



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

September 18, 2007

Motion 12575

Proposed No. 2007-0364.3

Sponsors Phillips, Patterson and Ferguson

1 A MOTION directing the independent expert review panel
2 for transportation concurrency to review the current
3 practice of excluding highways of statewide significance
4 from transportation concurrency calculations and to
5 recommend whether such practice should continue or be
6 changed, to review the current practice of requiring short
7 subdivisions in the rural area to meet a level of service
8 standard B and to recommend to the council the
9 appropriateness of countywide level of service standards,
10 and to evaluate how proposed changes to the concurrency
11 model diverge from recommendations by the auditor's
12 consultant.

13
14 WHEREAS, a 2006 consultant report for the King County auditor's office
15 assessed the validity of the transportation modeling practices used by the road services
16 division, evaluated the impacts of policy changes to the concurrency program adopted by
17 the King County council in 2004, and suggested eleven recommendations to improve

18 modeling practices, reduce complexity and enhance quality control of the concurrency
19 program, and

20 WHEREAS, the King County council recently adopted Ordinance 15839 updating
21 the Residential Transportation Concurrency Map and Ordinance 15840 authorizing the
22 formation of an independent expert review panel to provide oversight of the county's
23 transportation concurrency program, and

24 WHEREAS, an issue was voiced during the council's deliberation of Ordinance
25 15839 concerning the King County road services division's practice of excluding
26 highways of statewide significance from transportation concurrency calculations, and

27 WHEREAS, the road services division's practice of excluding highways of
28 statewide significance from transportation concurrency calculations was implemented
29 based on a 2000 King County Comprehensive Plan ("KCCP") policy that was
30 subsequently deleted in the 2004 Update of the KCCP and which read as follows:

31 "T-212 Consistent with RCW 36.70A.070(6)(C), the concurrency
32 requirements of King County's Concurrency Management system program
33 do not apply to transportation facilities designated as "highways of
34 statewide significance,"" and

35 WHEREAS, the King County prosecuting attorney has determined that RCW
36 36.70A.070(6)(C) requires certain island counties to include highways of statewide
37 significance in their calculations for transportation concurrency, but gives other counties
38 the discretion whether or not to exclude highways of statewide significance from
39 transportation concurrency calculations, and

40 WHEREAS, the King County Code does not mandate the exclusion of highways
41 of statewide significance from transportation concurrency calculations and the KCCP
42 does not contain exclusionary language on the issue, and

43 WHEREAS, the King County council passed Ordinance 15030 in 2004 which
44 added K.C.C. 14.70.285 to the King County code requiring short subdivisions within the
45 urban growth area to meet a level of service F, and

46 WHEREAS, a 2006 consultant's report for the King County auditor's office notes
47 that short subdivisions in the urban growth area must meet a level of service F while short
48 subdivisions in the rural area remain subject to the high rural standard of level of service
49 B, and

50 WHEREAS, short subdivisions in the rural area that would otherwise comply
51 with zoning requirements cannot receive concurrency permits as a result of the high
52 standard of level of service B, and

53 WHEREAS, the recently-created independent expert review panel has been
54 tasked to "a) review the annual report on the concurrency model update; and b) evaluate
55 proposed changes to the transportation concurrency process and model developed by the
56 road services division," and

57 WHEREAS, the practice of excluding highways of statewide significance from
58 transportation concurrency calculations and the use of high standards for level of service
59 for short subdivisions in the rural area are key components of the transportation
60 concurrency process and model, a review of these practices and a vigorous policy
61 discussion about whether or not the practices should continue, is well within the scope of
62 the work program outlined for the independent expert review panel;

63 NOW, THEREFORE, BE IT MOVED by the Council of King County:

64 The independent expert review panel on concurrency, in their initial evaluation of
65 the transportation concurrency process and model, shall address the following issues of
66 interest to the council:

67 A. An evaluation of the level of service impacts to local roadways resulting from
68 the practice of excluding highways of statewide significance from transportation
69 concurrency calculations, together with a recommendation to the council as to whether or
70 not the practice should be changed;

71 B. An evaluation of the requirement that short subdivisions in the rural area must
72 meet level of service B, together with a recommendation to the council as to the
73 appropriateness of countywide level of service standards; and

74 C. An evaluation of how the proposed concurrency model diverges from the

Motion 12575

75 eleven recommendations suggested in the 2006 consultant report for the King County
76 auditor's office.

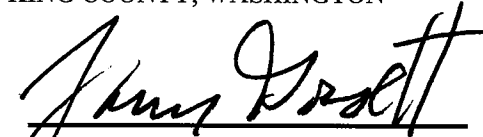
77

78

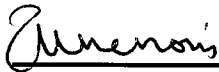
Motion 12575 was introduced on 6/25/2007 and passed as amended by the Metropolitan King County Council on 9/17/2007, by the following vote:

Yes: 9 - Mr. Gossett, Ms. Patterson, Ms. Lambert, Mr. von Reichbauer, Mr. Dunn, Mr. Ferguson, Mr. Phillips, Ms. Hague and Mr. Constantine
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Larry Gossett, Chair

ATTEST:



Anne Noris, Clerk of the Council

Attachments None