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COUNTY COUNCIL
Snohomish County, Washington



CO00024962

AMENDED
ORDINANCE NO. 91-025

RELATING TO TRANSPORTATION DEMAND MANAGEMENT
AMENDING SNOHOMISH COUNTY CODE TITLE 26B

WHEREAS, the County Council wishes to ensure that developers implement transportation demand management (TDM) measures for the purpose of reducing traffic volumes and transportation system impacts caused by new development, and

WHEREAS, the Council's objective is to lower the dependence on and use of single occupant vehicles (SOVs) to achieve a peak hour travel mode split of eighty percent or less in SOVs and twenty percent or more in high occupant vehicles (HOVs) or other travel mode, and to achieve a level of ninety percent or less in SOVs and ten percent or more in HOVs during the entire day when the development is fully occupied and operational, and

WHEREAS, it is necessary to add provisions to Snohomish County Code Title 26B to implement this objective;

NOW, THEREFORE, BE IT ORDAINED:

New Section Section 1. A new section 26B.55.140 is added to Snohomish County Code Chapter 26B.55, adopted by Amended Ordinance 90-186 on November 14, 1990 as follows:

26B.55.140 Transportation Demand Management Requirements.

(1) When a development is required to mitigate its traffic impact through the implementation of TDM measures, it must provide sufficient TDM measures to indicate the potential for removing a minimum of twenty percent of the development's peak hour trips from the road system. Only capital improvements intended to enhance HOV operations will be recognized as TDM measures appropriate under Title 26B SCC PROVIDED that: programmatic TDM measures may be utilized in lieu of or in addition to capital improvements when it can be demonstrated that such programmatic measures will provide equivalent, quantifiable reductions in SOV dependence.

(2) Public works and community development staff will ensure that the principles and goals of the Sno-Trans A Guide to Land Use and Public Transportation are followed in onsite design so as to make new developments as compatible with transit service as possible.

(3) A development may mitigate its traffic impact through the construction or purchase of specific TDM measures as indicated below, or by making a voluntary payment into an account established for the purpose of contributing to the construction or purchase of specific TDM measures.

(4) A list of capital improvements for each TSA shall be continuously developed by the Department of Public Works in conjunction with the transit agencies. It is from this list that developers may choose specific TDM measures for purchase or construction. Specific choices will be subject to review and approval by the County. The capital improvements may include projects such as:

(a) Construction of new park and ride lots or expansion of existing park and ride lots.

(b) Construction of miscellaneous HOV facilities such as HOV lanes, bus pullouts, bus-stop shelters, queue bypasses, etc.

(c) Purchase of high occupancy vehicles (HOVs) such as vans or buses for transit companies.

(5) It has been determined that the cost of removing one peak hour trip from the road system is approximately \$1,500. This is based on the average cost of one stall in a park and ride lot and the average cost for one "seat" in a 15-passenger van.

Since a development must reduce its peak hour trip generation by a factor of twenty percent, it may construct an approved HOV project which costs a minimum of \$1,500 times twenty percent of its peak hour trip generation or it may pay to the County a sum equal to \$1,500 times twenty percent of its peak hour trip generation.

(6) Funds received by the County for TDM measures will be placed in special accounts within the Transportation Mitigation Fund to be used exclusively for specific TDM measures. The County may construct and/or purchase such TDM measures or, upon establishment of appropriate interlocal agreements, it may transfer the monies to transit agencies for construction and/or purchase of specific TDM measures. The collection and administration of any funds will be made in accordance with section 26B.55.110 SCC.

Section 2. Snohomish County Code section 26B.55.020, adopted by Amended Ordinance 90-186 on November 14, 1990, is amended as follows:

26B.55.020 Road system capacity requirement.

(1) All developments must mitigate their impact upon the future capacity of the road system either by constructing offsite road improvements which offset the traffic impact of the development or by paying the development's proportionate share of the cost of future capacity improvements.

(2) Construction option - requirements

(a) If a developer chooses to mitigate the development's impact to the road system capacity by constructing offsite road improvements, the developer must investigate the impact, identify improvements, and offer a construction plan to the director for construction of the offsite improvements. Upon approval of the construction plan, the developer must provide the County with a security in conformance with a right-of-way permit issued pursuant to Title 13 SCC. Capital expenditures for TDM measures will be credited against the development's road system capacity obligation.

(b) In cases where two or more developers have agreed to fully fund a certain improvement, the proportionate sharing of the cost shall be on any basis that the developers agree among themselves would be equitable. Under such an arrangement, the terms of the agreement shall be binding on each development as conditions of approval.

(c) Any developer who volunteers to construct more than the development's share of the cost of offsite improvements may apply for a reimbursement contract under the provisions of chapter 13.95 SCC.

(3) Payment option - requirements

(a) If a developer chooses to mitigate the development's impact by making a proportionate share mitigating payment, the development's share of the cost of future capacity improvements will be equal to the development's average daily traffic (ADT) times the per trip amount for the specific Transportation Service Area as identified in the annually updated Snohomish County Road Needs Report. Payments made pursuant to 26B.55.140(5) for TDM measures will be credited against the development's road system capacity obligation.

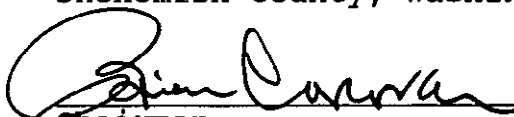
(b) If a developer chooses to mitigate the development's impact by making proportionate share mitigating payment, the payment is required prior to building permit issuance unless the development is a subdivision or short-subdivision, wherein the payment is required prior to the recording of the subdivision or short-subdivision.

(c) Any developer who volunteers to pay more than the development's share of the cost of offsite improvements may apply for a reimbursement contract under provisions of chapter 13.95 SCC.

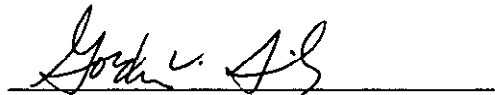
Section 3. Repealed. Sections 1 and 2 of this ordinance are repealed on February 9, 1992.

PASSED this 20th day of February, 1991.

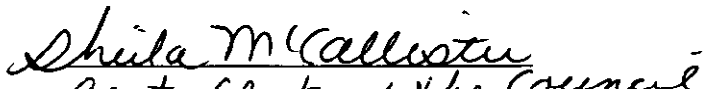
SNOHOMISH COUNTY COUNCIL
Snohomish County, Washington


Chairman

Approved as to Form:



ATTEST:


Asst. Clerk of the Council

DATED: FEB 21 1991


JOHN MARTINIS
Deputy Executive
County Executive

-) APPROVED
-) VETOED
-) EMERGENCY

ATTEST:

