

September 10, 1987
RWB/hdm/2679B

Introduced by: BILL REAMS

Proposed No.: 87 - 663

ORDINANCE NO. 8258

AN ORDINANCE establishing a Development Impact Mitigation Program for the Intersection of State Routes 520 and 202 including implementing methodology.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Intersection of State Routes 520/202 - Development Impact Mitigation Program. A. Purpose. The purpose of this ordinance is to adopt as an official control the methodology used to determine the direct impact of developments in a specified area on the intersection of state route (SR) 520 and SR 202 (the intersection) in order to mitigate those impacts. This ordinance implements the authority of King County under the King County charter, the state environmental policy act (SEPA), and local ordinances to regulate and condition development within the unincorporated portions of the county.

B. Implementation. This methodology shall be employed when formulating development approval conditions and/or entering into voluntary agreements to mitigate impacts on the intersection. The voluntary provisions of this ordinance allow a developer to choose not to participate in this impact mitigation program. However, alternate mitigation of the direct traffic impact resulting from the developer's project will still be required as necessary to comply with SEPA.

SECTION 2. Intersection Program - Development Impact Mitigation Methodology. A. General Concept. Traffic impacts upon the SR 520/SR 202 intersection shall be mitigated through construction of improvements to the intersection funded in part by payments made by developers of projects determined to significantly impact the intersection.

1 B. Impact Area. The impact area to be used in identifying
2 which development will impact the intersection is portrayed in
3 Exhibit A which is hereby incorporated into and made a part of
4 this ordinance.

5 C. Definitions. 1. For the purpose of trip generation
6 calculations used in this methodology, units for various land uses
7 shall be:

8 a. Industrial, office, commercial - 1,000 square feet of
9 gross floor area.

10 b. Residential - dwelling units.

11 c. For other land use classifications, units will be
12 defined on a case by case basis as provided in the Institute of
13 Transportation Engineers (ITE) Trip Generation Manual (current
14 edition).

15 2. Trip generation rate is the value which, when multiplied
16 by units, yields the estimated number of vehicles entering and
17 leaving a site in the peak hour. Trip generation rates provided
18 in the ITE trip generation manual will be used in this methodology
19 unless more accurate information is available and approved.

20 3. Zone distribution is the estimated proportion of peak
21 hour traffic from a zone identified in Exhibit A which travels
22 through the intersection of SR 520 and 202.

23 D. Pro Rata Share - Determination. The zones and zone
24 distribution numbers shown in Exhibit A shall be used for
25 determining a developer's pro rata share except as provided in
26 section 2.F.

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1 E. Formula. Pro rata share shall be determined by the
2 following formula:

3 Step 1: Units x trip generation rate x zone distribution =
4 number of trips using the intersection.

5 Step 2: Number of trips using the intersection x \$355 =
6 pro rata share.

7 The amount of \$355 is ten percent of the cost, per new peak hour
8 trip, for providing the new facility. Step 1 of the formula does
9 not apply to the optional method provided in section 2.F.

10 F. Pro Rata Share - Optional Method. A developer may, as
11 an option to the procedure described in section 2.D, provide his
12 or her own traffic study prepared by a professional transportation
13 planner/engineer to determine the number of project trips using
14 the intersection. Such a study shall be reviewed jointly and
15 approved by the county with agreement from the city of Redmond
16 prior to its use in determining pro rata share.

17 SECTION 3. Intersection Program - Cessation of Contribution
18 Collection. A. The county will cease collections of local
19 contributions to the intersection program at such time as the
20 county and the city of Redmond, under terms of an interlocal
21 agreement, jointly collect the amount of funding which represents
22 the level of local participation agreed to by the county, the city
23 of Redmond and the Washington State Department of Transportation
24 (WSDOT) or when WSDOT identifies a lower level of local funding as
25 part of a full funding package for the intersection improvements,
26 whichever occurs first.

1 B. Development subsequent to cessation of collection of the
 2 mitigation funds which impacts other components of the
 3 transportation system, of which the intersection is a part, shall
 4 be required to mitigate such impacts in such a manner as deemed
 5 appropriate during the environmental review of such development.

6 INTRODUCED AND READ for the first time this 19th day
 7 of September, 1987.

8 PASSED this 12th day of October, 1987.

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 10 KING COUNTY COUNCIL
 KING COUNTY, WASHINGTON

11 Bill Reams

12 VICE Chairman

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 15 ATTEST:

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 17 Jessie M. Owens
 18 Clerk of the Council

19 APPROVED this 22nd day of October, 1987.

20 Quinn Hill
 21 King County Executive