

# CITY OF COVINGTON

## 2015-2035 COMPREHENSIVE PLAN PERIODIC UPDATE

### Corrections to Addendum | January 5, 2016

#### INTRODUCTION

On November 13, 2015, the City of Covington published a Determination of Significance with Adoption of Existing Environmental Documents including an Addendum under the State Environmental Policy Act (SEPA), in accordance with State Environmental Policy Act (SEPA) rules (WAC 197-11-600 and WAC 197-11-630). The Addendum analysis indicates that the Comprehensive Plan Update proposal addressing the 2015-2035 planning period will result in similar impacts as prior Environmental Impact Statements and SEPA determinations. Based on refinements to data included in the Comprehensive Plan Update elements, this document provides minor corrections to the Addendum information that does not change the conclusions of the Addendum.

#### CORRECTIONS AND CLARIFICATIONS

Amend Exhibit 3 to remove a double count of permits from the pending development 2012 information. The City continues to have a capacity surplus.

**Exhibit 3. Targets and Capacity: 2012-2035**

<b>Targets and Capacity</b>		<b>Housing</b>	<b>Jobs</b>
Housing Growth Target (2006-2031)		1,470	1,320
Permits 2006-2012 (issued/finaled)	-	163	1,148
Remaining Target 2012-2031	=	1,307	172
Extended Target 2031-2035	+	235	211
Remaining Target 2012-2035	=	1,542	383
Pending Development 2012, updated 2015	+	622	514
Lakepointe Urban Village Capacity	+	1,500	1,889
Parcel Capacity 2012, updated 2015	+	2,164	2,093
<b>Total Capacity</b>	<b>=</b>	<b>4,286</b>	<b>4,496</b>
<b>Capacity Surplus (Deficit) versus Target</b>		<b>2,744</b>	<b>4,113</b>

Source: City of Covington; BERK Consulting 2015

Amend Exhibit 4 to correct the residential capacity to match Exhibit 3. The relationship of targets, market analysis and capacity remain similar.

**Exhibit 4. Growth Targets, Market Demand, Land Capacity**



Source: BERK Consulting 2015

Amend Exhibit 7 regarding 2012 levels of service for concurrency intersections to correct a name and add other existing roundabouts. There are no changes in overall conclusions regarding level of service compliance.

**Exhibit 7. Existing (2012) Level of Service at City Concurrency Intersections – PM Peak Hour**

ID	Intersection	Standard	LOS <sup>1</sup>	Delay <sup>2</sup>
<b>Signalized</b>				
4	SE 251 <sup>st</sup> St/164 <sup>th</sup> Ave SE	D	A	6.9
7	SE 256 <sup>th</sup> St/156 <sup>th</sup> Ave SE	D	A	7.6
9	SE 256 <sup>th</sup> St/168 <sup>th</sup> PI SE	D	A	8.7
11	SE 256 <sup>th</sup> St/180 <sup>th</sup> Ave SE	D	C	37.0
14	SE 262 <sup>nd</sup> St/180 <sup>th</sup> Ave SE	D	B	12.4
21	SE 272 <sup>nd</sup> St (SR 516)/Covington Way	UC <sup>3</sup>	E	56.6
22	SE 272 <sup>nd</sup> St (SR 516)/164 <sup>th</sup> Ave SE	UC <sup>3</sup>	D	37.5
23	SE 272 <sup>nd</sup> St (SR 516)/Westbound SR 18 Ramps	UC <sup>3</sup>	C	28.1
24	SE 272 <sup>nd</sup> St (SR 516)/Eastbound SR 18 Ramps	UC <sup>3</sup>	D	36.9
26	SE 272 <sup>nd</sup> St (SR 516)/168 <sup>th</sup> Ave SE	UC <sup>3</sup>	C	25.1
29	SE 272 <sup>nd</sup> St (SR 516)/172 <sup>nd</sup> Ave SE	UC <sup>3</sup>	C	32.7
32	SE 272 <sup>nd</sup> St (SR 516)/SE Wax Rd	UC <sup>3</sup>	D	43.2
34	SE 272 <sup>nd</sup> St (SR 516)/192 <sup>nd</sup> Ave SE	D	B	14.8
40	Covington Way/SE Wax Rd	D	C	21.0

ID	Intersection	Standard	LOS <sup>1</sup>	Delay <sup>2</sup>
43	SE 270 <sup>th</sup> Pl/SE Wax Rd	D	B	16.6
57	SE 272 <sup>nd</sup> St (SR 516)/185 <sup>th</sup> Ave SE	D	C	25.7
59	165 <sup>th</sup> Pl SE/Covington Way	D	B	18.4
233	Kentwood High School Hwy/164 <sup>th</sup> Ave SE <b>Roundabout</b>	D	A <sup>4</sup>	<10.0 <sup>4</sup>
8	SE 256 <sup>th</sup> St/164 <sup>th</sup> Ave SE	D	B	10.9
17	SE 267 <sup>th</sup> Place/SE Wax Rd/180 <sup>th</sup> Ave SE	D	A	7.4
44	SE 270 <sup>th</sup> Place/172 <sup>nd</sup> Ave SE	D	A	5.8
83	Fred Meyer/Covington Square/168 <sup>th</sup> Ave SE	D	A	7.2
128	Costco/SE 276 <sup>th</sup> St/168 <sup>th</sup> Ave SE	D	A	6.2
	<b>All-Way Stop-Control</b>			
2	SE 240 <sup>th</sup> St/196 <sup>th</sup> Ave SE	D	B	12.7
5	SE Wax Rd/ 180 <sup>th</sup> Ave SE	D	B	13.2
15	SE Timberlane Boulevard/Timberlane Way SE	D	B	10.3
19	SE 267 <sup>th</sup> St/Timberlane Way SE	D	B	10.6

1. LOS = Level of Service
2. Delay = Average delay for all vehicles through the intersection in seconds per vehicle
3. UC = Ultimate Capacity provided on SE 272<sup>nd</sup> Street (SR 516); operation worse than LOS D acceptable.
4. Existing data is not available for this intersection, but existing level of service (LOS) is estimated based upon future conditions analysis completed at this intersection, which projects LOS A operation through 2035.

Sources: David Evans and Associates and Heffron Transportation 2015

Amend Exhibit 8 to show slightly lower delay for an intersection, with similar resulting conclusions:

### Exhibit 8. Street Improvement Projects to Meet Concurrency

ID	Intersection	Improvement	LOS Standard	Unmitigated		With Mitigation	
				LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>
<b>Stop-Controlled</b>							
2	SE 240 <sup>th</sup> St/ 196 <sup>th</sup> Ave SE	Add eastbound left-turn lane	D	E	38.8	D	34.1
5	SE Wax Rd/ 180 <sup>th</sup> Ave SE	Add northbound right-turn lane or signalize	D	E	37.0	C	21.1
<b>Signalized</b>							
11	SE 256 <sup>th</sup> St/ 180 <sup>th</sup> Ave SE	Address through design of Capital Improvement Program (CIP) project #1056/1149	D	E	57.9	(1)	(1)
40	Covington Way/ SE Wax Rd	Add southbound left-turn lane	D	E	71.8	C	25.2

1. Determined through design of Capital Improvement Program (CIP) project # 1056/1149
- Sources: David Evans and Associates and Heffron Transportation 2015