

AN ORDINANCE OF THE CITY OF BELLINGHAM ADDING A NEW CHAPTER 13.70 TO THE BELLINGHAM MUNICIPAL CODE TITLE 13, TRANSPORTATION CONCURRENCY MANAGEMENT, AND SETTING FORTH THE PERFORMANCE MEASURES FOR REVIEW OF DEVELOPMENT PROJECTS.

WHEREAS, the City has a responsibility under State law to measure, monitor, and maintain locally adopted level of service (LOS) standards for arterial streets; and

WHEREAS, The Transportation Element of the 2005 Bellingham Comprehensive Plan adopts Peak Hour LOS "E" (.90 – 1.00) for arterial streets and Alternative Peak Hour LOS "F" (1.01 – Maximum Concurrency Threshold) for a select list of arterial streets for which mitigation is difficult; and

WHEREAS, the City is required to adopt transportation concurrency measures to ensure that adequate transportation facilities exist or are provided concurrently with development, according to local land use priorities and LOS standards, or that funding to provide the transportation facilities is in place within a six-year time period; and

WHEREAS, if traffic generated from a development proposal can be shown to exceed the locally adopted LOS standard for the impacted arterial, then the City must not allow the development to be approved as proposed; and

WHEREAS, the City's SEPA Official has reviewed this Ordinance and related environmental checklist and has issued a Determination of Non-Significant (DNS) environmental impact (SEP2005-00087) under the State Environmental Policy Act; and

WHEREAS, as required by RCW 36.70.106, notice of the City's intent to adopt a new Transportation Concurrency Management Ordinance was filed with the Department of Community, Trade and Economic Development on October 27, 2005, and sent to other reviewing agencies at least 60 days prior to the effective date of this ordinance; and

WHEREAS, after mailed and published notice of the Draft Transportation Concurrency Management Ordinance the Planning Commission held a public hearing on the proposed ordinance on December 15, 2005 and accepted written public comment through December 31, 2005; and

WHEREAS, the Planning Commission considered the staff report and public comment received and recommended that this ordinance be forwarded to City Council for adoption; and

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WHEREAS, after mailed and published notice, the City Council held a public hearing on the proposed ordinance on February 27, 2006; and

WHEREAS, the City Council has considered the staff report, public comment received, and recommendations of the Planning Commission;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BELLINGHAM:

Section 1: A new Bellingham Municipal Code Chapter "**BMC 13.70.000 TRANSPORTATION CONCURRENCY MANAGEMENT ORDINANCE**" is hereby adopted as follows:

13.70.010 Authority and Purpose

- A. An ORDINANCE adopting a Transportation Concurrency Management system for arterial streets within the Bellingham City limits, as required by the Growth Management Act (RCW 36.70A.070(6)(e)).
- B. The purpose of this ordinance is to establish a Transportation Concurrency Management program to ensure that adequate transportation capacity is available prior to, or concurrent with, final approval of development permits.

13.70.020 Definitions Specific to Concurrency Management

- A. **Adequate Transportation Facilities** means transportation arterials and signalized intersections which have the capacity to serve development while meeting the City's adopted level of service (LOS) standards for arterial streets.
- B. **Arterial Street** means any street that the Public Works Department has classified as a primary, secondary, or collector arterial as defined by BMC 13.04.030, .040, and .050. The City of Bellingham adopts, measures, and manages level of service (LOS) standards only for arterial streets.
- C. **Calculated Level of Service** means the ratio of the forecast peak hour traffic volume to the capacity of an arterial street or signalized intersection compared to the level of service (LOS) standard, as adopted in the Transportation Element of the Bellingham Comprehensive Plan.
- D. **Capacity** means the estimated directional rate of traffic flow that can be accommodated by a given arterial street or signalized intersection within the peak traffic hour and is expressed in terms of vehicles per hour. For purposes of the concurrency evaluation, capacity will be based on the capacity assigned to the facility in the City's travel demand forecasting model. The model capacity used in the concurrency evaluation will be based on the committed transportation system.

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- E. **Committed Transportation System** means the system of arterial streets or signalized intersections used to calculate the level of service relative to a development proposal. It includes existing and proposed arterial streets and signalized intersections, which are fully funded for construction in the most current adopted Six-Year Transportation Improvement Program, or for which financial commitments have been secured. Related components of the committed transportation system include:
- 1) State highways and freeways within the City;
 - 2) Bus routes;
 - 3) Park and ride lot locations;
 - 4) High occupancy vehicle exclusive lanes; and
 - 5) Projects to be provided by the State, cities or other jurisdictions may become part of the committed transportation system upon decision of the Director of Public Works. The Director of Public Works may make adjustments to the committed transportation system for corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the adopted comprehensive plan; or the date of construction (scheduled for completion within the six-year period) of any facility enumerated in the Six-Year Transportation Improvement Program.
- F. **Concurrency** means that adequate transportation facilities are in place at the time of development approval or that a financial commitment is in place to complete the improvements or strategies needed for adequate transportation facilities within six years. Concurrency, as required by the 1990 Growth Management Act (RCW 36.70A.070(6)), means that the City may only permit development approval if a development would not cause level of service to fall below the City's adopted standard. For purposes of meeting the Growth Management Act requirements, the City will only apply concurrency to arterial streets and signalized intersections under the City's jurisdiction and to State highways of regional significance within the City. The City will not apply concurrency to Highways of Statewide Significance consistent with RCW 47.06.140. The City will only apply concurrency to other facilities outside of the City's jurisdiction according to an executed interlocal agreement with the controlling jurisdiction or agency.
- G. **Concurrency Application** means formal submittal of a Concurrency Application Form to the Public Works Department identifying the complete scope and associated trip generation of a proposed development. The concurrency application is the applicant's written request seeking review and approval of transportation concurrency from the City.

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- H. **Concurrency Approval** means a determination by the Public Works Department that adequate transportation capacity is available and the operational level of service (LOS) will not fall below the adopted level of service (LOS) standard for an arterial or intersection due to traffic impacts created by the proposed development.
- I. **Concurrency Evaluation** means the process, which may include a traffic study by the applicant, to determine whether adequate transportation capacity is available for a proposed development.
- J. **Concurrency Management System** means the procedures and processes used by the City to determine that development permit approvals will meet the City's transportation concurrency requirements.
- K. **Concurrency Mitigation** means transportation demand management strategies and/or facility improvements constructed or financed by a developer which returns a degraded facility level of service (LOS) to the adopted standard for the facility. Concurrency Mitigation applies only to arterial streets.
- L. **Development** means specified improvements or changes in use of land, designed or intended to permit a use of land which will contain more dwelling units or buildings than the existing use of the land, or to otherwise change the use of the land or buildings/improvements on the land in a manner that will increase the amount of vehicle traffic generated by the existing use of the land, and that requires a development permit from the City. A phased development is any development involving multiple buildings where issuance of building permits could occur for individual buildings.
- M. **Development Approval** means any order, permit or other official action of the City granting, or granting with conditions, an application for development.
- N. **Development Permit Application** means a formal written request on official City application forms for review and approval of a proposed development project.
- O. **Development Units** means the proposed quantity of development measured by dwelling units for residential development and square feet for specific nonresidential use categories, which are the basis of the calculations of level of service for the determination of concurrency.
- P. **Director** means the City of Bellingham Public Works Director or their designee.
- Q. **Final Certificate of Concurrency** means the final certificate issued by the Public Works Department confirming the availability and reservation of a specified amount of capacity on the committed transportation system specific to the approved permit for development. A Final Certificate of Concurrency must be issued concurrently with development permit approval to account for any reduction in capacity reservation from Temporary Certificate of Concurrency.

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R. **Financial Commitment** consists of the following:

- 1) Revenue designated in the most currently adopted Six-Year Transportation Improvement Program for transportation facilities or strategies comprising the committed transportation system. Projects to be used in defining the committed transportation system shall represent those projects that are identified as funded for construction in the six years of the Six-Year Transportation Improvement Program; or
- 2) Revenue from federal or state grants for which the City has received notice of approval; or
- 3) Revenue that is assured by an applicant in a form approved by the City in a voluntary agreement.

S. **Forecast Peak Hour Traffic Volume** means a forecast PM peak hour traffic volume that includes existing traffic, ambient traffic growth, traffic from other future development projects that were applied for prior to the subject development application (based on Planning and Community Development Department records), and the traffic anticipated from the subject development.

T. **Growth Management Act (GMA)** means the Washington State Growth Management Act enacted in 1990 and approved amendments.

U. **Impacted Transportation Facility** includes any transportation facility which is impacted by 10 or more peak hour project trips in one direction.

V. **Interlocal Agreement** means an executed legal instrument structuring binding relationships between political entities as defined by RCW 39.34.

W. **Level of Service (LOS) Standard** means the transportation level of service (LOS) standard as adopted in the City's Comprehensive Plan based on the ratio of forecast peak hour traffic volume to capacity (v/c ratio).

X. **Mitigation** means transportation demand management strategies and/or facility improvements constructed or financed by a developer which returns a degraded facility level of service (LOS) to the adopted standard for the facility.

Y. **Peak Hour Project Trips** means the traffic estimated to be generated by a proposed development during the one-hour weekday afternoon period during which the greatest volume of traffic uses the road system. The peak hour project trips shall be estimated based on procedures identified in the City's Development Guidelines and Improvement Standards Manual.

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- Z. **Peak Hour Traffic** means traffic volumes during the one-hour weekday afternoon period during which the greatest volume of traffic uses the road system, as identified separately for each segment of a transportation facility.
- AA. **SEPA** means the State Environmental Policy Act (RCW 43.21) as implemented by the City of Bellingham.
- BB. **Six-Year Transportation Improvement Program** means the expenditures programmed by the City for capital purposes over the next six-year period in the Six-Year Transportation Improvement Program pursuant to RCW 35.77.010. The financial plan underlying the adopted Six-Year Transportation Improvement Program identifies all applicable and available revenue sources, and the plan forecasts these revenues through the six-year period with reasonable assurance that such funds will be timely put to such ends.
- CC. **Temporary Certificate of Concurrence** means the initial certificate issued by the Public Works Department confirming the availability and reservation of a specified amount of capacity on the committed transportation system specific to the proposed development.
- DD. **Transportation Mitigation** includes all non-concurrence measures required by City development regulations, State Environmental Policy Act (SEPA) requirements, Traffic Impact Fee (TIF) assessment to mitigate the transportation impacts from a proposed development. Transportation mitigation applies to all City streets, whereas Concurrence Mitigation applies only to arterial streets.
- EE. **Transportation Strategies** means transportation demand management strategies and other techniques or programs that reduce single-occupant vehicle commute travel or improve the capacity of a transportation facility and that are approved by the Public Works Department. Strategies may include but are not limited to vanpooling, carpooling, and public transit, access management, signalization, and channelization.
- FF. **Travel Demand Forecast Model** is the City's computerized transportation model, which is used to develop and analyze peak hour travel demands on the City's transportation facilities. The model is used to forecast travel demand on the Bellingham arterial street network based on current land use designations and employment data. This information is used as the basis for the Transportation Element of the Bellingham Comprehensive Plan and in other transportation planning and traffic engineering applications.

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13.70.030 Applicability

- A. A Temporary Certificate of Concurrency issued by the Public Works Department is required for a development permit application to be determined as complete for review by City staff.

13.70.040 Timing of Concurrency Review

- A. A Temporary or Final Certificate of Concurrency must be in effect for the proposed project at the time of application for development permits. Non-exempt applications without a valid Certificate of Concurrency shall be considered an incomplete application.
- B. A Temporary Certificate of Concurrency shall expire one year after issuance unless a development permit application for the project has been submitted to the City and has been determined to be complete.

13.70.050 Concurrency Evaluation

- A. A concurrency application and concurrency evaluation shall be provided by the applicant for each proposed development permit application.
 - 1) The concurrency evaluation shall be conducted for the specific property, uses, densities and intensities based on information provided in the concurrency application.
 - 2) Changes to the proposed uses, densities, and intensities that create additional impacts on transportation facilities shall be subject to an additional concurrency evaluation.
 - 3) The concurrency evaluation will be conducted as part of the required traffic study as set forth in the City's Development Guidelines and Improvement Standards Manual.
 - 4) In conducting the concurrency evaluation, the calculated level of service will be compared to the adopted level of service standard for each impacted transportation facility.
- B. The Public Works Department will review the concurrency evaluation conducted as part of the traffic study. Comments will be provided per the City's Development Guidelines and Improvement Standards Manual.
- C. The Public Works Department will maintain a listing of all pending concurrency applications, concurrency approvals, and Temporary and Final Certificates of Concurrency.

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- 1) The projected peak hour traffic generated by each proposed development project that has received a Temporary Certificate of Concurrency shall be accounted for as part of subsequent concurrency evaluations.
- D. In order to monitor the cumulative effect of exempt development approvals (as defined in Section 13.70.090 of this ordinance) on the level of service (LOS) for arterials and signalized intersections, the concurrency evaluation will include the impacts of exempt development approvals in all relevant concurrency monitoring reports. This will be measured through annual traffic counts on arterial streets.
- E. The requirements of this section shall be applied at the time of approval of an initial development phase and may be adjusted for any subsequent development phase based on the cumulative impact of all the phases. All exempt development permit applications which have been submitted by the same developer on the same or contiguous parcels of land within the one-year period immediately prior to a current concurrency application shall be included in the application and concurrency evaluation.

13.70.060 Concurrency Approval

- A. The City shall not grant concurrency approval or issue a Temporary Certificate of Concurrency for a proposed development permit application unless there are adequate transportation facilities to meet the level of service (LOS) standards for existing and approved uses, based on the forecast peak hour traffic volumes and the committed transportation system.
- B. If the concurrency evaluation shows that the forecast peak hour traffic volume is less than or equal to the design capacity and adopted level of service (LOS) standard for each impacted arterial or intersection, then the concurrency application shall be approved. The Public Works Director shall issue a finding of concurrency approval and a Temporary Certificate of Concurrency.
- 1) A Temporary Certificate of Concurrency must be issued prior to determination of complete application for a development permit.
 - 2) A Temporary Certificate of Concurrency shall expire exactly one (1) year after the date of issue by the Public Works Department.
- C. The determination of concurrency approval shall become final at the time of final development permit approval as per Section 13.70.070, below.
- D. The issue of concurrency approval may be raised as part of any appeal of the development permit for which the concurrency approval was granted.
- E. If a Temporary Certificate of Concurrency is issued for a proposed development, but the proposed development permit is denied, expires, or is voluntarily withdrawn, then

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the Temporary Certificate of Concurrency will be rescinded and transportation capacity will not be reserved for that development.

13.70.070 Final Certificate of Concurrency

- A. A Final Certificate of Concurrency shall be issued upon final approval of the development permit for which a Temporary Certificate of Concurrency was issued.
- B. The Final Certificate of Concurrency will only be valid for the type and intensity of development that was approved by the city, unless concurrency approval also covered subsequent project phases.
- C. The Final Certificate of Concurrency shall be adjusted to account for any reduction in traffic impact and capacity reserved by the Temporary Certificate of Concurrency.
- D. If a proposed development project is modified during the review process and results in an increased traffic impact to an arterial or signalized intersection, then a new concurrency application, evaluation, approval, and Temporary Certificate of Concurrency will be required prior to development approval and issuance of Final Certificate of Concurrency.
- E. The information contained on the Final Certificate of Concurrency shall include the following:
 - 1) The property location and Whatcom County Assessor's parcel number (s) for the development project;
 - 2) The number and type of dwelling units, square footage of commercial or industrial floor area, specific uses, densities, and intensities for which permit(s) were approved;
 - 3) Mitigating measures required to ensure adequate transportation capacity for the approved development project, as approved by the Public Works Department;
 - 4) An effective date; and
 - 5) An expiration date.
- F. A Final Certificate of Concurrency shall be valid for the same time period as the development permit. If the development permit approval does not have an expiration date, the Final Certificate of Concurrency shall be valid for five (5) years from the date issued.
- G. The Final Certificate of Concurrency may be extended by requesting a new issuance from the Public Works Department with an updated expiration date. The Final

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Certificate of Concurrency can be extended to remain in effect for the life of each subsequent development permit approval for the same parcel, as long as the applicant obtains the subsequent development permit approval prior to the expiration of the first development permit approval.

- H. No development shall be required to hold more than one valid Final Certificate of Concurrency, unless the applicant or subsequent owner proposes changes or modifications to the property location, density, intensity, or land use that creates additional impacts on transportation facilities.
- I. A Final Certificate of Concurrency runs with the land and is valid only for subsequent development permit approvals for the same parcel, and to new owners of the original parcel for which it was issued. A Final Certificate of Concurrency cannot be transferred to a different parcel and shall be limited to uses and intensities for which it was originally issued.
- J. A Final Certificate of Concurrency may be voluntarily surrendered or withdrawn by the owner of the parcel(s) for which the certificate was issued.
- K. Upon issuance of a Final Certificate of Concurrency, the City generally will be bound by its terms for the life of the certificate. The City is not bound, however, when funding is lost from previously committed transportation projects that would have added capacity needed for the specific Final Certificate of Concurrency.

13.70.080 Denial of Concurrency

- A. If the traffic impacts from a proposed development cause the calculated level of service (LOS) standard to fall below the adopted LOS standard for the impacted arterial or intersection, then the concurrency evaluation shall not be approved and a Temporary Certificate of Concurrency shall not be issued.
- B. If the concurrency evaluation is not approved, the applicant shall select one of the following options:
 - 1) Accept the denial of the concurrency evaluation and application for Temporary Certificate of Concurrency. The development application will be determined to be incomplete, the project will be removed from subsequent concurrency evaluations, and the project will receive no further review by the City of Bellingham.
 - 2) Amend and re-submit the concurrency application within 90-days to:
 - a) Reduce the scale and traffic impact of the development project to be within the range of arterial or intersection capacity that is available;

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- b) Phase the development project to match future arterial street or signalized intersection construction that adds needed capacity;
- c) Provide transportation demand management or vehicle trip reduction strategies, when the department determines that such strategies will be reasonably sufficient as to reduce the traffic impact to be within the range of arterial or intersection capacity that is available; or
- d) Voluntarily arrange, by a financial commitment or instrument approved by the Public Works Director to implement arterial street or signalized intersection improvements or transportation demand management strategies needed to achieve concurrency.
Transportation mitigation must be acceptable to the City in form and amount, to guarantee the applicant's financial obligation for capital improvements to achieve concurrency approval for the development units.

- 3) The 90-day period to amend the concurrency application shall begin no later than 14 days after notification of denial for the concurrency evaluation and Temporary Certificate of Concurrency, as required under this ordinance.
- 4) If the applicant elects to amend the concurrency application within the 90-day period, then the applicant's 14-day appeal deadline shall begin on the date the Public Works Director issues a written decision on the amended concurrency application.
- 5) Appeal the denial of concurrency and non-issuance of a Temporary Certificate of Concurrency, pursuant to the provisions of Section 13.70.140 of this ordinance.

- C. If a development that is consistent with the zoning provided in the Comprehensive Plan fails the concurrency evaluation, the City may review whether the underlying zoning is appropriate in the given area, as well as the feasibility of providing increased transportation capacity in the area, consistent with the adopted Comprehensive Plan and projected six-year transportation improvement program funding.

13.70.090 Exemptions from Concurrency Application

The following development permits shall be exempt from requiring a new concurrency application and evaluation:

- A. Development projects with applications determined to be complete prior to the effective date of this ordinance shall be considered to have concurrency approval as long as the accompanying development permit is valid and has not been modified after the effective date of this ordinance. If the accompanying development permit

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does not expire, capacity shall be considered to exist for three (3) years after the effective date of the ordinance codified in this chapter.

- 1) If the accompanying development permit has expired, or if the development project has been modified with a resulting increase in traffic impact, then a concurrency application, evaluation, approval, and Temporary Certificate of Concurrency shall be required prior to any new permit application review for completeness.
- B. Extension of previously issued, unexpired development permits.
- C. Phases of projects that were disclosed by the applicant and subject to a concurrency evaluation as part of the original application (i.e., phased development), provided that a concurrency evaluation was approved for the expansion or subsequent phase.
- D. No Impact. Development applications for projects which do not create concurrency impacts to the City's transportation facilities; such development includes but is not limited to:
- 1) Residential development projects of 10 or fewer units;
 - 2) Non-residential developments that generate 10 or fewer peak hour vehicle trips;
 - 3) Any addition or accessory structure to a residence with no change in use or increase in the number of dwelling units;
 - 4) Interior renovations with no change in use or increase in the number of development units;
 - 5) Interior completion of a structure for use(s) with the same or less intensity as the existing use or a previously approved use;
 - 6) Replacement structure with no change in use or increase in the number of development units;
 - 7) Temporary construction trailers;
 - 8) Driveway resurfacing, or parking lot paving;
 - 9) Re-roofing structures; and
 - 10) Demolitions.

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E. Permit Actions Exempt From Concurrency. The following permits are issued as a result of legislative or quasi-judicial actions, do not have transportation capacity impacts, and are therefore exempt from concurrency evaluation requirements.

- 1) Boundary line adjustments;
- 2) Variance;
- 3) Parking waiver or joint parking;
- 4) Vision clearance waiver;
- 5) Billboard relocation;
- 6) Exempt home occupation;
- 7) Lot line adjustment;
- 8) Non-conforming use status determination;
- 9) Over-height fence;
- 10) Shoreline statement of exemption;
- 11) Site area exception (BMC 20.30.040 (B) (1) (d)); and
- 12) Wireless communication facility that does not require either a planned development approval or conditional use permit.

F. Accounting for Transportation Capacity Used. The Public Works Department shall conduct annual arterial traffic counts for arterial streets in Bellingham. The transportation capacity used by exempted development permits shall be calculated and accounted for in the permit tracking process and subtracted from the overall capacity of the arterial transportation network on an annual basis.

G. Annual Concurrency Management Report. The Public Works Department shall produce and publish an annual Concurrency Management Report in conjunction with the 6-Year Transportation Improvement Program. The Concurrency Management Report shall document existing and reserved capacity on the arterial transportation network and shall, to the extent possible, identify arterial sections and intersections where potential concurrency problems may arise.

13.70.100 Annual Update

A. The operational capacity of arterial streets and signalized intersections in the City's travel demand forecast model shall be updated at least once per year to reflect

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changes in the adopted Six-Year Transportation Improvement Program and any other transportation improvements which have a financial commitment for construction within six years.

13.70.110 Adopted Level of Service Standards

- A. The transportation level of service (LOS) standards for arterial streets and signalized intersections are described and contained in the Transportation Element of the current City of Bellingham Comprehensive Plan.

13.70.120 Intergovernmental Coordination

- A. The City shall consider establishing agreements, or continue existing agreements with other local governments, agencies, jurisdictions, and the State of Washington to coordinate the imposition of level of service standards and concurrency management programs. Existing agreements shall continue in force until modified or terminated.
- B. The City shall apply this transportation concurrency management ordinance, fees, and mitigation requirements to developments within its jurisdiction that impact transportation facilities under the jurisdiction of other local government agencies and the State of Washington, if interlocal agreements are in place at the time of the concurrency evaluation, unless the agreement sets forth alternative standards, fees, and mitigations.
- C. The City may agree to accept and implement conditions and mitigations that are imposed by other jurisdictions on development in their jurisdiction pursuant to interlocal agreements or other agreements in place.

13.70.130 Relationship to SEPA

- A. A determination of concurrency approval shall be an administrative action of the City of Bellingham that is categorically exempt from the State Environmental Policy Act. However, this does not mean to imply that the development proposal itself is exempt from SEPA review, regardless of its exempt status under this ordinance.

13.70.140 Administrative Appeals

- A. The applicant may appeal the denial of concurrency approval and denial of Temporary Certificate of Concurrency on any of the following grounds:
 - 1) A technical error; or
 - 2) The applicant provided accurate alternative data or a traffic mitigation plan that was rejected by the City;

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- B. Appeals of a concurrency evaluation denial shall be made according to the process set forth in BMC 21.10.250 for open record hearings before the Hearing Examiner.
- C. Applicants must file an appeal, and submit full payment the specified appeal fee, within 14 days of the date that the City issues written notification of denial.
- D. The City shall reserve capacity for the proposed development units during the appeal.

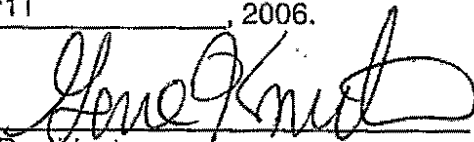
13.70.150 Fees

- A. The fees charged for processing a concurrency application, including review of the concurrency evaluation, issuance of a Temporary Certificate of Concurrency, or appeal of concurrency evaluation denial shall be as specified in the schedule as established by City Council resolution.
- B. Development by municipal, county, state and federal governments, and special districts (as that term is defined in state law) are exempt from the Temporary Certificate of Concurrency Application Fee.

Section 2: This new Bellingham Municipal Code Chapter "**BMC 13.70.000 TRANSPORTATION CONCURRENCY MANAGEMENT ORDINANCE**" shall become effective on Thursday, June 15, 2006.

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PASSED by the Council this 24th day of April, 2006.

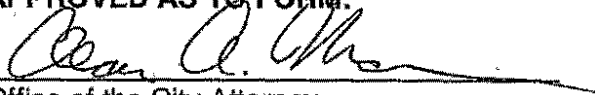

Council President

APPROVED by me this 1st day of May, 2006.


Mayor

ATTEST: 
Finance Director

APPROVED AS TO FORM:


Office of the City Attorney

Published: April 28, 2006

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