



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

February 28, 2017

Ordinance 18459

Proposed No. 2016-0392.2

Sponsors Dembowski and Lambert

1 AN ORDINANCE relating to transportation concurrency;
2 adopting a new concurrency test results map; adopting a
3 new map indicating the boundaries of the concurrency
4 travel sheds; and amending Ordinance 14050, Section 9, as
5 amended, and K.C.C. 14.70.220, Ordinance 14050, Section
6 10, as amended, and K.C.C. 14.70.230, Ordinance 14050,
7 Section 11, as amended, and K.C.C. 14.70.240, Ordinance
8 14050, Section 13, as amended, and K.C.C. 14.70.260,
9 Ordinance 14050, Section 14, as amended, and K.C.C.
10 14.70.270, and Ordinance 15030, Section 9, as amended,
11 and K.C.C. 14.70.285, and repealing Ordinance 14050,
12 Section 8, as amended, and K.C.C. 14.70.210.

13 STATEMENT OF FACTS: K.C.C. 14.70.270 requires the concurrency
14 map to be updated in even-numbered years, or when directed by the
15 council by motion, and be submitted to council for approval by ordinance
16 no later than July 31.

17 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

18 SECTION 1. Ordinance 14050, Section 8, as amended, and K.C.C. 14.70.210 are
19 each hereby repealed.

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

22 A. Concurrency shall be determined by the application of travel time standards to
23 designated principal and minor arterials associated with the adopted travel shed ~~((s as~~
24 ~~defined in this chapter. This may also include portions of certain highways of statewide~~
25 ~~significance that are not limited access and that function similar to county arterials.~~
26 ~~Travel time data for collector arterials shall not be included as part of the concurrency~~
27 ~~test. Selected collector arterials shall be monitored using traffic counts. If counts~~
28 ~~indicate congestion could be approaching level of service standards on one or more~~
29 ~~collector arterials, travel time data shall be collected for all collector arterials, and such~~
30 ~~collector arterial data shall be included in the concurrency test)) map.~~

31 B.1. The travel time standards are levels of service based on average travel speed
32 in miles per hour, and the standards vary by road classification. The travel time standard
33 for the Urban Growth Area and the Rural Mobility Areas is level of service E. The travel
34 time standard for the Rural Area is level of service B. The travel time standard for the
35 Rural Neighborhood Commercial Centers is level of service D. The travel time standard
36 for the minor developments and public and educational facilities listed in K.C.C.
37 14.70.285 is level of service F.

38 2. The following table identifies the range of travel speeds for the travel time
39 levels of service.

((ROAD)) LEVEL ((S)) OF SERVICE <u>SPEEDS</u>				
((R)) Road	((I)) State	((H))	((H))	((IV))

Classification:))	Routes))	((()Principal Arterials	((()Minor Arterials(()	(Collector 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))

40 SECTION 3. Ordinance 14050, Section 10, as amended, and K.C.C. 14.70.230

41 are each hereby amended to read as follows:

42 A. The department shall perform a concurrency analysis and test for each travel
 43 shed to determine whether areas within the travel sheds are concurrent. The test for each
 44 area shall be based on the level of service analysis results for the entire travel shed.
 45 Areas shall be deemed concurrent if eighty-five percent of the arterials within their travel
 46 shed meet level of service standards.

47 B. The department shall ~~((use the concurrency map currently in effect when~~
 48 ~~making a concurrency determination for a proposed development. The concurrency map~~
 49 ~~displayed in Attachment A to Ordinance 17513 is adopted as the official concurrency~~
 50 ~~map for King County))~~ determine a travel shed map that reflects the urban and rural
 51 nature of the county and transmit the travel shed map to the county council along with the

52 concurrency test results map that shows the passing and failing sheds, for adoption by
53 ordinance. The department shall make a determination of concurrency according to the
54 status indicated on the adopted concurrency test results map for the area in which the
55 proposed development is located. (~~Attachment B to Ordinance 17513 is a map~~
56 ~~indicating the boundaries of the travel sheds.~~)

57 SECTION 4. Ordinance 14050, Section 11, as amended, and K.C.C. 14.70.240
58 are each hereby amended to read as follows:

59 A. The department of permitting and environmental review shall accept
60 applications for a development approval only for development in areas that pass the
61 concurrency test as shown on the concurrency test results map in effect at the time of
62 application, except as provided in K.C.C. 14.70.285.

63 B. The ((€))concurrency test results map is valid for the development permit
64 application period and subsequently for the same time as the development approval.

65 SECTION 5. Ordinance 14050, Section 13, as amended, and K.C.C. 14.70.260
66 are each hereby amended to read as follows:

67 A. Any issues relating to the adequacy of the concurrency analysis and test or to
68 the accuracy of the concurrency test results map shall be raised to the ((county)) council
69 during ((the annual)) council consideration of the concurrency test results map as
70 provided in K.C.C. 14.70.270.

71 B. There is no administrative appeal of the department of permitting and
72 environmental review's final decision of concurrency denial or approval based on the
73 concurrency test results map.

74 SECTION 6. Ordinance 14050, Section 14, as amended, and K.C.C. 14.70.270
75 are each hereby amended to read as follows:

76 A. The concurrency test results map shall be reviewed and updated in even-
77 numbered years or when directed by the council by motion. The update process shall
78 reflect the most recently adopted roads CIP, (~~updated~~) the current boundaries of the
79 unincorporated area, current traffic volumes and (~~updated~~) current travel time (~~surveys~~
80 ~~and standards and methodologies as described in K.C.C. 14.70.220 and 14.70.230~~). If
81 the update requires changes in the concurrency test results map, the new concurrency test
82 results map shall be submitted to council for its approval by ordinance no later than July
83 31, together with the report(~~s~~) required in subsection(~~s~~) B. (~~and C.~~) of this section.
84 The approved map shall be deemed adequate for the purposes of concurrency analysis
85 and shall be used to determine the concurrency of proposed development projects.

86 B. The road services division shall prepare a report on the concurrency program
87 update for submission to the council by July 31, together with any ordinance required by
88 subsection A. of this section. The report shall explain the technical assumptions, land use
89 changes, network changes and other parameters used to update the concurrency test
90 results map and travel shed boundary map.

91 C. (~~1. An independent expert review panel on concurrency shall be established~~
92 ~~to:~~

93 a. ~~review the report on the concurrency update; and~~

94 b. ~~evaluate proposed changes to the transportation concurrency process,~~

95 ~~analysis and test developed by the road services division.~~

96 2. ~~The panel shall be comprised of four to six persons and include~~
97 ~~representation from the development community, the environmental community,~~
98 ~~transportation planning professionals, the unincorporated area, the public at large and~~
99 ~~multimodal transportation interest groups. Each representative shall be appointed by the~~
100 ~~executive and confirmed by the council.~~

101 3. ~~A summary of the panel's review of the report on the concurrency update and~~
102 ~~its evaluation of proposed changes to the transportation concurrency process, analysis and~~
103 ~~test shall be included with the submittal of the report required by subsection B. of this~~
104 ~~section.~~

105 D.)) Any changes to the concurrency status of an area or areas on the
106 concurrency test results map other than those resulting from the update process may only
107 be accomplished by the council, through an ordinance, by changing any combination of
108 the adopted level of service standards or the list of funded projects in the most recently
109 adopted CIP.

110 SECTION 7. Ordinance 15030, Section 9, as amended, and K.C.C. 14.70.285 are
111 each hereby amended to read as follows:

112 The following minor developments and public and educational facilities are
113 subject to the concurrency test using level of service standard F:

114 A. Short subdivisions within the Urban Growth Area((:));

115 B. Any multifamily residential structure or structures totaling eight dwelling units
116 or less within the Urban Growth Area;

117 C. Any new public senior high school within the Urban Growth Area and any
118 modification to an existing public senior high school regardless of location, including any

119 renovation, expansion, modernization or reconstruction of existing facilities and the
120 addition of relocatable facilities, only if the school prepares and implements a
121 transportation demand management plan. New public high schools outside the Urban
122 Growth Area must meet the Rural Area standard level of service B in the provisions of
123 this chapter. This high school transportation demand management plan shall be
124 submitted to and approved by the director of the department of transportation or the
125 director's designee before the issuance of the building permit. The high school demand
126 management plan shall pertain to the entire school and shall specify measures to be
127 implemented to reduce single-occupant vehicle travel by students, faculty and staff. The
128 plan shall further specify how the school district and department of transportation will
129 cooperate in monitoring the implementation of such measures and make adjustments as
130 needed to achieve reduction goals. A high school may voluntarily choose to prepare and
131 implement a transportation demand management plan for any expansion of an existing
132 public high school facility that would not generate new trips during the peak period;

133 D. Parks, as defined in K.C.C. 21A.06.835;

134 E. Public agency or utility office, as defined in K.C.C. 21A.06.930, in the Urban
135 Growth Area;

136 F. Public agency or utility yard, as defined in K.C.C. 21A.06.935, in the Urban
137 Growth Area;

138 G. Building permits for single-family structures;

139 H. The construction of a structure for a nonresidential use generating no more
140 than twelve peak-period trips;

141 I. Any development that will not increase the traffic volumes in the peak period;

142 J. Any public elementary, middle or junior high school facilities, including new
143 facilities and any renovation, expansion, modernization or reconstruction of existing
144 facilities and the addition of relocatable facilities;

145 K. Private elementary, middle or junior high schools. To qualify for the travel
146 time level of service F standard, a school must prepare and implement a transportation
147 demand management plan submitted to and approved by the director of the department or
148 the director's designee before the issuance of the building permit. The school demand
149 management plan shall pertain to the entire school and shall specify measures to be
150 implemented to reduce single-occupant vehicle travel by students, faculty and staff. The
151 plan shall further specify how the school and department of transportation will cooperate
152 in monitoring the implementation of such measures and make adjustments as needed to
153 achieve reduction goals; and

154 L. Within Rural Area travel sheds that fall below the adopted level of service
155 standard, ((S))short subdivisions ((in the Rural Area)), if for each lot that is created, up to
156 four lots, one rural transferable development right under K.C.C. chapter 21A.37 is
157 purchased from the same travel shed((; provided)). ((h))However, where the short
158 subdivision is creating only two lots, the property has been owned by the applicant for
159 five or more years((;)) and the property has not been subdivided in the last ((ten)) five
160 years, then no purchase of a ((TDR)) transfer of development right shall be required to
161 satisfy the transportation concurrency requirement.

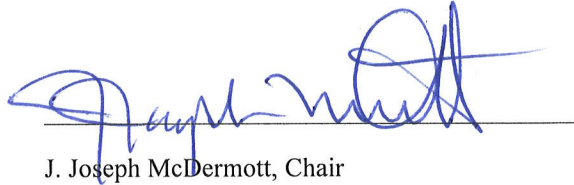
162 SECTION 8. The concurrency test results map displayed in Attachment A to this
163 ordinance is adopted as the official concurrency test results map for King County.

164 Attachment B to this ordinance is adopted as the map indicating the boundaries of the
165 travel sheds.
166

Ordinance 18459 was introduced on 8/22/2016 and passed by the Metropolitan King
County Council on 2/27/2017, by the following vote:

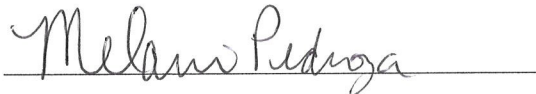
Yes: 9 - Mr. von Reichbauer, Mr. Gossett, Ms. Lambert, Mr. Dunn,
Mr. McDermott, Mr. Dembowski, Mr. Upthegrove, Ms. Kohl-Welles
and Ms. Balducci
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



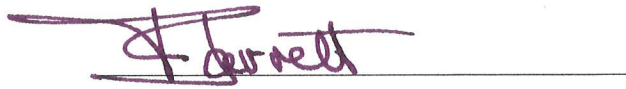
J. Joseph McDermott, Chair

ATTEST:



Melani Pedroza, Acting Clerk of the Council

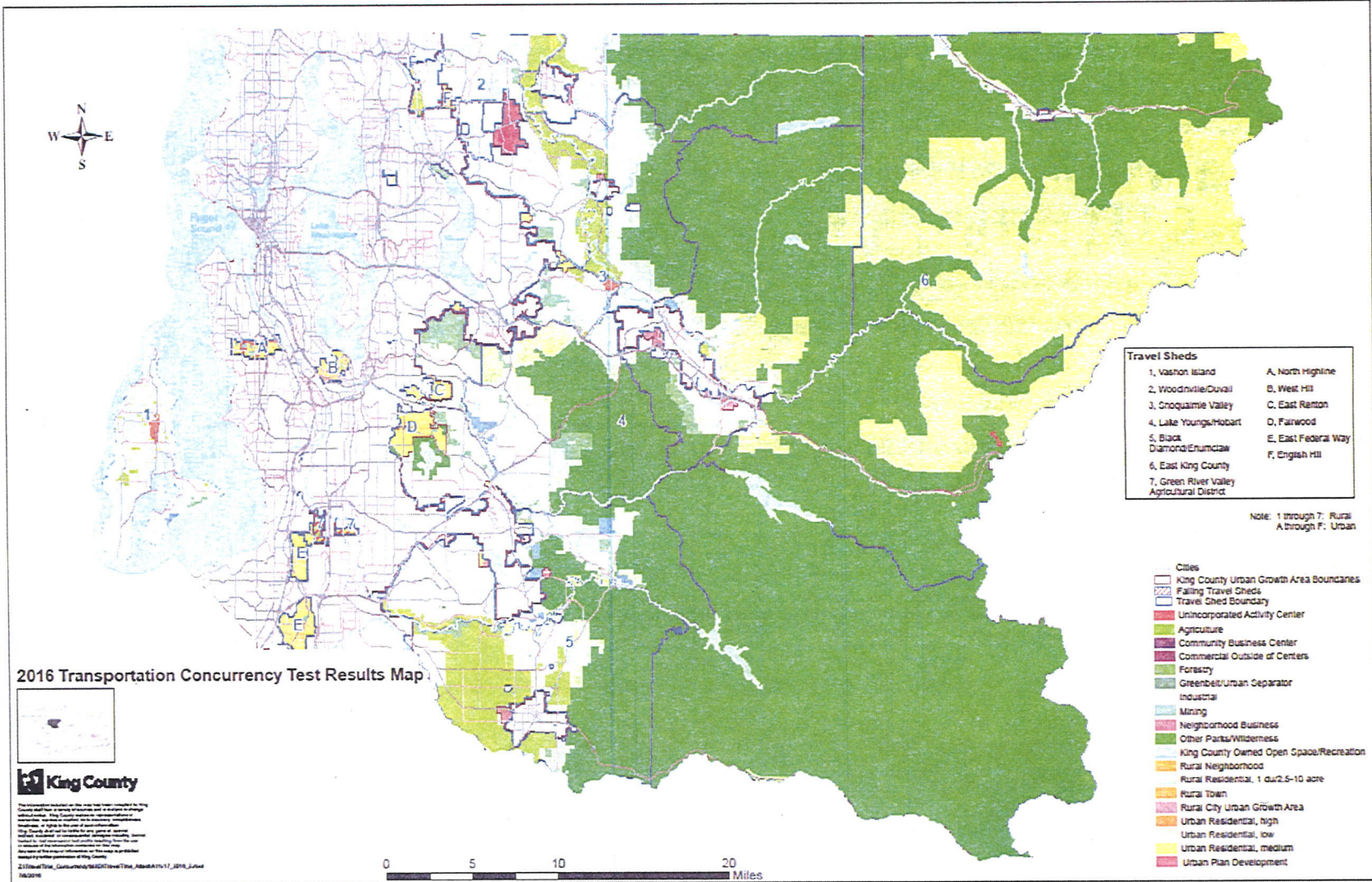
APPROVED this 8th day of March, 2017.



Dow Constantine, County Executive

Attachments: A. 2016 Transportation Concurrency Test Results Map, B. 2016 Transportation
Concurrency Travel Shed Boundary Map

RECEIVED
2017 MAR -8 PM 3:42
CLERK
KING COUNTY COUNCIL



Attachment A

Attachment B

