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Sponsors:	
Attachments:	A. 2016 transportation concurrency test results map B. 2016 transportation concurrency travel shed boundary map

1 ..Title

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

13 ...Body

14 STATEMENT OF FACTS: K.C.C. 14.70.270 requires the concurrency map to be  
15 updated in even-numbered years, or when directed by the council by motion, and  
16 be submitted to council for approval by ordinance 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 each  
19 hereby repealed.

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

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

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

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

<del>((ROAD))</del> LEVEL <del>((S))</del> OF SERVICE <u>SPEEDS</u>				
<del>((Road</del> <del>Classification:))</del>	<del>((I)</del> <del>(State</del> <del>Routes))</del>	<del>((II)</del> <del>((I))Principal</del> Arterials	<del>((III)</del> <del>((I))Minor</del> Arterials <del>((I))</del> )	<del>((IV</del> <del>(Collector</del> <del>Arterials))</del>
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (MILES PER HOUR)			

<b>A</b>	<del>((≥42))</del>	>35	>30	<del>((≥25))</del>
<b>B</b>	<del>((≥34—42))</del>	>28 – 35	>24 – 30	<del>((≥19—25))</del>
<b>C</b>	<del>((≥27—34))</del>	>22 – 28	>18 – 24	<del>((≥13—19))</del>
<b>D</b>	<del>((≥21—27))</del>	>17 – 22	>14 – 18	<del>((≥9—13))</del>
<b>E</b>	<del>((≥16—21))</del>	>13 – 17	>10 – 14	<del>((≥7—9))</del>
<b>F</b>	<del>((≤16))</del>	≤13	≤10	<del>((≤7))</del>

38            SECTION 3. Ordinance 14050, Section 10, as amended, and K.C.C. 14.70.230 are each  
39 hereby amended to read as follows:

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

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

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

56            A. The department of permitting and environmental review shall accept applications for  
57 a development approval only for development in areas that pass the concurrency test as shown  
58 on the concurrency test results map in effect at the time of application.

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

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

63            A. Any issues relating to the adequacy of the concurrency analysis and test or to the  
64 accuracy of the concurrency test results map shall be raised to the ((county)) council during  
65 ((the annual)) council consideration of the concurrency test results map as provided in K.C.C.  
66 14.70.270.

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

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

72            A. The concurrency test results map shall be reviewed and updated in even-numbered  
73 years or when directed by the council by motion. The update process shall reflect the most  
74 recently adopted roads CIP, ((updated)) the current boundaries of the unincorporated area,  
75 current traffic volumes and ((updated)) current travel time ((surveys and standards and  
76 methodologies as described in K.C.C. 14.70.220 and 14.70.230)). If the update requires changes

77 in the concurrency test results map, the new concurrency test results map shall be submitted to  
78 council for its approval by ordinance no later than July 31, together with the report((s)) required  
79 in subsection((s)) B. (~~and C.~~) of this section. The approved map shall be deemed adequate for  
80 the purposes of concurrency analysis and shall be used to determine the concurrency of proposed  
81 development projects.

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

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

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

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

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

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

98 D.)) Any changes to the concurrency status of an area or areas on the concurrency test  
99 results map other than those resulting from the update process may only be accomplished by the

100 council, through an ordinance, by changing any combination of the adopted level of service  
101 standards or the list of funded projects in the most recently adopted CIP.

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

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

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

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

109 C. Any new public senior high school within the Urban Growth Area and any  
110 modification to an existing public senior high school regardless of location, including any  
111 renovation, expansion, modernization or reconstruction of existing facilities and the addition of  
112 relocatable facilities, only if the school prepares and implements a transportation demand  
113 management plan. New public high schools outside the Urban Growth Area must meet the Rural  
114 Area standard level of service B in the provisions of this chapter. This high school transportation  
115 demand management plan shall be submitted to and approved by the director of the  
116 department of transportation or the director's designee before the issuance of the building permit.

117 The high school demand management plan shall pertain to the entire school and shall specify  
118 measures to be implemented to reduce single-occupant vehicle travel by students, faculty and  
119 staff. The plan shall further specify how the school district and department of transportation will  
120 cooperate in monitoring the implementation of such measures and make adjustments as needed  
121 to achieve reduction goals. A high school may voluntarily choose to prepare and implement a

122 transportation demand management plan for any expansion of an existing public high school  
123 facility that would not generate new trips during the peak period;

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

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

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

129 G. Building permits for single-family structures;

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

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

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

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

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

152 SECTION 8. The concurrency test results map displayed in Attachment A to this  
153 ordinance is adopted as the official concurrency test results map for King County. Attachment B  
154 to this ordinance is adopted as the map indicating the boundaries of the travel sheds.