

CITY OF GIG HARBOR  
RESOLUTION NO. 311

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON SETTING FORTH A POLICY RELATING TO TRANSPORTATION LEVEL OF SERVICE STANDARDS AND REQUIRING TRANSPORTATION IMPACT MITIGATION.

WHEREAS, it is the intent of the city to maintain the traffic-carrying capacity of intersections and roadways at Level of Service D or better,

NOW, THEREFORE, the City Council of the City of Gig Harbor, Washington hereby RESOLVE as follows:

Section 1. A transportation Level of Service of D, as defined hereafter, shall be maintained on intersection and roadways within and vicinal to the City. The goal and objective of the City is to ensure that design of required traffic improvements occurs at Level of Service C, construction of said improvements occurs at Level of Service D, and that development may be halted if Level of Service E occurs, until Level of Service D or better is attained; and,

Section 2. In the pursuit of this stated goal and objective, the following definitions shall apply:

1. Direct Traffic Impact

"Direct Traffic Impact" means any new increase in vehicle traffic or increase in vehicle traffic generated by a proposed development which equals or exceeds ten (10) peak hour directional trips on any roadway or intersection.

2. Level of Service (LOS)

A qualitative measure describing operational conditions within a traffic stream; described in volume to capacity ratio with alphabetical representations of "A" through "F" as defined in the Highway Capacity Manual Special Report 209 prepared by the Transportation Research Board of the National Research Council (1985), to indicate the amount of congestion and delay at particular locations. Level of Service "A" represents little

or no congestion and delay, while Level of Service "F" represents over-capacity conditions with long delays.

3. Calculated LOS

A calculation that includes existing traffic, the traffic anticipated to be generated by previously approved developments as determined by actual land development information, (if available); otherwise growth rates based on land development information and the anticipated traffic from the subject development and other proposed developments.

4. Peak Hour

The hour during the morning or afternoon which experiences the most critical level-of-service for a particular roadway or intersection.

5. Director

The director of the City of Gig Harbor Public Works Department or his authorized designee.

Section 3. The following mitigation requirements will be observed,

1. Development Approval, General

Any application for approval of or permit for a development in the City of Gig Harbor shall be subject to the provisions of this resolution. Any development which generates more than ten (10) peak hour trips will submit a traffic study to the Public Works Department, at the discretion of the Public Works Director.

2. Director Recommendation, Approval

No approval and/or permit for development shall be granted without the recommendation of the director. The director shall not recommend approval of a development unless, in his opinion, appropriate provisions for necessary road improvements are made as provided in this resolution.

3. Impact Mitigation Alternatives

- A. The applicant agrees to fund it's share of improvements needed to obtain LOS "D" or better, including necessary studies, design costs, etc.; and/or,
- B. The applicant reduces his direct traffic impact to achieve a Level of Service "D" by scaling his project down and/or by using Transportation System Management techniques to reduce the number of peak hour trips generated by the project; and/or,
- C. The applicant agrees to use TSM incentives and/or phases the proposed development as determined by the Director, and/or provides mitigation for identified off-site improvements, if the roadway and/or intersection has already been improved to its ultimate roadway section; and/or,
- D. The applicant, if required by the Council, agrees and commits to participate in applicable transportation improvement districts.

PASSED, this 8th day of April, 1991.

  
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Gretchen A. Wilbert, Mayor

ATTEST:

  
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Michael R. Wilson  
City Administrator/Clerk

Filed with City Clerk: 4/4/91  
Passed by City Council: 4/8/91