



Legislation Text

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

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

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

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 Ordinance 14050, Section 8, as amended, and K.C.C. 14.70.210 are each hereby repealed.

SECTION 2. Ordinance 14050, Section 9, as amended, and K.C.C. 14.70.220 are each hereby amended

to read as follows:

A. Concurrency shall be determined by the application of travel time standards to designated principal and minor arterials associated with the adopted travel shed~~((s as defined in this chapter. This may also include portions of certain highways of statewide significance that are not limited access and that function similar to county arterials. Travel time data for collector arterials shall not be included as part of the concurrency test.~~

~~Selected collector arterials shall be monitored using traffic counts. If counts indicate congestion could be approaching level of service standards on one or more collector arterials, travel time data shall be collected for all collector arterials, and such collector arterial data shall be included in the concurrency test))~~ map.

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

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

((ROAD)) LEVEL ((S)) OF SERVICE SPEEDS				
((Road Classification))	((I)) (State Routes))	((H)) ((())Principal Arterials	((H)) ((())Minor Arterials(())	((IV)) (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))

SECTION 3. Ordinance 14050, Section 10, as amended, and K.C.C. 14.70.230 are each hereby

amended to read as follows:

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

B. The department shall ~~((use the concurrency map currently in effect when making a concurrency~~

~~determination for a proposed development. The concurrency map displayed in Attachment A to Ordinance 17513 is adopted as the official concurrency map for King County)) determine a travel shed map that reflects the urban and rural nature of the county and transmit the travel shed map to the county council along with the concurrency test results map that shows the passing and failing sheds, for adoption by ordinance. The department shall make a determination of concurrency according to the status indicated on the adopted concurrency test results map for the area in which the proposed development is located. ((Attachment B to Ordinance 17513 is a map indicating the boundaries of the travel sheds.))~~

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

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

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

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

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

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

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

A. The concurrency test results map shall be reviewed and updated in even-numbered years or when

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

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

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

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

~~b. evaluate proposed changes to the transportation concurrency process, analysis and test developed by the road services division.~~

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

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

∅.)) Any changes to the concurrency status of an area or areas on the concurrency test results map other than those resulting from the update process may only be accomplished by the council, through an ordinance,

by changing any combination of the adopted level of service standards or the list of funded projects in the most recently adopted CIP.

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

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

- A. Short subdivisions within the Urban Growth Area((:));
- B. Any multifamily residential structure or structures totaling eight dwelling units or less within the Urban Growth Area;
- C. Any new public senior high school within the Urban Growth Area and any modification to an existing public senior high school regardless of location, including any renovation, expansion, modernization or reconstruction of existing facilities and the addition of relocatable facilities, only if the school prepares and implements a transportation demand management plan. New public high schools outside the Urban Growth Area must meet the Rural Area standard level of service B in the provisions of this chapter. This high school transportation demand management plan shall be submitted to and approved by the director of the department of transportation or the director's designee before the issuance of the building permit. The high school demand management plan shall pertain to the entire school and shall specify measures to be implemented to reduce single-occupant vehicle travel by students, faculty and staff. The plan shall further specify how the school district and department of transportation will cooperate in monitoring the implementation of such measures and make adjustments as needed to achieve reduction goals. A high school may voluntarily choose to prepare and implement a transportation demand management plan for any expansion of an existing public high school facility that would not generate new trips during the peak period;
- D. Parks, as defined in K.C.C. 21A.06.835;
- E. Public agency or utility office, as defined in K.C.C. 21A.06.930, in the Urban Growth Area;

- F. Public agency or utility yard, as defined in K.C.C. 21A.06.935, in the Urban Growth Area;
- G. Building permits for single-family structures;
- H. The construction of a structure for a nonresidential use generating no more than twelve peak-period trips;
- I. Any development that will not increase the traffic volumes in the peak period;
- J. Any public elementary, middle or junior high school facilities, including new facilities and any renovation, expansion, modernization or reconstruction of existing facilities and the addition of relocatable facilities;

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

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

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

map indicating the boundaries of the travel sheds.