

ORDINANCE NO. 3737

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE, AND AMENDING THE VEHICULAR LEVEL OF SERVICE PROVISIONS OF THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED).

WHEREAS, the City Council has received from the Kirkland Planning Commission a recommendation to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, all as set forth in those certain reports and recommendations of the Planning Commission dated, January 19, 2000, and bearing Kirkland Department of Planning and Community Development File No. IV-99-1; and

WHEREAS, prior to making the recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on October 28, 1999 and November 18, 1999 (File IV-99-1) public hearings on the amendment proposals and considered the comments received at the hearings; and

WHEREAS, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendation a SEPA Adoption of and Addendum to Existing Environmental Documents and Determination of Nonsignificance (DNS) issued by the responsible official pursuant to WAC 197-11-600(4); and there was an appeal to the Hearing Examiner and it was denied on December 27, 1999; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the reports and recommendations of the Planning Commission;

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. Text amended: The following specific portions of the text and graphics of the Comprehensive Plan, Ordinance 3481 as amended, are amended to read as follows:

A. Element IX: Transportation:

- Section IX.C: Text amendment to Transportation Goals and Policies as shown in Exhibit A-1 attached to this ordinance and incorporated by reference.
- Tables T-2, and T-3: The pre-existing Tables T-2: Peak-Hour Vehicular Level of Service Average Volume/Capacity (V/C) Ratio of Signalized Intersections; and T-3: Maximum Number of Intersections Exceeding Subarea Average V/C Ratio During the Peak-Hour are repealed. New Tables T-2: Maximum Allowed Subarea Average V/C; and T-3: Maximum Number of Intersections Allowed to Exceed the 2012 Subarea Average V/C are adopted as shown in Exhibit A-2 attached to this ordinance and incorporated by reference.

B. Element XIII: Capital Facilities:

- Table CF-3 and CF-4: The pre-existing Tables CF-3: Transportation Level of Service Average V/C Ratio of Signalized Intersections and CF-4: Maximum Number of Intersections Exceeding Subarea Average V/C Ratio During the Peak Hour are repealed. New Tables CF-3: Maximum Allowed Subarea Average V/C and a new Table CF-4: Maximum Number of Intersections Allowed to Exceed the 2012 Subarea Average V/C are adopted as shown in Exhibit B attached to this ordinance and incorporated by reference.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

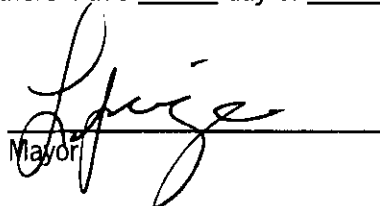
Section 3. To the extent that the subject matter of this ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, it shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of the community council to disapprove this ordinance within 60 days of its passage.

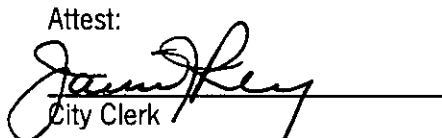
Section 4. This ordinance shall be in full force and effect five days from and after its passage by the City Council and publication, pursuant to Section 1.08.017, Kirkland Municipal Code, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

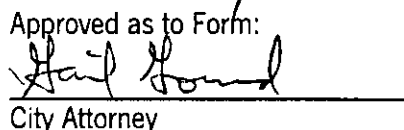
Section 5. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in regular, open meeting this 7th day of March, 2000.

SIGNED IN AUTHENTICATION thereof this 7th day of March, 2000.


Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

Policy T-5.3. Utilize the peak-hour vehicular level of service standards shown in Tables T-2 and T-3 for the transportation subareas of the City.

This policy establishes a peak-hour level of service (LOS) standard for the first six year transportation program and for vehicular traffic based on the year 2012 land use and road network. It is a two-part standard, indicating based on the ratio of average traffic volume to intersection capacity (V/C) for all existing signalized intersections. Volume to capacity ratios were determined using the planning method from *Transportation Research Circular 212*, and the total number of intersections that will be allowed to exceed the average for each subarea.

The two tests are as follows:

1. Maximum Subarea Average V/C for system intersections in each subarea (Table T-2).
2. Maximum number of system intersections exceeding the 2012 subarea average V/C (Table T-3).

The LOS standards in Tables T-2 and T-3 were determined through the use of a computerized transportation model shared with Bellevue and Redmond, called the BKR model. The standards are the outcome of land use and transportation network choices which were entered into the model. The values in the tables are based on 1995 as the current year, 2012 as the future year and 2004 as the interim target year. Interim values were established by straight line interpolation between current and future year values.

The LOS methodology requires both thresholds (V/C and number of intersections) to be satisfied. Traffic from a new development may not cause the average V/C of signalized intersections in a subarea to operate at a LOS lower than the average shown in Table T-2, and may not cause more intersections than the number shown in Table T-3 to exceed the 2012 average.

The capacity (C) of a signalized intersection is determined by a wide variety of factors, including signal phasing, number of lanes and traffic mix. It is

a measure of the maximum number of vehicles that can go through the intersection in a set period of time. The volume (V) is the sum of "critical" volumes that indicate maximum demand at the intersection. The volume to capacity ratio (V/C) is the volume divided by the capacity. For the purpose of the plan, V/C is calculated for the PM peak hour.

A V/C of less than 1.0 means that the volume at the intersection is less than the capacity. If the V/C is equal to 1.0, the intersection's volume and capacity are equal. When the V/C is greater than 1.0, volume has exceeded capacity. As the V/C increases, the congestion at the intersection increases and the level of service gets worse.

Underlying this methodology is the point that the system is not considered failing if the peak-hour is congested. Use of the peak-hour for measuring level of service is standard in the region. This "worst case" measure implies that traffic will flow better during the rest of the day. Although very high this LOS is acceptable because there is a limited amount of funding available to improve the situation, and it is not possible to build our way out of congestion even if funds were unlimited. Road widening has quality-of-life impacts that many in the community find unacceptable.

Note that the LOS standards in Tables T-2 and T-3 are based on congestion becoming worse in the future. This shift reflects the proposed network and funding, and an increase in trips (due to projected population increases). The need to move to alternative modes becomes all the more clear when we can see the peak-hour vehicular level of service forecasted for the future.

TABLE T-2
Maximum Allowed Subarea Average V/C

Subarea	Maximum Allowed Average V/C
Southwest	0.99
Northwest	1.10
Northeast	0.92
East	1.14

TABLE T-3
Maximum Number of Intersections Allowed to Exceed the 2012 Subarea Average V/C

Subarea	Maximum Number of intersections allowed to exceed 2012 Subarea Average	2012 Subarea Average
Southwest	4	1.05
Northwest	2	1.20
Northeast	7	1.05
East	2	1.25

TABLE CF-3
 Maximum Allowed Subarea Average V/C*

Subarea	Maximum Allowed Average V/C
Southwest	0.99
Northwest	1.10
Northeast	0.92
East	1.14

TABLE CF-4
 Maximum Number of Intersections Allowed to Exceed the 2012 Subarea Average V/C

Subarea	Maximum Number of intersections allowed to exceed 2012 Subarea Average	2012 Subarea Average
Southwest	4	1.05
Northwest	2	1.25
Northeast	7	1.05
East	2	1.25

*See Transportation Element for definition of V/C ratio and further explanation of the Vehicular Level of service Standard.

PUBLICATION SUMMARY OF
ORDINANCE NO. 3737

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED).

SECTION 1. Amends the following specific portions of the text and graphics of the Comprehensive Plan as follows:

- A. Amends specified text in the Transportation Element. Repeals Tables T-2 and T-3 and replaces them with new Tables T-2 and T-3.
- B. Repeals Tables CF-3 and CF-4 and replaces them with CF-3 and CF-4.

SECTION 2. Provides a severability clause for the ordinance.

SECTION 3. Provides that the effective date of the ordinance is affected by the disapproval jurisdiction of the Houghton Community Council.

SECTION 4. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

SECTION 5. Provides that the City Clerk shall forward a certified copy of this ordinance to the King County Department of Assessment.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its regular meeting on the 7th day of March, 2000.

I certify that the foregoing is a summary of Ordinance 3737 approved by the Kirkland City Council for summary publication.


Deputy City Clerk