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05/22/97

ORIGINAL

ORDINANCE NO. 1940

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, DECLARING AN EMERGENCY, ADOPTING REVISED DEFINITIONS OF "PEAK HOUR" AND "PEAK HOUR TRIPS" CONTAINED IN SECTIONS 20C.100.020(Z) AND (AA) OF THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE, ADOPTING AN INTERIM OFFICIAL CONTROL IN THE FORM OF A CLARIFICATION TO SUBSECTION 20C.100.040(30) (b)(3) OF THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE RELATING TO THE FORMULA FOR COMPUTING NEW VEHICLE MILES TRAVELED FOR PURPOSES OF TRANSPORTATION IMPACT FEES WHEN A FEE PAYER CHOOSES TO HAVE THE FEES COMPUTED UNDER THAT SECTION, SETTING A PUBLIC HEARING ON THE ADOPTION OF A PERMANENT REVISION AND CLARIFICATION, AND PROVIDING AN IMMEDIATE EFFECTIVE DATE.

WHEREAS, Subsections 20C.100.020(z) and 20C.100.020(aa) of the Redmond Municipal Code and Community Development Guide include definitions of "peak hour" and "peak hour trips" which differ from preferred traffic engineering practice, and

WHEREAS, unless these definitions are immediately changed, the peak hour traffic impact of some developments may be evaluated at an unrealistically low level, and

WHEREAS, Subsection 20C.100.040(30)(b) of the Redmond Municipal Code and Community Development Guide provides an alternate method of computing

transportation impact fees owed for a development project when a fee payer chooses to have the fees calculated under that section, and

WHEREAS, at the time Subsection 20C.100.040(30)(b) was adopted, an error was made in stating the formula to be used for determining new vehicle miles traveled, which error has the effect of requiring the actual new vehicle miles traveled to be divided by two and then multiplied by the cost per vehicle mile in order to determine the appropriate impact fee, and

WHEREAS, unless this error is immediately corrected and the formula clarified, those fee payers opting to use the formula will pay only half of the impact fee that was otherwise applicable and which has been assumed in the funding of the Transportation Facility Plan, leaving the Transportation Facility Plan seriously underfunded, and

WHEREAS, the Council desires to immediately revise the definitions, correct the error, and to clarify the formula in order to ensure equity, the appropriate evaluation of traffic impacts, and the appropriate payment of fees, and to further ensure that the Transportation Facility Plan remains adequately funded, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY ORDAIN AS FOLLOWS:

Section 1. Declaration of Emergency. For the reasons set forth above, the City Council hereby declares that an emergency exists necessitating the immediate adoption of revised definitions set forth in Subsections 20C.100.020(z) and 20C.100.020(aa) and an interim official control clarifying the formula for calculating new vehicle miles traveled set forth in Subsection 20C.100.040(30)(b)(3) in order to avoid inaccurate evaluation of traffic impacts, underpayment of transportation impact fees, and underfunding of the Transportation Facility Plan.

Section 2. Revision of Definitions. Definition 20C.100.020(z) is

hereby amended to read as follows:

(z) PEAK HOUR: The consecutive sixty (60) minute period during a twenty-four (24) hour period which experiences the highest sum of traffic volumes as determined by the City on a roadway segment, passing through a roadway intersection, or entering or leaving a development. The peak hour typically takes place between 4:00 p.m. and 6:00 p. m. on a work day.

Definition 20C.100.020(aa) is hereby amended to read as follows:

(aa) PEAK HOUR TRIPS: Total vehicular trips entering and leaving a development project during the consecutive sixty (60) minute period between 4:00 p. m. and 6:00 p. m. which experiences the highest sum of traffic volumes entering or leaving the development. This typically corresponds to the definition of "peak hour of the generator" in the most recent edition of Trip Generation, published by the Institute of Transportation Engineers. Other trip generation sources may be used, at the discretion of the City, where ITE data are based on a limited survey base or where there may be special trip-generating characteristics of the proposal.

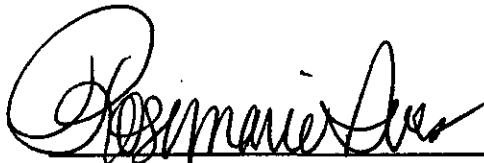
Section 3 Adoption of Interim Official Control. The formula for computation of new vehicle miles traveled which is set forth near the end of Subsection 20C.100.040(30)(b)(3) of the Redmond Municipal Code and Community Development Guide is hereby amended to read as follows:

NEW VEHICLE MILES TRAVELED = Trip Generation Rate
X % New Trips X Average Trip Length.

Section 4. Public Hearing. Pursuant to RCW 36.70A.390, the City Council shall hold a public hearing for the purpose of making findings of fact and for the purpose of extending or permanently adopting the interim control and clarification established by this ordinance on July 15, 1997 at 8:00 p.m. or as soon thereafter as the matter may be heard. The City Clerk is hereby directed to give notice of the public hearing according to the methods previously established by the City Council.

Section 5. Effective Date. This ordinance, being the exercise of a power specifically delegated to the legislative body of the City, is not subject to referendum. Having been declared an emergency and having passed by the affirmative vote of at least a majority plus one of the entire membership of the City Council, this ordinance shall take effect and be in full force immediately upon passage. The City Clerk is directed to publish a summary of this ordinance, consisting of the title, at the earliest possible date. The interim control and clarification established by this ordinance shall remain in effect pending further action of the City Council after the public hearing provided for in Section 3 above, provided, that such interim control and clarification shall not be in effect for longer than six (6) months from the date this ordinance is passed, except as provided in RCW 36.70A.390.


CITY OF REDMOND



MAYOR ROSEMARIE IVES



ATTEST/AUTHENTICATED:



CITY CLERK, BONNIE MATTSON

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

By: 

FILED WITH THE CITY CLERK: May 29, 1997
PASSED BY THE CITY COUNCIL: June 3, 1997

SIGNED BY THE MAYOR: June 3, 1997
PUBLISHED: June 7, 1997
EFFECTIVE DATE: June 3, 1997
ORDINANCE NO. 1940