



AGENDA

City Council Special Meeting

6:30 PM - Thursday, May 23, 2019

City Hall Council Chambers, Sammamish, WA

Page		Estimated Time
	CALL TO ORDER	6:30 pm
	ROLL CALL	
	PLEDGE OF ALLEGIANCE	
	APPROVAL OF AGENDA	
	PUBLIC HEARINGS	6:35 pm
2 - 51	1. Public Hearing - Continued: Amending Chapters 14A.05, 14A.10, And 21A.15 Of The City Of Sammamish Municipal Code Relating To Transportation Concurrency And Level Of Service For Road Segments And Corridors; Providing For Severability; And Establishing An Effective Date View Agenda Item	
	EXECUTIVE SESSION – IF NECESSARY	
	ADJOURNMENT	10:00 pm

City Council meetings are wheelchair accessible. American Sign Language (ASL) interpretation is available upon request. Please phone (425) 295-0500 at least 48 hours in advance. Assisted Listening Devices are also available upon request.

Agenda Bill
 City Council Special Meeting
 May 23, 2019



SUBJECT:	Continued Public Hearing and adoption of Roadway Volume to Capacity Concurrency Level of Service standards.	
DATE SUBMITTED:	May 10, 2019	
DEPARTMENT:	Public Works	
NEEDED FROM COUNCIL:	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Direction <input type="checkbox"/> Informational	
RECOMMENDATION:	Close Public Hearing and adopt ordinance amending Chapters 14A.05, 14A.10 and 21A.15 of the Sammamish Municipal Code (SMC) to make permanent the Roadway Volume to Capacity Concurrency Level of Service Standards.	
EXHIBITS:	1. Exhibit 1 - Ordinance Amend Chapters 14A.05 14A.10 and 21A.15 SMC 2. Attachment A - Chapters 14A.05 14A.10 and 21A.15 SMC Redlined 3. Exhibit 2 - 20181114 Fehr&Peers HCM Mod Capacity Methods memo - final 4. Exhibit 3 - Proposed Code Amendments - Chapters 14A.05 14A.10 and 21A.15 SMC CLEAN 5. Exhibit 4 - 20190328 - PC Recommendation Letter Final - signed 6. Exhibit 5 - O2018-477 - V C LOS 14A 21A Emergency Ord 7. Exhibit 6 - 20190523 CC Cont. Pub Hearing - V C LOS Presentation	
BUDGET:		
Total dollar amount	N/A	<input type="checkbox"/> Approved in budget
Fund(s)	N/A	<input type="checkbox"/> Budget reallocation required
		<input checked="" type="checkbox"/> No budgetary impact
WORK PLAN FOCUS AREAS:		
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety	
<input type="checkbox"/> Communication & Engagement	<input checked="" type="checkbox"/> Community Livability	
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability	

NEEDED FROM COUNCIL:

Shall the City Council adopt an Ordinance to amend Chapters 14A.05, 14A.10 and 21A.15 SMC?

KEY FACTS AND INFORMATION SUMMARY:

Summary

On [November 20, 2018](#), Council adopted emergency ordinance [O2018-477](#) (Exhibit 5), which established interim regulations by amending Chapters 14A.05, 14A.10 and 21A.15 of the Sammamish Municipal Code (SMC). The ordinance established road segment and corridor level of service (LOS) standards as the volume to capacity (V/C) ratios of up to and including 1.4 for segments and 1.1 for corridors, for the City's principal and minor arterials. The roadway standards shall be applied per the AM and PM peak hours as defined by the City traffic model in each direction. East Lake Sammamish Parkway NE and East Lake Sammamish Parkway SE segments and corridors were excluded from the roadway concurrency measurement.

The proposed amendments (Exhibit 1 Attachment A [redlined]; Exhibit 3 [clean]) will make these interim regulations, with the addition of clean-up amendments, permanent development regulations. The interim regulations will expire on June 1, 2019 if no action is taken to adopt permanent regulations.

Process

After much analysis and discussion, in February, 2018 the Council affirmed their preferred concurrency policy to be an intersection-wide, volume weighted average delay approach with a Level of Service (LOS) of C for minor and collector arterials, and an LOS of D for principal arterials, with allowance for LOS E where LOS D cannot be achieved with three approach lanes per direction. Council unanimously approved emergency amendments to the Comprehensive Plan and updates to the affected codes that reflect this revised concurrency policy on [September 18, 2018](#). At that time, Council also directed staff to return in October 2018 to discuss three options to establish roadway LOS standards to be included in the concurrency program.

The project team met with Council on [October 1, 2018](#), [October 16, 2018](#), [October 22, 2018](#), and [November 13, 2018](#) to further discuss the Council's options for establishing a LOS for road corridors and segments and answer questions. Over the course of those meetings, Council directed staff to:

- Use principal and minor arterial corridors and segments as defined in the 2017 draft Comp Plan update and to exclude East Lake Sammamish Parkway NE or East Lake Sammamish Parkway SE.
- Modify the HCM, 6th Edition method by incorporating the Florida DOT's adjustments to the HCM's base capacity if left turn pockets, right turn lanes, medians, flashing yellow arrows, or Intelligent Transportation System technologies are present (Exhibit 2)
- Set the V/C LOS standard ratio of up to and including 1.1 for corridors and 1.4 for segments.

The City Council adopted emergency ordinance [O2018-477](#) to establish the above regulations on an interim basis. City Council then held a public hearing on the emergency ordinance on January 15, 2019 to obtain public testimony. Written comment letters provided to the Council at that public hearing are linked below as follows:

- [Paul Stickney](#)
- [Don Gerend](#)

- [Kevin Jones, Transpo Group](#)
- [Gina Clark, Master Builders Association of King and Snohomish Counties](#)

Staff presented the proposed interim corridor and segment LOS standards and explained the traffic concurrency methodology to the Planning Commission on [December 6, 2018](#). Planning Commission then held a public hearing on [March 7, 2019](#) to provide opportunity for further public testimony on the proposed permanent code amendments. Following the hearing, the Planning Commission recommended that City Council adopt the proposed amendments (Exhibit 4).

The City Council received public testimony at the May 7, 2019 public hearing on the proposed permanent code amendments. Written comment letters provided to the Council are linked below as follows:

- [Paul Stickney](#)
- [Kevin Jones, Transpo Group](#)
- [Gina Clark, Master Builders Association of King and Snohomish Counties](#)
- [Jeff Schramm, TENW](#)
- [Duana Kolouskova, Johns Monroe Mitsunaga Kolouskova, PLLC](#)

City Council voted to continue the public hearing from May 7, 2019 to the special meeting on May 23, 2019 to allow for further public participation and opportunity to provide testimony. City Council will vote on adoption at the May 23rd special meeting.

Proposed Code Amendments

The proposed code amendments (Exhibit 1 Attachment A) are substantially the same as the interim regulations adopted by O2018-477; however, staff also recommend additional edits to clarify code and Comprehensive Plan references, remove outdated references to land use actions, and to add a subsection requiring that an applicant schedule and complete a pre-application meeting prior to filing an application for a certificate of concurrency. The City Attorney has also suggested legal edits to deal with the current situation of running the concurrency test for each application to deal with an existing deficiency (See SMC 14A.10.040 in Exhibit 1 Attachment A).

Sahalee Way - 228th Ave North Corridor Failure

The V/C thresholds for road segments and corridors, 1.4 V/C and 1.1 V/C respectively, will create a failure of the Sahalee Way - 228th Avenue North Corridor, which has a V/C exceeding the 1.1 V/C threshold for corridors. The failure of this corridor is not addressed in the City's 6-year Transportation Improvement Projects Plan (TIP) and the City must now address it.

With direction from City staff, the City's traffic modeler, David Evans and Associates (DEA), tested the effects of seven strategies to improve operations on the failing corridor. The following table illustrates the strategies the City could implement and their impact on the V/C for the failing corridor. Only the AM Peak Hour Northbound is shown as that is when the corridor is most congested.

		<i>Before</i>		<i>After</i>	
<i>No.</i>	<i>Intersection Strategy</i>	<i>Pass/Fail</i>	<i>2024 Pipeline Intersection LOS</i>	<i>Pass/Fail</i>	<i>2024 Pipeline Intersection LOS</i>
1	Installation of a traffic signal at Sahalee Way NE and NE 28th Street *	Fail	LOS F	Pass	LOS B (AM), A (PM)
<i>AM Peak Hour Northbound</i>					
<i>No.</i>	<i>Roadway Corridor Strategy</i>	<i>Pass/Fail</i>	<i>2024 Pipeline Corridor V/C</i>	<i>Pass/Fail</i>	<i>2024 Pipeline Corridor V/C</i>
2	Removal of the NE 42nd Street Barricade as a proxy for a north-south connection to SR 202	Fail	1.16	Fail	1.13
3	Connecting NE 22nd Street from 244th Avenue NE to 236th Avenue NE	Fail	1.16	Fail	1.13
4	Improvement of the SE 8th Street/218th Avenue SE/216th Avenue NE corridor to a 3-lane collector arterial	Fail	1.16	Fail	1.16
5	Widen Sahalee Way NE to a 3-lane section with a median and right-turn pockets from NE 12th Street to the city limits	Fail	1.16	Pass	1.07
6	Install bus pullouts along the Sahalee Way/228th Avenue corridor	Fail	1.16	Fail	1.16
7	Combination of Strategies 3 and 5	Fail	1.16	Pass	1.04
* Intersection concurrency measured by average delay					

In addition to the above strategies, the City Council could choose to raise the V/C standard for the Sahalee corridor, exclude it from concurrency measurement similar to East Lake Sammamish Parkway, or identify a capital project(s) on the TIP that increases capacity on the corridor. Should the City Council desire to add one or more of the strategies in the table above to the TIP, a decision needs to be made no later than June 4th so staff has enough time to assemble the materials for the June 18th Council meeting as State law requires the TIP be adopted by June 30th. Staff will present the draft 2020-2025 TIP to Council on May 21, 2019 and June 4, 2019 for consideration.

Next Steps

The City Council will hold the continued Public Hearing on these proposed code amendments and then vote to adopt permanent code amendments.

FINANCIAL IMPACT:

The full financial impact is unknown until City Council determines how it prefers to address the Sahalee Way - 228th Avenue North corridor failure.

OTHER ALTERNATIVES CONSIDERED:

None.

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

[Comprehensive Plan](#) - [Transportation Element](#)

**CITY OF SAMMAMISH
WASHINGTON
ORDINANCE NO. O2019-**

**AN ORDINANCE OF THE CITY OF SAMMAMISH,
WASHINGTON, AMENDING CHAPTERS 14A.05, 14A.10, AND
21A.15 OF THE CITY OF SAMMAMISH MUNICIPAL CODE
RELATING TO TRANSPORTATION CONCURRENCY AND
LEVEL OF SERVICE FOR ROAD SEGMENTS AND
CORRIDORS; PROVIDING FOR SEVERABILITY; AND
ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, Chapters 14A.05, 14A.10, and 21A.15 of the Sammamish Municipal Code (“SMC”) contain definitions and regulations for public works and transportation; these regulations must be consistent with the City’s Comprehensive Plan and particularly its Transportation Element; and

WHEREAS, on November 20, 2018, City Council Ordinance O2018-477, which established interim regulations by amending Chapters 14A.05, 14A.10 and 21A.15 SMC, and adopted road segment and corridor level of service (LOS) standards as the volume to capacity (V/C) ratios of up to and including 1.4 for segments and 1.1 for corridors; and

WHEREAS, the interim regulations expire on June 1, 2019, pursuant to the limits established in RCW 36.70A.390; and

WHEREAS, on January 15, 2019, the City Council held a public hearing on Ordinance O2018-477 pursuant to RCW 36.70A.390; and

WHEREAS, an environmental review of the proposed amendments was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), including submittal of a SEPA checklist, which included *Transportation Issue Paper*, containing analysis of the potential environmental impacts associated with amended policy language in the Transportation Element; and

WHEREAS, on June 19, 2018, a SEPA threshold determination of non-significance (“DNS”) was issued and no appeals were filed; and

WHEREAS, The City of Sammamish issued a SEPA addendum on September 13, 2018 to document the revised SEPA checklist pursuant to WAC 197-11-625. The lead agency determined that there are no substantial changes to the proposal such that it might have significant adverse environmental impacts; therefore, the DNS issued on June 19, 2018 stands; and

WHEREAS, on March 12, 2019, the City submitted the proposed code amendments and to the Washington State Department of Commerce in accordance with RCW 36.70A.106; and

WHEREAS, on March 7, 2019, the Planning Commission held a public hearing on the proposed code amendments, considered public comment, and made a recommendation of approval to the City Council; and

WHEREAS, the City Council has determined that the proposed code amendments meet the City’s goals and objectives for transportation concurrency and level of service for road segments and corridors; and

WHEREAS, on May 7, 2019, the City Council held a public hearing on the proposed amendments to Chapters 14A.05, 14A.10, and 21A.15 SMC to provide further opportunity for public comment and participation and voted to continue the public hearing to a special meeting on May 23, 2019; and

WHEREAS, on May 23, 2019, the City Council continued the public hearing opened on May 7, 2019 on the proposed amendments to Chapters 14A.05, 14A.10, and 21A.15 SMC to provide further opportunity for public comment and participation.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Chapters 14A.05, 14A.10, and 21A.15 Sammamish Municipal Code, Amended. Chapters 14A.05, 14A.10, and 21A.15 SMC are hereby amended as shown in Attachment A, attached and incorporated herein by this reference.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This Ordinance shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE ___ DAY OF _____ 2019.

CITY OF SAMMAMISH

Christie Malchow, Mayor

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk
Approved as to Form:

Michael R. Kenyon, City Attorney

Filed with the City Clerk: _____
First Reading: _____
Passed by the City Council: _____
Date of Publication: _____
Effective Date: _____

**Chapter 14A.05
DEFINITIONS**

14A.05.010 Definitions.

The following words and terms are defined pursuant to RCW 82.02.090 and shall have the following meanings for the purposes of this title, unless the context clearly requires otherwise. The following words, terms, and definitions shall apply to all portions of this title, except as specifically superseded by definitions set forth elsewhere in this title.

“Concurrency test” means the determination of an applicant’s impact on transportation facilities by the comparison of the City’s adopted level of service standards to the projected level of service at intersections or road corridors, or road segments with the proposed development.

...

“Level of service standards” means the City’s defined performance standards for its adopted concurrency intersections, ~~and road~~ corridors, and road segments, as defined in ~~the City’s Comprehensive Plan~~ SMC 14A.10.050.

**Chapter 14A.10
CONCURRENCY**

14A.10.010 Concurrency requirement.

(1) In accordance with RCW 36.70A.070(6)(b), the City must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards defined in SMC 14A.10.050, adopted in the transportation element of the City’s comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of the City’s concurrency requirement, “concurrent with the development” shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(2) The City shall not issue a development permit until:

- (a) A certificate of concurrency has been issued; or
- (b) The applicant has executed a concurrency test deferral affidavit where specifically allowed; or
- (c) The applicant has been determined to be exempt from the concurrency test as provided in SMC 14A.10.030(1).

14A.10.020 Application for certificate of concurrency.

(1) Each applicant ~~for requesting~~ a comprehensive plan site-specific land use map amendment ~~requesting property redesignation~~ or zone reclassification, except as provided in SMC 14A.10.030(1), shall elect one of the following options:

- (a) Apply for a certificate of concurrency; or
- (b) Execute a concurrency test deferral affidavit.

(2) Each applicant for a planned action, subdivision (including a preliminary plat, short plat, or binding site plan and revisions or alterations which increase the number of dwelling units or trip generation), mobile home park, ~~a master site plan, urban planned development unified zone development plan,~~ conditional use permit, or site development permit shall apply for a certificate of concurrency, unless a certificate has been issued for the same parcel in conjunction with a comprehensive plan site-specific land use map amendment or zone reclassification, or except as provided in SMC 14A.10.030(1).

(3) Each applicant for a building permit or certificate of occupancy for a change in use shall apply for a certificate of concurrency, unless a certificate has been issued for the same parcel in conjunction with subsections (1) or (2) of this section, or except as provided in SMC 14A.10.030(1).

~~(3)~~(4) Each applicant filing under subsection (1) and (2) of this section shall contact the department to schedule a preapplication conference as defined in SMC 20.05.030 and 14A.05.010, that shall be held prior to filing an application for a certificate of concurrency. The Director may waive the requirement for a preapplication conference if it is determined to be unnecessary for review of an application.

~~(4)~~(5) Applicants for a certificate of concurrency may designate the density and intensity of development to be tested for concurrency, provided such density and intensity shall not exceed the maximum allowed for the parcel. If the applicant designates the density and intensity of development, the concurrency test will be based on and applicable to only the applicant's designated density and intensity. If the applicant does not designate density and intensity, the concurrency test will be based on the maximum allowable density and intensity.

14A.10.030 Exemptions from concurrency test.

(1) The following developments are exempt from this chapter, and applicants may submit applications, obtain development permits and commence development without a certificate of concurrency:

(a) Any development permit for the following development because it creates insignificant and/or temporary additional impacts on any public facility:

- (i) Right-of-way use;
- (ii) Street improvements, including new streets constructed by the City of Sammamish;
- (iii) Street use permits;
- (iv) Utility facilities which do not impact public facilities, such as pump stations, transmission or collection systems, and reservoirs;
- (v) Expansion of an existing nonresidential structure that results in the addition of 100 square feet or less of gross floor area and does not add residential units or accessory dwelling units as defined in SMC 21A.15.345 to 21A.15.370;
- (vi) Expansion of a residential structure provided the expansion does not result in the creation of an additional dwelling unit or accessory dwelling unit as defined in SMC 21A.15.345 to 21A.15.370;
- (vii) Miscellaneous non-traffic generating improvements, including, but not limited to, fences, walls, swimming pools, sheds, and signs;
- (viii) Demolition or moving of a structure; or
- (ix) Tenant improvements that do not generate additional trips.

14A.10.040 Concurrency test.

(1) The City shall perform a concurrency test for each application for a certificate of concurrency. The public works director, or his/her designee, shall use the following methods to conduct the concurrency test ~~for each type of public facility:~~

- (a) For individual single-family residential building permit applications on existing lots, or other land use permits that generate less than 10 trips during an individual peak hour, the ~~e~~City will run a concurrency test after permit applications have been received that collectively result in 10 or more trips during an individual peak hour; provided, however, that a concurrency certificate can be issued without conducting the concurrency test when fewer than 10 accumulated trips have been generated since the last concurrency test. The City may run the concurrency test when less than 10 accumulated trips have been generated since the last test when there are existing public transportation facility circumstances that necessitate the concurrency test be performed in the order received for single-family residential building permit applications on existing lots. ~~or~~

- (b) For all other development, review of each application as received in subsection (4) compared to the capacity of the public facilities in accordance with the provisions of this chapter.
- (2) If the impact of the development does not cause the level of service to decline below the standards set forth in SMC 14A.10.050, the concurrency test is passed, and the applicant shall receive a certificate of concurrency.
- (3) If the impact of the development will cause the level of service to decline below the standards set forth in SMC 14A.10.050, the concurrency test is not passed, and the applicant may select one of the following options:
 - (a) Accept a 90-day reservation of public facilities that are available, and within the same 90-day period amend the application to meet the level of service standard set forth in SMC 14A.10.050, or
 - (b) Appeal the denial of the application for a certificate of concurrency, pursuant to the provisions of SMC 14A.10.080; or
 - (c) Arrange to provide for public facilities that are not otherwise available and that cause the level of service to rise to the standards set forth in SMC 14A.10.050.
- (4) The City shall conduct the concurrency test, as needed, in the order that completed applications are received and proposed trip generation estimates are approved by the City.
- (5) A concurrency test, and any resulting certificate of concurrency, shall be administrative actions of the City that are categorically exempt from the State Environmental Policy Act.

14A.10.050 Level of service standards.

(1) In conducting the concurrency test in accord with Chapter 14A.10 SMC, the intersection LOS standards adopted in the Transportation Element of the Comprehensive Plan are LOS D for intersections that include principal arterials and LOS C for intersections that include minor arterials or collector arterials. The LOS for intersections with principal arterials may be reduced to E for intersections that require more than three approach lanes in any direction. The intersection standards shall be applied to both the morning and afternoon peak hours. The LOS standard for the higher road classification shall be the standard applied.

(2) In conducting the concurrency test in accord with Chapter 14A.10 SMC, the road corridor and segment LOS standards are volume to capacity ratio of up to and including 1.1 for corridors and 1.4 for segments, respectively, for the City's principal and minor arterials. The roadway standards shall be applied per the City's traffic model's AM and PM peak hours in each direction. The 2016 and 2024 corridor and segment capacities and LOS standards are shown in Figure 1. The capacity was calculated by modifying the Highway Capacity Manual, 6th Edition methodology as described in the Measuring Concurrency for Segments and Corridors: HCM 6th Edition, Modified memo, dated November 16, 2018 by Kendra Breiland and Bianca Popescu, Fehr & Peers.

Figure 1: 2016 HCM Modified Methodology								
Segment*		AM Volume	PM Volume	Capacities	AM V/C	PM V/C	AM	PM
					2016 HCM Mod	2016 HCM Mod	2016 HCM Mod	Corridor ≤1.1 Segment ≤1.4
East Lake Sammamish Parkway North Corridor	NB				1.52	0.78	Fail	Pass
	SB				0.44	1.55	Pass	Fail
1 E Lk Sammamish Pkwy, City limits - 196th Ave NE (Weber Pl) ¹	NB	1,145	586	705	1.62	0.83	Fail	Pass
	SB	365	1,238		0.52	1.76	Pass	Fail
2 E Lk Sammamish Pkwy, 196th Ave NE - NE 26th Pl	NB	1,198	614	705	1.70	0.87	Fail	Pass
	SB	309	1,167		0.44	1.65	Pass	Fail
3 E Lk Sammamish Pkwy, NE 26th Pl - NE Inglewood Hill Rd	NB	1,202	623	969	1.24	0.64	Pass	Pass
	SB	358	1,209		0.37	1.25	Pass	Pass
East Lake Sammamish Parkway Central Corridor	NB				0.61	0.65	Pass	Pass
	SB				0.47	0.77	Pass	Pass
4 E Lk Sammamish Pkwy, Inglewood Hill Rd - Louis Thompson Rd	NB	649	529	925	0.70	0.57	Pass	Pass
	SB	363	759		0.39	0.82	Pass	Pass
5 E Lk Sammamish Pkwy, Louis Thompson Rd NE - SE 8th St	NB	385	454	705	0.55	0.64	Pass	Pass
	SB	335	546		0.48	0.77	Pass	Pass
6 E Lk Sammamish Pkwy, SE 8th St - SE 24th Way	NB	345	523	705	0.49	0.74	Pass	Pass
	SB	378	494		0.54	0.70	Pass	Pass

East Lake Sammamish Parkway South Corridor				NB			0.53	1.02	Pass	Pass
				SB			0.87	0.80	Pass	Pass
7	E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE		705	NB	331	545	0.47	0.77	Pass	Pass
				SB	450	545	0.64	0.77	Pass	Pass
8	E Lk Sammamish Pkwy, 212th Ave SE – South City Limit		749	NB	429	881	0.57	1.18	Pass	Pass
				SB	750	620	1.00	0.83	Pass	Pass
Sahalee Way–228th Avenue North Corridor				NB			1.12	0.67	Fail	Pass
				SB			0.56	1.03	Pass	Pass
9	Sahalee Way/228th Ave NE, City Limit – NE 37th Way		951	NB	1,256	573	1.32	0.60	Pass	Pass
				SB	471	1,102	0.50	1.16	Pass	Pass
10	Sahalee Way/228th Ave NE, NE 37th Way - NE 36th St ²		906	NB	1,043	547	1.15	0.60	Pass	Pass
				SB	474	989	0.52	1.09	Pass	Pass
11	Sahalee Way/228th Ave NE, NE 36th St - 223rd Ave NE ²		906	NB	1,023	531	1.13	0.59	Pass	Pass
				SB	457	947	0.50	1.04	Pass	Pass
12	Sahalee Way/228th Ave NE, 223rd Ave NE – NE 25th Way		906	NB	950	545	1.05	0.60	Pass	Pass
				SB	450	840	0.50	0.93	Pass	Pass
13	228th Ave, NE 25th Way – NE 12th Pl ³		906	NB	711	790	0.78	0.87	Pass	Pass
				SB	660	796	0.73	0.88	Pass	Pass
228th Avenue Central Corridor				NB			0.54	0.68	Pass	Pass
				SB			0.58	0.66	Pass	Pass
14	228th Ave, NE 12th Pl – NE 8th St/Inglewood Hill Rd		969	NB	727	894	0.75	0.92	Pass	Pass
				SB	807	870	0.83	0.90	Pass	Pass
15	228th Ave, NE 8th St/Inglewood Hill Rd – Main St		1,861	NB	808	1,058	0.43	0.57	Pass	Pass
				SB	1,024	1,052	0.55	0.57	Pass	Pass
16	228th Ave, Main St - SE 8th St ⁴		1,861	NB	923	1,085	0.50	0.58	Pass	Pass
				SB	820	1,148	0.44	0.62	Pass	Pass
17	228th Ave, SE 8th St – SE 10th St		1,861	NB	854	1,209	0.46	0.65	Pass	Pass
				SB	954	1,078	0.51	0.58	Pass	Pass
18	228th Ave, Se 10th St – SE 20 th St		1,861	NB	1,086	1,303	0.58	0.70	Pass	Pass
				SB	1,087	1,233	0.58	0.66	Pass	Pass
228th Avenue South Corridor				NB			0.55	0.83	Pass	Pass
				SB			0.70	0.66	Pass	Pass
19	228th Ave, SE 20th St – Issaquah Pine Lake Rd SE		1,949	NB	1,128	1,426	0.58	0.73	Pass	Pass
				SB	1,136	1,341	0.58	0.69	Pass	Pass
20	228th Ave, Issaquah Pine Lake Rd SE – SE 43rd Way		969	NB	454	953	0.47	0.98	Pass	Pass
				SB	827	565	0.85	0.58	Pass	Pass
244th Avenue North Corridor				NB			0.39	0.40	Pass	Pass
				SB			0.48	0.42	Pass	Pass
21	244th Ave NE, NE 30th Pl - NE 20th St		705	NB	295	293	0.42	0.42	Pass	Pass
				SB	313	320	0.44	0.45	Pass	Pass
22	244th Ave NE, NE 20th St - NE 8th St		705	NB	320	334	0.45	0.47	Pass	Pass
				SB	467	350	0.66	0.50	Pass	Pass
23	244th Ave NE, NE 8th St – E Main St		925	NB	369	306	0.40	0.33	Pass	Pass
				SB	295	375	0.32	0.41	Pass	Pass
24	244th Ave NE/SE, E Main St - SE 8th St		881	NB	189	342	0.21	0.39	Pass	Pass
				SB	371	291	0.42	0.33	Pass	Pass
NE Inglewood Hill Road Corridor				EB			0.31	0.79	Pass	Pass
				WB			0.77	0.39	Pass	Pass
25	NE Inglewood Hill Rd, E Lk Sammamish Pkwy – 216th Ave		705	EB	180	678	0.25	0.96	Pass	Pass
				WB	681	288	0.97	0.41	Pass	Pass
26	NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE ⁴		969	EB	334	560	0.34	0.58	Pass	Pass
				WB	480	364	0.50	0.38	Pass	Pass
NE 8th Street Corridor				EB			0.35	0.52	Pass	Pass
				WB			0.46	0.34	Pass	Pass
27	NE 8 th St, 228 th Ave NE – 235 th Ave NE		969	EB	385	554	0.40	0.57	Pass	Pass
				WB	461	344	0.48	0.36	Pass	Pass
28	NE 8 th St, 235 th Ave NE – 244 th Ave NE		881	EB	228	393	0.26	0.45	Pass	Pass
				WB	384	288	0.44	0.33	Pass	Pass
SE 8th Street Corridor				EB			0.28	0.40	Pass	Pass
				WB			0.63	0.32	Pass	Pass
29	SE 8 th St, 228 th Ave SE – 244 th Ave SE		925	EB	257	372	0.28	0.40	Pass	Pass
				WB	585	292	0.63	0.32	Pass	Pass
Issaquah-Pine Lake Road Corridor				EB/SB			0.97	0.83	Pass	Pass
				WB/NB			0.54	1.06	Pass	Pass
30	Issaquah-Pine Lk Rd, 228 th Ave SE - SE 32 nd Way ³		969	EB	467	802	0.48	0.83	Pass	Pass
				WB	589	613	0.61	0.63	Pass	Pass
31	Issaquah-Pine Lk Rd, SE 32 nd Way - SE Klahanie Blvd		881	NB	505	747	0.57	0.85	Pass	Pass
				SB	610	754	0.69	0.86	Pass	Pass
32	Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 46 th St		881	NB	391	990	0.44	1.12	Pass	Pass
				SB	979	742	1.11	0.84	Pass	Pass
33	Issaquah-Pine Lk Rd, SE 46th St - SE 48th St		881	NB	444	1,207	0.50	1.37	Pass	Pass
				SB	1,078	717	1.22	0.81	Pass	Pass

SE 32nd Way/Street - Issaquah-Beaver Lake Road Corridor				EB		0.25	0.56	Pass	Pass
				WB		0.46	0.41	Pass	Pass
34	SE 32 nd Way, Issaquah-Pine Lk Rd – 235 th Place SE	EB	178	475	705	0.25	0.67	Pass	Pass
		WB	390	329		0.55	0.47	Pass	Pass
35	SE 32 nd Way, 235 th Place SE – 244 th Ave SE	EB	173	381	705	0.25	0.54	Pass	Pass
		WB	285	264		0.40	0.37	Pass	Pass
36	SE 32 nd Way, 244 th Ave SE – E Beaver Lake Dr SE	EB	216	439	705	0.31	0.62	Pass	Pass
		WB	364	333		0.52	0.47	Pass	Pass
37	Issaquah-Beaver Lk Rd, E Beaver Lk Dr – SE Duthie Hill Rd	EB	171	282	881	0.19	0.32	Pass	Pass
		WB	257	285		0.29	0.32	Pass	Pass
Issaquah-Fall City Road Corridor				NB/EB		0.26	0.91	Pass	Pass
				SB/WB		0.94	0.54	Pass	Pass
38	SE Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245 th Pl SE ⁶	EB	532	1,271	1,772	0.30	0.72	Pass	Pass
		WB	1,186	744		0.67	0.42	Pass	Pass
39	SE Issaquah-Fall City Rd, 245th Ave SE - Klahanie Dr SE	EB	149	1,160	881	0.17	1.32	Pass	Pass
		WB	1,263	669		1.43	0.76	Fail	Pass
40	SE Issaquah-Fall City Rd, Klahanie Dr SE - SE Duthie Hill Rd	EB	237	746	881	0.27	0.85	Pass	Pass
		WB	653	488		0.74	0.55	Pass	Pass
41	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd ⁶	NB	203	521	881	0.23	0.59	Pass	Pass
		SB	599	264		0.68	0.30	Pass	Pass
Duthie Hill Road Corridor				NB/EB		0.32	0.93	Pass	Pass
				SB/WB		0.90	0.63	Pass	Pass
42	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266th Ave SE	NB	254	769	725	0.35	1.06	Pass	Pass
		SB	745	520		1.03	0.72	Pass	Pass
43	SE Duthie Hill Rd, 266th Ave SE – Trossachs Blvd SE ⁶	EB	262	713	906	0.29	0.79	Pass	Pass

Notes

Corridor V/C ratios are volume weighted.

* ELSP corridors are shown for information purposes only as they are excluded from concurrency.

¹ A portion of this segment is 30 MPH.

² PM Peak Hour in Sammamish is 4:45-5:45 PM. 15 minute segment count not available, 5-6PM used.

³ A portion of this segment is 35 MPH.

⁴ 2016 count was not available, 2017 count used.

⁵ This segment transitions from a wider cross-section to two lanes, the narrower section

⁶ Segment is partially outside of Sammamish City Limits.

2024 HCM Modified Methodology									
Segment*		AM Volume	PM Volume	Capacities	AM V/C	PM V/C	AM	PM	
East Lake Sammamish Parkway North Corridor				NB		1.52	0.82	Fail	Pass
				SB		0.54	1.61	Pass	Fail
1	E Lk Sammamish Pkwy, City limits - 196th Ave NE (Weber Pl) ¹	NB	1,144	611	705	1.62	0.87	Fail	Pass
		SB	442	1,285		0.63	1.82	Pass	Fail
2	E Lk Sammamish Pkwy, 196th Ave NE - NE 26th Pl	NB	1,198	642	705	1.70	0.91	Fail	Pass
		SB	385	1,215		0.55	1.72	Pass	Fail
3	E Lk Sammamish Pkwy, NE 26th Pl - NE Inglewood Hill Rd	NB	1,201	653	969	1.24	0.67	Pass	Pass
		SB	433	1,258		0.45	1.30	Pass	Pass
East Lake Sammamish Parkway Central Corridor				NB		0.63	0.67	Pass	Pass
				SB		0.50	0.78	Pass	Pass
4	E Lk Sammamish Pkwy, Inglewood Hill Rd – Louis Thompson Rd	NB	678	541	943	0.72	0.57	Pass	Pass
		SB	383	762		0.41	0.81	Pass	Pass
5	E Lk Sammamish Pkwy, Louis Thompson Rd NE – SE 8th St	NB	415	475	705	0.59	0.67	Pass	Pass
		SB	361	557		0.51	0.79	Pass	Pass
6	E Lk Sammamish Pkwy, SE 8th St – SE 24th Way	NB	374	541	705	0.53	0.77	Pass	Pass
		SB	404	501		0.57	0.71	Pass	Pass
East Lake Sammamish Parkway South Corridor				NB		0.52	0.99	Pass	Pass
				SB		0.85	0.72	Pass	Pass
7	E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE	NB	362	567	881	0.41	0.64	Pass	Pass
		SB	487	546		0.55	0.62	Pass	Pass
8	E Lk Sammamish Pkwy, 212th Ave SE – South City Limit	NB	451	904	749	0.60	1.21	Pass	Pass
		SB	781	610		1.04	0.81	Pass	Pass
Sahalee Way–228th Avenue North Corridor				NB		1.16	0.66	Fail	Pass
				SB		0.55	1.05	Pass	Pass
9	Sahalee Way/228th Ave NE, City Limit – NE 37th Way	NB	1,382	582	1,015	1.36	0.57	Pass	Pass
		SB	485	1,178		0.48	1.16	Pass	Pass
10	Sahalee Way/228th Ave NE, NE 37th Way - NE 36th St ²	NB	1,164	571	969	1.20	0.59	Pass	Pass
		SB	495	1,071		0.51	1.11	Pass	Pass
11	Sahalee Way/228th Ave NE, NE 36th St - 223rd Ave NE ²	NB	1,139	561	969	1.18	0.58	Pass	Pass
		SB	474	1,033		0.49	1.07	Pass	Pass
12	Sahalee Way/228th Ave NE, 223rd Ave NE – NE 25th Way	NB	1,047	585	969	1.08	0.60	Pass	Pass
		SB	470	911		0.49	0.94	Pass	Pass
13	228th Ave, NE 25th Way – NE 12th Pl ³	NB	810	836	969	0.84	0.86	Pass	Pass
		SB	683	872		0.71	0.90	Pass	Pass

	228th Avenue Central Corridor	NB				0.58	0.71	Pass	Pass
		SB				0.59	0.70	Pass	Pass
14	228th Ave, NE 12th Pl – NE 8th St/Inglewood Hill Rd	NB	825	937	987	0.84	0.95	Pass	Pass
		SB	858	924		0.87	0.94	Pass	Pass
15	228th Ave, NE 8th St/Inglewood Hill Rd – Main St	NB	884	1,099	1,896	0.47	0.58	Pass	Pass
		SB	973	1,124		0.51	0.59	Pass	Pass
16	228th Ave, Main St – SE 8th St	NB	984	1,159	1,896	0.52	0.61	Pass	Pass
		SB	788	1,237		0.42	0.65	Pass	Pass
17	228th Ave, SE 8th St – SE 10th St	NB	948	1,344	1,896	0.50	0.71	Pass	Pass
		SB	1,032	1,249		0.54	0.66	Pass	Pass
18	228th Ave, Se 10th St – SE 20 th St	NB	1,127	1,408	1,896	0.59	0.74	Pass	Pass
		SB	1,130	1,350		0.60	0.71	Pass	Pass
	228th Avenue South Corridor	NB				0.59	0.87	Pass	Pass
		SB				0.73	0.70	Pass	Pass
19	228th Ave, SE 20th St – Issaquah Pine Lake Rd SE ⁴	NB	1,190	1,504	1,949	0.61	0.77	Pass	Pass
		SB	1,203	1,424		0.62	0.73	Pass	Pass
20	228th Ave, Issaquah Pine Lake Rd SE – SE 43rd Way	NB	526	997	969	0.54	1.03	Pass	Pass
		SB	861	608		0.89	0.63	Pass	Pass
	244th Avenue North Corridor	NB				0.35	0.39	Pass	Pass
		SB				0.43	0.40	Pass	Pass
21	244th Ave NE, NE 30th Pl - NE 20th St	NB	303	332	881	0.34	0.38	Pass	Pass
		SB	318	351		0.36	0.40	Pass	Pass
22	244th Ave NE, NE 20th St - NE 8th St	NB	330	374	881	0.37	0.42	Pass	Pass
		SB	474	382		0.54	0.43	Pass	Pass
23	244th Ave NE, NE 8th St – E Main St	NB	370	320	925	0.40	0.35	Pass	Pass
		SB	298	375		0.32	0.41	Pass	Pass
24	244th Ave NE/SE, E Main St - SE 8th St	NB	195	368	881	0.22	0.42	Pass	Pass
		SB	391	299		0.44	0.34	Pass	Pass
	NE Inglewood Hill Road Corridor	EB				0.28	0.83	Pass	Pass
		WB				0.74	0.39	Pass	Pass
25	NE Inglewood Hill Rd, E Lk Sammamish Pkwy – 216th Ave	EB	236	734	705	0.33	1.04	Pass	Pass
		WB	654	320		0.93	0.45	Pass	Pass
26	NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE	EB	227	554	1,013	0.22	0.55	Pass	Pass
		WB	479	335		0.47	0.33	Pass	Pass
	NE 8th Street Corridor	EB				0.32	0.52	Pass	Pass
		WB				0.44	0.36	Pass	Pass
27	NE 8 th St, 228 th Ave NE – 235 th Ave NE	EB	375	585	1,013	0.37	0.58	Pass	Pass
		WB	470	373		0.46	0.37	Pass	Pass
28	NE 8 th St, 235 th Ave NE – 244 th Ave NE	EB	230	415	925	0.25	0.45	Pass	Pass
		WB	385	316		0.42	0.34	Pass	Pass
	SE 8th Street Corridor	EB				0.28	0.43	Pass	Pass
		WB				0.65	0.33	Pass	Pass
29	SE 8 th St, 228 th Ave SE – 244 th Ave SE	EB	256	396	925	0.28	0.43	Pass	Pass
		WB	600	304		0.65	0.33	Pass	Pass
	Issaquah-Pine Lake Road Corridor	EB/SB				0.94	0.80	Pass	Pass
		WB/NB				0.50	1.02	Pass	Pass
30	Issaquah-Pine Lk Rd, 228 th Ave SE - SE 32 nd Way ⁷	EB	422	845	987	0.43	0.86	Pass	Pass
		WB	509	629		0.52	0.64	Pass	Pass
31	Issaquah-Pine Lk Rd, SE 32 nd Way - SE Klahanie Blvd	NB	540	778	987	0.55	0.79	Pass	Pass
		SB	682	782		0.69	0.79	Pass	Pass
32	Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 46 th St	NB	408	1,020	943	0.43	1.08	Pass	Pass
		SB	1,015	751		1.08	0.80	Pass	Pass
33	Issaquah-Pine Lk Rd, SE 46th St - SE 48th St	NB	456	1,236	943	0.48	1.31	Pass	Pass
		SB	1,107	723		1.17	0.77	Pass	Pass
	SE 32nd Way/Street - Issaquah-Beaver Lake Road Corridor	EB				0.34	0.62	Pass	Pass
		WB				0.51	0.44	Pass	Pass
34	SE 32 nd Way, Issaquah-Pine Lk Rd – 235 th Place SE	EB	255	524	749	0.34	0.70	Pass	Pass
		WB	458	363		0.61	0.49	Pass	Pass
35	SE 32 nd Way, 235 th Place SE – 244 th Ave SE	EB	228	449	705	0.32	0.64	Pass	Pass
		WB	326	281		0.46	0.40	Pass	Pass
36	SE 32 nd Way, 244 th Ave SE – E Beaver Lake Dr SE	EB	286	479	705	0.41	0.68	Pass	Pass
		WB	401	365		0.57	0.52	Pass	Pass
37	Issaquah-Beaver Lk Rd, E Beaver Lk Dr – SE Duthie Hill Rd	EB	242	298	881	0.27	0.34	Pass	Pass
		WB	274	295		0.31	0.34	Pass	Pass
	Issaquah-Fall City Road Corridor	NB/EB				0.25	0.83	Pass	Pass
		SB/WB				0.79	0.44	Pass	Pass
38	SE Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245 th Pl SE ³	EB	532	1,494	1,772	0.30	0.84	Pass	Pass
		WB	1,353	787		0.76	0.44	Pass	Pass
39	SE Issaquah-Fall City Rd, 245th Ave SE - Klahanie Dr SE	EB	147	1,385	1,861	0.08	0.74	Pass	Pass
		WB	1,430	721		0.77	0.39	Pass	Pass
40	SE Issaquah-Fall City Rd, Klahanie Dr SE - SE Duthie Hill Rd	EB	237	951	925	0.26	1.03	Pass	Pass
		WB	795	528		0.86	0.57	Pass	Pass
41	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd ⁸	NB	211	585	881	0.24	0.66	Pass	Pass
		SB	693	287		0.79	0.33	Pass	Pass

Duthie Hill Road Corridor		NB/EB		0.34	1.02	Pass	Pass		
		SB/WB		0.96	0.66	Pass	Pass		
42	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266th Ave SE	NB	271	839	725	0.37	1.16	Pass	Pass
		SB	794	544		1.09	0.75	Pass	Pass
43	SE Duthie Hill Rd, 266th Ave SE – Trossachs Blvd SE ⁶	EB	278	787	906	0.31	0.87	Pass	Pass
		WB	733	520		0.81	0.57	Pass	Pass

Notes

Corridor V/C ratios are volume weighted.

* ELSP corridors are shown for information purposes only as they are excluded from concurrency.

¹ A portion of this segment is 30 MPH.

² PM Peak Hour in Sammamish is 4:45-5:45 PM. 15 minute segment count not available, 5-6PM used.

³ A portion of this segment is 35 MPH.

⁴ 228th/IPLR: No FYA; 228th/SE 24th: No FYA during peak hours; 228th/SE 20th: FYA. Since the FYA is not in operation during peak hours for the majority of the major intersections, the segment overall doesn't experience increased capacity due to FYAs during peak hours.

⁵ This segment transitions from a wider cross-section to two lanes, the narrower section was used.

⁶ Segment is partially outside of Sammamish City Limits.

(23) In conducting the concurrency test in accord with SMC Chapter 14A.10.040, the City shall apply the level of service standards for the concurrency intersections as designated in SMC 14A.10.010(1) ~~in the Comprehensive Plan and for the concurrency corridors and segments in SMC 14A.10.050(2)~~. If ~~no any~~ intersections, corridor or segment operates ~~at or below~~ better than the level of service standards, the concurrency certificate shall be granted. If any concurrency intersection, corridor or segment operates ~~worse than~~ below the level of service standards, the concurrency certificate will be denied, or the applicant may select one of the options described in SMC 14A.10.040(3) ~~choose to accept a 90 day reservation as described in SMC 14A.10.040(4)(a) or provide public facilities as described in SMC 14A.10.040(4)(e)~~.

(34) In conducting the concurrency test, the City shall find that the impact of development occurs, and therefore the level of service standards for intersections, corridors and segments shall be achieved and maintained, no later than six years from the date of the development.

(45) In the event that the applicant is required to construct a public facility, the development cannot be occupied until the public facility is completed, or the applicant provides the City with a performance bond that is acceptable to the City.

(56) The City shall determine which additional public facilities are needed to be included in the Capital Facilities Plan Element of the Comprehensive Plan to achieve the adopted level of service standards. Such additional public facilities shall be underwritten by a financial commitment.

**Chapter 21A.15
TECHNICAL TERMS AND LAND USE DEFINITIONS**

21A.15.685 Level of service (LOS), traffic.

“Level of service (LOS), traffic” means the City’s defined performance standards for its adopted concurrency intersections, road corridors, and road segments, as defined in the City’s Comprehensive Plan and development regulations.

City of Sammamish
 November 16, 2018
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MEMORANDUM

Date: November 16, 2018
 To: Cheryl Paston, City of Sammamish
 From: Kendra Breiland and Bianca Popescu, Fehr & Peers
 Subject: **Measuring Concurrency for Segments and Corridors: HCM 6th Edition, Modified**

SE17-0536

Over the past several months, we have worked with the staff and Council to update the City's concurrency program. The Council adopted a program based on AM and PM peak hour delay at intersections at the September 18th meeting. This system recognizes that intersections are the main pinch points in Sammamish's transportation system that cause congestion.

Several Councilmembers continued to be concerned about not including road capacities in the concurrency program; so at the October 22nd Council meeting, staff were provided direction to develop a methodology for evaluating segment and corridor performance, based on volume-to-capacity (V/C) ratios measured by direction during the AM and PM peak hours.¹ The methodology, as directed by Council, leverages the default values provided in the Highway Capacity Manual (HCM), 6th Edition², but also makes adjustments to better account for roadway characteristics like the presence of turn lanes and medians. At the November 13th Council meeting, staff were provided additional direction to incorporate capacity considerations for the presence of intelligent transportation systems (ITS), such as adaptive traffic signal controls, and flashing yellow arrows (FYAs). This updated methodology, which is described in more detail below, is referred to as "HCM Modified" for the remainder of this memo.

Using the HCM Modified methodology, staff evaluated how corridors and individual segments perform based on the V/C thresholds determined by Council during the November 13th meeting. These V/C thresholds apply to all segments and corridors along principal and minor arterials in the City except for the East Lake Sammamish Parkway corridors, which Council has excluded from concurrency:

¹ AM peak hour is 7-8AM on a Tuesday-Thursday; PM peak hour is 4:45-5:45PM on a Tuesday-Thursday.

² Att B: Table 16-16

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- **Corridors:** V/C ratio cannot exceed 1.1
- **Individual segments:** V/C ratio cannot exceed 1.4

The analysis was performed using both 2016 count volumes as well as the 2024 forecast, which were developed using the City's pipeline model that considers growth in traffic expected by 2024 based on development applications received by the City, regional growth and implementation of the City's 2019-2024 Transportation Improvement Program. The results of this technical analysis for all segments and corridors in the City are included as **Attachment A** to this memo.

HCM MODIFIED METHODOLOGY

The HCM Modified methodology leverages Table 16-16 of the HCM, 6th Edition, which was presented to Council at the October 16th and 22nd meetings (see **Attachment B**). Identified advantages of leveraging data from Table 16-16 are that it is from the newest edition of the HCM and is fairly straightforward to implement. The generic nature of the capacities provided in Table 16-16, which consider few roadway characteristics that impact capacity, was identified as a shortcoming.

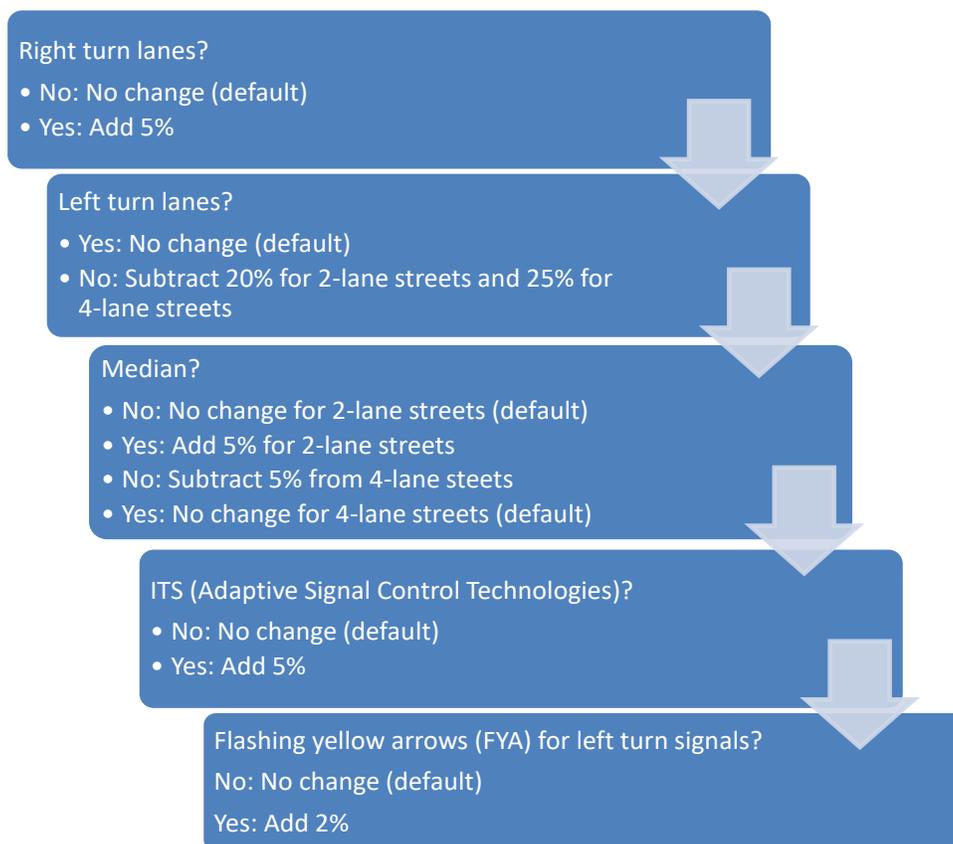
To address this shortcoming, Council directed staff to develop an HCM Modified methodology. This methodology includes the base capacities provided in Table 16-16 plus adjustments to account for the presence of turn lanes, medians, adaptive signal control (ITS), and flashing yellow arrows (FYA) for left turn signals. **Figure 1** below describes the HCM Modified methodology, which pivots from the default assumptions listed in Table 16-16 to adjust for individual roadway characteristics.



FIGURE 1: HCM MODIFIED ADJUSTMENTS

The following steps were followed to determine a segment's capacity:

1. To determine the base HCM flow rate, use Attachment B: Table 16-16, K-Factor = 0.09, D-Factor=0.55 and assume that the 30 mph figures apply to all segments with posted speed limits less than 45 mph.
2. Using the flow chart below, determine which adjustments apply.



3. Add up and apply the total percentage reduction/addition, if any, to the base capacity to calculate the adjusted segment capacity.

The turn lane and median adjustments generally follow the guidance from the Florida Department of Transportation (FDOT) tables for similar facility types (see **Attachment C**). The

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adaptive signal control and FYA adjustments reflect the improved capacity offered by these treatments. While no hard data exists on the appropriate capacity adjustment, other cities and the National Highway Administration have recognized that adaptive control can reduce delays and improve corridor travel times by up to 10%³. We have conservatively assigned a 5% capacity bump for segments and corridors, where adaptive signal control is in place. Similarly, there is no literature that definitively recommends a capacity increase for FYAs, however, FYAs allow for more efficient use of the roadway, including fewer delays for left turns and more efficient signal phasing. Similar to adaptive control, we provided a 2% capacity increase in locations featuring FYAs.

³ <https://www.fhwa.dot.gov/innovation/everydaycounts/edc-1/asct.cfm>

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ATTACHMENT A: 2016 AND 2024 CORRIDOR AND SEGMENT RESULTS

Figure 1: 2016 HCM Modified Methodology

Segment*		AM Volume	PM Volume	Capacities	AM V/C	PM V/C	AM	PM	
					2016 HCM Mod	2016 HCM Mod	2016 HCM Mod	Corridor ≤1.1 Segment ≤1.4	
East Lake Sammamish Parkway North Corridor									
	NB				1.52	0.78	Fail	Pass	
	SB				0.44	1.55	Pass	Fail	
1	E Lk Sammamish Pkwy, City limits - 196th Ave NE (Weber Pl) ¹	NB	1,145	586	705	1.62	0.83	Fail	Pass
		SB	365	1,238		0.52	1.76	Pass	Fail
2	E Lk Sammamish Pkwy, 196th Ave NE - NE 26th Pl	NB	1,198	614	705	1.70	0.87	Fail	Pass
		SB	309	1,167		0.44	1.65	Pass	Fail
3	E Lk Sammamish Pkwy, NE 26th Pl - NE Inglewood Hill Rd	NB	1,202	623	969	1.24	0.64	Pass	Pass
		SB	358	1,209		0.37	1.25	Pass	Pass
East Lake Sammamish Parkway Central Corridor									
	NB				0.61	0.65	Pass	Pass	
	SB				0.47	0.77	Pass	Pass	
4	E Lk Sammamish Pkwy, Inglewood Hill Rd – Louis Thompson Rd	NB	649	529	925	0.70	0.57	Pass	Pass
		SB	363	759		0.39	0.82	Pass	Pass
5	E Lk Sammamish Pkwy, Louis Thompson Rd NE – SE 8th St	NB	385	454	705	0.55	0.64	Pass	Pass
		SB	335	546		0.48	0.77	Pass	Pass
6	E Lk Sammamish Pkwy, SE 8th St – SE 24th Way	NB	345	523	705	0.49	0.74	Pass	Pass
		SB	378	494		0.54	0.70	Pass	Pass
East Lake Sammamish Parkway South Corridor									
	NB				0.53	1.02	Pass	Pass	
	SB				0.87	0.80	Pass	Pass	
7	E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE	NB	331	545	705	0.47	0.77	Pass	Pass
		SB	450	545		0.64	0.77	Pass	Pass
8	E Lk Sammamish Pkwy, 212th Ave SE – South City Limit	NB	429	881	749	0.57	1.18	Pass	Pass
		SB	750	620		1.00	0.83	Pass	Pass
Sahalee Way–228th Avenue North Corridor									
	NB				1.12	0.67	Fail	Pass	
	SB				0.56	1.03	Pass	Pass	
9	Sahalee Way/228th Ave NE, City Limit – NE 37th Way	NB	1,256	573	951	1.32	0.60	Pass	Pass
		SB	471	1,102		0.50	1.16	Pass	Pass
10	Sahalee Way/228th Ave NE, NE 37th Way - NE 36th St ²	NB	1,043	547	906	1.15	0.60	Pass	Pass
		SB	474	989		0.52	1.09	Pass	Pass
11	Sahalee Way/228th Ave NE, NE 36th St - 223rd Ave NE ²	NB	1,023	531	906	1.13	0.59	Pass	Pass
		SB	457	947		0.50	1.04	Pass	Pass
12	Sahalee Way/228th Ave NE, 223rd Ave NE – NE 25th Way	NB	950	545	906	1.05	0.60	Pass	Pass
		SB	450	840		0.50	0.93	Pass	Pass
13	228th Ave, NE 25th Way – NE 12th Pl ³	NB	711	790	906	0.78	0.87	Pass	Pass
		SB	660	796		0.73	0.88	Pass	Pass
228th Avenue Central Corridor									
	NB				0.54	0.68	Pass	Pass	
	SB				0.58	0.66	Pass	Pass	
14	228th Ave, NE 12th Pl – NE 8th St/Inglewood Hill Rd	NB	727	894	969	0.75	0.92	Pass	Pass
		SB	807	870		0.83	0.90	Pass	Pass
15	228th Ave, NE 8th St/Inglewood Hill Rd – Main St	NB	808	1,058	1,861	0.43	0.57	Pass	Pass
		SB	1,024	1,052		0.55	0.57	Pass	Pass
16	228th Ave, Main St - SE 8th St ⁴	NB	923	1,085	1,861	0.50	0.58	Pass	Pass
		SB	820	1,148		0.44	0.62	Pass	Pass
17	228th Ave, SE 8th St – SE 10th St	NB	854	1,209	1,861	0.46	0.65	Pass	Pass
		SB	954	1,078		0.51	0.58	Pass	Pass
18	228th Ave, Se 10th St – SE 20 th St	NB	1,086	1,303	1,861	0.58	0.70	Pass	Pass
		SB	1,087	1,233		0.58	0.66	Pass	Pass
228th Avenue South Corridor									
	NB				0.55	0.83	Pass	Pass	
	SB				0.70	0.66	Pass	Pass	
19	228th Ave, SE 20th St – Issaquah Pine Lake Rd SE	NB	1,128	1,426	1,949	0.58	0.73	Pass	Pass
		SB	1,136	1,341		0.58	0.69	Pass	Pass
20	228th Ave, Issaquah Pine Lake Rd SE – SE 43rd Way	NB	454	953	969	0.47	0.98	Pass	Pass
		SB	827	565		0.85	0.58	Pass	Pass
244th Avenue North Corridor									
	NB				0.39	0.40	Pass	Pass	
	SB				0.48	0.42	Pass	Pass	
21	244th Ave NE, NE 30th Pl - NE 20th St	NB	295	293	705	0.42	0.42	Pass	Pass
		SB	313	320		0.44	0.45	Pass	Pass
22	244th Ave NE, NE 20th St - NE 8th St	NB	320	334	705	0.45	0.47	Pass	Pass
		SB	467	350		0.66	0.50	Pass	Pass
23	244th Ave NE, NE 8th St – E Main St	NB	369	306	925	0.40	0.33	Pass	Pass
		SB	295	375		0.32	0.41	Pass	Pass
24	244th Ave NE/SE, E Main St - SE 8th St	NB	189	342	881	0.21	0.39	Pass	Pass
		SB	371	291		0.42	0.33	Pass	Pass
NE Inglewood Hill Road Corridor									
	EB				0.31	0.79	Pass	Pass	
	WB				0.77	0.39	Pass	Pass	
25	NE Inglewood Hill Rd, E Lk Sammamish Pkwy – 216th Ave	EB	180	678	705	0.25	0.96	Pass	Pass
		WB	681	288		0.97	0.41	Pass	Pass
26	NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE ⁴	EB	334	560	969	0.34	0.58	Pass	Pass
		WB	480	364		0.50	0.38	Pass	Pass

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				EB			0.35	0.52	Pass	Pass
NE 8th Street Corridor				WB			0.46	0.34	Pass	Pass
27	NE 8 th St, 228 th Ave NE – 235 th Ave NE		969	EB	385	554	0.40	0.57	Pass	Pass
				WB	461	344	0.48	0.36	Pass	Pass
28	NE 8 th St, 235 th Ave NE – 244 th Ave NE		881	EB	228	393	0.26	0.45	Pass	Pass
				WB	384	288	0.44	0.33	Pass	Pass
SE 8th Street Corridor				WB			0.63	0.32	Pass	Pass
29	SE 8 th St, 228 th Ave SE – 244 th Ave SE		925	EB	257	372	0.28	0.40	Pass	Pass
				WB	585	292	0.63	0.32	Pass	Pass
Issaquah-Pine Lake Road Corridor				EB/SB			0.97	0.83	Pass	Pass
30	Issaquah-Pine Lk Rd, 228 th Ave SE – SE 32 nd Way ²		969	WB/NB			0.54	1.06	Pass	Pass
				EB	467	802	0.48	0.83	Pass	Pass
31	Issaquah-Pine Lk Rd, SE 32 nd Way – SE Klahanie Blvd		881	WB	589	613	0.61	0.63	Pass	Pass
				NB	505	747	0.57	0.85	Pass	Pass
32	Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 46 th St		881	SB	610	754	0.69	0.86	Pass	Pass
				EB	391	990	0.44	1.12	Pass	Pass
33	Issaquah-Pine Lk Rd, SE 46 th St – SE 48 th St		881	SB	979	742	1.11	0.84	Pass	Pass
				NB	444	1,207	0.50	1.37	Pass	Pass
	SE 32 nd Way/Street – Issaquah-Beaver Lake Road Corridor			SB	1,078	717	1.22	0.81	Pass	Pass
				WB			0.25	0.56	Pass	Pass
34	SE 32 nd Way, Issaquah-Pine Lk Rd – 235 th Place SE		705	EB	178	475	0.25	0.67	Pass	Pass
				WB	390	329	0.55	0.47	Pass	Pass
35	SE 32 nd Way, 235 th Place SE – 244 th Ave SE		705	EB	173	381	0.25	0.54	Pass	Pass
				WB	285	264	0.40	0.37	Pass	Pass
36	SE 32 nd Way, 244 th Ave SE – E Beaver Lake Dr SE		705	EB	216	439	0.31	0.62	Pass	Pass
				WB	364	333	0.52	0.47	Pass	Pass
37	Issaquah-Beaver Lk Rd, E Beaver Lk Dr – SE Duthie Hill Rd		881	EB	171	282	0.19	0.32	Pass	Pass
				WB	257	285	0.29	0.32	Pass	Pass
Issaquah-Fall City Road Corridor				NB/EB			0.26	0.91	Pass	Pass
38	SE Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245 th Pl SE ³		1,772	SB/WB			0.94	0.54	Pass	Pass
				EB	532	1,271	0.30	0.72	Pass	Pass
39	SE Issaquah-Fall City Rd, 245 th Ave SE – Klahanie Dr SE		881	WB	1,186	744	0.67	0.42	Pass	Pass
				EB	149	1,160	0.17	1.32	Pass	Pass
40	SE Issaquah-Fall City Rd, Klahanie Dr SE – SE Duthie Hill Rd		881	WB	1,263	669	1.43	0.76	Fail	Pass
				EB	237	746	0.27	0.85	Pass	Pass
41	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd ⁴		881	WB	653	488	0.74	0.55	Pass	Pass
				NB	203	521	0.23	0.59	Pass	Pass
	Duthie Hill Road Corridor			SB	599	264	0.68	0.30	Pass	Pass
				NB/EB			0.32	0.93	Pass	Pass
42	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266 th Ave SE		725	SB/WB			0.90	0.63	Pass	Pass
				NB	254	769	0.35	1.06	Pass	Pass
43	SE Duthie Hill Rd, 266 th Ave SE – Trossachs Blvd SE ⁶		906	SB	745	520	1.03	0.72	Pass	Pass
				EB	262	713	0.29	0.79	Pass	Pass

Notes

Corridor V/C ratios are volume weighted.

* ELSIP corridors are shown for information purposes only as they are excluded from concurrency.

¹ A portion of this segment is 30 MPH.

² PM Peak Hour in Sammamish is 4:45-5:45 PM. 15 minute segment count not available, 5-6PM used.

³ A portion of this segment is 35 MPH.

⁴ 2016 count was not available, 2017 count used.

⁵ This segment transitions from a wider cross-section to two lanes, the narrower section

⁶ Segment is partially outside of Sammamish City Limits.

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2024 HCM Modified Methodology									
Segment*		AM Volume	PM Volume	2024 HCM Mod	Capacities		AM	PM	Corridor ≤1.1 Segment ≤1.4
					AM V/C	PM V/C			
East Lake Sammamish Parkway North Corridor		NB			1.52	0.82	Fail	Pass	
		SB			0.54	1.61	Pass	Fail	
1	E Lk Sammamish Pkwy, City limits - 196th Ave NE (Weber Pl) ¹	NB	1,144	611	705	1.62	0.87	Fail	Pass
		SB	442	1,285		0.63	1.82	Pass	Fail
2	E Lk Sammamish Pkwy, 196th Ave NE - NE 26th Pl	NB	1,198	642	705	1.70	0.91	Fail	Pass
		SB	385	1,215		0.55	1.72	Pass	Fail
3	E Lk Sammamish Pkwy, NE 26th Pl - NE Inglewood Hill Rd	NB	1,201	653	969	1.24	0.67	Pass	Pass
		SB	433	1,258		0.45	1.30	Pass	Pass
East Lake Sammamish Parkway Central Corridor		NB				0.63	0.67	Pass	Pass
		SB				0.50	0.78	Pass	Pass
4	E Lk Sammamish Pkwy, Inglewood Hill Rd – Louis Thompson Rd	NB	678	541	943	0.72	0.57	Pass	Pass
		SB	383	762		0.41	0.81	Pass	Pass
5	E Lk Sammamish Pkwy, Louis Thompson Rd NE – SE 8th St	NB	415	475	705	0.59	0.67	Pass	Pass
		SB	361	557		0.51	0.79	Pass	Pass
6	E Lk Sammamish Pkwy, SE 8th St – SE 24th Way	NB	374	541	705	0.53	0.77	Pass	Pass
		SB	404	501		0.57	0.71	Pass	Pass
East Lake Sammamish Parkway South Corridor		NB				0.52	0.99	Pass	Pass
		SB				0.85	0.72	Pass	Pass
7	E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE	NB	362	567	881	0.41	0.64	Pass	Pass
		SB	487	546		0.55	0.62	Pass	Pass
8	E Lk Sammamish Pkwy, 212th Ave SE – South City Limit	NB	451	904	749	0.60	1.21	Pass	Pass
		SB	781	610		1.04	0.81	Pass	Pass
Sahalee Way–228th Avenue North Corridor		NB				1.16	0.66	Fail	Pass
		SB				0.55	1.05	Pass	Pass
9	Sahalee Way/228th Ave NE, City Limit – NE 37th Way	NB	1,382	582	1,015	1.36	0.57	Pass	Pass
		SB	485	1,178		0.48	1.16	Pass	Pass
10	Sahalee Way/228th Ave NE, NE 37th Way - NE 36th St ²	NB	1,164	571	969	1.20	0.59	Pass	Pass
		SB	495	1,071		0.51	1.11	Pass	Pass
11	Sahalee Way/228th Ave NE, NE 36th St - 223rd Ave NE ²	NB	1,139	561	969	1.18	0.58	Pass	Pass
		SB	474	1,093		0.49	1.07	Pass	Pass
12	Sahalee Way/228th Ave NE, 223rd Ave NE – NE 25th Way	NB	1,047	585	969	1.08	0.60	Pass	Pass
		SB	470	911		0.49	0.94	Pass	Pass
13	228th Ave, NE 25th Way – NE 12th Pl ³	NB	810	836	969	0.84	0.86	Pass	Pass
		SB	683	872		0.71	0.90	Pass	Pass
228th Avenue Central Corridor		NB				0.58	0.71	Pass	Pass
		SB				0.59	0.70	Pass	Pass
14	228th Ave, NE 12th Pl – NE 8th St/Inglewood Hill Rd	NB	825	937	987	0.84	0.95	Pass	Pass
		SB	858	924		0.87	0.94	Pass	Pass
15	228th Ave, NE 8th St/Inglewood Hill Rd – Main St	NB	884	1,099	1,896	0.47	0.58	Pass	Pass
		SB	973	1,124		0.51	0.59	Pass	Pass
16	228th Ave, Main St - SE 8th St	NB	984	1,159	1,896	0.52	0.61	Pass	Pass
		SB	788	1,237		0.42	0.65	Pass	Pass
17	228th Ave, SE 8th St – SE 10th St	NB	948	1,344	1,896	0.50	0.71	Pass	Pass
		SB	1,032	1,249		0.54	0.66	Pass	Pass
18	228th Ave, Se 10th St – SE 20 th St	NB	1,127	1,408	1,896	0.59	0.74	Pass	Pass
		SB	1,130	1,350		0.60	0.71	Pass	Pass
228th Avenue South Corridor		NB				0.59	0.87	Pass	Pass
		SB				0.73	0.70	Pass	Pass
19	228th Ave, SE 20th St – Issaquah Pine Lake Rd SE ⁴	NB	1,190	1,504	1,949	0.61	0.77	Pass	Pass
		SB	1,203	1,424		0.62	0.73	Pass	Pass
20	228th Ave, Issaquah Pine Lake Rd SE – SE 43rd Way	NB	526	997	969	0.54	1.03	Pass	Pass
		SB	861	608		0.89	0.63	Pass	Pass
244th Avenue North Corridor		NB				0.35	0.39	Pass	Pass
		SB				0.43	0.40	Pass	Pass
21	244th Ave NE, NE 30th Pl - NE 20th St	NB	303	332	881	0.34	0.38	Pass	Pass
		SB	318	351		0.36	0.40	Pass	Pass
22	244th Ave NE, NE 20th St - NE 8th St	NB	330	374	881	0.37	0.42	Pass	Pass
		SB	474	382		0.54	0.43	Pass	Pass
23	244th Ave NE, NE 8th St – E Main St	NB	370	320	925	0.40	0.35	Pass	Pass
		SB	298	375		0.32	0.41	Pass	Pass
24	244th Ave NE/SE, E Main St - SE 8th St	NB	195	368	881	0.22	0.42	Pass	Pass
		SB	391	299		0.44	0.34	Pass	Pass
NE Inglewood Hill Road Corridor		EB				0.28	0.83	Pass	Pass
		WB				0.74	0.39	Pass	Pass
25	NE Inglewood Hill Rd, E Lk Sammamish Pkwy – 216th Ave	EB	236	734	705	0.33	1.04	Pass	Pass
		WB	654	320		0.93	0.45	Pass	Pass
26	NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE	EB	227	554	1,013	0.22	0.55	Pass	Pass
		WB	479	335		0.47	0.33	Pass	Pass
NE 8th Street Corridor		EB				0.32	0.52	Pass	Pass
		WB				0.44	0.36	Pass	Pass
27	NE 8 th St, 228 th Ave NE – 235 th Ave NE	EB	375	585	1,013	0.37	0.58	Pass	Pass
		WB	470	373		0.46	0.37	Pass	Pass
28	NE 8 th St, 235 th Ave NE – 244 th Ave NE	EB	230	415	925	0.25	0.45	Pass	Pass
		WB	385	316		0.42	0.34	Pass	Pass

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SE 8th Street Corridor				EB	WB		0.28	0.43	Pass	Pass
				WB			0.65	0.33	Pass	Pass
29	SE 8 th St, 228 th Ave SE – 244 th Ave SE	EB		256	396	925	0.28	0.43	Pass	Pass
		WB		600	304		0.65	0.33	Pass	Pass
Issaquah-Pine Lake Road Corridor				EB/SB	WB/NB		0.94	0.80	Pass	Pass
				WB/NB			0.50	1.02	Pass	Pass
30	Issaquah-Pine Lk Rd, 228 th Ave SE - SE 32 nd Way ³	EB		422	845	987	0.43	0.86	Pass	Pass
		WB		509	629		0.52	0.64	Pass	Pass
31	Issaquah-Pine Lk Rd, SE 32 nd Way - SE Klahanie Blvd	NB		540	778	987	0.55	0.79	Pass	Pass
		SB		682	782		0.69	0.79	Pass	Pass
32	Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 46 th St	NB		408	1,020	943	0.43	1.08	Pass	Pass
		SB		1,015	751		1.08	0.80	Pass	Pass
33	Issaquah-Pine Lk Rd, SE 46 th St - SE 48 th St	NB		456	1,236	943	0.48	1.31	Pass	Pass
		SB		1,107	723		1.17	0.77	Pass	Pass
SE 32nd Way/Street - Issaquah-Beaver Lake Road Corridor				EB	WB		0.34	0.62	Pass	Pass
				WB			0.51	0.44	Pass	Pass
34	SE 32 nd Way, Issaquah-Pine Lk Rd – 235 th Place SE	EB		255	524	749	0.34	0.70	Pass	Pass
		WB		458	363		0.61	0.49	Pass	Pass
35	SE 32 nd Way, 235 th Place SE – 244 th Ave SE	EB		228	449	705	0.32	0.64	Pass	Pass
		WB		326	281		0.46	0.40	Pass	Pass
36	SE 32 nd Way, 244 th Ave SE – E Beaver Lake Dr SE	EB		286	479	705	0.41	0.68	Pass	Pass
		WB		401	365		0.57	0.52	Pass	Pass
37	Issaquah-Beaver Lk Rd, E Beaver Lk Dr – SE Duthie Hill Rd	EB		242	298	881	0.27	0.34	Pass	Pass
		WB		274	295		0.31	0.34	Pass	Pass
Issaquah-Fall City Road Corridor				NB/EB	SB/WB		0.25	0.83	Pass	Pass
				SB/WB			0.79	0.44	Pass	Pass
38	SE Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245 th Pl SE ³	EB		532	1,494	1,772	0.30	0.84	Pass	Pass
		WB		1,353	787		0.76	0.44	Pass	Pass
39	SE Issaquah-Fall City Rd, 245 th Ave SE - Klahanie Dr SE	EB		147	1,385	1,861	0.08	0.74	Pass	Pass
		WB		1,430	721		0.77	0.39	Pass	Pass
40	SE Issaquah-Fall City Rd, Klahanie Dr SE - SE Duthie Hill Rd	EB		237	951	925	0.26	1.03	Pass	Pass
		WB		795	528		0.86	0.57	Pass	Pass
41	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd ⁶	NB		211	585	881	0.24	0.66	Pass	Pass
		SB		693	287		0.79	0.33	Pass	Pass
Duthie Hill Road Corridor				NB/EB	SB/WB		0.34	1.02	Pass	Pass
				SB/WB			0.96	0.66	Pass	Pass
42	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266 th Ave SE	NB		271	839	725	0.37	1.16	Pass	Pass
		SB		794	544		1.09	0.75	Pass	Pass
43	SE Duthie Hill Rd, 266 th Ave SE – Trossachs Blvd SE ⁶	EB		278	787	906	0.31	0.87	Pass	Pass
		WB		733	520		0.81	0.57	Pass	Pass

Notes

Corridor V/C ratios are volume weighted.

* ELSP corridors are shown for information purposes only as they are excluded from concurrency.

¹ A portion of this segment is 30 MPH.

² PM Peak Hour in Sammamish is 4:45-5:45 PM. 15 minute segment count not available, 5-6PM used.

³ A portion of this segment is 35 MPH.

⁴ 228th/IPLR: No FYA; 228th/SE 24th: No FYA during peak hours; 228th/SE 20th: FYA. Since the FYA is not in operation during peak hours for the majority of the major intersections, the segment overall doesn't experience increased capacity due to FYAs during peak hours.

⁵ This segment transitions from a wider cross-section to two lanes, the narrower section was used.

⁶ Segment is partially outside of Sammamish City Limits.

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Attachment B: HCM, 6th Edition Table 16-16⁴

K-Factor	D-Factor	Daily Service Volume by Lanes, LOS, and Speed (1,000 veh/day)														
		Two-Lane Streets					Four-Lane Streets					Six-Lane Streets				
		LOS	B	C	D	E	LOS	B	C	D	E	LOS	B	C	D	E
<i>Posted Speed = 30 mi/h</i>																
0.09	0.55	NA	1.7	11.8	17.8	NA	2.2	24.7	35.8	NA	2.6	38.7	54.0			
	0.60	NA	1.6	10.8	16.4	NA	2.0	22.7	32.8	NA	2.4	35.6	49.5			
0.10	0.55	NA	1.6	10.7	16.1	NA	2.0	22.3	32.2	NA	2.4	34.9	48.6			
	0.60	NA	1.4	9.8	14.7	NA	1.8	20.4	29.5	NA	2.2	32.0	44.5			
0.11	0.55	NA	1.4	9.7	14.6	NA	1.8	20.3	29.3	NA	2.1	31.7	44.1			
	0.60	NA	1.3	8.9	13.4	NA	1.7	18.6	26.9	NA	2.0	29.1	40.5			
<i>Posted Speed = 45 mi/h</i>																
0.09	0.55	NA	7.7	15.9	18.3	NA	16.5	33.6	36.8	NA	25.4	51.7	55.3			
	0.60	NA	7.1	14.5	16.8	NA	15.1	30.8	33.7	NA	23.4	47.4	50.7			
0.10	0.55	NA	7.0	14.3	16.5	NA	14.9	30.2	33.1	NA	23.0	46.5	49.7			
	0.60	NA	6.4	13.1	15.1	NA	13.6	27.7	30.3	NA	21.0	42.7	45.6			
0.11	0.55	NA	6.3	13.0	15.0	NA	13.5	27.5	30.1	NA	20.9	42.3	45.2			
	0.60	NA	5.8	11.9	13.8	NA	12.4	25.2	27.6	NA	19.1	38.8	41.5			

Notes: NA = not applicable; LOS cannot be achieved with the stated assumptions.
 General assumptions include no roundabouts or all-way stop-controlled intersections along the facility; coordinated, semiactuated traffic signals; Arrival Type 4; 120-s cycle time; protected left-turn phases; 0.45 weighted average *g/C* ratio; exclusive left-turn lanes with adequate queue storage provided at traffic signals; no exclusive right-turn lanes provided; no restrictive median; 2-mi facility length; 10% of traffic turns left and 10% turns right at each traffic signal; peak hour factor = 0.92; and base saturation flow rate = 1,900 pc/h/ln.
 Additional assumptions for 30-mi/h facilities: signal spacing = 1,050 ft and 20 access points/mi.
 Additional assumptions for 45-mi/h facilities: signal spacing = 1,500 ft and 10 access points/mi.

K-Factor = Proportion of the annual avg daily traffic occurring in the analysis period.

D-Factor = Density of vehicles/hr

For the purposes of these calculations, base HCM peak hour directional capacities are based on the number of lanes and the roadway's posted speed limit. If a roadway's posted speed limit is under 45 miles per hour, the capacities from the "Posted Speed = 30 mi/h" section of the table is used. If the roadway's posted speed limit is 45 miles per hour or greater, the "Posted Speed = 45 mi/h" section is applied. To translate daily two-way service volumes capacities to peak hour direction service volume capacities, the daily service volumes provided for K-Factor of 0.09 and D-Factor of 0.55 are applied and then multiplied by 0.09 (K-Factor) and 0.55 (D-Factor). However, because the hourly flow rates are based on lanes and posted vehicle speeds, there is very little difference in which K- and D-Factors are applied, so long as they are applied consistently.

⁴ Highway Capacity Manual, 6th Edition Generalized Daily Service Volumes for Urban Street Facilities

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For example, a two-way roadway with a posted speed of 30 miles per hour has the same hourly capacity no matter which K- and D-factor are applied:

17,800 vehicles per day * .09 K-Factor *.55 D-Factor = 881 vehicles per hour per direction.

16,400 vehicles per day * .09 K-Factor *.60 D-Factor = 885 vehicles per hour per direction.

16,100 vehicles per day * .10 K-Factor *.55 D-Factor = 886 vehicles per hour per direction.

14,700 vehicles per day * .10 K-Factor *.60 D-Factor = 882 vehicles per hour per direction.

14,600 vehicles per day * .11 K-Factor *.55 D-Factor = 883 vehicles per hour per direction.

13,400 vehicles per day * .11 K-Factor *.60 D-Factor = 884 vehicles per hour per direction.



ATTACHMENT C: FDOT PEAK DIRECTIONAL VOLUMES FOR URBANIZED AREAS

INTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS					
Class I (40 mph or higher posted speed limit)					
Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**
Class II (35 mph or slower posted speed limit)					
Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420
Non-State Signalized Roadway Adjustments					
(Alter corresponding state volumes by the indicated percent.)					
Non-State Signalized Roadways - 10%					
Median & Turn Lane Adjustments					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors	
1	Divided	Yes	No	+5%	
1	Undivided	No	No	-20%	
Multi	Undivided	Yes	No	-5%	
Multi	Undivided	No	No	-25%	
-	-	-	Yes	+5%	
One-Way Facility Adjustment					
Multiply the corresponding directional volumes in this table by 1.2					

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Chapter 14A.05
DEFINITIONS

14A.05.010 Definitions.

The following words and terms are defined pursuant to RCW 82.02.090 and shall have the following meanings for the purposes of this title, unless the context clearly requires otherwise. The following words, terms, and definitions shall apply to all portions of this title, except as specifically superseded by definitions set forth elsewhere in this title.

“Concurrency test” means the determination of an applicant’s impact on transportation facilities by the comparison of the City’s adopted level of service standards to the projected level of service at intersections or road corridors, or road segments with the proposed development.

...

“Level of service standards” means the City’s defined performance standards for its adopted concurrency intersections, road corridors, and road segments, as defined in SMC 14A.10.050.

Chapter 14A.10
CONCURRENCY

14A.10.010 Concurrency requirement.

(1) In accordance with RCW 36.70A.070(6)(b), the City must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards defined in SMC 14A.10.050, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of the City’s concurrency requirement, “concurrent with the development” shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(2) The City shall not issue a development permit until:

- (a) A certificate of concurrency has been issued; or
- (b) The applicant has executed a concurrency test deferral affidavit where specifically allowed; or
- (c) The applicant has been determined to be exempt from the concurrency test as provided in SMC 14A.10.030(1).

14A.10.020 Application for certificate of concurrency.

(1) Each applicant requesting a comprehensive plan site-specific land use map amendment or zone reclassification, except as provided in SMC 14A.10.030(1), shall elect one of the following options:

- (a) Apply for a certificate of concurrency; or
- (b) Execute a concurrency test deferral affidavit.

(2) Each applicant for a planned action, subdivision (including a preliminary plat, short plat, or binding site plan and revisions or alterations which increase the number of dwelling units or trip generation), mobile home park, unified zone development plan, conditional use permit, or site development permit shall apply for a certificate of concurrency, unless a certificate has been issued for the same parcel in conjunction with a comprehensive plan site-specific land use map amendment or zone reclassification, or except as provided in SMC 14A.10.030(1).

(3) Each applicant for a building permit or certificate of occupancy for a change in use shall apply for a certificate of concurrency, unless a certificate has been issued for the same parcel in conjunction with subsections (1) or (2) of

this section, or except as provided in SMC 14A.10.030(1).

(4) Each applicant filing under subsection (1) and (2) of this section shall contact the department to schedule a preapplication conference as defined in SMC 20.05.030 and 14A.05.010, that shall be held prior to filing an application for a certificate of concurrency. The Director may waive the requirement for a preapplication conference if it is determined to be unnecessary for review of an application.

(5) Applicants for a certificate of concurrency may designate the density and intensity of development to be tested for concurrency, provided such density and intensity shall not exceed the maximum allowed for the parcel. If the applicant designates the density and intensity of development, the concurrency test will be based on and applicable to only the applicant's designated density and intensity. If the applicant does not designate density and intensity, the concurrency test will be based on the maximum allowable density and intensity.

14A.10.030 Exemptions from concurrency test.

(1) The following developments are exempt from this chapter, and applicants may submit applications, obtain development permits and commence development without a certificate of concurrency:

(a) Any development permit for the following development because it creates insignificant and/or temporary additional impacts on any public facility:

(i) Right-of-way use;

(ii) Street improvements, including new streets constructed by the City of Sammamish;

(iii) Street use permits;

(iv) Utility facilities which do not impact public facilities, such as pump stations, transmission or collection systems, and reservoirs;

(v) Expansion of an existing nonresidential structure that results in the addition of 100 square feet or less of gross floor area and does not add residential units or accessory dwelling units as defined in SMC 21A.15.345 to 21A.15.370;

(vi) Expansion of a residential structure provided the expansion does not result in the creation of an additional dwelling unit or accessory dwelling unit as defined in SMC 21A.15.345 to 21A.15.370;

(vii) Miscellaneous non-traffic generating improvements, including, but not limited to, fences, walls, swimming pools, sheds, and signs;

(viii) Demolition or moving of a structure; or

(ix) Tenant improvements that do not generate additional trips.

14A.10.040 Concurrency test.

(1) The City shall perform a concurrency test for each application for a certificate of concurrency. The public works director, or his/her designee, shall use the following methods to conduct the concurrency test:

(a) For individual single-family residential building permit applications on existing lots, or other land use permits that generate less than 10 trips during an individual peak hour, the City will run a concurrency test after permit applications have been received that collectively result in 10 or more trips during an individual peak hour; provided, however, that a concurrency certificate can be issued without conducting the concurrency test when fewer than 10 accumulated trips have been generated since the last concurrency test. The City may run the concurrency test when less than 10 accumulated trips have been generated since the last test when there are existing public transportation facility circumstances that necessitate the concurrency test be performed in the order received for single-family residential building permit applications on existing lots.

(b) For all other development, review of each application as received in subsection (4).

(2) If the impact of the development does not cause the level of service to decline below the standards set forth in

SMC 14A.10.050, the concurrency test is passed, and the applicant shall receive a certificate of concurrency.

(3) If the impact of the development will cause the level of service to decline below the standards set forth in SMC 14A.10.050, the concurrency test is not passed, and the applicant may select one of the following options:

(a) Accept a 90-day reservation of public facilities that are available, and within the same 90-day period amend the application to meet the level of service standard set forth in SMC 14A.10.050, or

(b) Appeal the denial of the application for a certificate of concurrency, pursuant to the provisions of SMC 14A.10.080; or

(c) Arrange to provide for public facilities that are not otherwise available and that cause the level of service to rise to the standards set forth in SMC 14A.10.050.

(4) The City shall conduct the concurrency test, as needed, in the order that completed applications are received and proposed trip generation estimates are approved by the City.

(5) A concurrency test, and any resulting certificate of concurrency, shall be administrative actions of the City that are categorically exempt from the State Environmental Policy Act.

14A.10.050 Level of service standards.

(1) In conducting the concurrency test in accord with Chapter 14A.10 SMC, the intersection LOS standards adopted in the Transportation Element of the Comprehensive Plan are LOS D for intersections that include principal arterials and LOS C for intersections that include minor arterials or collector arterials. The LOS for intersections with principal arterials may be reduced to E for intersections that require more than three approach lanes in any direction. The intersection standards shall be applied to both the morning and afternoon peak hours. The LOS standard for the higher road classification shall be the standard applied.

(2) In conducting the concurrency test in accord with Chapter 14A.10 SMC, the road corridor and segment LOS standards are volume to capacity ratio of up to and including 1.1 for corridors and 1.4 for segments, respectively, for the City's principal and minor arterials. The roadway standards shall be applied per the City's traffic model's AM and PM peak hours in each direction. The 2016 and 2024 corridor and segment capacities and LOS standards are shown in Figure 1. The capacity was calculated by modifying the Highway Capacity Manual, 6th Edition methodology as described in the *Measuring Concurrency for Segments and Corridors: HCM 6th Edition, Modified* memo, dated November 16, 2018 by Kendra Breiland and Bianca Popescu, Fehr & Peers.

Figure 1: 2016 HCM Modified Methodology

Segment*	Direction	AM Volume	PM Volume	Capacities	AM V/C		PM V/C		Corridor ≤ 1.1 Segment ≤ 1.4		
					2016 HCM Mod	2016 HCM Mod	2016 HCM Mod	2016 HCM Mod	AM	PM	
					East Lake Sammamish Parkway North Corridor		NB			1.52	0.78
		SB			0.44	1.55	Pass	Fail			
1	E Lk Sammamish Pkwy, City limits - 196th Ave NE (Weber Pl) ¹	NB	1,145	586	705	1.62	0.83	Fail	Pass		
		SB	365	1,238		0.52	1.76	Pass	Fail		
2	E Lk Sammamish Pkwy, 196th Ave NE - NE 26th Pl	NB	1,198	614	705	1.70	0.87	Fail	Pass		
		SB	309	1,167		0.44	1.65	Pass	Fail		
3	E Lk Sammamish Pkwy, NE 26th Pl - NE Inglewood Hill Rd	NB	1,202	623	969	1.24	0.64	Pass	Pass		
		SB	358	1,209		0.37	1.25	Pass	Pass		
East Lake Sammamish Parkway Central Corridor		NB				0.61	0.65	Pass	Pass		
		SB				0.47	0.77	Pass	Pass		
4	E Lk Sammamish Pkwy, Inglewood Hill Rd - Louis Thompson Rd	NB	649	529	925	0.70	0.57	Pass	Pass		
		SB	363	759		0.39	0.82	Pass	Pass		
5	E Lk Sammamish Pkwy, Louis Thompson Rd NE - SE 8th St	NB	385	454	705	0.55	0.64	Pass	Pass		
		SB	335	546		0.48	0.77	Pass	Pass		
6	E Lk Sammamish Pkwy, SE 8th St - SE 24th Way	NB	345	523	705	0.49	0.74	Pass	Pass		
		SB	378	494		0.54	0.70	Pass	Pass		

East Lake Sammamish Parkway South Corridor				NB			0.53	1.02	Pass	Pass
				SB			0.87	0.80	Pass	Pass
7	E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE		705	NB	331	545	0.47	0.77	Pass	Pass
				SB	450	545	0.64	0.77	Pass	Pass
8	E Lk Sammamish Pkwy, 212th Ave SE – South City Limit		749	NB	429	881	0.57	1.18	Pass	Pass
				SB	750	620	1.00	0.83	Pass	Pass
Sahalee Way–228th Avenue North Corridor				NB			1.12	0.67	Fail	Pass
				SB			0.56	1.03	Pass	Pass
9	Sahalee Way/228th Ave NE, City Limit – NE 37th Way		951	NB	1,256	573	1.32	0.60	Pass	Pass
				SB	471	1,102	0.50	1.16	Pass	Pass
10	Sahalee Way/228th Ave NE, NE 37th Way - NE 36th St ²		906	NB	1,043	547	1.15	0.60	Pass	Pass
				SB	474	989	0.52	1.09	Pass	Pass
11	Sahalee Way/228th Ave NE, NE 36th St - 223rd Ave NE ²		906	NB	1,023	531	1.13	0.59	Pass	Pass
				SB	457	947	0.50	1.04	Pass	Pass
12	Sahalee Way/228th Ave NE, 223rd Ave NE – NE 25th Way		906	NB	950	545	1.05	0.60	Pass	Pass
				SB	450	840	0.50	0.93	Pass	Pass
13	228th Ave, NE 25th Way – NE 12th Pl ³		906	NB	711	790	0.78	0.87	Pass	Pass
				SB	660	796	0.73	0.88	Pass	Pass
228th Avenue Central Corridor				NB			0.54	0.68	Pass	Pass
				SB			0.58	0.66	Pass	Pass
14	228th Ave, NE 12th Pl – NE 8th St/Inglewood Hill Rd		969	NB	727	894	0.75	0.92	Pass	Pass
				SB	807	870	0.83	0.90	Pass	Pass
15	228th Ave, NE 8th St/Inglewood Hill Rd – Main St		1,861	NB	808	1,058	0.43	0.57	Pass	Pass
				SB	1,024	1,052	0.55	0.57	Pass	Pass
16	228th Ave, Main St - SE 8th St ⁴		1,861	NB	923	1,085	0.50	0.58	Pass	Pass
				SB	820	1,148	0.44	0.62	Pass	Pass
17	228th Ave, SE 8th St – SE 10th St		1,861	NB	854	1,209	0.46	0.65	Pass	Pass
				SB	954	1,078	0.51	0.58	Pass	Pass
18	228th Ave, Se 10th St – SE 20 th St		1,861	NB	1,086	1,303	0.58	0.70	Pass	Pass
				SB	1,087	1,233	0.58	0.66	Pass	Pass
228th Avenue South Corridor				NB			0.55	0.83	Pass	Pass
				SB			0.70	0.66	Pass	Pass
19	228th Ave, SE 20th St – Issaquah Pine Lake Rd SE		1,949	NB	1,128	1,426	0.58	0.73	Pass	Pass
				SB	1,136	1,341	0.58	0.69	Pass	Pass
20	228th Ave, Issaquah Pine Lake Rd SE – SE 43rd Way		969	NB	454	953	0.47	0.98	Pass	Pass
				SB	827	565	0.85	0.58	Pass	Pass
244th Avenue North Corridor				NB			0.39	0.40	Pass	Pass
				SB			0.48	0.42	Pass	Pass
21	244th Ave NE, NE 30th Pl - NE 20th St		705	NB	295	293	0.42	0.42	Pass	Pass
				SB	313	320	0.44	0.45	Pass	Pass
22	244th Ave NE, NE 20th St - NE 8th St		705	NB	320	334	0.45	0.47	Pass	Pass
				SB	467	350	0.66	0.50	Pass	Pass
23	244th Ave NE, NE 8th St – E Main St		925	NB	369	306	0.40	0.33	Pass	Pass
				SB	295	375	0.32	0.41	Pass	Pass
24	244th Ave NE/SE, E Main St - SE 8th St		881	NB	189	342	0.21	0.39	Pass	Pass
				SB	371	291	0.42	0.33	Pass	Pass
NE Inglewood Hill Road Corridor				EB			0.31	0.79	Pass	Pass
				WB			0.77	0.39	Pass	Pass
25	NE Inglewood Hill Rd, E Lk Sammamish Pkwy – 216th Ave		705	EB	180	678	0.25	0.96	Pass	Pass
				WB	681	288	0.97	0.41	Pass	Pass
26	NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE ⁴		969	EB	334	560	0.34	0.58	Pass	Pass
				WB	480	364	0.50	0.38	Pass	Pass
NE 8th Street Corridor				EB			0.35	0.52	Pass	Pass
				WB			0.46	0.34	Pass	Pass
27	NE 8 th St, 228 th Ave NE – 235 th Ave NE		969	EB	385	554	0.40	0.57	Pass	Pass
				WB	461	344	0.48	0.36	Pass	Pass
28	NE 8 th St, 235 th Ave NE – 244 th Ave NE		881	EB	228	393	0.26	0.45	Pass	Pass
				WB	384	288	0.44	0.33	Pass	Pass
SE 8th Street Corridor				EB			0.28	0.40	Pass	Pass
				WB			0.63	0.32	Pass	Pass
29	SE 8 th St, 228 th Ave SE – 244 th Ave SE		925	EB	257	372	0.28	0.40	Pass	Pass
				WB	585	292	0.63	0.32	Pass	Pass
Issaquah-Pine Lake Road Corridor				EB/SB			0.97	0.83	Pass	Pass
				WB/NB			0.54	1.06	Pass	Pass
30	Issaquah-Pine Lk Rd, 228 th Ave SE - SE 32 nd Way ³		969	EB	467	802	0.48	0.83	Pass	Pass
				WB	589	613	0.61	0.63	Pass	Pass
31	Issaquah-Pine Lk Rd, SE 32 nd Way - SE Klahanie Blvd		881	NB	505	747	0.57	0.85	Pass	Pass
				SB	610	754	0.69	0.86	Pass	Pass
32	Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 46 th St		881	NB	391	990	0.44	1.12	Pass	Pass
				SB	979	742	1.11	0.84	Pass	Pass
33	Issaquah-Pine Lk Rd, SE 46th St - SE 48th St		881	NB	444	1,207	0.50	1.37	Pass	Pass
				SB	1,078	717	1.22	0.81	Pass	Pass

SE 32nd Way/Street - Issaquah-Beaver Lake Road Corridor				EB		0.25	0.56	Pass	Pass
				WB		0.46	0.41	Pass	Pass
34	SE 32 nd Way, Issaquah-Pine Lk Rd – 235 th Place SE	EB	178	475	705	0.25	0.67	Pass	Pass
		WB	390	329		0.55	0.47	Pass	Pass
35	SE 32 nd Way, 235 th Place SE – 244 th Ave SE	EB	173	381	705	0.25	0.54	Pass	Pass
		WB	285	264		0.40	0.37	Pass	Pass
36	SE 32 nd Way, 244 th Ave SE – E Beaver Lake Dr SE	EB	216	439	705	0.31	0.62	Pass	Pass
		WB	364	333		0.52	0.47	Pass	Pass
37	Issaquah-Beaver Lk Rd, E Beaver Lk Dr – SE Duthie Hill Rd	EB	171	282	881	0.19	0.32	Pass	Pass
		WB	257	285		0.29	0.32	Pass	Pass
Issaquah-Fall City Road Corridor				NB/EB		0.26	0.91	Pass	Pass
				SB/WB		0.94	0.54	Pass	Pass
38	SE Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245 th Pl SE ⁶	EB	532	1,271	1,772	0.30	0.72	Pass	Pass
		WB	1,186	744		0.67	0.42	Pass	Pass
39	SE Issaquah-Fall City Rd, 245 th Ave SE - Klahanie Dr SE	EB	149	1,160	881	0.17	1.32	Pass	Pass
		WB	1,263	669		1.43	0.76	Fail	Pass
40	SE Issaquah-Fall City Rd, Klahanie Dr SE - SE Duthie Hill Rd	EB	237	746	881	0.27	0.85	Pass	Pass
		WB	653	488		0.74	0.55	Pass	Pass
41	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd ⁶	NB	203	521	881	0.23	0.59	Pass	Pass
		SB	599	264		0.68	0.30	Pass	Pass
Duthie Hill Road Corridor				NB/EB		0.32	0.93	Pass	Pass
				SB/WB		0.90	0.63	Pass	Pass
42	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266 th Ave SE	NB	254	769	725	0.35	1.06	Pass	Pass
		SB	745	520		1.03	0.72	Pass	Pass
43	SE Duthie Hill Rd, 266 th Ave SE – Trossachs Blvd SE ⁶	EB	262	713	906	0.29	0.79	Pass	Pass

Notes

Corridor V/C ratios are volume weighted.

* ELSP corridors are shown for information purposes only as they are excluded from concurrency.

¹ A portion of this segment is 30 MPH.

² PM Peak Hour in Sammamish is 4:45-5:45 PM. 15 minute segment count not available, 5-6PM used.

³ A portion of this segment is 35 MPH.

⁴ 2016 count was not available, 2017 count used.

⁵ This segment transitions from a wider cross-section to two lanes, the narrower section

⁶ Segment is partially outside of Sammamish City Limits.

2024 HCM Modified Methodology									
Segment*		AM Volume	PM Volume	Capacities	AM V/C	PM V/C	AM	PM	
East Lake Sammamish Parkway North Corridor		NB			1.52	0.82	Fail	Pass	
		SB			0.54	1.61	Pass	Fail	
1	E Lk Sammamish Pkwy, City limits - 196th Ave NE (Weber Pl) ¹	NB	1,144	611	705	1.62	0.87	Fail	Pass
		SB	442	1,285		0.63	1.82	Pass	Fail
2	E Lk Sammamish Pkwy, 196th Ave NE - NE 26th Pl	NB	1,198	642	705	1.70	0.91	Fail	Pass
		SB	385	1,215		0.55	1.72	Pass	Fail
3	E Lk Sammamish Pkwy, NE 26th Pl - NE Inglewood Hill Rd	NB	1,201	653	969	1.24	0.67	Pass	Pass
		SB	433	1,258		0.45	1.30	Pass	Pass
East Lake Sammamish Parkway Central Corridor		NB			0.63	0.67	Pass	Pass	
		SB			0.50	0.78	Pass	Pass	
4	E Lk Sammamish Pkwy, Inglewood Hill Rd – Louis Thompson Rd	NB	678	541	943	0.72	0.57	Pass	Pass
		SB	383	762		0.41	0.81	Pass	Pass
5	E Lk Sammamish Pkwy, Louis Thompson Rd NE – SE 8th St	NB	415	475	705	0.59	0.67	Pass	Pass
		SB	361	557		0.51	0.79	Pass	Pass
6	E Lk Sammamish Pkwy, SE 8th St – SE 24th Way	NB	374	541	705	0.53	0.77	Pass	Pass
		SB	404	501		0.57	0.71	Pass	Pass
East Lake Sammamish Parkway South Corridor		NB			0.52	0.99	Pass	Pass	
		SB			0.85	0.72	Pass	Pass	
7	E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE	NB	362	567	881	0.41	0.64	Pass	Pass
		SB	487	546		0.55	0.62	Pass	Pass
8	E Lk Sammamish Pkwy, 212th Ave SE – South City Limit	NB	451	904	749	0.60	1.21	Pass	Pass
		SB	781	610		1.04	0.81	Pass	Pass
Sahalee Way–228th Avenue North Corridor		NB			1.16	0.66	Fail	Pass	
		SB			0.55	1.05	Pass	Pass	
9	Sahalee Way/228th Ave NE, City Limit – NE 37th Way	NB	1,382	582	1,015	1.36	0.57	Pass	Pass
		SB	485	1,178		0.48	1.16	Pass	Pass
10	Sahalee Way/228th Ave NE, NE 37th Way - NE 36th St ²	NB	1,164	571	969	1.20	0.59	Pass	Pass
		SB	495	1,071		0.51	1.11	Pass	Pass
11	Sahalee Way/228th Ave NE, NE 36th St - 223rd Ave NE ²	NB	1,139	561	969	1.18	0.58	Pass	Pass
		SB	474	1,033		0.49	1.07	Pass	Pass
12	Sahalee Way/228th Ave NE, 223rd Ave NE – NE 25th Way	NB	1,047	585	969	1.08	0.60	Pass	Pass
		SB	470	911		0.49	0.94	Pass	Pass
13	228th Ave, NE 25th Way – NE 12th Pl ³	NB	810	836	969	0.84	0.86	Pass	Pass
		SB	683	872		0.71	0.90	Pass	Pass

				NB	SB		0.58	0.71	Pass	Pass
228th Avenue Central Corridor							0.59	0.70	Pass	Pass
14	228th Ave, NE 12th Pl – NE 8th St/Inglewood Hill Rd	NB	825	937	987	0.84	0.95	Pass	Pass	
		SB	858	924		0.87	0.94	Pass	Pass	
15	228th Ave, NE 8th St/Inglewood Hill Rd – Main St	NB	884	1,099	1,896	0.47	0.58	Pass	Pass	
		SB	973	1,124		0.51	0.59	Pass	Pass	
16	228th Ave, Main St – SE 8th St	NB	984	1,159	1,896	0.52	0.61	Pass	Pass	
		SB	788	1,237		0.42	0.65	Pass	Pass	
17	228th Ave, SE 8th St – SE 10th St	NB	948	1,344	1,896	0.50	0.71	Pass	Pass	
		SB	1,032	1,249		0.54	0.66	Pass	Pass	
18	228th Ave, Se 10th St – SE 20 th St	NB	1,127	1,408	1,896	0.59	0.74	Pass	Pass	
		SB	1,130	1,350		0.60	0.71	Pass	Pass	
228th Avenue South Corridor							0.59	0.87	Pass	Pass
							0.73	0.70	Pass	Pass
19	228th Ave, SE 20th St – Issaquah Pine Lake Rd SE ⁴	NB	1,190	1,504	1,949	0.61	0.77	Pass	Pass	
		SB	1,203	1,424		0.62	0.73	Pass	Pass	
20	228th Ave, Issaquah Pine Lake Rd SE – SE 43rd Way	NB	526	997	969	0.54	1.03	Pass	Pass	
		SB	861	608		0.89	0.63	Pass	Pass	
244th Avenue North Corridor							0.35	0.39	Pass	Pass
							0.43	0.40	Pass	Pass
21	244th Ave NE, NE 30th Pl - NE 20th St	NB	303	332	881	0.34	0.38	Pass	Pass	
		SB	318	351		0.36	0.40	Pass	Pass	
22	244th Ave NE, NE 20th St - NE 8th St	NB	330	374	881	0.37	0.42	Pass	Pass	
		SB	474	382		0.54	0.43	Pass	Pass	
23	244th Ave NE, NE 8th St – E Main St	NB	370	320	925	0.40	0.35	Pass	Pass	
		SB	298	375		0.32	0.41	Pass	Pass	
24	244th Ave NE/SE, E Main St - SE 8th St	NB	195	368	881	0.22	0.42	Pass	Pass	
		SB	391	299		0.44	0.34	Pass	Pass	
NE Inglewood Hill Road Corridor							0.28	0.83	Pass	Pass
							0.74	0.39	Pass	Pass
25	NE Inglewood Hill Rd, E Lk Sammamish Pkwy – 216th Ave	EB	236	734	705	0.33	1.04	Pass	Pass	
		WB	654	320		0.93	0.45	Pass	Pass	
26	NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE	EB	227	554	1,013	0.22	0.55	Pass	Pass	
		WB	479	335		0.47	0.33	Pass	Pass	
NE 8th Street Corridor							0.32	0.52	Pass	Pass
							0.44	0.36	Pass	Pass
27	NE 8 th St, 228 th Ave NE – 235 th Ave NE	EB	375	585	1,013	0.37	0.58	Pass	Pass	
		WB	470	373		0.46	0.37	Pass	Pass	
28	NE 8 th St, 235 th Ave NE – 244 th Ave NE	EB	230	415	925	0.25	0.45	Pass	Pass	
		WB	385	316		0.42	0.34	Pass	Pass	
SE 8th Street Corridor							0.28	0.43	Pass	Pass
							0.65	0.33	Pass	Pass
29	SE 8 th St, 228 th Ave SE – 244 th Ave SE	EB	256	396	925	0.28	0.43	Pass	Pass	
		WB	600	304		0.65	0.33	Pass	Pass	
Issaquah-Pine Lake Road Corridor							0.94	0.80	Pass	Pass
							0.50	1.02	Pass	Pass
30	Issaquah-Pine Lk Rd, 228 th Ave SE - SE 32 nd Way ⁷	EB	422	845	987	0.43	0.86	Pass	Pass	
		WB	509	629		0.52	0.64	Pass	Pass	
31	Issaquah-Pine Lk Rd, SE 32 nd Way - SE Klahanie Blvd	NB	540	778	987	0.55	0.79	Pass	Pass	
		SB	682	782		0.69	0.79	Pass	Pass	
32	Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 46 th St	NB	408	1,020	943	0.43	1.08	Pass	Pass	
		SB	1,015	751		1.08	0.80	Pass	Pass	
33	Issaquah-Pine Lk Rd, SE 46th St - SE 48th St	NB	456	1,236	943	0.48	1.31	Pass	Pass	
		SB	1,107	723		1.17	0.77	Pass	Pass	
SE 32nd Way/Street - Issaquah-Beaver Lake Road Corridor							0.34	0.62	Pass	Pass
							0.51	0.44	Pass	Pass
34	SE 32 nd Way, Issaquah-Pine Lk Rd – 235 th Place SE	EB	255	524	749	0.34	0.70	Pass	Pass	
		WB	458	363		0.61	0.49	Pass	Pass	
35	SE 32 nd Way, 235 th Place SE – 244 th Ave SE	EB	228	449	705	0.32	0.64	Pass	Pass	
		WB	326	281		0.46	0.40	Pass	Pass	
36	SE 32 nd Way, 244 th Ave SE – E Beaver Lake Dr SE	EB	286	479	705	0.41	0.68	Pass	Pass	
		WB	401	365		0.57	0.52	Pass	Pass	
37	Issaquah-Beaver Lk Rd, E Beaver Lk Dr – SE Duthie Hill Rd	EB	242	298	881	0.27	0.34	Pass	Pass	
		WB	274	295		0.31	0.34	Pass	Pass	
Issaquah-Fall City Road Corridor							0.25	0.83	Pass	Pass
							0.79	0.44	Pass	Pass
38	SE Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245 th Pl SE ³	EB	532	1,494	1,772	0.30	0.84	Pass	Pass	
		WB	1,353	787		0.76	0.44	Pass	Pass	
39	SE Issaquah-Fall City Rd, 245th Ave SE - Klahanie Dr SE	EB	147	1,385	1,861	0.08	0.74	Pass	Pass	
		WB	1,430	721		0.77	0.39	Pass	Pass	
40	SE Issaquah-Fall City Rd, Klahanie Dr SE - SE Duthie Hill Rd	EB	237	951	925	0.26	1.03	Pass	Pass	
		WB	795	528		0.86	0.57	Pass	Pass	
41	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd ⁸	NB	211	585	881	0.24	0.66	Pass	Pass	
		SB	693	287		0.79	0.33	Pass	Pass	

Duthie Hill Road Corridor		NB/EB		0.34	1.02	Pass	Pass		
		SB/WB		0.96	0.66	Pass	Pass		
42	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266th Ave SE	NB	271	839	725	0.37	1.16	Pass	Pass
		SB	794	544		1.09	0.75	Pass	Pass
43	SE Duthie Hill Rd, 266th Ave SE – Trossachs Blvd SE ⁶	EB	278	787	906	0.31	0.87	Pass	Pass
		WB	733	520		0.81	0.57	Pass	Pass

Notes

Corridor V/C ratios are volume weighted.

* ELSP corridors are shown for information purposes only as they are excluded from concurrency.

¹ A portion of this segment is 30 MPH.

² PM Peak Hour in Sammamish is 4:45-5:45 PM. 15 minute segment count not available, 5-6PM used.

³ A portion of this segment is 35 MPH.

⁴ 228th/IPLR: No FYA; 228th/SE 24th: No FYA during peak hours; 228th/SE 20th: FYA. Since the FYA is not in operation during peak hours for the majority of the major intersections, the segment overall doesn't experience increased capacity due to FYAs during peak hours.

⁵ This segment transitions from a wider cross-section to two lanes, the narrower section was used.

⁶ Segment is partially outside of Sammamish City Limits.

(3) In conducting the concurrency test in accord with Chapter 14A.10., the City shall apply the level of service standards for the concurrency intersections as designated in SMC 14A.10.010(1) and for the concurrency corridors and segments in SMC 14A.10.050(2). If any intersection, corridor or segment operates at or better than the level of service standards, the concurrency certificate shall be granted. If any concurrency intersection, corridor or segment operate worse than the level of service standards, the concurrency certificate will be denied, or the applicant may select one of the options described in SMC 14A.10.040(3).

(4) In conducting the concurrency test, the City shall find that the impact of development occurs, and therefore the level of service standards for intersections, corridors and segments shall be achieved and maintained, no later than six years from the date of the development.

(5) In the event that the applicant is required to construct a public facility, the development cannot be occupied until the public facility is completed, or the applicant provides the City with a performance bond that is acceptable to the City.

(6) The City shall determine which additional public facilities are needed to be included in the Capital Facilities Plan Element of the Comprehensive Plan to achieve the adopted level of service standards. Such additional public facilities shall be underwritten by a financial commitment.

**Chapter 21A.15
TECHNICAL TERMS AND LAND USE DEFINITIONS**

21A.15.685 Level of service (LOS), traffic.

“Level of service (LOS), traffic” means the City’s defined performance standards for its adopted concurrency intersections, road corridors, and road segments, as defined in the City’s Comprehensive Plan and development regulations.



Planning Commission

801 228th Avenue SE ■ Sammamish, WA 98075 ■ phone: 425-295-0500 ■ fax: 295-295-0600 ■ web: www.sammamish.us

Date: March 28, 2019
To: Mayor Malchow and the Sammamish City Council
From: Mark Baughman, Planning Commission Chair
 Eric Brooks, Planning Commission Vice Chair
Re: Planning Commission Recommendation on Development Regulation Amendments –
 Chapters 14A.05, 14A.10 and 21A.15 SMC

On November 20, 2018, City Council adopted Ordinance O2018-477 amending Chapters 14A.05, 14A.10, and 21A.15 of the Sammamish Municipal Code (SMC) for a six-month period. The proposed amended development regulations for corridor and segment level of service (LOS) standards as the volume to capacity (V/C) ratios of up to and including 1.1 for corridors and 1.4 for segments, respectively, for the City's arterials (i.e. Principal, Minor, and Collector). The Interim Development Regulations implemented by Ordinance O2018-477 will expire on June 1, 2019 if no action is taken to adopt permanent changes to the City's Development Regulations by that time.

The proposed amendments include the following changes to the City's Development Regulations:

1. Modify the HCM, 6th Edition method by incorporating the following adjustments to the HCM's base capacity if left turn pockets, right turn lanes, medians, flashing yellow arrows, or Intelligent Transportation System technologies are present.
2. Set the V/C LOS standard of up to and including 1.1 for corridors and 1.4 for segments for all arterials, except for East Lake Sammamish Parkway NE and East Lake Sammamish Parkway SE.

Staff also proposed additional amendments to further clarify development regulation and Comprehensive Plan references, remove outdated references to land use actions, and to add a subsection requiring that an applicant schedule and complete a pre-application meeting prior to filing an application for a certificate of concurrency.

Following an in-depth review of the proposed amendments, the Planning Commission recommends the City Council adopt amendments to Chapters 14A.05, 14A.10, and 21A.15 SMC, as outlined above and as presented in Exhibit 1.

Sincerely,


 Mark Baughman, Planning Commission Chair

Apr 7, 2019

Date


 Eric Brooks, Planning Commission Vice Chair

Apr 7, 2019

Date

20190328 - PC Recommendation Letter_Final

Final Audit Report

2019-04-07

Created:	2019-03-29
By:	Kellye Hilde (khilde@sammamish.us)
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"20190328 - PC Recommendation Letter_Final" History

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Adobe Sign

CITY OF SAMMAMISH
WASHINGTON
ORDINANCE NO. 02018-477

AN ORDINANCE OF THE CITY OF SAMMAMISH, WASHINGTON, ADOPTING INTERIM DEVELOPMENT REGULATIONS REGARDING THE TRANSPORTATION CONCURRENCY AND LEVEL OF SERVICE FOR ROAD CORRIDORS AND SEGMENTS AS AUTHORIZED BY THE GROWTH MANAGEMENT ACT; PROVIDING FOR SEVERABILITY; AND DECLARING AN EMERGENCY

WHEREAS, within the express terms of the Growth Management Act, the Washington State Legislature has specifically conferred upon the governing bodies of Washington cities the right to establish and adopt interim development regulations; and

WHEREAS, to promote public health, safety, aesthetics, and welfare, the City of Sammamish ("City") provides development regulations regarding transportation concurrency, which require that adequate public facilities are in place to serve new development as it occurs or within a specified time period as required by the Growth Management Act; and

WHEREAS, the City has determined that development regulations for the City's transportation concurrency and level of service policies as currently codified in Sammamish Municipal Code ("SMC") Chapters 14A.05, 14A.10 and 21A.15 are not fully accomplishing the goals set forth in the Sammamish Comprehensive Plan regarding level of service standards for road corridors and segments; and

WHEREAS, the City has determined that interim development regulations adopted under the provisions of RCW 36.70A.390 are necessary to allow adequate time for the City to effectively analyze and determine if current development regulations are sufficient to address transportation concurrency and level of service within the City;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings of Fact. The recitals set forth above are hereby adopted as the City Council's initial findings of fact in support of the interim development regulations adopted herein. The City Council may, in its discretion, adopt additional findings after the public hearing referenced in Section 4 of this Ordinance.

Section 2. Adoption of Interim Zoning Regulations. The City Council hereby adopts the interim development regulations as set forth in Attachment A to this Ordinance amending Chapters 14A.05, 14A.10, and 21A.15 SMC.

Section 3. Effective Duration of Interim Development Regulations. The interim development regulations set forth in this Ordinance shall be in effect for a period of six (6) months from the effective date of this Ordinance and shall automatically expire at the conclusion of that six-month period unless sooner repealed.

Section 4. Public Hearing. The City Council will hold a public hearing at the City Council's regular meeting on January 8, 2019, or as soon thereafter as the business of the City Council shall permit, in order to take public testimony and to consider adopting further findings of fact.

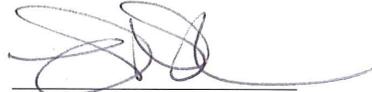
Section 5. Referral to the City Manager. The City Council requests that the City Manager and his staff work diligently with the City Council to formulate and adopt permanent regulations.

Section 6. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 7. Effective Date. This Ordinance, as a public emergency ordinance necessary for the protection of the public health, public safety, public property, and public peace, shall take effect and be in full force immediately upon its adoption. Pursuant to *Matson v. Clark County Board of Commissioners*, 79 Wn. App. 641, 904 P.2d 317 (1995), non-exhaustive underlying facts necessary to support this emergency declaration are included in the "WHEREAS" clauses, above, all of which are adopted by reference as findings of fact as if fully set forth herein.

ADOPTED BY THE CITY COUNCIL AT A SPECIAL MEETING THEREOF ON THE 20th DAY OF NOVEMBER, 2018.

CITY OF SAMMAMISH



Mayor Christie Malchow

ATTEST/ AUTHENTICATED:


Melonie Anderson, City Clerk

Approved as to form:


Michael R. Kenyon, City Attorney

Filed with the City Clerk: October 11, 2018
Passed by the City Council: November 20, 2018
Date of Publication: November 26, 2018
Effective Date: December 1, 2018

Attachment A

Chapter 14A.05
DEFINITIONS**14A.05.010 Definitions.**

The following words and terms are defined pursuant to RCW 82.02.090 and shall have the following meanings for the purposes of this title, unless the context clearly requires otherwise. The following words, terms, and definitions shall apply to all portions of this title, except as specifically superseded by definitions set forth elsewhere in this title.

“Concurrency test” means the determination of an applicant’s impact on transportation facilities by the comparison of the City’s adopted level of service standards to the projected level of service at intersections or road corridors or segments with the proposed development.

...

“Level of service standards” means the City’s defined performance standards for its adopted concurrency intersections and road corridors and segments, as defined in ~~the City’s Comprehensive Plan section 14A.10.050~~.

Chapter 14A.10
CONCURRENCY**14A.10.010 Concurrency requirement.**

(1) In accordance with RCW 36.70A.070(6)(b), the City must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards defined in section 14A.10.050 adopted in the transportation element of the City’s comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of the City’s concurrency requirement, “concurrent with the development” shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(2) The City shall not issue a development permit until:

- (a) A certificate of concurrency has been issued; or
- (b) The applicant has executed a concurrency test deferral affidavit where specifically allowed; or
- (c) The applicant has been determined to be exempt from the concurrency test as provided in SMC 14A.10.030(1).

14A.10.020 Application for certificate of concurrency.

(1) Each applicant for a comprehensive plan amendment requesting property redesignation or zone reclassification, except as provided in SMC 14A.10.030(1), shall elect one of the following options:

- (a) Apply for a certificate of concurrency; or
- (b) Execute a concurrency test deferral affidavit.

(2) Each applicant for a planned action, subdivision (including a preliminary plat, short plat, or binding site plan and revisions or alterations which increase the number of dwelling units or trip generation), mobile home park, a master site plan, urban planned development, conditional use permit, or site development permit shall apply for a certificate

of concurrency, unless a certificate has been issued for the same parcel in conjunction with a comprehensive plan amendment or zone reclassification, or except as provided in SMC 14A.10.030(1).

(3) Each applicant for a building permit or certificate of occupancy for a change in use shall apply for a certificate of concurrency, unless a certificate has been issued for the same parcel in conjunction with subsections (1) or (2) of this section, or except as provided in SMC 14A.10.030(1).

(4) Applicants for a certificate of concurrency may designate the density and intensity of development to be tested for concurrency, provided such density and intensity shall not exceed the maximum allowed for the parcel. If the applicant designates the density and intensity of development, the concurrency test will be based on and applicable to only the applicant's designated density and intensity. If the applicant does not designate density and intensity, the concurrency test will be based on the maximum allowable density and intensity.

14A.10.030 Exemptions from concurrency test.

(1) The following developments are exempt from this chapter, and applicants may submit applications, obtain development permits and commence development without a certificate of concurrency:

(a) Any development permit for the following development because it creates insignificant and/or temporary additional impacts on any public facility:

(i) Right-of-way use;

(ii) Street improvements, including new streets constructed by the City of Sammamish;

(iii) Street use permits;

(iv) Utility facilities which do not impact public facilities, such as pump stations, transmission or collection systems, and reservoirs;

(v) Expansion of an existing nonresidential structure that results in the addition of 100 square feet or less of gross floor area and does not add residential units or accessory dwelling units as defined in SMC 21A.15.345 to 21A.15.370;

(vi) Expansion of a residential structure provided the expansion does not result in the creation of an additional dwelling unit or accessory dwelling unit as defined in SMC 21A.15.345 to 21A.15.370;

(vii) Miscellaneous non-traffic generating improvements, including, but not limited to, fences, walls, swimming pools, sheds, and signs;

(viii) Demolition or moving of a structure; or

(ix) Tenant improvements that do not generate additional trips.

14A.10.040 Concurrency test.

(1) The City shall perform a concurrency test for each application for a certificate of concurrency. The public works director, or his/her designee, shall use the following methods to conduct the concurrency test for each type of public facility:

(a) For individual single-family residential building permit applications on existing lots, or other land use permits that generate less than 10 trips during an individual peak hour, the city will run a concurrency test after permit applications have been received that collectively result in 10 or more trips during an individual peak hour; provided, however, that a concurrency certificate can be issued without conducting the concurrency test when fewer than 10 accumulated trips have been generated since the last concurrency test; or

(b) For all other development, review of each application compared to the capacity of the public facilities in accordance with the provisions of this chapter.

- (2) If the impact of the development does not cause the level of service to decline below the standards set forth in SMC 14A.10.050, the concurrency test is passed, and the applicant shall receive a certificate of concurrency.
- (3) If the impact of the development will cause the level of service to decline below the standards set forth in SMC 14A.10.050, the concurrency test is not passed, and the applicant may select one of the following options:
 - (a) Accept a 90-day reservation of public facilities that are available, and within the same 90-day period amend the application to meet the level of service standard set forth in SMC 14A.10.050, or
 - (b) Appeal the denial of the application for a certificate of concurrency, pursuant to the provisions of SMC 14A.10.080; or
 - (c) Arrange to provide for public facilities that are not otherwise available and that cause the level of service to rise to the standards set forth in SMC 14A.10.050.
- (4) The City shall conduct the concurrency test, as needed, in the order that completed applications are received by the City.
- (5) A concurrency test, and any resulting certificate of concurrency, shall be administrative actions of the City that are categorically exempt from the State Environmental Policy Act.

14A.10.050 Level of service standards.

(1) In conducting the concurrency test in accord with chapter 14A.10, the intersection LOS standards adopted in the Transportation Element of the Comprehensive Plan are LOS D for intersections that include principal arterials and LOS C for intersections that include minor arterials or collector arterials. The LOS for intersections with principal arterials may be reduced to E for intersections that require more than three approach lanes in any direction. The intersection standards shall be applied to both the morning and afternoon peak hours. The LOS standard for the higher road classification shall be the standard applied.

(2) In conducting the concurrency test in accord with chapter 14A.10, the road corridor and segment LOS standards are volume to capacity ratio of up to and including 1.1 for corridors and 1.4 for segments, respectively, for the City's principal and minor arterials. The roadway standards shall be applied per the City's traffic model's AM and PM peak hours in each direction. The 2016 and 2024 corridor and segment capacities and LOS standards are shown in Figure 1. The capacity was calculated by modifying the Highway Capacity Manual, 6th Edition methodology as described in the *Measuring Concurrency for Segments and Corridors: HCM 6th Edition, Modified* memo, dated November 16, 2018 by Kendra Breiland and Bianca Popescu, Fehr & Peers.

Figure 1: 2016 HCM Modified Methodology

Segment*		AM Volume	PM Volume	Capacities	AM V/C		PM V/C		AM		PM	
					2016 HCM Mod		2016 HCM Mod		Corridor <1.1		Segment <1.4	
					2016 HCM Mod	2016 HCM Mod	2016 HCM Mod	2016 HCM Mod	Pass	Fail	Pass	Fail
East Lake Sammamish Parkway North Corridor	NB				1.52	0.78	Fail	Pass				
	SB				0.44	1.55	Pass	Fail				
1 E Lk Sammamish Pkwy, City limits - 196th Ave NE (Weber Pl) [†]	NB	1,145	586	705	1.62	0.83	Fail	Pass				
	SB	965	1,238		0.52	1.76	Pass	Fail				
2 E Lk Sammamish Pkwy, 196th Ave NE - NE 26th Pl	NB	1,198	614	705	1.70	0.87	Fail	Pass				
	SB	309	1,167		0.44	1.65	Pass	Fail				
3 E Lk Sammamish Pkwy, NE 26th Pl - NE Inglewood Hill Rd	NB	1,202	623	969	1.24	0.64	Pass	Pass				
	SB	358	1,209		0.37	1.25	Pass	Pass				
East Lake Sammamish Parkway Central Corridor	NB				0.61	0.65	Pass	Pass				
	SB				0.47	0.77	Pass	Pass				
4 E Lk Sammamish Pkwy, Inglewood Hill Rd - Louis Thompson Rd	NB	649	529	925	0.70	0.57	Pass	Pass				
	SB	363	759		0.39	0.82	Pass	Pass				
5 E Lk Sammamish Pkwy, Louis Thompson Rd NE - SE 8th St	NB	385	454	705	0.55	0.64	Pass	Pass				
	SB	335	546		0.48	0.77	Pass	Pass				
6 E Lk Sammamish Pkwy, SE 8th St - SE 24th Way	NB	345	523	705	0.49	0.74	Pass	Pass				
	SB	378	494		0.54	0.70	Pass	Pass				

East Lake Sammamish Parkway South Corridor				NB			0.53	1.02	Pass	Pass
				SB			0.87	0.80	Pass	Pass
7	E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE	NB	331	545	705		0.47	0.77	Pass	Pass
		SB	450	545		0.64	0.77	Pass	Pass	
8	E Lk Sammamish Pkwy, 212th Ave SE – South City Limit	NB	429	881	749		0.57	1.18	Pass	Pass
		SB	750	620		1.00	0.83	Pass	Pass	
Sahalee Way–228th Avenue North Corridor				NB			1.12	0.67	Fail	Pass
				SB			0.56	1.03	Pass	Pass
9	Sahalee Way/228th Ave NE, City Limit – NE 37th Way	NB	1,256	573	951		1.32	0.60	Pass	Pass
		SB	471	1,102		0.50	1.16	Pass	Pass	
10	Sahalee Way/228th Ave NE, NE 37th Way - NE 36th St ²	NB	1,043	547	906		1.15	0.60	Pass	Pass
		SB	474	989		0.52	1.09	Pass	Pass	
11	Sahalee Way/228th Ave NE, NE 36th St - 223rd Ave NE ²	NB	1,023	531	906		1.13	0.59	Pass	Pass
		SB	457	947		0.50	1.04	Pass	Pass	
12	Sahalee Way/228th Ave NE, 223rd Ave NE – NE 25th Way	NB	950	545	906		1.05	0.60	Pass	Pass
		SB	450	840		0.50	0.93	Pass	Pass	
13	228th Ave, NE 25th Way – NE 12th Pl ³	NB	711	790	906		0.78	0.87	Pass	Pass
		SB	660	796		0.73	0.88	Pass	Pass	
228th Avenue Central Corridor				NB			0.54	0.68	Pass	Pass
				SB			0.58	0.66	Pass	Pass
14	228th Ave, NE 12th Pl – NE 8th St/Inglewood Hill Rd	NB	727	894	969		0.75	0.92	Pass	Pass
		SB	807	870		0.83	0.90	Pass	Pass	
15	228th Ave, NE 8th St/Inglewood Hill Rd – Main St	NB	808	1,058	1,861		0.43	0.57	Pass	Pass
		SB	1,024	1,052		0.55	0.57	Pass	Pass	
16	228th Ave, Main St - SE 8th St ⁴	NB	923	1,085	1,861		0.50	0.58	Pass	Pass
		SB	820	1,148		0.44	0.62	Pass	Pass	
17	228th Ave, SE 8th St – SE 10th St	NB	854	1,209	1,861		0.46	0.65	Pass	Pass
		SB	954	1,078		0.51	0.58	Pass	Pass	
18	228th Ave, Se 10th St – SE 20 th St	NB	1,086	1,303	1,861		0.58	0.70	Pass	Pass
		SB	1,087	1,233		0.58	0.66	Pass	Pass	
228th Avenue South Corridor				NB			0.55	0.83	Pass	Pass
				SB			0.70	0.66	Pass	Pass
19	228th Ave, SE 20th St – Issaquah Pine Lake Rd SE	NB	1,128	1,426	1,949		0.58	0.73	Pass	Pass
		SB	1,136	1,341		0.58	0.69	Pass	Pass	
20	228th Ave, Issaquah Pine Lake Rd SE – SE 43rd Way	NB	454	953	969		0.47	0.98	Pass	Pass
		SB	827	565		0.85	0.58	Pass	Pass	
244th Avenue North Corridor				NB			0.39	0.40	Pass	Pass
				SB			0.48	0.42	Pass	Pass
21	244th Ave NE, NE 30th Pl - NE 20th St	NB	295	293	705		0.42	0.42	Pass	Pass
		SB	313	320		0.44	0.45	Pass	Pass	
22	244th Ave NE, NE 20th St - NE 8th St	NB	320	334	705		0.45	0.47	Pass	Pass
		SB	467	350		0.66	0.50	Pass	Pass	
23	244th Ave NE, NE 8th St – E Main St	NB	369	306	925		0.40	0.33	Pass	Pass
		SB	295	375		0.32	0.41	Pass	Pass	
24	244th Ave NE/SE, E Main St - SE 8th St	NB	189	342	881		0.21	0.39	Pass	Pass
		SB	371	291		0.42	0.33	Pass	Pass	
NE Inglewood Hill Road Corridor				EB			0.31	0.79	Pass	Pass
				WB			0.77	0.39	Pass	Pass
25	NE Inglewood Hill Rd, E Lk Sammamish Pkwy – 216th Ave	EB	180	678	705		0.25	0.96	Pass	Pass
		WB	681	288		0.97	0.41	Pass	Pass	
26	NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE ⁴	EB	334	560	969		0.34	0.58	Pass	Pass
		WB	480	364		0.50	0.38	Pass	Pass	
NE 8th Street Corridor				EB			0.35	0.52	Pass	Pass
				WB			0.46	0.34	Pass	Pass
27	NE 8 th St, 228 th Ave NE – 235 th Ave NE	EB	385	554	969		0.40	0.57	Pass	Pass
		WB	461	344		0.48	0.36	Pass	Pass	
28	NE 8 th St, 235 th Ave NE – 244 th Ave NE	EB	228	393	881		0.26	0.45	Pass	Pass
		WB	384	288		0.44	0.33	Pass	Pass	
SE 8th Street Corridor				EB			0.28	0.40	Pass	Pass
				WB			0.63	0.32	Pass	Pass
29	SE 8 th St, 228 th Ave SE – 244 th Ave SE	EB	257	372	925		0.28	0.40	Pass	Pass
		WB	585	292		0.63	0.32	Pass	Pass	
Issaquah-Pine Lake Road Corridor				EB/SB			0.97	0.83	Pass	Pass
				WB/NB			0.54	1.06	Pass	Pass
30	Issaquah-Pine Lk Rd, 228 th Ave SE - SE 32 nd Way ³	EB	467	802	969		0.48	0.83	Pass	Pass
		WB	589	613		0.61	0.63	Pass	Pass	
31	Issaquah-Pine Lk Rd, SE 32 nd Way - SE Klahanie Blvd	NB	505	747	881		0.57	0.85	Pass	Pass
		SB	610	754		0.69	0.86	Pass	Pass	
32	Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 46 th St	NB	391	990	881		0.44	1.12	Pass	Pass
		SB	979	742		1.11	0.84	Pass	Pass	
33	Issaquah-Pine Lk Rd, SE 46th St - SE 48th St	NB	444	1,207	881		0.50	1.37	Pass	Pass
		SB	1,078	717		1.22	0.81	Pass	Pass	

SE 32nd Way/Street - Issaquah-Beaver Lake Road Corridor		EB	WB		0.25	0.56	Pass	Pass
		178	475		0.46	0.41	Pass	Pass
34	SE 32 nd Way, Issaquah-Pine Lk Rd – 235 th Place SE	178	475	705	0.25	0.67	Pass	Pass
		390	329		0.55	0.47	Pass	Pass
35	SE 32 nd Way, 235 th Place SE – 244 th Ave SE	173	381	705	0.25	0.54	Pass	Pass
		285	264		0.40	0.37	Pass	Pass
36	SE 32 nd Way, 244 th Ave SE – E Beaver Lake Dr SE	216	439	705	0.31	0.62	Pass	Pass
		364	333		0.52	0.47	Pass	Pass
37	Issaquah-Beaver Lk Rd, E Beaver Lk Dr – SE Duthie Hill Rd	171	282	881	0.19	0.32	Pass	Pass
		257	285		0.29	0.32	Pass	Pass
Issaquah-Fall City Road Corridor		NB/EB	SB/WB		0.26	0.91	Pass	Pass
		532	1,271	1,772	0.30	0.72	Pass	Pass
38	SE Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245 th Pl SE ⁶	1,186	744		0.67	0.42	Pass	Pass
		149	1,160	881	0.17	1.32	Pass	Pass
39	SE Issaquah-Fall City Rd, 245 th Ave SE – Klahanie Dr SE	1,263	669		1.43	0.76	Fail	Pass
		237	746	881	0.27	0.85	Pass	Pass
40	SE Issaquah-Fall City Rd, Klahanie Dr SE - SE Duthie Hill Rd	653	488		0.74	0.55	Pass	Pass
		203	521	881	0.23	0.59	Pass	Pass
41	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd ⁶	599	264		0.68	0.30	Pass	Pass
		254	769	725	0.35	1.06	Pass	Pass
42	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266 th Ave SE	745	520		1.03	0.72	Pass	Pass
		262	713	906	0.29	0.79	Pass	Pass
43	SE Duthie Hill Rd, 266 th Ave SE – Trossachs Blvd SE ⁶							

Notes

Corridor V/C ratios are volume weighted.

* ELSP corridors are shown for information purposes only as they are excluded from concurrency.

¹ A portion of this segment is 30 MPH.

² PM Peak Hour in Sammamish is 4:45-5:45 PM. 15 minute segment count not available, 5-6PM used.

³ A portion of this segment is 35 MPH.

⁴ 2016 count was not available, 2017 count used.

⁵ This segment transitions from a wider cross-section to two lanes, the narrower section

⁶ Segment is partially outside of Sammamish City Limits.

2024 HCM Modified Methodology									
Segment*		AM Volume	PM Volume	Capacities	2024 HCM Mod	AM V/C	PM V/C	AM	PM
East Lake Sammamish Parkway North Corridor						1.52	0.82	Fail	Pass
						0.54	1.61	Pass	Fail
1	E Lk Sammamish Pkwy, City limits - 196th Ave NE (Weber Pl) ¹	1,144	611	705		1.62	0.87	Fail	Pass
		442	1,285			0.63	1.82	Pass	Fail
2	E Lk Sammamish Pkwy, 196th Ave NE - NE 26th Pl	1,198	642	705		1.70	0.91	Fail	Pass
		385	1,215			0.55	1.72	Pass	Fail
3	E Lk Sammamish Pkwy, NE 26th Pl - NE Inglewood Hill Rd	1,201	653	969		1.24	0.67	Pass	Pass
		433	1,258			0.45	1.30	Pass	Pass
East Lake Sammamish Parkway Central Corridor						0.63	0.67	Pass	Pass
						0.50	0.78	Pass	Pass
4	E Lk Sammamish Pkwy, Inglewood Hill Rd – Louis Thompson Rd	678	541	943		0.72	0.57	Pass	Pass
		383	762			0.41	0.81	Pass	Pass
5	E Lk Sammamish Pkwy, Louis Thompson Rd NE – SE 8th St	415	475	705		0.59	0.67	Pass	Pass
		361	557			0.51	0.79	Pass	Pass
6	E Lk Sammamish Pkwy, SE 8th St – SE 24th Way	374	541	705		0.53	0.77	Pass	Pass
		404	501			0.57	0.71	Pass	Pass
East Lake Sammamish Parkway South Corridor						0.52	0.99	Pass	Pass
						0.85	0.72	Pass	Pass
7	E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE	362	567	881		0.41	0.64	Pass	Pass
		487	546			0.55	0.62	Pass	Pass
8	E Lk Sammamish Pkwy, 212th Ave SE – South City Limit	451	904	749		0.60	1.21	Pass	Pass
		781	610			1.04	0.81	Pass	Pass
Sahalee Way–228th Avenue North Corridor						1.16	0.66	Fail	Pass
						0.55	1.05	Pass	Pass
9	Sahalee Way/228th Ave NE, City Limit – NE 37th Way	1,382	582	1,015		1.36	0.57	Pass	Pass
		485	1,178			0.48	1.16	Pass	Pass
10	Sahalee Way/228th Ave NE, NE 37th Way - NE 36th St ²	1,164	571	969		1.20	0.59	Pass	Pass
		495	1,071			0.51	1.11	Pass	Pass
11	Sahalee Way/228th Ave NE, NE 36th St - 223rd Ave NE ²	1,139	561	969		1.18	0.58	Pass	Pass
		474	1,033			0.49	1.07	Pass	Pass
12	Sahalee Way/228th Ave NE, 223rd Ave NE – NE 25th Way	1,047	585	969		1.08	0.60	Pass	Pass
		470	911			0.49	0.94	Pass	Pass
13	228th Ave, NE 25th Way – NE 12th Pl ³	810	836	969		0.84	0.86	Pass	Pass
		683	872			0.71	0.90	Pass	Pass

228th Avenue Central Corridor				NB			0.58	0.71	Pass	Pass
				SB			0.59	0.70	Pass	Pass
14	228th Ave, NE 12th Pl - NE 8th St/Inglewood Hill Rd	NB	825	937	987		0.84	0.95	Pass	Pass
				SB	858	924	0.87	0.94	Pass	Pass
15	228th Ave, NE 8th St/Inglewood Hill Rd - Main St	NB	884	1,099	1,896		0.47	0.58	Pass	Pass
				SB	973	1,124	0.51	0.59	Pass	Pass
16	228th Ave, Main St - SE 8th St	NB	984	1,159	1,896		0.52	0.61	Pass	Pass
				SB	788	1,237	0.42	0.65	Pass	Pass
17	228th Ave, SE 8th St - SE 10th St	NB	948	1,344	1,896		0.50	0.71	Pass	Pass
				SB	1,032	1,249	0.54	0.66	Pass	Pass
18	228th Ave, Se 10th St - SE 20th St	NB	1,127	1,408	1,896		0.59	0.74	Pass	Pass
				SB	1,130	1,350	0.60	0.71	Pass	Pass
228th Avenue South Corridor				NB			0.59	0.87	Pass	Pass
				SB			0.73	0.70	Pass	Pass
19	228th Ave, SE 20th St - Issaquah Pine Lake Rd SE ⁴	NB	1,190	1,504	1,949		0.61	0.77	Pass	Pass
				SB	1,203	1,424	0.62	0.73	Pass	Pass
20	228th Ave, Issaquah Pine Lake Rd SE - SE 43rd Way	NB	526	997	969		0.54	1.03	Pass	Pass
				SB	861	608	0.89	0.63	Pass	Pass
244th Avenue North Corridor				NB			0.35	0.39	Pass	Pass
				SB			0.43	0.40	Pass	Pass
21	244th Ave NE, NE 30th Pl - NE 20th St	NB	303	332	881		0.34	0.38	Pass	Pass
				SB	318	351	0.36	0.40	Pass	Pass
22	244th Ave NE, NE 20th St - NE 8th St	NB	330	374	881		0.37	0.42	Pass	Pass
				SB	474	382	0.54	0.43	Pass	Pass
23	244th Ave NE, NE 8th St - E Main St	NB	370	320	925		0.40	0.35	Pass	Pass
				SB	298	375	0.32	0.41	Pass	Pass
24	244th Ave NE/SE, E Main St - SE 8th St	NB	195	368	881		0.22	0.42	Pass	Pass
				SB	391	299	0.44	0.34	Pass	Pass
NE Inglewood Hill Road Corridor				EB			0.28	0.83	Pass	Pass
				WB			0.74	0.39	Pass	Pass
25	NE Inglewood Hill Rd, E Lk Sammamish Pkwy - 216th Ave	EB	236	734	705		0.33	1.04	Pass	Pass
				WB	654	320	0.93	0.45	Pass	Pass
26	NE Inglewood Hill Rd, 216th Ave NE - 228th Ave NE	EB	227	554	1,013		0.22	0.55	Pass	Pass
				WB	479	335	0.47	0.33	Pass	Pass
NE 8th Street Corridor				EB			0.32	0.52	Pass	Pass
				WB			0.44	0.36	Pass	Pass
27	NE 8th St, 228th Ave NE - 235th Ave NE	EB	375	585	1,013		0.37	0.58	Pass	Pass
				WB	470	373	0.46	0.37	Pass	Pass
28	NE 8th St, 235th Ave NE - 244th Ave NE	EB	230	415	925		0.25	0.45	Pass	Pass
				WB	385	316	0.42	0.34	Pass	Pass
SE 8th Street Corridor				EB			0.28	0.43	Pass	Pass
				WB			0.65	0.33	Pass	Pass
29	SE 8th St, 228th Ave SE - 244th Ave SE	EB	256	396	925		0.28	0.43	Pass	Pass
				WB	600	304	0.65	0.33	Pass	Pass
Issaquah-Pine Lake Road Corridor				EB/SB			0.94	0.80	Pass	Pass
				WB/NB			0.50	1.02	Pass	Pass
30	Issaquah-Pine Lk Rd, 228th Ave SE - SE 32nd Way ⁷	EB	422	845	987		0.43	0.86	Pass	Pass
				WB	509	629	0.52	0.64	Pass	Pass
31	Issaquah-Pine Lk Rd, SE 32nd Way - SE Klahanie Blvd	NB	540	778	987		0.55	0.79	Pass	Pass
				SB	682	782	0.69	0.79	Pass	Pass
32	Issaquah-Pine Lk Rd, SE Klahanie Blvd - SE 46th St	NB	408	1,020	943		0.43	1.08	Pass	Pass
				SB	1,015	751	1.08	0.80	Pass	Pass
33	Issaquah-Pine Lk Rd, SE 46th St - SE 48th St	NB	456	1,236	943		0.48	1.31	Pass	Pass
				SB	1,107	723	1.17	0.77	Pass	Pass
SE 32nd Way/Street - Issaquah-Beaver Lake Road Corridor				EB			0.34	0.62	Pass	Pass
				WB			0.51	0.44	Pass	Pass
34	SE 32nd Way, Issaquah-Pine Lk Rd - 235th Place SE	EB	255	524	749		0.34	0.70	Pass	Pass
				WB	458	363	0.61	0.49	Pass	Pass
35	SE 32nd Way, 235th Place SE - 244th Ave SE	EB	228	449	705		0.32	0.64	Pass	Pass
				WB	326	281	0.46	0.40	Pass	Pass
36	SE 32nd Way, 244th Ave SE - E Beaver Lake Dr SE	EB	286	479	705		0.41	0.68	Pass	Pass
				WB	401	365	0.57	0.52	Pass	Pass
37	Issaquah-Beaver Lk Rd, E Beaver Lk Dr - SE Duthie Hill Rd	EB	242	298	881		0.27	0.34	Pass	Pass
				WB	274	295	0.31	0.34	Pass	Pass
Issaquah-Fall City Road Corridor				NB/EB			0.25	0.83	Pass	Pass
				SB/WB			0.79	0.44	Pass	Pass
38	SE Issaquah-Fall City Rd, Issaquah-Pine Lk Rd - 245th Pl SE ²	EB	532	1,494	1,772		0.30	0.84	Pass	Pass
				WB	1,353	787	0.76	0.44	Pass	Pass
39	SE Issaquah-Fall City Rd, 245th Ave SE - Klahanie Dr SE	EB	147	1,385	1,861		0.08	0.74	Pass	Pass
				WB	1,430	721	0.77	0.39	Pass	Pass
40	SE Issaquah-Fall City Rd, Klahanie Dr SE - SE Duthie Hill Rd	EB	237	951	925		0.26	1.03	Pass	Pass
				WB	795	528	0.86	0.57	Pass	Pass
41	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd - SE Issaquah-Fall City Rd ⁸	NB	211	585	881		0.24	0.66	Pass	Pass
				SB	693	287	0.79	0.33	Pass	Pass

Duthie Hill Road Corridor		NB/EB			0.34	1.02	Pass	Pass	
		SB/WB			0.96	0.66	Pass	Pass	
42	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266th Ave SE	NB	271	839	725	0.37	1.16	Pass	Pass
		SB	794	544		1.09	0.75	Pass	Pass
43	SE Duthie Hill Rd, 266th Ave SE – Trossachs Blvd SE ⁶	EB	278	787	906	0.31	0.87	Pass	Pass
		WB	733	520		0.81	0.57	Pass	Pass

Notes

Corridor V/C ratios are volume weighted.

* ELSP corridors are shown for information purposes only as they are excluded from concurrency.

¹ A portion of this segment is 30 MPH.

² PM Peak Hour in Sammamish is 4:45-5:45 PM. 15 minute segment count not available, 5-6PM used.

³ A portion of this segment is 35 MPH.

⁴ 228th/IPLR: No FYA; 228th/SE 24th: No FYA during peak hours; 228th/SE 20th: FYA. Since the FYA is not in operation during peak hours for the majority of the major intersections, the segment overall doesn't experience increased capacity due to FYAs during peak hours.

⁵ This segment transitions from a wider cross-section to two lanes, the narrower section was used.

⁶ Segment is partially outside of Sammamish City Limits.

(23) In conducting the concurrency test in accord with ~~chapter section~~ 14A.10.040, the city shall apply the level of service standards for the concurrency intersections as designated in ~~section 14A.10.010(1), the comprehensive plan and for the concurrency corridors and segments in section 14A.10.050(2).~~ If ~~no any~~ intersections, ~~corridor or segment~~ operates ~~at or better than~~ low the level of service standards, the concurrency certificate shall be granted. If any concurrency intersection, ~~corridor or segment~~ operates ~~worse than~~ below the level of service standards, the concurrency certificate will be denied, or the applicant may ~~select one of the options described in 14A.10.040(3) to accept a 90-day reservation as described in 14A.10.040(4)(a) or provide public facilities as described in 14A.10.040(4)(c).~~

(34) In conducting the concurrency test, the City shall find that the impact of development occurs, and therefore the level of service standards for intersections, ~~corridors and segments~~ shall be achieved and maintained, no later than six years from the date of the development.

(45) In the event that the applicant is required to construct a public facility, the development cannot be occupied until the public facility is completed, or the applicant provides the City with a performance bond that is acceptable to the City.

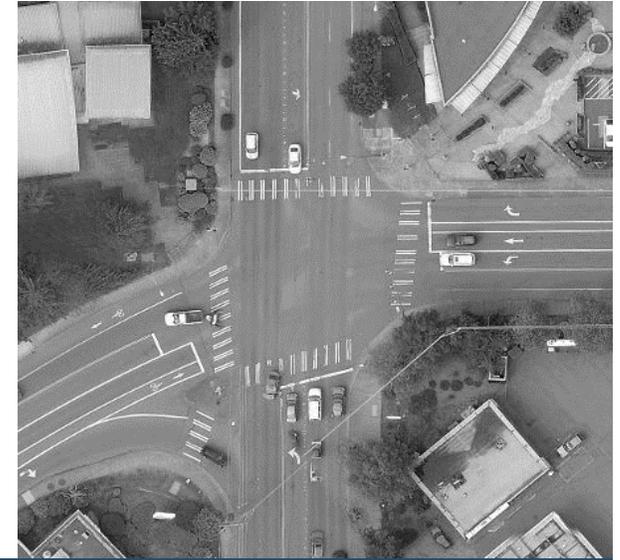
(65) The City shall determine which additional public facilities are needed to be included in the Capital Facilities Plan Element of the Comprehensive Plan to achieve the adopted level of service standards. Such additional public facilities shall be underwritten by a financial commitment.

Chapter 21A.15
TECHNICAL TERMS AND LAND USE DEFINITIONS

21A.15.685 Level of service (LOS), traffic.

“Level of service (LOS), traffic” means the City’s defined performance standards for its adopted concurrency intersections, and road ~~corridors and~~ segments, as defined in the City’s Comprehensive Plan and development regulations.

*Public Works
Department*



Code Amendments – Road Segment & Corridor Concurrency and Level of Service Standards
Chapters 14A.05, 14A.10, and 21A.15 SMC

City Council Special Meeting
Continued Public Hearing and Adoption
May 23, 2019



Process

Timeline

September 18, 2018	City Council adopts Concurrency Policy – Intersections only
November 20, 2018	City Council adopts Emergency Ordinance (O2018-477) – Added segments and corridors to concurrency program via interim regulations
December 6, 2018	Planning Commission Update
January 15, 2019	City Council Public Hearing on O2018-477
March 7, 2019	Planning Commission Public Hearing and Recommendation to City Council
May 7, 2019	City Council Public Hearing
May 23, 2019	City Council Continued Public Hearing and Adoption

City Council Special Meeting

Order of Events

1. **Receive public testimony** via continued public hearing (opened on May 7, 2019)
2. **Close** public hearing
3. **Deliberate** on proposed code amendments
4. **Vote** on proposed code amendments



Continued Public Hearing



Recommendation

Close hearing, deliberate on proposed code amendments, and then vote to adopt proposed code amendments.

Thank You!