

Update to Concurrency Regulations

March 20, 2014



BACKGROUND

- **Updated Transportation Master Plan adopted in 2011**
- **Includes direction to update concurrency methodology and adopt impact fees**
- **Transportation concurrency required by GMA (RCW 36.70A.020(12))**

What is Concurrency?

- **Concurrency = compare existing + planned capacity to trips resulting from growth**
- **Capacity must maintain Shoreline's adopted Level of Service standard:**
 - ✓ **LOS D for signalized intersections on arterials and unsignalized intersecting arterials**
 - ✓ **Volume to capacity ratio of 0.90 for Principal and Minor arterials**

Shoreline's Existing Concurrency

- **Traffic study: case-by-case**
 - Only looks at adjacent or nearby streets
 - Full burden on applicant who exceeds LOS standard, not proportionate share
 - No cumulative impacts of small scale development
 - City gets piecemeal improvements
 - City does not get mitigation for impacts elsewhere in the City
 - Applicant costs: time and money for study, potential full cost of mitigation

Shoreline's Proposed Concurrency (part 1 of 2)

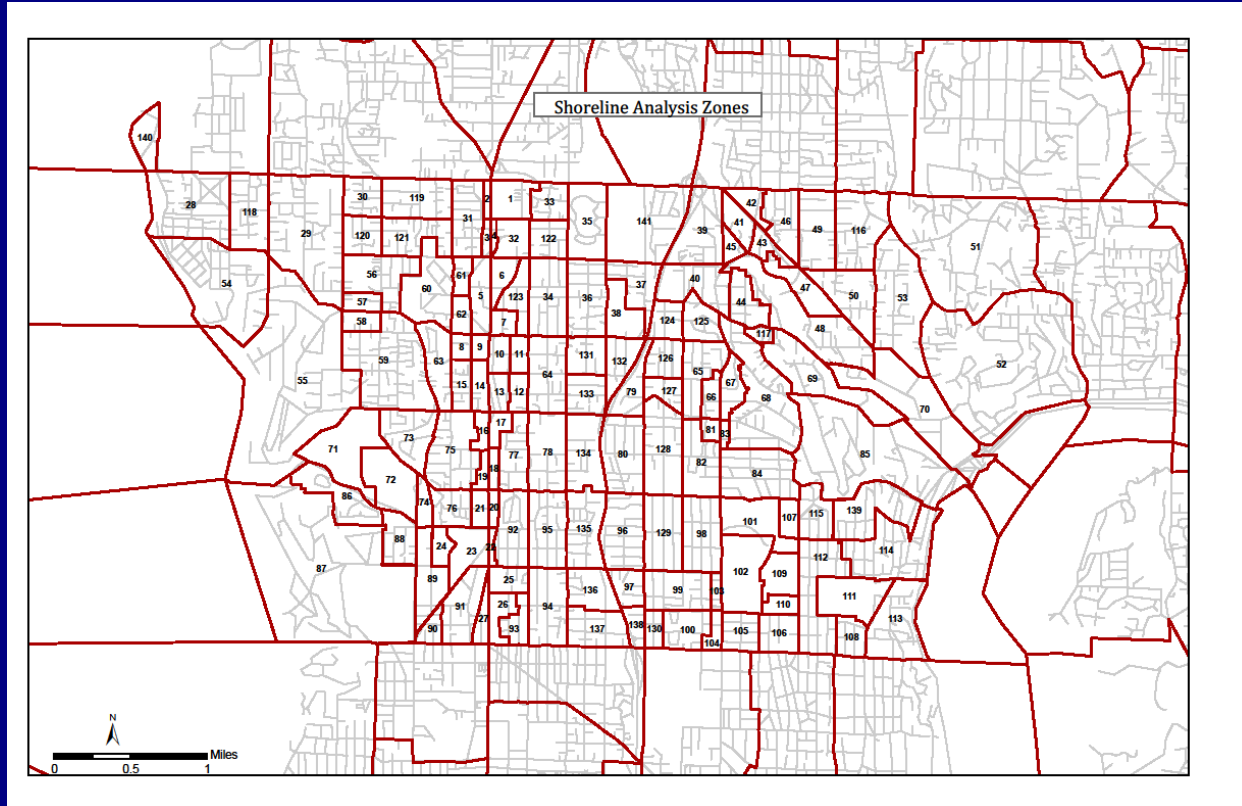
- **Citywide traffic analysis, projects, funding**
 - **Citywide growth per Regional Allocation & Shoreline Comp Plan**
 - **Growth assigned to 141 Traffic Analysis Zones in traffic model**
 - **Growth's impact on streets is identified by traffic model**
 - **Projects are identified to solve LOS problems and maintain LOS standards**

Next 5 graphics show how it works...

Citywide Growth in Shoreline

Development	Base	2030	Growth
Housing Units	21,000	26,000	5,000
Jobs	16,000	21,000	5,000

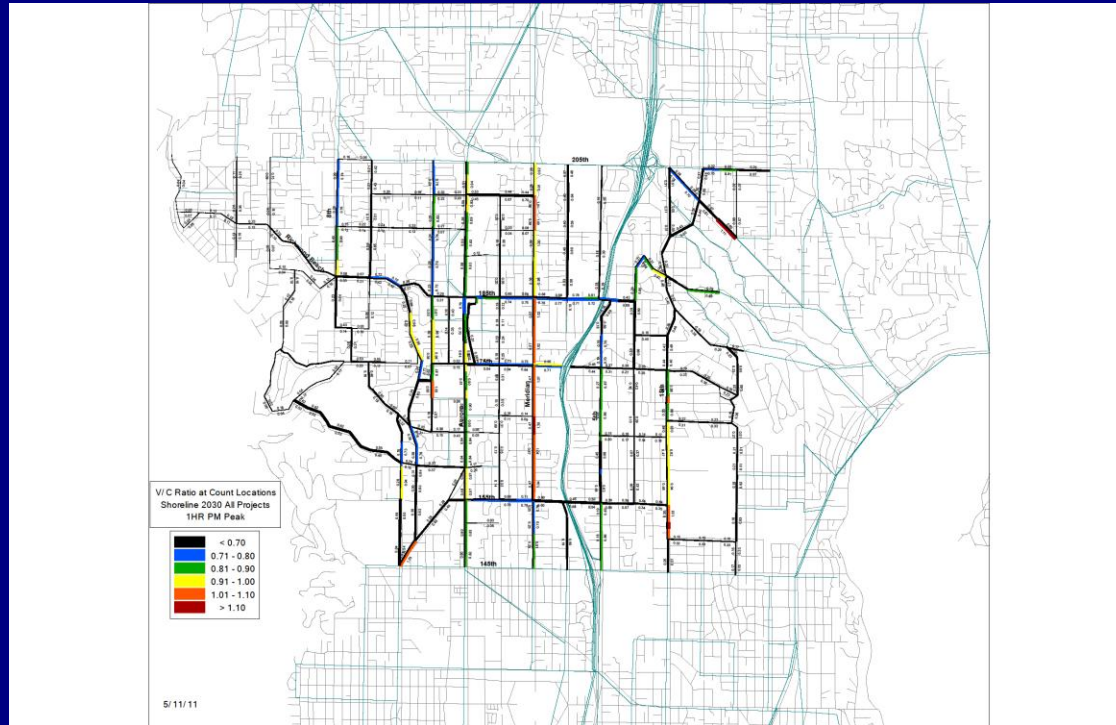
Growth Assigned to 141 Zones (“TAZs”)



Growth Assignment Consistent With the Comprehensive Plan

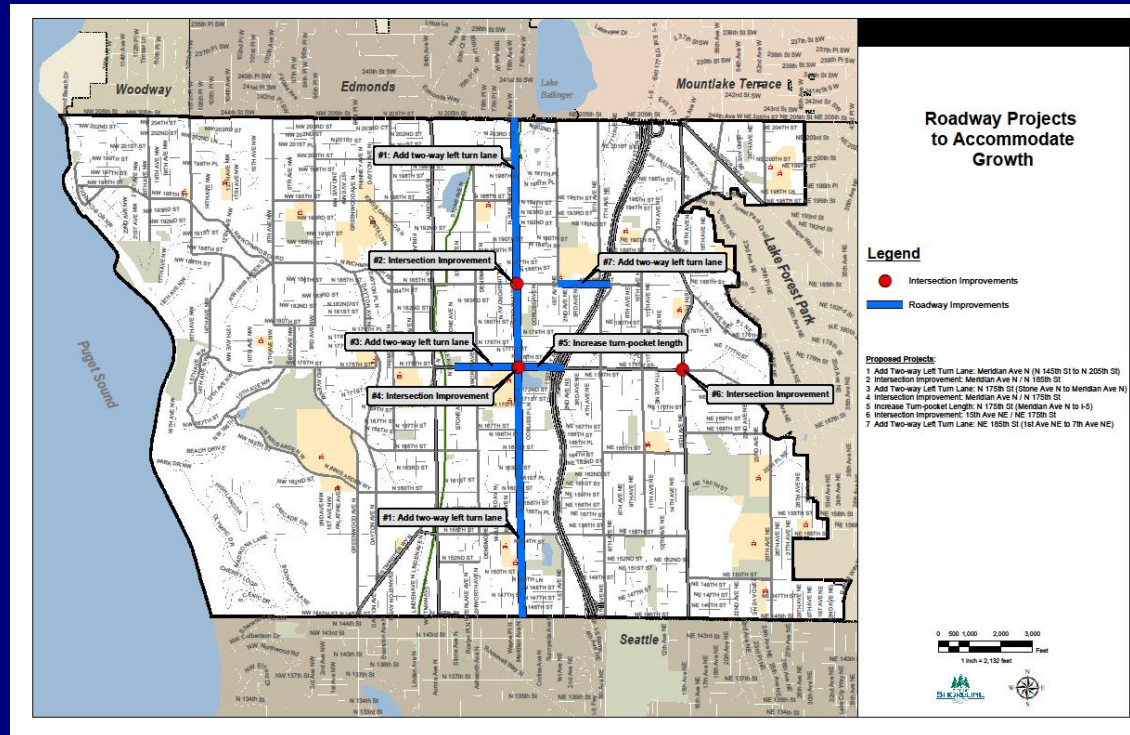
SHORELINE TRAFFIC MODEL - TOD FOCUSED SCENARIO						
TAZ NUMBER	NEW JOBS	EXISTING JOBS	TOTAL JOBS	NEW HOUSING UNITS	EXISTING HOUSING UNITS	TOTAL HOUSING UNITS
1	400	841	1241	32	0	32
5	350	207	557	300	92	392
10	250	159	409	200	165	365
30	0	2	2	7	148	155
38	600	128	728	500	20	520
41	100	158	258	300	127	427
44	0	4	4	7	112	119
55	0	96	96	7	706	713

Traffic Model Identifies Levels of Service With Growth



Projects Add Capacity for Growth

Impact Fees Pay for Part of Projects



Shoreline's Proposed Concurrency (part 2 of 2)

- **Trip calculator and trip capacity bank**
 - Applicant proposes # of dwellings + # sq. ft. of commercial
 - Trip calculator computes total # of applicant's trips on citywide network
 - Applicant's citywide trips compared to citywide trip capacity
 - If existing + planned capacity > development = pass
 - If existing + planned capacity < development = fail, modify or mitigate
 - If pass, pay citywide impact fee that pays for specific projects throughout the City that produce the capacity

Shoreline's Proposed Concurrency Trip Generation Calculator

ITE Code	ITE Land Use Category	Trip Rate (1)	Unit of Measure	Applicant's Number of Units	Applicant's Trips To Be Generated
110	Light Industrial	0.98	1,000 sq ft		
140	Manufacturing	0.74	1,000 sq ft		
151	Mini-warehouse	0.26	1,000 sq ft		
210	Single family House	1.01	dwelling		
220	Apartment	0.62	dwelling	32	20
230	Condominium	0.52	dwelling		
240	Mobile Home	0.59	dwelling		
250	Retirement Community	0.26	dwelling		
310	Hotel	0.59	room		
320	Motel	0.47	room		
420	Marina	0.19	berth		
430	Golf course	0.30	acre		
444	Movie Theater	5.22	1,000 sq ft		
492	Racquet club	0.64	1,000 sq ft		
530	High School	0.97	1,000 sq ft		
560	Church	0.66	1,000 sq ft		
610	Hospital	1.18	1,000 sq ft		
620	Nursing home	0.22	bed		
710	General Office	1.49	1,000 sq ft	13,500	20
720	Medical office	3.72	1,000 sq ft		
820	Shopping Center	3.75	1,000 sq ft	5,400	20
932	Restaurant: sit-down	10.92	1,000 sq ft		
933	Fast food, no drive-up	26.15	1,000 sq ft		
934	Fast food, w/ drive-up	34.64	1,000 sq ft		
944	Gas station	13.86	pump		
945	Gas station w/convenience	13.38	pump		
850	Supermarket	10.45	1,000 sq ft		
851	Convenience market-24 hr	52.41	1,000 sq ft		
912	Drive-in Bank	45.74	1,000 sq ft		
				TOTAL	60

REASONS TO CHANGE CONCURRENCY

- **Easy and inexpensive to administer**
- **Predictable and easily understood by the development community**
- **Customized to reflect the built out nature of Shoreline**
- **Connects capacity for level of service to impact fees that mitigate impacts**

STATUS OF REVIEW

- Presented draft amendments to Planning Commission at March 6, 2014 study session.
- No changes requested by Planning Commission
- Requested estimates for updating available trip capacity
 - \$125,000 - \$135,000

RECOMMENDATION AND SCHEDULE

- **Hold public hearing tonight to receive public testimony**
- **Staff recommendation – Planning Commission recommend adoption of amendments to SMC Title 20**

End of Presentation

ADDITIONAL SLIDES

Pros & Cons of Shoreline's Proposed Concurrency

- Pro
 - Trip generation calculator instead of traffic impact study saves time and cost
 - Burden limited to proportionate share
 - Every development's impacts are counted
- Con
 - Still need to check local access

BACKGROUND (cont.)

What is “adequate”? (PSRC 2001 survey)

Grade	Percent
D	50%
E	26%
F	12%

Shoreline's Existing Concurrency

