

KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

June 11, 2002

Ordinance 14375

Proposed No. 2002-0135.2

Sponsors Pelz and Sullivan

1 AN ORDINANCE adopting the new transportation
2 concurrency map and the new monitored zones table, and
3 establishing conditions for the council's review of the
4 concurrency test; amending Ordinance 14050, Section 9,
5 and K.C.C. 14.70.220, Ordinance 14050, Section 10, and
6 K.C.C. 14.70.230, Ordinance 14050, Section 13, and
7 K.C.C. 14.70.260 and Ordinance 14050, Section 14, and
8 K.C.C. 14.70.270 and repealing Ordinance 14177, Section
9 2, and Ordinance 14177, Section 3.

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STATEMENT OF FACTS:

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1. K.C.C. 14.70.270 requires the department of transportation to update
14 the traffic model for concurrency once per year and to submit to the King
15 County council for its review and approval a new concurrency map and
16 table of estimated vehicle trips for monitored zones based on the updated
17 model.

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18 2. The department of transportation completed the update of the traffic
19 model for concurrency in March 2002.

20 3. Attachments A and B to this ordinance are the new concurrency map
21 and table of estimated vehicle trips for monitored zones based on the
22 updated traffic model.

23 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

24 SECTION 1. Ordinance 14050, Section 9, and K.C.C. 14.70.220 are each hereby
25 amended to read as follows:

26 **Transportation adequacy measure and critical link standards.**

27 A. Concurrency shall be determined by the application of TAM and critical link
28 standards to all proposed developments within unincorporated King County, except for
29 those developments that are exempt from concurrency under K.C.C. 14.70.280.

30 B. The TAM calculation for a concurrency zone or nonresidential development
31 shows the adequacy of the committed network relative to the adopted level of service.
32 Projects to be provided by the state, cities or other jurisdictions may become part of the
33 committed network upon decision of the director. The following are the TAM standards
34 for each transportation service area, as adopted in the King County Comprehensive Plan
35 Policy T-209.

36 Transportation Service Area	Maximum Averaged	Average TAM
37	V/C Zonal Score	Standard
38 Transportation Service Area 1	0.99	E
39 Transportation Service Area 2	0.99	E
40 Transportation Service Area 3	0.89	D

41	Transportation Service Area 4	0.79	C
42	Transportation Service Area 5	0.69	B

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

49 C. The critical link standard shall apply to the monitored corridors listed in
50 Attachment B to Ordinance 14050. A critical link is the one-direction lane or lanes of a
51 portion of a monitored corridor within the committed network with a volume-to-capacity
52 ratio of 1.1 or more during the peak period that carries more than thirty percent of the one
53 way concurrency zone vehicle trips during the peak period for residential development or
54 that carries more than thirty percent of the one way vehicle trips during the peak period
55 from a nonresidential development. Critical links shall not apply to monitored corridors
56 in Transportation Service Areas 1 and 2 if HOV lanes and transit service are available at
57 time of concurrency application or expected to be available within six years.

58 D. For monitored zones, the concurrency map includes a table, (~~attached to~~
59 ~~Ordinance 14050 as~~) Attachment (~~C. The table~~) B to this ordinance, that shows the
60 estimated number of vehicle trips that can be accommodated in a monitored zone. The
61 department will monitor the certificates of concurrency issued in each monitored zone.
62 The department may approve applications for concurrency certificates, in whole or in
63 part, up to the number of vehicle trips estimated for a zone as indicated in the table. The

64 number of remaining trips in the table shall be reduced by the number of peak hour trips
65 represented in each residential and nonresidential concurrency certificate issued in a
66 monitored zone. When a monitored zone reaches its estimated capacity for vehicle trips,
67 the department will hold all applications in that zone until the council adopts a new
68 concurrency map. If a new adopted concurrency map indicates that more trips can be
69 accommodated in the zone, the department will process those applications that were put
70 on hold, in the order received until the estimated vehicle trip capacity is once again
71 reached, at which point the department will hold all applications in that zone as stated
72 above. If the new concurrency map indicates that the monitored zone is out of
73 compliance for adopted TAM and critical link level of service standards then applications
74 that were put on hold will be denied.

75 SECTION 2. Ordinance 14050, Section 10, and K.C.C. 14.70.230 are each
76 hereby amended to read as follows:

77 **Concurrency test.**

78 A. The department shall perform a concurrency test for each application for a
79 certificate of concurrency to determine whether the proposed development satisfies the
80 TAM and critical link standards.

81 B. The concurrency test shall be performed only for the proposed development
82 identified by the applicant on a completed concurrency application. Changes to the
83 proposed development that would create additional vehicle trips shall be subject to an
84 additional concurrency test.

85 C. When making a concurrency determination for a proposed residential
86 development, the department shall consult the concurrency map currently in effect. The

87 department shall make a determination of concurrency according to the status indicated
88 on the adopted map for the zone the proposed residential development is located in. For
89 a proposed residential development in TSA 4 where public sewer and water services are
90 available, a concurrency certificate shall be issued if the zone complied with a TSA 3
91 standard at the time of map adoption. The concurrency map displayed in Attachment A
92 to ((Ordinance 14050)) this ordinance is adopted as the official concurrency map for
93 King County.

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

98 E. When conducting the concurrency test for a proposed nonresidential
99 development, the department shall conduct a site specific analysis using the department's
100 traffic model. The department shall use standard trip generation rates published by the
101 Institute of Transportation Engineers or other documented information and surveys
102 approved by the department. The department may approve a reduction in generated
103 vehicle trips based on additional information supplied by the applicant. The calculation
104 of vehicle trip reductions shall be based upon recognized technical information and
105 analytical process that represent current engineering practice. The department shall have
106 final approval of such data, information and technical procedures as are used to calculate
107 vehicle trip reductions.

108 F. If the concurrency test is passed, the applicant shall receive a certificate of
109 concurrency. If the concurrency test for a nonresidential project is passed only under

110 certain conditions of road improvements or project size, then the applicant shall receive a
111 conditional certificate of concurrency on which the specific conditions are stated.

112 G. If the concurrency test is not passed, the applicant shall select one of the
113 following options:

114 1. For nonresidential developments, request in writing a ninety-day period in
115 which the applicant can meet with the department to review the concurrency analysis and
116 possible mitigation measures. The applicant may also provide additional information to
117 the department in support of the application. The ninety-day period must be requested no
118 later than ten days after the applicant's receipt of the notification of denial;

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

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

124 H. This section expires (~~two years after the effective date of Ordinance 14050~~)
125 March 12, 2003.

126 SECTION 3. Ordinance 14050, Section 13, and K.C.C. 14.70.260 are each
127 hereby amended to read as follows:

128 **Appeals.**

129 A. Appeals of the department's final decisions relative to concurrency denial shall
130 be filed by the applicant with the director or the director's designee. Such appeals shall
131 be in written form, stating the grounds for the appeal, and shall be filed within ten
132 calendar days after receipt of notification of the department's final decision in the matter

133 being appealed or if a ninety-day period was requested pursuant to K.C.C. 14.70.230G.1
134 within ten days after the expiration of the ninety-day period.

135 B. Challenges to concurrency approvals may be raised as part of the review
136 process for the development application for which the certificate of concurrency was
137 issued.

138 C. For appeals of concurrency denial or approval, the appellant must show that:

139 1. The department committed a technical error, defined as errors in arithmetic,
140 table and map lookups and similar clerical functions;

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

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

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

147 D. The standard of review when considering whether a technical error was
148 committed shall be compelling evidence that the department made an error in arithmetic,
149 table references or other such mechanical or clerical error. Appeals based upon technical
150 error shall not call into question the underlying traffic model or its inputs.

151 E. For appeals on grounds other than technical error, the department's
152 dependence on its professional judgment and experience will be given due deference by
153 the hearing examiner.

154 F. Any issues relating to the adequacy of the traffic model shall be raised to the
155 county council during the annual ~~((and mid-year))~~ council adoption of the concurrency
156 map.

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

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

160 A. The traffic model for concurrency shall be updated ~~((twice per year))~~ annually
161 as part of the CIP budget process. The update process shall include the most recently
162 adopted roads CIP, updated traffic volumes, and updated information regarding issuance
163 of concurrency certificates, development approvals and development activity. The traffic
164 model shall conform to the guidelines and procedures described by the Federal Highway
165 Administration in its publication entitled Calibration and Adjustment of System Planning
166 Models dated December 1990 or its successor. Each update of the traffic model shall be
167 used to produce a new table of estimated vehicle trips for monitored zones. The
168 concurrency map and table of estimated vehicle trips for monitored zones shall be
169 submitted to council for its approval. The updates of the traffic model shall be deemed
170 adequate for the purposes of concurrency analysis and the concurrency map shall be used
171 to determine the concurrency of proposed residential development projects. The traffic
172 model shall be used to prepare the concurrency map and to perform site specific analysis
173 for nonresidential projects.

174 B. The concurrency map is a result of the values inputted in to the traffic model,
175 as described ~~((above))~~ in subsection A of this section. The concurrency map indicates if
176 a concurrency zone does or does not comply with the adopted TAM and critical link level

177 of service standards. Any changes to the concurrency status of a zone or zones on the
178 concurrency map other than those resulting from the model update process may only be
179 accomplished by the council changing any combination of the adopted TAM (~~and~~) or
180 critical link standards, (~~and~~) or the list of funded projects in the most recently adopted
181 CIP.

182 SECTION 5. It is the council's intention, prior to the expiration of K.C.C.
183 14.70.230, to review alternative methods for evaluating concurrency, such as but not
184 limited to, time of travel, ultimate roadway design capacity, volume to capacity ratios,
185 and intersection delay and to consider these alternatives as a replacement for the
186 concurrency methodology now in effect. To assist the council in this process, the
187 department of transportation shall review the PSRC survey results on different
188 concurrency systems in the Puget Sound region and shall provide the following
189 information to Council:

190 A. For each zone inside the urban growth boundary that is out of compliance for
191 the adopted TAM or critical link level of service standards, identification of capacity
192 improvements necessary to bring that zone into compliance;

193 B. A six-month work program for analyzing various alternative concurrency
194 methodologies; and

195 C. A case study of the Soos Creek plateau analyzing the alternative concurrency
196 methodologies and a report with recommendations for updating the county's concurrency
197 program and possible revisions to the King County Comprehensive Plan.

198 The information identified in subsections A and B of this section shall be
199 provided by June 30, 2002. The information required by subsection C of this section shall
200 be provided by December 31, 2002.

201 SECTION 6. Ordinance 14177, Section 2, and Ordinance 14177, Section 3, are
202 each hereby repealed.

203


Ordinance 14375 was introduced on 3/18/2002 and passed by the Metropolitan King
County Council on 6/10/2002, by the following vote:

Yes: 12 - Ms. Sullivan, Ms. Edmonds, Mr. von Reichbauer, Ms. Lambert, Mr.
Phillips, Mr. Pelz, Mr. McKenna, Mr. Constantine, Mr. Gossett, Ms. Hague,
Mr. Irons and Ms. Patterson
No: 1 - Mr. Pullen
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

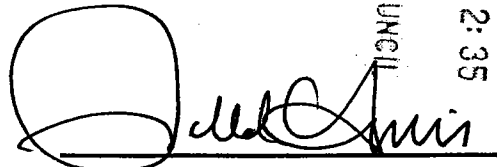

Cynthia Sullivan, Chair

ATTEST:



Anne Noris, Clerk of the Council

APPROVED this 18 day of June, 2002.



Ron Sims, County Executive

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2002 JUN 18 PM 2:35
CLERK
KING COUNTY COUNCIL

Attachments A. Transportation Concurrency Level of Service Standards Status Map, dated March
7, 2002, B. Estimated Vehicle Trips For Monitored Zones, dated March 8, 2002

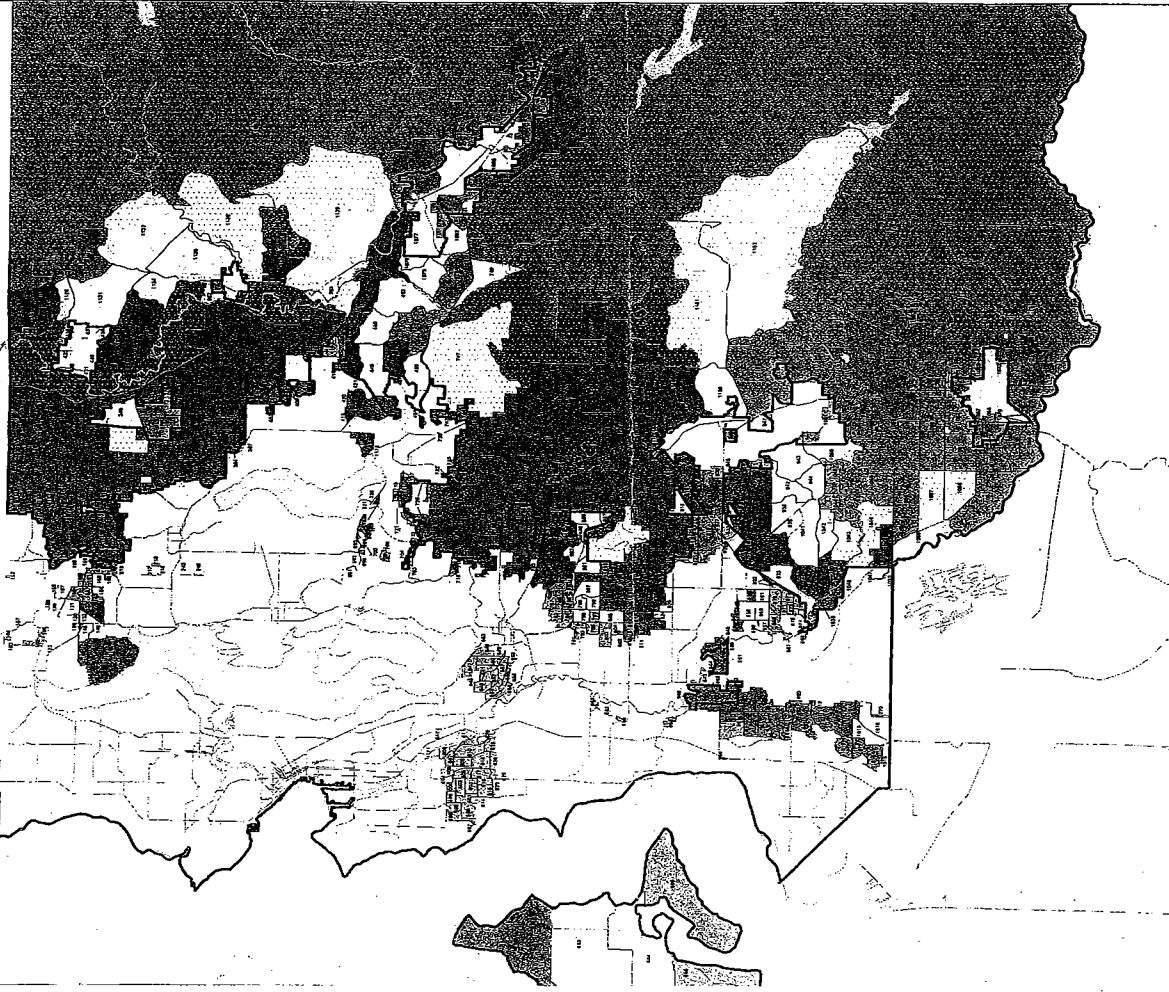
14375

2002 135

Attachment B - Estimated Vehicle Trips for Monitored Zones

Zone	Vehicle Trips	Trips Set By	Plan Area	Urban/Rural
103	36	TAM	Northshore	U
107	119	TAM	Northshore	U
123	103	TAM	Northshore	U
128	62	TAM	Northshore	U
129	40	TAM	Northshore	U
130	28	TAM	Northshore	U
131	50	TAM	Northshore	U
132	92	TAM	Northshore	U
148	20	TAM	Northshore	U
149	26	TAM	Northshore	U
155	110	TAM	Northshore	U
157	62	TAM	Northshore	U
164	30	TAM	Northshore	U
165	120	Critical Link	Northshore	U
170	120	Critical Link	Northshore	R
193	1	TAM	Northshore	U
215	90	TAM	Eastside Cities	U
217	47	TAM	Eastside Cities	U
219	69	TAM	Eastside Cities	U
243	112	TAM	Newcastle	U
248	111	TAM	Snoqualmie	U
324	86	TAM	Newcastle	U
325	87	TAM	Newcastle	U
349	88	Critical Link	Bear Creek	U
357	10	TAM	Snoqualmie	R
363	4	TAM	Snoqualmie	R
409	3	TAM	E. Sammamish	U
420	7	TAM	E. Sammamish	U
421	5	TAM	E. Sammamish	U
429	59	TAM	Snoqualmie	U
433	42	TAM	Snoqualmie	U
436	1	TAM	Snoqualmie	R
437	5	TAM	Snoqualmie	U
438	5	TAM	Snoqualmie	U
440	19	TAM	Snoqualmie	U
449	1	TAM	E. Sammamish	R
450	3	TAM	E. Sammamish	R
453	11	TAM	Snoqualmie	R
456	2	TAM	E. Sammamish	R
457	49	TAM	E. Sammamish	U
555	127	TAM	Highline	U
558	174	TAM	Highline	U
562	310	TAM	Highline	U
614	60	TAM	Highline	U
663	249	TAM	Highline	U
683	121	TAM	Vashon	R
684	109	TAM	Vashon	R
691	163	TAM	Newcastle	U
692	84	TAM	Newcastle	U
693	84	TAM	Newcastle	U
698	66	TAM	Newcastle	U
700	50	TAM	Newcastle	U
747	9	TAM	Snoqualmie	R
749	9	TAM	Snoqualmie	R
770	31	TAM	Newcastle	U
796	195	Critical Link	Soos Creek	U
798	20	TAM	Soos Creek	U

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Attachment A 2002 135

Transportation Concurrency Level of Service Standards Status

- Legend**
- Urban Growth Line 2000
 - ### Zone Numbers
 - ▬ Zone Boundaries
 - ▨ Over Threshold
 - ▩ Near Threshold
 - ▧ Under Threshold
 - ▦ Resource Lands

Map produced by Road Services Division staff (RSD), King County Department of Transportation. This map is for use in digital print only and is not intended to be reproduced in any form or by any means without the express written authorization of the Department of Transportation. This map was prepared by Map Assist Map Company and is being used under their permission. UTM 18N Zone 18N.

King County
Department of Transportation

0.5 0.8 1.1 1.3 1.5 1.8 2.1 2.4 2.7 3.0 Miles

March 7, 2002

14375

Attachment B - Estimated Vehicle Trips for Monitored Zones				
Zone	Vehicle Trips	Trips Set By	Plan Area	Urban/Rural
799	19	TAM	Soos Creek	U
800	73	TAM	Soos Creek	U
804	175	Critical Link	Soos Creek	U
805	175	Critical Link	Soos Creek	U
807	22	TAM	Soos Creek	U
811	64	Critical Link	Soos Creek	U
826	26	TAM	Soos Creek	U
843	35	TAM	Soos Creek	U
844	43	TAM	Soos Creek	U
851	131	TAM	Soos Creek	U
856	7	TAM	Soos Creek	U
857	19	TAM	Soos Creek	U
858	4	TAM	Soos Creek	U
859	4	TAM	Soos Creek	U
860	40	TAM	Soos Creek	U
861	9	TAM	Soos Creek	U
868	116	TAM	Soos Creek	U
882	10	TAM	Soos Creek	U
885	1	TAM	Soos Creek	U
886	34	TAM	Soos Creek	U
887	9	TAM	Soos Creek	U
891	51	TAM	Soos Creek	U
892	23	TAM	Soos Creek	U
896	8	TAM	Soos Creek	U
915	21	TAM	Soos Creek	U
921	57	TAM	Soos Creek	U
922	9	TAM	Soos Creek	U
923	1	TAM	Soos Creek	R
926	4	TAM	Soos Creek	R
932	48	TAM	Soos Creek	U
936	5	TAM	Tahoma/Raven Heights	R
942	18	TAM	Tahoma/Raven Heights	R
943	25	TAM	Tahoma/Raven Heights	R
944	13	TAM	Tahoma/Raven Heights	R
947	72	TAM	Tahoma/Raven Heights	R
1018	26	TAM	Federal Way	U
1019	1	TAM	Federal Way	U
1041	29	TAM	Soos Creek	R
1042	2	TAM	Enumclaw	R
1043	10	TAM	Enumclaw	R
1045	23	TAM	Enumclaw	R
1047	3	TAM	Enumclaw	U
1050	15	TAM	Enumclaw	R
1055	128	TAM	Enumclaw	R
1057	26	TAM	Enumclaw	R
1058	21	TAM	Enumclaw	R
1075	28	TAM	Snoqualmie	R
1076	15	TAM	Snoqualmie	R
1082	168	TAM	Snoqualmie	R
1128	4	TAM	Snoqualmie	R
1131	21	TAM	Snoqualmie	R
1132	13	TAM	Snoqualmie	R
1134	4	TAM	Snoqualmie	R
1135	9	TAM	Snoqualmie	R
1136	7	TAM	Snoqualmie	R
1139	12	TAM	Snoqualmie	R
1150	2	TAM	Snoqualmie	R

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Attachment B - Estimated Vehicle Trips for Monitored Zones				
Zone	Vehicle Trips	Trips Set By	Plan Area	Urban/Rural
1151	15	TAM	Tahoma/Raven Heights	R
1153	19	TAM	Tahoma/Raven Heights	R