



Signature Report

June 12, 2007

Ordinance 15839

Proposed No. 2007-0149.1

Sponsors Dunn

1 AN ORDINANCE relating to transportation concurrency;
2 eliminating monitored zones from the residential
3 concurrency map; eliminating the table of vehicle trips for
4 monitored zones; adopting the new residential
5 transportation concurrency map and the new monitored
6 corridors for transportation concurrency list; amending
7 Ordinance 14050, Section 8, as amended, and K.C.C.
8 14.70.210, Ordinance 14050, Section 9, as amended, and
9 K.C.C. 14.70.220, Ordinance 14050, Section 10, as
10 amended, and K.C.C. 14.70.230, and Ordinance 14050,
11 Section 14, as amended and K.C.C. 14.70.270 and
12 repealing Ordinance 15030, Attachments A, B and C.

13
14 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

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

17 The definitions in this section apply throughout this chapter unless the context
18 clearly requires otherwise.

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

21 B. "Average travel speed" means the average speed in miles per hour of a vehicle
22 over a certain length of road.

23 C. "Capital improvement program" or "CIP" means the expenditures and
24 revenues programmed by King County for capital purposes for road improvements over
25 the next six-year period in the adopted CIP currently in effect.

26 D.1. "Certificate of concurrency" means the document issued by the department
27 indicating:

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

29 b. the number of development units and specific uses that were tested for
30 concurrency and approved;

31 c. the type of development approval for which the certificate of concurrency is
32 issued;

33 d. an effective date; and

34 e. an expiration date.

35 2. Certificates may be conditional only for nonresidential developments.

36 E. "Committed network" means the road system for measuring concurrency,
37 which includes all existing transportation facilities and also includes proposed
38 transportation facilities that are fully funded for construction in the adopted CIP or for
39 which voluntary financial commitments have been secured. Fully funded projects to be

40 provided by the state, cities or other jurisdictions may become part of the committed
41 network.

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

46 G. "Concurrency map" means the map displaying in color the concurrency status
47 of each concurrency zone for residential land uses based upon the traffic model. The map
48 consists of ~~((three))~~ two colors, which are green~~((, yellow))~~ and red, that signify level of
49 service status as designated under K.C.C.14.70.230.C.

50 H. "Concurrency status" means whether or not a concurrency zone meets the
51 TAM and travel time standards adopted in this chapter.

52 I. "Concurrency test" means determining if a proposed development complies
53 with the adopted level of service standard of the concurrency zone in which the proposed
54 development is located.

55 J. "Concurrency zone" means one of the zones depicted in the adopted
56 concurrency map.

57 K. "Critical segment" means the one-direction lane or lanes of a portion of a
58 monitored corridor within the committed network with an average travel speed of level of
59 service E for the Urban Growth Area and designated Rural Towns and level of service B
60 for the Rural Area during the peak period and that carries more than thirty percent of the
61 one-way peak-period vehicle trips from a proposed development for nonresidential
62 development or from a concurrency zone for residential development. The portion of a

63 roadway comprising a critical segment may be several connected roadway links, as used
64 in the traffic model.

65 L. "Department" means the King County department of transportation or its
66 successor agency.

67 M. "Development" means specified changes in use designed or intended to
68 permit a use of land that will contain more dwelling units or buildings than the existing
69 use of the land, or to otherwise change the use of the land or buildings or improvements
70 on the land in a manner that increases the amount of vehicle traffic generated by the
71 existing use of the land, and that requires a development permit from King County. This
72 definition does not pertain to the rezoning of land or a grading permit.

73 N. "Development application" means the request made to the department of
74 development and environmental services, or its successor agency, for approval of a
75 development.

76 O. "Development approval" means an order, permit or other official action of the
77 department of development and environmental services or its successor agency granting,
78 or granting with conditions, an application for development.

79 P. "Development units" means the number of dwelling units for residential
80 development and square feet for nonresidential development.

81 Q. "Director" means the director of the department.

82 R. "Financial commitment" consists of:

83 1. Revenue designated in the adopted CIP. The adopted CIP identifies all
84 applicable and available revenue sources and forecasts these revenues through the six-
85 year period with reasonable assurance that the funds will be timely put to those ends.

86 Projects to be used in defining the committed network are fully funded for construction in
87 the six years of the CIP. This commitment is reviewed through the annual budget
88 process; or

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

91 S. "HOV" means high occupancy vehicle.

92 T. "Level of service standard" means the TAM and travel time standards that are
93 adopted in the Comprehensive Plan and in this chapter.

94 U. "Link" means the one-direction lane or lanes of a roadway between two
95 adjacent consecutive points along that roadway, as used in the traffic model. The
96 consecutive points determining the length of a link may be based on roadway and
97 geographical characteristics such as roadway alignment and intersection location.

98 V. "Monitored corridor" means a principal or minor arterial considered by the
99 department to be important to traffic circulation in the county and may consist of two or
100 more connected segments. The monitored corridors are established and listed in
101 Attachment ((C)) B to ((Ordinance 14580)) this ordinance. Monitored corridors in a city
102 shall be based upon interlocal agreement between the county and that city.

103 W. (~~"Monitored zones" means those zones that are within ten percent of~~
104 ~~exceeding the adopted TAM or travel time level of service standards.))~~

105 X)) "Peak period" means the one-hour weekday afternoon period during which
106 the greatest volume of traffic uses the road system. For concurrency purposes, this period
107 shall be in the afternoon of a typical weekday.

108 ~~((Y.))~~ X. "Reservation and reserve" means development units are set aside in the
109 department's traffic model in a manner that assigns the units to the concurrency zone and
110 prevents the same units from being assigned to any other development once the traffic
111 model is updated.

112 ~~((Z.))~~ Y. "Road classification" means the classification of roadways as
113 determined by the county council by ordinance based on the function and design of a
114 specific road.

115 ~~((AA.))~~ Z. "Rural Area" means a Rural Area as defined in the King County
116 Comprehensive Plan.

117 ~~((BB.))~~ AA. "Rural Town" means a Rural Town as defined in the King County
118 Comprehensive Plan.

119 ~~((CC.))~~ BB. "Segment" means a portion of a monitored corridor between major
120 intersections or roadway configuration changes such as changes in the number of lanes.
121 A segment may consist of several connected links as used in the traffic model.

122 ~~((DD.))~~ CC. "Traffic model" means the computer program and data that is used
123 to forecast traffic volumes and that is calibrated to Federal Highway Administration
124 standards. The model is used to prepare the concurrency map for proposed residential
125 developments and to conduct site specific analysis for proposed nonresidential
126 developments. The model documentation is available from the department.

127 ~~((EE.))~~ DD. "Transportation adequacy measure" or "TAM" means the average
128 weighted volume-to-capacity ratio for all traffic in the afternoon peak hour for a
129 concurrency zone or nonresidential development.

130 (~~FF.~~) EE. "Transportation facilities" means principal, minor and collector
131 arterial roads, state highways and high occupancy vehicle facilities. Transportation
132 facilities include any such a facility owned, operated or administered by the state of
133 Washington and its political subdivisions, including the county and cities.

134 (~~GG.~~) FF. "Travel time" means the time it takes a vehicle to travel from one
135 specified point to another.

136 (~~HH.~~) GG. "Travel time standard" means the level of service standard used to
137 judge the performance of monitored corridors and critical road segments within the
138 corridors. The level of service standard is identified by ranges of average travel speed by
139 road classification.

140 (~~I.~~) HH. "Urban Growth Area" means an Urban Growth Area as defined in the
141 King County Comprehensive Plan.

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

144 A. Concurrency shall be determined by the application of TAM and travel time
145 standards to proposed nonresidential developments and concurrency zones for proposed
146 residential developments within unincorporated King County.

147 B. The TAM calculation for a concurrency zone or nonresidential development
148 shows the adequacy of the committed network relative to the adopted level of service.
149 Projects to be provided by the state, cities or other jurisdictions may become part of the
150 committed network upon decision of the director. A volume-to-capacity ratio is the
151 measure used for TAM evaluation with one standard for the Urban Growth Area and
152 another standard for the Rural Area. The TAM standard for the Urban Growth Area and

153 designated Rural Town is level of service E, or 0.99 volume-to-capacity ratio, as adopted
154 in the King County Comprehensive Plan. The standard for the Rural Area is level of
155 service B, or 0.69 volume-to-capacity ratio, as adopted in the King County
156 Comprehensive Plan. The standard for the minor developments and public and
157 educational facilities listed in K.C.C. 14.70.285 is level of service F, or greater than 0.99
158 volume-to-capacity ratio, as adopted in the King County Comprehensive Plan.

159 C.1. The travel time standard shall apply to the monitored corridors listed in
160 Attachment ((C)) B to ((Ordinance 14580)) this ordinance. The travel time standards are
161 levels of service based on average travel speed in miles per hour, and the standards vary
162 by road classification. The travel speed calculations measure the adequacy of critical
163 segments within monitored corridors. The travel time standard for the Urban Growth
164 Area and designated Rural Towns is level of service E. The travel time standard for the
165 Rural Area is level of service B. The travel time standard for the minor developments
166 and public and educational facilities listed in K.C.C. 14.70.285 is level of service F.
167 Travel time standards shall not apply to monitored corridors in the Urban Growth Area if
168 HOV lanes and transit service are available at the time of concurrency application or are
169 expected to be available within six years.

170 2. The following table identifies the range of travel speeds for the travel time
171 levels of service on monitored corridors and critical segments including the average
172 travel speeds used for the standards level of service E and level of service B.

| ROAD LEVELS OF SERVICE | | | | |
|------------------------|--------|------------|--------|------------|
| Road Classification: | I | II | III | IV |
| | (State | (Principal | (Minor | (Collector |

| | Routes) | Arterials) | Arterials) | Arterials) |
|------------------|---------------------------------------|------------|------------|------------|
| LEVEL OF SERVICE | AVERAGE TRAVEL SPEED (MILES PER HOUR) | | | |
| A | >42 | >35 | >30 | >25 |
| B | >34 – 42 | >28 – 35 | >24 – 30 | >19 – 25 |
| C | >27 – 34 | >22 – 28 | >18 – 24 | >13 – 19 |
| D | >21 – 27 | >17 – 22 | >14 – 18 | >9 – 13 |
| E | >16 – 21 | >13 – 17 | >10 – 14 | >7 – 9 |
| F | <=16 | <=13 | <=10 | <=7 |

173 SECTION 3. Ordinance 14050, Section 10, as amended, and K.C.C. 14.70.230
 174 are each hereby amended to read as follows:

175 A. The department shall perform a concurrency test for each application for a
 176 certificate of concurrency to determine whether the proposed development satisfies the
 177 TAM and travel time standards.

178 B. The concurrency test shall be performed only for the proposed development
 179 identified by the applicant on a completed concurrency application. Changes to the
 180 proposed development that would create additional vehicle trips shall be subject to an
 181 additional concurrency test.

182 C.1. When making a concurrency determination for a proposed residential
 183 development, the department shall consult the concurrency map currently in effect. The
 184 concurrency map displayed in Attachment A to (~~Ordinance 15030~~) this ordinance is
 185 adopted as the official concurrency map for King County. The department shall make a
 186 determination of concurrency according to the status indicated on the adopted map for the
 187 concurrency zone in which the proposed residential development is located.

188 2. On the concurrency map, if the zone color is green it means the proposed
189 residential development shall be given a certificate because the concurrency zone is
190 functioning within level of service standards. ~~((The color yellow means the concurrency
191 zone is close to exceeding the level of service standards and there is a designated number
192 of residential units that may be given a certificate.))~~ The color red means the
193 concurrency zone is at or exceeding level of service standards and the proposed
194 residential development shall not be given a certificate, unless it is a minor development
195 listed in K.C.C. 14.70.285.

196 ~~((3. Monitored zones are yellow on the concurrency map. Attachment B to
197 Ordinance 15030 shows the estimated number of residential vehicle trips that can be
198 accommodated in each monitored zone. The department shall monitor the residential
199 certificates of concurrency issued in each monitored zone. The department may approve
200 applications for residential concurrency certificates up to the number of vehicle trips
201 estimated for a zone as indicated in the table. The number of remaining trips in the table
202 shall be reduced by the number of peak hour trips represented in each residential
203 concurrency certificate issued in a monitored zone. When a monitored zone reaches its
204 estimated capacity for vehicle trips, the department shall hold all residential applications
205 in that zone until the council adopts a new concurrency map, except for minor
206 developments listed in K.C.C. 14.70.285. If the new concurrency map indicates that
207 more trips can be accommodated in the zone, the department shall process those
208 residential applications that were put on hold, in the order received, until the estimated
209 vehicle trip capacity is once again reached, at which point the department shall hold all
210 residential applications in that zone as provided in this subsection. If the new~~

211 ~~concurrency map indicates that the monitored zone is out of compliance for adopted~~
212 ~~TAM or travel time level of service standards then residential applications that were put~~
213 ~~on hold shall be denied.))~~

214 D. When conducting the concurrency test for a proposed nonresidential
215 development, the department shall conduct a site specific analysis using the department's
216 traffic model. The department shall use standard trip generation rates published by the
217 Institute of Transportation Engineers or other documented information and surveys
218 approved by the department. The department may approve a reduction in generated
219 vehicle trips based on additional information supplied by the applicant. The calculation
220 of vehicle trip reductions shall be based upon recognized technical information and
221 analytical processes that represent current engineering practice. The department shall
222 have final approval of such data, information and technical procedures as are used to
223 calculate vehicle trip reductions.

224 E. If the concurrency test is passed under subsection D. of this section, the
225 applicant shall receive a certificate of concurrency. If the concurrency test for a
226 nonresidential project is passed only under certain conditions of road improvements or
227 project size, then the applicant shall receive a conditional certificate of concurrency on
228 which the specific conditions are stated.

229 F. If the concurrency test for nonresidential development is not passed, the
230 applicant shall select one of the following options:

231 1. Request in writing a ninety-day period in which the applicant can meet with
232 the department to review the concurrency analysis and possible mitigation measures. The
233 applicant may also provide additional information to the department in support of the

234 application. The ninety-day period must be requested no later than ten days after the
235 applicant's receipt of the notification of denial;

236 2. Appeal the denial of the application for a certificate of concurrency in
237 accordance with K.C.C. 14.70.260. Acceptance of the ninety-day period shall not impair
238 the applicant's future right to a formal appeal at a later time. An appeal must be filed
239 with the department no later than ten days after the expiration of the ninety-day period; or

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

241 SECTION 4. Ordinance 14050, Section 14, as amended, and K.C.C. 14.70.270
242 are each hereby amended to read as follows:

243 A. The traffic model for concurrency shall be updated annually as part of the
244 budget process or when authorized by the county council by ordinance. The update
245 process shall include the most recently adopted roads CIP, updated traffic volumes and
246 updated information regarding issuance of concurrency certificates, development
247 approvals and development activity. The traffic model shall conform to the guidelines
248 and procedures described by the Federal Highway Administration in its publication
249 entitled Calibration and Adjustment of System Planning Models dated December 1990 or
250 its successor. Each update of the traffic model shall be used to produce a new
251 concurrency map ~~((and table of estimated vehicle trips for monitored zones))~~. The
252 concurrency map ~~((and table of estimated vehicle trips for monitored zones))~~ shall be
253 submitted to council for its approval by ordinance. The updates of the traffic model shall
254 be deemed adequate for the purposes of concurrency analysis and the concurrency map
255 shall be used to determine the concurrency of proposed residential development projects.

256 The traffic model shall be used to prepare the concurrency map and to perform site
257 specific analysis for nonresidential projects.

258 B. The concurrency map is a result of the values inputted in to the traffic model,
259 as described in subsection A, of this section. The concurrency map indicates if a
260 concurrency zone does or does not comply with adopted TAM and travel time level of
261 service standards. Any changes to the concurrency status of a zone or zones on the
262 concurrency map other than those resulting from the model update process may only be
263 accomplished by the council, through an ordinance, by changing any combination of the
264 adopted TAM or travel time standards, or the list of funded projects in the most recently
265 adopted CIP.

266 SECTION 5. Attachment A to Ordinance 15030, Residential Transportation
267 Concurrency Attachment A—Revised Comp Plan Map, dated June 30, 2004, Attachment
268 B to Ordinance 15030, Estimated Residential Vehicle Trips for Monitored Zones, dated

Ordinance 15839

269 July 6, 2004, and Attachment C to Ordinance 15030, Monitored Corridors for
270 Transportation Concurrency, dated September 27, 2004, are each hereby repealed.
271


Ordinance 15839 was introduced on 2/26/2007 and passed by the Metropolitan King
County Council on 6/11/2007, by the following vote:

Yes: 8 - Mr. Gossett, Ms. Patterson, Ms. Lambert, Mr. von Reichbauer, Mr.
Dunn, Mr. Ferguson, Mr. Phillips and Mr. Constantine
No: 0
Excused: 1 - Ms. Hague

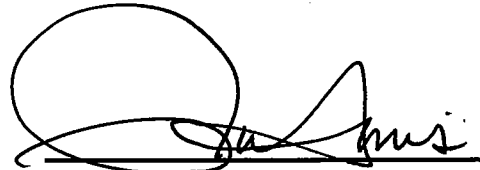
KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Larry Gossett, Chair

ATTEST:

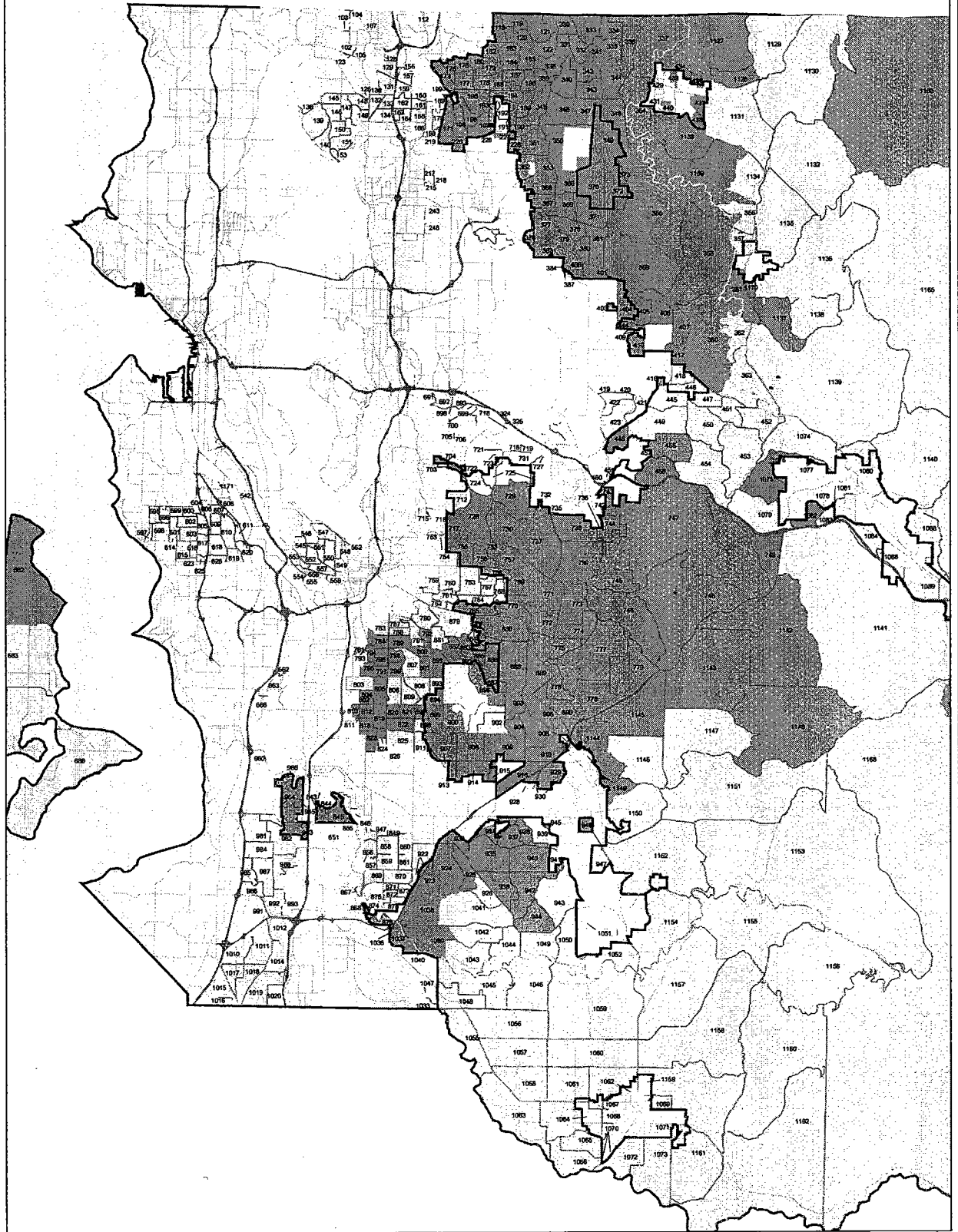

Anne Noris, Clerk of the Council

APPROVED this 12 day of June, 2007.


Ron Sims, County Executive

Attachments A. Residential Transportation Concurrency, B. Monitored Corridors for Transportation
Concurrency

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Residential Transportation Concurrency

Attachment A



King County

October 30, 2006

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Scale: 1 inch = 2 miles

Legend

- Urban Growth Line
- Zone Numbers
- Zone Boundaries
- Fails Standards
- Meets Standards
- Resource Lands

ATTACHMENT B

| MONITORED CORRIDORS for TRANSPORTATION CONCURRENCY | | | Unincorporated Corridor Limits Subject to Monitored Corridor Testing* |
|--|--|--|---|
| Corridors | Limits | | |
| 1. 68th Ave. NE/Juanita Dr. NE/NE Juanita Dr. | SR-522 to 98th Ave. NE | | NE 140th St. to 93rd Ave. NE |
| 2. Juanita-Woodinville Way/NE 160th St. | 100 Ave. NE to 124th Ave. NE | | 100th Ave. NE to 124th Ave. NE |
| 3. NE 132nd St. | 100 Ave. NE to 132nd Ave. NE | | NE 100th Ave. to 132nd Ave. NE |
| 4. NE Woodinville-Duvall Rd./NE N Woodinville Way | Avondale Rd. NE to SR-522 | | Avondale Rd. to 171st Ave. NE |
| 5. NE 124th/128th St./NE132nd/133rd St. | I-405 to 232nd Ave. NE | | 132nd Ave. NE to 232 Ave. NE |
| 6. Avondale Rd. | NE Woodinville-Duvall Rd. to SR-520 | | NE Woodinville-Duvall Rd. to NE 116th St. |
| 7. Trilogy Parkway NE/Novelty Hill Rd./Redmond Ridge Dr. NE /236th Ave. NE/238th Ave. NE | NE 133rd St. through the Bear Creek UPDs to SR-202 | | NE 133rd St./232nd Ave. NE to SR-202 |
| 8. Novelty Hill Rd. | Avondale Rd. NE to W. Snoqualmie Valley Rd. | | Redmond city limits to W. Snoqualmie Valley Rd. |
| 9. NE Union Hill Rd. | Avondale Way NE to 238th Ave. NE | | Redmond city limits to 238th Ave. NE |
| 10. SR-202 | SR-520 to 244th Ave. NE | | 192nd Dr. NE to 244th Ave. NE |
| 11. East Lake Sammamish Parkway SE | SR-202 to I-90 | | SE 43rd Way to I-90 |
| 12. Sahalee Way/ 228th Ave. NE & SE/SE 43rd Way | SR-202 to East Lake Sammamish Parkway SE | | SR-202 to Sammamish city limits and Issaquah Pine Lake Rd. to E. Lake Sammamish. Pkwy. SE |
| 13. Issaquah Pine Lake Rd. SE | 228th Ave. SE to Issaquah Fall City Rd. | | 238th Ave. SE to Issaquah Fall City Rd. |
| 14. Issaquah Fall City/Duthie Hill Rd. | East Lake Sammamish Parkway SE to Trossachs Blvd. SE | | East Lake Sammamish Parkway SE to Trossachs Blvd. SE |
| 15. SE 56th St./17th Ave. NW | SR-900 to East Lake Sammamish Parkway SE | | SR-900 to East Lake Sammamish Parkway SE |
| 16. Factoria Blvd. SE/SE Newport Way/Newport Way SW/W Sunset Way | Coal Creek Parkway SE to Front St. N/S | | 132nd Ave. SE to Front St. N/S |
| 17. SR-900 | I-90 Interchange to 138th Ave. SE | | I-90 Interchange to 138th Ave. SE |
| 18. Front St. N/S/Issaquah Hobart Rd. | I-90 to SR-18 | | I-90 Interchange to SR-18 |
| 19. Carr Rd. SE/Petrovitsky Rd. | SR-167 to SE 232nd St. | | Renton city limits to SE 232nd St. |
| 20. 140th Ave. SE/132 Ave. SE | SR-169 to SR-516 | | SR-169 to SE 236th PL. |

| Corridors | Limits | Unincorporated Corridor Limits Subject to Monitored Corridor Testing* |
|--|---|---|
| 21. SE 208 St./SE 212 St. | SR-167 to 132nd Ave. SE/SE 204th Way | Kent city limits to 132nd Ave. SE |
| 22. SR-515/104th Ave. SE | S. Grady Way to SE 256th St./SR-516 | Renton city limits to SE 224th St. |
| 23. S. 272nd St/S. 277 St. | SR-99 to SR-516 | Military Rd. to SR-167 |
| 24. SR-516 | 104th Ave. SE. (SR-515) to SR-169 | 164th Ave. SE to Maple Valley city limits |
| 25. Lea Hill Rd./SE 312th St./SE 304th St. | Green River Bridge to 144th Ave. SE | Green River Bridge to 144th Ave. SE |
| 26. SR-161 | S. 348 St. to Military Rd. S. | 19th Way S. to Military Rd. S. |
| 27. Peasley Canyon Road/ S. 320 th St. | I-5 ramps to West Valley Highway | Federal Way city limits to West Valley Hwy. |
| 28. 149 th Ave. SE/154th Pl. SE/156 th Ave. SE | SR-169 to SE 128th St. | SR-169 to SE 128th St. |
| 29. SE 128th St. | 138th Ave. SE to 156th Ave. SE | 138th Ave. SE to 156th Ave. SE |
| 30. SPAR Road / Issaquah By-Pass | SE Issaquah Fall City Rd. to Front St. S/Issaquah Hobart Road | SE Issaquah Fall City Rd. to Front St. S/Issaquah Hobart Rd. |
| 31. Covington Way SE | SE Wax Road to SR-516/Kent Kangley Road | SE Wax Rd. to SR-516 |
| 32. SE Wax Road/180 th Ave. SE/ SE Wax Rd. | Covington Way SE to SE 240th St. | Covington Way SE to SE 240th St. |
| 33. SE 256 th St. | 148th Ave. SE to SR 18 | Kent city limits to SR-18 |
| 34. SE 240 St. | 180th Ave. SE to 196th Ave. SE | 180th Ave. SE to 196th Ave. SE |

* Monitored Corridor segments within cities having transportation concurrency Interlocal Agreements with King County are included in the Monitored Corridor testing.