

# Memorandum

**To:** File  
**From:** John Davies, AICP, PTP  
**Date:** 10/24/2019  
**Re:** Transportation Concurrency for the UPS/BFI Gateway Site

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The King County SEPA Submittal checklist contains a requirement to provide a Transportation Concurrency Certificate as part of the submittal. KPG has determined that a concurrency does not apply to the airport area in King County and that the City of Seattle does not issue Concurrency Certificates and therefore, a concurrency certificate is not included in SEPA submittal. This memorandum details the King County and City of Seattle Concurrency requirements as they apply to the UPS/BFI Gateway site.

## **King County Concurrency Management Program**

King County Concurrency Management Program (effective March 2017) is based on the County's analysis of the Level of Service (LOS) for 13 travel sheds within the County. The King County Airport area is not included in this travel shed analysis, most likely because the surrounding street network under the jurisdiction of the City of Seattle. The King County Transportation Concurrency Program website (<https://kingcounty.gov/depts/local-services/roads/transportation-planning.aspx#cmp>) instructs users to find the Transportation Concurrency determination in the King County Parcel Viewer (<https://kingcounty.gov/services/gis/Maps/parcel-viewer.aspx>). According to the Parcel Viewer information provided in the King County Districts and Development Conditions for Parcel #2824049007 (King County Airport), Transportation Concurrency Management "does not apply" to the UPS/BFI Gateway site. A copy of the output is included as Attachment A.

## **City of Seattle Transportation Concurrency**

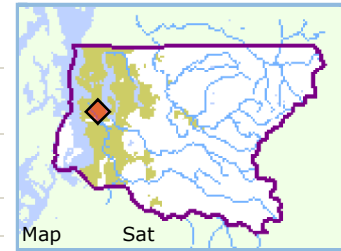
In 2019, the City of Seattle has amended its LOS and concurrency programs to better align with city policies for reducing single occupant vehicles (SOV) and to promote use of alternatives including transit, bicycling, and walking. The Transportation Concurrency requirements for the City of Seattle (effective January 2019) is described in the Seattle Municipal Code (SMC), Chapter 23.52. The process to determine concurrency compliance is part of the development review process and is based on information from the applicant's Transportation Impact Analysis (TIA) report. A copy of the SMC chapter is included as Attachment B.

Within the SMC, 23.52.004 states that proposed developments in IG1 and IG2 zones exceeding more than 30,000 gross square feet to be required to meet its transportation LOS standards. While the UPS/BFI Gateway site does not fall under the jurisdiction of Seattle zoning, the City of Seattle Zoning Book defines the area as an IG2 (industrial) zone. As part of its SEPA submittal, the UPS/BFI Gateway Project has prepared a TIA that documents the potential transportation system impacts and mitigation.




## King County Districts and Development Conditions for parcel 2824049007

Parcel number	<b>2824049007</b>	Drainage Basin	<b>Duwamish River</b>
Address	<b>6771 PERIMETER RD S</b>	Watershed	<b><a href="#">Duwamish - Green River</a></b>
Jurisdiction	<b><a href="#">Seattle</a></b>	WRIA	<b><a href="#">Duwamish-Green (9)</a></b>
Zipcode	<b>98108</b>	PLSS	<b>SE - 28 - 24 - 4</b>
Kroll Map page	<b>304 and 72 and 80 and 305 and 64 and 71 and 79</b>	Latitude	<b>47.53299</b>
Thomas Guide page	<b>595 and 625</b>	Longitude	<b>-122.30495</b>



### King County Electoral districts

<a href="#">Voting district</a>	<b>SEA 11-1602</b>	Fire district	<b>does not apply</b>
<a href="#">King County Council district</a>	<b>District 8, <a href="#">Joe McDermott</a> (206) 477-1008</b> 	Water district	<b>does not apply</b>
		Sewer district	<b>does not apply</b>
		Water & Sewer district	<b>does not apply</b>
Congressional district	<b>9</b>	Parks & Recreation district	<b>Tukwila Pool Metropolitan Park District</b>
Legislative district	<b>11</b>	Hospital district	<b>does not apply</b>
School district	<b><a href="#">Seattle #1</a></b>	Rural library district	<b>Rural King County Library System</b>
Seattle school board district	<b>Director District 7</b>	Tribal Lands?	<b>No</b>
District Court electoral district	<b>Southwest and West</b>		

### King County planning and [critical areas](#) designations\*

<a href="#">King County zoning</a>	<b>NA, check with jurisdiction</b>	<a href="#">Urban Unincorporated Status</a>	<b>does not apply</b>
		<a href="#">Rural town?</a>	<b>No</b>
<a href="#">Development conditions</a>	<b>None</b>	<a href="#">Water service planning area</a>	<b>City of Tukwila and Seattle Public Utilities</b>
<a href="#">Comprehensive Plan</a>	<b>does not apply</b>	<a href="#">Transportation Concurrency Management</a>	<b>does not apply</b>
<a href="#">Urban Growth Area</a>	<b>Urban</b>	Forest Production district?	<b>No</b>
<a href="#">Community Service Area</a>	<b>does not apply</b>	Agricultural Production district?	<b>No</b>
<a href="#">Community Planning Area</a>	<b>Seattle and Highline</b>	<a href="#">Snoqualmie Valley watershed improvement district?</a>	<b>No</b>
Coal mine hazards?	<b>Check with jurisdiction</b>	<a href="#">Critical aquifer recharge area?</a>	<b>None mapped</b>
Erosion hazards?	<b>Check with jurisdiction</b>	Wetlands at this parcel?	<b>Check with jurisdiction</b>
Landslide hazards?	<b>Check with</b>	<a href="#">Within the Tacoma Smelter Plume?</a>	<b>Under 20 ppm</b> <small>Estimated Arsenic Concentration in Soil</small>

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Chapter 23.52 - TRANSPORTATION CONCURRENCY, AND TRANSPORTATION IMPACT MITIGATION

Subchapter I - Transportation Level-of-Service Project Review System

*Footnotes:*

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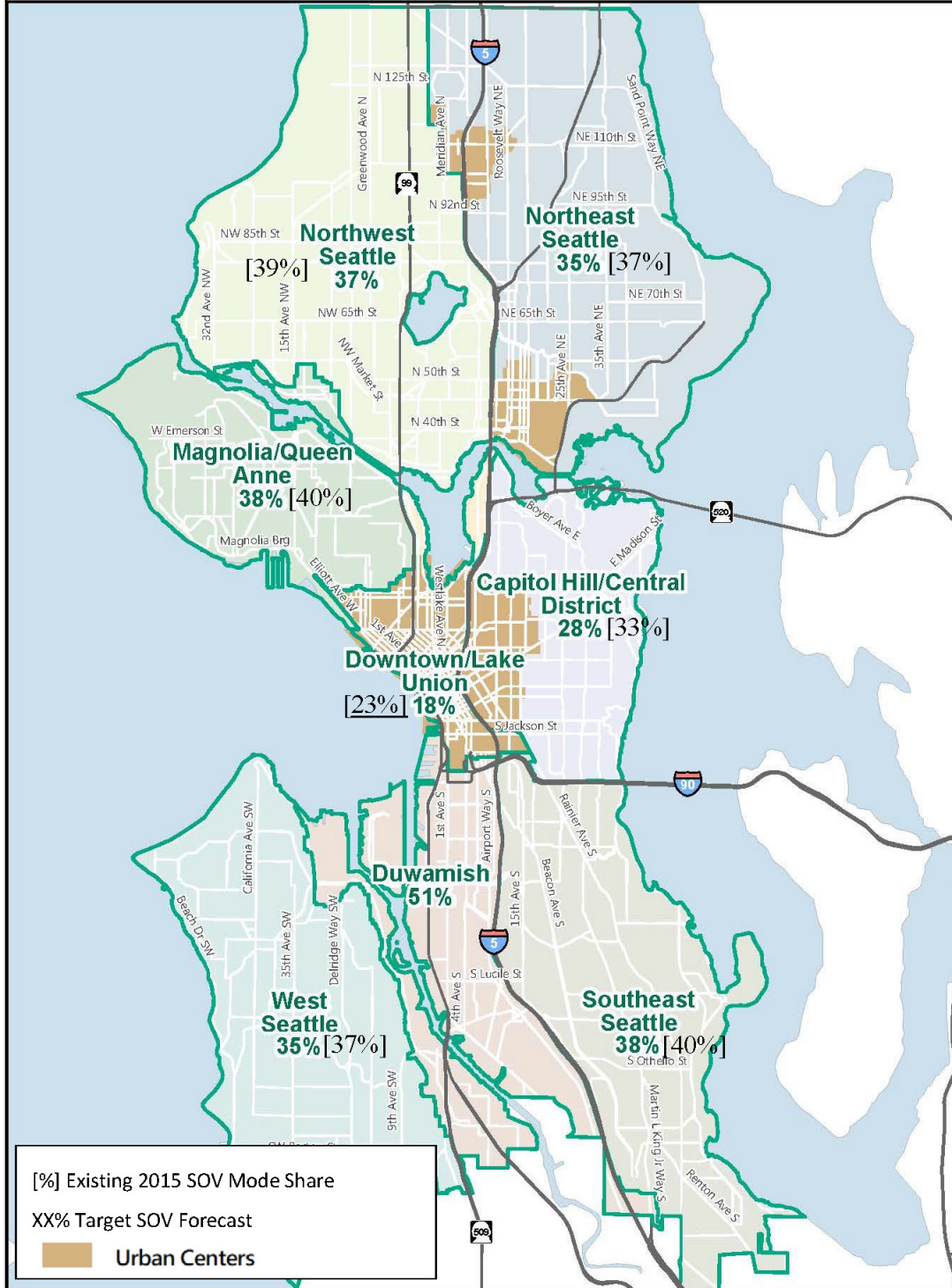
**Editor's note**— *The title of Subchapter I was amended by Ord. 125757, § 1, of 2019.*

23.52.004 - Requirement to meet transportation level-of-service standards

- A. Applicability of this Subchapter I. Development that meets the following thresholds must contribute to achieving the percentage reduction targets shown on Map A for 23.52.004, which includes options for reducing the single-occupancy vehicle (SOV) trips associated with the development:
1. Proposed development in excess of any of the following: 30 dwelling units, 30 sleeping rooms, or 4,000 square feet of gross floor area in new nonresidential uses except for proposed development as provided in subsection 23.52.004.A.2;
  2. Proposed development located in IG1 or IG2 zones and having more than 30,000 square feet of gross floor area in uses categorized as agricultural, high impact, manufacturing, storage, transportation facilities, or utility uses.

Map A for 23.52.004: 2035 SOV Mode Share Targets by Geographic Sector

## 2035 SOV Mode Share Targets by Geographic Sector



B. Requirements. Development above the thresholds in subsection 23.52.004.A shall contribute toward achieving the SOV reduction targets identified on Map A for 23.52.004, either based on location of the development in an urban center, hub urban village, or within one-half mile's walking distance of a light rail station, or where these locational criteria are not met, by selecting and implementing at least

one mitigation measure from a list of measures identified in a Joint Directors' Rule adopted by the Directors of the Department of Construction and Inspections and the Department of Transportation.

(Ord. 125757, § 3, 2019; Ord. 124887, § 2, 2015; Ord. 117383 § 9 (part), 1994.)

23.52.006 - Effect of not meeting transportation concurrency LOS standards.

If a proposed use or development does not meet the LOS standards at one (1) or more applicable screenline(s), the proposed use or development may be approved if the Director concludes that an improvement(s) will be completed and/or a strategy(ies) will be implemented that will result in the proposed use or development meeting the LOS standard(s) at all applicable screenline(s) at the time of development, or that a financial commitment is in place to complete the improvement(s) and/or implement the strategy(ies) within six (6) years. Eligible improvements or strategies may be funded by the City, by other government agencies, by the applicant, or by another person or entity.

(Ord. 117383 § 9 (part), 1994.)

Subchapter II - Transportation Impact Mitigation

23.52.008 - Applicability of this Subchapter II

- A. Applicability. The requirements of this Subchapter II apply to proposed new development as described in Table A for 23.52.008. Development located within an urban center that is subject to SEPA environmental review per Chapter 25.05 is exempt from this Subchapter II of Chapter 23.52.

Table A for <u>23.52.008</u> Development Location and Thresholds		
Development location	Number of dwelling units	Gross square feet of non-residential uses <sup>1</sup> when located in a mixed-use development <sup>2</sup>
Urban centers, other than the Downtown Urban Center	31 to 200	Greater than 12,000 up to 30,000

Downtown Urban Center	81 to 250	Greater than 12,000 up to 30,000
Outside urban centers	NA	NA
<p>NA: Not applicable</p> <p>Footnotes to Table A for <u>23.52.008</u>:</p> <p><sup>1</sup> Not including gross floor area dedicated to accessory parking.</p> <p><sup>2</sup> The mixed-use development must contain at least one dwelling unit.</p>		

- B. Impact analysis required. Applicants for proposed development shall submit with the development permit application an analysis of potential transportation impacts that may result from the proposed development, including but not limited to impacts on the roadway system, transit system, and bicycle and pedestrian networks. The transportation impact analysis must contain the following:
1. Number of additional daily and peak hour vehicular trips;
  2. Likely distribution of project traffic and effects on traffic operations;
  3. Availability and expected usage of transit;
  4. Existing vehicular, pedestrian, and bicycle conditions, including access and connections to transit and bicycle facilities; and
  5. Collision history.
- C. Impact mitigation. Based upon the results of the transportation impact analysis, the Director may condition permit approval, as a Type I decision, to mitigate or prevent transportation impacts.
1. Except as provided by subsection 23.52.008.C.2, required mitigation may include, but is not limited to:
    - a. Changes in access;
    - b. Changes in the location, number, and size of curb cuts and driveways;
    - c. Provision of transit incentives, including transit pass subsidies;
    - d. Bicycle parking, and shower facilities for bicycle commuters;
    - e. Signage, including wayfinding;
    - f.

Improvements to vehicular, pedestrian, and bicycle facilities or operations including signalization, turn channelization, right-of-way dedication, street widening, pedestrian and bicycle facilities improvements, and lighting;

- g. Transportation management plans;
  - h. Parking management strategies including, but not limited to, unbundling parking from building-space leases, reserved parking spaces for vanpools, and reduction in the amount of parking to be provided; and
  - i. Participation in a transportation mitigation payment program or transportation management association, where available.
2. Mitigation that may be required for residential projects in downtown zones or the residential portion of mixed-use projects in downtown zones is limited to:
- a. Signage, including wayfinding;
  - b. Provision of information on transit and ride-sharing programs;
  - c. Bicycle parking; and
  - d. Transportation management plans.

(Ord. 125757, § 4, 2019; Ord. 125291, § 36, 2017; Ord. 124378, § 53, 2013; Ord. 123939, § 13, 2012)