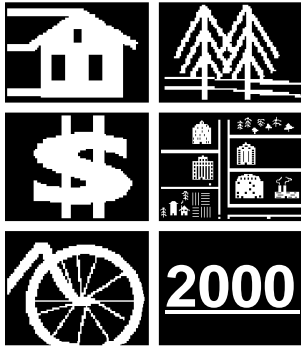


KING COUNTY BENCHMARKS



Metropolitan King County *Countywide Planning Policies* Benchmark Program 2000 King County Benchmark Report

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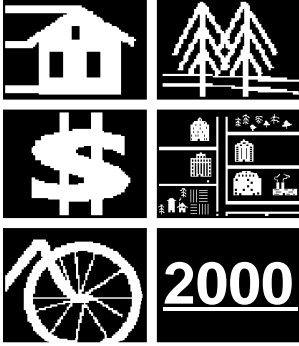
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Outcomes and Indicators

Outcome: The ultimate goal or objective. *Example: Increase Income and Reduce Poverty.*

Indicator: The item that is measured to show progress toward achieving the vision of the Countywide Planning Policies. *Example: Percentage of population below the poverty level.*

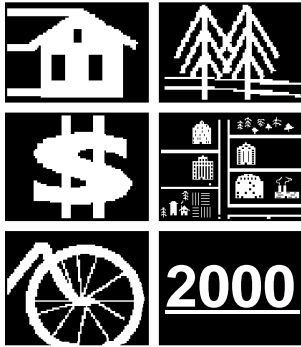
ECONOMIC DEVELOPMENT

| Outcomes | Indicators |
|--|---|
| PROMOTE FAMILY-WAGE JOBS | 1. Real wages per worker |
| INCREASE INCOME AND REDUCE POVERTY | 2. Personal and median household income: King County compared to the United States 3. Percentage of population below the poverty level |
| INCREASE BUSINESS FORMATION, EXPANSION AND RETENTION | 4. New businesses created 5. New jobs created by employment sector |
| CREATE JOBS THAT ADD TO KING COUNTY'S ECONOMIC BASE | 6. Employment in industries that export from the region |
| INCREASE EDUCATIONAL SKILL LEVELS | 7. Educational background of adult population 8. High school graduation rate |

ENVIRONMENT

| Outcomes | Indicators |
|--|---|
| PROTECT AND ENHANCE NATURAL ECOSYSTEMS | 9. Land cover changes in urban and rural areas over time |
| IMPROVE AIR QUALITY | 10. Air quality 11. Energy consumption 12. Vehicle Miles Traveled (VMT) per year |
| PROTECT WATER QUALITY AND QUANTITY | 13. Surface water and groundwater quality. 14. Water consumption 15. Change in groundwater levels |
| PROTECT WETLANDS | 16. Change in wetland acreage and functions |
| PROTECT THE DIVERSITY OF PLANTS AND WILDLIFE | 17. Continuity of terrestrial and aquatic habitat networks |
| INCREASE SALMON STOCK | 18. Change in number of salmon |
| DECREASE NOISE LEVELS | 19. Rate of increase in noise from vehicles, planes and yard equipment |
| DECREASE WASTE DISPOSAL AND INCREASE RECYCLING | 20. Pounds of waste disposed and recycled per capita |

**KING COUNTY
BENCHMARKS**



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AFFORDABLE HOUSING

Outcomes

PROVIDE SUFFICIENT AFFORDABLE HOUSING FOR ALL KING COUNTY RESIDENTS

Indicators

- 21. Supply and demand for affordable housing
- 22. Percent of income paid for housing
- 23. Homelessness
- 26. Apartment vacancy rate

PROMOTE AFFORDABLE HOME OWNERSHIP OPPORTUNITIES

- 24. Home purchase affordability gap for buyers with (a) median renter household income and (b) median household income.
- 25. Home ownership rate
- 27. Trend of housing costs vs. income

PROMOTE EQUITABLE DISTRIBUTION OF AFFORDABLE LOW-INCOME HOUSING THROUGHOUT KING COUNTY

- 28. Public dollars spent for low income housing
- 29. Housing units affordable to low income households

LAND USE

Outcomes

ENCOURAGE A GREATER SHARE OF GROWTH IN URBAN AREAS AND URBAN CENTERS; LIMIT GROWTH IN RURAL/RESOURCE AREAS

Indicators

- 30. New housing units in Urban Areas and Rural/Resource areas, and in Urban Centers
- 31. Employment in Urban Areas, Rural/Resource Areas, Urban Centers and Manufacturing/Industrial Centers

MAKE EFFICIENT USE OF URBAN LAND

- 32. New housing units built through redevelopment
- 33. Ratio of land consumption to population growth
- 34. Ratio of achieved density to allowed density of residential development

ACCOMMODATE RESIDENTIAL AND JOB GROWTH IN URBAN AREAS

- 35. Ratio of land capacity to 20 year household and job targets
- 36. Land with 6 years of infrastructure capacity

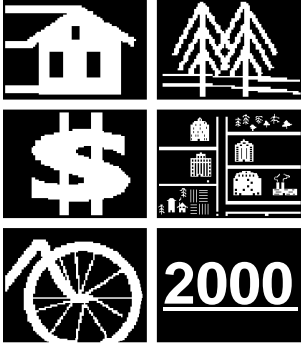
ENCOURAGE LIVABLE, DIVERSE COMMUNITIES
BALANCE JOB AND HOUSEHOLD GROWTH

- 37. Acres of urban parks and open space
- 38. Ratio of jobs to housing in Central Puget Sound Counties, and King County sub-regions

MAINTAIN QUALITY AND QUANTITY OF NATURAL RESOURCE LANDS

- 39. Acres in forest land and farm land
- 40. Number and average size of farms

KING COUNTY
BENCHMARKS



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TRANSPORTATION

Outcomes

TRANSPORTATION AND LAND USE LINKAGE

AVAILABILITY OF MODES OTHER THAN SINGLE
OCCUPANT VEHICLE

MODE SPLIT

REDUCE COMMERCIAL TRAFFIC CONGESTION

PROTECT AND IMPROVE TRANSPORTATION
INFRASTRUCTURE

Indicators

41. Percent of residents who commute one-way within
30 minutes

42. Metro transit ridership

43. Percent of residents who walk or use transit,
bicycles or carpools as alternatives to the single
occupant vehicle

44. Ability of goods and services to move efficiently and
cost effectively through the region

45. Number of lane miles of city, county, and state roads
and bridges in need of repair and preservation