

2022 Comprehensive Plan Performance Measures Report

March 2022



King County

I. Contents

II.	Executive Summary	5
A.	Background.....	5
B.	Performance Measures.....	5
C.	Implementation and Next Steps	9
III.	Background.....	10
IV.	Report Requirements	12
A.	Performance Measures.....	12
	1. Development occurs in areas planned for growth: Change in number of jobs, population, and housing units, compared to growth targets.....	13
	2. Adequate zoning capacity exists in areas planned for growth: Urban land zoning capacity, compared to growth targets.....	15
	3. Urban land is used efficiently: Change in jobs, population, and housing unit densities in centers, compared to countywide and regional goals, as adopted in the Countywide Planning Policies and VISION 2050	19
	4. Total supply of housing keeps up with, or exceeds, job and population growth: Change in number of housing units by type, compared to change in jobs and population	22
	5. Peak hour travel is not degrading faster than growth: Change in corridor peak hour travel times on major routes, compared to population and job change.	24
	6. Urban unincorporated areas are annexed into cities: Change in acreage, population, and jobs in unincorporated urban Potential Annexation Areas	29
	7. Housing is affordable to residents at all income levels: Change in percent of households paying more than 30% and 50% of income for housing costs.	32
	8. The economy is strong and diverse: Job change by sectors	35
	9. Residents have access to transit: Change in number of housing units by type and jobs, near transit stops.	39
	10. Residents have access to healthy food options: Proximity to healthy food options (supermarkets, small grocers, farmers markets, and produce vendors)	41
	11. Residents have access to parks and open space: Proximity to parks and open spaces (including bicycle paths, trails, active and passive open space, playgrounds)	44
	12: Non single occupant vehicle modes are increasing and per capita vehicle miles traveled (VMT) is decreasing: Change in percentage of residents using alternatives to the single occupant vehicle, and per capita VMT	47
	13. Farms and forest lands are protected: Change in total acreage of Agricultural Production District and Forest Production District, including acreage permanently privately protected or in public ownership	51
	14. Farmland in active production: Change in acres of farmland in active production, compared to total acreage.	53

15. Priority open space lands are permanently protected: Change in acres of priority non-resource land open space permanently privately preserved or in public ownership.....	54
16. Countywide greenhouse gas emissions goals are being met: Percent reduction in countywide greenhouse emissions compared to a 2007 baseline (targets = 25 percent reduction by 2020, 50 percent reduction by 2030)	56
B. Implementation, Reporting, and Future Refinements	58
V. Conclusion/Next Steps.....	58
VI. Appendices	63
A. 2016 Comprehensive Plan Workplan Action 2: Develop a Performance Measures Program for the Comprehensive Plan	63
B. Motion 15014.....	64
C. Data Sources	74
D. Comprehensive Plan Guiding Principles	83
Figure 1: Summary of Performance Measures, Status, and Recommended Actions.....	6
Figure 2: Growth Compared to Growth Targets.....	13
Figure 3: Residential Zoned Capacity Compared to 2019-2044 Housing Targets	15
Figure 4: Employment Zoned Capacity Compared to 2019-2044 Employment Targets.....	16
Figure 5: Map of Displacement Risk.....	17
Figure 6: Housing, Population, and Employment Estimates and Change in Regional Growth Centers	20
Figure 7: Activity Unit Density of Regional Growth Centers, 2019	21
Figure 8: Existing Activity Unit Density Thresholds.....	21
Figure 9: Manufacturing/Industrial Centers Employment	21
Figure 10: Housing units and jobs per household, 2010-2020.....	22
Figure 11: Housing unit type mix, 2010-2020	23
Figure 12: Housing Units by Structure Type.....	23
Figure 13: Growth and Change in Roadway Congestion, 2015-2019	24
Figure 14: Travel Corridors and Travel Time Changes, 2015-2019	26
Figure 15: Travel Time Changes and Changes in Population and Employment, 2015-2019	27
Figure 16: Area of Urban Unincorporated King County, Current and Annexed 2001-2020	29
Figure 17: Population, Jobs, Housing, and Area Annexed 2001-2020.....	30
Figure 18: Acres Annexed to Cities, 2001-2020	30
Figure 19: Population Annexed to Cities, 2001-2020	31
Figure 20: Percent of Cost Burdened Households in King County	32
Figure 21: Cost Burdened Households by Race, 2018.....	33
Figure 22: Cost Burden by Percent of Area Median Income.....	33
Figure 23: Cost Burden by Area Median Income Grouping, 2018	33
Figure 24: Cost Burden by Geography, 2010 and 2018	34
Figure 25: Employment in King County, 2010-2020	35
Figure 26: Employment by Sector, 2020	36
Figure 27: Employment Growth by Sector 2010-2020.....	37
Figure 28: Share of Jobs by Earnings and Educational Attainment, 2019	38
Figure 29: Housing Units and Jobs Near Transit, 2014-2020	39
Figure 30: Percent of Housing Units by Type near Transit, 2020	40

Figure 31: Share of Housing and Jobs near Transit by Geography, 2014 and 2020.....	40
Figure 32: Resident Access to Healthy Food Options, 2020.....	42
Figure 33: Percent of Residents with Access to Healthy Food Options, 2020	42
Figure 34: Parks and Open Space Access, 2018.....	45
Figure 35: Residents with Limited Park and Open Space Access by Race, 2020.....	46
Figure 36: Park and Open Space Access by Geography, 2020.....	46
Figure 37: Vehicle miles traveled per capita compared to population, 2010-2019	47
Figure 38: Means of transportation to work, 2010 and 2019.....	48
Figure 39: Share of Non-Single Occupant Vehicle Commute Trips, 2010 and 2019.....	49
Figure 40: Percent of Non-Single Occupancy Vehicle Commutes by Race, 2019	49
Figure 41: Agriculture and Forest Production District Area, 2010 and 2021	51
Figure 42: Means of Preservation in Agriculture and Forest Production Districts, 2021.....	52
Figure 43: King County Farmland Area and Area in Production, 2013-2017	53
Figure 44: Acres of Open Space Preserved by Type, 2016-2021.....	54
Figure 45: Land Conservation Initiative Funding Sources 2016-2020.....	55
Figure 46: Greenhouse Gas Emissions (per capita), 2008-2017	56
Figure 47: Drivers of Greenhouse Gas Emissions Change 2008-2017	57
Figure 48: Sources of Greenhouse Gas Emissions in King County	57
Figure 49: Summary of Performance Measures, Status, and Recommended Actions.....	58

II. Executive Summary

In accordance with the 2016 King County Comprehensive Plan (Workplan Action 2) and King County Motion 15014 creating the King County Comprehensive Plan Performance Measures Framework, the 2022 Comprehensive Plan Performance Measures Report analyzes recent trends relative to the core functions of the Comprehensive Plan and makes recommendations for actions in the 2024 periodic update to the Comprehensive Plan ("2024 update"). This report also establishes a baseline for future comprehensive plan performance measurement.

A. Background

The King County Comprehensive Plan ("Plan") is King County's long-range guiding policy document for all land use and development regulations in unincorporated King County, local services for unincorporated areas, and for regional services throughout the County including transit, sewers, parks, trails, and open space. King County is required by the Washington State Growth Management Act to update the comprehensive plan every eight years.¹

In 2016, King County adopted an update to the Comprehensive Plan via Ordinance 18427.² In Chapter 12: Implementation, Amendments and Evaluation, the 2016 Plan contains a series of Workplan Action Items ("actions" or "action"). Action 2 calls on the County to develop a Performance Measures Program for the Plan to provide insight into whether the long-term goals of the Plan are being achieved or if amendments to the Plan's policies are needed. The framework for the Performance Measures Program, including the specific performance measures analyzed in this report, was established in Motion 15014, approved by the King County Council in 2017.³ The key purpose of this report is to inform the scoping process for the 2024 update, required by the Growth Management Act to be completed by December 31, 2024.

The 2022 Comprehensive Plan Performance Measures Report was prepared by the Office of Performance, Strategy and Budget, drawing from locally, regionally, state and nationally produced datasets and existing King County performance monitoring. Measures are primarily analyzed at a countywide scale, with additional geographic detail for relevant Growth Management Act geographies as appropriate and practicable given the dataset used.⁴ Wherever possible, disparate equity and social impacts were also analyzed.⁵

B. Performance Measures

The following table lists the Performance Measures analyzed in this report and summarizes key performance findings and recommended actions for the 2024 update. Each Performance Measure is analyzed individually in detail in the main body of this report.

¹ Revised Code of Washington Section 36.70A.130 [\[LINK\]](#)

² Ordinance 18427 [\[LINK\]](#)

³ Motion 15014 [\[LINK\]](#)

⁴ Growth Management Act geographies include incorporated cities, unincorporated urban areas, rural areas, and natural resource lands

⁵ The Plan focuses on issues that are directly affected by land use planning. Land use planning directly affects topics like affordable housing, public health, and mobility; analysis of these topics in this report is framed through a lens of how they specifically relate to land use.

Figure 1: Summary of Performance Measures, Status, and Recommended Actions

Performance Measure	Performance Status	Recommended Actions for the 2024 Update
1. Development occurs in areas planned for growth: Change in number of jobs, population, and housing units, compared to growth targets	✓ Growth is primarily urban, and on track to meet targets.	Maintain strong urban growth and rural protection policies.
2. Adequate zoning capacity exists in areas planned for growth: Urban land zoning capacity, compared to growth targets	✓ Adequate capacity exists to accommodate growth targets. Nearly 60 percent of urban unincorporated King County's development capacity is in neighborhoods with an elevated risk for displacement.	Strengthen anti-displacement policies.
3. Urban land is used efficiently: Change in jobs, population, and housing units densities in centers, compared to countywide and regional goals, as adopted in the Countywide Planning Policies and VISION 2050	✓ Centers are accommodating a significant portion of growth, in line with countywide and regional goals. Per the 2021 Countywide Planning Policies, new countywide centers will be designated after the 2024 update.	Evaluate designating countywide centers in White Center and Skyway.
4. Total supply of housing keeps up with, or exceeds, job and population growth: Change in number of housing units by type, compared to change in jobs and population	🚩 Housing supply is not keeping up with population and job growth.	Evaluate the types of housing allowed in low-density urban residential zones. Evaluate how more multifamily and middle-density housing could be developed in urban unincorporated King County.
5. Peak hour travel is not degrading faster than growth: Change in corridor peak hour travel times on major routes, compared to population and job change	✓ Travel times have not worsened despite population and employment growth. Congestion remains high on many routes.	Stay the course; provide transit service, complete streets, and alternatives to driving on congested routes. Continue to support housing near transit, especially high-capacity transit.

Performance Measure	Performance Status	Recommended Actions for the 2024 Update
6. Urban unincorporated areas are annexed into cities: Change in acreage, population, and jobs in unincorporated urban Potential Annexation Areas	👉 Annexation levels have been steady for the last two decades, but minimal since 2016.	The Plan has strong policies for promoting annexation. Statewide legislation is necessary to provide financial incentives like those that have been successful in promoting annexation in the past. Promote integration of 2021 Countywide Planning Policies about annexation in local comprehensive plan updates.
7. Housing is affordable to residents at all income levels: Change in percent of households paying more than 30% and 50% of income for housing costs	👉 The overall level of housing cost burden has decreased but remains high and has increased for specific demographics.	Evaluate strategies to incentivize or require, where appropriate, housing affordable to households earning less than 80 percent of area median income.
8. The economy is strong and diverse: Job change by sectors	✅ The economy has grown, particularly in the services sector.	Stay the course; continue to support a strong and diverse economy.
9. Residents have access to transit: Change in number of housing units by type and jobs, near transit stops	✅ 85 percent of recently built homes and 92 percent of recently created jobs are located near transit.	Stay the course; continue to support development of housing near transit.
10. Residents have access to healthy food options: Proximity to healthy food options (supermarkets, small grocers, farmers markets, and produce vendors)	👉 82 percent of King County residents live near a healthy food option. 56 percent of urban unincorporated King County residents live near a healthy food option.	Support improved access to healthy food in urban unincorporated King County.

Performance Measure	Performance Status	Recommended Actions for the 2024 Update
11. Residents have access to parks and open space: Proximity to parks and open spaces (including bicycle paths, trails, active and passive open space, playgrounds)	👉 79 percent of King County residents live near a park or open space amenity. 49 percent of urban unincorporated residents have limited access to nearby parks and open space. Black, Hispanic and Latinx, and Native Hawaiian and Pacific Islander residents have lower access to nearby parks and open spaces.	Support the investment in of urban greenspace, particularly in urban unincorporated King County communities, and communities with disparate access.
12. Non single occupant vehicle modes are increasing and per capita vehicle miles traveled (VMT) is decreasing: Change in percentage of residents using alternatives to the single occupant vehicle, and per capita VMT	✅ VMT per capita has decreased nine percent as population has grown 15 percent. The share of non-single occupant vehicle commute trips has increased by 35 percent.	Stay the course; continue to support alternatives to non-single vehicle commute trips, including high-capacity transit, regional trails connecting job centers, and telecommuting. Continue to enable the development of housing in and near job centers and along high-capacity transit routes.
13. Farms and forest lands are protected: Change in total acreage of Agricultural Production District and Forest Production District, including acreage permanently privately protected or in public ownership	✅ The acreage of designated farm and forest lands has increased.	Stay the course; preserve working farm and forest land through purchase of land and development rights within Agricultural Production Districts and Forest Production Districts.
14. Farmland in active production: Change in acres of farmland in active production, compared to total acreage	✅ The acreage of farmland in active production has increased.	Stay the course; continue to support actions that make farmland affordable (such as purchase of land and development rights) and that keep farmland in production (such as succession planning, agricultural market support, farmland for new farmers).

Performance Measure	Performance Status	Recommended Actions for the 2024 Update
15. Priority open space lands are permanently protected: Change in acres of priority non-resource land open space permanently privately preserved or in public ownership	☑ Priority open space lands have increased by nearly 4,000 acres since 2016. Limited access to parks and open space in urban unincorporated King County (Measure 11) highlights the importance of urban open space investment.	Prioritize urban open space investments, especially in urban unincorporated King County communities with the most in need.
16. Countywide greenhouse gas emissions goals are being met: Percent reduction in countywide greenhouse emissions compared to a 2007 baseline (targets = 25 percent reduction by 2020, 50 percent reduction by 2030)	👉 Greenhouse gas emissions per capita have declined by 11 percent but did not meet the 2020 goal.	The 2020 Strategic Climate Action Plan ("SCAP") updated the greenhouse gas reduction goals. Strategies designed to meet the revised goals should align with the adopted SCAP actions, including addressing emissions from growth and development. Continue to encourage housing growth near transit and active transportation infrastructure, and green building practices.
Key: ☑ Meeting Goal or Positive Trend 👉 Needs More Information or Mixed Progress 🚩 Not Meeting Goal or Negative Trend		

C. Implementation and Next Steps

The purpose of the 2022 Comprehensive Plan Performance Measures Report is to examine longer-term indicators of Plan performance to provide insight into whether the goals of the Plan are being achieved or if revisions are necessary. As such and as required in Action 2, the Executive will use the findings of this Report to inform the development of the scope of work for the 2024 Update. Continuing from the development of the scope of work, the Executive will develop the Executive Recommended 2024 update, to be delivered to Council by December 31, 2023, for Council's consideration, revision, and adoption by December 31, 2024.

III. Background

Department Overview: The Office of Performance, Strategy and Budget (PSB) provides comprehensive planning, management, budgeting and performance assessment for King County government. PSB's work is guided by best practices in financial stewardship and performance management, which includes enhancing accountability, transparency, and integrating strategic planning, business planning, resource allocation, and continuous improvement into a systematic approach throughout the County.

The Regional Planning Section of PSB provides leadership, management and accountability for King County's long-range planning efforts. The Section coordinates and integrates comprehensive, countywide and regional planning efforts as directed by King County policy and in concert with the County's elected leaders. Guided by the King County Strategic Plan, the King County Comprehensive Plan, the Countywide Planning Policies, and VISION 2050, the Regional Planning Section works across King County government and with other jurisdictions to advance initiatives that support resilient, healthy, diverse, and sustainable communities.

Historical Context: The King County Comprehensive Plan ("the Plan") is King County's long-range guiding policy document for all land use and development regulations in unincorporated King County, local services for unincorporated areas, and for regional services throughout the County including transit, sewers, parks, trails, and open space. The Plan was first adopted in 1964 and has been regularly updated since 1994 after the passage the Washington State Growth Management Act in 1990.⁶

On December 5, 2016, King County adopted an update to the Plan via Ordinance 18427.⁷ In Chapter 12: Implementation, Amendments and Evaluation, the 2016 Plan contains a series of Workplan Action Items ("actions" or "action"). Action 2 calls on the County to develop a Performance Measures Program ("the Program") for the Plan to provide insight into whether the long-term goals of the Plan are being achieved or if amendments to the Plan's policies are needed. The Action is included as Appendix A to this Report. The framework for the Performance Measures Program, including the specific performance measures analyzed in this report, was established in Attachment A to Motion 15014 ("the Motion"), approved by the King County Council in 2017.⁸ The Motion is included as Appendix B to this Report.

Current Context: The 2022 Comprehensive Plan Performance Measures Report ("the report" or "this report") is intended to inform the scoping process for the 2024 periodic update to the King County Comprehensive Plan ("2024 Update"). The 2024 update is required by the Washington State Growth Management Act and is due to the state Department of Commerce by December 31, 2024.⁹

The framework for the Performance Measures is structured around how well the County is meeting the aspirations of the six Guiding Principles policies in the Plan, as consistent with the planning goals of the Growth Management Act. Detailed descriptions of the Guiding Principles are included in Appendix D of this report. The topics addressed in the Guiding Principles policies are as follows:

⁶ Revised Code of Washington Chapter 36.70A [\[LINK\]](#)

⁷ Ordinance 18427 [\[LINK\]](#)

⁸ Motion 15014 [\[LINK\]](#)

⁹ Revised Code of Washington Section 36.70A.130 [\[LINK\]](#)

- RP-201 Creating Sustainable Neighborhoods
- RP-202 Preserving and Maintaining Open Space and Natural Resource Lands
- RP-203 Directing Development Toward Existing Communities
- RP-204 Providing a Variety of Transportation Choices
- RP-205 Addressing Health, Equity, and Social and Environmental Justice
- RP-206 Achieving Environmental Sustainability

The long-term indicators identified in the Motion creating the Performance Measures Program and detailed in section IV below.

Report Methodology: This report was prepared by Office of Performance, Strategy, and Budget, Regional Planning Section staff. Data was collected and analyzed in conjunction with relevant subject matter experts across King County departments. All attempts were made to use existing departmental monitoring or performance measurement to complete this report. Where possible, data was disaggregated to measure disparate impacts for equity and social justice populations across King County, primarily Black, Indigenous, and People of Color populations and low-income populations. Brief information on data sources is provided in the “How We Measured This” section for each measure in section IV below. Detailed data sources and analysis notes are comprehensively provided in Appendix C.

The data supporting each performance measure was collected and analyzed in accordance with the Performance Measures Program foundations laid out in the Motion. Each performance measure is individually reported on in section IV of this Report, with descriptive text including context on how each specific measure aligns with the guiding principles of the Plan; a summary of the performance measure data collected; interpretation of the data; and a summary of findings relevant to the core land use planning functions directly affected by the Plan. Data reporting years differ across measures and were selected based on data availability, existing King County monitoring programs, and subject matter relevancy.¹⁰

The Washington State Growth Management Act planning requirements define specific geographies relevant to comprehensive planning, including urban lands, rural lands, and natural resource lands.¹¹ Urban lands are defined by the Urban Growth Area and include incorporated cities and towns and urban portions of unincorporated King County. Rural lands include the portion of unincorporated King County outside the Urban Growth Area. Natural resource lands include agricultural, forest, and mineral lands of long-term commercial significance in unincorporated King County. For this report, where possible, countywide data analysis is disaggregated to these geographies, specifically incorporated cities, unincorporated King County, urban unincorporated King County, and rural King County. Natural resource lands are addressed in performance measures related to trends on these lands. Geography disaggregation was not possible or relevant for all measures, and limitations are identified in the “How We Measured This” section for each measure.

¹⁰ The Plan focuses on issues that are directly affected by land use planning. Land use planning directly affects topics like affordable housing, public health, and mobility; analysis of these topics in this report is framed through a lens of how they specifically relate to land use.

¹¹ The planning goals of the Growth Management Act (Revised Code of Washington Section 36.70A.030) emphasize the importance of geography in achieving the acts goals by encouraging growth in urban areas to preserve and sustain working natural resource landscapes; open space for habitat, recreation, and environmental quality, and rural character.

IV. Report Requirements

Building from the Performance Measures Framework established in the Motion, the following sections compose the main body of the 2022 Comprehensive Plan Performance Measures Report required by 2016 Comprehensive Plan Workplan Action 2.

Per the Performance Measures Framework, individual measures are analyzed at a countywide scale and include additional detail for incorporated cities, unincorporated King County, urban unincorporated King County, and rural King County, where practicable. Individual measures also present equity and social justice effects where datasets allowed.

A. Performance Measures

This section includes an analysis of each performance measure included in the Performance Measures Program Framework. Each performance measure composes a subsection of this section, and includes the following components:

- **Why this Measure Matters.** A description of how the measure relates to the guiding principles, noted parenthetically, and content of the Plan.
- **How We Measured This.** A summary of how the analysis was performed, including definitions, years of analysis, geographic scale limitations, and necessary background on data sources.
- **What this Measure Tells Us.** Presents analysis and interpretation of Performance Measure data
- **What This Means for the 2024 Comprehensive Plan Update.** A summary of finding implications for the Plan update.

Performance Measure analysis begins on the following page.

1. Development occurs in areas planned for growth: Change in number of jobs, population, and housing units, compared to growth targets

Why This Measure Matters

Directing development towards existing communities is a guiding principle (RP-203) of the King County Comprehensive Plan and embedded in the adopted growth targets, which focus growth into the urban area and to jurisdictions with infrastructure and resources to serve the greatest concentrations of growth. Efficient land use and urban growth are essential to creating sustainable neighborhoods (RP-201) and achieving King County's environmental and climate goals.

How We Measured This

This measure compares housing and employment growth data from 2006 to 2020 with adopted growth targets for 2006 to 2035 in urban unincorporated King County. King County does not adopt population targets; so, population growth is presented in this measure, but not compared to a target. To compare these different time periods, this measure compares the rate of growth under the growth targets to the rate of growth observed in the time passed to date under these targets. Employment data was sourced from the Puget Sound Regional Council's covered employment estimates. Population and housing data comes from the Office of Financial Management (2006) and the decennial census (2020). This measure does not address rural King County, as growth targets are not created for the rural area.

What This Measure Tells Us

Growth in urban unincorporated King County represents a small share of the overall growth anticipated in urban King County, with urban unincorporated King County accounting for four percent of targeted housing growth, and one percent of targeted employment growth between 2006 and 2031. As shown in Figure 2, growth in urban unincorporated King County has been tracking very closely to housing and employment targets. The rate of housing and employment growth from 2006 to 2020 were both 101 percent of the rate of growth prescribed by the housing and employment targets.

Figure 2: Growth Compared to Growth Targets

Geography	2006-2020 Population Growth	2006-2020 Housing Growth	2006-2031 Housing Target	% of Housing Target Pace	2006-2020 Employment Growth	2006-2031 Employment Target	% of Employment Target Pace
King County	424,466	162,849	238,451	122%	303,711	428,068	127%
Cities	396,675	153,828	222,011	124%	296,290	421,258	126%
Urban Unincorporated King County	20,490	6,286	11,066	101%	3,853	6,810	101%

Consistency with growth targets under Growth Management Act statutes is assessed at the jurisdictional scale, which, in King County's case, means all of the unincorporated urban areas as a whole. Given this, the County shows remarkable consistency between growth and growth targets.

What This Means For The 2024 Comprehensive Plan Update

The 2024 Update will plan for a new set of targets representing growth from 2019 to 2044.¹² The share of growth apportioned to the urban unincorporated area under these targets

¹² Adopted in the 2021 King County Countywide Planning Policies [\[LINK\]](#)

represents two percent of countywide housing growth and one percent of countywide employment growth, approximately half of the amount of growth under the previous targets.

These revised targets are scaled to the current capacity of the urban unincorporated area, which is sufficient to accommodate the growth. Urban unincorporated King County will continue to be on pace for achieving targets.

With the recent changes to the Growth Management Act, the Plan will need to ensure that King County can accommodate the housing needs of all economic segments and for permanent supportive housing and emergency sheltering.¹³ Quantities of housing need at different income levels and specific purpose housing needs will be evaluated as part of the 2024 Update.

¹³ Engrossed Second Substitute House Bill 1220 (2021 session) [\[LINK\]](#)

2. Adequate zoning capacity exists in areas planned for growth: Urban land zoning capacity, compared to growth targets

Why This Measure Matters

As required by the Growth Management Act, King County must plan for sufficient urban zoned capacity to accommodate its growth targets. Planning for adequate zoned capacity within the Urban Growth Area ensures that growth is directed toward existing urban communities, consistent with VISION 2050, adopted growth targets, and Guiding Principle RP-203.

How We Measured This

This measure calculates zoned capacity in urban unincorporated King County by combining the base density and dimension assumptions from the King County Zoning Code (K.C.C. Chapters 21A.12 and 21A.14) with the vacant and redevelopable land identified in the 2021 Urban Growth Capacity Report. For cities, zoned capacity reflects capacity from the Urban Growth Capacity Report. This calculation of zoned capacity is then compared to the 2019 to 2044 growth targets from the 2021 Countywide Planning Policies. Redevelopable and vacant land were also compared to the Puget Sound Regional Council's displacement risk index to evaluate the relative displacement risk of future development. This measure does not address rural King County, as growth targets are not created for the rural area.

What This Measure Tells Us

Urban unincorporated King County has enough zoned capacity for 2019 to 2044 growth targets, for housing and employment. The overall share of urban growth accommodated in urban unincorporated King County is only two percent of the county's projected housing growth and 0.25 percent of employment growth. Figure 3 compares residential capacity and 2019 to 2044 growth targets; urban unincorporated King County has sufficient capacity to accommodate its housing targets. Each potential annexation area with a growth target has sufficient zoned capacity to accommodate its growth target. As a whole, King County and cities in King County have sufficient residential capacity for housing targets.

Figure 3: Residential Zoned Capacity Compared to 2019-2044 Housing Targets

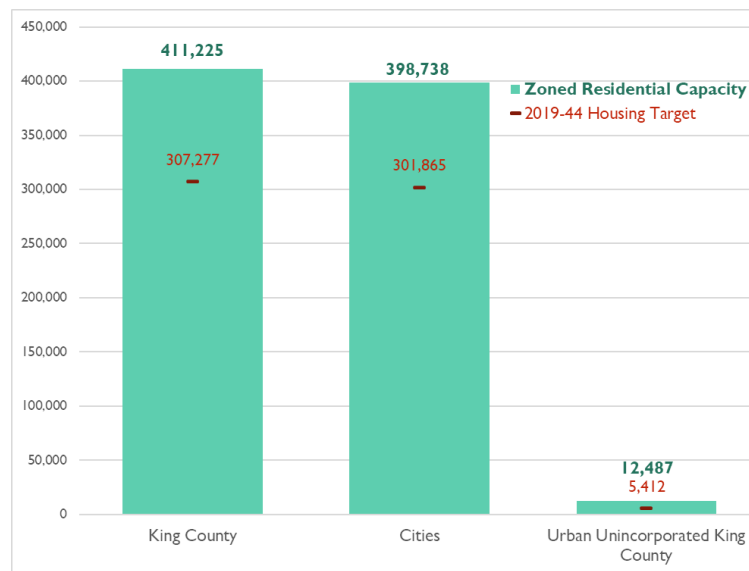
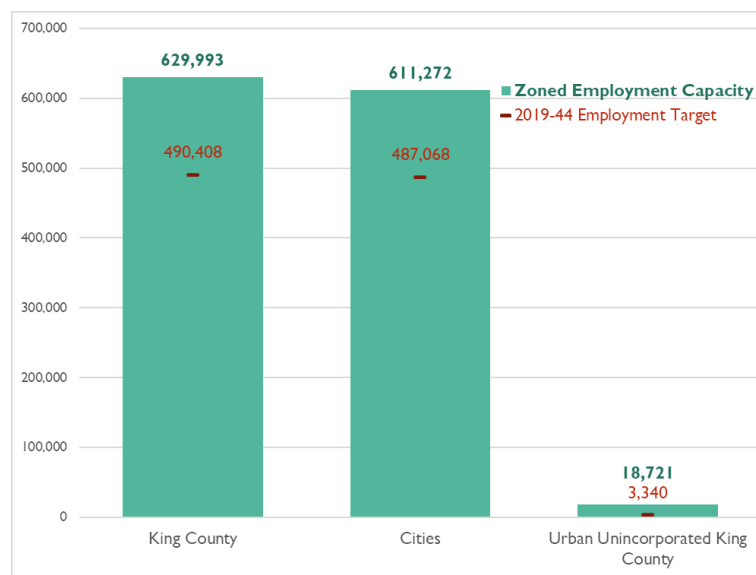


Figure 4 compares zoned employment capacity and 2019 to 2044 employment targets. Because of the limited locations of commercial and industrially zoned land in urban unincorporated King County, fewer potential annexation areas have employment targets and the urban unincorporated area's share of urban employment is correspondingly small. Urban unincorporated King County has sufficient urban capacity for employment, as do King County cities and the county as a whole. King County Because of the number of assumptions inherent in calculating employment capacity and the limits of land use control on number of jobs that locate within buildings employment capacity is more variable estimate than residential capacity.¹⁴

Figure 4: Employment Zoned Capacity Compared to 2019-2044 Employment Targets



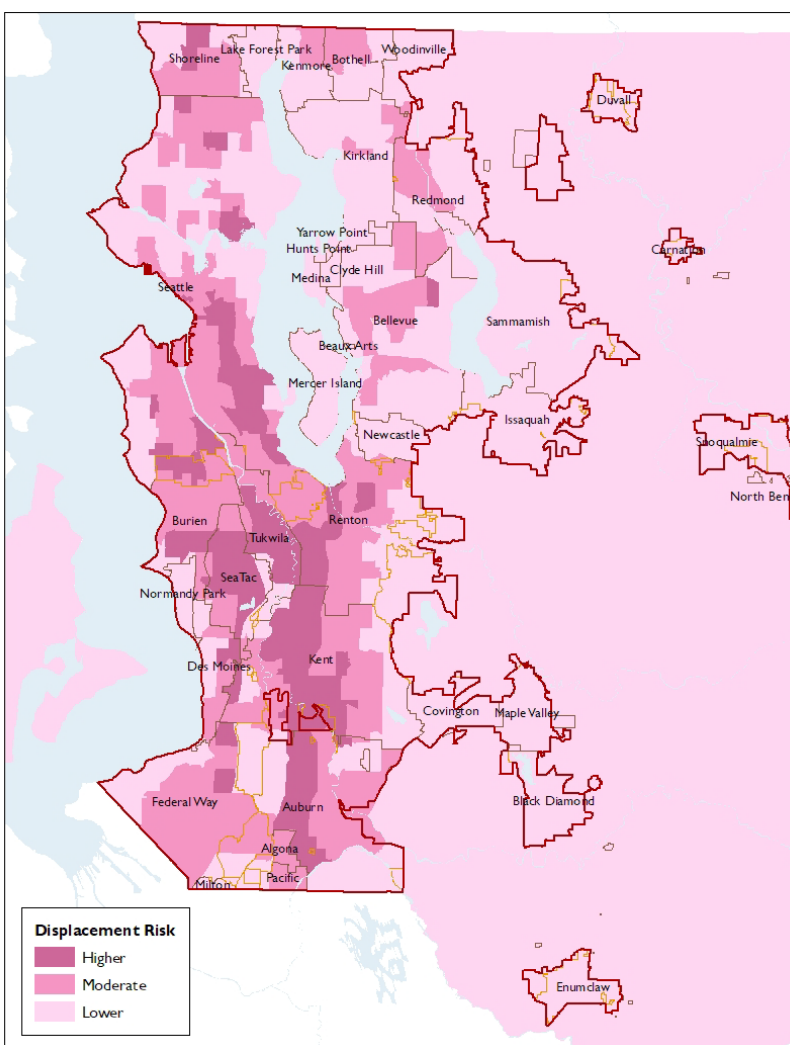
New development on vacant or redevelopable land, can place existing residents and businesses at risk for physical, economic, or cultural displacement, due to increased property values and subsequent rent or ownership costs, redevelopment of existing, more affordable buildings and homes, or the loss of neighborhood community anchors. Rising housing prices and rents throughout King County, and the concentration of cost-burdened and low income households in urban unincorporated King County, place residents and at greater risk for displacement.¹⁵ This is especially true for particularly Black, Indigenous, and People of Color households that face greater housing cost burden. Given that capacity is a measurement of where development is likely to occur, the locations of development capacity were compared to neighborhood risk for displacement to evaluate the potential displacement risk of growth in urban unincorporated King County.

¹⁴ Unlike residential zoning, which specifies a maximum density for housing units, non-residential zoning does not generally specify employment density, and job capacity is calculated through a jobs per square feet (of built space) assumption. This assumption varies widely by sector and organization size, and layers on top of mixed use and other density assumptions used to estimate non-residential built space capacity.

¹⁵ King County, Skyway-West Hill and North Highline Anti-displacement Strategies Report, 2021. [\[LINK\]](#)

The Puget Sound Regional Council's displacement risk index combines a variety of social, economic, and land use indicators to categorize census tracts at lower, moderate, and higher risk of displacement.¹⁶ A map of displacement risk is shown in Figure 5. 48 percent of zoned housing capacity and 39 percent of zoned employment capacity are in tracts at the lowest displacement risk category. 42 percent and 41 percent of housing and employment capacity, respectively, are in tracts with moderate displacement risk. Ten percent and 19 percent of housing and employment capacity, respectively, are in tracts with the highest displacement risk. While displacement can happen anywhere, nearly 60 percent of urban unincorporated King County's development capacity is in neighborhoods with an elevated risk for displacement.

Figure 5: Map of Displacement Risk



What Does This Mean For The 2024 Comprehensive Plan Update?

Urban unincorporated King County has sufficient zoned capacity to accommodate its targeted growth. The capacity estimates in this measure do not represent fully built out urban areas (which is different from zoned capacity), and thus additional capacity does exist to accommodate targets. While urban unincorporated King County has sufficient capacity, policies

¹⁶ Puget Sound Regional Council, Displacement Risk Mapping, 2019. [\[LINK\]](#)

should address the risk of displacement for existing residents and businesses, allowing people to remain in their neighborhood of choice, and enable strategies described in the Skyway-West Hill and North Highline Anti-displacement Strategies Report.

3. Urban land is used efficiently: Change in jobs, population, and housing unit densities in centers, compared to countywide and regional goals, as adopted in the Countywide Planning Policies and VISION 2050¹⁷

Why This Measure Matters

Directing growth towards existing communities to reduce sprawl and achieve environmental sustainability are guiding principles of the comprehensive plan (RP-203). Regional and countywide policy requires that centers, supported by high-capacity transit, must absorb a significant share of future growth and development and meet density goals. Housing and employment density in centers is essential to support transit investments and create sustainable and complete communities (RP-201).

How We Measured This

This measure reports housing, population, and employment growth in designated Regional Growth Centers and their 2019 densities compared to the density goals expressed in the Puget Sound Regional Council's Regional Centers Framework and the 2021 Countywide Planning Policies.¹⁸ Density goals for Regional Growth Centers are expressed in "activity units," which are equivalent to the total population and employment of the center, divided by the area of the center in acres. Employment growth in designated Manufacturing/Industrial Centers is also reported. Manufacturing/Industrial Centers are more focused on the preservation of industrial land and employment and do not have density goals, but they do have minimum employment and concentration of industrial employment thresholds.

Regional Growth Centers are only designated in cities, so countywide and unincorporated geographies are not analyzed in this trend. The revised centers framework in the Countywide Planning Policies creates a new category of designated countywide centers. Countywide centers will be designated after the 2024 periodic update of comprehensive plans is complete, so this designation is not evaluated in this report. Local urban centers are designated in the King County Comprehensive Plan, but they do not have area boundaries or density goals like regional and countywide centers. Instead, they typically follow zoning classifications and land use designations.

What This Measure Tells Us

Regional Growth Centers accommodated 24 percent of King County's population growth, 35 percent of housing growth, and 49 percent of King County's employment growth between 2010 and 2019. Collectively ten percent of King County's population, 13 percent of housing, and 40 percent of jobs are located in Regional Growth Centers. Figure 6 reports current estimates for Regional Growth Centers, change between 2010 and 2019, and change in activity unit densities.

¹⁷ VISION 2050 was adopted in October, 2020 and supersedes VISION 2040.

¹⁸ Puget Sound Regional Council, Regional Centers Framework, 2018. [\[LINK\]](#)

Figure 6: Housing, Population, and Employment Estimates and Change in Regional Growth Centers

Center	2019					Growth 2010-19			
	Acres	Housing Units	Employment	Population	Activity Unit Density	Housing Units	Employment	Population	Activity Unit Density
Auburn	230	820	3,150	1,440	20	100	260	80	1
Bellevue	410	10,150	56,120	12,480	167	3,000	17,270	5,340	55
Burien	420	1,880	5,380	3,600	21	170	1,970	650	6
Federal Way	200	70	2,860	60	15	70	-330	60	-1
Issaquah	460	130	11,410	160	25	130	2,850	160	6
Kent	290	930	4,270	2,150	22	330	20	660	2
Kirkland Totem Lake	840	3,200	14,400	6,010	24	90	2,620	520	4
Redmond Downtown	430	5,740	10,630	6,850	40	5,070	1,160	3,720	11
Redmond-Overlake	520	1,810	28,030	2,870	60	610	4,100	730	9
Renton	610	3,050	18,120	5,030	38	430	4,660	1,910	11
SeaTac	880	4,640	16,830	10,650	31	510	3,940	610	5
Seattle Downtown	930	29,520	192,310	44,850	254	10,340	57,030	18,930	81
Seattle First Hill/Capitol Hill	910	34,340	46,760	52,190	108	8,360	5,120	15,690	23
Seattle Northgate	410	4,890	11,760	8,000	48	320	330	950	3
Seattle South Lake Union	360	9,210	65,660	12,680	218	6,100	45,600	8,450	150
Seattle University Community	770	11,470	36,360	32,620	90	3,040	3,140	9,420	16
Seattle Uptown	330	7,760	14,820	11,860	80	1,650	910	4,220	15
Tukwila	850	520	19,530	150	23	520	2,130	150	3
All Centers	9,870	130,120	558,390	213,660	78	40,840	152,780	72,250	23

Below, Figure 7 demonstrates how individual Regional Growth Centers are meeting regional and countywide activity unit density goals for existing development. There are two subgroups of Regional Growth Centers, Metro and Urban Centers, with the distinction determined by the Puget Sound Regional Council. Regional and countywide existing density thresholds vary and are detailed in the chart in Figure 8. The countywide criteria, expressed in the King County Countywide Planning Policies, have higher existing activity unit density thresholds. All Regional Growth Centers, except for Federal Way, meet the regional existing activity unit density criteria. Seven Regional Growth Centers do not meet the countywide existing activity unit density criteria. For existing centers, the Countywide Planning Policies note that not meeting existing activity unit thresholds is not grounds for de-designation or re-designation, and having the higher threshold establishes the goals for transit supportive densities rather than reflecting existing densities on the ground today.

Figure 7: Activity Unit Density of Regional Growth Centers, 2019

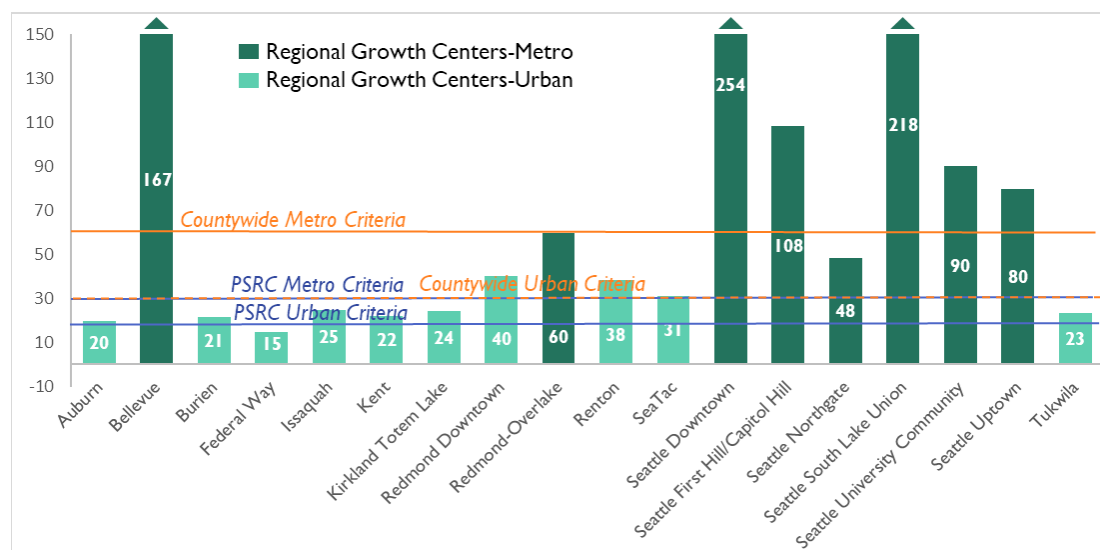


Figure 8: Existing Activity Unit Density Thresholds

Policy Document	Metro Regional Growth Centers	Urban Regional Growth Centers
PSRC Centers Framework	18	30
Countywide Planning Policies	30	60

Figure 9 reports current employment estimates for the four designated Manufacturing/Industrial Centers in King County. While there are two categories of Manufacturing/Industrial Centers in regional and countywide criteria, all are designated as Industrial Employment Centers in King County, the more intense designation for Manufacturing/Industrial Centers. All Manufacturing/Industrial Centers contain core industrially zoned land and have at least 10,000 jobs, meeting the existing employment criteria for Industrial Employment Centers. The Ballard-Interbay center is slightly below the 50 percent industrial employment criteria, but the other three centers meet this criterion.

Figure 9: Manufacturing/Industrial Centers Employment

Manufacturing/Industrial Center	2019 Employment	2010-19 Change	% Industrial Jobs
Ballard-Interbay	14,160	-80	48%
Duwamish	70,050	11,280	61%
Kent	50,340	12,690	91%
North Tukwila	11,690	-1,810	61%

What This Means For The 2024 Comprehensive Plan Update

While unincorporated King County does not have designated Regional Growth Centers or Manufacturing/Industrial Centers, the 2024 periodic update to the comprehensive plan will explore whether the White Center and Skyway business districts should be designated Countywide Centers. Both were designated as Candidate Countywide Centers in 2021 to recognize their function and potential as Countywide Centers.

Why This Measure Matters

How We Measured This

For a variety of reasons, the mix of population and employment varies greatly from place to place. An even ratio of population to housing and job growth is not expected across King County but comparing the number of new jobs to new households provides insight into how economic growth spurs population growth. Even without a specific goal for the ratio of jobs per housing unit, comparing the ratio of housing units to jobs in different years can describe how development may be underproducing housing for demand over time. By comparing household growth and housing unit growth we can learn if a sufficient number of housing units are being constructed to house new residents, or if housing underproduction is threatening to make housing scarce and more unaffordable. By examining the types of housing units produced, we can understand how the housing stock is changing as the population grows.

Housing production is not keeping pace with population growth spurred by economic growth. For each household added to King County between 2010 and 2020, 2.6 jobs were created, but only 0.9 housing units were constructed. The land use mix across King County, measured by the ratio of the number of housing units to the number of jobs, is employment heavy, with about 0.7 housing units per job in 2020. This ratio was 0.8 in 2010, showing that employment has continued to concentrate in King County, and housing development has not kept up. Stated another way, for every 100 adults added between 2010 and 2020, 44 new households were formed, but only 40 housing units were constructed.

Figure 10: Housing units and jobs per household, 2010-2020

... 9 new homes were constructed...

... and 26 new jobs were added.

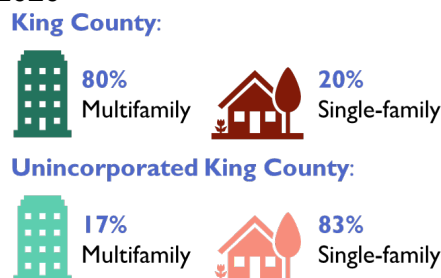
employment opportunities and services closer to residential areas is a policy goal, but the pace of housing growth did not match that of household growth. For each new household added in unincorporated King County between 2010 and 2020, 0.8 new housing units were constructed, and 1.7 jobs were added. This trend was observed in both rural and urban unincorporated King County.

As population and housing growth was overwhelmingly urban and in cities, 80 percent of the housing units added in King County between 2010 and 2020 were in buildings with multiple units. The growth in unincorporated King County was more concentrated in single-family units, with only 17 percent of new units in multifamily structures. This reflects the generally lower density land use pattern of the unincorporated area.

Figure 12: Housing Units by Structure Type

	Single-family Units 2010-2020	Multifamily Units 2010-2020
King County	20%	80%
Cities	16%	84%
Unincorporated King County	83%	17%
Urban Unincorporated King County	80%	20%
Rural King County	100%	0%

Figure 11: Housing unit type mix, 2010-2020



What This Means For The 2024 Comprehensive Plan Update

Ensuring an abundant and affordable housing supply is essential to creating a welcoming King County where everyone has the opportunity to thrive, and to support a healthy economy. The Plan should encourage and remove barriers to expeditious housing development and development of a variety of housing types. This could include evaluating the types of housing allowed in lower density residential zones and how more small multifamily developments can be constructed in urban unincorporated King County.

With recent changes to the Growth Management Act, the comprehensive plan will need to ensure that King County can accommodate the housing needs of all income segments and for permanent supportive housing and emergency sheltering. Quantities of housing need at different income levels and specific purpose housing needs have not yet been determined.

5. Peak hour travel is not degrading faster than growth: Change in corridor peak hour travel times on major routes, compared to population and job change.

Why This Measure Matters

As King County continues to grow, roads, sidewalks, and trails will become more congested. To ensure an efficient multimodal transportation system, residents, workers, and visitors will need a range of transportation choices to respond to community needs and reduce greenhouse gas emissions and other environmental impacts (RP-204).

How We Measured This

This measure draws from proprietary data from a traffic data firm, INRIX, furnished by the Puget Sound Regional Council for the month of May 2015 and 2019. Travel corridors are identified by the company. This measure analyzes the change in travel time for the afternoon peak, typically the most congested time of day for the transportation network. Travel trends are analyzed in both roadway directions, and travel times represent end-to-end travel times along the corridor. “Congestion” is measured by the amount of corridor where travel speeds average 70 percent or less of the posted speed limit and are not a measure of road capacity.

Population and employment growth were identified from block-level data over the same period, by selecting blocks within a half-mile distance of the corridor roadway. This measure summarizes trends along individual travel corridors that cross city and unincorporated boundaries and the urban and rural areas. Separate analyses were not possible for all Growth Management Act Geographies, but observations for routes serving unincorporated King County are shared in the “What does this mean for the 2024 Comprehensive Plan update?” section.

What This Measure Tells Us

About half of the travel corridors analyzed experienced small, one to four-minute reductions in travel time between 2015 and 2019, while over 40 percent of routes experienced increased travel times. Figure 13 summarizes countywide population and employment growth and compares it to the change in miles of congested roadway from 2015 to 2019. Despite strong population and employment growth countywide, the overall number of miles of congested roadways decreased by four percent overall.

Figure 13: Growth and Change in Roadway Congestion, 2015-2019

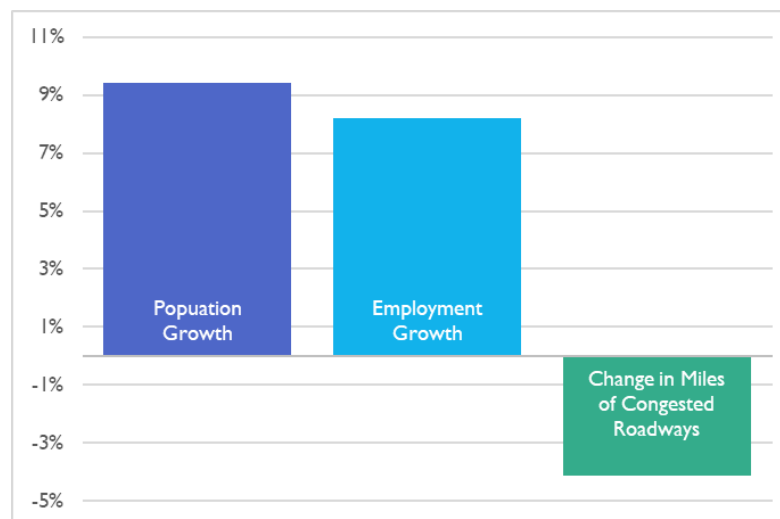


Figure 14 illustrates the locations of the analyzed travel corridors and summarizes the afternoon travel time change, in minutes, during the analysis period, in both travel directions. During this period, all corridors experienced population growth, while employment grew along 34 of the 42 corridors.

Figure 15 details travel time changes and population and job growth along each corridor. Estimates of congestion, the percentage of the corridor where average speeds are less than 70 percent of the posted speed limit, are also provided for context. Corridors where at least 90 percent of the roadway is experiencing these congestion-affected speeds during the afternoon peak are shown in bold text.

Figure 14: Travel Corridors and Travel Time Changes, 2015-2019

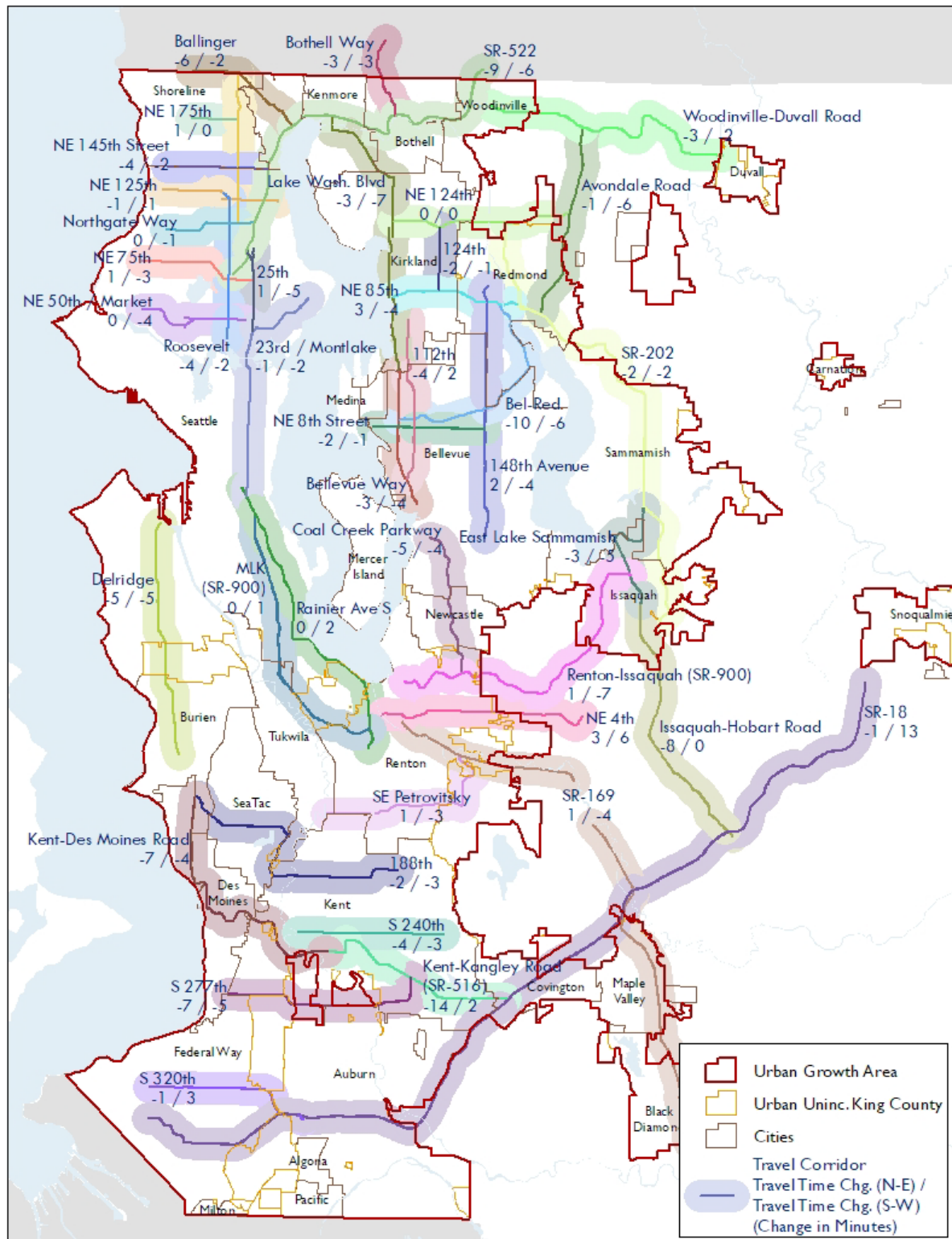


Figure 15: Travel Time Changes and Changes in Population and Employment, 2015-2019

Corridor					Travel Time		% of Corridor with	
	Population		Employment		% Change		Congestion-	
	% Change	% Change	% Change	% Change	North/East	South/West	affected Speeds	affected Speeds
					North/East (2019)	South/West (2019)		
I 12th	↑ 12%	↑ 15%	↓ -9%	↑ 5%	99%	99%		
I 24th	↑ 9%	↑ 12%	↓ -11%	↓ -8%	98%	98%		
I 48th Avenue	↑ 11%	↑ 1%	↑ 5%	↓ -7%	97%	97%		
I 5th Ave	↑ 6%	↑ 2%	↓ -12%	↓ -5%	100%	100%		
I 88th	↑ 6%	↑ 17%	↓ -4%	↓ -6%	97%	97%		
23rd / Montlake	↑ 11%	↑ 19%	↓ -2%	↓ -3%	100%	100%		
25th	↑ 7%	↑ 18%	↑ 3%	↓ -23%	95%	76%		
Avondale Road	↑ 6%	↑ 7%	↓ -5%	↓ -17%	98%	90%		
Ballinger	↑ 4%	↓ -4%	↓ -30%	↓ -9%	67%	100%		
Bellevue Way	↑ 11%	↑ 18%	↓ -15%	↓ -12%	96%	96%		
Bel-Red	↑ 16%	↑ 11%	↓ -20%	↓ -14%	92%	94%		
Bothell Way	↑ 23%	↑ 23%	↓ -14%	↓ -14%	98%	97%		
Coal Creek Parkway	↑ 8%	↑ 6%	↓ -22%	↓ -16%	99%	82%		
Delridge	↑ 7%	↑ 5%	↓ -10%	↓ -11%	97%	97%		
East Lake Sammamish	↑ 17%	↑ 22%	↓ -19%	↓ -25%	47%	51%		
Issaquah-Hobart Road	↑ 10%	↑ 21%	↓ -23%	↓ 0%	31%	56%		
Kent-Des Moines Road	↑ 6%	↑ 4%	↓ -16%	↓ -9%	91%	85%		
Kent-Kangley Road (SR-516)	↑ 8%	↑ 7%	↓ -33%	↑ 7%	95%	96%		
Lake Wash. Blvd	↑ 7%	↑ 17%	↓ -4%	↓ -14%	90%	77%		
MLK Blvd. (SR-900)	↑ 9%	↑ 9%	↑ 0%	↑ 1%	100%	94%		
NE 124th	↑ 11%	↑ 11%	↓ -1%	↑ 1%	98%	98%		
NE 125th	↑ 7%	↓ -4%	↓ -4%	↓ -4%	97%	98%		
NE 145th Street	↑ 6%	↓ -5%	↓ -17%	↓ -12%	100%	100%		
NE 175th	↑ 6%	↑ 16%	↑ 7%	↓ -1%	100%	100%		
NE 4th	↑ 6%	↓ -4%	↑ 10%	↑ 20%	94%	95%		
NE 50th / Market	↑ 15%	↑ 9%	↑ 1%	↓ -12%	93%	94%		
NE 75th	↑ 10%	↑ 14%	↑ 6%	↓ -13%	100%	78%		
NE 85th	↑ 11%	↑ 11%	↑ 12%	↓ -13%	100%	100%		
NE 8th Street	↑ 14%	↑ 12%	↓ -9%	↓ -6%	100%	100%		
Northgate Way	↑ 7%	↑ 6%	↑ 1%	↓ -2%	97%	97%		
Rainier Ave S	↑ 9%	↓ -30%	↑ 1%	↑ 3%	100%	100%		
Renton-Issaquah (SR-900)	↑ 7%	↑ 19%	↑ 2%	↓ -11%	100%	100%		
Roosevelt	↑ 15%	↓ -6%	↓ -22%	↓ -5%	100%	100%		
S 240th	↑ 6%	↑ 11%	↓ -11%	↓ -13%	81%	81%		
S 277th	↑ 6%	↑ 1%	↓ -20%	↓ -14%	60%	72%		
S 320th	↑ 13%	↓ -3%	↓ -3%	↑ 10%	100%	100%		
SE Petrovitsky	↑ 6%	↑ 11%	↑ 2%	↓ -10%	99%	99%		
SR-169	↑ 5%	↑ 21%	↑ 1%	↓ -5%	87%	87%		
SR-18	↑ 10%	→ 0%	↓ -1%	↑ 18%	46%	42%		
SR-202	↑ 12%	↑ 9%	↓ -2%	↓ -2%	99%	89%		
SR-522	↑ 10%	↑ 13%	↓ -13%	↓ -9%	91%	84%		
Woodinville-Duvall Road	↑ 4%	↑ 9%	↓ -8%	↓ -5%	100%	59%		

While population grew on all travel corridors, and employment grew on nearly every corridor, travel times decreased on 57 percent of corridors. Despite decreases in travel time, roadways are still experiencing congestion overall. Of the 24 corridors experiencing a decrease in travel time from 2015 to 2019, 20 corridors experienced congestion-affected speeds along 90 to 100 percent of the corridor during afternoon peak commute times.

What This Means For The 2024 Comprehensive Plan Update

Key routes serving the unincorporated area, i.e., State Route 18, State Route 169, Avondale Road, Delridge Way, Kent-Kangley Road (State Route 516), Martin Luther King Jr. Way (State Route 900), Rainier Avenue South, Renton-Issaquah Road (State Route 900), Petrovitsky Road, and Woodinville-Duvall Road, experience congestion, but travel times have been relatively stable despite recent population and employment growth. Seven of these routes also experienced travel time increases in at least one direction over the analysis period. Given the congestion of roads serving both the urban and rural areas, rural areas are likely being affected by urban originating trips. Continuing to support urban corridors with high capacity and frequent transit service remains important for access and creating travel alternatives to avoid traffic congestion. Supporting regional trails connecting activity centers and on-street infrastructure that supports walking, biking, and rolling in the county's densest neighborhoods will also reduce pressure from congested car routes. Building more housing for all income levels, near transit and with access to employment centers will also support multimodal commutes.

6. Urban unincorporated areas are annexed into cities: Change in acreage, population, and jobs in unincorporated urban Potential Annexation Areas

Why This Measure Matters

Urban residents are most efficiently served in cities because of they have more revenue options to provide needed urban services and because they provide more local representation with much smaller ratios of residents to elected officials (RP-203). Regional and county policy directs King County and its cities to facilitate annexation of urban unincorporated areas. Annexation is an equity issue, as past patterns of incorporation and annexation have left King County's most diverse and lowest income communities underserved in major urban unincorporated islands. To serve and represent these communities equitably, these areas should be annexed to cities (RP-201).

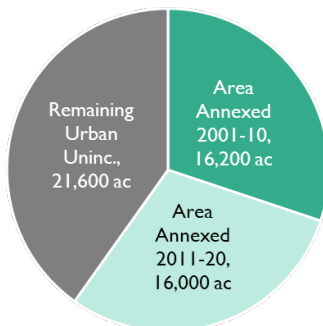
How We Measured This

This trend examines annexation activity over the past two decades. A land survey and census of population and housing within a proposed annexation area must take place as a part of the annexation process. This information is approved and tracked by the Washington Office of Financial Management. Employment estimates come from the Puget Sound Regional Council's covered employment estimates. As annexation is an urban dynamic, this measure only examines activity between urban unincorporated King County and cities in King County.

What This Measure Tells Us

Significant progress has been made to annex urban unincorporated land to cities in the last two decades, but major annexation activity has slowed dramatically in the last several years once the financial incentive provided by the State expired in 2015.¹⁹ As shown in Figure 14, about 40 percent of the urban unincorporated area that existed in 2000 remains unincorporated.

Figure 16: Area of Urban Unincorporated King County, Current and Annexed 2001-2020



As shown in Figure 17, from between 2011 and 2020, about 16,000 acres were annexed to cities. This is approximately the same area annexed between 2001 and 2010. Annexations annexed between 2011 and 2020 were denser than in the previous decade but contained less employment.

¹⁹ Senate Bill 6686 (2006 session) [\[LINK\]](#) and Senate Bill 5321 (2009 session) [\[LINK\]](#)

Figure 17: Population, Jobs, Housing, and Area Annexed 2001-2020

Amount annexed:	2001-10	2011-20
Population	56,500	97,700
Housing Units	23,000	37,100
Jobs	6,900	5,100
Acres	16,200	16,000

Figure 18 and Figure 19 show the annual acreage and population annexed to cities, respectively. Annexation activity peaked from approximately 2008 to 2016, coinciding with the time a sales tax credit for cities was authorized by the State Legislature to incentivize annexation and when it expired. Previous King County analysis indicated that this incentive was the most effective tool to promote annexation.

Figure 18: Acres Annexed to Cities, 2001-2020

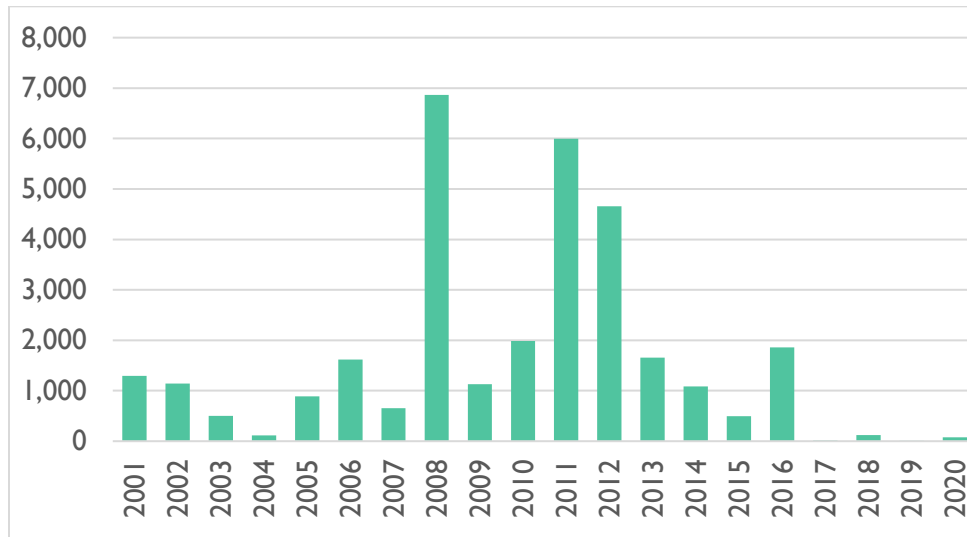
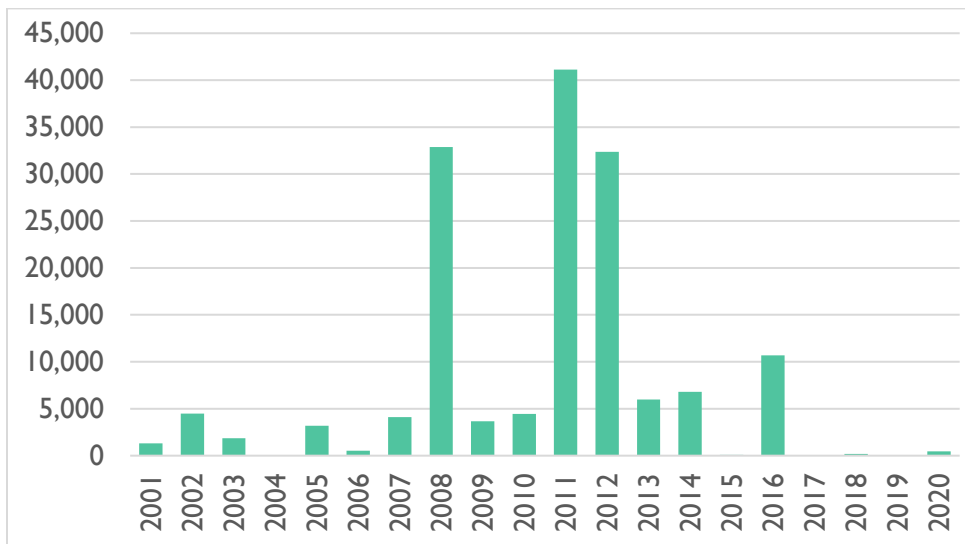


Figure 19: Population Annexed to Cities, 2001-2020



What This Means For The 2024 Comprehensive Plan Update

Incentives and planning to move the urban unincorporated area towards annexation are still necessary. Without additional incentives or state requirements, the Growth Management Act's goal of annexing the remaining unincorporated urban areas is unlikely to be realized. This will leave the residents in the remaining urban unincorporated areas underserved and limit the County from achieving its equity goals.

7. Housing is affordable to residents at all income levels: Change in percent of households paying more than 30% and 50% of income for housing costs.

Why This Measure Matters

Affordable, abundant housing is central to creating sustainable and complete neighborhoods across King County, to ensure that everyone can live within the neighborhood of their choice (RP-201). Ensuring a sufficient supply of affordable housing enables the creation of a resilient economy, prevents homelessness, and spreads opportunities to create wealth in line with King County's commitment to equity and social justice (RP-205). When housing costs exceed 30 percent of a household's income, other necessities like transportation and food become a struggle to afford, particularly for lower income households. A household paying 30 percent or more of their income on housing is considered "cost burdened."

How We Measured This

This measure reviewed housing and household income data from the United States Department of Housing and Urban Development on housing costs as a share of total income in 2010 and 2018. Cost burdened households are defined as those paying 30 percent or more of their income towards housing expenses; severely cost burdened households are defined as those paying 50 percent or more of their income for housing. The data source also breaks down cost burden by race, income, and tenure to help identify how housing affordability is disproportionately affecting specific demographics. Most trends in this measure are reported at the countywide level, but an analysis of cost burden by all growth management geographies is also included.

What This Measure Tells Us

Between 2010 and 2018, fewer households in King County were paying 30 percent or more of their income toward housing expenses, and fewer households were paying more than 50 percent on housing costs.

Figure 20: Percent of Cost Burdened Households in King County

	Percent Households Not Cost Burdened	Percent Cost Burdened (>30%)	Percent Severely Cost Burdened (>50%)
2010	62%	38%	17%
2018	67%	33%	15%
Change	5%	-5%	-2%

While this is a positive finding, the reduction in cost burden was not shared evenly across the county by race, income, or ownership status.

Figure 21 shows that the prevalence of cost burden decreased for most racial groups from 2010 to 2018, with Native Hawaiian and Pacific Islander households as an exception, but all non-white racial groups are more likely to be cost burdened than white households.

Figure 21: Cost Burdened Households by Race, 2018

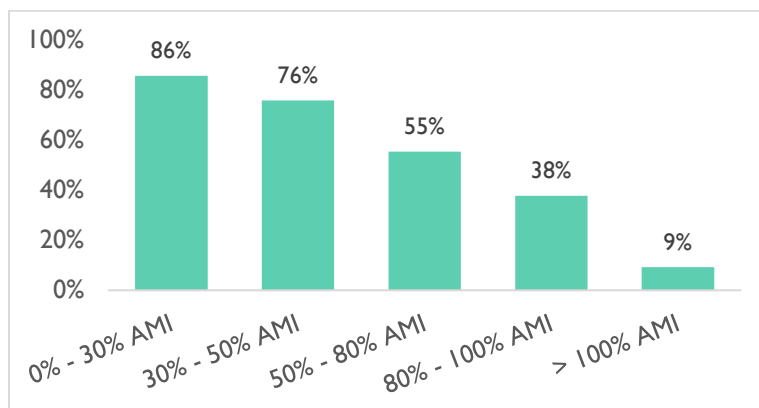
Race/Ethnicity	2010 Percent Households Cost Burdened (>30%)	2018 Percent Households Cost Burdened (>30%)
White	35%	30%
Black and African American	55%	51%
Asian	40%	31%
Native Hawaiian and Pacific Islander	40%	41%
Hispanic/Latinx	49%	42%
American Indian and Alaska Native	41%	40%
Multiracial	42%	37%

Cost burden is not distributed evenly across income brackets. Lower income households, those earning less than 80 percent of area median income (AMI), continue to have the high rates of cost burden. King County households that experienced decreased cost burden were more likely to be making the county median income or higher. Low-income households experienced increases in cost burden and are far more likely to be cost burdened in general. Over half of households making less than 80 percent of AMI are cost burdened.

Figure 22: Cost Burden by Percent of Area Median Income

Income Group	2010 Percent Households Cost Burdened (>30%)	2018 Percent Households Cost Burdened (>30%)	Change 2010 to 2018
Extremely Low Income, 0% - 30% AMI	86%	86%	0%
Very Low Income, 30% - 50% AMI	76%	76%	0%
Low Income, 50% - 80% AMI	51%	55%	4%
Moderate Income, 80% - 100% AMI	37%	38%	1%
> 100% AMI	17%	9%	-8%

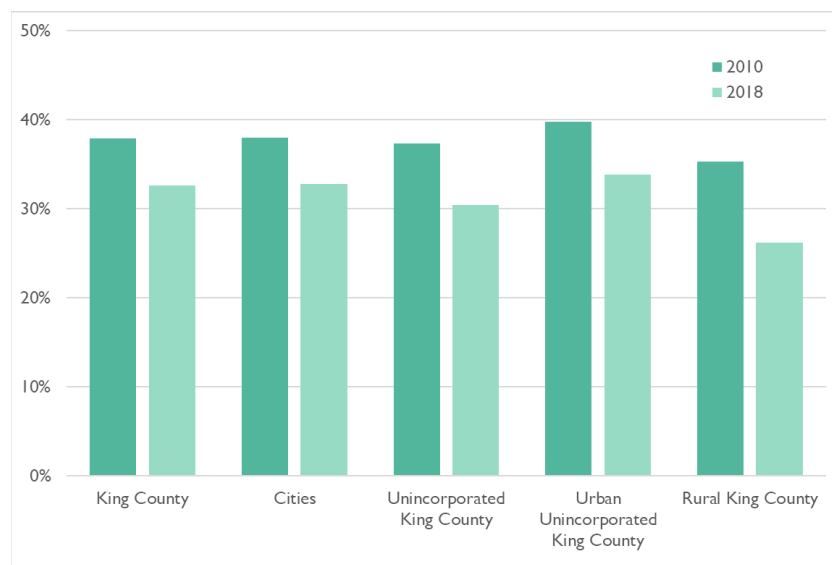
Figure 23: Cost Burden by Area Median Income Grouping, 2018



While the overall share of cost burdened homeowner and renter households decreased from 2010 to 2018, renters continued to have a higher level of cost burden. In 2018, 43 percent of renter households were cost burdened, compared to only 24 percent of owner households.

As shown in Figure 24, cost burden is slightly less prevalent in unincorporated King County relative to the county as a whole, but rates of cost burden in urban unincorporated King County are higher than observed in King County overall. Rural households are less likely to be cost burdened than urban households and county households in aggregate.

Figure 24: Cost Burden by Geography, 2010 and 2018



What This Means For The 2024 Comprehensive Plan Update

Housing cost burden remains an issue throughout King County. Households that enjoyed the greatest benefits of reduced cost burden were disproportionately higher income, homeowners, and white. Cost burden is particularly acute for low-income and renter households, and Black, Indigenous, and other People of Color households. Renter households in unincorporated King County, especially in the urban unincorporated area, tend to be more cost burdened than other renter households in cities.

Efforts to address housing affordability should focus on households earning less than 80% of area median income, in alignment with the 2021 Countywide Planning Policies. “Missing” middle density rental and ownership housing, such as multiplexes, small multifamily buildings, and accessory dwelling units can also add lower cost housing choices. Recent amendments to the Growth Management Act will require the comprehensive plan to demonstrate that King County can accommodate the housing needs of all income segments and for permanent supportive housing and emergency sheltering for unsheltered residents.

8. The economy is strong and diverse: Job change by sectors

Why This Measure Matters

King County's economy is large and diverse, and the engine of recent historic growth. The strength of the economy attracts new residents and businesses, and the diversity of the economy enables stability. Truly sustainable economic growth distributes economic gains equitably across communities (RP-201).

How We Measured This

This measure analyzes employment data from the Puget Sound Regional Council's covered employment estimates between 2010 and 2020 to measure the amount of growth across economic sectors and geographies. Employment data from this data source reflects March of the estimate year, and 2020 data does not reflect the effects of the COVID-19 pandemic. A separate, but related dataset is used to examine employment growth by educational requirements and monthly wages to observe how equitably the economy has grown over a similar time period.

What This Measure Tells Us

Rebuilding from the recession at the end of the 2000s, King County added over 331,000 jobs between 2010 and 2020. While unincorporated King County has about three percent of the total jobs within King County, it grew by about 26 percent, adding over 8,000 jobs between 2010 and 2020. Slightly more than half of unincorporated jobs are located in the urban unincorporated area today, while just over half of the new jobs added between 2010 and 2020 were located in the rural area. Figure 25 presents estimates for total employment and employment growth across King County geographies.

Figure 25: Employment in King County, 2010-2020

	2010 Employment	2020 Employment	2010-2020 Growth
King County	1,099,720	1,430,940	331,220
Cities	1,054,680	1,374,090	319,420
Unincorporated King County	31,740	39,940	8,200
Urban Unincorporated King County	13,300	16,910	3,610
Rural King County	18,440	23,030	4,590

Figure 25 illustrates employment by sector in 2020.²⁰ Service sector employment occupies a majority of jobs in cities and King County as a whole, and a plurality of jobs in unincorporated King County geographies. While smaller in number, unincorporated King County has a greater share of resource and construction sector jobs than the county as a whole, owing to resource-based industries in the rural area. Public education sector jobs make up a greater share of employment in urban unincorporated King County than in other geographies.

²⁰ "WTU" stands for Warehousing, Transportation, and Utilities. "FIRE" stands for Finance, Insurance, and Real Estate.

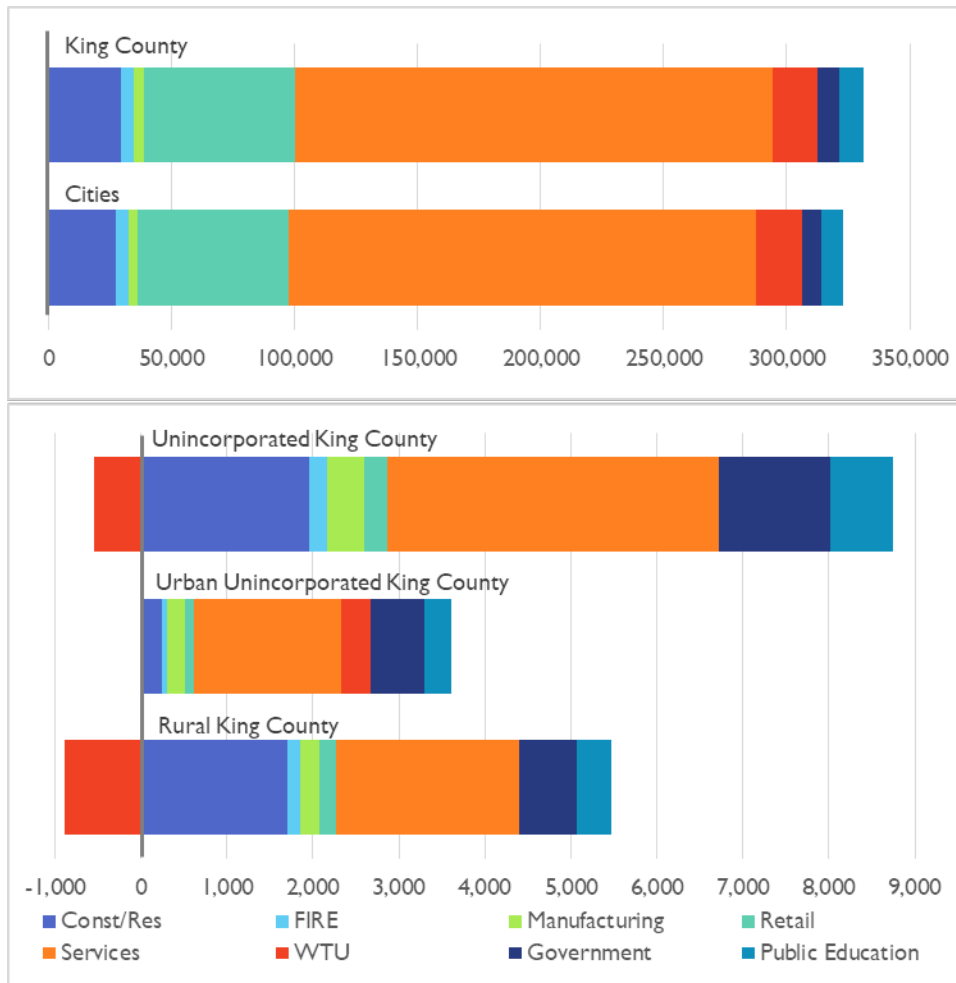
Figure 26: Employment by Sector, 2020



Figure 27 shows the sector of jobs added and lost between 2010 and 2020.²¹ Employment growth during this period was predominantly in the services and construction/resource sectors. The warehousing/transportation/utilities (WTU) sector lost employment in the rural area, offsetting gains in urban unincorporated King County. Other sectors showed modest growth.

²¹ Note the different scales used across Figure 24.

Figure 27: Employment Growth by Sector 2010-2020



To evaluate how equitably employment growth has been over the past decade, we can examine employment by monthly earnings and the educational level. The monthly earnings categories associated with this data source are set evenly across the United States and are less descriptive for a higher cost of living area like King County. Nonetheless, they are helpful to show how wages differ for employment in the unincorporated area versus the cities in King County. As shown in Figure 28, the distribution of jobs across earnings categories is similar for the rural and urban unincorporated areas, but cities in King County have a greater concentration of higher wage jobs. While educational attainment associated with employment sorts similarly across rural, urban unincorporated, and incorporated King County, there is a higher concentration of jobs with workers that have at least a college degree in cities than in the unincorporated geographies.

Figure 28: Share of Jobs by Earnings and Educational Attainment, 2019

	Earnings			Educational Attainment			
	Less than \$15,000	\$15,000-\$40,000	More than \$40,000	Less than High School Diploma	High School Diploma	Some College	College Degree or Higher
King County	14%	22%	65%	8%	17%	23%	31%
Cities	13%	22%	65%	8%	16%	23%	31%
Unincorporated King County	21%	27%	52%	10%	19%	24%	24%
Urban Unincorporated King County	20%	29%	51%	10%	18%	23%	25%
Rural King County	22%	24%	55%	10%	21%	25%	23%

What This Means For The 2024 Comprehensive Plan Update

The comprehensive plan supports a strong and diverse economy. Recent employment growth in unincorporated King County has been driven by service and public service sector jobs in the last decade. Growth in these sectors will continue to occupy mixed use and commercial land. Resource and construction sector jobs also grew in the rural area, but these jobs tend to be mobile and less demanding for built space for offices or storefronts. The effects of COVID-19 on work locations and built space needs are still evolving and the long-term effects are not clear, but recent employment growth indicates that sectors that are generally less able to telework have been growing. As discussed in Measure 2, adequate capacity exists for employment growth in urban unincorporated areas.

9. Residents have access to transit: Change in number of housing units by type and jobs, near transit stops.

Why This Measure Matters

Maximizing home and work locations near transit creates sustainable, liveable communities with a variety of transportation choices connecting residents to greater opportunity, while addressing climate goals (RP-201, RP-204, RP-205, RP-206).

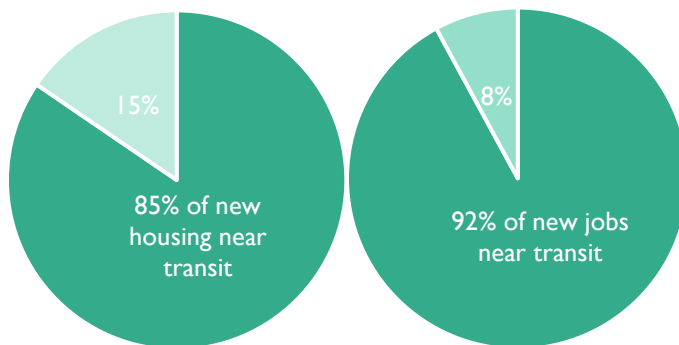
How We Measured This

This measure relates total housing units from King County Assessor data and jobs from the Puget Sound Regional Council's covered employment dataset to 2014 and 2020 Metro transit networks. A quarter mile buffer around Metro transit stops was calculated using the street network, and then overlaid on the housing and job estimates for 2014 and 2020 to identify homes and jobs within a short distance to transit. This measure examines trends at a countywide level and provides some detail about transit access for urban geographies. Rural homes and jobs near transit stops are included in the countywide totals, but because public transit is defined as an urban service, trends are not examined for the rural area alone.²²

What This Measure Tells Us

The number of homes and jobs are located near transit stops has increased between 2014 and 2020. Through growth and transit service changes, an additional 100,000 housing units and 200,000 jobs were located within a walk-, bike-, or roll-able quarter mile of a transit stop. Over two-thirds of housing units and nearly three-quarters of jobs in King County are located near transit currently, while 85 percent of housing units and 92 percent of jobs added between 2014 and 2020 were near transit.

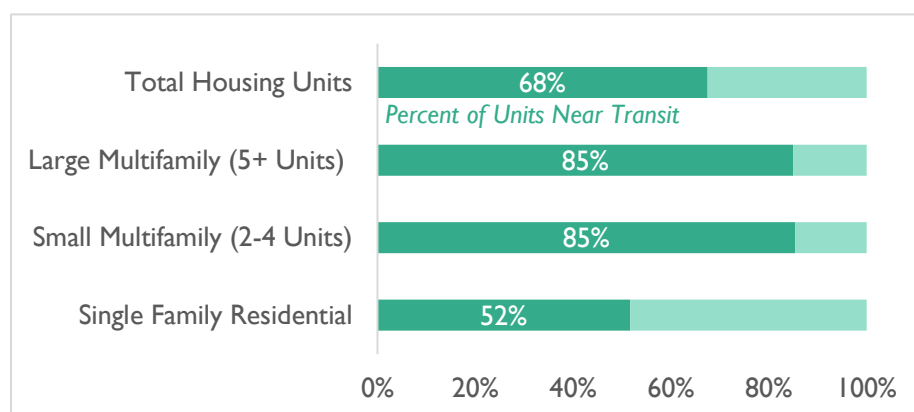
Figure 29: Housing Units and Jobs Near Transit, 2014-2020



Examining the types of housing near transit, in 2020, 51 percent of King County single-family homes, and 85% of multifamily units, were within a quarter mile of transit. 86 percent of units in King County's subsidized housing database are near transit.

²² Revised Code of Washington Section 36.70A.030 [\[LINK\]](#)

Figure 30: Percent of Housing Units by Type near Transit, 2020



Access to transit varies by geography. While the share of housing and jobs near transit increased between 2014 and 2020, as illustrated in Figure 31, the share of homes and employment near transit in urban unincorporated King County is lower than in cities and the county as a whole.

Figure 31: Share of Housing and Jobs near Transit by Geography, 2014 and 2020



What This Means For The 2024 Comprehensive Plan Update

While the share of housing and jobs near transit in the unincorporated area increased between 2014 and 2020, the share of unincorporated homes and jobs within proximity to transit is less than in cities. The 2024 update to the King County Comprehensive Plan should continue to support expansion and enrichment of transit network to support sustainable communities and regional climate and growth goals, and continue to focus growth in areas near existing and planned transit, particularly in the urban unincorporated area.

10. Residents have access to healthy food options: Proximity to healthy food options (supermarkets, small grocers, farmers markets, and produce vendors)

Why This Measure Matters

Food choices influence health outcomes, and residents of neighborhoods lacking a nearby grocery store or fresh food vendor face more barriers in accessing a nutritious diet. While proximate access to a neighborhood store does not necessarily mean that healthy food options are affordable or culturally appropriate for residents, it is a helpful indication of where residents may be underserved and in need of support, and an indicator of sustainable, liveable neighborhoods (RP-201 and RP-205).

How We Measured This

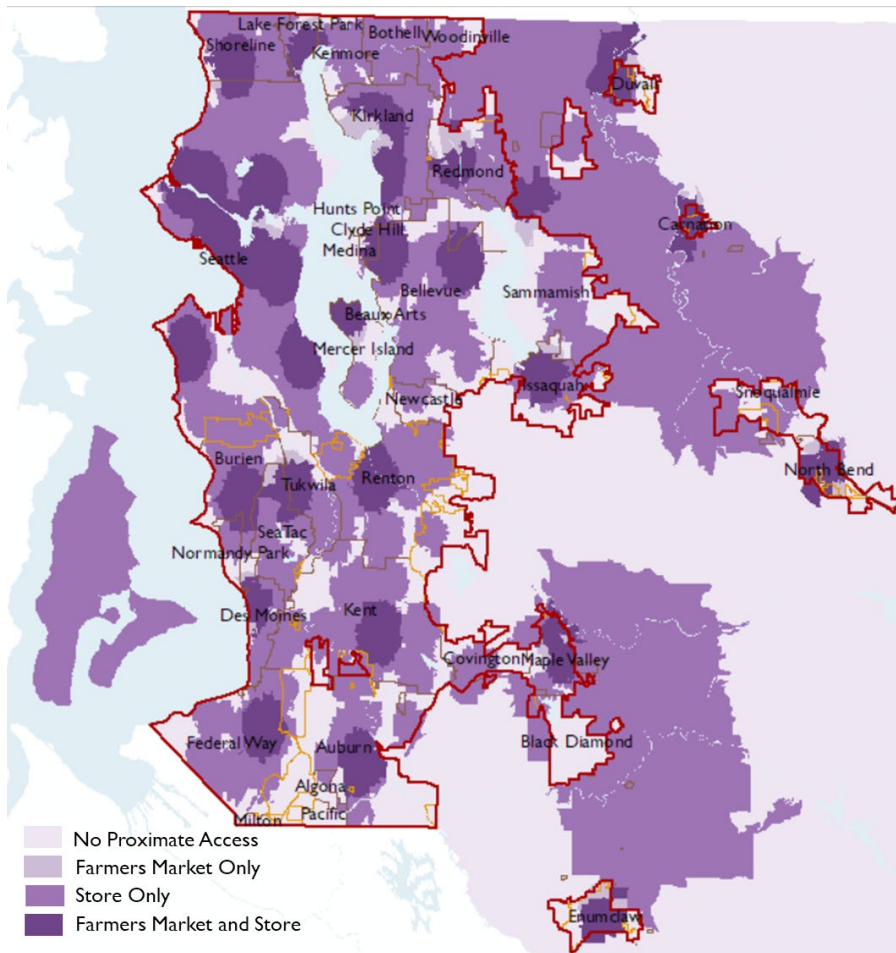
Supermarkets, small grocers, and produce vendors were identified from Public Health's Food and Facility Permit Holder Database and cross-referenced with Supplemental Nutrition Assistance Plan (SNAP) vendors. Farmers market locations were obtained from King County GIS data. Access levels were calculated by identifying the percent of residents in census blocks living within the proximity buffers of the food vendor types, using the following distances: a mile from urban stores and markets, a half mile from stores in urban areas with limited car ownership, and five miles in the rural area. Distance from a food store was measured as a straight-line distance from a store or market. Access was also compared to King County's Social Economic Risk Index (SERI) as a reference for disparities based on social vulnerabilities across King County. The SERI was developed to help identify communities that may be placed at greater risk of COVID-19 due to social and economic factors in King County

What This Measure Tells Us

82 percent of King County residents live within proximity (as defined above) to a grocery store, small grocer, or produce vendor. 34 percent of King County residents live within proximity to a farmers market. There is significant overlap of farmers market locations with other healthy food vendors, and when combined with food stores, the percentage of residents living in proximity to a healthy food option increases marginally to 83 percent.

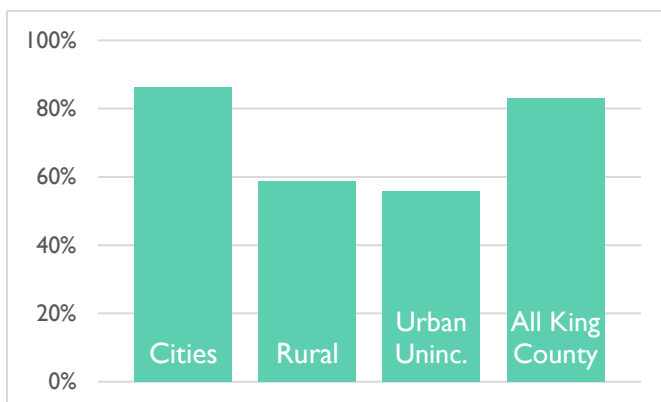
Not all King County residents share equal or equitable access to healthy food options as shown in Figure 32. Intersecting locations within and beyond the stated proximity buffers with King County's SERI vulnerability index, residents in areas with less risk of vulnerability to social or economic stressors enjoyed greater access to healthy food options than residents living in areas with moderate or high risk. 93 percent of residents in low-risk tracts live near a healthy food option, compared to 78 percent of residents in moderate and high-risk areas.

Figure 32: Resident Access to Healthy Food Options, 2020



As shown in Figure 33, access to healthy food varies by geography. Residents of urban and rural unincorporated King County have less proximate access to healthy food options (57 percent) than residents of cities (86 percent). Urban unincorporated residents have less proximate access to healthy food options than residents in cities.

Figure 33: Percent of Residents with Access to Healthy Food Options, 2020



Examining access by race, disparate healthy food access appears to be most pronounced for Indigenous King County residents. It is challenging to draw additional conclusions about food access by race and income from a distance-based analysis, as locations further from dense, mixed-use areas with grocery and other food stores tend to be whiter and relatively affluent.

What This Means For The 2024 Comprehensive Plan Update

Healthy and nearby food access in urban unincorporated King County lags other urban places and the county as a whole. Access also continues to lag for residents that may be enduring other social or economic stressors. The 2024 update to the King County Comprehensive Plan should continue to support food access for underserved communities. Land use and zoning changes that intend to create more complete communities should consider factoring food access levels into their development.

11. Residents have access to parks and open space: Proximity to parks and open spaces (including bicycle paths, trails, active and passive open space, playgrounds)

Why This Measure Matters

Parks and open space provide active and passive recreation opportunities for residents, workers, and visitors and are key elements to creating sustainable and livable neighborhoods (RP-201 and RP-202). They provide ecosystem services to protect, restore, and enhance the environment. Ensuring equitable access to parks and open space can reduce health and service inequities and promote environmental justice (RP-205 and RP-206).

How We Measured This

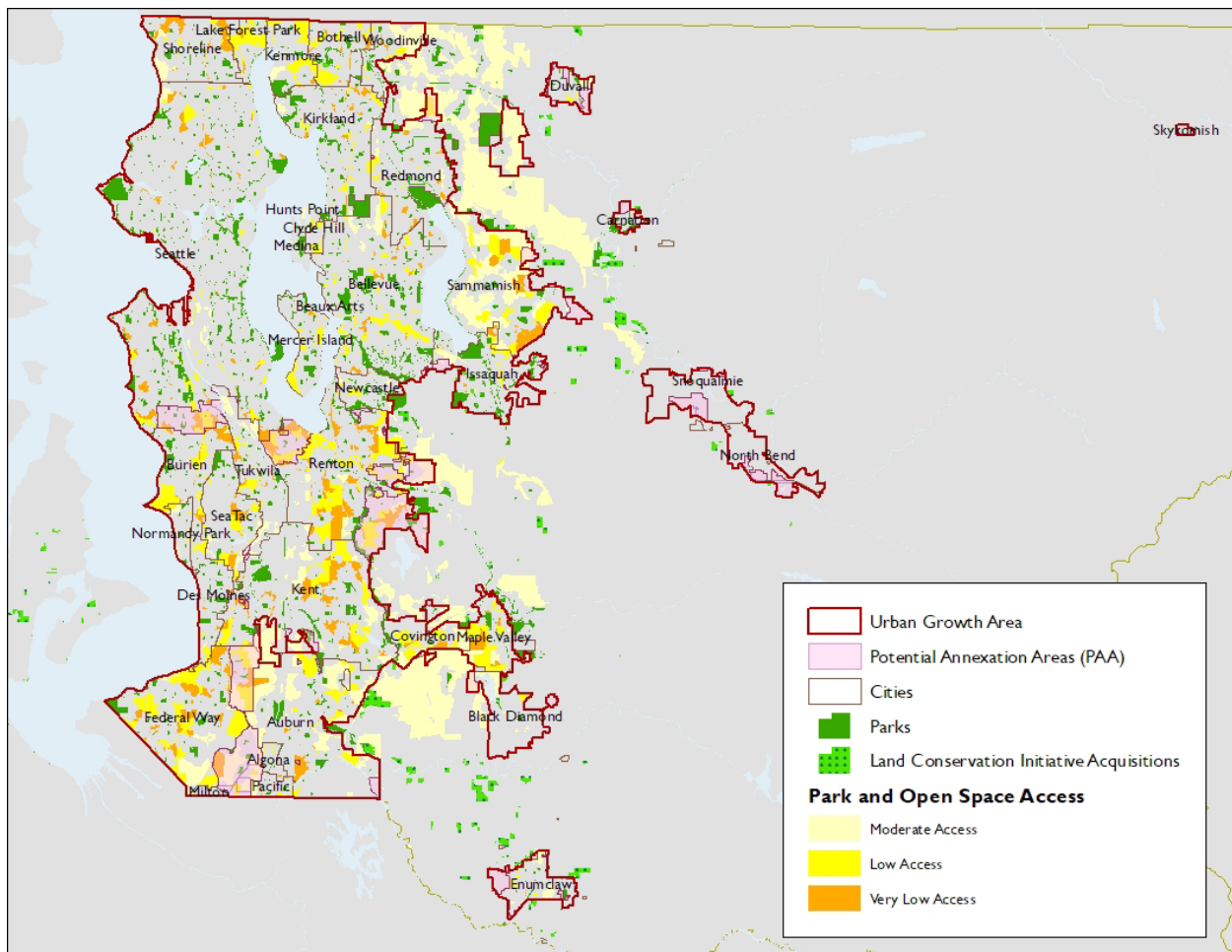
This measure draws from a regional assessment of parks and open space completed by the Trust for Public Lands, in partnership with local governments and non-profits in 2018. The assessment mapped parks, playgrounds, trails and bike paths, and active and passive open spaces; identified 10-minute pedestrian distances surrounding parks and open space; and intersected other demographics to identify places with moderate, low, and very low access to park space.²³ Park need was intersected with 2020 population data and King County's Social Economic Risk Index (SERI) to quantify residents with and without access to parks and open space and analyze how equitable access varies across King County. This measure defines "access" as proximity to parks, trails, and open space, but a nearby park or open space amenity may not be fully accessible to all residents because of lacking transportation infrastructure (e.g., sidewalks and curb cuts), other physical barriers, or amenity features.

What This Measure Tells Us

In general, King County residents enjoy good access to parks and open space, with 79 percent of residents living within a 10-minute walking or rolling distance of a park or open space. Of the residents living further from a park or open space amenity, 15 percent were categorized as having low or very low access to parks and open space.

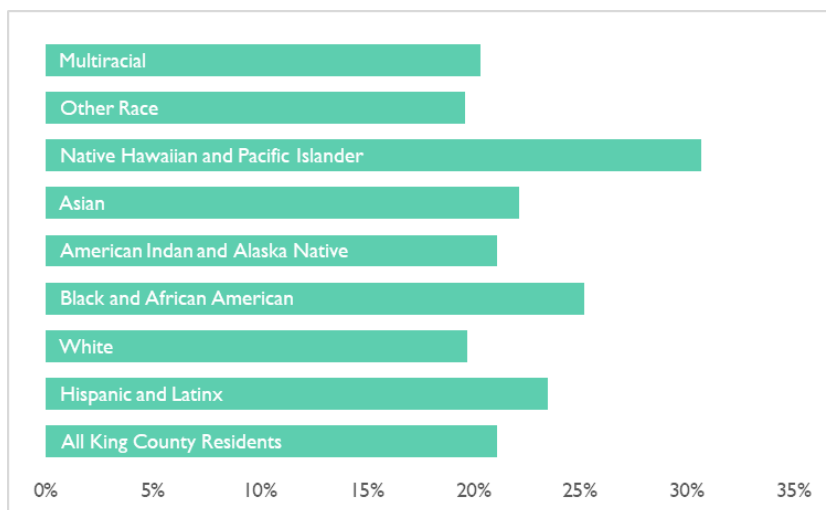
²³ The Trust for Public Land's analysis categorizes these areas as moderate, high, and very high *need for* new parks or open space *access*. To avoid confusion of the terms "need for access" and "access" and to more directly relate to the Performance Measures Framework, the terms "moderate access," "low access," and "very low access" will be used in this report.

Figure 34: Parks and Open Space Access, 2018



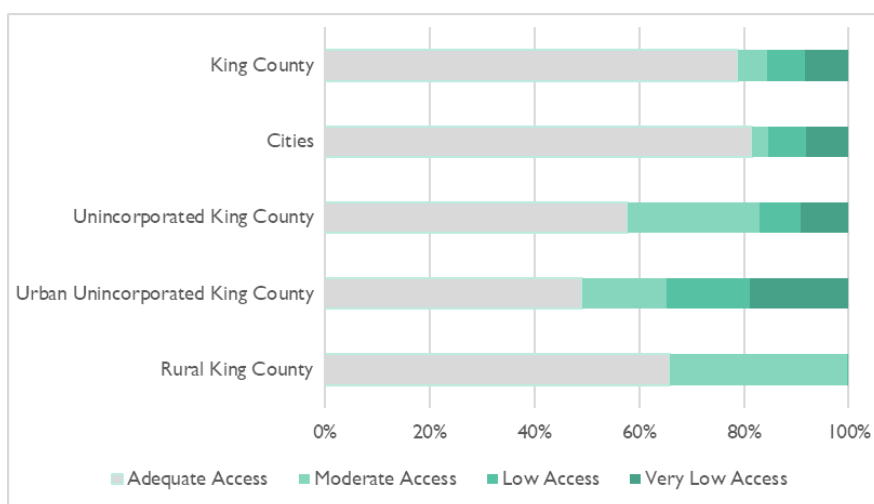
Greater parks and open space access correlates with lower socio-economic vulnerability. Only 6% of residents in areas with lower risk for social or economic stressors have moderate, low, or very low park and open space access, while 32 percent of residents in area with high risk experience moderate or lower park and open space access. Park and open space access also varies by race. 33 percent of Native Hawaiian and Pacific Islander, 25 percent of Black and African American, and 24 percent of Hispanic and Latinx residents experience moderate or lower park or open space access near their home.

Figure 35: Residents with Limited Park and Open Space Access by Race, 2020



Park and open space access also varies by place. Only 49 percent of urban unincorporated King County residents enjoy adequate parks access, compared to 66 percent of rural residents, and 81 percent of city residents. Urban unincorporated King County residents are disproportionately limited in park and open space access.

Figure 36: Park and Open Space Access by Geography, 2020



What This Means For The 2024 Comprehensive Plan Update

There is a clear need for improving park and open space access for urban unincorporated King County residents. Acquisition of urban greenspace is a key priority for the Land Conservation Initiative and has multiple benefits for the equitable distribution of parks and open space and environmental sustainability. Urban greenspace is generally more expensive to acquire than rural or natural resource land properties, as shown in Measure 15, and a variety of financing tools are needed to support improving park and open space access in urban areas.

12: Non single occupant vehicle modes are increasing and per capita vehicle miles traveled (VMT) is decreasing: Change in percentage of residents using alternatives to the single occupant vehicle, and per capita VMT

Why This Measure Matters

Reducing single-occupancy vehicle trips and overall vehicle miles traveled reduces greenhouse gas emissions (RP-204) and helps King County reach its climate goals expressed in the Comprehensive Plan and Strategic Climate Action Plan. Increased use of alternative modes to single occupancy vehicles is essential to achieving climate and livability goals as King County grows (RP-206).

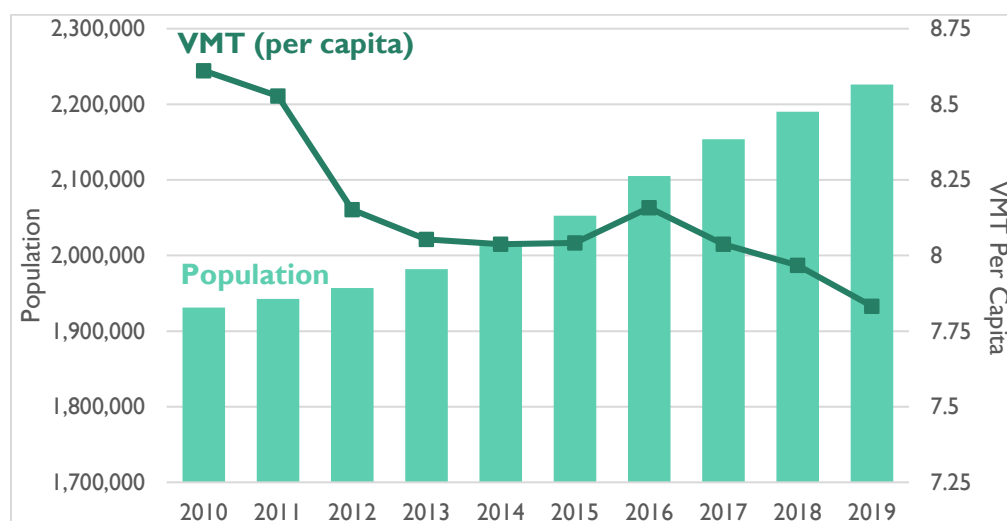
How We Measured This

This measure draws from per capita vehicle miles traveled estimates from the Washington State Department of Transportation. Mode split data comes from the U.S. Census Bureau's American Community Survey data regarding means of transportation to work. Vehicle miles traveled per capita data is available at a countywide level, while means of transportation to work data is available for King County and selected other geographies. This measure examines the period from 2010 to 2019, to avoid observations affected by the COVID-19 pandemic in 2020 data.

What This Measure Tells Us

Vehicle miles travelled per capita decreased between 2010 and 2019, even as King County experienced historic population growth. King County's population increased 15 percent between 2010 and 2019. This corresponded with a smaller five percent increase in vehicle miles traveled overall, and a nine percent decrease in vehicle miles traveled per capita. The reduction means that trips shifted to different modes (e.g., transit or walking trips) or that average travel distances decreased. Examining the mode split of work trips during this same period shows how shifting transportation modes contributed to the decrease in per capita vehicle miles traveled.

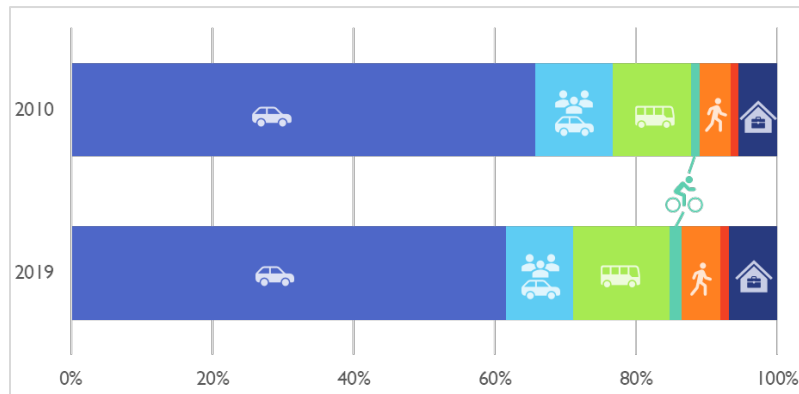
Figure 37: Vehicle miles traveled per capita compared to population, 2010-2019



The share of commute trips by King County residents traveling by single occupant vehicle decreased from 66 percent to 62 percent between 2010 and 2019. The share of non-single occupant vehicle work trips increased 35 percent over the same period. Nearly 40 percent of commutes in 2019 used an alternative mode to driving alone. Transit trips contributed greatly to

this trend, increasing from 11 percent to 14 percent of all work trips, a 50 percent increase in the number of transit commute trips from 2010 to 2019. The number of bicycle and walking work trips and telecommuting also increased 50 percent from 2010 to 2019, also contributing to the reduction of single occupant vehicle trips.

Figure 38: Means of transportation to work, 2010 and 2019



While assessing the vehicle miles traveled per capita was not possible for unincorporated King County geographies, or for different equity populations, commute mode split information can be disaggregated by geography and by race and ethnicity. As shown in Figure 39, the share of workers commuting by modes other than driving alone is lower in unincorporated King County than King County and cities overall, but a similar trend of decreasing single occupancy vehicle trips can be seen. Between 2010 and 2019, the share of urban unincorporated workers driving alone to work fell from 74 percent to 70 percent of work trips. The share of workers riding transit to work increased from six percent to nine percent of work trips, while other modes stayed about the same.

Figure 39: Share of Non-Single Occupant Vehicle Commute Trips, 2010 and 2019²⁴

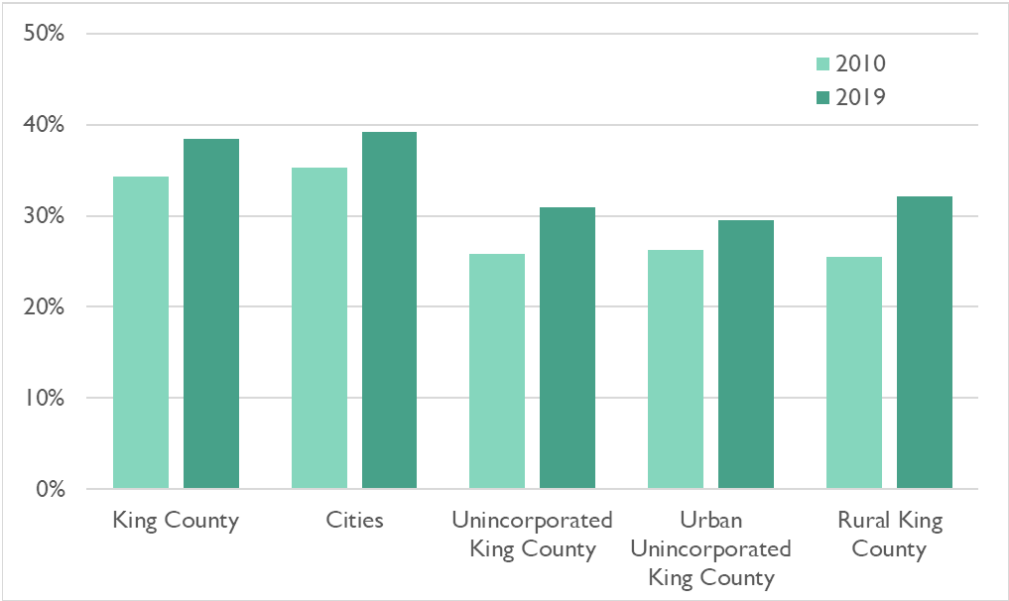
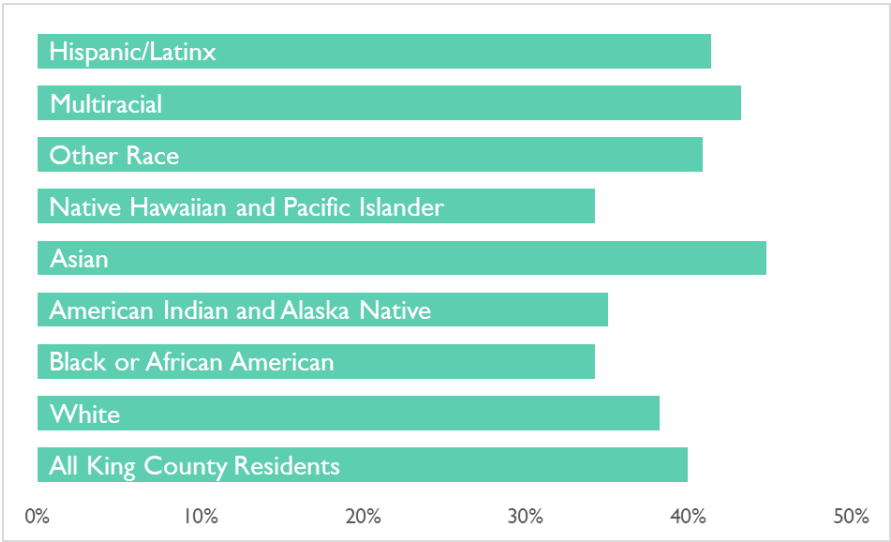


Figure 39 examines non-single occupancy vehicle commute rates by race and ethnicity in 2019. The share of commuters using alternative modes to driving alone varies between 35 and 45 percent. Overall, the share of Black, Indigenous, and People of Color commuters not driving alone to work (42 percent) is higher than for white alone commuters (38 percent).

Figure 40: Percent of Non-Single Occupancy Vehicle Commutes by Race, 2019



²⁴ This data approximates these geographies because the spatial units of the data sources do not match them exactly.

What This Means For The 2024 Comprehensive Plan Update

The 2024 update to the King County Comprehensive Plan should continue to support expansion and enrichment of transit and active transportation networks to support reduced vehicle miles traveled and single occupant vehicle trips, and regional climate and growth goals. Continuing to support growth and development in places with high opportunity that allow for alternatives to driving alone will also aid this effort. This is particularly true in urban unincorporated King County where more commutes are made by driving alone.

While the share of workers telecommuting has increased in response to the COVID-19 pandemic, it is uncertain how much of the increase will be permanent. It will remain important to provide transportation choices for all workers from an equity perspective, as many jobs that require on-site attendance are lower wage positions.

13. Farms and forest lands are protected: Change in total acreage of Agricultural Production District and Forest Production District, including acreage permanently privately protected or in public ownership

Why This Measure Matters

Preserving and maintaining natural resource lands is a guiding principle of the comprehensive plan (RP-202). The Agriculture and Forest Production Districts preserve lands with long-term economic significance and provide ecosystem services that contribute to the ecologic health of King County (RP-206).

How We Measured This

This measure analyzes changes in the amount of all agriculture and forest zoned land in King County in 2010 and 2021. Public and private ownership and current use taxation status were ascertained from 2021 assessment data. Privately protected land was identified through a database of conservation easements maintained by the organization Forterra. The lack of comprehensive data for all means of public and private protection prevented measurement of how protection status has changed over time. This analysis provides a baseline for future performance monitoring. This measure focuses on natural resource lands, and as such does not include any urban analysis.

What This Measure Tells Us

The amount of natural resource land in King County's production districts has increased over the past decade. The Agricultural and Forest Production Districts have been successful in preserving resource lands over time. In 1994, the Agricultural Production District contained approximately 43,000 acres and the Forest Production District was approximately 676,000 acres.²⁵

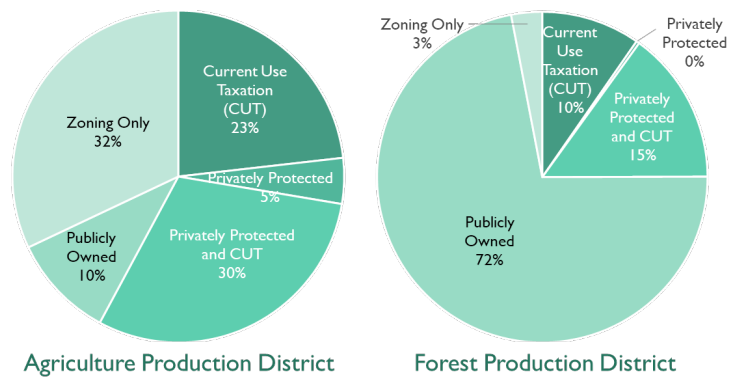
Figure 41: Agriculture and Forest Production District Area, 2010 and 2021

	2010 Acres	2021 Acres	Change 2010-2021
Agriculture Production District	41,150	41,550	+ 400
Forest Production District	824,100	825,400	+ 1,300

In addition to the protection afforded by agriculture and forest zoning in the production districts, conservation easements or other extinguishment of development rights, current use taxation, and public ownership offer additional layers of protection to natural resource lands. Figure 42 shows the percentage of Agriculture and Forest Production District area protected by these measures. Approximately 70 percent of the Agriculture Production District and 97 percent of the Forest Production District are protected by a long-term or permanent method, in addition to natural resource land zoning.

²⁵ King County Comprehensive Plan Final Supplemental Environmental Impact Statement, 1994. [\[LINK\]](#)

Figure 42: Means of Preservation in Agriculture and Forest Production Districts, 2021



What This Means For The 2024 Comprehensive Plan Update

Continuing to preserve land and support sustainable agriculture and forestry remain important to securing food and wood supply in the face of climate change impacts, maintaining the character of rural King County, and fostering a sustainable environment and economy. The Plan should continue to support efforts to acquire land and development rights to preserve natural resource lands.

14. Farmland in active production: Change in acres of farmland in active production, compared to total acreage.

Why This Measure Matters

Preserving and maintaining natural resource lands, including agricultural land, is a guiding principle of the comprehensive plan (RP-202). King County has a variety of programs directed towards preserving farmland from encroaching development, keeping existing farmland in agricultural use, and expanding farmland in active production; all which are essential actions to bolster the food system, agricultural economy, sustainable environment, and character of rural King County (RP-206).

How We Measured This

This measure reports on trends observed from iterative surveys of agricultural land use in and outside of Agriculture Production Districts, performed by King County Water and Land Resources Division staff in 2013 and 2017. This measure focuses on natural resource land and rural farmland and as such does not include any urban analysis.

What This Measure Tells Us

King County had approximately 48,200 acres of total farmland in 2017, 81 percent of which was actively in production. This represents an increase from the previous 2013 survey where 46,900 acres of total farmland were identified, with approximately 78 percent in active production.

Figure 43: King County Farmland Area and Area in Production, 2013-2017

	2013 Acres	2017 Acres	Change in Acres	Change in Percent
Farmland in Active Production	36,800	39,200	2,400	7%
Total Farmland	46,900	48,200	1,300	3%

What This Means For The 2024 Comprehensive Plan Update

Continuing efforts to monitor and keep farmland in production remain important to support a sustainable agricultural economy and environment. Supporting succession planning to keep farmland active as farmers reach retirement and lowering agricultural land costs as much as possible through purchase or transfer of development rights, land acquisition, or other financing programs will help keep farmland available for active use. Beyond ensuring an adequate agricultural land supply, farmer training and education programs can help create a pipeline of farmers and supporting demand-side solutions bolstering agricultural infrastructure and markets ensure a healthy market for agricultural products.

15. Priority open space lands are permanently protected: Change in acres of priority non-resource land open space permanently privately preserved or in public ownership.

Why This Measure Matters

Preserving and maintaining open space is a guiding principle of the comprehensive plan (RP-202). Passive and active open spaces create sustainable, liveable neighborhoods and protect, restore, and enhance the natural environment (RP-206). As King County continues to grow, open space must be preserved to ensure these benefits persist and are shared equitably.

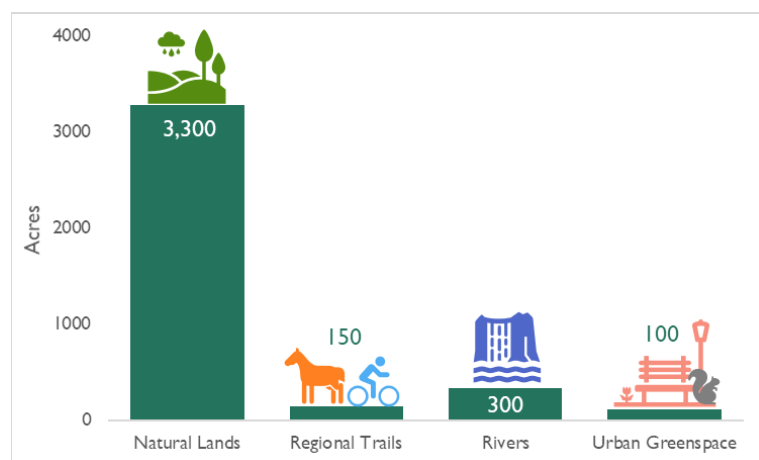
How We Measured This

This measure examines the change in area of priority open space, as identified through the Land Conservation Initiative, from 2016 to 2021. The Initiative has a goal of conserving 65,000 acres of priority open space, including natural resource lands. The Land Conservation Initiative aims to conserve approximately 45,000 acres of the total goal through purchase of the land or development rights. This measure focuses on countywide land acquisition and analyzes trends for the whole of King County, though discussion relates the analysis to other data in unincorporated King County.

What This Measure Tells Us

From 2016 to 2021, nearly 4,000 acres of priority, non-resource open space land has been preserved. These lands are preserved from a variety of Figure 44 explores how the acquired lands sort into different categories.

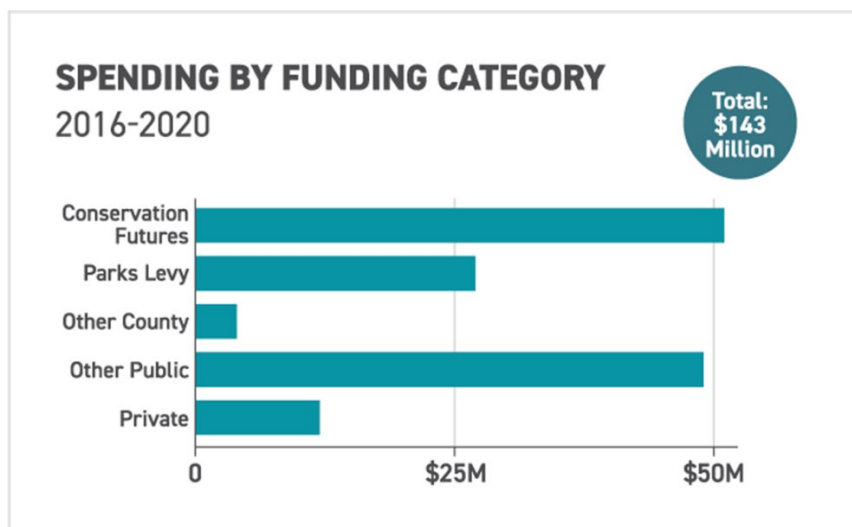
Figure 44: Acres of Open Space Preserved by Type, 2016-2021



Specific funding is available for open space acquisition in “opportunity areas,” communities underserved by open space and parks infrastructure and meeting certain income and health criteria. Between 2016 and 2021, about four acres of parks and open space were acquired in the defined opportunity areas. Other acquisitions not meeting the stated opportunity area criteria, but still demonstrating that the open space serves a community with limited park and open space access and other social and economic barriers may also qualify as opportunity areas, but are not counted in the four acres, so the total land acquired serving underserved areas is likely higher.

Park and open space lands were acquired through easements and outright purchase. Approximately 51 percent of the land protected was acquired through purchase, 49 percent by conservation easement. Funding for these acquisitions came from a variety of sources, as shown in Figure 45.

Figure 45: Land Conservation Initiative Funding Sources 2016-2020



What This Means For The 2024 Comprehensive Plan Update

As shown previously in Measure 11, residents of urban unincorporated areas experience less proximate access to parks and open space, and these communities should be a focus of preservation efforts for open space and parks access and environmental benefits. Supporting the Land Conservation Initiative in acquiring urban greenspace is essential to reaching this goal. Other efforts should continue to support open space acquisition efforts, particularly in opportunity areas and other underserved communities.

16. Countywide greenhouse gas emissions goals are being met: Percent reduction in countywide greenhouse emissions compared to a 2007 baseline (targets = 25 percent reduction by 2020, 50 percent reduction by 2030)²⁶

Why This Measure Matters

As greenhouse gases are leading contributors to climate change, reducing emissions is central to achieving King County's climate action goals, creating sustainable and liveable communities, and preventing environmental degradation (RP-206).

How We Measured This

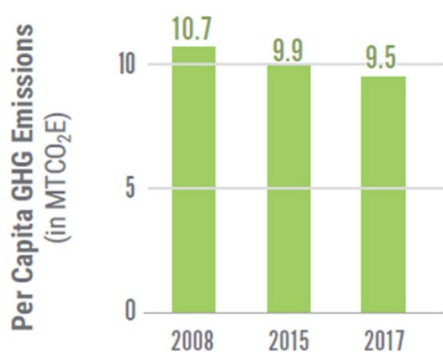
This measure references a goal stated in and reported on in the Strategic Climate Action Plan, King County's blueprint for climate action. The Strategic Climate Action Plan (SCAP) is updated every five years to respond to emergent priorities in climate action. Reporting on climate goals and commitments, including greenhouse gas emission reductions, is completed every two years. Data for this measure comes from a quantitative analysis of the drivers of emissions change between 2008 and 2017, developed and compiled by King County's Department of Natural Resources and Parks.²⁷ This measure focuses on countywide emissions and meeting shared countywide reduction goals; disaggregate analysis was not possible.

What This Measure Tells Us

King County has made progress towards its goal of reducing countywide greenhouse gas emissions but has not reached its targeted goal of 25 percent reduction of all emissions by 2020.

Countywide greenhouse gas emissions fell by nearly two percent from 2008 to 2017. While further reductions during this period were offset by significant population and economic growth, per capita greenhouse gas emissions notably declined by 11 percent between 2008 and 2017, as shown in Figure 46. The infographic from the SCAP in Figure 47 illustrates the key drivers behind the modest progress in reaching our climate goals.

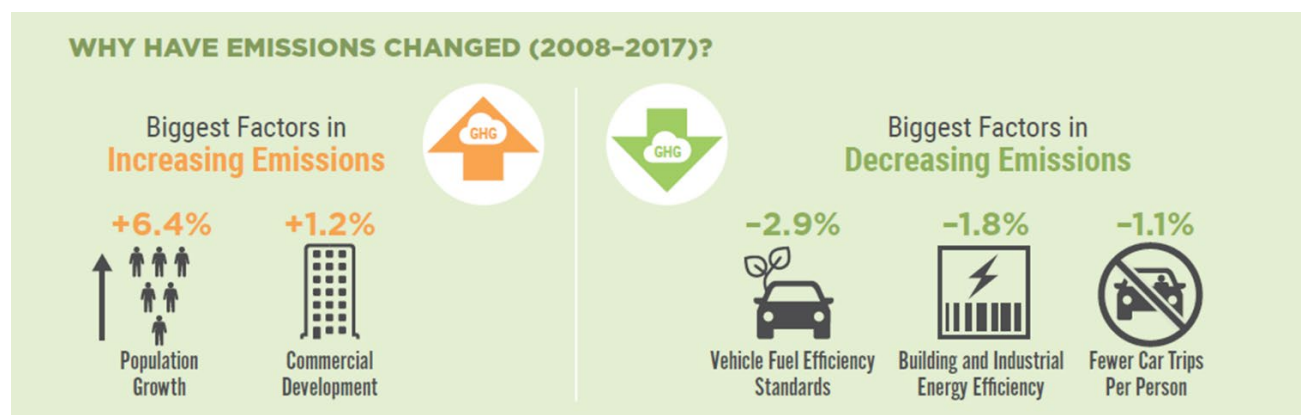
Figure 46: Greenhouse Gas Emissions (per capita), 2008-2017



²⁶ This goal is currently reflected in the Plan but has been updated in the 2020 Strategic Climate Action Plan. The 2024 update will plan for the revised emissions goal. [\[LINK\]](#)

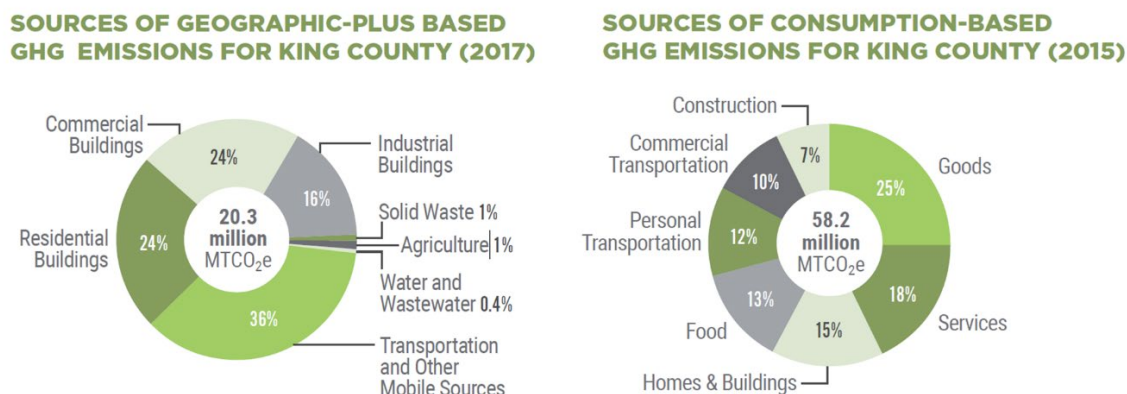
²⁷ King County Greenhouse Gas Emissions, 2019. [\[LINK\]](#)

Figure 47: Drivers of Greenhouse Gas Emissions Change 2008-2017



Greenhouse gas emission sources are classified into two groups: *geographic* emissions stemming from activities within in King County including electricity use, and *consumption-based* emissions stemming from the lifecycle of consuming goods and services. Geographic emissions happen in King County, while consumption-based emissions happen all over the world. Consumption-based emissions are more than double geographic-based emissions. Figure 48 details the sources for both classes of emissions in King County.

Figure 48: Sources of Greenhouse Gas Emissions in King County



What This Means For The 2024 Comprehensive Plan Update

While significant growth is not anticipated in unincorporated King County The 2020 update of the SCAP included a new section on “Sustainable and Resilient Frontline Communities.” Communities throughout urban and rural unincorporated King County are frequently frontline communities disproportionately affected by climate change because of their location and demographics.

An updated greenhouse gas emissions inventory analysis was under development in 2021. This inventory will provide updated and more robust data on greenhouse gas emissions from sources in King County, consumption of goods and services, and governmental operations; and

an updated “wedge analysis” that quantifies how specific strategies to reduce greenhouse gases can help achieve climate action goals.

B. Implementation, Reporting, and Future Refinements

The content of the 2022 Comprehensive Plan Performance Measures Report will be implemented in the development of the scope of work for the 2024 Update. The Report will serve as a baseline for future performance measurement to be implemented on the eight-year comprehensive plan update schedule.

No refinements to the Performance Measures are recommended at this time. Future refinements may be recommended via a separate motion in advance of the subsequent Performance Measures Report.

V. Conclusion/Next Steps

The purpose of this Report is to examine longer-term indicators of Plan performance to provide insight into whether the goals of the Plan are being achieved or if revisions are necessary. As such, and as required in Action 2, the Executive will use the findings from this Report to inform the development of the scope of work for the 2024 Update. Figure 49 below summarizes performance relative to each measure and includes recommendations for action in the 2024 Update.

Continuing from the development of the scope of work, the Executive will develop the Executive Recommended 2024 Update, to be delivered to Council by December 31, 2023, for Council’s consideration, revision, and adoption by December 31, 2024.





Figure 49: Summary of Performance Measures, Status, and Recommended Actions

Performance Measure	Performance Status	Recommended Actions for the 2024 Update
1. Development occurs in areas planned for growth: Change in number of jobs, population, and housing units, compared to growth targets	☑ Growth is primarily urban, and on track to meet targets.	Maintain strong urban growth and rural protection policies.
2. Adequate zoning capacity exists in areas planned for growth: Urban land zoning capacity, compared to growth targets	☑ Adequate capacity exists to accommodate growth targets. Nearly 60 percent of urban unincorporated King County’s development capacity is in neighborhoods with an elevated risk for displacement.	Strengthen anti-displacement policies.

Performance Measure	Performance Status	Recommended Actions for the 2024 Update
3. Urban land is used efficiently: Change in jobs, population, and housing units densities in centers, compared to countywide and regional goals, as adopted in the Countywide Planning Policies and VISION 2050	☑ Centers are accommodating a significant portion of growth, in line with countywide and regional goals. Per the 2021 Countywide Planning Policies, new countywide centers will be designated after the 2024 update.	Evaluate designating countywide centers in White Center and Skyway.
4. Total supply of housing keeps up with, or exceeds, job and population growth: Change in number of housing units by type, compared to change in jobs and population	🚩 Housing supply is not keeping up with population and job growth.	Evaluate the types of housing allowed in low-density urban residential zones. Evaluate how more multifamily and middle-density housing could be developed in urban unincorporated King County.
5. Peak hour travel is not degrading faster than growth: Change in corridor peak hour travel times on major routes, compared to population and job change	☑ Travel times have not worsened despite population and employment growth. Congestion remains high on many routes.	Stay the course; provide transit service, complete streets, and alternatives to driving on congested routes. Continue to support housing near transit, especially high-capacity transit.
6. Urban unincorporated areas are annexed into cities: Change in acreage, population, and jobs in unincorporated urban Potential Annexation Areas	👉 Annexation levels have been steady for the last two decades, but minimal since 2016.	The Plan has strong policies for promoting annexation. Statewide legislation is necessary to provide financial incentives like those that have been successful in promoting annexation in the past. Promote integration of 2021 Countywide Planning Policies about annexation in local comprehensive plan updates.
7. Housing is affordable to residents at all income levels: Change in percent of households paying more than 30% and 50% of income for housing costs	👉 The overall level of housing cost burden has decreased but remains high and has increased for specific demographics.	Evaluate strategies to incentivize or require, where appropriate, housing affordable to households earning less than 80 percent of area median income.

Performance Measure	Performance Status	Recommended Actions for the 2024 Update
8. The economy is strong and diverse: Job change by sectors	☑ The economy has grown, particularly in the services sector.	Stay the course; continue to support a strong and diverse economy.
9. Residents have access to transit: Change in number of housing units by type and jobs, near transit stops	☑ 85 percent of recently built homes and 92 percent of recently created jobs are located near transit.	Stay the course; continue to support development of housing near transit.
10. Residents have access to healthy food options: Proximity to healthy food options (supermarkets, small grocers, farmers markets, and produce vendors)	👉 82 percent of King County residents live near a healthy food option. 56 percent of urban unincorporated King County residents live near a healthy food option.	Support improved access to healthy food in urban unincorporated King County.
11. Residents have access to parks and open space: Proximity to parks and open spaces (including bicycle paths, trails, active and passive open space, playgrounds)	👉 79 percent of King County residents live near a park or open space amenity. 49 percent of urban unincorporated residents have limited access to nearby parks and open space. Black, Hispanic and Latinx, and Native Hawaiian and Pacific Islander residents have lower access to nearby parks and open spaces.	Support the investment in of urban greenspace, particularly in urban unincorporated King County communities, and communities with disparate access.
12. Non single occupant vehicle modes are increasing and per capita vehicle miles traveled (VMT) is decreasing: Change in percentage of residents using alternatives to the single occupant vehicle, and per capita VMT	☑ VMT per capita has decreased nine percent as population has grown 15 percent. The share of non-single occupant vehicle commute trips has increased by 35 percent.	Stay the course; continue to support alternatives to non-single vehicle commute trips, including high-capacity transit, regional trails connecting job centers, and telecommuting. Continue to enable the development of housing in and near job centers and along high-capacity transit routes.

Performance Measure	Performance Status	Recommended Actions for the 2024 Update
13. Farms and forest lands are protected: Change in total acreage of Agricultural Production District and Forest Production District, including acreage permanently privately protected or in public ownership	☑ The acreage of designated farm and forest lands has increased.	Stay the course; preserve working farm and forest land through purchase of land and development rights within Agricultural Production Districts and Forest Production Districts.
14. Farmland in active production: Change in acres of farmland in active production, compared to total acreage	☑ The acreage of farmland in active production has increased.	Stay the course; continue to support actions that make farmland affordable (such as purchase of land and development rights) and that keep farmland in production (such as succession planning, agricultural market support, farmland for new farmers).
15. Priority open space lands are permanently protected: Change in acres of priority non-resource land open space permanently privately preserved or in public ownership	☑ Priority open space lands have increased by nearly 4,000 acres since 2016. Limited access to parks and open space in urban unincorporated King County (Measure 11) highlights the importance of urban open space investment.	Prioritize urban open space investments, especially in urban unincorporated King County communities with the most in need.

Performance Measure	Performance Status	Recommended Actions for the 2024 Update
16. Countywide greenhouse gas emissions goals are being met: Percent reduction in countywide greenhouse emissions compared to a 2007 baseline (targets = 25 percent reduction by 2020, 50 percent reduction by 2030)	 Greenhouse gas emissions per capita have declined by 11 percent but did not meet the 2020 goal.	The 2020 Strategic Climate Action Plan ("SCAP") updated the greenhouse gas reduction goals. Strategies designed to meet the revised goals should align with the adopted SCAP actions, including addressing emissions from growth and development. Continue to encourage housing growth near transit and active transportation infrastructure, and green building practices.
Key:  Meeting Goal or Positive Trend  Needs More Information or Mixed Progress  Not Meeting Goal or Negative Trend		

VI. Appendices

A. 2016 Comprehensive Plan Workplan Action 2: Develop a Performance Measures Program for the Comprehensive Plan

Action 2: Develop a Performance Measures Program for the Comprehensive Plan. The purpose of the program is to develop longer-term indicators to provide insight into whether the goals of the Comprehensive Plan are being achieved or if revisions are needed. Given the longer-term nature of the issues addressed in the Comprehensive Plan, this program will be implemented on an eight-year update schedule. Reports are to be released in the year prior to the initiation of the eight-year update in order to guide the scoping process for the update. Additionally, to the extent practicable for each dataset, indicators will be reported at the level most consistent with the major geographies in the Growth Management Act and Comprehensive Plan – incorporated cities, unincorporated urban areas, Rural Areas, and Natural Resource Lands.

- *Timeline:* The motion adopting the program framework shall be transmitted by June 1, 2017. A 2022 Comprehensive Plan Performance Measures Report released by March 1, 2022, will inform the 2022 Scope of Work for the 2024 Comprehensive Plan update.
- *Outcomes:* The 2017 framework for the program shall be transmitted by the Executive to the Council by June 1, 2017, in the form of a motion that adopts the framework. The 2022 Comprehensive Plan Performance Measures Report shall be completed as directed by the 2017 framework motion adopted by the Council. The Executive shall file with the Council the 2022 Comprehensive Plan Performance Measures Report. The 2022 Scope of Work for the 2024 Comprehensive Plan update shall be informed by the 2022 Performance Measures Report. The Executive's transmitted 2024 Comprehensive Plan shall include updated references to the new Performance Measures Program.
- *Lead:* Office of Performance Strategy and Budget. Executive staff shall work with the Council's Comprehensive Plan lead staff in development of the 2017 framework for the program.

B. Motion 15014²⁸



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

December 12, 2017

Motion 15014

Proposed No. 2017-0245.2

Sponsors Dembowski

- 1 A MOTION approving the Comprehensive Plan
- 2 Performance Measures Program Framework.
- 3 WHEREAS, the Washington state Growth Management Act, chapter 36.70A
- 4 RCW, was adopted in 1990 and 1991 and establishes a requirement for jurisdictions to
- 5 adopt comprehensive plans and requires updates once every eight years, and
- 6 WHEREAS, in 2012, King County adopted a comprehensive plan update via
- 7 Ordinance 17485 that meets Growth Management Act requirements to update the plan
- 8 once every eight years, and
- 9 WHEREAS, as allowed by K.C.C. chapter 20.18, the Comprehensive Plan was
- 10 updated in 2016 and adopted via Ordinance 18427, which is considered an annual update
- 11 under the Growth Management Act, and
- 12 WHEREAS, the 2016 Comprehensive Plan, in Chapter 12: Implementation,
- 13 Amendments and Evaluation, contains a set of workplan actions items that, working in
- 14 conjunction with other King County tools and programs, implement the Comprehensive
- 15 Plan, and
- 16 WHEREAS, 2016 Comprehensive Plan Workplan Action 2 directs the
- 17 development of long-term indicators to monitor performance that provide insight into
- 18 whether the goals of the Comprehensive Plan are being achieved or if revisions are
- 19 needed, and

²⁸ Dates listed in this motion have been superseded by subsequent updates to Comprehensive Plan Workplan Action 2.

Motion 15014

20 WHEREAS, K.C.C. chapter 20.18 establishes the procedures for four-year cycle
 21 amendments of the Comprehensive Plan and specifies that a motion be transmitted
 22 specifying a scope of work for proposed amendments to the Comprehensive Plan. The
 23 scope of work must be transmitted to the council the year before the four-year update
 24 transmittal. At such a time as the scope of work is established, a report monitoring
 25 performance has use and function in guiding what is included in the scope of work, and

26 WHEREAS, the Comprehensive Plan contains a set of overarching Guiding
 27 Principle policies that frame the Comprehensive Plan, and such Guiding Principle
 28 policies are an appropriate framework for establishing long-term indicators, and

29 WHEREAS, given that land use is the core function of the Comprehensive Plan,
 30 long-term indicators should be established that focus on core land use planning functions
 31 that are affected by the Comprehensive Plan, and

32 WHEREAS, land use planning affects other important topics such as affordable
 33 housing, public health, and mobility, and it is appropriate to include these in
 34 comprehensive plan monitoring and discuss them through a lens of how they relate to and
 35 impact land use, and

36 WHEREAS, given the long-term nature of the Comprehensive Plan, long-term
 37 indicators should be established that track change over time, and

38 WHEREAS, the Growth Management Act establishes broad geographies,
 39 including incorporated areas, unincorporated urban areas, rural areas, and natural
 40 resource lands, and long-term indicators should analyze data consistent with these
 41 geographies, as datasets allow, and

42 WHEREAS, the Comprehensive Plan includes a strong focus on equity and social

Motion 15014

43 justice issues, and long-term indicators should assess equity and social justice effects, as
44 datasets allow, and

45 WHEREAS, King County has other monitoring programs that provide a greater
46 level of specificity on issues related to those topics directly affected by the
47 Comprehensive Plan, and reports on comprehensive plan indicators should incorporate
48 information from these other programs to provide greater detail and context. Linking to
49 other programs will allow the comprehensive plan monitoring to be efficiently
50 implemented, to use existing data to supplement measures, and to have a sustainable
51 scale that allows for better communication with the multiple audiences for the
52 Comprehensive Plan, and

53 WHEREAS, the framework in Attachment A to this motion establishes a new
54 performance measures program and reporting schedule designed to support the
55 Comprehensive Plan update process, and

56 WHEREAS, the performance measures program shall be first implemented and
57 reported on in 2018, so as to inform the 2019 scope of work for the 2020 Comprehensive
58 Plan update, and

59 WHEREAS, the framework may be reviewed for potential refinements before the
60 establishment of future scopes of work required under K.C.C. 20.18.060, but only if any
61 refinements are approved via motion by the King County council;

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

63 The Comprehensive Plan Performance Measures Framework in Attachment A to
64 this motion is approved. The performance measures report shall be completed as directed
65 in Attachment A and shall inform the scope of work for four-year Comprehensive Plan

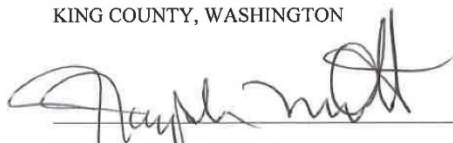
Motion 15014

66 updates. The report shall be released by December 1 of the year before the establishment
67 of a scope of work required by K.C.C. 20.18.060. Any changes to the framework in
68 Attachment A or the performance measures reporting schedule, or both, shall not be
69 implemented unless approved via a motion that is passed by the council.
70

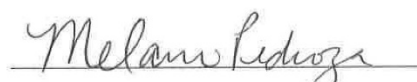
Motion 15014 was introduced on 6/12/2017 and passed by the Metropolitan King
County Council on 12/11/2017, by the following vote:

Yes: 7 - Mr. von Reichbauer, Mr. Dunn, Mr. McDermott, Mr.
Dembowski, Mr. Upthegrove, Ms. Kohl-Welles and Ms. Balducci
No: 0
Excused: 2 - Mr. Gossett and Ms. Lambert

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


J. Joseph McDermott, Chair

ATTEST:


Melani Pedroza, Clerk of the Council

Attachments: A. King County Comprehensive Plan Performance Measures Program Framework, dated
December 5, 2017

15014

Attachment A to Proposed Motion 2017-0245
December 5, 2017

King County Comprehensive Plan Performance Measures Program Framework

Background

On December 5, 2016 King County adopted a four-year cycle update to the King County Comprehensive Plan ("the Plan") via Ordinance 18427. In Chapter 12: Implementation, Amendments and Evaluation, the 2016 Plan contains a series of Workplan Action Items ("actions" or "action"). Action 2, included below, calls on the County to develop a Performance Measures Program ("Program") for the Plan to provide insight into whether the goals of the Plan are being achieved or if amendments to the Plan's policies are needed.

Action 2: Develop a Performance Measures Program for the Comprehensive Plan. The purpose of the program is to develop longer-term indicators to provide insight into whether the goals of the Comprehensive Plan are being achieved or if revisions are needed. Given the longer-term nature of the issues addressed in the Comprehensive Plan, this program will be implemented on a four-year cycle. Reports are to be released in the year prior to the initiation of the four-year update in order to guide the scoping process for the update. Additionally, to the extent practicable for each dataset, indicators will be reported at the level most consistent with the major geographies in the Growth Management Act and Comprehensive Plan – incorporated cities, unincorporated urban areas, Rural Areas, and Natural Resource Lands.

- *Timeline:* The motion adopting the program framework shall be transmitted by June 1, 2017. A 2018 Comprehensive Plan Performance Measures Report released by December 1, 2018, will inform the 2019 Scope of Work for the 2020 Comprehensive Plan update.
- *Outcomes:* The 2017 framework for the program shall be transmitted by the Executive to the Council by June 1, 2017, in the form of a motion that adopts the framework. The 2018 Comprehensive Plan Performance Measures Report shall be completed as directed by the 2017 framework motion adopted by the Council. The Executive shall file with the Council the 2018 Comprehensive Plan Performance Measures Report. The 2019 Scope of Work for the 2020 Comprehensive Plan Update shall be informed by the 2018 Performance Measures Report. The Executive's transmitted 2020 Comprehensive Plan shall include updated references to the new Performance Measures Program.

Proposed Motion 2017-0245 – Attachment A
King County Comprehensive Plan Performance Measures Program Framework
December 5, 2017

- *Lead:* Office of Performance Strategy and Budget. Executive staff shall work with the Council's Comprehensive Plan lead staff in development of the 2017 framework for the program.

As required by 2016 Workplan Action 2, the following is the framework for the new Comprehensive Plan Performance Measures Program.

Program Foundations

The following comprises the policy guidance, contextual considerations, and program goals that form the foundations for the Performance Measures Program.

Purpose: To establish a strategic land use planning performance measurement system that clarifies whether amendments are needed to the Comprehensive Plan and guides what is included the scope of work for four-year cycle Plan updates.

"Guiding Principles" Policies Frame the Program: The six "Guiding Principles" policies, as adopted in Chapter 1: Regional Growth Management Planning of the Comprehensive Plan, frame the Program and selection of measures. The Principles reflect the planning goals of the Growth Management Act, as well as the goals of the King County Strategic Plan, and are used in County funding decisions and in the creation and operation of County programs and projects. These Guiding Principles policies read as follows:

- **Creating Sustainable Neighborhoods - Policy RP-201:** In its policies and regulations, King County shall strive to promote sustainable neighborhoods and communities. King County shall seek to ensure that the benefits and impacts of the County's activities are equitably distributed among all segments of the population.
- **Preserving and Maintaining Open Space and Natural Resource Lands - Policy RP-202:** King County shall pursue opportunities to preserve and maintain remaining high-priority forest, agriculture and other open space lands.
- **Directing Development Toward Existing Communities - Policy RP-203:** King County shall continue to support the reduction of sprawl by focusing growth and future development in the Urban Growth Area, consistent with adopted growth targets.
- **Providing a Variety of Transportation Choices - Policy RP-204:** King County shall continue to promote an efficient multimodal transportation system that provides residents with a range of transportation choices that respond to community needs and reduce impacts on the natural environment.

Proposed Motion 2017-0245 – Attachment A
King County Comprehensive Plan Performance Measures Program Framework
December 5, 2017

- **Addressing Health, Equity, and Social and Environmental Justice - Policy RP-205:** King County will seek to reduce health inequities and proactively address issues of equity, social and environmental justice when evaluating and implementing its land use policies, programs, and practices.
- **Achieving Environmental Sustainability - Policy RP-206:** King County will protect, restore and enhance its natural resources and environment, encourage sustainable agriculture and forestry, reduce climate pollution and prepare for the effects of climate change, including consideration of the inequities and disparities that may be caused by climate change.

Measures to focus on core land use planning functions directly affected by the Plan: Measures shall focus on issues that are directly affected by land use planning. As land use planning affects other important topics, such as affordable housing, public health, and mobility, these topics shall be included in the program. Analysis of these topics shall be framed through a lens of how they specifically relate to land use.

Measures are spatially-oriented and align with geographies in Growth Management Act: As feasible given the data-sets, all measures shall be analyzed primarily at countywide scale, and separated into geographies most consistent with the Growth Management Act– incorporated cities, unincorporated urban areas, rural areas, and natural resource lands.

Measures include Equity and Social Justice effects: Assessment of equity and social justice effects shall be reported on in each measure, where data-sets allow.

Report to link to other County monitoring programs: King County has many programs that monitor performance and outcomes at a deeper subject-specific level – examples include Equity and Social Justice Indicators, Local Food Initiative Annual Report, Communities of Opportunity Indexes, Transfer of Development Rights Annual Report, Strategic Climate Action Plan Annual Report, and others. To provide additional detail and context, the Report ((will)) shall use information gathered in these other programs. This allows the scale of the Performance Measures program to be efficiently implemented, to use existing data to supplement measures, and to have a sustainable scale. Additionally, the Report may also include data on trends in other counties, the central Puget Sound region, or the state.

Performance Measures

Based on the Program foundations outlined above, the long-term indicators that shall be measured and reported on are as follows.

Proposed Motion 2017-0245 – Attachment A
King County Comprehensive Plan Performance Measures Program Framework
December 5, 2017

Performance Measures	Applicable Guiding Principles Policies
1. Development occurs in areas planned for growth: Change in number of jobs, population, and housing units, compared to growth targets	RP-201 RP-203
2. Adequate zoning capacity exists in areas planned for growth: Urban land zoning capacity, compared to growth targets	RP-201 RP-203
3. Urban land is used efficiently: Change in jobs, population, and housing units densities in centers, compared to countywide and regional goals, as adopted in the Countywide Planning Policies and VISION 2040	RP-201 RP-203
4. Total supply of housing keeps up with, or exceeds, job and population growth: Change in number of housing units by type, compared to change in jobs and population	RP-201 RP-203
5. Peak hour travel is not degrading faster than growth: Change in corridor peak hour travel times on major routes, compared to population and job change	RP-204
6. Urban unincorporated areas are annexed into cities: Change in acreage, population and jobs in unincorporated urban Potential Annexation Areas	RP-201 RP-203
7. Housing is affordable to residents at all income levels: Change in percent of households paying more than 30% and 50% of income for housing costs	RP-201 RP-205
8. The economy is strong and diverse: Job change by sectors	RP-201
9. Residents have access to transit: Change in number of housing units by type and jobs, near transit stops	RP-201 RP-203 RP-204 RP-205 RP-206

Proposed Motion 2017-0245 – Attachment A
King County Comprehensive Plan Performance Measures Program Framework
December 5, 2017

10. Residents have access to healthy food options: Proximity to healthy food options (supermarkets, small grocers, farmers markets, and produce vendors)	RP-201 RP-205
11. Residents have access to parks and open space: Proximity to parks and open spaces (including bicycle paths, trails, active and passive open space, playgrounds)	RP-201 RP-202 RP-205 RP-206
12. Non-single occupant vehicle modes are increasing and per capita vehicle miles traveled (VMT) is decreasing: Change in percentage of residents using alternatives to the single occupant vehicle, and per capita VMT	RP-204 RP-206
13. Farms and forest lands are protected: Change in total acreage of Agricultural Production District and Forest Production District, including acreage permanently privately protected or in public ownership	<u>RP-202</u> <u>RP-206</u>
14. Farmland in active production: Change in acres of farmland in active production, compared to total acreage	<u>RP-202</u> <u>RP-206</u>
15. Priority open space lands are permanently protected: Change in acres of priority non-resource land open-space permanently privately preserved or in public ownership	<u>RP-202</u> <u>RP-206</u>
16. Countywide greenhouse gas emissions goals are being met: Percent reduction in countywide greenhouse emissions compared to a 2007 baseline (targets = 25 percent reduction by 2020, 50 percent reduction by 2030)	<u>RP-206</u>

Proposed Motion 2017-0245 – Attachment A
King County Comprehensive Plan Performance Measures Program Framework
December 5, 2017

Implementation, Reporting, and Future Refinements

The Comprehensive Plan Performance Measures Program shall be implemented and reported on by December 1, 2018, consistent with the measures adopted in this framework. The 2018 Performance Measures Report shall be used to inform the 2019 scope of work for the 2020 Comprehensive Plan update regarding any policy amendments that may be necessary to ensure the goals of the Plan are being met. This cycle of measurement, reporting, and scoping for potential Comprehensive Plan refinement shall continue for subsequent four-year Plan updates, whereby future Performance Measures Reports shall be released by December 1 of the year prior to establishment of a scope of work required by K.C.C. 20.18.060.

As the Program is implemented over time, there may be a need to refine the framework and/or any individual measures. Such framework refinements, including any changes to the ongoing December 1 reporting deadline or the required incorporation of the report results into scoping for Plan updates, shall not be implemented unless approved via a motion that is passed by the Council.

C. Data Sources

This appendix lists the data sources used to develop the 2022 Comprehensive Plan Performance Measures Report.

Measure 1: Development occurs in areas planned for growth			
Unit Measured	Source	Reporting Years	Processing Notes
Population	Office of Financial Management, Small Area Estimates	2006	Census block-level data aggregated to jurisdictions representing 2020 municipal boundaries
Population	U.S. Census Bureau, Decennial Census	2020	Census block-level data aggregated to jurisdictions representing 2020 municipal boundaries
Housing Units	Office of Financial Management, Small Area Estimates	2006	Census block-level data aggregated to jurisdictions with 2020 municipal boundaries
Housing Units	U.S. Census Bureau, Decennial Census	2020	Census block-level data aggregated to jurisdictions representing 2020 municipal boundaries
Employment	Puget Sound Regional Council, Covered Employment Estimates	2006, 2020	Workplace point-level data aggregated to jurisdictions representing 2020 municipal boundaries
Growth Targets	King County, 2012 King County Countywide Planning Policies	2006-2035	Growth targets were adjusted for major annexations between 2010-2020

Measure 2: Adequate zoning capacity exists in areas planned for growth			
Unit Measured	Source	Reporting Years	Processing Notes
Housing and Employment Capacity	King County, 2021 Urban Growth Capacity Report King County Code	N/A	Zoned capacity was calculated for urban unincorporated King County using base densities by zone from the King County Code and the vacant and redevelopable land supply identified in the Urban Growth Capacity Report. Capacity from the Urban Growth Capacity report was used to calculate capacity for cities.
Growth Targets	King County, 2012 King County Countywide Planning Policies	2019-2044	
Displacement Risk	Puget Sound Regional Council, Displacement Risk Mapping	N/A	Land supply parcels were overlaid with census tract-level displacement risk to assess their relative risk for displacement.
Measure 3: Urban land is used efficiently			
Unit Measured	Source	Reporting Years	Processing Notes
Population	U.S. Census Bureau, Decennial Census	2010	Census block-level data aggregated to Regional Growth Center boundaries
Population	Office of Financial Management, Small Area Estimates	2019	Census block-level data aggregated to Regional Growth Center boundaries
Housing Units	U.S. Census Bureau, Decennial Census	2010	Census block-level data aggregated to Regional Growth Center boundaries
Housing Units	Office of Financial Management, Small Area Estimates	2019	Census block-level data aggregated to Regional Growth Center boundaries

Employment	Puget Sound Regional Council, Covered Employment Estimates	2006, 2019	Workplace point-level data aggregated to Regional Growth Center boundaries
Regional Growth Centers and Manufacturing/Industrial Centers	Puget Sound Regional Council, Regional Growth Centers GIS shapefile	N/A	Shapefile downloaded in 2020
Measure 4: Total supply of housing keeps up with, or exceeds, job growth			
Unit Measured	Source	Reporting Years	Processing Notes
Population	U.S. Census Bureau, Decennial Census	2010, 2020	Census block-level data aggregated to jurisdictional boundaries
Housing Units	U.S. Census Bureau, Decennial Census	2010, 2020	Census block-level data aggregated to jurisdictional boundaries
Employment	Puget Sound Regional Council, Covered Employment Estimates	2010, 2020	Workplace point-level data aggregated to jurisdictional boundaries
Residential building permits	Puget Sound Regional Council, Residential Building Permit Summaries	2010-2019	
Measure 5: Peak hour travel is not degrading faster than growth			
Unit Measured	Source	Reporting Years	Processing Notes
Population	Office of Financial Management, Small Area Estimates	2015, 2019	Census block-level data selected by to half-mile buffer of corridor roadway
Employment	U.S. Census Bureau, LEHD Origin-Destination Employment Statistics (LODES) dataset	2015, 2019	Census block-level data selected by to half-mile buffer of corridor roadway. Series used: workplace area characteristics for all job types

Travel Times and Congestion	Puget Sound Regional Council, INRIX corridor travel times and congestion estimates.	2015, 2019	Corridors were selected and identified by source. Reporting is at a corridor-level. Travel times and congestion estimates represent endpoint-to-endpoint distances
Measure 6: Urban unincorporated areas are annexed into cities			
Unit Measured	Source	Reporting Years	Processing Notes
Area, Population, and Housing Annexed	Office of Financial Management, Central Annexation Tracking Database	2001-2020	Annexations are certified by the Office of Financial Management and are required to include a surveyed area, and a population and housing census
Employment	Puget Sound Regional Council, Covered Employment Estimates	2001, 2010, 2020	Unincorporated King County and urban unincorporated King County estimates were compared in reporting years
Measure 7: Housing is affordable to residents at all income levels			
Unit Measured	Source	Reporting Years	Processing Notes
Housing Cost Burden	U.S. Department of Housing and Urban Development, Comprehensive Housing Affordability Strategy (CHAS) Data	2010, 2018	CHAS data is a special computation of the U.S. Census Bureau's American Community Survey for Census Places, Census Tracts, and Counties. Urban unincorporated geography was approximated by aggregating Census Places (Bryn Mawr-Skyway, Boulevard Park, Fairwood, Lakeland North, Lakeland South, Union Hill-Novelty Hill, and White Center).

Measure 8: The economy is strong and diverse			
Unit Measured	Source	Reporting Years	Processing Notes
Employment by Sector	Puget Sound Regional Council, Covered Employment Estimates	2010, 2020	Workplace point-level data aggregated to jurisdictional boundaries
Employment by Wage Level and Educational Attainment	U.S Census Bureau, LEHD Origin-Destination Employment Statistics (LODES) dataset	2019	Census block-level data aggregated to jurisdictional boundaries. Series used: workplace area characteristics for all job types
Measure 9: Residents have access to transit			
Unit Measured	Source	Reporting Years	Processing Notes
Employment	Puget Sound Regional Council, Covered Employment Estimates	2014, 2020	Workplace point-level data selected by quarter-mile buffer of transit stops. Buffer used a street network distance of a quarter mile.
Housing Units	King County Department of Assessments, parcel-level residential buildings data	2014-2020	Parcel-level data selected by quarter-mile buffer of transit route. Selected residential buildings by year-built entry between 2014-2020. Data accessed from Metro Service Planning Dashboard.
Transit Networks	King County Metro, Service Planning Division	2014, 2020	Transit stops were buffered by a quarter mile street network distance.

Measure 10: Residents have access to healthy food options			
Unit Measured	Source	Reporting Years	Processing Notes
Healthy Food Stores	Public Health—Seattle and King County Food and Facility Permit Holder Database	2020	Identified supermarkets, small grocers, convenience stores, and produce vendors from Public Health’s database of food handling permit holders. Retail outlets were crosschecked with U.S. Food and Drug Administration, Supplemental Nutrition Assistance Plan outlets.
Farmers Markets	King County GIS Center	2020	
Population	U.S. Census Bureau, Decennial Census U.S. Census Bureau, American Community Survey (vehicle ownership)	2020, 2019	Census block-level data selected by linear distance from food stores and farmers markets. <ul style="list-style-type: none"> - One mile for urban markets - ½ mile for urban markets where block was within a census tract where 30 percent or more of households have no vehicle - Five miles for rural markets

Socio-economic Risk	King County, Social Economic Risk Index	2019	Index combines demographic data (household size; essential workers; educational attainment; Black, Indigenous, and People of Color population; foreign born population; linguistic isolation; and population below 200% of federal poverty level to identify census tracts more vulnerable to risks because of social or economic factors. Census blocks were assigned a SERI risk value by their presence in a census tract.
Measure 11: Residents have access to parks and open space			
Unit Measured	Source	Reporting Years	Processing Notes
Parks and Open Space	Trust for Public Land, ParkServe dataset.	2018	ParkServe mapped existing parks, open space, and trails and determined need for additional park access by distance to facilities and demographic characteristics.
Population	U.S. Census Bureau, Decennial Census	2020	Census block-level data. Selected by presence within park access shapes.

Socio-economic Risk	King County, Social Economic Risk Index	2019	Index combines demographic data (household size; essential workers; educational attainment; Black, Indigenous, and People of Color population; foreign born population; linguistic isolation; and population below 200% of federal poverty level to identify census tracts more vulnerable to risks because of social or economic factors. Blocks were assigned a SERI risk value by their presence in a census tract.
Measure 12: Non-single occupant vehicle modes are increasing and per capita vehicle miles traveled (VMT) is decreasing			
Unit Measured	Source	Reporting Years	Processing Notes
Vehicle Miles Traveled	Washington State Department of Transportation, Highway Performance Management System	2010-2019	County-level dataset
Population	U.S. Census Bureau, Decennial Census	2010	
Population	Office of Financial Management, Official April 1 st Estimates	2019	
Means of Transportation to Work	U.S. Census Bureau, American Community Survey	2019	County and Census Place level datasets used to approximate unincorporated King County geographies.
Measure 13: Farms and forest lands are protected			
Unit Measured	Source	Reporting Years	Processing Notes
Agricultural and Forest Production Districts	King County GIS Center	2010, 2021	Acreage totals for lands zoned for Agriculture and Forest

Publicly owned land	King County GIS Center	2021	
Land in Current Use Taxation	King County Department of Assessments/King County GIS Center	2021	
Natural Resource Lands privately protected	Forterra, Central Puget Sound Protected Lands Database	2016-2021	Database includes multiple organizations' transactions for conservation easements, as well as publicly held or purchased easements and development rights. Only privately protected lands were determined from this source.
Measure 14: Farmland in active production			
Unit Measured	Source	Reporting Years	Processing Notes
Farmland in Active Production	King County Department of Natural Resources and Parks, Agriculture Program, Farmland field surveys	2013, 2017	Data comes directly from detailed field surveys measuring farmland in active production were conducted in 2013 and 2017 by DNRP Agriculture Program staff.
Measure 15: Priority open space lands are permanently protected			
Unit Measured	Source	Reporting Years	Processing Notes
Acres of Priority Open Space	King County Department of Natural Resources and Parks, Land Conservation Initiative	2016-2021	Data comes directly from LCI reporting
Measure 16: Countywide greenhouse gas emissions goals are being met			
Unit Measured	Source	Reporting Years	Processing Notes
Greenhouse Gas Emissions and Emissions Per Capita	King County Climate Action Team (eds.). 2020. King County 2020 Strategic Climate Action Plan	2017	Data comes directly from SCAP reporting

D. Comprehensive Plan Guiding Principles

King County's Comprehensive Plan has long been based on a vision of the county as a livable area with healthy, thriving and dense urban communities; ample open space, forest and farmlands preserved for long-term use; a vibrant economy inclusive of numerous sectors; and a transportation system providing a variety of options. In addition, the Plan reflects the 14 goals of the Growth Management Act and the goals of the King County Strategic Plan. In 2015, King County adopted an update to its Strategic Plan, which aims to promote: mobility; health and human services; economic vitality; safety and justice; accessible, affordable housing; a healthy environment; and efficient, accountable regional and local government. The following principles, first adopted in the 2012 Comprehensive Plan, are updated to reflect these long-term goals and priorities.

- RP-201 Creating Sustainable Neighborhoods.** Strive to promote sustainable neighborhoods and communities. Seek to ensure that the benefits and impacts of the county's activities are equitably distributed among all segments of the population.
- RP-202 Preserving and Maintaining Open Space and Natural Resource Lands.** Pursue opportunities to preserve and maintain remaining high propriety forest, agriculture, and other open space lands.
- RP-203 Directing Development Towards Existing Communities.** Continue to support the reduction of sprawl by focusing growth and future development in the Urban Growth Area, consistent with adopted growth targets.
- RP-204 Providing a Variety of Transportation Choices.** Continue to promote an efficient multimodal transportation system that provides residents with a range of transportation choices that respond to community needs and reduce impacts on the natural environment.
- RP-205 Addressing Health, Equity and Social Justice and Environmental Justice.** Seek to reduce health inequities and proactively address issues of equity, social and environmental justice when evaluating and implementing its land use policies, programs and practices.
- RP-206 Achieving Environmental Sustainability.** Protect, restore and enhance the county's natural resources and environment, encourage sustainable agriculture and forestry, reduce climate pollution and prepare for the effects of climate change, including consideration of the inequities and disparities that may be caused by climate change.