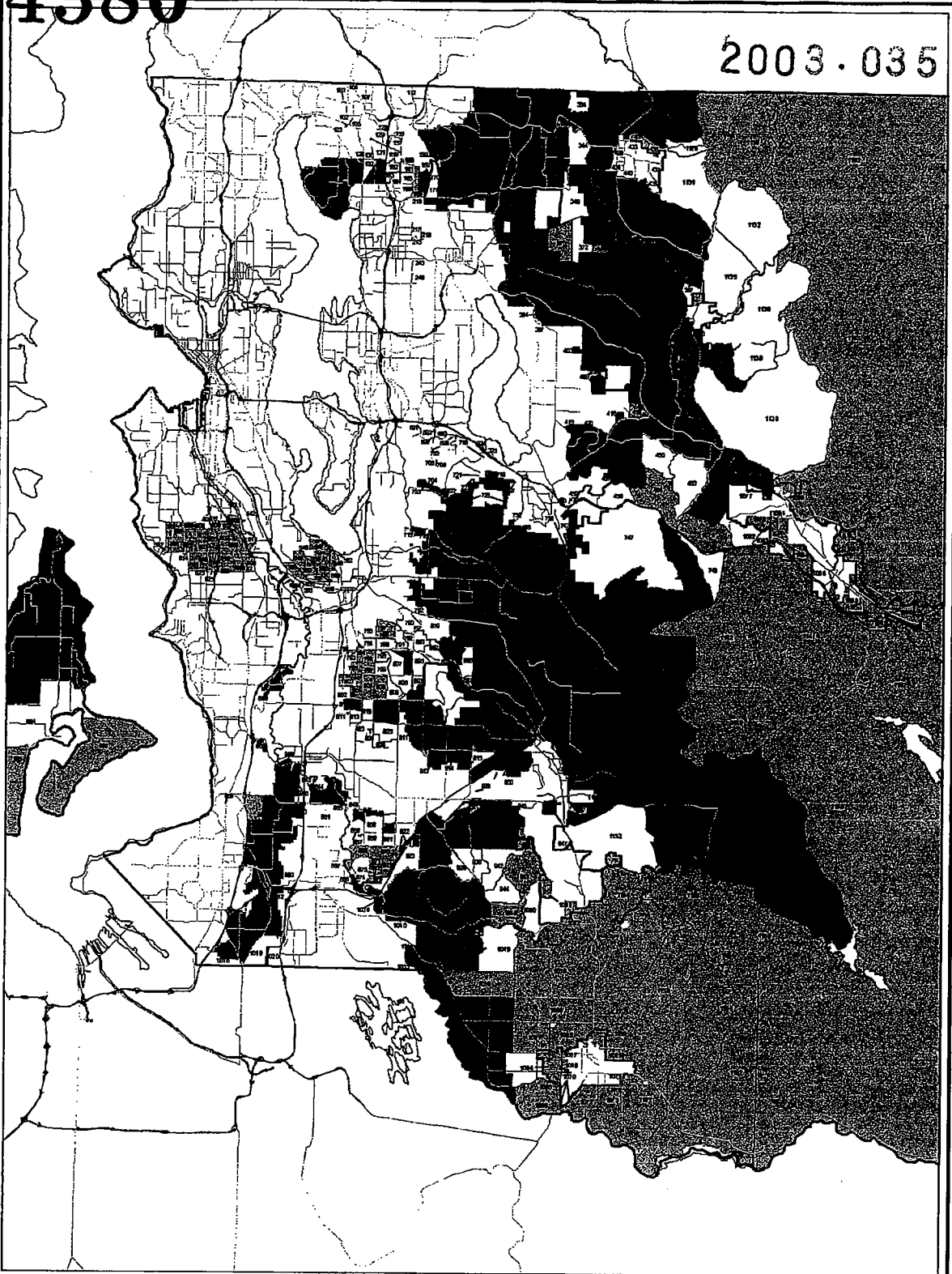
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2003 MAR 14 PM 2:23  
KING COUNTY CLERK

**Attachments**      A. Transportation Concurrency Level of Service Standards Status Map, dated January  
10, 2003, B. Estimated Vehicle Trips for Monitored Zones, dated February 26, 2003,  
C. Monitored Corridors for Transportation Concurrency

**ATTACHMENT B**  
**ESTIMATED VEHICLE TRIPS for MONITORED ZONES**  
**February 26, 2003**

14580

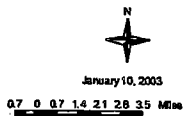
						Zones with 0.79 TSA, but tested with 0.89 TSA if sewer and water are available per K.C.C. 14.70.220B	
Zones	Trips	Urban/Rural	Zones	Trips	Urban/Rural	Zones	Trips
102	51	urban	784	81	urban	170	49
103	20	urban	789	90	urban	190	1
104	65	urban	790	142	urban	191	6
105	58	urban	791	72	urban	192	13
107	27	urban	792	135	urban	193	18
112	335	urban	798	18	urban	197	5
128	41	urban	799	27	urban	226	6
129	25	urban	800	75	urban	228	2
130	10	urban	807	36	urban	351	3
131	33	urban	808	37	urban	421	63
132	52	urban	809	218	urban	423	62
155	82	urban	811	68	urban	444	6
157	33	urban	813	225	urban	446	3
159	63	urban	819	225	urban	448	7
161	34	urban	823	57	urban	459	6
162	18	urban	824	218	urban	460	85
163	17	urban	825	30	urban	666	46
164	19	urban	826	26	urban	721	2
165	34	urban	843	33	urban	722	5
166	346	urban	851	328	urban	723	15
215	164	urban	856	7	urban	763	5
217	9	urban	857	24	urban	764	10
219	38	urban	858	5	urban	766	38
243	113	urban	859	3	urban	767	23
248	44	urban	860	44	urban	769	37
324	68	urban	861	3	urban	845	66
325	73	urban	879	15	urban	846	152
334	5	rural	880	18	urban	847	33
344	2	rural	881	135	urban	849	61
349	133	urban	882	135	urban	855	234
357	7	rural	886	37	urban	860	43
361	11	urban	887	10	urban	868	111
372	56	urban	891	51	urban	879	135
429	84	rural	892	135	urban	958	135
433	53	urban	893	5	urban	981	28
436	2	rural	894	13	urban	982	57
437	5	urban	898	90	urban	984	49
438	9	urban	911	77	urban	985	50
440	32	urban	922	9	urban	986	36
450	2	rural	923	4	rural	987	46
453	12	rural	926	18	rural	988	47
456	2	rural	928	65	urban	991	89
554	208	urban	936	5	rural	992	24
555	105	urban	942	13	rural	993	45
556	108	urban	944	16	rural	1010	63
557	103	urban	947	111	rural	1015	78
558	163	urban	1019	24	urban	1016	71
562	118	urban	1046	3	rural	1018	92
684	61	rural	1050	15	rural	1033	14
691	108	urban	1064	29	rural		
692	52	urban	1077	42	rural		
693	72	urban	1082	134	rural		
698	49	urban	1083	51	rural		
699	54	urban	1128	4	rural		
700	39	urban	1131	22	rural		
705	56	urban	1132	6	rural		
706	23	urban	1135	5	rural		
718	40	urban	1136	5	rural		
747	8	rural	1138	10	rural		
749	7	rural	1139	3	rural		
783	76	urban	1152	7	rural		



**Transportation Concurrency**  
*Level of Service Standards Status*

**Attachment A**

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**Legend**

- Urban Growth Line 2000
- Zone Boundaries
- Over Threshold
- Near Threshold
- Under Threshold

## MONITORED CORRIDORS for TRANSPORTATION CONCURRENCY

## MONITORED CORRIDOR

1. 68th Ave. NE/Juanita Dr. NE/NE Juanita Dr.
2. Juanita-Woodinville Way/NE 160 St.
3. NE 132nd St.
4. NE Woodinville-Duvall Rd./NE N Woodinville Way
5. NE 124/128 St.
6. Avondale Rd.
7. NE 132nd/133rd St./236th Ave. NE/238th Ave. NE
8. Novelty Hill Rd.
9. NE Union Hill Rd.
10. SR-202
11. East Lake Sammamish Pkwy.
12. Inglewood Hill Rd.
13. Sahalee Way/228 Ave. NE and SE/SE 43 Way
14. Issaquah Pine Lake Rd.
15. Issaquah Fall City Rd./Duthie Hill Rd.
16. SE 56th St.
17. Newport Way/W. Sunset Way
18. Coal Creek Parkway
19. SR-900
20. Front St/Issaquah-Hobart Rd.
21. SR-169
22. Carr Rd. SE/Petrovitsky Rd.
23. 140th Ave. SE/132 Ave. SE
24. SE 208 St./SE 212 St.
25. SR-515/104th Ave. SE
26. S. 272nd St/S. 277 St.
27. SR-516/SE 256th St.
28. Lea Hill Rd./SE 312th St./SE 304th St.
29. SR-161
30. Peasley Canyon Road/ S. 320th St.
31. 149th Ave SE/154th Pl. SE/156th Ave SE
32. SE 128th St.
33. SPAR Road/Issaquah By-Pass
34. Covington Way SE
35. SE Wax Road/180th Ave. SE/ SE Wax Road
36. SE 256th St.
37. SE 240 St.

## LIMITS

- SR-522 to 98th Ave. NE  
 100 Ave. NE to 124th Ave. NE  
 NE 100 Ave. to 132nd Ave. NE  
 Avondale Rd. NE to SR-522  
 I-405 to Avondale Rd. NE  
 NE Woodinville-Duvall Rd. to SR-520  
 Avondale Rd. NE to Bear Creek UPD's and SR-202  
 Avondale Rd. NE to the Eastern boundary of the Blakely Ridge UPD  
 Avondale Way NE to 238th Ave. NE  
 SR-520 to 244th Ave. NE  
 SR-202 to I-90  
 East Lake Sammamish Parkway NE to 228th Ave. NE/SE  
 SR-202 to East Lake Sammamish Parkway SE  
 228th Ave. SE to Issaquah Fall City Rd.  
 East Lake Sammamish Parkway SE to Trossachs Blvd. SE  
 SR-900 to East Lake Sammamish Parkway SE  
 Coal Creek Parkway SE to Front St. N/S  
 I-405 to SE 128 St.  
 I-90 Interchange to Renton city limits  
 I-90 to SR-18  
 Renton city limits to SR-516  
 SR-167 to SR-18  
 SR-169 to SR-516  
 SR-167 to 132nd Ave. SE/SE 204th Way  
 S. Grady Way to SE 256th St./SR-516  
 SR-99 to SR-516  
 104th Ave SE. to SR-169  
 Green River to SR-18  
 S. 348 St. to Military Rd.  
 I-5 ramps to West Valley Highway  
 SR-169 to SE 128th St.  
 138th Ave. SE to 156th Ave. SE  
 Front St. South/Issaquah Hobart Road to SE Issaquah Fall City Road  
 SE Wax Road to SR 516/Kent Kangley Road  
 Covington Way SE to SE 240th St.  
 West City Limits to SR 18  
 180th Ave. SE to 196th Ave. SE