

**KING COUNTY DEPARTMENT OF LOCAL SERVICES
ROAD SERVICES DIVISION**

**TITLE VI ACCOMPLISHMENTS AND GOALS REPORT
(App28.93)**

Reporting Period: April 2022 through March 2023

Submitted: May 2, 2023

Agency Administrator:

Dow Constantine, King County Executive

Title VI Oversight Officer

Anita Whitfield, Chief Equity and Inclusion Officer

Title VI Coordinator:

Tricia Davis, Road Services Division Director

Prepared by: Janel London, Program and Project Support Services Manager

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This outline is for LPA and other governmental entities to report Title VI activities that occurred over the past year and report Title VI goals for the upcoming year. Reports must be returned on or before due date to meet eligibility requirements for federal funding. Send to TitleVI@WSDOT.wa.gov

DUE DATES: Refer to Section 28.3 for scheduled reporting period and due date

Contact Information

Name and title of **administrator** (signature on Standard Assurances): Dow Constantine, King County Executive

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Name and title of **head of transportation-related services**: Tricia Davis, Road Services Division Director

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*When the Title VI coordinator changes, notify TitleVI@WSDOT.wa.gov within 30 days.

To comply with Title VI requirements, each annual report submission must include signed Standard Assurances (USDOT1050.2A).

The Standard Assurances are included in Appendix A.

Accomplishments

- 1. Have there been any changes to the approved Title VI Plan that have not been reported to OEO? If Yes, please submit an update to the Title VI Plan with a new signature.**

No; the most current version of the King County, Department of Local Services, Road Services Division Title VI Plan is dated September 2022 and was provided to WSDOT on September 1, 2022.

- 2. Organization, Staffing, Structure – Describe the Title VI Program reporting structure including the Title VI Coordinator, Administrative Head, and transportation-related staff. The list should include name, race, color, and national origin of each individual. Include the same details if your LPA has a volunteer or appointed board related to transportation decision making.**

King County’s Title VI organizational structure is unchanged; however, staffing updates are reflected in Table 1 below.

The King County Executive continues to serve as the Title VI Administrator. The Director of King County’s Office of Equity, Racial and Social Justice (OERSJ, formerly the Office of Equity and Social Justice or OESJ) continues to provide oversight of King County’s Title VI Program. As the Title VI Oversight Officer, this role reports directly to the King County Executive on program status. The Title VI Coordinator continues to support the Title VI program implementation by ensuring Title VI procedures are in place and regularly assessing the Road Services Division’s (Roads) performance under Title VI. The Title VI Manager provides technical assistance to the Coordinator by working directly with special emphasis programs within Roads, and the County’s Finance and Business Operations Division.

Figure 1 illustrates the Title VI reporting relationships for King County. Table 1 shows the 2023 Title VI team under the Title VI Coordinator, including the special emphasis programs.

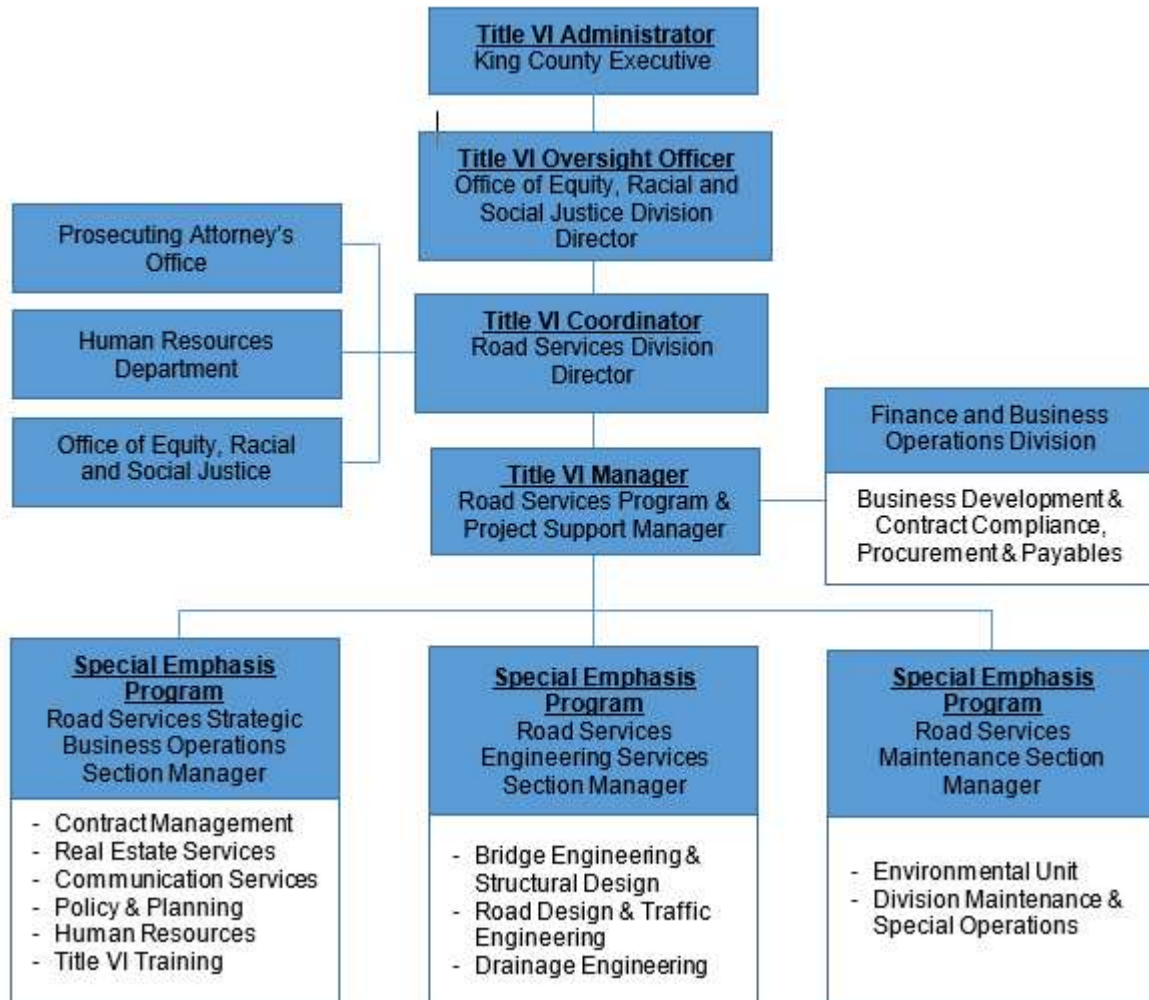


Figure 1. King County’s Title VI organizational structure.

Table 1. King County Title VI Team (Coordinator, Specialists and Liaisons).

<u>Individual</u>	<u>Demographic Descriptors</u>			<u>Title VI Role</u>	
	Name	Race	Color	National Origin	Title
Tricia Davis	White	White	USA	Title VI Coordinator, Roads Director	Oversees Title VI procedures, assessment, reporting
Janel London	Caucasian	White	USA	Title VI Manager, Managing Engineer	Supports Coordinator; supports all Special Emphasis Program areas; Title VI Reporting
Strategic Business Operations Section (SBOS)					
Lydia Reynolds-Jones	African American	Brown	USA	Title VI Specialist, SBOS Manager	Oversees Roads strategic and operation activities
Janel London	Caucasian	White	USA	Title VI Liaison, Managing Engineer	Contract Administration/ Management, Title VI Training
Leslie Drake	Caucasian	White	USA	Title VI Liaison, Property Program Manager	Real Estate Services
Broch Bender	Caucasian	White	USA	Title VI Liaison, Customer Service and Communications Manager	Communication Services, Community Outreach
Sarah Green	Caucasian	White	USA	Title VI Liaison, Project Program Manager	Policy & Planning
Kelly Fitzgerald	African American	Brown	USA	Title VI Liaison, Payroll Supervisor	Finance/Human Resources
Engineering Services Section (ESS)					
Rose LeSmith	Asian	Light Brown	Vietnam	Title VI Specialist, ESS Manager	Oversees all Design, Engineering and Construction for Bridge, Drainage, and Road activities

<u>Individual</u> Name	<u>Demographic Descriptors</u>			<u>Title VI Role</u>	
	Race	Color	National Origin	Title	Emphasis Area
Larry Jaramillo	Hispanic	Light Brown	USA	Title VI Liaison, Managing Engineer	Bridge Engineering & Structural Design
Wally Archuleta	Hispanic	Brown	USA	Title VI Liaison, Managing Engineer	Road Design & Traffic Engineering
Jon Cassidy	Caucasian	White	USA	Title VI Liaison, Managing Engineer	Drainage Engineering
Maintenance Section (MS)					
Jennifer Knauer	Caucasian	White	USA	Title VI Specialist, MS Manager	Oversees all Road Maintenance, Environmental, and Special Operations activities
Katie Merrell	Caucasian	White	USA	Title VI Liaison, Engineer III	Environmental Unit
Kathi Murata	Asian	Light Brown	USA	Title VI Liaison, Assistant Operations Manager	Division Maintenance & Special Operations, Education/Training

3. Community Demographics – Using a map of the LPA’s boundaries, describe the demographics of the LPA’s service area (e.g., race, color, national origin, low-income). List, by individual languages, the percent of the population(s) that is limited English proficient.

Figure 2 presents a map of the Roads service area (unincorporated portions of King County) overlaid on a base map showing the Consolidated Demographic Index, which summarizes 2016-2020 American Community Survey (ACS) census tract data for English proficiency, race, and income level. A similar base map using 2014-2018 ACS data is used in the Roads 2021-2022 Business Plan as an informative tool for evaluating proposed capital investments with respect to demographic index information. The County assesses impacts to low-income and minority populations who are subject to additional consideration in accordance with applicable Title VI and Environmental Justice provisions.

King County identifies limited English proficiency populations and translation needs on a project-by-project basis using tools provided by OERSJ, the County’s Language Access Program, as well as direct feedback from staff working on public facing programs. Information readily available for employees to use in accessing communication barriers is provided [here](#) (copy provided in Appendix B).

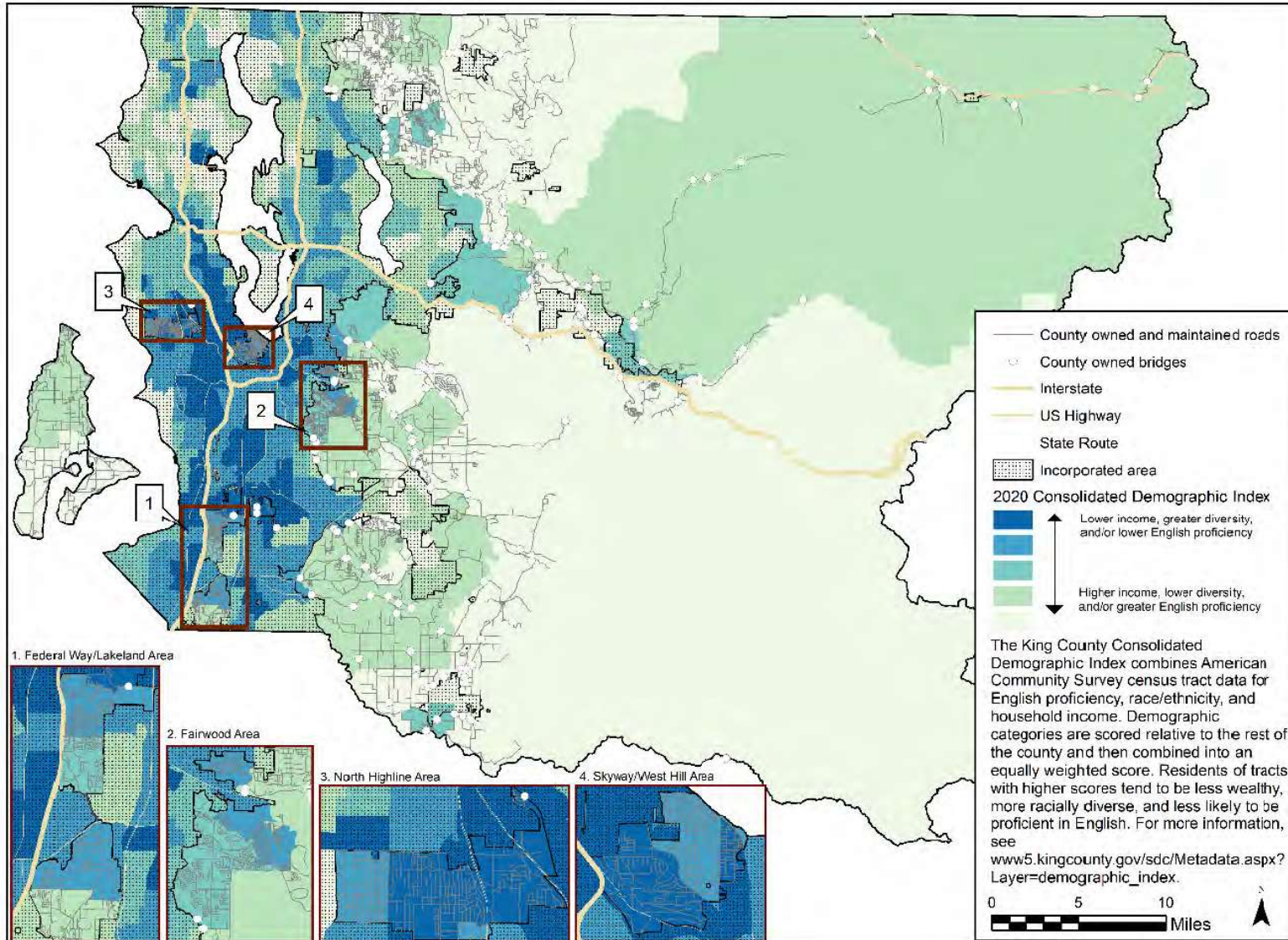
Generally, the County has identified three tiers of spoken languages that guide project needs for translation. The first tier identifies Spanish as the most common language other than English spoken within the county. The second tier identifies nine other languages that are

most frequently spoken. The third tier identifies five additional languages spoken by smaller numbers in particular communities. These languages are identified in Table 2 by tier.

Table 2. Top languages spoken in King County ranked by tier and translation protocols (2021).

Tier	Language	Translation Protocol
Tier 1: Public Communication Materials (PCM) must be translated into target language		
1	Spanish	Translation Required
Tier 2: Translation of PCM is recommended, depending on target audience		
2	Chinese	Translation Recommended
2	Vietnamese	Translation Recommended
2	Somali	Translation Recommended
2	Russian	Translation Recommended
2	Korean	Translation Recommended
2	Ukrainian	Translation Recommended
2	Tagalog	Translation Recommended
2	Amharic	Translation Recommended
2	Arabic	Translation Recommended
Tier 3: Translation of PCM is encouraged, depending on target audience		
3	Dari	Translation Encouraged
3	Punjabi	Translation Encouraged
3	Tigrinya	Translation Encouraged
3	Japanese	Translation Encouraged
3	Marshallese	Translation Encouraged

Unincorporated King County Road Network and Consolidated Demographic Index



The use of the information in this map is subject to the terms and conditions found at: www.kingcounty.gov/services/gis/Maps/terms-of-use.aspx. Your access and use is conditioned on your acceptance of these terms and conditions
Map created 2/27/23 by JVANDERSLUIS J:\Policy\Planning\GIS_Analysis\Map Projects\Title VI 2023\TitleVI_2022.mxd

Figure 2. Unincorporated King County road network and Consolidated Demographic Index.

4. Complaints – Provide a copy of the LPA’s Title VI complaint log, including new Title VI complaints received during this reporting period and any still pending. Include the basis of the complaint (race, color, national origin) and describe the disposition (status/outcome).

Complaints may be logged with the Title VI Complaint Form contained within the County’s Title VI Plan or logged electronically through the King County Office of Civil Rights: [Civil Rights Program - King County](#).

No complaints related to roadway capital projects were received during the reporting period.

5. Planning – Describe the transportation planning activities performed this reporting period. Describe the actions taken to promote Title VI compliance regarding transportation planning, including monitoring and review processes, community involvement, their outcome or status. Include examples of community outreach.

Transportation Planning

a) Transportation Element of the Comprehensive Plan

During this reporting period, King County developed draft updates for the major 2024 King County Comprehensive Plan update, including the Transportation Element. The Transportation Element includes coordination across the County’s three transportation agencies (Roads, Airport, and Metro Transit) on behalf of updates to countywide policies, facility inventories, the King County Transportation Needs Report, and the King County Arterial Classification System. The King County Comprehensive Plan update will be adopted by the King County Council.

The Transportation Needs Report, adopted as part of updates to the Comprehensive Plan, contains a list of projects and planning level estimates necessary to address a 20-year projected set of priority needs, associated with the county’s system of roads and bridges. The Transportation Needs Report informs capital investment decision-making, including updates to the Roads six-year capital improvement program (CIP) and biennial budget. Projects included in the Transportation Needs Report are the result of evaluation and prioritization of needs across the road system. The evaluation process reflects input from Roads technical staff, technical studies, and engagement with other county agencies, cities, local jurisdictions and organizations, and the broader community.

The Roads Policy and Planning Program ensures alignment between the King County Comprehensive Plan’s policy framework and the agency’s capital, maintenance, and operational activities. Additionally, Roads coordinates review of development proposals, as part of other jurisdictions’ environmental review processes under the State Environmental Policy Act (SEPA), that may have an impact to the county’s road system. One dimension of this review is to evaluate alignment with the King County Comprehensive Plan’s policy framework. During this reporting period, Roads reviewed approximately 1,000 external SEPA documents and commented on two.

b) American with Disabilities Act (ADA) Compliance Work

King County completed the American with Disabilities Act Transition Plan during the previous reporting period and has begun implementing the plan through a countywide ADA improvement program. Development of the plan brought the County's pedestrian facility programs and services into compliance with the requirements of the ADA. The plan was informed by field inventory and geo-spatial data collection of existing pedestrian facilities (including 335 miles of sidewalk; 5,100 curb ramps; 2,600 crosswalks; and 436 push button pedestrian crossing units) and community engagement. During this reporting period, projects were selected for the countywide ADA improvement program using the prioritization schema developed under the plan.

c) Community Needs and Participatory Budgeting Programs

During this reporting period, the Roads Policy and Planning Program supported the launch of new departmental initiatives with a transportation nexus, including the Community Needs List (CNL) initiative and the Participatory Budgeting Program. Through the CNL initiative, the County conducted countywide community engagement to generate a catalog of community-identified needs; Roads reviewed and catalogued the road-related needs identified through this process. Through the Participatory Budgeting Program, Roads provided technical expertise to participants at public workshops and through written correspondence to assist in understanding of the resources needed to provide transportation-related projects. Participants in the program ultimately dedicated funding for one sidewalk in an historically underserved area, and multiple non-transportation projects countywide.

Promotion of Title VI

As individual capital projects are authorized and initiated, a project review process is initiated early in the project preliminary design phase. Early and ongoing project review is informed by an evolving understanding of the affected communities, constituent interests and demographic information obtained by geospatial census data. As the project evolves, so does the project team's understanding of the communities being served by the project. Specific project products are informed by this data including the Project Charter, the Public Communications Plan, and King County Green Building Ordinance documentation.

King County conducts Green Building Ordinance certification processes for all capital project investments, which includes preparation of a determinants of equity analysis and corresponding equity and social justice workplan, to guide ways in which each capital project can advance principles of equity and social justice as part of capital project delivery. Some capital investments take place in traditionally underserved communities and the equity and social justice plans often include language translation, expanded community engagement approaches, and working directly with community members as feasible, in service of minimizing unintended project consequences and maximizing project benefits.

a) Monitoring and Review Processes

The King County Green Building Ordinance requires annual reporting on capital projects as a monitoring process to ensure requirements are being tracked and routinely considered. All reports are reviewed and compiled for agency-specific and Countywide summaries of performance by a central Green Building Team. An intranet dashboard

provides a visualization of performance across County agencies. The Green Building Team is also a resource for sharing strategies across capital project portfolios. During the reporting period, Roads completed 83 annual reports.

Roads coordinated with a graduate student program to review opportunities in the Division's decision-making to better incorporate equity. The students identified emerging methods and best practices for capital project prioritization, project assessment, and operations decision-making. Roads began incorporating findings from this study into the 2023-2024 budget analysis.

b) Community Involvement

Community involvement around transportation planning topics included focused outreach and engagement activities specific to the Comprehensive Plan update, the CNL, and Participatory Budgeting, as well as our standard capital project-specific outreach.

The 2024 Comprehensive Plan Update was launched in early 2022 and will extend through most of 2024 when the update is expected to be reviewed, amended, and adopted by King County Council. The update involves a robust community involvement plan including a public facing [website](#) (copy provided in Appendix C). During the reporting period, King County developed and shared policy proposals for the 2024 update that reflect high-level and specific actions the County is considering to address social equity, affordable housing, and climate change in our region. A summary of these proposals is included on the website in English, Spanish and seven other languages (a Chinese copy is provided in Appendix C). Two virtual Townhall meetings were held (February 9th and 16th of 2023) to describe the update process, share the initial policy proposals, and solicit public feedback. A copy of the meeting presentation is provided in Appendix C.

Community engagement under the CNL initiative was performed prior to this reporting period and was included in last year's Title VI Accomplishments and Goals Report. During this reporting period, Roads participated in a County and community co-creation process to identify ways to improve the CNL outreach in the future. This process included five two-hour evening meetings with a panel of County staff and community members representing a diverse range of demographic and geographic constituencies. Meetings were held virtually from 6:30pm to 8:30pm on the following dates:

- November 29, 2022
- December 13, 2022
- January 3, 2023
- January 10, 2023
- January 24, 2023

Community involvement related to Participatory Budgeting is described under question 10 of this report.

Community outreach efforts for the Roads capital programs includes a variety of means and methods including mailed SEPA notices (see question 8 for more detail), program- or project-specific websites, community outreach meetings, social media posts, and postcard or flyer mailings. All printed and electronic communications were written in plain, reader-

friendly English, and all included information on how to access the materials in alternative formats or different languages.

Program and project websites are updated routinely as new information is available. As a sample of websites actively maintained and updated during the reporting period, please see the School Pathways [program](#) and the Renton Avenue S Pedestrian Safety Improvement [project](#) (a copy of each website is also provided in Appendix C).

During the reporting period, postcards or flyers were mailed to all residential addresses within affected neighborhoods for the following 13 projects:

- 218th Avenue SE roadway preservation project
- 26th Avenue SW sidewalk repair and tree removal
- Cedar Grove Road SE nighttime paving
- Coal Creek Bridge replacement
- Myers Way S/1st Avenue S speed revision
- NE Woodinville-Duvall Road culvert replacement project
- Redmond Ridge Drive NE & NE Alder Crest Drive roundabout project
- Renton Avenue S pedestrian safety improvement project
- S 124th Street sidewalk repair and tree removal
- SE 208th Street/Kerrison Road maintenance work
- SW 108th Street sidewalk repair and tree removal
- Upper Tokul Creek bridge replacement
- Vashon Highway SW lighting improvements

Copies of these postcards and flyers are provided in Appendix C.

6. Right-of-way actions – Describe activities during this reporting period associated with the purchase, sale, lease/use, or transfer of real property (related to highway transportation/public right-of-way use). Include demographic information of affected populations. For example, the race, color, national origin of affected property/business owners(s)/tenant(s).

During the reporting period, King County Roads engaged with 154 property owners regarding Rights-of-Entry; 38 property owners for the acquisition of easements or fee interests; 12 property owners for permits, one property owner for an Agreement to Reconnect Driveways; and 25 property owners were directly engaged during the appraisal of their property. These right-of-way activities are summarized in Table 3.

Demographic information specific to individually affected properties was not collected during the reporting period (see Title VI Goals for Upcoming Year below for proposed changes to data collection). Figure 3 shows the general location of affected properties relative to general County demographic information.

Table 3. Summary of right-of-way actions taken from April 2022 through March 2023.

Right-of-way Action	Number of Properties Engaged
Right-of-Entry	154
Easement and/or Fee interest	38
Permit	12
Agreement to Reconstruct Driveway	1
Relocation	0
Engagement during Appraisal	25

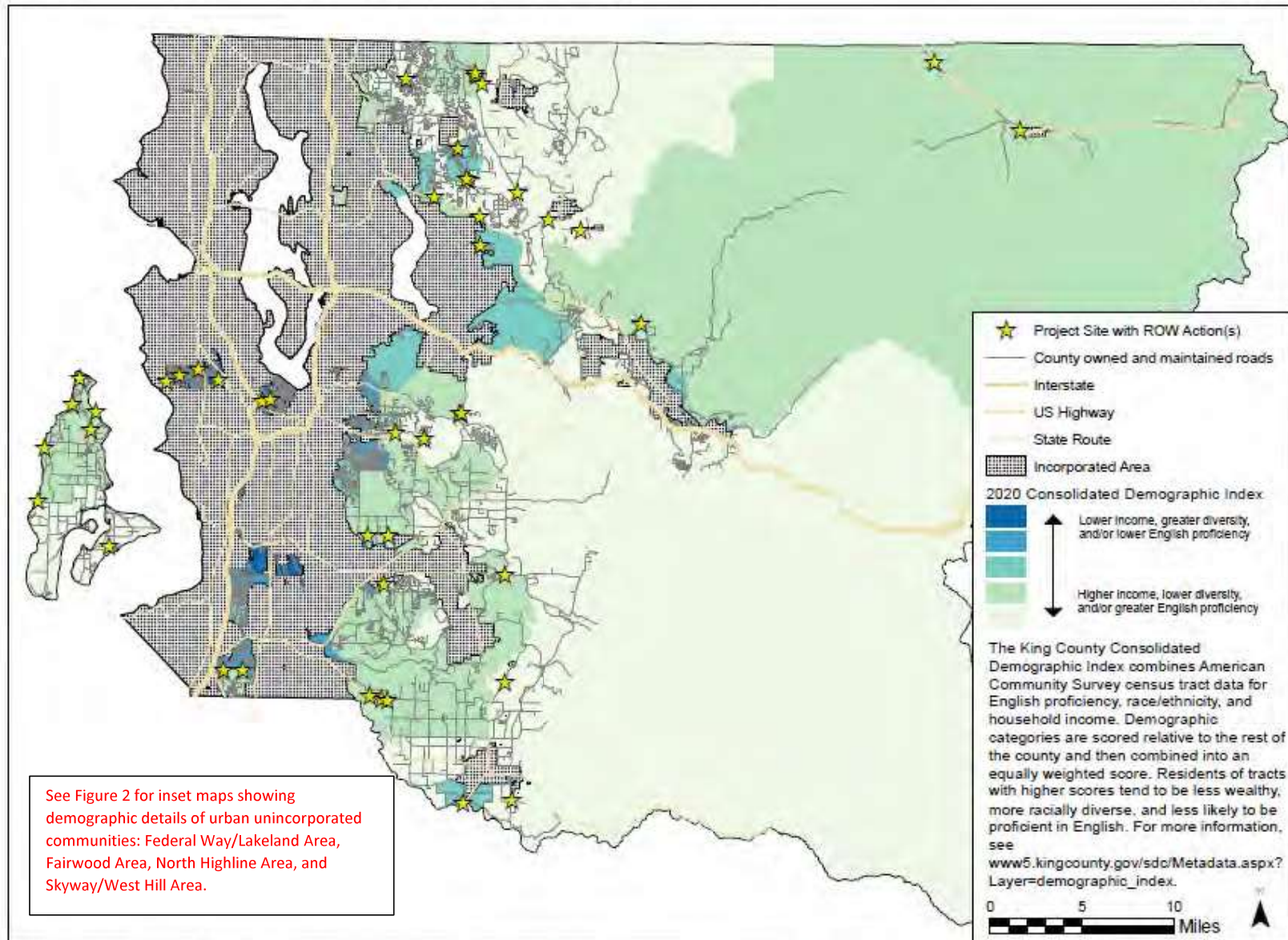
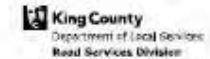
7. Identify right-of-way appraisers and acquisition staff (used during this reporting period) by race, color, national origin.

The King County right-of-way team consists of appraisers and acquisition staff as outlined in Table 4.

Table 4. King County Right-of-Way Team.

<u>Individual</u> Name	<u>Right-of-Way Role</u> Title	<u>Demographic Descriptors</u>		
		Race	Color	National Origin
Rey Sugui	Government Relations	Asian	Brown	Philippines
Leslie Drake	Road Property Program Manager/ Acquisition	Caucasian	White	USA
Cindy Worrell	Road Property Program Manager/ Acquisition	Caucasian	White	USA
Maura McCammon	Road Property Program Manager/ Acquisition	Caucasian	White	USA
Meghan Kapousouz	Road Property Program Manager/ Appraiser	Caucasian	White	USA
Cealan Clifford	Road Property Program Manager/ Acquisition	Caucasian	White	USA

Projects with Right-Of-Way Actions and Consolidated Demographic Index



See Figure 2 for inset maps showing demographic details of urban unincorporated communities: Federal Way/Lakeland Area, Fairwood Area, North Highline Area, and Skyway/West Hill Area.

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Figure 3. General demographic information relative to roadway projects with right-of-way actions from April 2022 through March 2023.

8. Studies and Plans – Were any transportation studies (including environmental reviews) conducted or transportation plans completed during this reporting period? Identify the data source(s) and provide data summary (Title VI/Environmental Justice Analysis) relative to ethnicity, race, languages spoken, neighborhoods, income levels, physical environments, and/or travel habits. Explain how data was used in these studies/reviews/plans.

Transportation Studies/Environmental Reviews

King County prepares transportation studies and environmental reviews typically during the preliminary design phase for capital projects. The preliminary design phase is defined as “a specific phase when evaluation and analysis of potential project alternatives occurs. Based on analysis, the preferred alternative is selected and designed sufficiently to establish a project baseline, at thirty to forty percent design. Activities requiring long lead times, such as land acquisition or permitting may be initiated during this phase. Some planning activities may occur prior to the preliminary design phase.”

During the reporting period, the County prepared eight transportation studies as described in Table 5. The County also initiated work on a feasibility study entitled: the Cross-Snoqualmie Valley Flood Tolerant Transportation Corridor Study. This study aims to evaluate the feasibility of constructing a flood tolerant, elevated roadway to cross the flood-prone Snoqualmie Valley, located in rural King County.

Table 5. Transportation studies completed from April 2022 through March 2023.

Project Number	Project Name	Evaluation Type	Date Completed
n/a ¹	SE 224th St and 148th Ave SE Intersection Improvement Project	Intersection Improvement Alternatives Traffic Analysis	04/22/22
1143519	Avondale Road NE and NE 132nd Street Intersection Improvement Project	Traffic operation analysis for intersection channelization and signal revisions	08/04/22
1139145	SE Green Valley Road and 218th Avenue SE Intersection Improvement Project	Intersection Improvement Alternatives Traffic Analysis Report	08/01/22
1136711	244th Avenue NE Roadway Lighting Project	Traffic Impact Analysis Study	08/29/22
1140858	244th Avenue NE Slide Repair Project	Traffic Impact Analysis report	11/04/22
1142850	Duvall Slough Bridge #1136B Re-Deck Project	Traffic Impact Analysis Study	02/17/23
1136294	NE Woodinville Duvall Road 172nd Street Culvert Replacement Project	Traffic Impact Analysis Study	03/30/23
1139146	Rainier Avenue S and Lakeridge Drive Intersection Improvement	Traffic Capacity Analysis, Collision Analysis, Life Cycle Cost Estimation for design alternatives	03/20/23

¹This study was conducted in support of Roads Transportation Needs Report and is not associated with a funded project.

Environmental reviews involve preparation of required information for state and federal agencies responsible for compliance with the National Environmental Policy Act (NEPA) or for County obligations under the State Environmental Policy Act (SEPA). Each applicable County division is lead agency for implementing SEPA. Under SEPA, Roads mails, posts, and publishes each Determination of Nonsignificance (DNS) and Notice of Action Taken (NAT).

During the reporting period, King County conducted two NEPA environmental reviews and 44 SEPA (or equivalent) environmental reviews related to roadway projects (see Table 6).

The environmental reviews are used together with traffic impact analyses, green building ordinance reviews, equity impact reviews, and concept design development to assess the existing conditions, project benefits and impacts/burdens, and mitigating measures. The outcome is a preferred alternative that proceeds toward final design and implementation. Through the environmental reviews conducted during the reporting period, the County analyzed the likelihood for disproportionately high and adverse impact to minority and low-income populations. None of the analyzed projects resulted in such impacts.

Table 6. NEPA and SEPA environmental reviews completed for roadway projects from April 2022 through March 2023.

Project Number	Project Name	Evaluation Type ^a	Date Completed
1138914	Fifteen Mile Creek Bridge #493C Replacement Project	SCE	04/01/22
22-3R-02	SE May Valley Rd between 150th Ave SE and 164th Ave SE	Addendum	04/11/22
22-2FC-07	SE Homestead Valley Rd between I-90 and end of County road	Addendum	04/11/22
22-4D-16	SE Kuzak Rd approximately 0.35 miles east of Veazie-Cumberland	Addendum	04/17/22
22-BR-257Z	Bridge 257Z Horseshoe Lk Creek Bridge - 310th Ave NE, 0.2 mi north of NE Carnation Farm Rd	Addendum	04/20/22
22-BR-3109A	Bridge 3109A Soos Creek Bridge - SE 216th St, 0.3 mi east of 132nd Ave SE	Addendum	04/21/22
22-4D-18	SE 380th St/SE 383rd St between 252nd Ave SE and SR169	Addendum	04/26/22
1138330	SE Covington-Sawyer Road Sightline Improvements Project	ECL	05/10/22
1138330	SE Covington-Sawyer Road Sightline Improvements Project	DNS	05/13/22
22-6S-01	Money Creek Road from Miller River Road to end (approximately 6.0 miles)	Addendum	05/16/22
22-6S-02	Lower Stevens Pass Hwy from Hwy 2 to foot bridge	Addendum	05/16/22
22-1C-06	NE 80th St from West Snoqualmie Valley Road to Ames Creek	Addendum	05/31/22

Project Number	Project Name	Evaluation Type ^a	Date Completed
22-2FC-08	Wilderness Rim - SE 168th St, SE 171st St, 420th Ave SE	Addendum	06/01/22
1131235	South 360th Street at Military Road South Roundabout Project	NAT	06/02/22
22-1C-07	17519 170th PL NE	Addendum	06/02/22
1140858	244th Avenue NE Slide Repair	SCE	06/07/22
1136234	NE Woodinville-Duvall Road at NE 172nd Street Culvert Replacement (fish passage)	SE	06/08/22
22-2FC-09	NE Tolt Hill Rd between SR203 and Tolt Bridge	Addendum	06/15/22
1140858	244th Avenue NE Slide Repair	NCE	06/28/22
22-BR-3085_a	Bridge 3085 Covington Bridge; SE Covington Sawyer Rd at 0.7mi SE of SR516	Addendum	06/28/22
22-BR-1136B	Bridge 1136B Duvall Slough Bridge; NE Woodinville Duvall Rd, approximately 0.4 mi west of SR203	Addendum	06/29/22
1136715	Flashing Yellow Arrow Program Signal Modifications 2022	SCE	06/30/22
1143519	Avondale Road NE and NE 132nd Street Intersection Improvements	SCE	06/30/22
1135998	Ames Lake Trestle Bridge No. 1320A Replacement Project	SCE	07/05/22
22-BR-5044	Bridge 5044 Four Creek Ranch Bridge; 229th Dr SE, 0.5 mi south of SE May Valley Rd	Addendum	07/19/22
22-BR-122k	Bridge 122k Norman Bridge; 428th Ave SE, 0.6 mi south of SE Reinig Rd	Addendum	07/19/22
22-4D-32	288th Ave SE b/t SE 472nd St and end of SE 480th St	Addendum	08/15/22
22-4D-28	260th Ave SE at SE 216th St	Addendum	08/23/22
22-BR-228E	Patterson Creek; W Snoqualmie River Road SE; 0.4 miles north of SE 24th	SE	08/24/22
22-BR-249B	Neal Road - C W Neal Road, 1.5 miles S of SR203	SE	08/24/22
22-BR-249C	Bridge 249C - C W Neal Road, 0.3 miles south of SR203 Deck Overlay	SE	08/24/22
22-4D-33	SE 400th St between SR169 and 268th Ave SE	Addendum	08/25/22

Project Number	Project Name	Evaluation Type ^a	Date Completed
22-BR-3063	Newaukum Creek Bridge Repair; SE 416th St, 0.6 miles west of 236th Ave SE	SE	09/02/22
1138913	Boise X Connection Bridge No. 3055A Replacement	SCE	09/15/22
1138918	16th Avenue SW Pedestrian Improvements Project	NCE	09/27/22
23-BR-225C	York Bridge 225C; NE 116th St, 0.5 miles west of SR 202	Addendum	10/03/22
23-BR-3015	Patton Bridge 3015; SE Green Valley Road, 1.5 miles SE of SR18	Addendum	10/03/22
23-BR-5024	Carnation Farm Rd Bridge 5024; NE Carnation Farm Rd, 0.6 miles west of SR203	Addendum	10/03/22
1138330	SE Covington-Sawyer Road Sightline Improvements Project	NAT	10/31/22
23-2FC-01	415th Ave SE at #14218 (Triple Tubes)	Addendum	11/15/22
22-2FC-11	SE 92nd St at #43001	Addendum	11/18/22
5-419867	21802 141st Ave SW	Addendum	12/20/22
1141001	NE Tolt Hill Road Emergency Slide Repair	SCE	02/07/23
1143512	Upgrade Overhead Flashers to LED Stop Signs	SCE	03/08/23

^a Evaluation types during the reporting period include:

Addendum: SEPA Addendum to a Threshold Determination

DNS: SEPA Determination of Nonsignificance

ECL: SEPA Environmental Checklist

NAT: SEPA Notice of Action Taken

NCE: NEPA Categorical Exclusion

SCE: SEPA Categorical Exemption (WAC)

SE: SEPA Exemption (RCW)

Transportation Plans

During this reporting period, King County developed draft updates for the major 2024 King County Comprehensive Plan update, including the Transportation Element. For more information, see question 5 above.

Environmental Justice

For non-exempt projects with federal funds, additional community partner information is provided via Environmental Justice (EJ) documentation for NEPA. The EJ review uses information within a half mile of the project from the U.S. Environmental Protection Agency (EPA). The EPA provides an environmental justice screening and mapping tool, known as

EJSCREEN. The project EJ review also includes data from the nearest public school using the Washington State Office of Superintendent of Public Instruction (OSPI) Washington State Report Card. Project sites are visited to help identify potential sensitive receptors to minimize potential impacts. Physical environments are reviewed/documentated by environmental professional staff to identify critical/sensitive areas, potential project impacts, and future mitigation. Travel habits are studied by Traffic Safety Engineers to assess local and regional mobility, potential project impacts, and future mitigation.

During the reporting period, two projects with federal funding were screened for EJ issues under the NEPA Categorical Exclusion review process. These projects were not exempt from further review due to use of a detour route and/or right-of-way needs.

An expanded EJ analysis memorandum was required for one of these projects, which confirmed that the work would not disproportionately affect minority or low-income populations. A summary of the EJ data for this project review is provided in Table 7.

Table 7. Data summary of environmental justice factors for the 244th Avenue NE Slide Repair Project (project number 1140858).

Data Element	Project Area Data	Data Source
Neighborhood(s)	<ul style="list-style-type: none"> Unincorporated King County East Sammamish Community Planning Area 	King County iMap and Assessor's Office
Minority Race(s)/Ethnicity(ies)	39% People of color	EJSCREEN
	<ul style="list-style-type: none"> 49.9% Asian 0.4% Black/African American 4.2% Hispanic /Latino 8.1% Two or more races 	OSPI
Languages Spoken by 5% or more of the Population	<ul style="list-style-type: none"> English Chinese 	2021 Census
English Learners	13.5%	OSPI
Low Income Percentages	1.7%	OSPI
	5%	EJSCREEN
Physical Environment(s)	<ul style="list-style-type: none"> Rural King County Wetland buffer Potential steep slope hazard area Erosion hazard area 	King County iMap and on-site observations
Travel Habit(s)	<ul style="list-style-type: none"> Urban Collector Arterial Annual Average Daily Traffic 6,640 (2018) 	Design Memorandum (2022)

9. Project Location and Design – Provide a list of construction projects that began during this reporting period. Using a map of the LPAs service area, identify project locations, and a brief description of the projects’ benefits/burdens to affected populations. If possible, provide a map that overlays projects with the racial composition of affected neighborhoods.

King County capital projects within the road right-of-way that completed the final design phase and or began construction during the reporting period are listed by name and number, along with project benefits and burdens, in Table 8. King County reports on completion of final design (defined as a point that the design is completed, permits and other permissions are secured, and the project is authorized to proceed to construction or the implementation phase) and beginning of construction as there can be time lags between these milestones. The project benefits and burdens are identified during Title VI efforts described in question 5, which start early in the preliminary design phase and are revisited and updated throughout the final design phase.

Table 8. List of roadway construction projects that completed final design and or began construction during the reporting period.

Project Name	Project Number	Completed Final Design	Began Construction	Benefits/Burdens
2019/20 Guardrail Preservation Tier 3 Roadways	1141111		2/21/2023	<i>Benefits-</i> Upgrade existing guardrail systems on roadways and bridges to improve safety. <i>Burdens-</i> Temporary and intermittent traffic delays due to lane closures.
2020 High Friction Surface Treatment – 16 locations	1137862		4/20/2022	<i>Benefits-</i> Improve safety of the roadway network by applying high friction surface treatment (HFST) for 16 priority segments identified within King County’s High Collision Location Report. <i>Burdens-</i> Intermittent lane and full road closures were necessary at some locations resulting in inconvenience to the traveling public and service providers.
2021-22 School Zone Safety – 1 location	1141250	7/29/2022	8/1/2022	<i>Benefits-</i> Install school zone flashing beacons, improve and upgrade signals, and update curbs to proper standards. School zone signing was completed at Westwood Elementary in 2022. <i>Burdens-</i> Temporary and intermittent traffic delays.
2022 Pavement Preservation	1142993	6/2/2022	8/24/2022	<i>Benefits-</i> Perform pavement preservation at various locations throughout unincorporated King County, extending life of roadways by repairing deficits and sealing foundation from weather damage. Improves local roadways to ensure safety and reliability for local residents and commute traffic. <i>Burdens-</i> Temporary and intermittent traffic delays due to lane closures.
2022/23 Bridge Priority Maintenance – 20 locations	1129588	2022	2022	<i>Benefits-</i> Performed maintenance repairs to keep bridges and structures serviceable. - Bear Creek Bridge #55 - Berrydale Bridge #30860X (1143803) - Covington Creek #3084 - Covington Creek Bridge #3085 (1143349)

Project Name	Project Number	Completed Final Design	Began Construction	Benefits/Burdens
				<ul style="list-style-type: none"> - Dockton Road Seawall - Duvall Slough #1136B - Elliott Bridge #3166 (1143351) - Granite Creek Bridge #359A (1143359) - Neal Road Bridge #249B (1143355) - Neal Road Bridge #249C (1143355) - Neely Bridge #3014 (1143351) - Newaukum Creek Bridge #3063 (1144480) - North Fork Bridge #122I scour repair (1143357) - Norman Bridge #122K (1142384) - North Fork Bridge #122I expansion joint repair (1142384) - Rutherford Slough Bridge #920A (1142385) - Soos Creek Bridge #3109 (1142385) - South Park Bridge #3179 (1143551) - Whitney Bridge #3025 (1141507) - York Bridge #225C (1143351) <p><i>Burdens</i>- Intermittent noise and lane closures were necessary for short duration resulting in inconvenience to nearby residents, the traveling public and service providers.</p>
<p>218th Ave SE Reconstruction</p>	<p>1136086</p>		<p>7/7/2022</p>	<p><i>Benefits</i>- Reconstruct roadway identified on King County’s rehabilitation/reconstruction priority array. Improve drainage systems, pavement condition and non-motorized facilities; reduce maintenance frequency and road closures.</p> <p><i>Burdens</i>- Lane shifts and occasional lane closure during four-month construction, and 13-day northbound detour impacted public use and increased traffic congestion, idling, and commute times and inconvenienced community and service providers.</p>

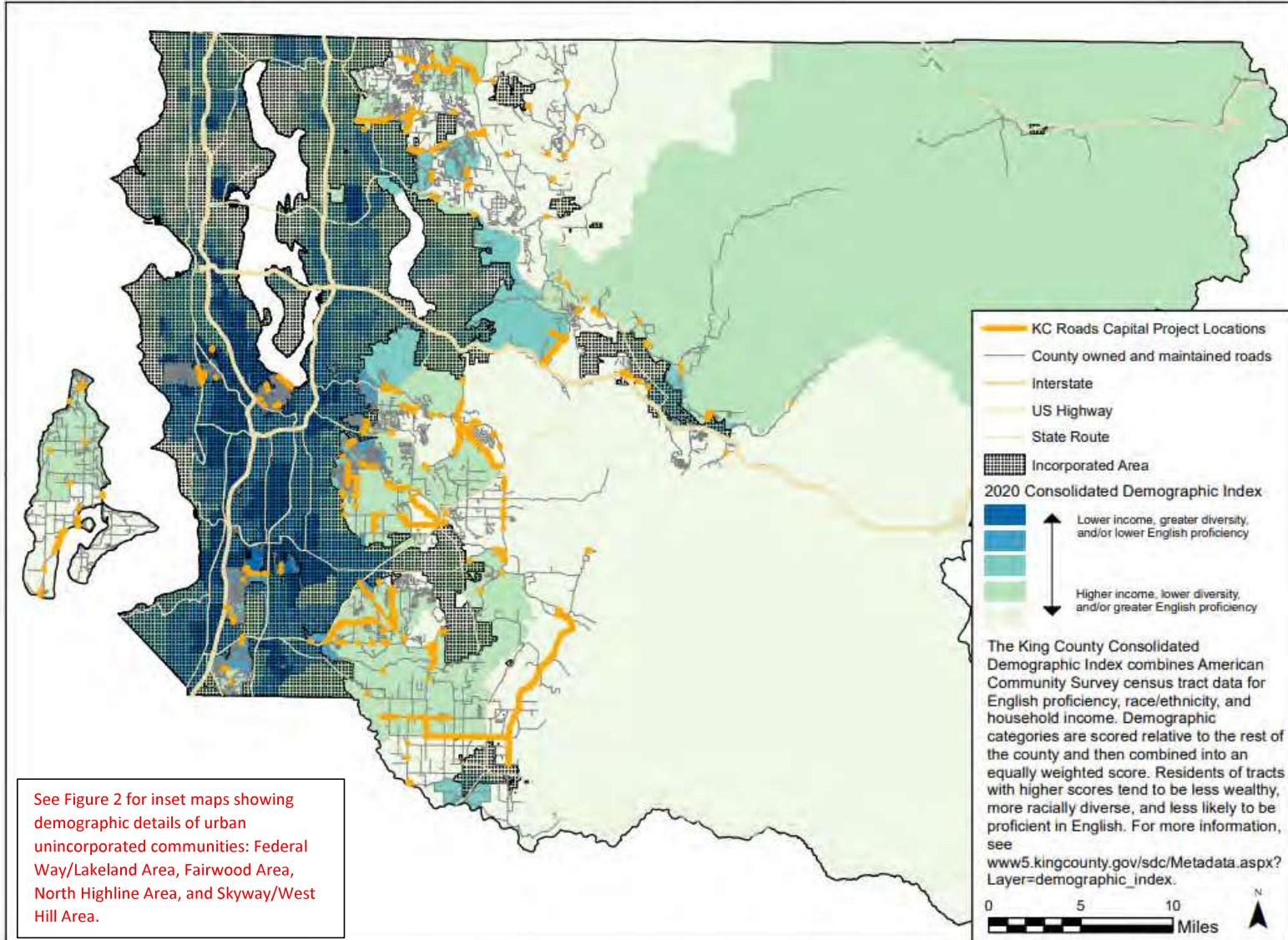
Project Name	Project Number	Completed Final Design	Began Construction	Benefits/Burdens
244th Ave NE Winter 2020 Slide Repair	1140858	11/30/2022		<p><i>Benefits-</i> Repair a section of roadway that was damaged from a storm in February 2020.</p> <p><i>Burdens-</i> Up to 40-day full road closure during construction (summer school break) impacting access to SR 202 from the Sammamish plateau. Daytime noise and dust during construction work.</p>
Avondale Road NE at Cottage Lake Elementary	1142502	7/21/2022	9/12/2022	<p><i>Benefits-</i> Improve pedestrian and cyclist safety with several shoulder and road crossing improvements within school zone.</p> <p><i>Burdens-</i> Temporary and intermittent traffic delays along high-speed, high-volume road.</p>
Bridge Load Upgrade Program – 2 locations	1139286	6/30/2022	8/29/2022	<p><i>Benefits-</i> Performed bridge load upgrades to remove posted vehicle weight restriction limitations.</p> <ul style="list-style-type: none"> - Horseshoe Lake Creek Bridge #257Z (1143515) - Soos Creek Bridge #3109A (1143516) <p><i>Burdens-</i> Intermittent lane and full road closures were necessary for short duration resulting in inconvenience to the traveling public and service providers.</p>
Burma Road SW Slide Repair	1144754	10/18/2022	10/18/2022	<p><i>Benefits-</i> Repair roadway that was damaged and closed to traffic due to a slide in January 2022.</p> <p><i>Burdens-</i> Road was closed for about a year while repairs were planned and implemented; access to several properties and structures was limited due to safety concerns until repairs were complete.</p>

Project Name	Project Number	Completed Final Design	Began Construction	Benefits/Burdens
Drainage Preservation Program – 17 locations	1129586		2022	<p><i>Benefits-</i> Preserve and replace drainage systems to address safety concerns, protect roads from failure, and improve water quality.</p> <ul style="list-style-type: none"> - 148th Avenue SE @ #29606 - 238th Avenue NE @ NE 70th Street Repair - 56th Place South @ #12406 - 75th Avenue SW @ #25613 Phase I - 75th Avenue SW @ #25613 Phase II - 80th Avenue S B/T S 114th Street and S 113th Street - 93rd Avenue SW @ #16402 - Avondale Road NE @ #15926 - NE 165th Street @ #17777 - NE 190th Street @ #29930 (#1-59980) - NE Carnation Farm Rd @ #29307 - NE Old Cascade Highway Just East of SR-2 - SE 56th Street at SE David Powell Road - SE 165th Street @ #16316 - SW 110th Place @ #2835 - SW 257th Street @ 76th Avenue SW - SW Cemetery Road @ #9329 - Upper Preston Road SE, South of SE 97th Street <p><i>Burdens-</i> Limited access during construction, noise, dust, and occasional traffic delays.</p>
Flood Control District- S 106th St Drainage Improvement	1138339	8/1/2022	8/1/2022	<p><i>Benefits-</i> Replaced a damaged and undersized pipe to resolve stormwater flooding of roadways and adjacent properties.</p> <p><i>Burdens-</i> Traffic restrictions, noise, and dust during construction.</p>

Project Name	Project Number	Completed Final Design	Began Construction	Benefits/Burdens
Flood Control District- SE 380th Place at SR 164 Culvert Replacement	1130710	8/19/2022	8/22/2022	<p><i>Benefits-</i> Replace a failing culvert to resolve roadway flooding that isolates communities and improve fish passage.</p> <p><i>Burdens-</i> Full road closure and limited access to adjacent properties for three months during construction, noise, and dust.</p>
High Collision Sightline Improvements - S 360th St & 32nd Ave S	1131157		6/28/2022	<p><i>Benefits-</i> The program improves safety at intersections and on road segments in high collision areas. This project modified the existing shoulder to improve sight line.</p> <p><i>Burdens-</i> Temporary and intermittent traffic delays due to lane closures.</p>
NE Woodinville Duvall Road at NE 172nd St Culvert Replacement	1136234	8/2/2022		<p><i>Benefits-</i> Replace failing culvert to reduce maintenance and improve fish passage, and widen shoulders at the crossing to improve pedestrian and bicycle safety.</p> <p><i>Burdens-</i> 30-day full road closure of this major arterial, detour will increase travel times. An additional 10-day single lane closure will increase congestion and idling through the corridor. All closures are planned outside school days to eliminate school bus route delays. Daytime construction noise and dust.</p>
Renton Ave S Phase III Sidewalk	1129599	4/8/2022	9/6/2022	<p><i>Benefits-</i> Improve pedestrian and cyclist safety and Americans with Disabilities Act access with new sidewalks, curb ramps and bike lane.</p> <p><i>Burdens-</i> Temporary and intermittent traffic delays due to lane closures, pedestrian access restricted during construction, and temporary bus stop closure.</p>
S 360th St School Pathway	1136580		6/28/2022	<p><i>Benefits-</i> Added 100 feet of missing sidewalk to improve the safety of pedestrians and other users in school zones (in vicinity of two public schools).</p> <p><i>Burdens-</i> Temporary and intermittent traffic delays.</p>

Project Name	Project Number	Completed Final Design	Began Construction	Benefits/Burdens
SE Kent Kangley Rd at Landsburg	1141625	4/21/2022	10/3/2022	<p><i>Benefits-</i> Improve safety with intersection improvements designed to accommodate truck turning and pedestrian facilities at a high crash location.</p> <p><i>Burdens-</i> Temporary and intermittent traffic delays due to lane closures at this major arterial intersection.</p>
Upper Tokul Creek Bridge #271B Replacement	1135999		9/6/2022	<p><i>Benefits-</i> Replace a sole access, load restricted and deteriorated bridge with a longer and wider bridge. The project will improve public safety with new bridge meeting current standards and including multi-use shoulders on each side of the vehicular travel lanes.</p> <p><i>Burdens-</i> A temporary one-lane bridge will maintain access to the community during construction but will reduce traffic capacity and impact travel times through the construction zone. Construction is anticipated to be disruptive to adjacent property owners with noise, dust, and increased activity in the vicinity.</p>

King County Engineering Services Projects and Consolidated Demographic Index



See Figure 2 for inset maps showing demographic details of urban unincorporated communities: Federal Way/Lakeland Area, Fairwood Area, North Highline Area, and Skyway/West Hill Area.

The use of the information in this map is subject to the terms and conditions found at: www.kingcounty.gov/services/gis/Maps/terms-of-use.aspx. Your access and use is conditioned on your acceptance of these terms and conditions.
Map created 4/13/23 by DAVISIA \dot\roads\SBOS2\GIS\Projects\TitleVIReport\MXD\TitleVI_2023_without_insets_woLabels.mxd

Figure 4. Locations of roadway capital projects that completed final design phase or began construction during the reporting period.

10. Other Public Meetings – List other public meetings held during this reporting period. Identify efforts used to encourage citizen participation at those meetings. Detail dates, times, locations, attendance, and provide examples of outreach materials.

Participatory Budgeting Meetings

During the reporting period, King County completed an initial participatory budgeting process. Participatory budgeting is a democratic process in which community members directly decide how to spend part of the public budget. The program is designed to empower people to decide together how to spend public money and, in the process, deepen democracy, build stronger communities, and make public budgets more equitable and effective. For more information on this process, see [Participatory budgeting in unincorporated King County - King County](#) and [Participatory Budgeting in Urban Unincorporated King County - PublicInput.com](#).

During this first round of participatory budgeting, King County engaged with a public steering committee and the broader urban unincorporated community to identify projects to construct or implement with a dedicated \$10 million capital fund. Roads participated in three virtual community meetings during the reporting period to share transportation-specific information. These meetings were held:

- April 6, 2022, 5:30pm to 6:30pm
- June 1, 2022, 12:00pm to 1:00pm
- June 21, 2022, 5:00pm to 6:30pm

Community members cast more than 2,600 ballots and chose 45 projects that King County will fund in the following unincorporated areas: East Federal Way, East Renton, Fairwood, Skyway and White Center. A copy of King County Executive's press release announcing the projects is provided in Appendix D. From September 2022 through March 2023, King County worked with direct grant awardees to set up and approve contracts to get most of the projects underway. The first project to begin was announced on social media, including the King County Local [blog](#). A copy of this announcement is provided in Appendix D.

A call for new steering committee members was put out in January 2023 with applications due March 17, 2023. The second round of participatory budgeting will extend through 2024.

Other Public Meetings

King County engages with the public through a variety of meeting styles including large meetings of more than 10 participants, small meetings of 10 or less participants, one-on-one appointments, and local lunches. In general, public meetings and all project engagement opportunities are publicized (postcards, e-mail, websites, social media, etc.) to residents in affected neighborhoods. All printed and electronic communications were written in plain, reader-friendly English, and all included information on how to access the materials in alternative formats or different languages. A King County Local blog post announcing community office hours highlights one public engagement effort (see announcement in Appendix D).

Identify members of the LPA's transportation planning and/or advisory groups by race, color, and national origin

King County did not have any transportation planning or advisory groups in place during the reporting period.

Specify methods used to collect demographic information from the transportation-related public meetings. (Self-identification surveys, notes by staff, etc.) Include summaries of Public Involvement Forms collected at each meeting, listing the demographics of those who attended by meeting.

During roadway transportation-related public meetings, the County distributes a voluntary demographic data collection form. Gender or racial/ethnic designation data is collected at public meetings only when members of the public voluntarily fill in the data. During the reporting period, fewer than normal meetings were held and all conducted virtually. While Roads has an [online survey](#) system for data collection during virtual meetings, the distribution method has not provided useful data to report during this reporting period (see Title VI Goals for Upcoming Year below for proposed changes to data collection).

List any language assistance services requested. For which languages? Who provided the service? In addition, list vital documents translated during the reporting period and identify the languages.

Public communication materials are translated on a project-by-project basis based on the tiered language translation guidelines managed through the County's Language Access Program described in question 3 above. Roads received no specific requests for document translation during the reporting period.

During the reporting period, King County began to unveil a new website designed to offer all content in English plus seven languages (Spanish, Korean, Russian, Somali, Ukrainian, Vietnamese and Chinese (simplified)). One of the initial pages within the website to be available in this full translation series is the 2024 Comprehensive Plan Update site described under question 5 above. A copy of the page in both Spanish and Korean is provided in Appendix D.

Specific to right-of-way activities, Roads offered translation services during a standard door knocking activity on February 16, 2023, in the Skyway community. After demographic research, the King County right-of-way team suspected a language barrier may have contributed to the low response from residents that were mailed a right-of-entry request. The team reached out to other Roads employees and requested volunteers fluent in Chinese, Tagalog, and Vietnamese. Four volunteers accompanied right-of-way team members to offer translation. The team knocked on four doors. Two residents requested right-of-entry documents be translated verbally to Vietnamese prior to signing.

11. Transportation-related Construction and Consultant Contracts (if applicable) – Briefly describe the process used to advertise and award construction contracts during this reporting period. Include the process for negotiated contracts (e.g., consultants).

King County's E-Procurement System is managed centrally by the King County Procurement and Payables (P&P) Section for all County contracting needs. E-Procurement is used for all

solicitation types including Construction, Architectural and Engineering (A&E), and Professional/Technical Consulting (part of the Goods & Services (G&S) solicitation type). Through E-Procurement, businesses can search for upcoming contracts, register as a supplier, and respond to solicitations. Contract Specialists representing individual County agencies, submit contracting requests through E-Procurement, and then work directly with P&P staff to prepare the applicable advertisement documents.

For advertised procurements, Project Managers in coordination with Construction Contracts Engineers submit subcontracting and apprenticeship opportunities information into the E-Procurement system to King County's Business Development and Contract Compliance (BDCC) Section. The submitted information identifies the specific scopes of work that may be available for performance by subcontractors. Contract Specialists in BDCC review the scope of work for all advertised solicitations on a contract-by-contract basis. These reviews identify potential subcontracting opportunities so that the scopes of the work can be broken down to encourage participation of smaller firms. These reviews can lead to the establishment of mandatory or aspirational Apprenticeship and Small Contractor and Supplier (SCS) goals (also known as Good Faith Effort requirements), when applicable, establishing conditions of award governing the participation of Disadvantaged Business Enterprises (DBE), including minority- and women-owned firms.

The advertisement identifies the specific scopes of work that are available as subcontracting opportunities. Title VI requirements are included in the bid/proposal specifications. This part of the specifications identifies and defines the Title VI requirements that are a part of the contract documents. The specifications include a requirement for these provisions to be included in all lower-tier subcontracts entered into by the successful contractor. The nondiscrimination/affirmative action language in King County construction contracting documents is identical to General Special Provision 1-07.11 of the Washington State Department of Transportation (WSDOT Standard Specifications).

King County follows WSDOT Local Agency Guidelines on all federally funded projects. The County consults with WSDOT Local Programs to establish DBE or apprenticeship goals on federally funded projects. BDCC inserts DBE goals established by WSDOT into solicitation documents.

King County advertises contract solicitations in local papers and on its E-Procurement website. King County solicits some small A&E contracts (under \$500K) from consultants using its Architecture and Engineering Roster. Projects solicited under the Roster system are not advertised by King County.

12. Describe the actions taken to promote construction contractor/consultant compliance with Title VI by construction contractors/consultants, including monitoring and review processes, and their outcomes/status (e.g. what Title VI language was included in contracts and agreements; were contractors and consultants reviewed to ensure compliance; what Title VI responsibilities are explained to contractors and consultants?)

Specifications defining Title VI requirements based on USDOT 1050.2 are included in the contract documents with a requirement that these provisions be included in all amendments, supplements and lower tier contracts entered into by the contractor. (Construction contract documents also include GSP 01-07.11 language relating to the Requirements for Non-

discrimination.) Goals are established for the participation of Disadvantaged Business Enterprises, when applicable.

After contract execution, the contractor is responsible for reporting requirements outlined in the contract, and adherence to all affirmative action and non-discrimination provisions for itself and its subcontractors in accordance with King County Code. For consultant contracts, the County utilizes the Diversity Compliance Management System (DCMS) for tracking DBE participation. DCMS requires prime consultants and subconsultants to report payments monthly for tracking participation percentages for certified firms. Division contract administration staff routinely review the database as part of monthly progress payment approvals. Additionally, BDCC communicates these requirements to bidders/proposers and tracks compliance following contract execution.

During the reporting period, one consultant contract was under suspension in part for noncompliance with the mandatory DBE requirement. Roads was working with the consultant to develop an approved plan for recovery of performance.

13. List construction, right-of-way, and consultant contracts with your LPA/MPO/entity for this report period with dollar value of each. Identify funding sources (federal, state, local, other), and how many were awarded to certified disadvantaged contractors (as a prime contractor/consultant).

Eight construction contracts and 15 consultant contracts were executed for Roads projects. Table 9 lists the construction contracts for King County roadway projects executed during the reporting period. Table 10 lists the consultant contracts, including those with right-of-way activities, for roadway and transportation planning projects executed during the reporting period. One listed consultant contract is a right-of-way specific contract; others with right-of-way acquisition work are multidisciplinary contracts.

Table 9. Construction contracts executed from April 2022 through March 2023.

Project Name	Contract #	Dollar Value	Funding Source	Contractor	Certified Disadvantaged
Roadway Lighting 2	KC000460	\$236,804.06	Local	Elcon Corporation	No
Upper Tokul Creek Bridge No. 2718	KC000519	\$3,060,684.56	Local	Stellar J Corporation	No
218th Avenue SE Roadway Preservation	KC000541	\$3,684,684.00	Federal/Local	Active Construction, Inc.	No
S 360th Street and 32nd Avenue S	KC000571	\$387,387.00	Local	Northwest Cascade	No
Renton Avenue S Sidewalk Phase 3	KC000586	\$1,471,634.50	Local	Marshbank Construction	Yes (DBE/MBE)
SE Kent Kangley Road at Landsburg Road SE	KC000590	\$202,222.00	Local	ICON Materials	No
2022 Countywide Pavement Preservation	KC000633	\$3,614,923.50	Local	ICON Materials	No
Tier 3 Guardrail Preservation	KC000694	\$1,530,297.69	Local	Petersen Brothers	No

Table 10. Consultant contracts executed from April 2022 through March 2023.

Project Name	Contract #	Dollar Value	Funding Source	Contractor	Certified Disadvantaged	ROW Included?
Engineering Services for the Intersection Improvement at Issaquah Hobart Road and SE May Valley Road	KC000335	\$170,031.94	Federal	Transpo Group	No	Yes
Work Order Archaeological Consulting Services	KC000486	\$350,000.00	Local	Willamette Cultural Resources Associates	Yes (SCS)	No
Engineering Services for the SE 240th Street Culvert Replacement Project	KC000554	\$286,770.87	Local	Otak, Inc.	No	Yes
Snoqualmie Valley Major Flood Mitigation Study	KC000647	\$287,446.76	Local	Jacobs Engineering Group	No	No

Project Name	Contract #	Dollar Value	Funding Source	Contractor	Certified Disadvantaged	ROW Included?
Engineering Services for the NE Tolt Hill Repair Project	KC000737	\$320,724.49	Federal	David Evans and Associates	No	No
Community Rating System Repetitive Loss Area Analysis	KC000147C_30714	\$ 65,508.85	Local	Perteet Inc.	No	No
Bridge Railing Upgrade	KC000250A_39897	\$ 56,475.73	Local	KPFF, Inc.	No	No
Tier 3 Guardrail Preservation Contract – Construction Engineering Services	KC000250B_39897	\$7,121.12	Local	KPFF, Inc.	No	No
284th Avenue SE Culvert Replacement Archaeological Survey	KC000486A	\$6,591.33	Local	Willamette Cultural Resources Associates	Yes (SCS)	No
S 360th and Military Road Intersection Improvement Cultural Resources Assessment	KC000486B	\$13,474.46	Local	Willamette Cultural Resources Associates	Yes (SCS)	No
NE 165th Street Compensatory Storage Addendum Archaeological Survey	KC000486C	\$5,367.09	Local	Willamette Cultural Resources Associates	Yes (SCS)	No
Work Order Cultural Resource Services: Boise X Connection Bridge Replacement Archaeological Survey	KC000486D	\$ 21,723.87	Local	Willamette Cultural Resources Associates	Yes (SCS)	No
Baring Bridge Replacement Project Section 106	KC000486E	\$ 8,525.20	Local	Willamette Cultural Resources Associates	Yes (SCS)	No
Real Property Acquisition Services for the South 360th Street and Military Road South Intersection Improvement Project	KC000573_132407	\$178,238.54	Local	Epic Land Solutions, Inc.	No	Yes ¹
2022 Concurrency Program Update	6312753	\$49,999.99	Local	Fehr and Peers	No	No

¹This contract is for right-of-way services only.

14. Education & Training – Describe actions taken to promote Title VI compliance through education and trainings, including monitoring and review processes, and their outcomes/status.

The King County Executive (Title VI Administrator) has laid out a Countywide vision known as True North and Values that guides the work performed by King County agencies. Our True North is what we aspire to: *Making King County a welcoming community where every person can thrive*. Our values define the way we act, what's important to us, and our expectations for ourselves and one another. These values encompass the intent and myriad ways that the County approaches Title VI compliance. For more detailed information on this vision, visit [True North and Values - King County](#). Division-level leadership encourages regular discussion and sharing amongst teams and work groups about how this vision is integrated into the work being done. Specifically, during the reporting period Roads took the following actions to educate and train employees and partners on Title VI related issues:

a) Monthly Business Reviews

Roads holds Monthly Business Reviews for the purpose of sharing key performance data and promoting problem solving among leaders. Monthly Business Review topics during the reporting period included reviewing equitable hiring processes, developing workforce diversity, improving equitable budgeting and advancing equitable infrastructure.

b) Roads Equity Journey Presentation

In November 2022, the Division Director (Title VI Coordinator) and the County Road Engineer gave a presentation to Washington State Association of County Engineers (WSACE) on the Roads equity journey. Developing this presentation, which focused on methods to advance equitable decision-making in capital investments and operations, reinforced the value Roads has gained through this progressive journey and the lessons learned along the way. The presentation inspired WSACE to request an additional appropriation from the state to support counties in addressing equitable infrastructure issues.

c) Update to the King County ESJ Strategic Plan

Roads is supporting the county's update to the Equity and Social Justice Strategic Plan. Through this effort, Roads is working to refresh the vision of equitable transportation, land use, and mobility. This work involves reviewing Roads-specific contributions and ensuring the organization is on-track to reach the County's future goals.

d) Updated Roads Mission and Vision Statements

Roads updated the division's mission and vision statements in February 2023 to better reflect the organization's purpose and direction. The following refreshed mission and vision, together with the Roads Strategic Priorities, were shared at a virtual All Hands Meeting on March 29, 2023:

- Mission: *Why we exist* – Connecting communities with a safe and reliable road network for all.
- Vision: *What we want to be/What does success look like?* – Deliver a road network that reflects the needs of all users, enhances the quality of our communities and environment, and supports a healthy economy. Create an environment where

employees feel safe, experience a sense of belonging, and have equitable access to opportunities.

- Strategic Priorities: *What we're doing to achieve our vision* – Keeping roads safe and open, investing in our facilities, supporting environmental sustainability, investing in our people, advancing equitable infrastructure, and improving sustainable funding.

e) Jobs and Housing program

The Jobs and Housing Program provides work experience and job skills training to people who are on the pathway to permanent housing and employment. During the reporting period, Roads provided work opportunities to support 25 crew members. Crews provide litter collection, graffiti removal, invasive weed removal, and other tasks along unincorporated King County roads within communities including White Center, Skyway, Fall City and Vashon Island.

List Title VI training/webinars your Title VI Coordinator attended this reporting period. Include dates and entity that conducted the training.

The Title VI Coordinator did not attend formal Title VI training within the reporting period. The Coordinator participated in on-the-job training during the first several months in the Roads Division Director position, which began in December 2020.

When was Title VI internal training provided to staff? Who conducted the training? What was the subject of the training? Provide the job titles and race/color/national origin of attendees.

Formal Title VI internal training was not available during the reporting period; however, Roads employees were offered training through the WSDOT Local Training Assistance Program (LTAP) [website](#). The training, titled "Title VI Basics for Local Public Agencies," is a self-paced e-learning course sponsored by the WSDOT Office of Equity and Civil Rights. The training consists of videos and resources for local agencies on Title VI and nondiscrimination responsibilities. Twenty-seven employees completed the course during the reporting period; a list of the employees with job titles and self-identified demographic descriptors is provided in Appendix E.

During the reporting period, internal training focused on broader equity and social justice topics coordinated by the King County Department of Human Resources Learning and Development group. The department developed a three course training series in support of the County's efforts to build a racially diverse workforce and workplace with the knowledge, skills, and abilities to advance a pro-equity racially just workplace and community. The series includes:

- Equity and Social Justice Fundamentals – designed to support King County employees in learning about equity and social justice and racial justice at King County; this course is offered once a month
- Race: The Power of Illusion – uses a three-part video series of the same name to explore the construct of race, how it has been used to channel benefits to those viewed as white, and why racial inequities persist; this course is offered once a quarter

- Building Gender Inclusive Spaces – explores the intersection of race and LGBTQ+ identities to establish foundational knowledge of gender and sexuality and best practices to support a gender diverse workforce; this course is offered once a quarter

The courses have been regularly filled throughout the reporting period.

In September 2022, Roads had a cohort of five employees participate in an equity and social justice focused lean six sigma certification course. The course focused on how to use lean processes and data to ensure equity; the subject areas chosen by the Road cohort included equity in hiring practices and community engagement/co-creation strategies specific to the CNL.

List other civil rights training conducted locally. Provide dates and a list of participants by job title and Title VI role, if applicable.

No additional local civil rights training was documented by the Title VI team in the reporting period.

Title VI Goals for Upcoming Year

What area(s) of Title VI does your agency plan to focus on in the upcoming year? Describe by particular program area what your agency hopes to accomplish. Include any significant problem areas to focus on and plans to address those.

Goal 1 – Internal Dissemination of the Title VI Plan (updated September 2022)

Road Services Division intends to continue development of our internal dissemination of the Title VI Plan by:

- Annually distributing the Title VI Plan to Title VI Specialists and Special Emphasis Area Liaisons (as defined in the plan).
- Developing opportunities to share Title VI information across special emphasis areas through established communication channels, such as project coordination and project control meetings.
- Working with OERSJ to update training material to increase awareness and understanding of Title VI requirements, including a Title VI handout to be distributed to and reviewed with new Roads employees.
- Creating an internal SharePoint site for King County employees with Title VI information and documents for all employees to access and use, including all Title VI authorities and citations.

Goal 2 – Title VI Training

To ensure that Road Services Division employees involved in project management, policy and planning, engineering design, environmental services, right-of-way activities, community engagement, construction management, and contract administration are knowledgeable of potential Title VI issues, the Title VI Specialist and Liaisons are strongly encouraged to participate in training programs and workshops offered through WSDOT and others. Employees that did not complete the “Title VI Basics for Local Public Agencies” course during the reporting

period will be encouraged to take it in the upcoming year. Additionally, the Title VI Coordinator and Title VI Manager will coordinate with the OERSJ and neighboring jurisdictions to identify and develop other training opportunities.

The Road Services Division will develop a Title VI training plan to identify training goals, topics, and schedules specific to Roads. Future training is anticipated to include but not be limited to information on:

- The role of Road Services Division as the Title VI coordinating agency.
- Technical assistance on Title VI matters.
- Title VI reviews of program areas.
- Procedures for the prompt processing of complaints of discrimination.
- The necessity of updating the Title VI Plan to reflect organizational policy or implementation changes.

Goal 3 – Review Title VI processes and data collection relative to recent updates to LAG Manual Chapter 28

Given the substantive changes to the accomplishments reporting template, the County is committed to continue review of our current processes and data collection methodologies to define and implement process revisions to ensure collection of applicable information required in annual accomplishments report. Demographic data collection forms and methodologies are under development and are anticipated to be implemented during the next reporting period.

The Title IV Manager, Specialists and Liaisons will continue to improve data tracking to assist the Title VI Coordinator in gathering and maintaining information on specific program areas. Process improvement specific to data collection and tracking will create a more efficient and thorough reporting cycle, enhancing the quality of the Title VI Annual Accomplishments Report and Goals.

Information for reports will be obtained from sources such as on-site compliance reviews (internal and external), checklists, review guides, questionnaires, public meeting sign in sheets, personnel inventory and employment utilization forms and inquiries from the public. The Roads Title VI Manager will compile this information for inclusion in the annual update reports as required.

APPENDIX A

Standard Assurances

The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination

Assurances

DOT Order No. 1050.2A

The King County (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through Washington State Department of Transportation (WSDOT), is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including the Washington State Department of Transportation.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard

to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal-Aid Highway Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The King County, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

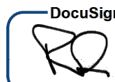
3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, King County also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the King County access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the King County. You must keep records, reports, and submit the material for review upon request to King County, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

King County gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Federal Highway Administration. This ASSURANCE is binding on Washington State Department of Transportation, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Federal-Aid Highway Program. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

King County
(Name of Recipient)

DocuSigned by:

by _____
(Signature of Authorized Official)

DATED 5/2/2023

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Washington State Department of Transportation, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Washington State Department of Transportation to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Washington State Department of Transportation, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Washington State Department of Transportation may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment,

unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Washington State Department of Transportation may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the King County will accept title to the lands and maintain the project constructed thereon in accordance with Title 23, United States Code, the Regulations for the Administration of Washington State Department of Transportation, and the policies and procedures prescribed by the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the King County all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto King County and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the King County, its successors and assigns.

The King County, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the King County will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the King County pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, King County will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the King County will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the King County and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by King County pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, King County will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, King County will there upon revert to and vest in and become the absolute property of King County and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

APPENDIX B

(Question 3)

Language access for limited English proficiency - employee resource



Language Access for Limited English-Speaking Populations

Welcome to the King County Language and Communications Access Site

The King County Language Access Program provides guidance and tools to departments, agencies, residents and business as it pertains to accessible communications to individuals with Limited English Proficiency (LEP) and barriers to communication so that all services, programs and activities are meaningfully accessible to all constituents.

Volunteer your language skills



Sign up to become a Trusted Partner Network (TPN) in an effort to ensure that every resident of King County received critical lifesaving emergency alerts.



Guidance and Resources for County

Employees:

- [Language Access Requirements](#)
[Large Print](#) | [Infographic](#)
- [2021 Written Translation Manual](#)
- [I Speak Cards \(PDF\)](#) | [Blank Card](#)
[Template \(WORD\)](#)
- [2021 Top Tier Languages](#)
- [Top 10 Languages Dashboard](#)
- [Top 6 Language Maps](#)
- [Translator and Interpreter Directory](#)
- [Top Languages by City \(EXCEL\)](#)
(Source: King County Emergency Management)
- [Notice of Accommodations](#)
[Template \(WORD\)](#)
- [Babel Notice Template \(WORD\)](#)

For more information and resources, please contact our Language Access Liaisons:

Cheryse Ishii

Language Equity Program Manager
King County Executive's
Office of Equity and Social Justice
401 5th Ave, Suite 800, Seattle, WA 98104
✉ cishii@kingcounty.gov
(206) 477-6608

Mauricio Martinez

Language Access Liaison
Customer Service Division
King County Executive Office
401 5th Ave, Seattle, WA 98104
✉ mauricio.martinez@kingcounty.gov
☎ (206) 263-9630

King County Immigrant and Refugees Language Access Guidance, Tools and Resources:



[KCC 2.15 Immigrant,
Refugee and Language
Access Guide](#)



[Language Access
Requirements \(KCC 2.15\)
Large Print | Infographic](#)



[Video of ordinance
Overview](#)



[Ethnic/Community
Media Directory \(EXCEL\)](#)

Language Access Maps:



[Chinese](#)
[Korean](#)
[Russian](#)
[Somali](#)
[Spanish](#)
[Vietnamese](#)

[Top 10 Languages Dashboard](#)
[King County Top Languages Data \(Excel File\)](#)

Translation

Translation Defined: *The conversion of written communication from one language to another in a written format.*

Find authorized vendors and translation agencies

Learn more about the Executive Order on Translation

Review the translation manual, guide and best practices

Useful Links:

Title VI compliance

Procurement

Disability access resources

King County Office of Civil Rights

Interpretation

Interpretation Defined: *The oral conversion of communication of a spoken message from one language to another.*

How to Request Services

Translator and Interpreter Directory

Sign language Interpreter Directory

CART Services Directory

Ethnic Media Directory

Information on court interpreters

Last Updated May 25, 2021

APPENDIX C

(Question 5)

1. 2024 Comprehensive Plan Update Web Page (7 pages)
2. 2024 Comprehensive Plan Update Policy Proposals (in Chinese) (17 pages)
3. 2024 Comprehensive Plan Update Townhall Presentation (88 pages)
4. School Pathways Program Website (8 pages)
5. Renton Avenue S Pedestrian Safety Improvement Project Website (19 pages)
6. Postcards and Flyers (28 pages)



[中文](#)

[Español](#)

[한국어](#)

[Русский](#)

[af Soomaali](#)

[Tiếng Việt](#)

King County Comprehensive Plan

The central Puget Sound region is growing. Every day in 2019, the region gained 166 people. The Puget Sound Regional Council projects that the region will continue to grow and add another 1.8 million people and 1.2 million jobs by 2050.

The Comprehensive Plan is a key policy document that guides how growth and development will occur over the next 20 years. It guides County decisions and services such as:

- where homes, offices, or stores can be built;
- how roads, buildings and trees contribute to the look and feel of neighborhoods;
- investments in transit, sewers, and parks;
- protection of working farms and forests; and
- access to clean water, clean air, and a healthy environment.

Read a [short FAQ](#) about the Comprehensive Plan here.

The 2024 Update



King County is starting a once-a-decade update to its Comprehensive Plan, which guides where people live, work, and play in unincorporated King County. While this is known as the "2024 Update" the process for developing the plan takes place over two years. Please see the planned timeline below.

To ensure that King County will be a welcoming community where every person can thrive, the 2024 update will focus on policies related to racial equity, affordable housing, and climate change. More details about the scope of the update can be found [here](#). There will be many opportunities during the planning process for all county residents and the general public to provide input on the update.

Policy Proposals for the 2024 Update

King County is sharing the early concepts of proposals for the 2024 Comprehensive Plan, a 20-year plan that guides people live, work, and play in unincorporated communities (places outside of city limits). The overview document below provides a high-level summary of the specific actions King County is considering to address social equity, affordable housing, and climate change in our region.

[English Public Concepts Summary](#)

[Spanish Public Concepts Summary](#)

[Cambodian Public Concepts Summary](#)

[Chinese Public Concepts Summary](#)

[Vietnamese Public Concepts Summary](#)

[Korean Public Concepts Summary](#)

[Somali Public Concepts Summary](#)

[Russian Public Concepts Summary](#)

[Samoan Public Concepts Summary](#)

Contact Us

Regional Planning staff are looking forward to hearing from you.

Please feel free to contact us at any time with comments, questions or requests by:



[Sending us an email at CompPlan@kingcounty.gov](mailto:CompPlan@kingcounty.gov)



[Sign up for Comprehensive Planning news](#)

Project Milestones

- **Jan-Jun 2022:** King County Executive staff begin the Comprehensive Plan update process.
- **Jul 2022-Mid 2023:** King County Executive develops and releases draft Comprehensive Plan including analysis related to the State Environmental Policy Act (SEPA). This will result in a draft Environmental Impact Statement (EIS) for the public to review alongside the draft Comprehensive Plan.
- **Mid 2023-Dec 2023:** King County Executive staff edit the draft plan based on community input and transmit an Executive Recommended plan with the final EIS to the King County Council for review and approval.
- **Jan-Dec 2024:** The King County Council reviews, amends, and adopts the final Comprehensive Plan.

What we've heard so far

King County is incorporating the results of public feedback to guide the refinement of policy proposals for the Public Review Draft of the 2024 Comprehensive Plan, which will be available for public review and comment in June 2023, along with a State Environmental Policy Act (SEPA) Draft Environmental Impact Statement.

- [Recording of February 9, 2023 Townhall and Presentation](#)
- [Recording of February 16, 2023 Townhall and Presentation](#)

FAQs

[Why does King County have a Comprehensive Plan?](#)

In 1990, the Washington state legislature enacted the Growth Management Act (GMA) in response to rapid and uncoordinated growth at the time. In addition to aligning state, multi-county, countywide, and local planning, the GMA requires local governments in fast-growing and densely populated areas to develop and adopt comprehensive plans.

King County's planning role is complex in that it is responsible for regional services and is also the local government to unincorporated areas. Thus, King County's Comprehensive Plan offers a vision for how unincorporated areas will grow and how regional services – such as transit, parks and solid waste – will be provided.

The policies throughout the plan support good planning principles such as directing new homes and jobs to areas near current and planned transit centers. Another is that rural and resource lands are protected through an urban growth boundary, which allows our region to keep working farms and forests.

What is an unincorporated area?

Unincorporated areas are areas outside of city limits. If you live or do business in neighborhoods such as Skyway, White Center, Vashon-Maury Island, or Redmond Ridge, King County is your main provider of local government services.

Here are two ways to find out if you are located in an unincorporated area:

- Find or enter your address on this [map](#). The green layer shows unincorporated King County.
- Enter your address in King County's Parcel Viewer and see what's listed as the jurisdiction.

What does the Comprehensive Plan say about the future of my community?

The [land use map](#) in the Comprehensive Plan shows the general types of planned, long-term uses allowed on each parcel of land. This informs the zoning category applied to each parcel, which sets more specific, current allowed uses and associated development regulations. You can search for a parcel's land use and zoning here. The plan also includes policies about specific topics, such as housing or parks, which are grouped in the plan by chapter.

Who is responsible for developing and approving the Comprehensive Plan?

In The King County Executive is responsible for developing the Comprehensive Plan and sending it to the King County Council for final review and approval. When developing the Comprehensive Plan, the Executive works in coordination with regional and local jurisdictional partners and the public. Public input is welcome throughout the process and there are many opportunities to

submit comments and make requests. The Executive considers all comments in developing the Executive Recommended Plan. The King County Council reviews the plan, proposes amendments, and votes on whether to adopt the final version.

How often is the plan updated?

There are three types of updates: technical adjustments, limited updates, and major updates.

- Every year, there is an opportunity to make technical adjustments to the plan and minor changes to land use designations and zoning classifications.
- Once every five years, a limited range of substantive changes can be considered. At this time, the county also conducts a study of how much of the predicted growth has happened and evaluates policies to see if they are effective at accommodating it. The next possible five-year update would be in 2029.
- Finally, at least once every ten years, King County is required to review and update the plan to ensure compliance with the goals and requirements of the GMA. These updates are also an opportunity to make in-depth and broad ranging policy changes that address changes in the community's growth and long-term needs, while advancing the County's policy goals.

How do I submit changes, make recommendations, or stay involved?

- To submit specific policy recommendations or changes to land use and zoning, please use the docket application process.
- If you have general comments or suggestions for a current plan update (such as the 2024 update), please submit feedback to CompPlan@kingcounty.gov.
- King County planning staff are available to meet with community groups and other interested parties. Please submit requests to CompPlan@kingcounty.gov.
- Sign up for news about plan updates and Comprehensive Plan topics by joining our mailing list.

Resources

Current Adopted Plan

Subarea Plans

Comprehensive Planning News

Proposing Changes (including Docket, Four-to-One Proposals, and site-specific zoning changes)

Plan History and Archive

2022 Performance Measures Report

King County Code (including Title 20 Planning and Title 21A Zoning)

Growth Management Act

PSRC's VISION 2050

King County Countywide Planning Policies



2024 年综合计划 行政概念性提案草案

2023 年 1 月 30 日



King县正在对其综合计划进行十年一次的更新，以便¹为King县人民的生活、工作和娱乐提供指导。根据《华盛顿州增长管理法案》的要求，该计划旨在指导King县未来20年在非建制地区的地方服务、²土地利用和发展法规，以及在整个县的区域服务（例如公共交通、下水道、公园、步道和开放空间）的政策。

始于2022年的计划更新过程创建了工作范围³并将在2024年底由King县议会通过 - 因此该项目被称为“2024年更新”。2024年更新需要对该计划进行全面审查，并将重点关注与公平、住房和气候变化相关的提案。

以下概述了 King 县目前正在考虑的 2024 年更新的各项提案。⁴⁵ 该县正在征求您对这些想法的反馈。请于 2023 年 2 月 24 日之前，通过发送电子邮件至 CompPlan@kingcounty.gov 或在线访问 [来提交评论](#)。

您对这些提案的反馈将为 2024 年更新的完整“公众审查草案”的制定和完善提供信息。该草案预计将于 2023 年 6 月与《州环境政策法案》(SEPA)《环境影响声明草案》一同发布。作为整个 2024 年议会对提案进行审查的一部分，还将有更多机会对 2024 年更新进行公众审查和反馈。

如适用并符合 SEPA 要求的审查，本摘要中未包含的其他问题也可视为 2024 年更新的一部分。

欲知综合计划和 2024 年更新的详情，请参阅 www.kingcounty.gov/CompPlan。

¹ King 县综合计划 [\[LINK\]](#)

² 华盛顿州修订法规第 36.70A 章 [\[LINK\]](#)

³ 16142 号动议 [\[LINK\]](#)

⁴ 该摘要是根据批准的工作范围中所建立的框架加以组织整理。由于更新的重点领域广泛、复杂且相互关联，因此范围界定主题包含重叠的问题；该县正在内部协调并整合相关分析和建议，以防止在重点领域的工作存在孤立。

⁵ 与这些主题相关的其他政策目前存在于综合计划中。由于本文件侧重于 2024 年新增的新提案，因此此处未确定这些现有政策。



促进公平

A. 工作范围主题：为黑人、原住民、有色人种、移民和/或难民，特别是收入还低于该地区中位数 80% 的该等人群减少住房和商业位移并提高公平性。⁶

行政概念性提案草案

1. 通过可为那些在获得住房机会方面遭受系统性种族主义或歧视的历史上代表性不足的人口增大获得经济适用住房的机会的战略，支持 King 县非建制地区的**住房稳定**并**减轻和防止居住位移**。范例包括：
 - a. 作为 King 县经济适用住房融资的一部分，**促进住房稳定、防止位移和促进公平发展**的激励项目；
 - b. 支持**社区驱动型发展**项目，包括优先考虑经济适用住房和社区发展投资；
 - c. 支持那些可为黑人、原住民和有色人种家庭**解决种族差异影响**的战略，例如**增大自有住房比例**和支持社区驱动型发展；
 - d. 要求县政府参与区域**租户保护**工作，包括县政府支持防止驱逐和提供租金援助的计划和战略；
 - e. 县政府与其他方建立伙伴关系以保护和提高 **King 县非建制地区中预制房社区**的质量；
 - f. 支持将非住宅建筑（例如长期住宿酒店）重新利用为**永久性支持性住房**；及
 - g. 根据最近通过的 **Skyway-West Hill** 和 **North Highline** 自愿和强制包容性住房法规，为 King 县非建制地区创建**自愿包容性住房激励计划**。⁷ 该计划将提供密度奖金和其他监管灵活性（例如提高建筑高度和降低停车要求），以换取提供地块内经济适用单位作为市场价住宅或混合用途开发项目的一部分。该计划将适用于 King 县非建制城市地区及 **Snoqualmie Pass** 和 **Vashon** 农村城镇的住宅和商业房地

⁶ 美国住房和城市发展部为每个大都市地区计算的家庭年收入。

⁷ 19555 号条例[\[LINK\]](#)

产。该计划将为建造具有市场价单位和地块外开发选项的经济适用单位提供“替代费用”。该计划将更新并取代当前的居住密度激励计划和 Vashon 农村城镇经济适用住房特别区覆盖计划。

2. 支持减轻和防止**文化位移**的行动，例如社区驱动型经济适用住房、保护文化机构和社区聚集场所，以及支持文化适宜的儿童保育。
3. 支持采取多项行动，例如商业创新区和社区稳定倡议，以减轻和防止**商业经济位移**，并认识到小企业在为黑人、原住民和有色人种；移民和难民；LGBTQIA+社区；女性；以及其他历史上代表性不足的群体创造机会方面的作用。
4. 要求该县与其他司法管辖区、机构和合作伙伴合作，鼓励提供**广泛的覆盖所有收入水平的经济适用住房**，以公平地满足不同人群的需求。这包括黑人、原住民、有色人种、移民和难民；收入也低于该地区中位数 80%的群体；及其他交叉群体，例如残疾人、老年人、LGBTQIA+群体⁸和女性。战略可以包括社区驱动型开发和土地信托、积极的营销计划，以及在开发前阶段收集这些文化特定社区的意见，以确保住房受欢迎并适宜。

B. 工作范围主题：将一项促进公平和反种族主义政策框架整合到综合计划中，为黑人、原住民、有色人种、移民和/或难民，特别是收入还低于该地区中位数 80%的该等群体带来更好的结果。

行政概念性提案草案

1. 要求采取有目的性、有针对性的行动，例如采取可增加允许的住房类型和/或密度，或者可为在过去和当前遭受**种族排斥和歧视性土地利用和住房做法**，从而造成种族差异影响（包括发展模式、差别的自有住房比例、社区投资减少和基础设施可用性）的黑人、原住民及其他有色人种家庭减少伤害的分区做法。
2. 支持受结构性种族主义和歧视影响最直接、位移风险较高的地区的**公平发展项目和投资**（例如经济适用住房、地方商业和社区设施的社区推动型开发）。这将帮助在生活结果方面存在差异的社区的大量人口获得更多的经济和健康机会。

⁸ LGBTQIA+是指女同性恋者、男同性恋者、变性者、双性恋者、酷儿、异性恋者、无性恋者等。作为一个不断演变的首字母缩略词，加号包括性别和性谱中尚未包括的所有其他身份。

3. 在评估和实施其土地利用政策、计划、投资和实践时，要求该县积极解决**公平、社会和环境正义；种族和环境上的差异化健康结果；以及物质、经济和文化方面的位移。**
4. 支持**县规划过程中的公平公众参与**，以集中并优先考虑历史上代表性不足或被排除在规划过程之外的人口。
5. 要求与历史上代表性不足的人口接触，以推动社区驱动型发展、实施和评估**全县范围的经济适用住房目标、政策和计划。**
6. 要求制定气候解决方案，以产生有利于**一线社区**的公平结果。⁹ 要求优先考虑和支持与一线社区的持续合作伙伴关系，共同制定和实施县气候规划、政策和计划。要求对文化和语言背景下的气候变化参与以及与一线社区的社区教育进行投资和支持。要求与区域合作伙伴合作，促进气候公平。
7. 支持改善**传统上服务不足和/或社会弱势的农民**获得农田的机会，¹⁰并更新相关的县农业规划流程，以确保所有农业社区的农业在经济上仍然可行。
8. 支持交通服务和设施，为最有需求的社群，特别是黑人、原住民和有色人种；移民和/或难民；及其他交叉人群**公平地提供移动性服务**。评估交通计划、项目和服务造成的位移风险。
9. 支持提供有关交通服务、基础设施和规划的**无障碍、文化适宜的信息和参与机会**，包括为黑人、原住民和有色人种；移民和难民；及其他交叉人群。
10. 支持改善**公平经济机会**的战略，例如鼓励优先雇佣计划和稳定当地商业区以防止位移。

⁹ King 县将一线社区定义为那些将受气候变化严重影响的社区；这些人口遭受着历史上和当前的不平等，经常经历气候变化最早和最严重的影响，而且适应环境的资源和能力有限。其中包括：黑人、原住民和有色人种社区；移民和难民；低收入人群；遭受严重污染的社区；妇女及性别不符的个人；LGBTQIA+人群；在外生活或工作的人群；存在健康问题（如哮喘和心脏病）的人群；英语能力有限的人群；孕妇；以及其他气候脆弱群体。

¹⁰ 美国农业部(USDA)将社会弱势的农民和农场主(SDFR)定义为属于遭受种族或族裔偏见的群体。SDFR 包括那些身为黑人或非裔美国人、美洲印第安人或阿拉斯加原住民、西班牙裔或拉丁裔以及亚洲或太平洋岛民的农民。对于美国农业部的一些但并非所有项目，SDFR 类别也包括女性。

11. 根据与部落政府制定的建议并根据新的州政府要求，改善**部落协调**；细节有待与部落进行进一步接触后确定。
12. 在 2016 年的综合计划更新中，该县从计划中删除了“**公民**”一词，以反映该县为所有居民服务，无论其公民身份如何。当时并未对《King 县法规》中的发展条例进行类似的修改。该县将通过从其发展条例中删除“公民”一词，并用更具包容性的语言取代它来完成这项工作。
13. 为了提高流程公平性并帮助支持公平的社区结果，King 县创建了**综合计划公平工作组**，作为 2024 年更新的一部分。就当前状况的分析与工作组合作，并为提案的公平性影响分析制定框架。共同制定 2024 年更新中提出的住房战略。确定机会，以改进未来计划更新的公平综合规划和参与。

C. 工作范围主题：改善需求最大和最迫切的社区的健康公平结果。

行政概念性提案草案

1. 要求该县改善因历史上和持续的投资不足而存在差异的**机会区中当地公园和绿地空间**的可及性。¹¹
2. 支持公平且可持续的健康食品渠道，以提供和推广 King 县社区和传统上服务不足和/或社会弱势的农民（由美国农业部定义）的**当地种植、健康和与文化相关食品**。支持发展和协作计划，以生产和配送可负担的健康食品，提供营养激励措施，提高使用食品援助福利金的能力。
3. 将“**marijuana**”一词改为“**cannabis**”，以帮助减少对大麻使用的历史性和种族主义污名化，并与州法律的最新变更保持一致。
4. 支持在黑人、原住民和有色人种青年和/或居民比例较高的地区限制**烟草和大麻制品零售和广告**过度集中的行动。
5. 优先投资于**支持年轻人**充分发挥潜力的战略和计划，例如通过培养生活、学术和就业技能的计划。
6. 支持在**文化相关和公平的健康和人类服务交付**方面的行动和投资，如行为健康服务和设施。

¹¹ 机会区是指居民平均收入较低、健康状况较差、在城市非建制地区距离公园 0.25 英里以上，在农村非建制地区距离公园 2 英里以上的地方。

7. 支持纳入**以人为中心的设计**，¹²包括以患者为中心、以康复为导向和创伤知情的原则，在县所有或资助的区域卫生和人类服务设施、行为健康设施、紧急避难所、过渡性和永久性支持性住房以及经济适用住房中。
8. 要求对建立**公共卫生、环境卫生和饮用水设施区域网络**的可能性进行可行性分析。该提案是对 2024 年更新中“迷你议项”要求的回应。¹³ 可行性分析将考虑各种问题，例如社区需求、此类设施是否应被指定为基本公共设施、可能的县和非县角色和/或伙伴关系、基础设施需求，以及潜在成本和资金选择等。这项研究将用于为未来的综合计划更新提供信息。
9. 为了帮助减少**城市热岛极端高温**对一线社区和弱势人群的健康影响，鼓励在城市非建制地区的住宅开发中使用被动冷却方法和节能冷却技术。



A. 工作范围主题：综合的住房政策审查和更新。

行政概念性提案草案

1. 纳入 1220 号众议院法案的要求，¹⁴包括解决**住房需求和种族差异影响**的政策；细节有待确定，直到华盛顿州商务部提供指导和建议。
2. 采取 King 县**住房需求评估**；随着分析的继续和 2023 年早些时候州政府提供的更多信息，将确定细节。

¹² 以人为中心的设计有可能建立在个人和/或社区的弹性基础上，减轻先前的创伤，防止进一步的伤害，并促进康复，特别是在与体验空间的人士协商开发时。这种设计融入了支持身体、心理和情感安全的元素，例如：接近自然、清晰的路线、更宽的走廊、开放和照明良好的楼梯、清晰的视线、噪音缓解、灵活的照明、平静的油漆颜色、外部围栏，及反映和尊重文化、温暖和欢迎的开放空间和公共区域。

¹³ “议项”可为公众提供机会来要求对综合规划、土地用途指定和分区分类以及开发法规进行更改。[\[LINK\]](#) 在 2024 年更新的范围界定过程中，行政部门还利用了一个“迷你议项”，为公众提供额外的机会，以一种较完整议项流程更快的方式提交变更要求。

¹⁴ 1220 号众议院最终替代议案 [\[LINK\]](#)

3. 使政策与**当前的住房战略、做法和资源**及**区域住房融资准则和优先事项**保持一致。欲知详情，请参阅下述的“住房”B 小节和上述的“促进公平”部分。
4. 更新《计划》和《法规》中的**经济适用住房收入水平**，以在激励和监管经济适用性和负担能力水平时使用一致的术语和标准。明确住房收入等级将提高 King 县经济适用住房项目的激励和资源分配的透明度。

B. 工作范围主题：改善经济适用住房供应，特别是那些收入低于该地区中位数 80% 的黑人、原住民、有色人种、移民和/或难民。

行政概念性提案草案

1. 要求监测在实现**全县住房目标、全县经济适用住房需求及消除住房和社区选择差距**方面取得的进展。当无法提供足够的经济适用住房以满足全县需求时，要求更新全县和 King 县的战略。
2. 通过增长管理规划委员会(GMPC)，¹⁵要求区域规划、协调和问责制，以支持**全县的经济适用住房工作**，包括采取行动和监测区域经济适用住房工作组报告的执行情况。¹⁶
3. 优先与其他司法管辖区、机构和合作伙伴合作，以支持该县公平和社会正义战略计划；儿童最佳开端实施计划；通过住房实现健康计划；退伍军人、老年人和人类服务征税实施计划；精神疾病和药物依赖行为健康销售税基金计划；以及其他与住房和人类服务有关的实施计划中所述的全县范围内的**经济适用住房和支持性服务的公平分配**。
4. 在县资助的经济适用住房补贴计划中，优先考虑以下**经济适用住房项目**：为收入等于或低于地区收入中位数 50% 的个人和家庭服务的租赁项目、为收入等于或低于地区收入中位数 80% 的个人和家庭服务的自有住房项目，及/或经济适用住房严重短缺的地区中的项目。
5. 鼓励支持**混合用途和混合收入城市发展**的区域土地利用和投资战略，以帮助社区在种族和经济上融合，增加整个 King 县的住房和交通选择，并提高所有收入人群的住房稳定性。这包括土地利用战略，如中等住房和包容性住房、公共交通导向型发展，以及为收入低于地区收入中位数 80% 的群体提供服务的经济适用住房。

¹⁵ 《增长管理法案》所要求的全县决策机构，由来自 King 县、Seattle、Bellevue、King 县中的其他城镇、特殊用途区及 Port of Seattle 的民选官员组成。[\[LINK\]](#) GMPC 监督 King 县的全县规划政策。[\[LINK\]](#)

¹⁶ 由 [15372 号动议](#) 采纳的区域经济适用住房工作组最终报告和建议

6. 支持在全县的区域和地方住房战略和行动中开发**气候适应型经济适用住房**，例如优先向气候适应型经济适用住房项目提供补贴，并倡导在全州的经济适用住房绿色建筑标准中支持气候适应性做法的激励措施。
7. 为减少位移风险和支持开发更加经济适用的住房，创建一项**非建制范围自愿包容性住房激励计划**。欲知详情，请参阅上述的“促进公平”部分。
8. 废止 **Vashon 农村城镇经济适用住房特别区覆盖计划**，转而依靠上述“促进公平”部分中讨论的新的包容性住房计划。这项覆盖计划未能成功建造出任何经济适用单位，而新的包容性住房计划有望更有效地实现该覆盖计划原本旨在改善的经济适用住房可及性。
9. 要求该县与其他司法管辖区、机构和合作伙伴合作，鼓励提供**覆盖所有收入水平、可公平满足不同人群需求的广泛的经济适用住房**。欲知详情，请参阅上述的“促进公平”部分。

C. 工作范围主题：扩大住房选择。

行政概念性提案草案

1. 鼓励开发新的经济适用住房，包括足够的两居室、三居室和四居室住宅单位，以满足预期家庭的空间需求，并**促进文化相关的住房选择**。
2. 通过增加低密度城市住宅区允许的住房类型，扩大住房选择，以支持开发较传统独立住房更经济适用的**中等住房**。允许在 King 县非建制地区的所有住宅区中开发纯粹的两户式、三户式和四户式多户住宅。在低密度区域，建筑高度限制在 35 英尺，以支持与现有社区的兼容发展。调整最小和最大地块宽度，以保持较小的建筑规模，从而支持多个单位并提高可负担性。减少景观美化和地块内娱乐需求，并减少停车需求，以激励中等住房类型的开发并提高可负担性。如果地块允许，允许在密度较低的区域开发纯粹的公寓（五套或更多）。
3. 扩大**允许的 SEPA 豁免**，以符合州法律允许的豁免。如果项目低于一定规模，此变更将免除以下类型的开发项目的 SEPA 审查：独立式住宅、多户住宅、谷仓、休闲棚、农场设备仓库、农产品仓库、包装结构、办公室、学校、商业、娱乐、服务、仓储建筑、停车设施以及填方或挖方。扩大豁免将有助于减少允许此类开发的时间和成本，从而支持该地区广泛的住房需求和目标。



气候变化与环境

A. 工作范围主题：与 King 县的 2020 年战略气候行动计划¹⁷保持一致并推进，以减少温室气体排放，支持可持续和有弹性的社区，为气候变化做好准备。

行政概念性提案草案

1. 制定新的综合计划**气候变化指导原则**和相关政策方向，要求该县减少温室气体排放，促进气候公平，并根据战略气候行动计划为气候变化影响做好准备。
2. 要求制定气候解决方案以产生有利于**一线社区**的公平结果；欲知详情，请参阅上述的“促进公平”部分。
3. 更新**温室气体减排目标**，以符合全县规划政策和 King 县战略气候行动计划中的目标。要求 King 县定期评估和报告全县温室气体排放情况。
4. 要求制定减少能源使用、增加可再生能源使用和**逐步淘汰建筑环境中化石燃料使用**的发展法规和计划。要求计划优先考虑一线社区的可达性和可负担性。鼓励能源公司提供减少化石燃料使用的战略。为县运营制定减少化石燃料使用的目标，并要求制定化石燃料消除行动计划，例如，确立用可再生能源替代化石燃料的战略。
5. 支持采取相关行动，例如增加 King 县拥有的垃圾填埋场和废水处理设施的甲烷捕获和利用，消除障碍并最大限度地利用**可再生天然气**，以减小对排放温室气体的碳燃料的依赖。
6. 在**可再生能源技术**选址中综合考虑公平和社会正义影响。
7. 促进对**公共交通导向型公平发展**的投资，以帮助减少交通部门的排放。这包括优先考虑将为收入低于该地区中位数 80% 的家庭提供的经济适用住房纳入 King 县地铁房地产的公共交通导向型开发项目；在规划公交快速交通投资时，考虑土地利用、包容性住房、防位移措施和社区特征；以及与区域经济适用住房出资方合作，尽力协调资源以推进区域住房开发目标。
8. 支持扩大私家**电动汽车**的使用，包括改善公平获取电动汽车信息、激励措施和充电基础设施的机会。这可能包括以多种语言提供有关电动汽车所有权的获取和经济效益的信息，支持服

¹⁷ King 县 2020 年战略气候行动计划 [\[LINK\]](#)

务不足社区的电动汽车共享计划，支持增加联邦或州对低收入家庭购买或租赁电动汽车的折扣。

9. 要求该县采取措施，规划并减少 King 县非建制地区中荒地-城市接合部的**山火影响**。鼓励荒地-城市接合部的城市进行山火风险评估和规划。支持采取行动来改善林地的森林健康和山火恢复能力。修订清理和分级规定以允许植被管理，从而降低住宅附近的山火风险。与区域合作伙伴合作，降低山火破坏和相关影响造成的滑坡和洪水风险。支持减小山火烟雾对健康影响的行动。支持社区山火教育和防范行动。
10. 支持为一线社区提供技能发展和获得**生活工资绿色工作**的行动和计划，例如增加县就业机会，从而实现绿色工作和职业。
11. 支持加强废弃物预防、再利用、再循环和堆肥的行动和计划以改善资源保护，并实现成本效益高的**资源零浪费**目标，例如支持可回收更多有用材料的创新技术，并制定法规使废弃物预防和再循环更容易实现。

B. 工作范围主题：整合并实施清洁水、健康栖息地目标。

行政概念性提案草案

1. 加强对海岸线开发的定位和设计要求，以避免在构筑物的使用寿命内需要未来的**海岸线稳定**，符合最近的州立法变更和现行做法。仅当岩土工程报告确认需要稳定时，才允许新的或替代的结构海岸线稳定。在这种情况下，如果非结构性解决方案不可行，则要求首先采取非结构性海岸线稳定措施，然后采取软结构性海岸线；只有在有限的情况下才允许使用新的或替换的硬结构稳定（包括舱壁）。使稳定性维修和更换的门槛更加清晰。鼓励海岸线开发远离陡坡和侵蚀危害，以在开发过程中保护它们，而不仅仅是在施工时。
2. 为进一步**保护环境质量和重要的生态功能**，要求实施该县的鱼类通道恢复计划、土地保护倡议，¹⁸以及清洁水和健康栖息地战略计划。¹⁹
3. 通过**提供多重效益而非单一结果的洪泛区管理行动**，支持恢复和增强蓄洪、洪水输送和生态功能。降低洪水风险的项目的其他好处可能包括：提高应对气候变化的弹性、与 King 县的公

¹⁸ King 县土地保护倡议 [\[LINK\]](#)

¹⁹ King 县清洁水和健康栖息地 [\[LINK\]](#)

平和社会正义目标的一致性、栖息地改善、娱乐场所的扩大或附近农田或林地使用的可行性。

4. 使用最佳可用科学，审查和更新该县的关键区域法规，例如：审查河岸、水生和/或冲积扇区法规；河流、湿地和/或关键含水层补给区(CARA)绘图；气候变化考虑；以及当地重要的物种和栖息地。
5. 修订关键区域法规及清理和分级法规，以便**管理海狸坝**。这将允许采取行动来减少或减轻海狸坝的影响或危害，包括但不限于拆除海狸坝或部分海狸坝；海狸坝装置的安装、维护、调整、更换和拆除；以及清除堆积在海狸坝装置上的树枝和其他杂物。
6. 支持在**雨水管理**规划、法规和融资方面开展区域合作的行动，以优先考虑那些成本效益和对社区和生态系统的益处最大的区域雨水系统改进，而无论管辖范围如何。

C. 工作范围主题：加强土地保护。

行政概念性提案草案

1. **GMPC** 目前正在考虑对**四对一计划**进行可能的变更。正在评估的一些变更包括是否允许减少：对高生态价值土地、农村地区的设施、非住宅开发项目、多户住宅开发项目，及城市增长区边界（由先前的联合规划协议而非原始的 1994 年边界确定）沿线项目的开放空间投入。如果 **GMPC** 建议进行修改，则综合计划和《**King** 县法规》也需要相应修改。这些变更将在 **GMPC** 完成审查后确定；预计 **GMPC** 建议草案将于 3 月发布，以在 5 月采取可能的行动，然后将纳入 2024 年更新的公众审查草案。
2. 更新**开发权转让(TDR)**计划规定。允许利用保护未来税收资金获得的**城市开放空间**成为 TDR 转出地块。明确对使用 TDR 增加正式分区基础密度的影响的研究要求。通过为 TDR 转出地块提供奖励，鼓励在没有硬结构稳定的情况下保护空置的海岸线地块。取消对计算因城市 TDR 转入地块而导致密度增大的温室气体排放影响的豁免。
3. 支持开发和保留未来**旧增长走廊**的战略和投资，包括土地所有者激励和土地保护工具，例如 TDR、保护地役权和收购。



一般更新

A. 工作范围主题：实施全县规划政策中与非建制地区相关的变更。

行政概念性提案草案

1. 根据全县规划政策的规定，为 King 县非建制地区制定新的**住房和就业增长目标**。
2. 将 **Skyway 和 White Center 非建制活动中心**指定为全县中心，允许优先考虑对其额外的基础设施投资。Puget Sound 地区议会(PSRC)的“2050 愿景”²⁰指出，PSRC 管理的资金将用于指定的地区和全县中心。全县规划政策将 Skyway 和 White Center 非建制活动中心确定为候选中心。这将使该行动正式化。
3. 2022 年，华盛顿州议会通过了 **SB 5593**，²¹其允许但不要求各县在满足特定条件时利用**城市增长区交换**。这将允许移除城市增长区内目前的土地，以换取在受到超过可用可开发城市土地的发展模式压力的地区中增加到城市增长区的农村土地。需要修订全县规划政策才能在 King 县允许这样。GMPC 目前正在评估是否建议允许此类交换。如果建议，综合计划和《King 县法规》也需要相应修订。这些变更将在 GMPC 完成审查后确定；预计 GMPC 建议草案将于 3 月发布，以在 5 月采取可能的行动，然后将纳入 2024 年更新的公众审查草案。
4. 支持与**邻近农村地区和自然资源用地的城市**进行协调，以确保城市大型混合用途开发项目的开发审查过程减轻对非建制地区的影响，例如防止交通量增大、保持农村特色和保护环境敏感地区。

B. 工作范围主题：实施分区规划计划。

行政概念性提案草案

1. 作为 2024 年更新的一部分，该县正在制定并将采用 **Snoqualmie Valley/King 县东北社区服务区分区计划**，以及实施土地利用和分区变更及开发法规。这项分区计划将适用于整个社区

²⁰ King、Pierce、Snohomish 和 Kitsap 县的多县决策机构；[\[LINK\]](#)。PSRC 监督“2050 愿景”中的多县规划政策。[\[LINK\]](#)

²¹ 5593 号参议院最终替代议案 [\[LINK\]](#)

服务区，并将取代当前的秋季城市分区计划。欲知这些建议以及如何提供反馈的详情，请访问 <https://publicinput.com/SnoValleyNEKC>。

2. 根据 Vashon-Maury Island 社区服务区分区计划的要求，更新 **Vashon-Maury Island 特定房地产分区条件**。²² 欲知这些建议以及如何提供反馈的详情，请访问 <https://publicinput.com/vashonsubarea>。
3. King 县地方服务局正在与社区成员合作，共同创建一项改进的流程以制定**社区需求清单**。²³ 这项工作正在进行，可能的变更有待确定。
4. 更新**分区规划时间表**，以反映州法律将综合规划更新周期设为 10 年的最新变更。这些更新将确保分区规划有突破，以支持这些 10 年更新的发展。

C. 工作范围主题：更新交通政策。对 2024 年 KCCP 更新中设想的公共交通相关政策的修改旨在反映已经采纳的对县公共交通政策的更新，包括作为 19367 号条例的一部分。²⁴

行政概念性提案草案

1. 支持可为最有需求的社区**公平地提供移动性服务**的交通服务和设施，如上述“促进公平”部分中所述。
2. 支持可为行人、骑自行车者、汽车和厢式货车以及其他单人车辆替代方案**改善公共交通服务的安全性、公平性和无障碍机会**的投资 - 尤其是在需求最大的地方 - 例如提供固定或灵活的公共交通服务、安全和无障碍的公交站、人行道、路肩和自行车道。
3. 通过与其他机构、应急服务提供商和道路使用者合作，优先消除死伤事故，支持实现本州的**交通安全零死亡和重伤目标**。通过将**完整街道**基础设施纳入县道路标准，支持健康和**安全**。

D. 工作范围主题：审查农村和自然资源法规。

行政概念性提案草案

1. 更新**农场、鱼类、洪水**政策，以确保在实施洪水风险降低和栖息地项目时，农业生产区内仍有足够的土地可用于支持商业农业的长期生存能力。尽管实施了《增长管理法》，要求保护

²² Vashon-Maury Island 社区服务区分区计划，VMI CSA 工作计划行动 1 [LINK](#)

²³ 社区需求清单有助于实施分区计划并确定具体行动，例如计划、服务或资本改善，以响应具体的社区需求。 [LINK](#)

²⁴ 19367 号条例 [LINK](#)

农业生产区用于商业农业用途，但这些更新认识到：1)促进这些地区鲑鱼恢复的能力对于尊重和维护华盛顿州和印第安部落作为鱼类、野生动物和其他水资源的主权受托人所拥有的权利至关重要，以及2)恢复洪泛区过程和降低洪水风险是确保人类健康和保护公共安全的必要条件。该县将继续支持 Snoqualmie Valley 的农场、鱼类、洪水工作，但不会在其他农业生产区创建类似流程，而是根据从 Snoqualmie Valley 工作中吸取的经验教训，在所有农业生产区更快、更有效地实现农场、鱼类、洪水目标。在这方面，2024 年更新要求该县利用审查程序，考虑由 King 县自然资源和公园局、水和土地资源局资助的农业生产区项目的流域背景，其中栖息地或洪泛区恢复项目可能会减少可供耕种的土地数量；该过程将确定如何平衡各个项目的农业生产、栖息地质量、洪泛区和生态功能的目标。

2. 根据支持保护农村地区和自然资源土地的县政策，并认识到这些地区的基础设施限制，修改规定以明确**农村地区中允许的度假村地点**。
3. 为响应 2022 年议项要求，²⁵限制**材料加工**用途的影响，例如明确材料在现场的零售仅在有条件使用许可的情况下才允许；作为矿物用途的附件，仅允许加工现场和/或附近（距离现场三英里以内）的材料；以及对农村地区场地的额外要求，包括储存限制（最多 3,000 立方码），确保符合规范要求（景观美化、非住宅用地标准和分级许可），并要求材料主要来自农村和资源用地，以确保其为依赖农村的用途。
4. 为响应 2022 年议项要求²⁶并帮助减少**采矿作业**的影响，制定阶段性要求来限制每个阶段的规模，例如：在 100 英亩或以下的场地，每个阶段将限制在 25 英亩以内；在超过 100 英亩的场地，每个阶段将限制在 50 英亩以内，任何超过 25 英亩的区域都将被要求有两倍于其他情况下所需的面积。无论场地大小，在第一阶段填海基本完成之前，第三阶段都无法开始。明确禁止与获准的采矿用途、复垦计划或辅助用途无直接关系的设备或材料的使用、建筑和储存。
5. 禁止在**农村地区的邻里商业(NB)和办公(O)房地产上进行混合用途开发**，农村城镇除外。这些分区分类适用于城市和农村地区的地块。这些区域允许一系列用途，重点是商业用途。然而，如果是混合用途开发的一部分，也允许多户住宅（公寓、联排别墅和集体住宅）。目前，这些开发项目的允许居住密度范围为每英亩 8 至 96 个住宅单位，无论该房地产位于城市还是农村地区。根据《增长管理法》和综合计划的指示，这些是不适合农村地区的城市发展水平，其中一般增长模式和既定密度限制范围为每 2.5 至 10 英亩一户（取决于适用的农村分区分类）。

²⁵ 2022 年议项报告 – 8 号要求 [LINK](#)

²⁶ 2022 年议项报告 – 9 号要求 [LINK](#)

6. 禁止在 King 县非建制地区新建**城市规划开发项目(UPD)**。目前没有 UPD；之前建立的 UPD 要么被并入城市，要么被重新设计，以符合标准的 King 县分区和发展条例。此外，没有剩余的适合未来 UPD 的大型、未开发的非建制城区。

E. 工作范围主题： 适当时，提前公开议项修订要求。²⁷

行政概念性提案草案

1. **Vashon 农庄：** 8887000660 号地块和周边区域。一项 2022 年议项要求²⁸提出了可能的土地用途指定和分区分类变更，以允许在北渡轮码头附近的历史悠久的 **Grange Hall** 开设零售食品店。这一变更将需要新建一个农村邻里商业中心(RNCC)，而这是综合计划不允许的。改变计划以允许新的 RNCC 将在整个农村地区产生更广泛的影响，这与《增长管理法》和农村地区的综合计划指示不一致。虽然当前附近有一个 RNCC，但将其扩展到包括该地块还需要纳入中间的几幅农村住宅地块，这将鼓励以不适合该区域的规模进行商业开发，为其他 RNCC 树立一个糟糕的先例。因此，为了支持以服务于当地社区的方式对未使用的 **Grange Hall** 进行创造性再利用和保护的概念，建议对分区法规进行更改，如果商店位于历史上指定的 **Grange Hall** 内，且房地产位于现有 RNCC 的附近，则允许食品店位于 RNCC 之外的 RA（农村地区）区域。
2. **Kent 宠物墓地：** 1522049162 号地块和周边区域。2024 年更新“迷你议项”要求提出了评估与附近历史悠久的宠物墓地相关的土地用途指定和分区分类。这项分析正在进行，建议有待确定。

F. 工作范围主题： 土地利用和分区研究。

行政概念性提案草案

1. **Maple Valley 工业区：** 1622069091 号、1522069034 号和 1522069036 号地块及周边区域。该工作范围指示了对土地利用和房地产分区的审查。这些地块目前位于城市增长区并被划为工业区，具有特定房地产开发条件，将场地的用途限制为不需要有条件使用许可证的用途。

²⁷ 请注意，当要求与获准的范围界定主题直接相关时，此摘要的其他部分中列出了一些议项要求。

²⁸ 2022 年议项报告 - 8 号要求 [\[LINK\]](#)

该问题曾在 2016 年综合计划中进行评估。²⁹ 然而，由于需要额外的分析，因此不建议进行任何变更。作为 2024 年更新的一部分完成的进一步分析得出结论，场地条件和房地产位置不适合城市或工业发展。因此，建议将地块从城市增长区移除并重新划分为 RA-5（农村地区，每五英亩一座住宅），无开发条件。

2. **Snoqualmie 交叉口：**该工作范围指示了对 I-90 和 18 号州道交叉口以北地块的审查，以确定是否可能增加城市增长区。这些地块不符合全县规划政策 DP-17 中关于城市增长区的当前标准：1)全县范围的分析和确定，即城市增长区的规模足以满足增长目标，2)该房地产不与原始的 1994 年城市增长区边界相邻，3)该房地产不是永久转让给城市用作公园的 King 县公园，也不是自 1994 年以来由城市拥有的公园。此外，如上所述，该分析取决于 GMPC 正在考虑的建议，即 1)修订四对一计划和/或 2)创建城市增长区交换计划。一旦 GMPC 的工作完成，将确定关于将这些地块添加到城市增长区的建议。目前正在评估，如果土地保留在农村地区，是否有任何土地利用、分区或监管变化可以支持任何预期的结果；这项分析正在进行，建议有待确定。
3. **Black Diamond 消防站：**0421069092 号地块和周边区域。该工作范围指示了对是否将该地块添加到城市增长区的审查，或如果地块仍保留在农村地区，是否允许为房地产提供下水道服务。该地块不符合全县规划政策 DP-17 中要求的将房地产添加到城市增长区的当前要求，1)全县范围的分析和确定，即城市增长区的规模足以满足增长目标，2)该房地产不符合四对一计划的最小地块规模要求，也不符合新城市土地仅用于住宅开发的要求，以及 3)该房地产不是永久转让给城市用作公园的 King 县公园，也不是自 1994 年以来由城市拥有的公园。《增长管理法》(RCW 36.70A.210(3)(b))不允许在农村地区提供下水道服务，除非在有限的情况下保护基本公共健康和环境。根据全县规划政策 PF-13、综合计划政策 F-264 和《King 县法规》13.24.134 的要求，需要提供信息来证明：1)当前化粪池系统的具体健康和安全问题威胁到现有结构的使用，以及 2)化粪池系统如何维修、扩建、更换或使用其他地块内废水系统是不可行的。如果没有这些信息，目前没有任何事实根据来允许在农村地区使用下水道或将房地产添加到城市增长区。不过，该县将在 2023 年聘请顾问来审查化粪池系统的状况、需求和容量。一旦分析完成，将对其进行审查并提出最终建议。
4. **Carnation 城市增长区交换：**2125079009 号和 2125079002 号地块及周边区域。该工作范围指示了对将这些地块从城市增长区移除，以换取将其他农村土地添加到城市增长区的审查和分析。这一变更取决于 GMPC 建议创建如上所述的城市增长区交换计划。考虑到创建这样一项计划的可能性，Carnation 市确定了可以与目前的城市地块交换的农村地块。然而，这些农村地块不符合州政府的城市增长区交换标准，因为 1)超过 15%的农村地块受到关键区域的影响，且 2)修改的城市增长区将增加城市化的压力，因为新的城市区域将从三面围绕剩余的农

²⁹ 行政部门建议的 2016 年 King 县综合计划 – 15 号分区研究 [\[LINK\]](#)

村土地。即使 **GMPC** 确实建议在 **King** 县采用此类交换计划，所确定的地块也不符合州法律规定的标准。因此，不建议变更土地用途或分区。

APPENDIX C.3 - 2024 Comprehensive Plan Update Townhall Presentation



2024 COMPREHENSIVE PLAN VIRTUAL TOWNHALL

Thursday, February 9, 2023 | 6 pm – 8:30 pm

Regional Planning | Performance, Strategy and Budget



Zoom Housekeeping

- Everyone starts with permission to use video and audio **off**. **Co-hosts and other staff are enabled and will enable others as needed.**
- Chat is set to either host only or everyone publicly. Private chat between residents is disabled.
- For those enabled, we can hear you. *Mute your microphone please when not speaking.*
- For those with the function. We can see you. *Turn off your video if you don't want to be seen.*
- Facilitator/Host can control all functions.
- Be succinct and clear. Use an appropriate volume.
- Be an ally! If you see hateful rude or inappropriate behavior let a host know immediately. If Co-host, follow meeting guidance.

***Direct questions and tech support to
@jerry.tech.help or another co-host***

Meeting Agenda

6:00 PM Land Acknowledgement & Introductions (*5 mins*)

6:05 PM Welcome (*10 mins*)

6:15 PM **2024 Update Background, Process, Schedule** (*30 mins*)

6:45 PM **Early Concept Proposals** (*40 mins*)

7:15 PM **Discussion** (*45 mins*)

8:00 PM Closing Remarks (*5 mins*)

8:05 PM Wrap Up (*5 mins*)

Before we start...

As you listen, **please write your questions in the chat** to ensure that King County staff can see it. We'll pause at the end of each section to answer your general questions about Comprehensive Plan timeline, scope and process that you send us through the chat.

If you have specific feedback about any of the proposals, please wait until the discussion portion of the meeting, which will be in ~45 minutes. You can also directly email King County staff about your feedback on any of the proposals at CompPlan@kingcounty.gov

WELCOME

Meeting Goals

King County is sharing the early concepts of proposals for the 2024 Comprehensive Plan to **increase transparency** and to provide additional **opportunities for public engagement** during plan development

- ✓ This meeting is an opportunity for members of the public to learn more about the specific proposals, and share feedback with King County staff
- ✓ King County will use the results of public feedback to guide the refinement of these proposals for the Public Review Draft of the 2024 Comprehensive Plan, which will be available for public review and comment in June 2023, along with a State Environmental Policy Act (SEPA) Draft Environmental Impact Statement.

During this presentation, we will...

- Briefly go over the Update **background, process, and schedule** (15 mins)
- Summarize the **public feedback** we've received so far about what residents consider their top priorities (5 mins)
- Share a **high-level overview** of the main proposals so that we can get your feedback (35 mins)
- Have opportunities for you to ask questions and share your thoughts about the proposals

COMPREHENSIVE PLAN 2024 UPDATE

Background



In Washington state, the Growth Management Act (GMA) was adopted in 1990 as a response to rapid and uncoordinated development

GMA: [RCW Chapter 36.70A](#)



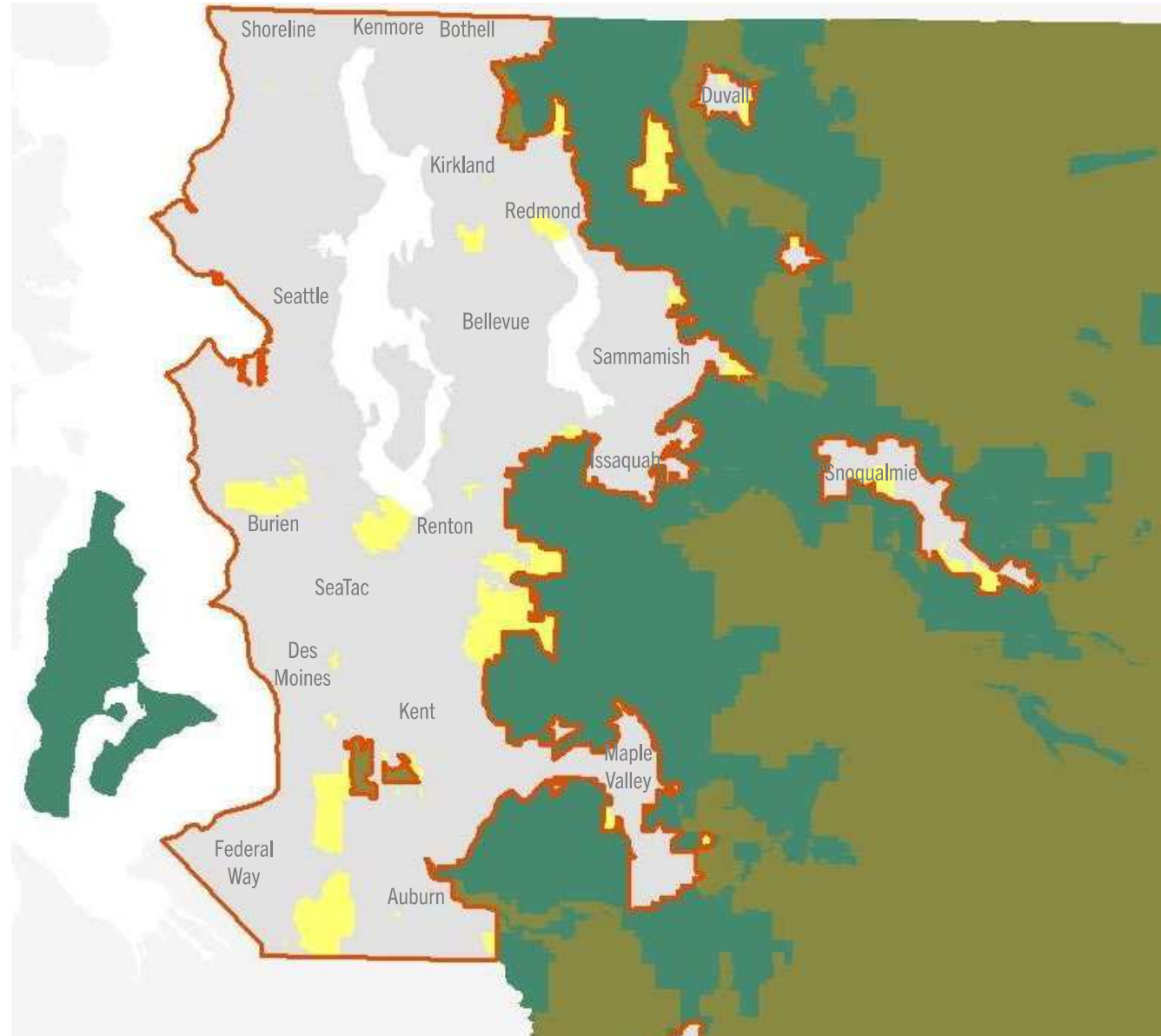
Key geographic areas

 **Urban Growth Area (UGA)**
Housing and job growth is focused in the UGA to protect rural and resource lands and deliver efficient services, characterized by higher density development

 **Urban Unincorporated Area**
Portions of the UGA outside of city limits

 **Rural Area**
Outside the UGA and Resource Lands, characterized by small-scale farming and forestry and low-density residential development

 **Natural Resource Lands**
Designated for agriculture, forestry, or mining





Regionally, **96%** of permitted housing units are in cities and urban areas, helping keep our working lands working

King County's Comprehensive Plan

- The Comprehensive Plan is unincorporated King County's **local land use plan**.
 - ✓ Meeting the needs of rural and urban unincorporated communities.
 - ✓ Legacy of annexation has disconnected urban unincorporated neighborhoods.
- Unincorporated King County, specifically the urban unincorporated area, is home to some of the most **diverse and historically underserved communities** in the county.
- Unincorporated King County also has **a key ecological role** in the Puget Sound region. Most of the region's farm, forest, and mineral production areas are located here, as are critical environmental conservation areas.
- The plan also guides how **local and regional services** are provided by the County, such as roads, parks, buses and ferries, wastewater, and solid waste.



Protecting our natural environment

to ensure clean water, clean air, and healthy local wildlife for current and future generations



Preserving land for farming and forests

which provide important sustainable resources to local communities



Focusing new growth in urban areas

where it is easier to get to and from your home, your job, and the services you need

Implementing the Plan

After King County Council adoption, the Plan is **implemented** and **reflected** through a variety of ways:

- ✓ King County Code > Review and approval of development proposals
- ✓ Subarea plans
- ✓ Topic-specific functional and implementation plans > Planning for new or updated facilities, programs, and services
- ✓ King County Budget > Community needs lists
- ✓ Public information materials and engagement activities
- ✓ Work with other jurisdictions and service providers

Process & Schedule

Scope

The 2024 update is required by the state, due by **December 31, 2024**. The update will:

- ✓ **Implement recent regulatory changes** at the state, regional and countywide levels
- ✓ Address **critical community needs**
- ✓ Include process updates to improve equitable engagement and to reflect the **voices and needs of those not traditionally included** in planning processes
- ✓ Include a State Environmental Policy Act (SEPA) Environmental Impact Statement and Equity Impact Review

Creating and updating the comprehensive plan has traditionally been top-down, in a process dominated by bureaucratic experts, with limited public participation

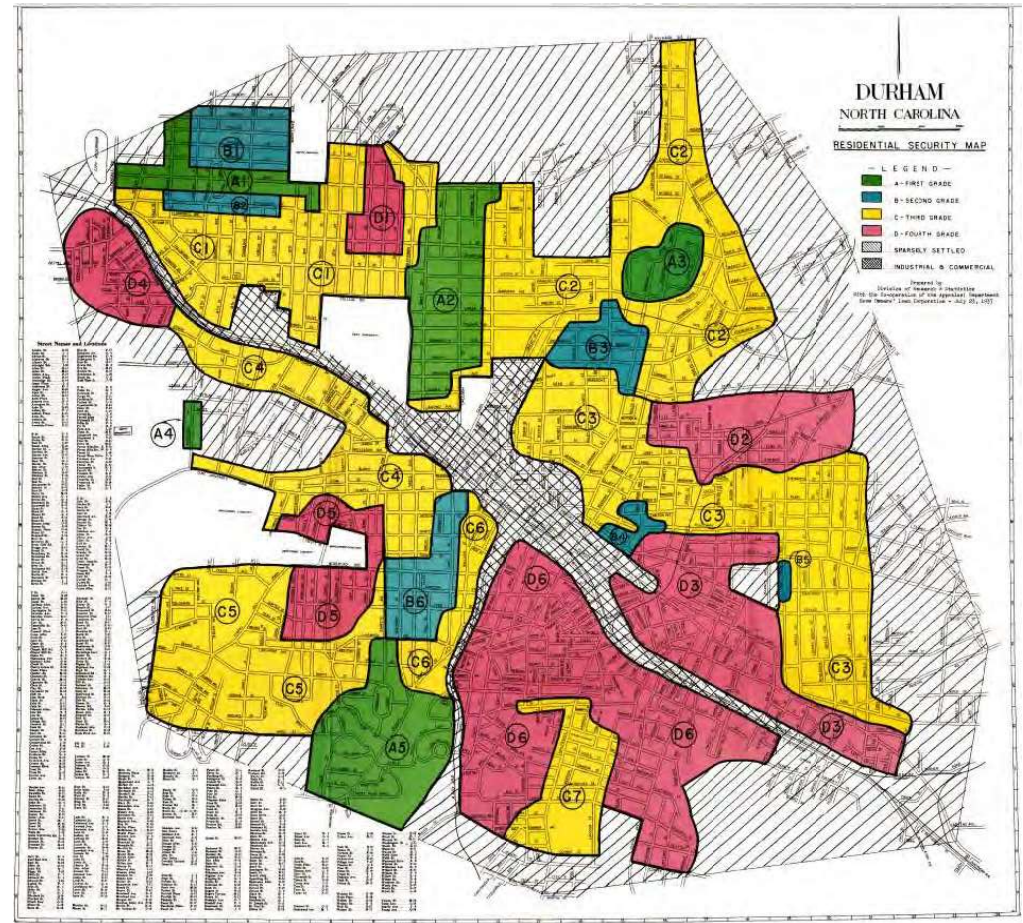
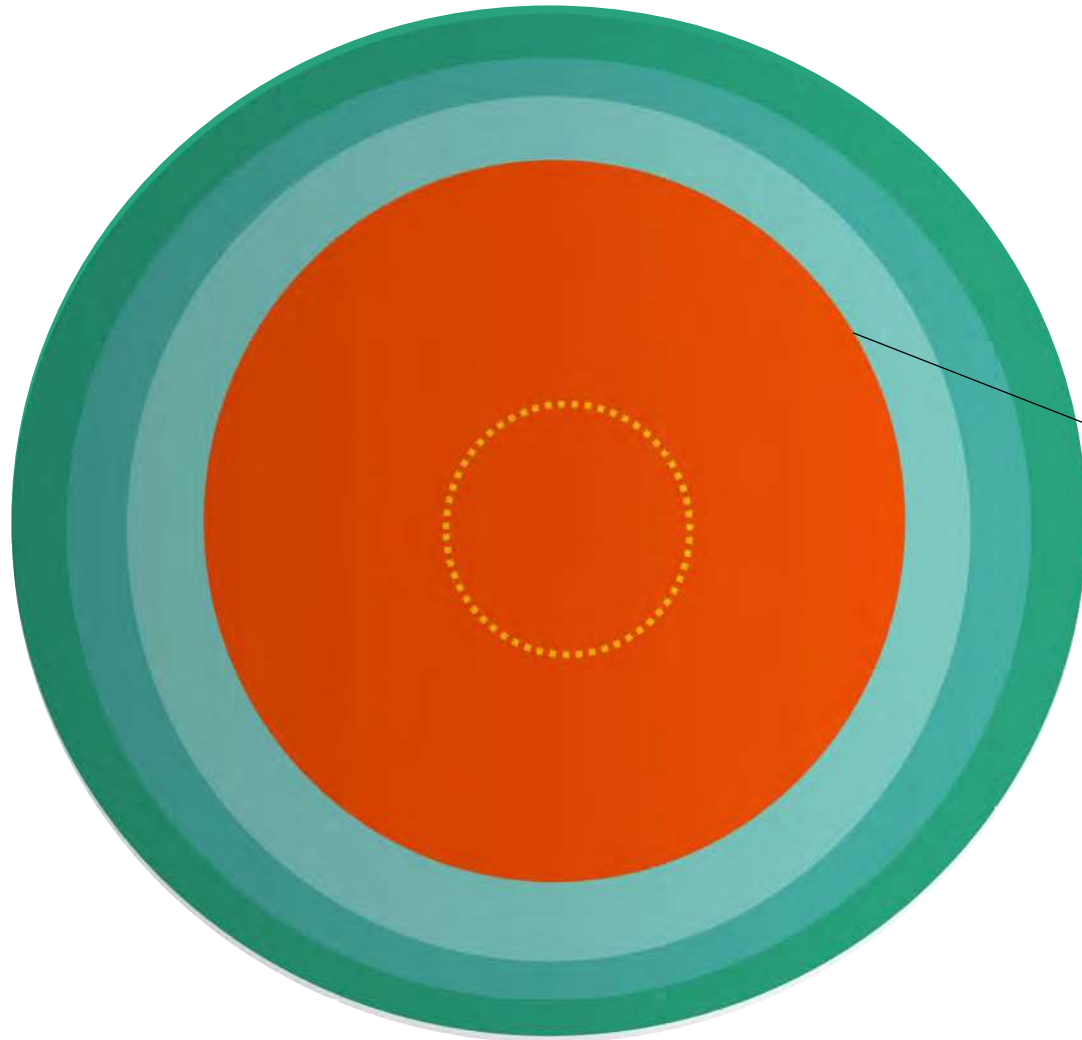


Image: FAA redlining maps of Durham, North Carolina

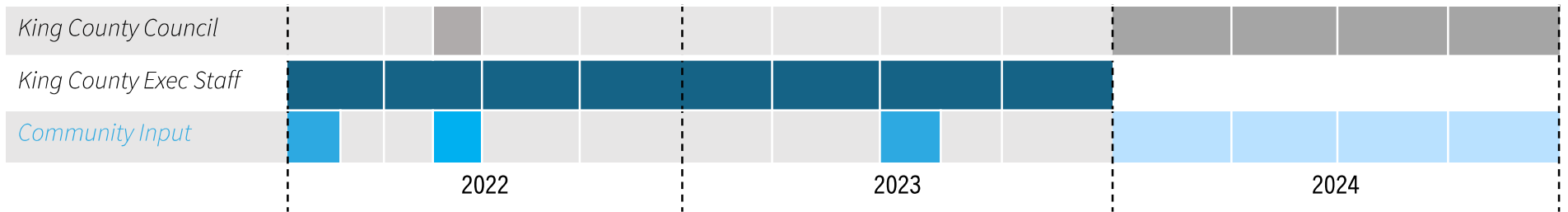


A primary goal for the 2024 Update is to center **historically underrepresented groups**

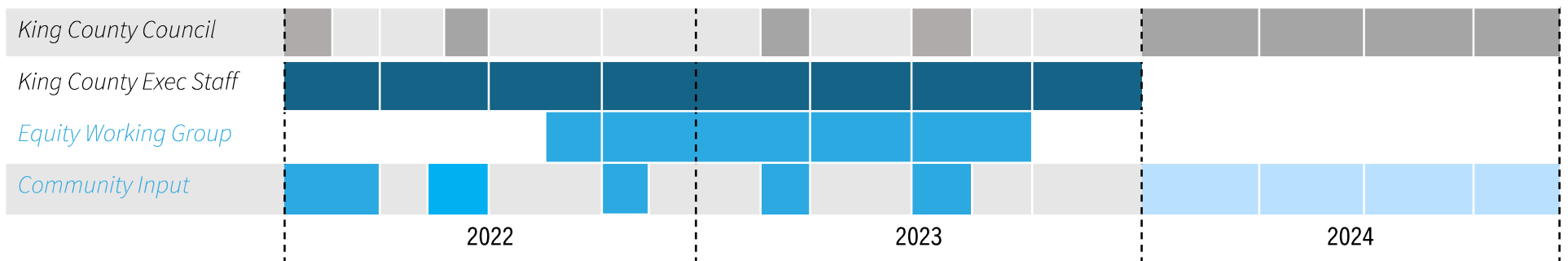
- Equity Work Group
- Historical underrepresented groups
- Community-based organizations
- Civically Active Public
- General Public

Updating the Plan Process

TRADITIONAL PROCESS



RECENT CHANGES TO THE PROCESS



Schedule

2022				2023				2024
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1-Q4
Create scope	Public input on scope Scope approved	Public survey to inform plan development	Develop early plan proposal concepts	Public input on early concepts (Comment period in February)	Develop and issue Public Review Draft plan for public input (45-day comment period from June - July)	Refine & report back	Final Executive-Proposed Plan (Submitted Dec 2023)	Council Review, Amendment, & Adoption (Adopt by Dec 2024)



Opportunities to meaningfully shape Plan content

Public Feedback

Scoping Process

- Scoping for the 2024 Update occurred January – June 2022
- Community sentiments in early 2022 reflected **planning and engagement fatigue**, especially in a virtual environment
- Given this, the 2024 Scope of Work was primarily focused on **advancing priorities previously shared by the public**, including:
 - Community input from the recent subarea planning processes
 - Community recommendations from the Climate Equity Community Task Force, Mobility Equity Cabinet, and Open Space Equity Cabinet; and building on the guiding principles of the King County Immigrant and Refugee Commission

Scoping Themes

Social Equity	Housing	Climate Change
<ul style="list-style-type: none">• Address racially discriminatory policies• Address housing, cultural, and economic displacement• Improving health disparities by race and place	<ul style="list-style-type: none">• Plan for and accommodate housing for all incomes• Expand housing choices• Improve housing equity, access, and stability<ul style="list-style-type: none">○ especially for those earning than 80 percent of the area median income and those who are Black, Indigenous, People of Color, immigrants, and/or refugees	<ul style="list-style-type: none">• Advance Strategic Climate Action Plan and greenhouse gas reduction goals• Reduce climate-related impacts for frontline communities• Heat islands and urban green spaces



Affordable Housing Comprehensive Plan Update 2024

[English]

Thank you for taking a few minutes to share your thoughts with us!

There are approximately 7 questions, and the survey should take about 10-15 minutes to complete.

King County will use these responses to broadly guide how we consider policies for affordable housing, climate change, and social equity in the unincorporated areas of King County. The results of any specific person's multiple-choice answers and comments will not be shared publicly with their names or any other identifiable information.



Great! Let's get started. What best describes the neighborhood you live in?

Mostly single-family homes



Mostly apartments




Mostly townhomes, duplexes, etc.



Mix of housing types



Fall 2022 Survey Results

- **Increasing more deeply affordable housing units** - 0-50% of the area median income (71% of respondents)
 - **In terms of new “middle housing”** types, accessory dwelling units (56%), cottage housing (50%) and townhomes (43%) were the top three housing types
 - **The two biggest barriers to homeownership** are a down payment (57%) and the monthly payments (44%)
 - **Top concerns for building near transit** and employment centers are noise (79%), pedestrian safety (61%) and air pollution (59%)
- 
- **Extreme heat and wildfire risk are key climate concerns** (75%)
 - **Climate friendly outcomes respondents were interested in:** a healthy and thriving environment (74%), increased energy efficiency (66%), increased access to renewable energy (64%), affordable and efficient alternatives to driving (60%).
 - **Responding to extreme heat is a key concern,** and respondents’ preferred actions include affordable in-home solutions for energy efficiency, cooling systems, or air quality (74%)
 - **Accessing affordable and efficient transit** and safe walking and rolling options are preferred strategies for reducing gasoline use for over 3 of every 5 respondents.

Early Concepts Proposals

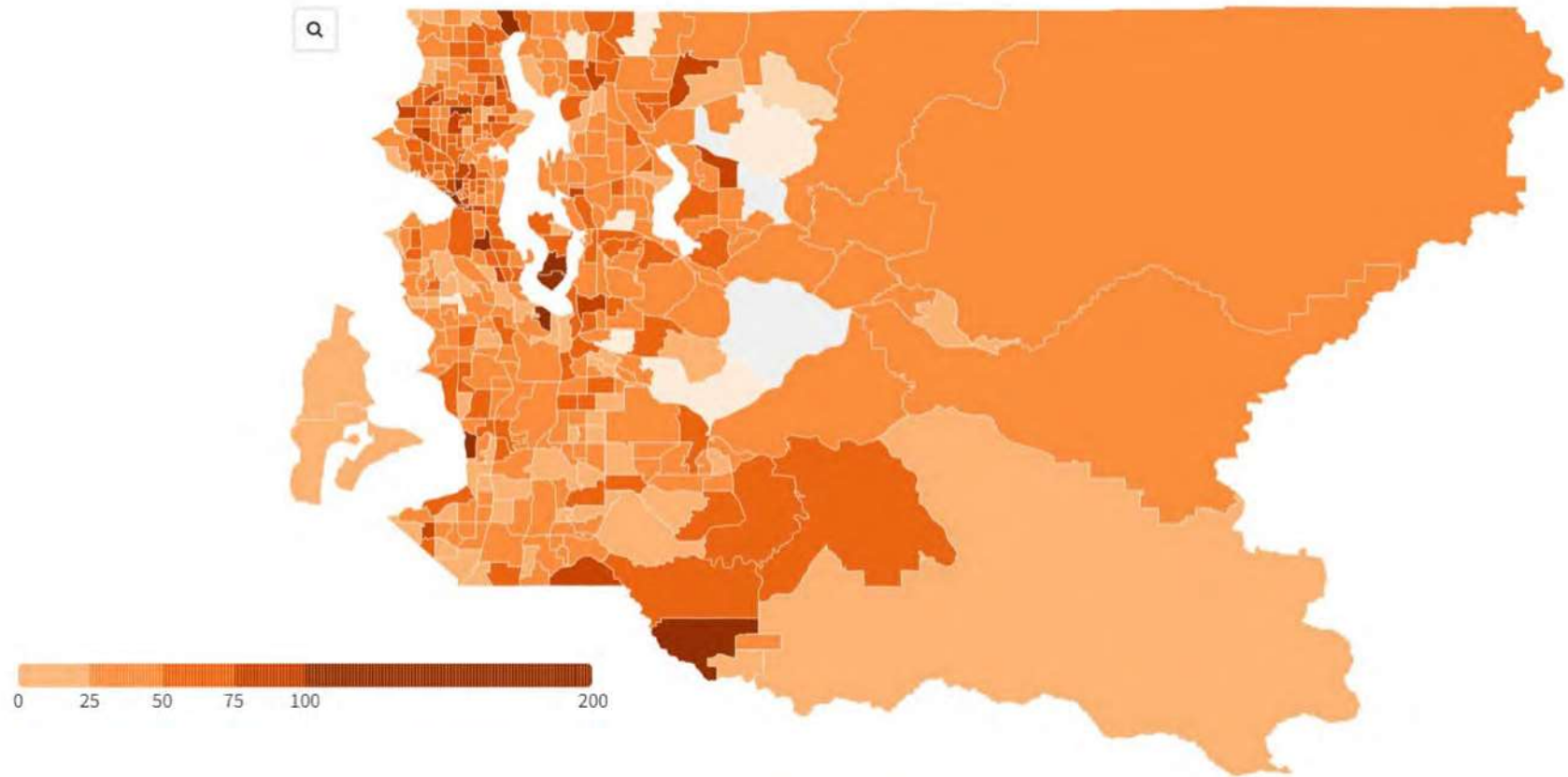
Equity

Key Equity Scope Topics

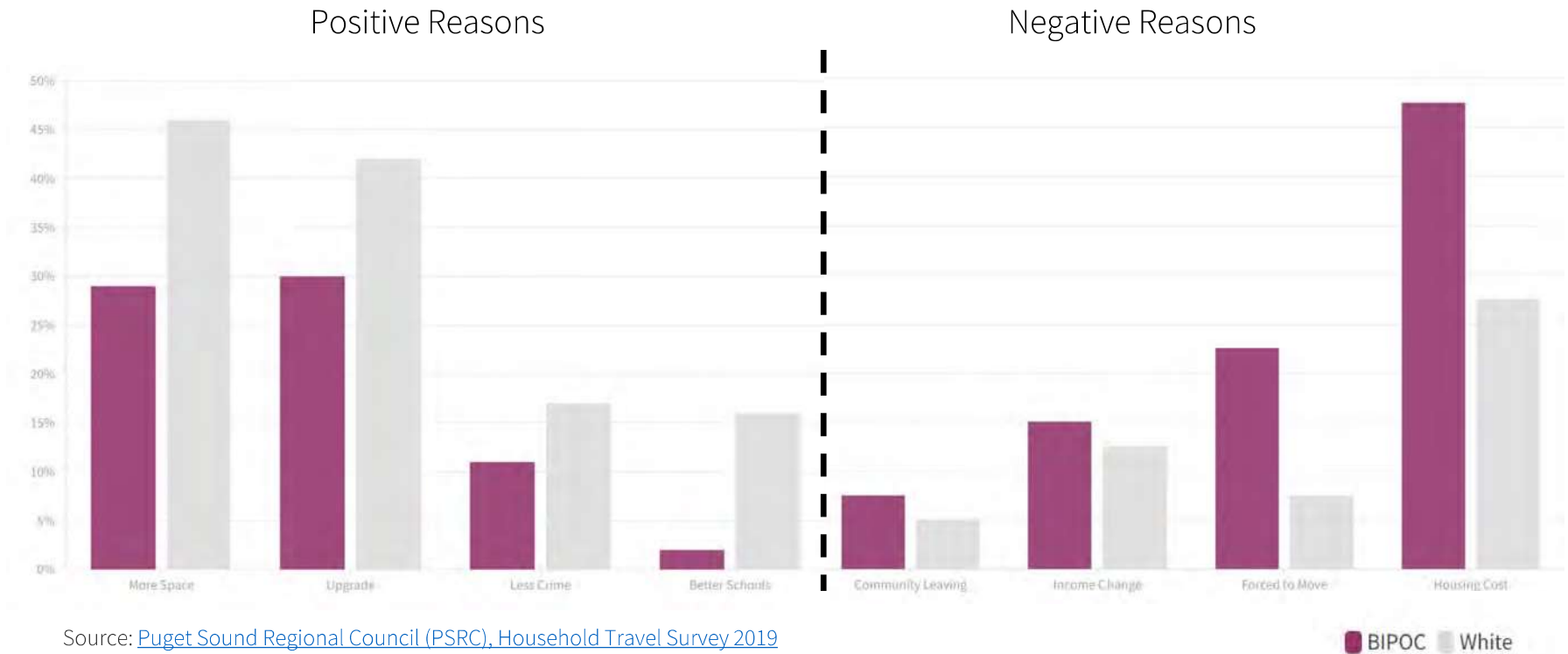


- Integrate a **pro-equity and anti-racist policy framework** into the Comprehensive Plan.
- Reduce **housing displacement**.
- Improve **health equity outcomes** in communities with the greatest and most acute needs.

Percent Increase in Rent for King County (2010-2019)

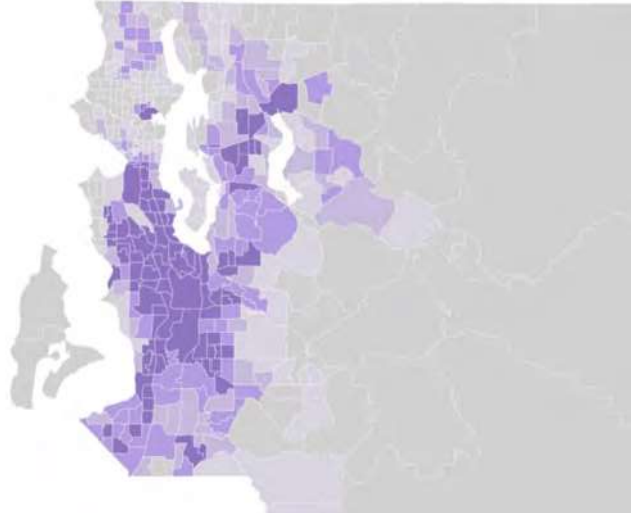


In the last five years, about **25% of people who moved** within the region relocated due to reasons associated with displacement

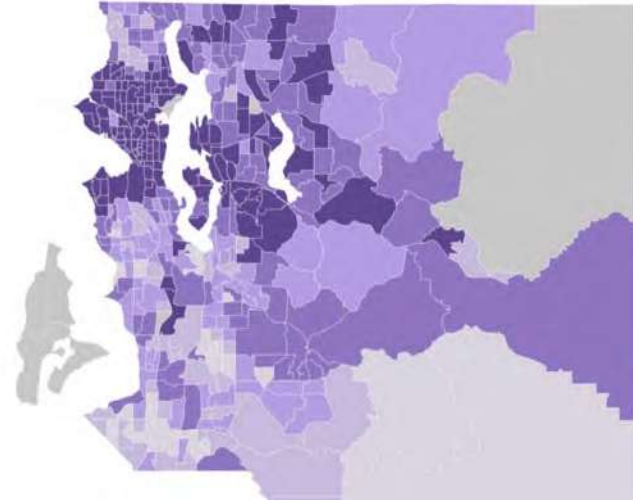


Source: [Puget Sound Regional Council \(PSRC\), Household Travel Survey 2019](#)

Communities with high concentrations of BIPOC households have **lower access to opportunity.**



% BIPOC

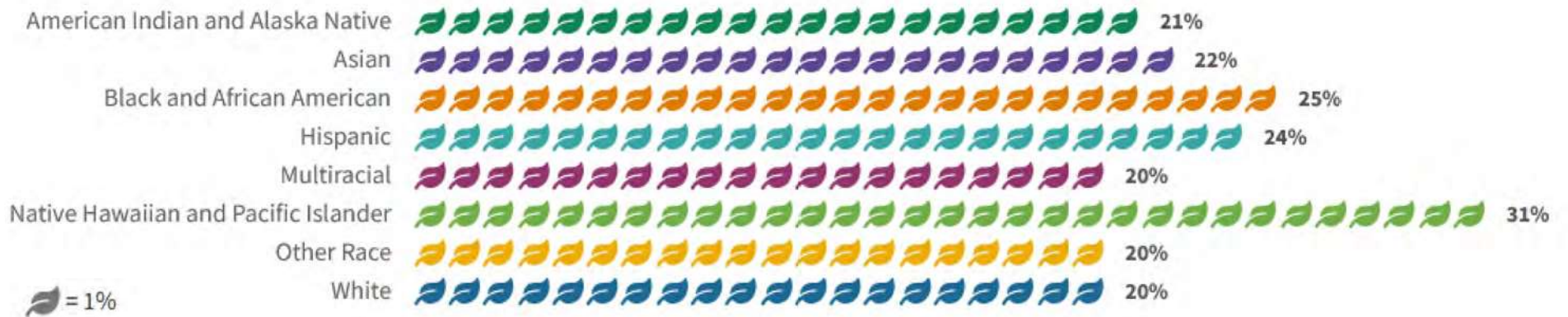


Opportunity

Legend:  Extremely Low  Low  Moderate  High  Very High

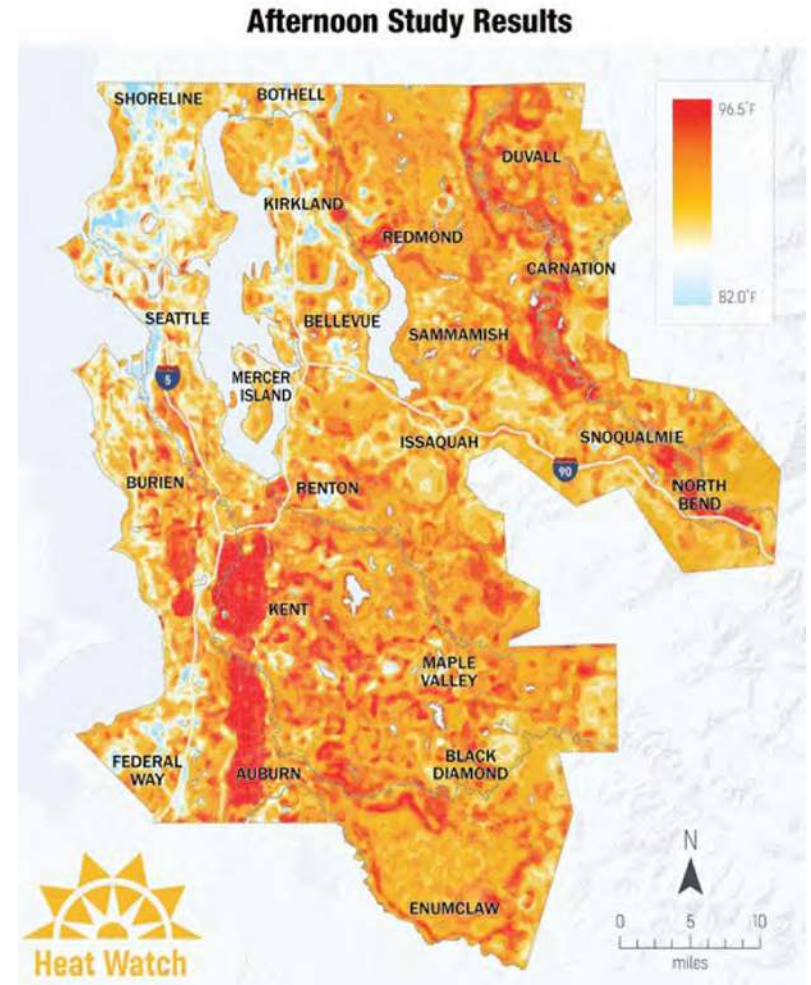
[Source: Puget Sound Regional Council, Opportunity Mapping \(2019\)](#)

Percent of Residents with Limited Park & Open Space Access by Race, 2020



For internal use only; do not distribute

Afternoon vs. Evening Temperatures in King County, 2020



For internal use only; do not distribute

1 | Equity



When evaluating and implementing its land use policies, programs, investments, and practices, require the County to proactively address issues of **equity, social, and environmental justice**; racially and environmentally disparate health outcomes; and physical, economic, and cultural displacement.

2 | Equity



Support **housing stability** and **mitigate and prevent residential displacement** in unincorporated King County through strategies that increase access to affordable housing for historically underrepresented populations who experienced systemic racism or discrimination in accessing housing opportunity.

3 | Equity



Create a **voluntary inclusionary housing** incentive program for affordable housing development in unincorporated King County.

4 | Equity



Require climate solutions that result in equitable outcomes that benefit **frontline communities**.

5 | Equity



Require the County to improve access to **local parks and green spaces** in Opportunity Areas where disparities exist due to historic and ongoing underinvestment

Housing

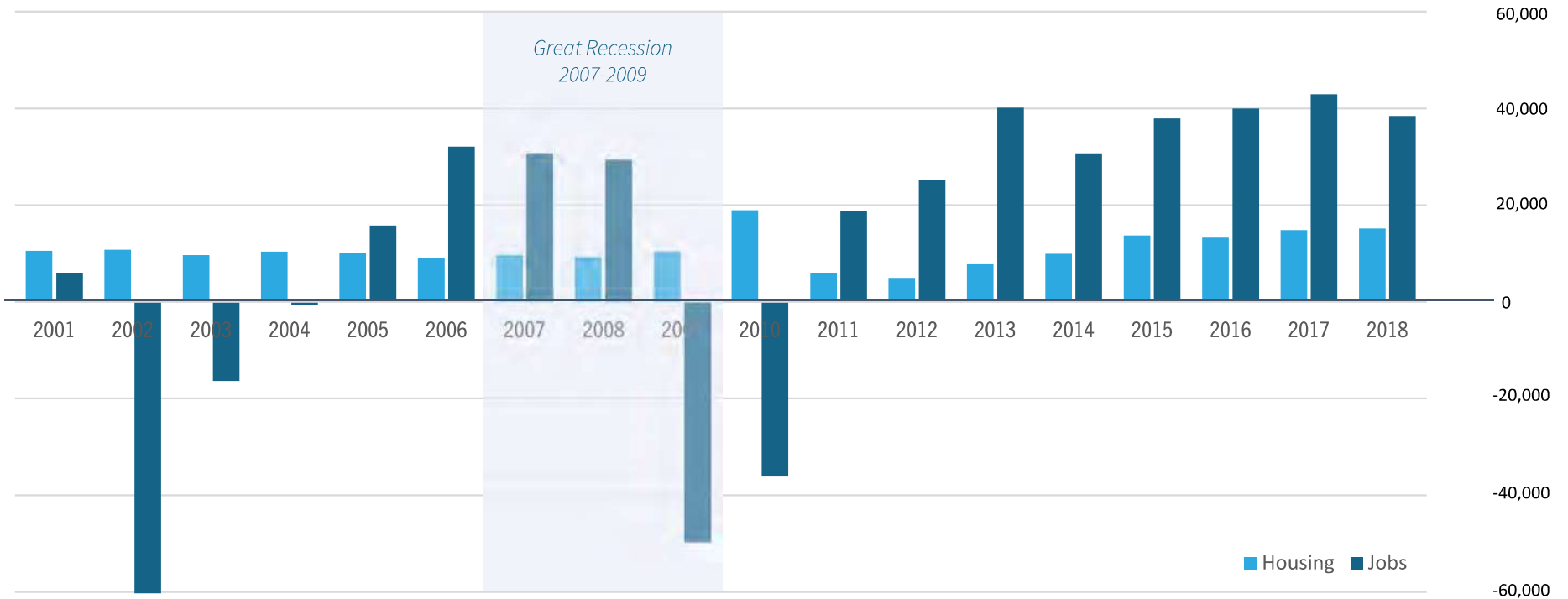
Key Housing Scope Topics



- **Improve affordable housing supply**, especially for those who are Black, Indigenous, People of Color, immigrants, and/or refugees and that earn less than 80 percent of the area median income.
- **Expand range of housing options** available at all income levels.

Job Growth

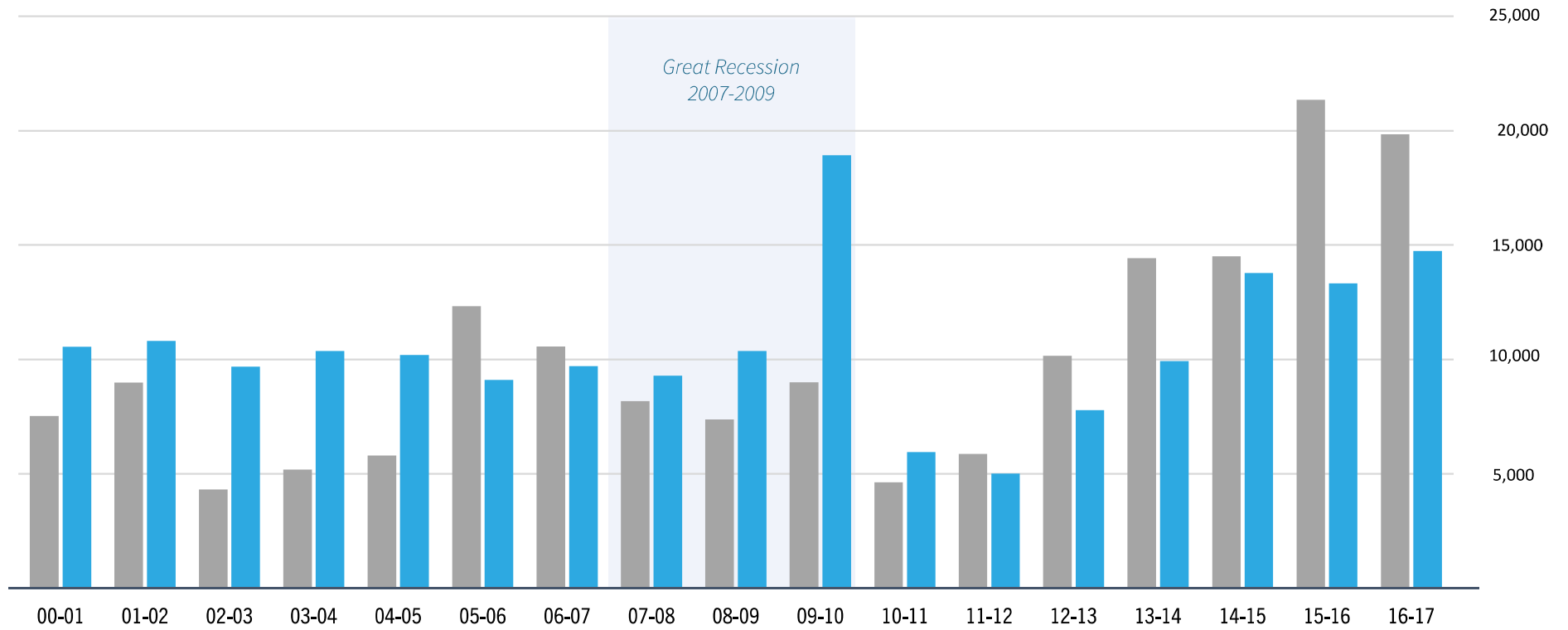
Strong job growth since the recession has led to a surge in the demand for housing



King County Housing and Job Growth from 2001-2018

Source: Washington State Office of Financial Management, Puget Sound Regional Council Covered Employment Estimates

Housing growth has not kept up

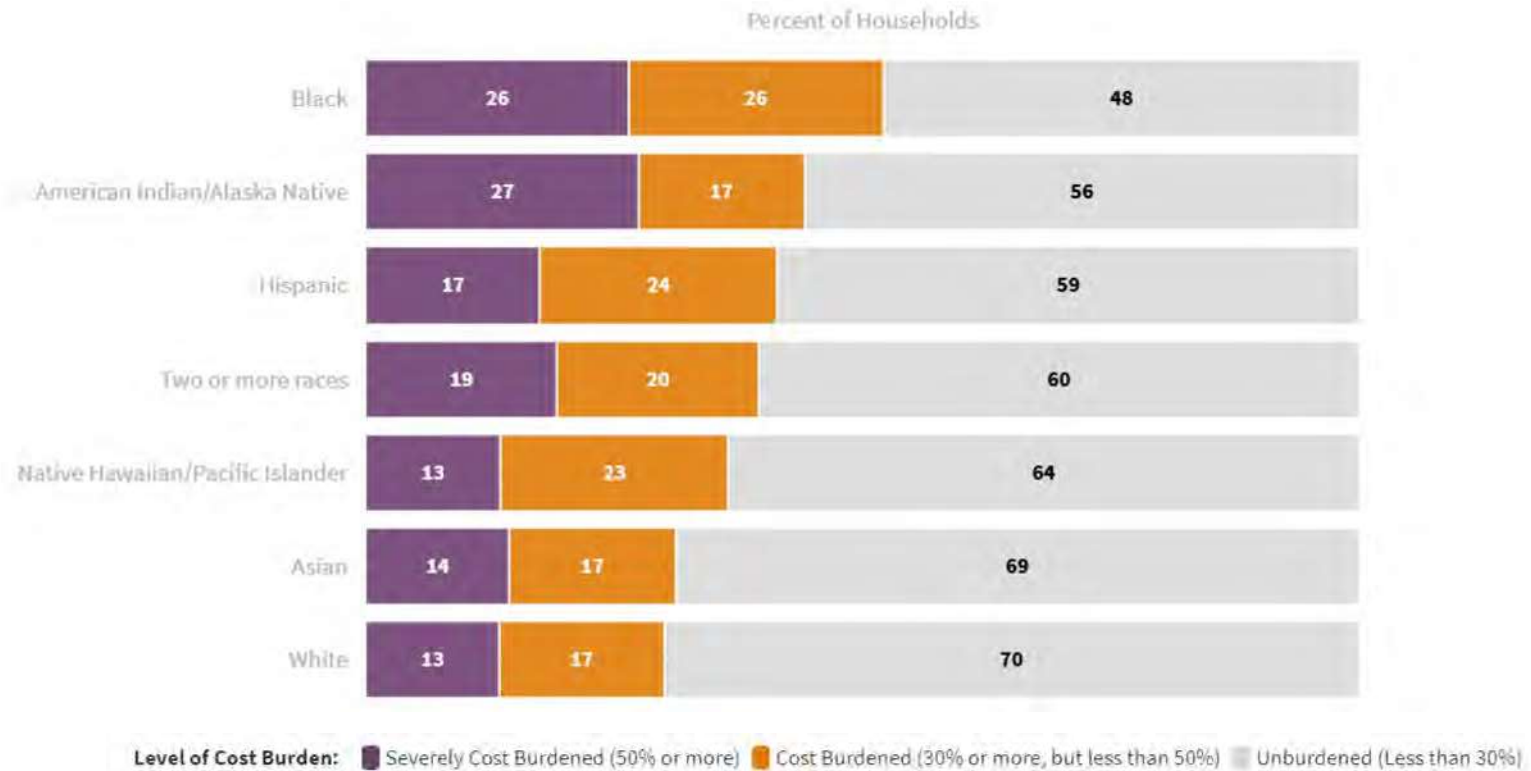


King County Annual Housing Units & Household Growth from 2001-2018

Source: Washington State Office of Financial Management, Puget Sound Regional Council Covered Employment Estimates

■ households ■ housing units

Housing Cost Burden in King County by Race, 2019



Areas Affordable to Median Income Families in King County by Race, 2019



Black and African American



Hispanic and Latinx

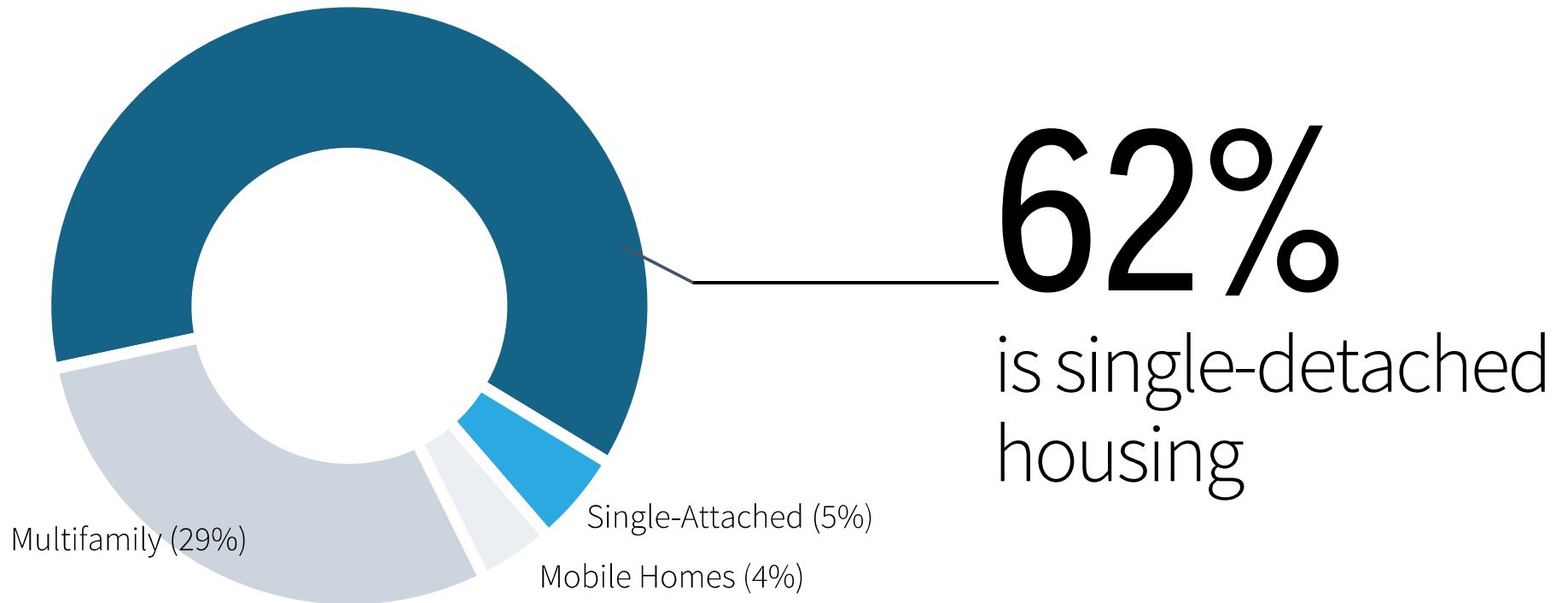


White

King County uses a combination of funding, policy, and collaborative tools to increase housing affordability across income levels. Deeper levels of affordability require public subsidies while land-based tools like middle housing can help create more moderately affordable homes.

Updates to the Comprehensive Plan Housing Chapter will include **policies** that support anti-displacement, equitable development, climate resilient housing and housing affordable to all incomes; **code changes** will focus on land-use based tools.

Land use codes and zoning determine the type of homes that are allowed



62%
is single-detached
housing

1 | Housing



In County-funded affordable housing subsidy programs, prioritize the following **affordable housing projects**:

- Rental projects affordable at or below 50 percent of area median income
- Homeownership projects affordable at or below 80 percent of area median income
- Projects in areas where there is a severe shortage of affordable housing

2 | Housing



Encourage regional land use and investment strategies that support **mixed-use and mixed-income urban developments.**

3 | Housing



Support development of **climate-resilient affordable housing** throughout the County's regional and local housing strategies and actions.

4 | Housing



Expand housing options by increasing the types of housing allowed in low-density urban residential zones to support development of **middle housing**, which is typically more affordable than traditional single-detached homes.

5 | Housing



Incentivize development of new affordable housing that includes sufficient two-, three and four-bedroom dwelling units to meet space needs of anticipated households and **promote culturally relevant housing options.**

6 | Housing



Expand allowed **SEPA exemptions** to match those allowed in state law. The following types of development would be exempt from additional environmental impact review if the project is below a certain size:

- Single-detached and multifamily residential
- barn, loafing shed, farm equipment storage, produce storage, packing structure
- office, school, commercial, recreational, service, storage building
- parking facilities
- fill or excavation

Climate Change & Environment

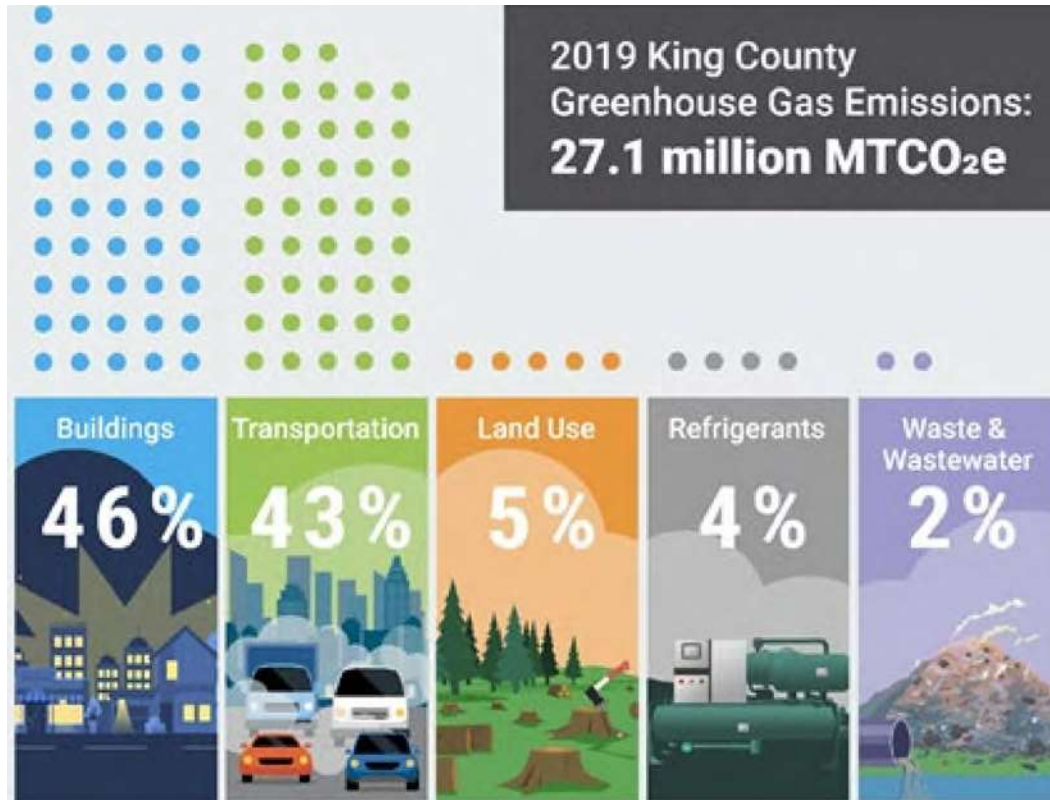
Key Climate Change & Environment Scope Topics



- Reduce greenhouse gas emissions, support sustainable and resilient communities, and prepare for **climate change**.
- Integrate and implement **Clean Water, Healthy Habitat** goals.
- Increase **land conservation**.

How is our local climate changing?





Reducing Emissions

When looking at the sources of geographic emissions from all residents, businesses, and governments - the two largest categories are from the **built environment (46%)** and **transportation (43%)**.

King County Strategic Climate Action Plan (SCAP)

Act fast to reduce emissions

How much climate changes depends on how quickly we slow emissions. We are nearing critical thresholds for irreversible changes.

Prepare for climate impacts

Past and ongoing emissions have locked in change – a question of how much, not if.

Address climate change equitably

Place those most impacted by climate change at the center of our decision-making.

Reducing Greenhouse Gas Emissions

Greenhouse Gas Targets and Policy 1	Green Building 4
Transportation and Land Use 2	Consumption and Materials Management 5
Building and Facilities Energy 3	Forests and Agriculture 6

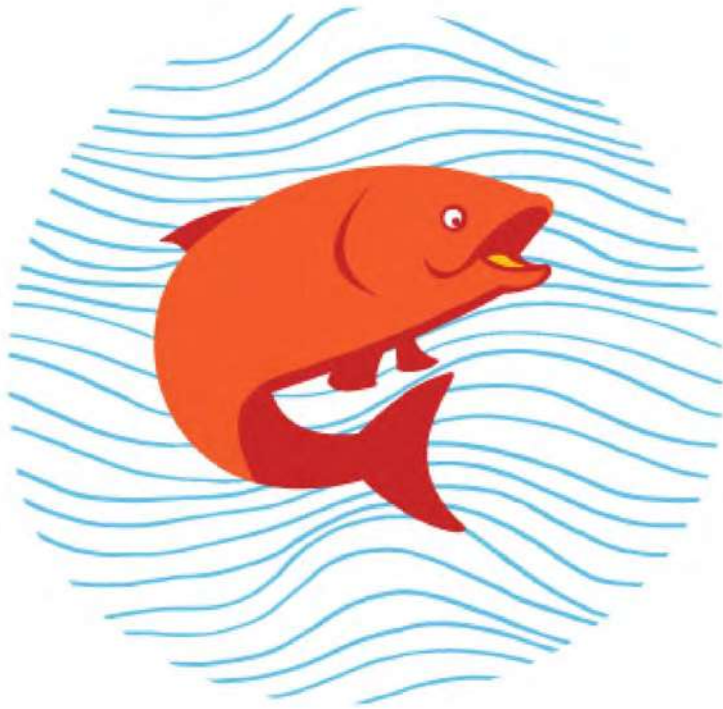
Sustainable & Resilient Frontline Communities

Community Leadership and Community-Driven Policy 1	Food Systems and Food Security 5
Community Capacity Development 2	Housing Security and Anti-Displacement 6
Equitable Green Jobs and Pathways 3	Energy Justice and Utilities 7
Community Health and Emergency Preparedness 4	Transportation Access and Equity 8

Preparing for Climate Change

Mainstream Climate Preparedness 1	Community and Organizational Partnerships 4
Technical Capacity 2	Outreach and Engagement 5
Health and Equity 3	

Continue to work on **clean water, healthy habitat,** and **land conservation goals**



1 | Climate Change & Environment



Require development regulations and programs that reduce energy use, increase the use of renewable energy, and **phase out fossil fuel use** in the built environment.

2| Climate Change & Environment



Promote investment in **equitable transit-oriented development** to help reduce emissions from the transportation sector.

3| Climate Change & Environment



Require the County to take steps to **plan for and reduce wildfire impacts** in the wildland-urban interface in unincorporated King County.

4| Climate Change & Environment



Strengthen regulations for **shoreline stabilizations** to limit the use of structural stabilizations and support shoreline development in a manner that avoids the need for future stabilizations

5| Climate Change & Environment



Review and update of the County's **critical areas regulations** using best available science.

6| Climate Change & Environment



Update **Transfer of Development Rights (TDR) program** regulations to support conservation goals.

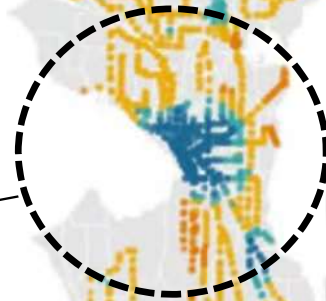
Miscellaneous

Key Miscellaneous Scope Topics



- Update **transportation policies**
- Review **rural and natural resources** regulations
- **Subarea Planning** program actions
- **Land Use and Zoning** studies

Downtown Seattle



Number of income restricted
units within a half-mile walkshed
of existing transit stops



1 | Miscellaneous



Support investments that improve **safe, equitable, and accessible opportunities for public transportation services**, pedestrians, bicyclists, car and van pools, and other alternatives to single occupant vehicles – especially where the needs are greatest



**Rural
Character**



Farms



Forestry



Mining

2 | Miscellaneous

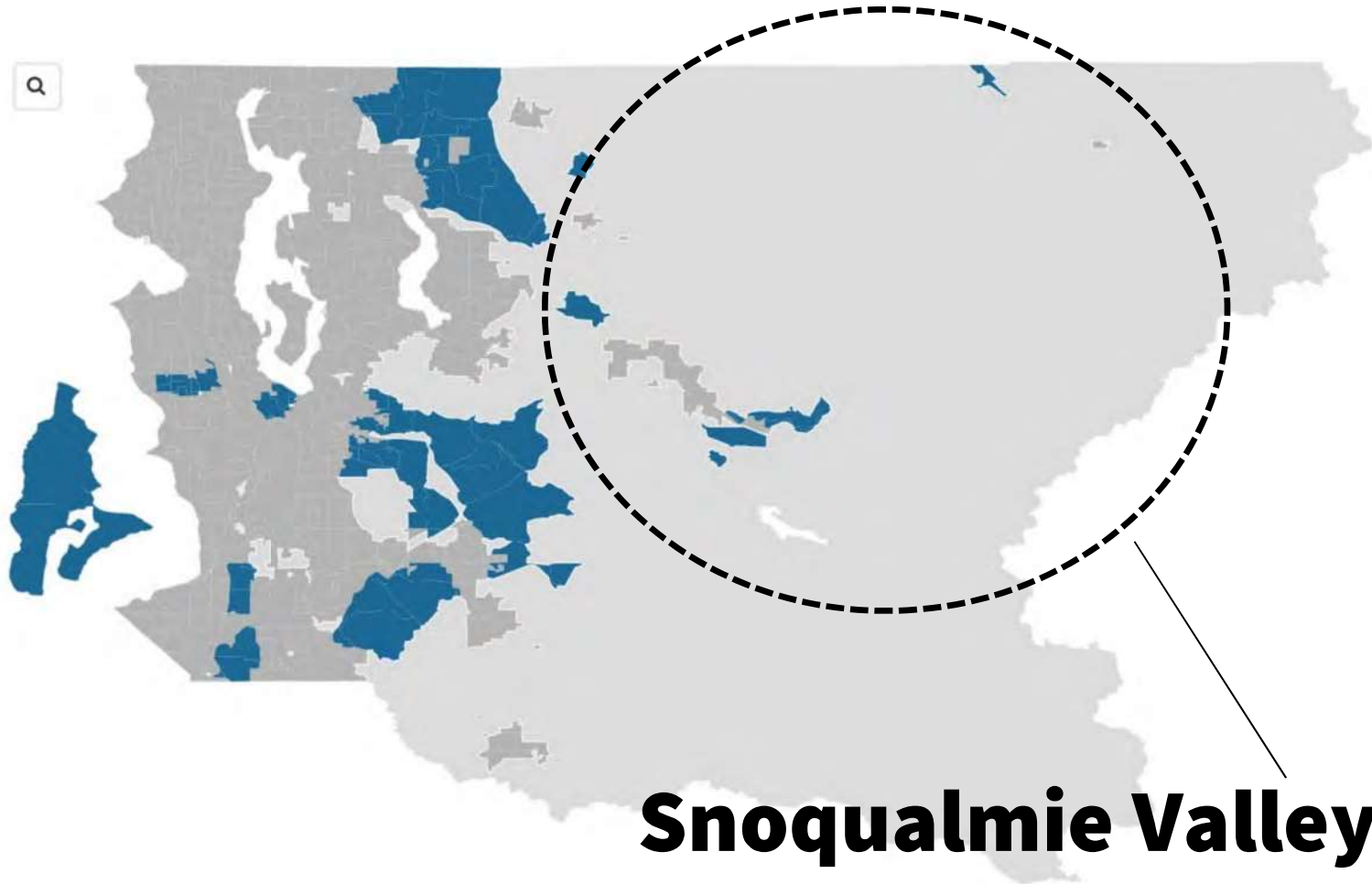


Reduce impacts of **materials processing** uses and **mining operations**.

3 | Miscellaneous



Modify regulations to clarify where and how resorts are allowed in the Rural Area.



**Snoqualmie Valley &
Northeast King County**

4 | Miscellaneous

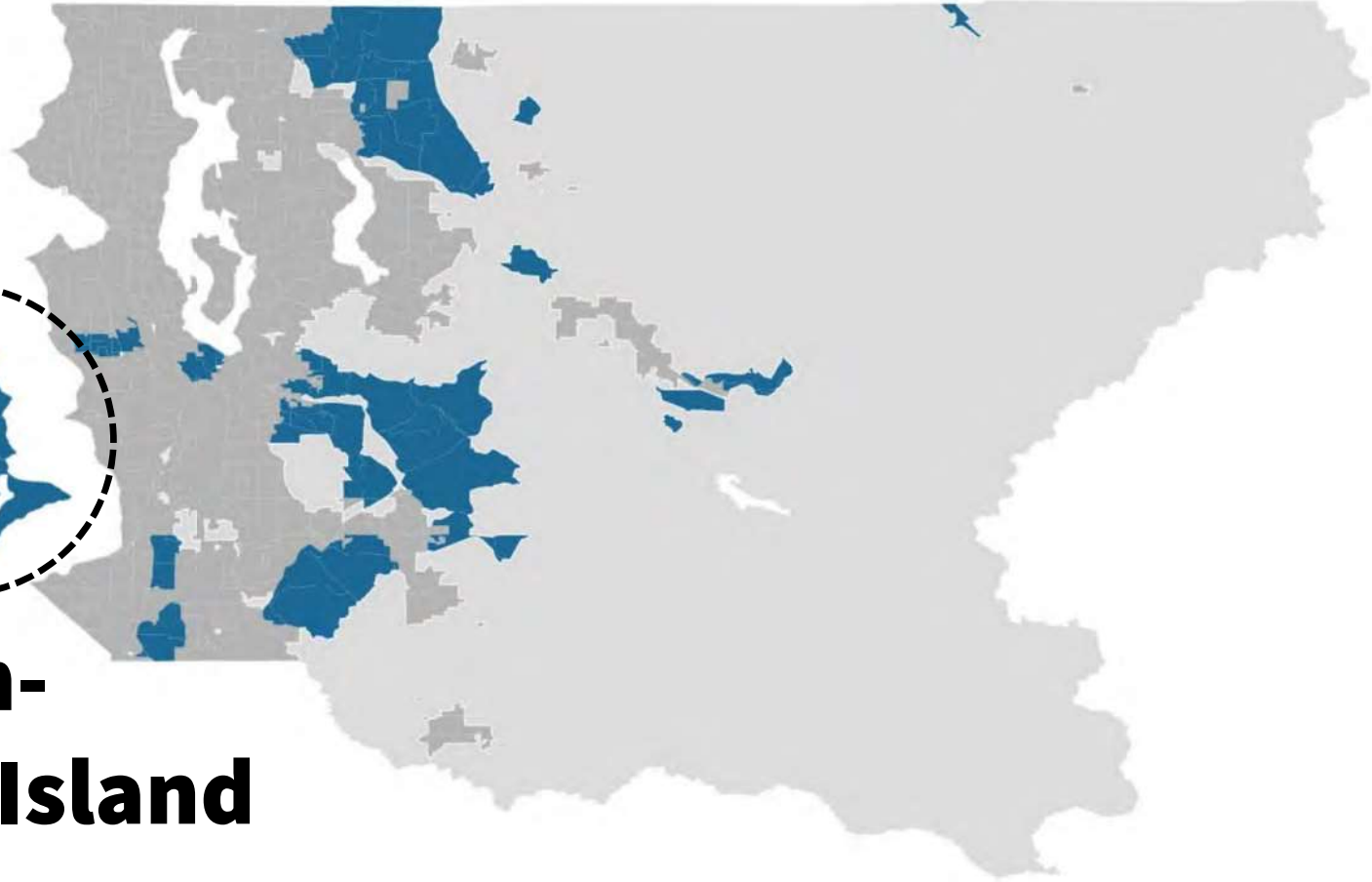


Adopt the **Snoqualmie Valley/Northeast King County** Community Service Area Subarea Plan, as well as implementing land use and zoning changes and development regulations.

Learn more at: <https://publicinput.com/SnoValleyNEKC>



**Vashon-
Maury Island**



5 | Miscellaneous



Update property-specific **zoning conditions** on Vashon-Maury Island.

Learn more at: <https://publicinput.com/vashonsubarea>

6 | Miscellaneous



Review **land use designations and zoning classifications** of properties at the following locations:

- Vashon Grange
- Kent Pet Cemetery
- Industrial site outside of Maple Valley
- I-90/SR-18 Interchange
- Black Diamond Fire Station

DISCUSSION

Please message King County staff via chat to let us know you want to speak.

We'll call on individuals in the order that we receive the message so that we can make sure everyone gets a chance to speak.

Please limit your initial comments to 3 minutes so that everyone who wishes to speak will get a chance to share their thoughts.

If you would like to follow up with King County staff on specific questions, concerns, or feedback on any of the proposals, please send us an email at CompPlan@kingcounty.gov



CLOSING REMARKS

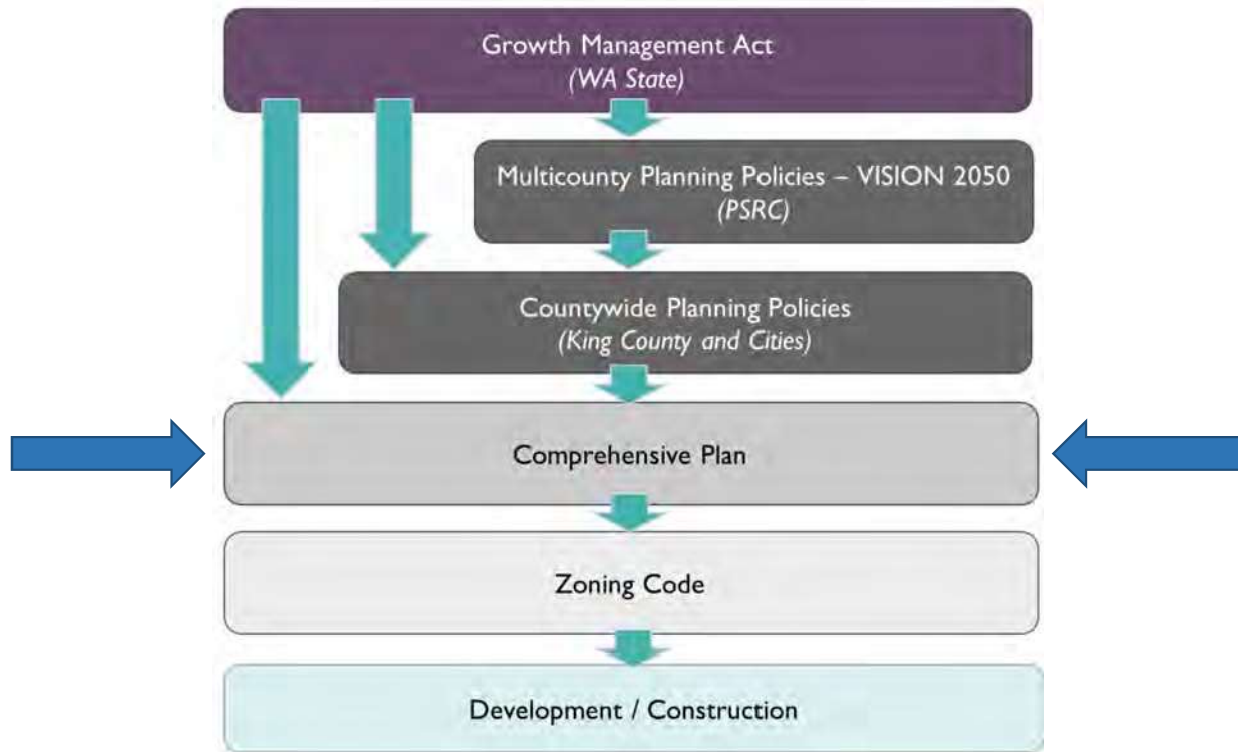
What's next?

- **The full draft of the Executive Recommended 2024 Update will be available for public comment and review starting in June 2023.** In the meantime, here are other opportunities to share with folks who were unable to make it today:
 - ✓ Virtual Town Hall - Thursday, February 16 from 6:30-8 PM
 - ✓ Online feedback form: publicinput.com/m0136
 - ✓ Email CompPlan@kingcounty.gov
- **Please tell us how we did!** We use these to understand how to make these virtual meetings a better experience for you.

THANK YOU

REFERENCE SLIDES

GMA Planning Layers





School Pathways School Zone Safety Program



Road Services relocated a crosswalk and signal south of Cottage Lake Elementary to connect to a new sidewalk which helps students safely cross Avondale Road NE.

Latest update

Winter 2023

Check back later in the season for specific projects and locations in 2023. To learn how you can request a school pathways project in your neighborhood, email us at maint.roads@kingcounty.gov.

Overview

The School Zone Safety Program focuses on improving safety for students and pedestrians along designated school walking routes by adding new sections of pathway to existing pedestrian pathways within, or adjacent to, school zones.

Pathways separate pedestrians from vehicular traffic either by extending the existing sidewalk or by installing a curb-separated walkway. Pathways also provide students and pedestrians with a designated path to marked crosswalks.

King County works with school districts to identify potential pedestrian pathway safety improvements along designated school walking routes.

On this page

- [Latest update](#)
- [Overview](#)
- [2021-22 projects](#)
- [2020 projects](#)
- [Questions](#)

Also see

- [School Zone Safety Program](#)
- [General Safety Improvements](#)

Contact us

Broch Bender, Communications Manager

Desk 206-263-1189 [📞](#)

[Email](#) [✉](#)

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Projects completed during the 2021-22 construction season

Road Services completed two School Pathway projects in fall 2022:

- **S 360th Street/32nd Avenue S Pathway project, Federal Way, WA**



The southeast corner looking west on S 360th Street is cleared of bushes to build a sidewalk and an accessibility ramp.

More information: [S 360th Street and 32nd Avenue S Pathway Project](#)

- **Cottage Lake Elementary School project/15940 Avondale Road NE, Woodinville, WA**



A new 40-foot-long asphalt path now allows students to walk on the east side of Avondale Road NE, closer to the school. Road Services moved the previous crosswalk south of Cottage Lake Elementary to make it safer for both drivers exiting the school and students using the crosswalk.

More information: [Cottage Lake/Woodinville Avondale Road NE Student Crossing Relocation](#)

Cottage Lake/Woodinville Avondale Road NE Student Crossing Relocation

King County Road Services worked with Cottage Lake Elementary School to make Avondale Road NE near NE 159th Street safer for students. The school built a path from the building to Avondale Road NE on the south side of the school and driveway. We relocated the existing crosswalk and signal from the north side of the driveway to connect with the new path to the south.

We also built a large concrete standing area at the signal and a 40-foot-long asphalt path to the south which allows students to walk on the east side of Avondale Road NE.

Why did King County move the signal and crosswalk?

Drivers who exited Cottage Lake Elementary and turned right out of the driveway immediately encountered a crosswalk and signal. This created delays for drivers leaving the school and was a potential safety hazard for students who walk to and from campus.

Oncoming traffic is now able to see the new crosswalk easier because it is south of the driveway. The new crosswalk and signal connect to a pathway leading to the school which makes it safer for students who walk to school.



Crews relocated this traffic signal south of Cottage Lake Elementary on Avondale Rd NE so drivers leaving the school could see students crossing the street.

Federal Way S 360th Street and 32nd Avenue S Pathway and Safety Improvements

This project added 85 feet of sidewalk and an ADA-approved, accessible pedestrian ramp on the east side of S 360th Street. The new sidewalk and ramp are located within one block of Lakeland Elementary School and Sequoyah Middle School. On the northeast corner of the intersection, the project improves safety for vehicles and pedestrians by improving visibility for traffic.



The new school pathway wraps around 32nd Avenue S to S 360th Street looking east.

Projects completed during the 2020 construction season

King County built two pathways within designated school walking routes in 2020. The locations were identified in partnership with the Federal Way School District and local school leadership.

- **42nd Avenue S Pathway**

This project added 145 feet of missing link in the existing sidewalk along west side of 42nd Avenue S. The new sidewalk section is located between S 278th Street and the north property line of Valhalla Elementary School in the Federal Way School District.



42nd Avenue S before and after.

- **S 298th Street Curb-Separated Pathway**

This project provided the missing link in the existing curb-separated walkway along the north side of S 298th Street between 36th Place S to 39th Place S. The County paved 260 feet of gravel shoulder and added 390 feet of concrete curb-separated pathway near Camelot Elementary School in the Federal Way School District.



S 298th Street before and after.

Questions

1. What is a designated school walking route?

A school walking route is an area identified as appropriate for walking or biking to and from school. School walking route plans are required by the Washington Administrative Code (WAC 392-151-025) for all elementary schools in Washington.

Last Updated January 23, 2023



Renton Avenue S Pedestrian Safety Improvement Project Project is now complete



Nov. 22, 2022 – Take a peek at the finished sidewalk heading north down Renton Ave S. Crews will stripe the bike lane in December 2022.

Status update

January 31, 2023

Crews installed the handrail on the west side of the sidewalk on Renton Ave S at the end of January. The project is now complete.

There will be intermittent lane restrictions through February 10 so crews can finish the permanent lane striping. Thank you for your patience.

See the [latest construction photos](#).

Project overview

King County Road Services improved safety for pedestrians and bicycles on Renton Avenue S between 68th Avenue S and S 112th Street. This project added a new section of sidewalk along the west side of the road, and re-striped the corridor to separate pedestrian and bicycle traffic from moving vehicles. Re-striping the corridor made room for a wider bicycle

lane on the west side of the road and a new shared eight-foot-wide pedestrian/bicycle pathway on the east side. The road continues to have one lane in each direction and a center turn lane.

Additional safety improvements include:

- **New sidewalk for safer walking routes to school**

New sidewalk installed (west side of Renton Avenue S) and shared-use path (east side of Renton Avenue S) to and from Lakeridge and Campbell Hill elementary schools.

- **Improved street lighting**

Upgrades to the existing street lights make pedestrians and vehicle traffic more visible at night.

- **Better visibility of on-coming traffic**

Intersection improvements at the corner of Renton Avenue S and S 116th Place.

- **Improved accessibility for pedestrians and transit riders**

Curb cuts were installed at each intersection. We also replaced the existing Metro Transit Route 106 bus stop (located on southbound Renton Avenue S across from S 116th Place) with a new, ADA-compliant bus stop accessible to all people.

- **Better routes for bicycles and pedestrians**

The re-striped roadway includes a dedicated 5-foot bicycle lane on the west side and a shared 8-foot pedestrian/bicycle facility on the east side of Renton Avenue S.

- **Less water pooling on roadway**


New drains, gutters and curbs help prevent water from pooling on the bike lane and shared-use pathway.

On this page

- [Status update](#)
- [Overview](#)
- [Project map](#)
- [Location map](#)
- [Timeline](#)
- [Funding](#)
- [Construction photos](#)
- [Frequently asked questions](#)

Contact us

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Desk 206-263-1189 

[Email](#) 

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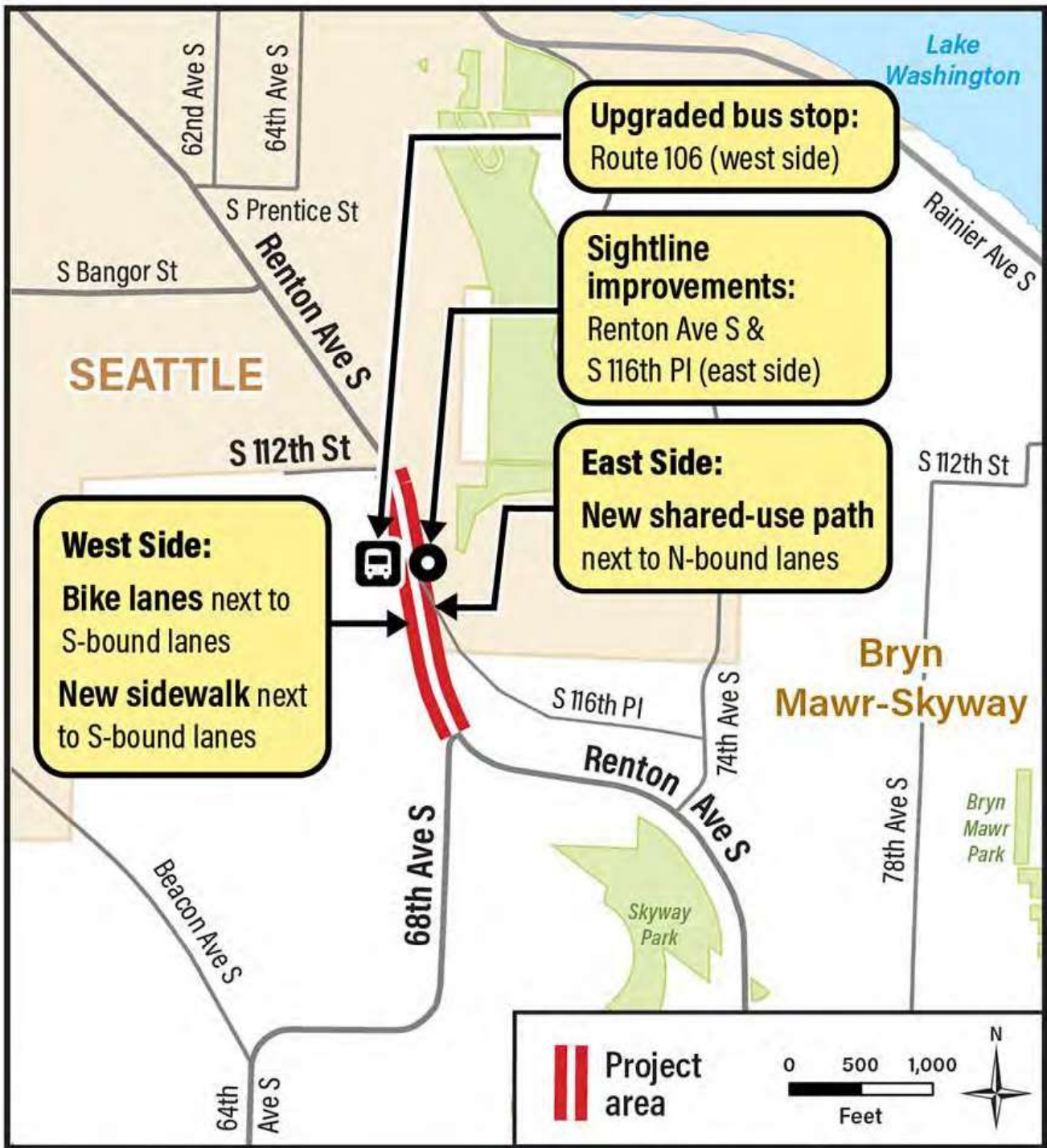
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Project map


The project took place in the unincorporated community of Skyway, Washington. It was the third phase of a three-phase project to improve pedestrian safety on Renton Avenue S.



Maps shows the improvements on Renton Avenue S from the beginning of the project area at 68th Avenue S to the end at S 112th Street. [Larger view](#) PDF 134KB

Location map



Map shows the location of the project area on Renton Avenue S between 68th Avenue S and S 112th Street. [Larger view](#)  PDF 166KB

Timeline

- **Construction starts:** Early September 2022
- **Construction ends:** January 2023

Funding

The total project cost is \$2.8 million. Funding sources include a WSDOT Pedestrian and Bicycle Safety Improvement grant (\$2 million) and general funds from King County (\$800,000).



King County upgraded the existing Metro Transit bus stop shown above with a new, ADA-compliant version. The upgrades make the stop universally accessible to all people.

Construction photos



Nov. 22, 2022 – Take a peek at the finished sidewalk heading north down Renton Avenue S. Crews will stripe the bike lane in December 2023.



Nov. 14, 2022 – Multiple crew members clean and clear the driveway near S 116th Place and Renton Avenue S before it is paved.



Nov. 10, 2022 – The finished bike lane, sidewalk, and gutter stretch down the west side of Renton Avenue S.



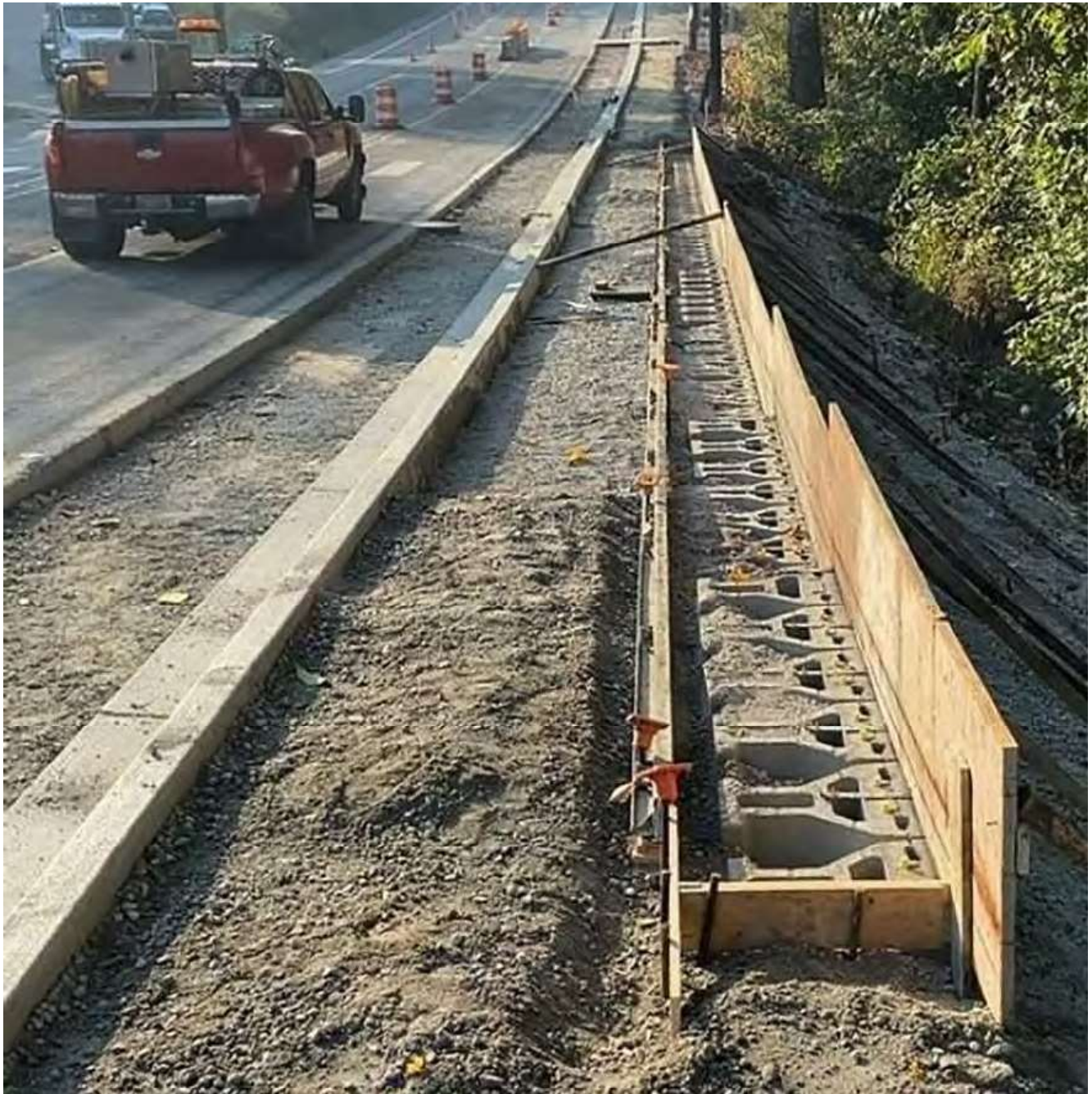
Oct. 17, 2022 – The finished curb continues north down Renton Ave S. The bike lane and sidewalk come next.



Oct. 24, 2022 – Contractor crews pour the first of many concrete sidewalk panels.



Oct. 19, 2022 – It takes a massive hose to suck up any construction debris to clean the freshly poured gutter and curb. This makes sure the new drainage system is ready for wet weather.



Oct. 14, 2022 – Here is a sneak peek of the new bike lane, sidewalk, and gutter under construction.



Oct. 5, 2022 – Crew members build a supportive wall for the sidewalk which will go down Renton Avenue S.



Sept. 29, 2022 – Crews prepare the westside shoulder of Renton Ave. S for a new curb, gutter, and sidewalk.



Sept. 23, 2022 – The new sidewall and shoulder is compacted before the new sidewalk is installed.



March 31, 2022 – The crosswalk at Renton Ave. S and S 116th Pl. before improvements.

Frequently asked questions

1. Will re-striping the road reduce capacity for vehicles or change the speed limit? +

No. Once complete, Renton Avenue S will return to one lane in both directions and one center lane down the middle. The speed limit may be temporarily lowered while crews are working, but it will return to 30 mph after construction.

2. Will the shoulder go away? +

The existing shoulder on the east side of Renton Avenue S will be re-striped as a pedestrians and bicycle shared-use path.

3. Will the travel lanes, bike lane and new shared-use path be repaved? +

- The three travel lanes along this part of Renton Avenue S will be re-stripped, but not repaved.
- The bicycle lane on the west side of Renton Avenue S will be repaved.
- The existing shoulder on the east side of Renton Avenue S will be restriped to make room for a new 8-foot-wide pedestrian and bicycle shared-use path, but this area will not be repaved.

4. How wide will the bike lane and shared-use pathway be? +

The bike lane will be 5-foot wide. The pedestrian and bicycle shared-use path will be 8-foot wide.

5. What is the total length of the project? +

The project length is one-quarter (.25) mile.

6. What are the improvements coming to the intersection of Renton Avenue S and S 116th Place? +

King County will:

- Re-stripe S 116th Place to make the road more perpendicular to Renton Avenue. This will improve the sightline, making it much easier for drivers to see oncoming traffic before turning onto Renton Avenue S.
- Relocate crosswalk across Renton Avenue S. This will make it safer to reach the bus stop on the opposite side of the busy street.

7. What are the changes to the bus stop at the corner of S 116th Place? +

We will remove and rebuild the existing bus stop to current accessibility standards. The new bus stop will be wider and have a new handrail and curb ramp.

8. Why is King County improving this section of Renton Avenue? +

This project is the last phase in a three-phase-series to add sidewalks and improve pedestrian safety on Renton Avenue S in Skyway.

9. What were the other phases in the pedestrian safety improvement series on Renton Avenue S? +

Phase one - 2012

Location: Renton Avenue S between 76th and 75th avenues south

Improvements: Slowed down speeding traffic by reducing the number of travel lanes and adding a center turn lane. Added a sidewalk along the east side (northbound) of Renton Avenue S. Installed a crosswalk equipped with bright flashing lights to help make

pedestrians more visible to vehicles.

Phase two - 2016

Location: Renton Avenue S between 74th and 68th avenues south

Improvements: Slowed down speeding traffic by reducing the number of travel lanes and adding a center turn lane. Added a sidewalk and dedicated bike lane along the east side (northbound) of Renton Avenue S. Installed the "Welcome to Skyway" sign at the corner of 76th Avenue S and Renton Avenue S.

Last Updated January 31, 2023

Roadway Preservation Project

218th Avenue SE



King County

Local Services

Road Services Division

SE Green Valley Road to SE Auburn Black-Diamond Road

ROADWORK DATES: MID-JULY THROUGH NOVEMBER 2022

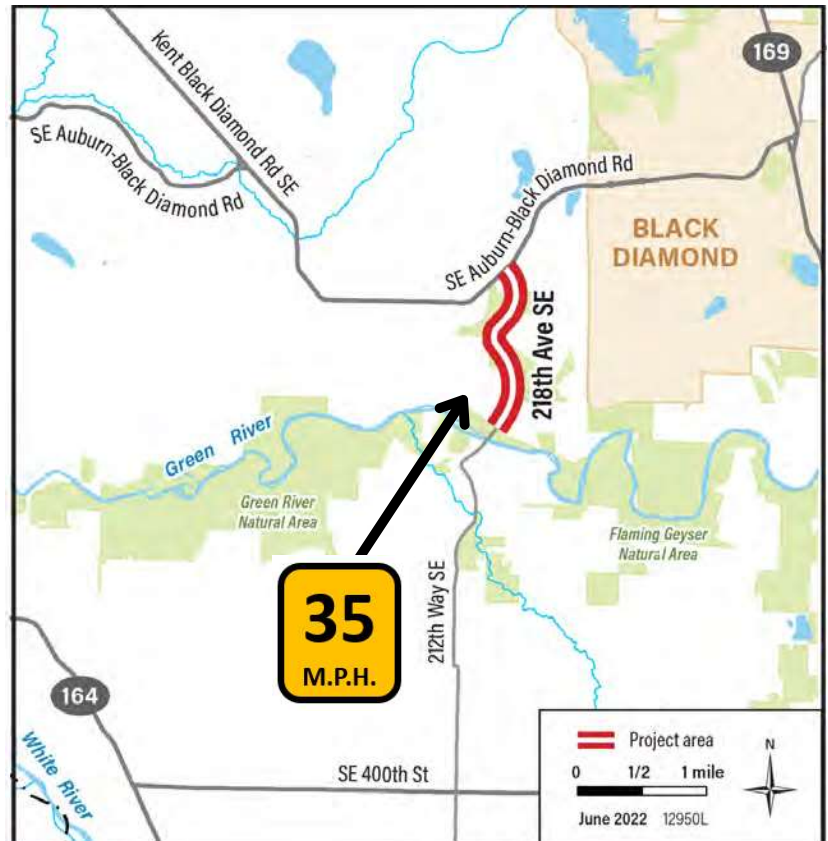
Project overview

This project removes and replaces 1.4 miles of 218th Avenue SE from SE Green Valley Road to SE Auburn-Black Diamond Road west of Black Diamond, WA.

This road is a King County lifeline and evacuation route. Many travelers also use this section of road as an alternate access route to State Route 169 (Enumclaw-Black Diamond Road SE). The pavement has been repaired and patched many times.

The road and the support system under the road are now in poor condition and must be replaced. Restoration of this well-traveled road ensures its usefulness for years to come.

Construction work includes excavating, restoring, and repaving the roadway and shoulders from the ground up. The county also will replace guardrail and improve roadside drainage.



Road to remain open to traffic at all times.

Recommended speed limit through work area is 35 M.P.H.

Work hours: Monday through Friday, 7 a.m. to 7 p.m. (Some Saturday work, as needed)

Driveway access: There are six driveways located in the project limits. We will maintain access to all driveways throughout the four (4)-month project. Advance notification will be provided to residents when crews need to temporarily restrict access to complete specific work.

Noise, odor, vibration: Work may be loud and may cause odor and vibration. These concerns will be temporary as work moves down the road.

More information

- **Broch Bender**, Communications
Email: bbender@kingcounty.gov
Phone: 206-263-1189
- **Website:** kingcounty.gov/218thAveSE
- **Twitter:** @KCRoads

Roadway Preservation Project

218th Avenue SE

Visit us online: Kingcounty.gov/218thAveSE



King County

Local Services

Road Services Division

Do you have questions?

We have answers.

Why is King County rebuilding this road?

Road maintenance crews have patched up this section of 218th Avenue SE from SE Green Valley Road to SE Auburn Black Diamond Road over and over through the years, however there is still a lot of cracking throughout. Rebuilding the road from the bare ground up to the pavement will eliminate the need for patchwork fixes and ensure the life of the roadway for years to come.

Why will construction take four months to complete?

The only way to shorten the construction period is to completely close off the entire road from end to end, with no pass-through access. Completing the work one half of the road at a time takes longer, but it also allows us to keep the road open to traffic during construction.

Will neighbors living on this road still get mail and package deliveries during construction?

Yes, our construction contractor will accommodate mail, package and other delivery and/or service companies who need to access to driveways within the active work zone.

Will emergency services be able to access homes during construction?

Yes. We will notify local Fire, Police and Sheriff departments about construction activity throughout the project. Our contractor will prioritize access to all emergency services and provide pass-through access to fire, police and aid vehicles as needed.



Repairing the cracked surface helps maintain safe access for years to come. Large pavement cracks on 218th Avenue SE shown above could cause the road to break apart if not repaired.

Title VI: It is King County's policy to assure that no person shall, on the grounds of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes their Title VI protection has been violated, may file a complaint with King County, please contact Lydia Reynolds-Jones at 206-477-8100.

ADA: Materials can be provided in a different language for non-English speakers or in alternative formats such as large print, Braille, or audio for persons with disabilities. Please call Road Services at 206-477-8100. Persons who are deaf or hard of hearing may contact us through the Washington Relay Service at 7-1-1.

Para solicitar esta información en Español, sírvase llamar al 206-477-8100 (relevo 711) o envíe un mensaje de correo electrónico AskLocalServices@kingcounty.gov.


King County

Local Services

Road Services Division

Sidewalk Repair and Tree Removal

26th Ave. SW from SW 106th St./SW 107th Way to SW 112th St.

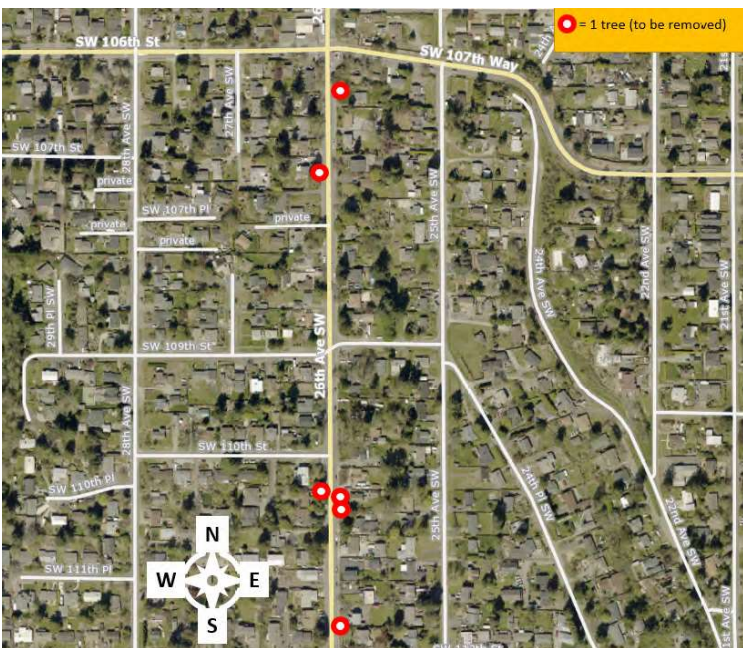
Work takes place this fall, beginning in mid- September

King County Road Services will be in your neighborhood this fall to repair cracked and damaged sidewalks caused by tree root growth. The county also will remove six trees that are causing the sidewalk to lift and crack. We will work with the Department of Natural Resources and Parks (DNRP) to provide replacement trees in a nearby location this fall. This work is part of our ongoing sidewalk repair program.

What to expect

Crews will remove all the trees before replacing 14 broken sidewalk panels. We know trees are an important part of communities and because of that the county will provide 18 replacement trees to plant in a nearby location this fall. We are replacing three trees for every one that will be removed.

Planting trees in October/November when the ground is moist will help them establish stronger roots and ensure their success.



We will replace 14 sidewalk sections, and remove six trees. The county will replant 18 replacement trees nearby.



This section of sidewalk at 11011 26th Ave. SW is one section to be replaced with new concrete. The tree and its roots will also be removed.

Why can't new trees be planted next to the curb?

We cannot plant the replacement trees along this roadway between the sidewalk and curb for two reasons:

- As the tree roots grow, the roots could cause future damage to the sidewalk.
- The existing trees were initially planted too close to the road and current county standards require no obstructions such as trees or utility poles within three feet of the curb.

Why is the county doing this work?

The bumpy sidewalk panels are a trip hazard. Replacing the panels with a smooth, flat surface removes this trip hazard and improves safety and accessibility for people walking or rolling through the neighborhood.

What can residents do?

- Find out more about our Accessibility Program.
Visit: [Kingcounty.gov/RoadsADAPlan](https://www.kingcounty.gov/RoadsADAPlan)

Contact information

We want to hear from you. Let us know if you have questions or comments about this work.



Brent Champaco, Public Information Officer
206-477-9094



AskLocalServices@kingcounty.gov

Sidewalk Repair and Tree Removal



King County
Local Services
Road Services Division

26th Ave. SW from SW 106th St./SW 107th Way to SW 112th St.

Frequently asked questions

Can I have the wood for personal use?

No. Our tree removal contractor is completely responsible for the entire operation which includes the safe, legal disposal of the trees.

Why did the county originally plant the trees near the sidewalk?

The maple trees were planted up to 50 years ago, before arborists knew their roots could eventually cause the sidewalk to buckle and break. Road Services is repairing and replacing damaged sidewalk panels according to how badly they are damaged. The worst panels are being replaced first, followed by the less-damaged, until all of the panels are replaced.

What if you damage my property while you are working?

King County will pay for damage caused by the repair and replacement process. To report a question or concern, contact Local Services at 206-477-9094. If possible, take pictures so we can record the damage.



To request this information in another format or language, call 206-477-3800 (Relay 711) or email AskLocalServices@kingcounty.gov.

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مقرلا بلع لاصتالا بجري،ةيناتا ةغلب وأ رخآ قيسنتب تامولعملا هذه بلطل -- ديرب لاسرا وأ 206- 477- 3800 بلا ينورتكلإ [.AskLocalServices@kingcounty.gov](mailto:AskLocalServices@kingcounty.gov)

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Sept. 2022

Nighttime Paving Cedar Grove Road SE SE 168th St. to Issaquah-Hobart Rd. SE



King County will repave one and a half miles of SE Cedar Grove Road between SE 168th St. and Issaquah-Hobart Rd. SE

Work will occur overnight to reduce the impact on daytime traffic. Residents in the area can expect noise while crews remove portions of the road.

This work could take a little more than a week to complete. One lane will remain open at all times.

The work is scheduled between Oct. 17 and Nov. 4. Specific dates will be posted on the website and on MyCommute.



Learn more:

www.kingcounty.gov/paving



Get road alerts:

www.kingcounty.gov/mycommute

Contact:

Broch Bender, Communications
bbender@kingcounty.gov | 206-263-1189

Find King County Road Services at . . .

- ▶ www.kingcounty.gov/roads
- ▶ Twitter: @kcroads
- ▶ Facebook: [kingcountylocalservices](https://www.facebook.com/kingcountylocalservices)
- ▶ Instagram: @kingcountylocalservices

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Learn more:
www.kingcounty.gov/paving



Nighttime Paving SE Cedar Grove Road

 **King County**
Local Services
Road Services Division
Office of Communications
KSC-LS-0815
201 S. Jackson St.
Seattle, WA 98104

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Bridge Replacement

Coal Creek Bridge



King County
Local Services
Road Services Division

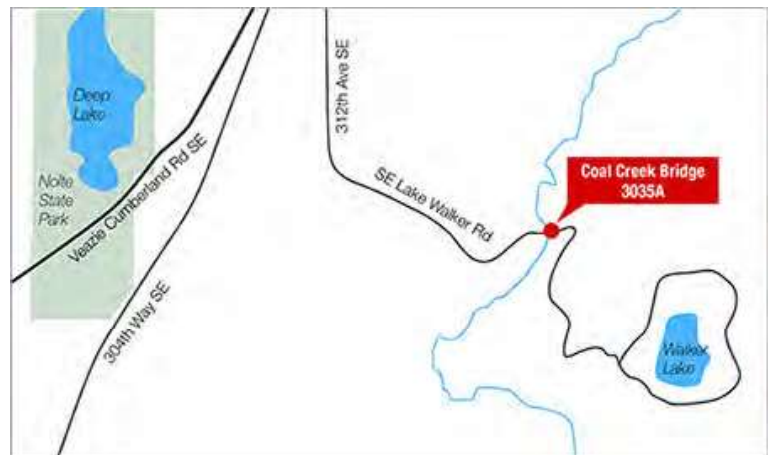
Bridge construction: Spring 2022 through fall 2022

Project overview

King County is replacing the Coal Creek Bridge on SE Lake Walker Road this summer.

The 64-year-old timber support structure is decaying, the 109-year-old steel floor beams are rusted, the paint is peeling, and the bridge has weight restrictions for heavy trucks.

The new bridge structure will be open to all vehicles, carry no weight restrictions, and is expected to last for decades.



This bridge carries residents to the local community and many visitors to Lake Walker Recreational Area.

Getting through the construction zone

King County built a temporary one-lane bridge to carry traffic over Coal Creek during construction. There are no weight restrictions on the temporary bridge.

All traffic will use the temporary bridge throughout construction until the new bridge is in place.

Travelers will always have local access in both directions over Coal Creek.

Construction timeline

- Temporary bridge opens to traffic: March 2022
- Existing bridge is removed: Spring/summer 2022
- Construction complete (anticipated): Fall 2022

Stay informed about construction

- kingcounty.gov/mycommute
- twitter: @kcroads
- Sign up for project updates: Bbender@kingcounty.gov
- Contact us: Broch Bender, Communications
bbender@kingcounty.gov or 206-263-1189

Bridge Replacement

Coal Creek Bridge



King County
Local Services
Road Services Division

Bridge construction: Spring 2022 through fall 2022

Why King County is replacing this bridge



We are losing sections of steel.



The super-structure is 108 years old and severely rusting.



The 63-year-old creosote timbers are rotting.

Common questions

Will the work be noisy? Noise levels will be typical for high-impact construction, including excavation, jack hammering, and saw-cutting.

When will crews work on site? They will typically work Monday - Friday during the day but there may be occasional weekend and/or nightwork.

How will the environment be protected during construction? Construction barriers will surround the construction area to contain construction-related materials from polluting the water. Also, the creek will be routed through a temporary bypass pipe to further protect fish and wildlife.

Title VI: It is King County's policy to assure that no person shall, on the grounds of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes their Title VI protection has been violated, may file a complaint with King County, please contact Lydia Reynolds-Jones at 206-477-8100.

ADA: Materials can be provided in a different language for non-English speakers or in alternative formats such as large print, Braille, or audio for persons with disabilities. Please call Road Services at 206-477-8100. Persons who are deaf or hard of hearing may contact us through the Washington Relay Service at 7-1-1.

Para solicitar esta información en Español, sírvase llamar al 206-477-8100 (relevo 711) o envíe un mensaje de correo electrónico a AskLocalServices@kingcounty.gov.

Project website: kingcounty.gov/CoalCreekBridge

Project updates: Contact Broch Bender at bbender@kingcounty.gov or 206-263-1189

Speed Revision

Myers Way South/1st Avenue South



King County

Local Services

Road Services Division

Public comment period June 6 through June 30

What's coming up

King County Road Services plans to lower the speed limit from 40 mph to 35 mph on Myers Way South/1st Ave South through White Center in summer 2022. Lowering the speed limit will improve safety on this busy road. **The public comment period on the speed reduction is June 6 through June 30.**

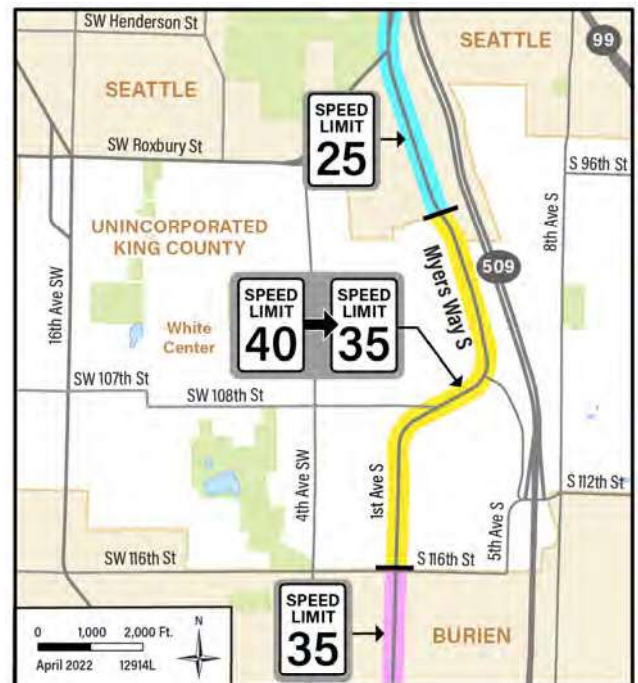
Why is King County lowering the speed through this section of Myers Way S?

Lowering the speed limit will increase safety. Between 2017 and 2021, there were 77 collisions on Myers Way S/1st Avenue S between S 99th Street and S 116th Street. This is more than two times the statewide average.

Traffic engineers did a speed study to help find ways to improve safety on this section of Myers Way S. The team reviewed the layout of the road, looked at curves, intersections, and how wide the vehicle lanes and shoulders are. The team's recommendation is to lower the speed limit from 40 mph to 35 mph.

Why are there different speed limits on different sections of Myers Way S/1st Avenue S?

Myers Way S/1st Avenue S has three different speed limits because it goes through the City of Seattle, unincorporated King County, and the City of Burien. **Each of these areas set their own speed limits.**



Myers Way South in White Center. The current speed limit is 40 mph.



Let us know what you think!

- Scan the QR code above
- Visit: kingcounty.gov/SpeedLimitReductions

Contact us:



Broch Bender, Communications Manager
BBender@kingcounty.gov
206-263-1189

or



AskLocalServices@kingcounty.gov



Local Services
Road Services Division
KSC-LS-0313
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NE Woodinville-Duvall Road at NE 172nd Street Culvert Replacement Project

Two-month project starts with 30-day road closure

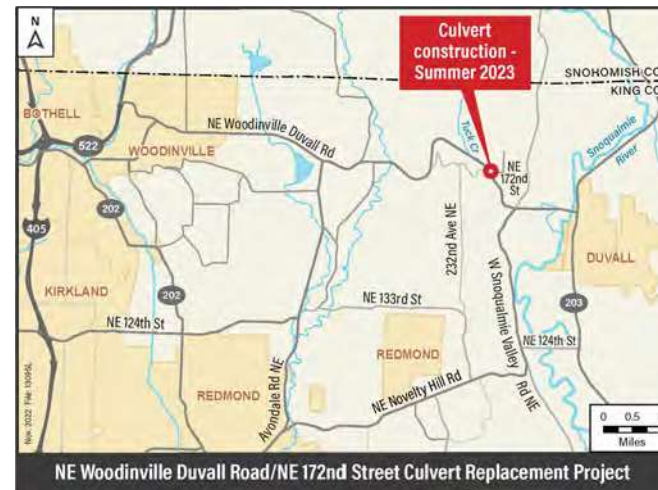


King County will close both directions of NE Woodinville-Duvall Road next to NE 172nd Street for 30 days in late June and July. We will remove fish passage barriers and install a large, wide culvert under the road. A posted traffic detour will be in place, plan up to 45 minutes of extra travel time through the area. The entire project will last through August.

- **CLOSED in late June/July 2023 for 30 days:**
Both directions of NE Woodinville-Duvall Road near NE 172nd Street to install the culvert underneath the road.
- **No traffic allowed through work zone:**
The road will have an open construction pit. All traffic, including emergency response, pedestrians and bicycles, will be detoured. Visit project website for detour map.
- Exact closure dates will be posted online at kingcounty.gov/MyCommute and at the project location two weeks in advance.
- Local access on NE Woodinville-Duvall Rd and NE 172nd St. will be maintained.

Project website and detour map:

kingcounty.gov/WDRoadCulvert



Contact: Broch Bender, Communications | bbender@kingcounty.gov | 206-263-1189

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The culvert (above) that carries Tuck Creek under the road is a fish passage barrier. We will remove it this summer.

kingcounty.gov/WDRoadCulvert

- ▶ Twitter: @kcroads
- ▶ Sign up for road alerts: kingcounty.gov/roadalert

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NE Woodinville-Duvall Road at NE 172nd Street Culvert Replacement Project

Two-month project starts with 30-day road closure



King County

Local Services

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Office of Communications

KSC-LS-0815

201 S. Jackson St.

Seattle, WA 98104

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Redmond Ridge Drive NE & NE Alder Crest Drive Roundabout Project

Construction expected spring 2023 through fall 2023



King County is building a roundabout to improve safety at the intersection of Redmond Ridge Drive NE and NE Alder Crest Drive. Work will start in May or June and end this fall.

The project also includes new sidewalks, signed crosswalks and mobility curb ramps.

What to expect during construction

- Single lane closures for up to four months.
- Occasional full road closures at the intersection. Detour provided.
- Local access will be maintained at all times.

Learn more on the project website:

kingcounty.gov/RedmondRidgeDriveNE



Contact: Broch Bender, Communications | bbender@kingcounty.gov | 206-263-1189

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Above: An image of what the new roundabout will look like.

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**Redmond Ridge Drive NE & NE Alder Crest Drive
Roundabout Project**
Construction expected spring 2023 through fall 2023
kingcounty.gov/RedmondRidgeDriveNE



King County

Local Services
Road Services Division
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Pedestrian Safety Improvement Project

Renton Ave. S from S 112th St. to 68th Ave S.



King County

Local Services

Road Services Division

Roadwork: September through November 2022

Project website: [Kingcounty.gov/RentonAveSidewalks](https://kingcounty.gov/RentonAveSidewalks)

The project is in the unincorporated community of Skyway, Washington. It is the third phase of a three-phase project to improve pedestrian safety on Renton Avenue S.

This project adds a new section of sidewalk along the west side of Renton Ave. S., and re-stripes the road to separate pedestrian and bicycle traffic from moving vehicles. Curb ramps also will be installed at each intersection.

This is not a road diet. Renton Ave. S will still have two general traffic lanes and a center turn lane.

New sidewalk for safer walking routes to school

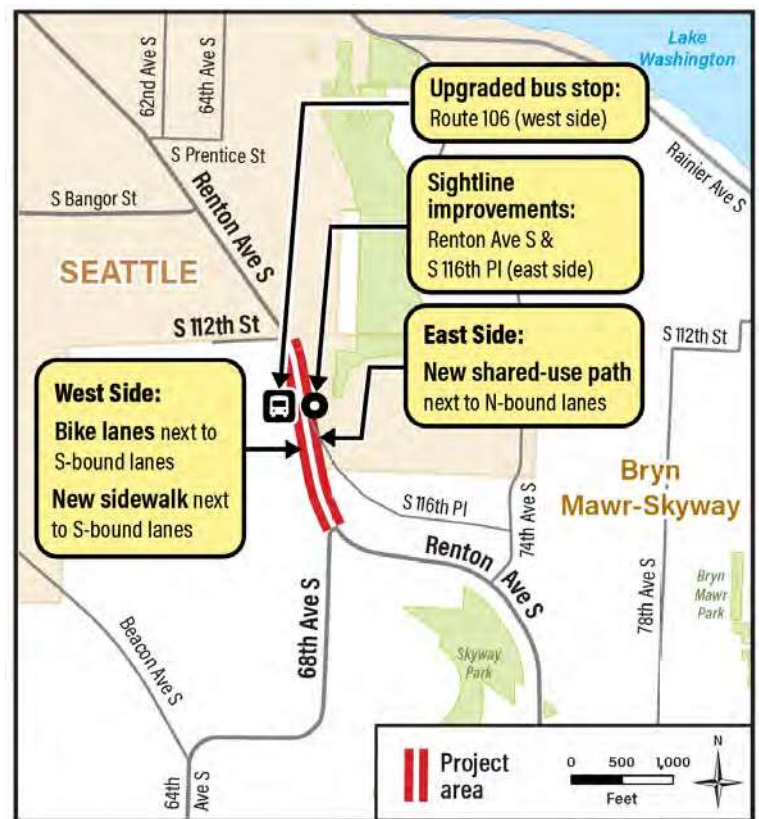
- Improves safety for people walking to and from Lakeridge and Campbell Hill elementary schools.

Better routes for bicycles and pedestrians

- Adds a 5-foot-wide bicycle lane on the west side and an 8-foot-wide pedestrian/bicycle pathway on the east side of Renton Avenue S.

Improved accessibility for transit riders

- We will replace the existing Metro Transit Route 106 bus stop (located on southbound Renton Avenue S across from S 116th Place) with a new, ADA-compliant bus stop that is accessible to all people.



This map shows the improvements coming to Renton Avenue S between 68th Avenue S and S 112th Street.

More information

Broch Bender, Communications

Email: bbender@kingcounty.gov

Phone: 206-263-1189

Website: kingcounty.gov/RentonAveSidewalks

Twitter: @KCRoads

Pedestrian Safety Improvement Project

Renton Ave. S from S 112th St. to 68th Ave S.



King County
Local Services
Road Services Division



Existing view of Renton Avenue S at the intersection of S 116th Place, looking south.

What to expect during construction

The road will remain open to two-way traffic throughout construction. Construction is expected to last up to 10 weeks.

- **Work hours:** Monday through Friday, 7 a.m. to 5 p.m.
- **Temporary closure of Route 106 bus stop:** Route 106 stop on west side of Renton Ave. S at S. 116th St. will close for up to 8 weeks. All other stops to remain open.
- All vehicle and bicycle traffic will shift to the east side of the road during construction.
- Existing southbound lane will be used to store equipment.
- The center lane and bike lane will be restored once construction is complete.

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King County

Local Services

Road Services Division

Sidewalk Repair and Tree Removal

S. 124th St. between 68th Ave. SW and Beacon Ave. S

Work takes place in mid-July

King County Road Services will be in your neighborhood this July to repair cracked, damaged sidewalks caused by tree root growth. The county also will remove 11 trees that are causing the sidewalk to lift and crack. We will work with the community to provide replacement trees and plant them in a new location this fall. This work is part of our ongoing sidewalk repair program.

What to expect

Crews will remove all the trees before replacing 30 broken sidewalk panels. The county will provide 33 replacement trees and will work with the community to plant the new trees in a different location this fall.

Planting trees in October/November when the ground is moist will help them establish stronger roots. This also will allow time to work with the community to identify a suitable location for the replacement trees.

Why is the county doing this work?

The bumpy sidewalk panels are a trip hazard. Replacing the panels with a smooth, flat surface removes this trip hazard and improves safety and accessibility for people walking or rolling through the neighborhood.

Why can't new trees be planted next to the curb?

We cannot plant the replacement trees along this roadway near the sidewalk (adjacent to the curb) for two reasons. First, as the tree roots grow, the roots could cause future damage to the sidewalk. Second, the existing trees were initially planted too close to the road and current county standards require no obstructions such as trees or utility poles within three feet of the curb.

What can residents do?

- Connect with us to help decide where to plant the 33 replacement trees in your neighborhood.
- Find out more about our Accessibility Program.

Visit: kingcounty.gov/RoadsADAPlan

Contact information

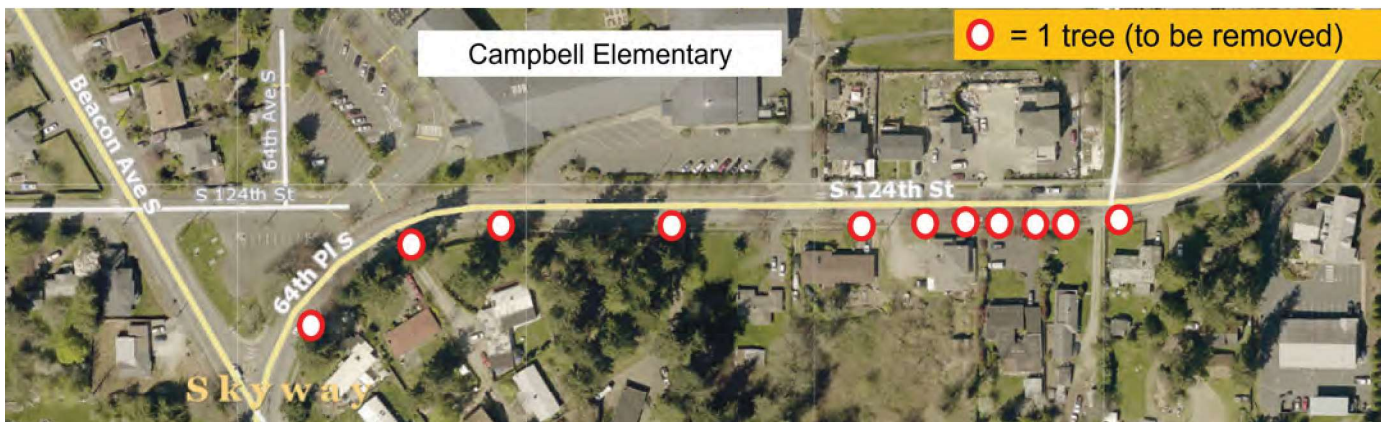
We want to hear from you. Let us know if you have questions or comments about this work.



Brent Champaco, Public Information Officer
206-477-9094



AskLocalServices@kingcounty.gov



King County will replace sidewalk panels and remove 11 trees on S. 124th Street. The white and red dots show the locations of the trees that will be removed. Crews will replace the broken panels after the trees are taken down.



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Road Services Division
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201 S. Jackson St.
Seattle, WA 98104

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.ama iimayl u dir AskLocalServices@kingcounty.gov

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AskLocalServices@kingcounty.gov ។

Upcoming Road Work

SE 208th Street/Kerriston Road



King County
Local Services
Road Services Division

Road maintenance begins mid-May, lasts 5 days

What's coming up

King County Road Services crews will do five days of maintenance on this gravel road in mid-May. Work could begin May 16 or May 23 and depends on dry weather.

We will use a road grader to break up, repack, and re-level the gravel portion of SE 208th Street/Kerriston Road.

We will fill potholes, spread out gravel that has piled up on the sides and in the middle. We will add more gravel to make a smoother, wider driving surface.

Why is the road only graded in spring and early fall?

The road condition cannot be too wet or too dry to grade the road. If we grade the road in hot dusty weather, or wet, muddy conditions then the graded surface will not last as long. Spring and late summer/early fall weather generally works best for longer lasting results.

Why this works

The wider driving surface allows two vehicles to pass safely. A smoother driving surface reduces the bumps travelers feel when they use the road.

Can I use the road while crews are working on it?

Yes. Drivers should keep speeds slow and watch for large equipment during the work. Please pass with care.



Graders dig into hard, packed dirt and gravel, lifts it up and spreads it across the area. Next, a second machine rolls and repacks the road into a smoother, stronger driving surface.



We will fill and pack potholes like these on Kerriston Road.

How to make the repairs last longer

Go the 25 mph posted speed limit

Driving faster than 25 mph:

- pushes gravel and dirt to the side
- creates more potholes more quickly
- makes potholes deeper and wider

Slow down around corners

Speeding around corners:

- pushes gravel to the sides, which makes the corner narrower
- increases the risk of collisions with oncoming traffic

King County will return in late summer/early fall to repeat this work, preparing the road for fall rain and winter snow and ice.

Stay informed

- twitter: @kcroads
- kingcounty.gov/mycommute

Upcoming Road Work

SE 208th Street/Kerriston Road



King County
Local Services
Road Services Division

Will King County pave this gravel road?

Many of you have contacted us about paving this road. We cannot pave this road for several reasons.

- This road sits directly above the protected Cedar River Watershed, the water source for your fresh water and your wells. A substantial amount of environmental permitting and funding would be required to pave in this protected area.
- Paving is expensive. You use this road every day but the number of trips, the number of travelers who rely on this road is very low compared to our major road network. We look at how many people use a road every day when we decide which roads to pave.
- Currently, King County has the funding resources to pave up to five miles of road every year. We need to focus on repaving our designated life and safety roads first.



Because the gravel is pushed to one side, many drivers avoid the gravel and use the same lane. Please drive slowly around corners to avoid on-coming vehicles and go the posted speed limit of 25 mph.

What else will King County do to address our concerns?

King County will continue to maintain this gravel road.

- Twice a year, we will regrade the road. It will happen in late spring and again in late summer/early fall.
- We will repair dangerous potholes or make other emergency repairs as needed. Travelers can contact us through our 24/7 Road Helpline at 206-477-8100 or 1-800-527-6237. You can also email us at maint.roads@kingcounty.gov.

Title VI: It is King County's policy to assure that no person shall, on the grounds of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes their Title VI protection has been violated, may file a complaint with King County, please contact Lydia Reynolds-Jones at 206-477-8100.

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Para solicitar esta información en Español, sírvase llamar al 206-477-8100 (Relevo 711) o envíe un mensaje de correo electrónico a AskLocalServices@kingcounty.gov.

More information?

Contact: Broch Bender, Communications Manager
BBender@kingcounty.gov, 206-263-1189

Sidewalk Repair and Tree Removal

SW 108th St. between 3rd Ave. SW and 1st Ave. SW



King County

Local Services

Road Services Division

Work takes place this fall, beginning in mid- September

King County Road Services will be in your neighborhood this fall to repair cracked and damaged sidewalks caused by tree root growth. The county also will remove 13 trees that are causing the sidewalk to lift and crack. We will work with the Department of Natural Resources and Parks (DNRP) to provide replacement trees in a nearby location this fall. This work is part of our ongoing sidewalk repair program.

What to expect

Crews will remove all the trees before replacing 26 broken sidewalk panels. We know trees are an important part of your community and because of that the county will provide 39 replacement trees to plant in a nearby location this fall. We are replacing three trees for every one that will be removed.

Planting trees in October/November when the ground is moist will help them establish stronger roots and ensure their success.



This section of sidewalk at SW 108th Street near 3rd Avenue SW has buckled. We will remove the tree, replace the section of sidewalk and plant a new tree nearby.

Why can't new trees be planted next to the curb?

We cannot plant the replacement trees along this roadway between the sidewalk and curb for two reasons:

- As the tree roots grow, the roots could cause future damage to the sidewalk.
- The existing trees were initially planted too close to the road and current county standards require no obstructions such as trees or utility poles within three feet of the curb.

Why is the county doing this work?

The bumpy sidewalk panels are a trip hazard. Replacing the panels with a smooth, flat surface removes this trip hazard and improves safety and accessibility for people walking or rolling through the neighborhood.

What can residents do?

- Find out more about our Accessibility Program.

Visit: [Kingcounty.gov/RoadsADAPlan](https://www.kingcounty.gov/RoadsADAPlan)

Contact information

We want to hear from you. Let us know if you have questions or comments about this work.



Brent Champaco, Public Information Officer
206-477-9094



AskLocalServices@kingcounty.gov



King County will replace 26 sidewalk panels and remove 13 trees on SW 108th Street. The white and red dots show the locations of the trees that will be removed. Crews will replace the broken panels after the trees are taken down.

Sidewalk Repair and Tree Removal



King County
Local Services
Road Services Division

SW 108th St. between 3rd Ave. SW and 1st Ave. SW

Frequently asked questions

Can I have the wood for personal use?

No. Our tree removal contractor is completely responsible for the entire operation which includes the safe, legal disposal of the trees.

Why did the county originally plant the trees near the sidewalk?

The maple trees were planted up to 50 years ago, before arborists knew their roots could eventually cause the sidewalk to buckle and break. Road Services is repairing and replacing damaged sidewalk panels according to how badly they are damaged. The worst panels are being replaced first, followed by the less-damaged, until all of the panels are replaced.

What if you damage my property while you are working?

King County will pay for damage caused by the repair and replacement process. To report a question or concern, contact Local Services at 206-477-9094. If possible, take pictures so we can record the damage.



To request this information in another format or language, call 206-477-3800 (Relay 711) or email AskLocalServices@kingcounty.gov.

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بلا ينورتكلا AskLocalServices@kingcounty.gov

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Để có các thông tin này bằng tiếng Việt, xin gọi số 206-477-3800 hoặc gửi điện thư đến AskLocalServices@kingcounty.gov

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Bridge Replacement

Upper Tokul Creek



King County
Local Services
Road Services Division

NEW! Construction starts in September 2022. Temporary bridge opens to traffic in November. Work hours: Monday - Friday, 7 a.m. to 3:30 p.m.

Overview

King County will replace the existing 57-year-old, weight-restricted Upper Tokul Creek Bridge on Tokul Road SE. The new, stronger bridge will be 28 feet wide, have two 10-foot-wide travel lanes, 4-foot shoulders, and no weight restrictions.

King County will maintain access for all vehicles throughout construction via a temporary one-lane bridge with no weight restrictions. Construction will take 10 months to complete, beginning September 2022 and lasting through June 2023.

Why replace the bridge?

The bridge provides sole access to approximately 50 single-family homes and is also used by nearby forest and mining industry trucks.

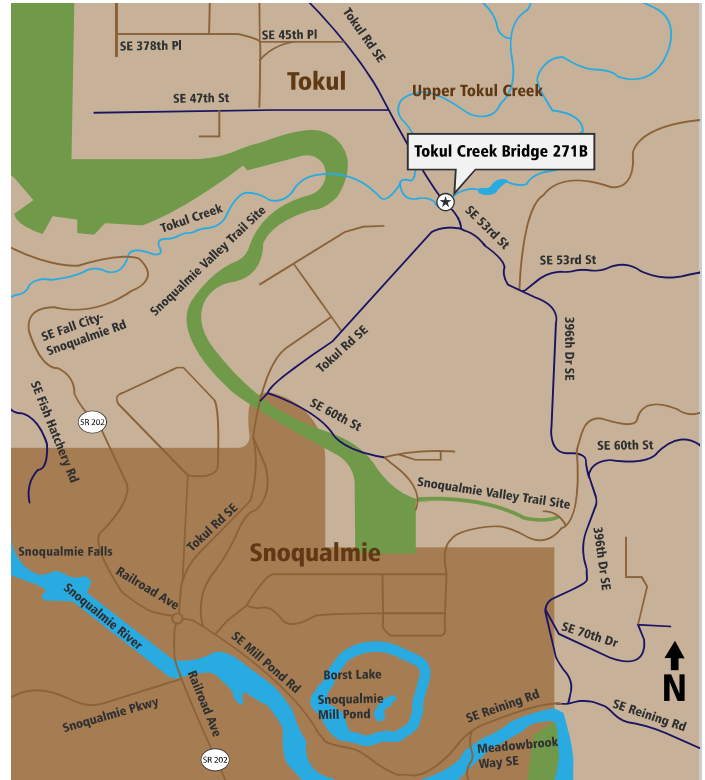
While safe for travel, the 57-year-old bridge has outlived its useful life and is at risk of being closed due to age and condition. In addition, the current bridge is too narrow, does not have shoulders, and cannot accommodate very heavy trucks that are standard today.

Extensive Maintenance

The aging timber support structure is decaying, which requires frequent and major repairs. These repairs are costly over time and inconvenience bridge users.

The bridge will remain open during construction

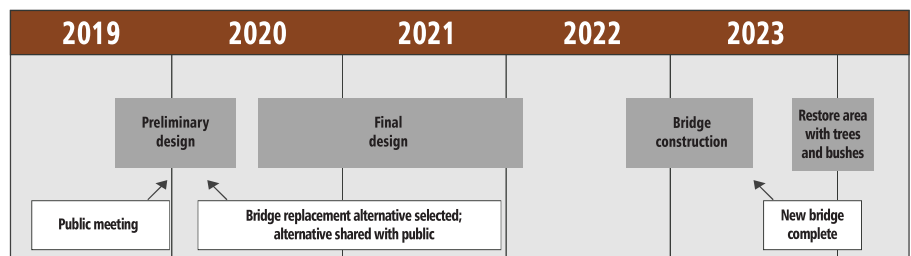
All vehicles will be diverted to a temporary one lane bridge located next to the active construction area. The temporary bridge will have no weight restrictions.



To learn more about this project visit:

[kingcounty.gov/
UpperTokulCreekBridge](https://kingcounty.gov/UpperTokulCreekBridge)

or scan the QR code.



Contact information

Broch Bender Communications: bbender@kingcounty.gov, 206-263-1189

Bridge Replacement

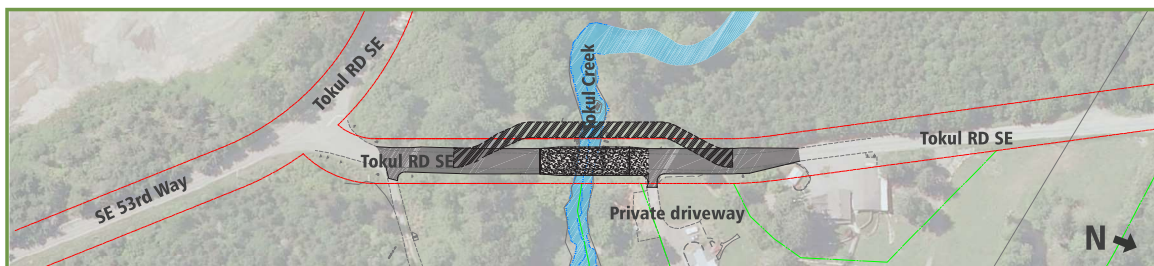
Upper Tokul Creek



King County
Local Services
Road Services Division

How construction will work

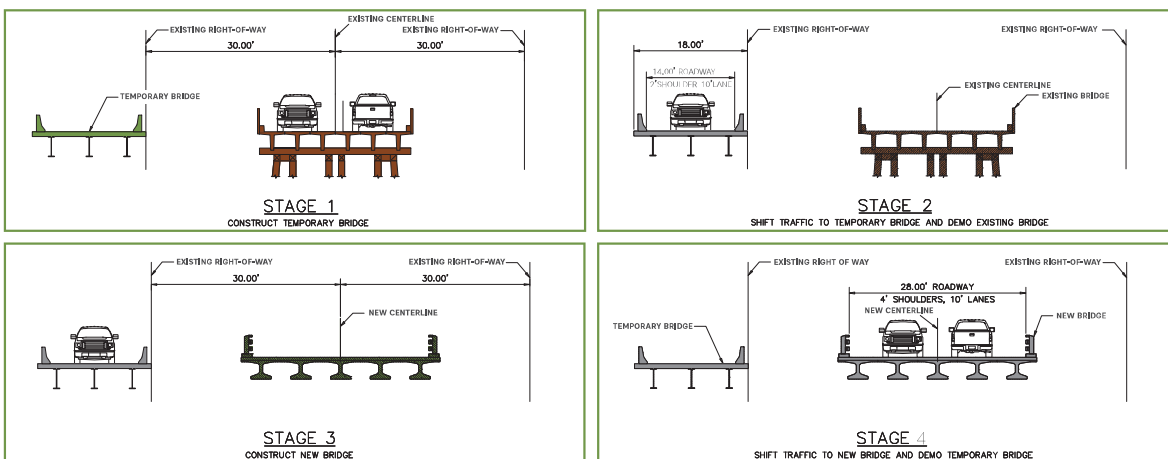
King County will build a one-lane temporary bridge to shift traffic during construction. We will close, remove, and rebuild the Upper Tokul Creek Bridge in phases. Once construction is complete, traffic will be shifted back onto the new bridge and the temporary bridge will be removed. Work hours: Monday through Friday, 7 a.m. to 3:30 p.m.



Legend

- Existing right-of-way
- Private property
- Proposed new roadway
- Proposed temporary bridge
- Proposed new bridge

Construction stages



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Vashon Highway SW lighting improvements



King County

Local Services

Road Services Division

Work to take place in fall 2022

Driver and pedestrian safety improvements coming soon

This fall, Road Services will be partnering with Puget Sound Energy to install or update several street lights on Vashon Highway SW and nearby roads.

We heard that community members wanted more lighting along this busy area. King County Road Services also recognized the need for better lighting to improve safety at additional locations.

When will this work occur?

These improvements will take place in fall 2022. We plan for this work to be done on two Sundays this season between daytime hours of 9 a.m. and 7 p.m.

If scheduling conflicts arise, work may be done on weekdays. Work will not be done on Saturdays.

What can community members expect during construction?

Message signs will inform the public of work at least 72 hours before it begins. There will be minimal lane restrictions with traffic control at intersections.

Parking between SW Bank Road and SW 174th Street will be restricted during work.



Questions?

Broch Bender, Communications
bbender@kingcounty.gov or 206-263-1190

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Vashon Highway SW lighting improvements



King County
Local Services
Road Services Division

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APPENDIX D

(Question 10)

1. Participatory Budgeting Press Release on Project Selection (6 pages)
2. First Participatory Budgeting Project Underway, Blog Post (5 pages)
3. Community Office Hours Announcement (3 pages)
3. 2024 Comprehensive Plan Update Web Page in Spanish (5 pages)
4. 2024 Comprehensive Plan Update Web Page in Korean (6 pages)

APPENDIX D.1 - Participatory Budgeting Press Release on Project Selection



45 projects selected for initial King County participatory budgeting awards

More than 2,600 ballots were cast by community members to select 45 projects that King County will fund as part of its first participatory budgeting process. Residents voted —online and on paper —earlier this month, and the winning projects were announced during a ceremony today in Skyway.

The vote marks the high point of this community-driven journey, which began in King County a little more than a year ago, when King County Executive Dow Constantine proposed a budgeting process that would empower the following urban unincorporated areas:

- East Federal Way
- East Renton
- Fairwood
- Skyway
- White Center

King County Local Services and its community partner, the Community Investment Budget Committee, established the parameters of the program, collected and evaluated project ideas submitted by community members, and held a vote to decide which projects should receive funding. More than 60 community members contributed their time and ideas to the process. Each of the areas selected its own winning projects.

"These investments are proposed, evaluated, and decided by the people closest to the communities they will serve. Participatory budgeting is a demonstration of the power of community, and the culmination of hard work of dozens of volunteers and grassroots leaders over the last year," said Executive Constantine. "This program shows the way forward for community-led investments to upend historical and racial inequities and continue making King County a place where every person can thrive."

Winning projects

East Federal Way

- Lake Geneva Park Upgrades "Let's Play" (\$1.5 million)
- Community Garden/P Patch Fund (\$100,000)
- Utility Box – Art Murals (\$35,000)

East Renton

- Revive our Basketball Court at Maplewood Park (\$100,000)
- Home Repair Fund (\$100,000)
- Cemetery Pond: Acquisition – Critical Green Infrastructure (\$50,000)
- Cemetery Pond and Wetland: Upgrade Public Access and Amenities (\$35,000)

Fairwood

- Splash Pad/Cooling Center at Petrovitsky Park (\$720,000)

Skyway/West Hill

- Strolling Safe on 57th Avenue S (\$1.4 million)
- Campbell Hill – Community Track (\$750,000)
- Street Beautification – Skyway Business District (\$500,000)
- Grocery Outlet – Outdoor Community Space Upgrades (\$250,000)
- Welcome Home – Down Payment Assistance (\$250,000)
- Where is My Bus? – Metro Bus Stop Upgrades (\$250,000)
- Redevelopment of Cynthia A. Green (\$200,000)
- Hewet Skyway – Community Garden (\$100,000)
- Community Garden Fund (\$100,000)
- Rahwa Ogbe Habte – Memorial Project (\$50,000)
- Utility Box – Cultural Art Mural Projects (\$50,000)

Skyway/West Hill (Funded by Marijuana Tax Revenue)

- Grant Program – Youth and Education Programs and Services (\$280,000)
- West Hill Community Association – Capacity Building (\$150,000)
- Acts on Stage – Summer Youth Theater program (\$50,000)
- Green STEM apprenticeship program (\$50,000)
- Refining Impact – Mobile Food Bank (\$50,000)
- We.App – Speak with Purpose (\$35,000)
- Double Dutch Divas (\$30,000)
- Beyond High Schools – College Tours (\$25,000)
- Rainier Avenue Radio Apprenticeship Program (\$25,000)
- Skyway Business Revitalization Project (\$25,000)
- Colorful Communities Parent Support in Schools (\$20,000)
- Skyway Arts Commission (\$20,000)
- Art in the Park (\$15,000)
- Shine Nail Lab – Nail Art Workshops (\$15,000)
- So Fresh, So Clean! – Laundromat Fund (\$10,000)

White Center/North Highline

- White Center Food Bank “New Location Renovation Fund” (\$875,000)
- White Center Community HUB “Construction Fund” (\$750,000)
- Khmer Community Temple Support (\$750,000)
- Spray Park/Outdoor Cooking Center; Cool Me Down – White Center (\$725,000)

White Center/North Highline (Funded by Marijuana Tax Revenue)

- Gifts of Hope (\$175,000)
- Neplanta Cultural Art Programming (\$150,000)
- Acts on Stage – Programming (\$75,000)
- Green Education – New Start (\$66,000)
- Mental Health – Grief Support (\$32,500)
- White Center Heights Elementary School – Family Resource Center (\$25,000)
- Wolverine Select – Funding (\$16,500)

More on participatory budgeting

In 2021, the King County Council approved Executive Constantine’s new approach to community investment—one that’s centered on racial equity. It gives people who live, work, play, or worship in the county’s five urban unincorporated areas the chance to directly choose how more than \$11 million is spent in their communities.

Participatory budgeting allows communities to identify, discuss, and prioritize public spending. Residents help decide how to spend money on capital projects (physical things that are bought, built, installed, or fixed up) or programs and services.

The funds for the capital projects are backed by bonds. The funds for programs and services in North Highline/White Center and Skyway-West Hill come from King County’s general fund and are supported by marijuana retail sales tax revenue.

The Community Investment Budget Committee, a group of residents from King County’s urban unincorporated areas, met virtually to create the framework for the new participatory budgeting process.

The Committee then asked the public to submit ideas for projects that voters would choose to receive funding. The program then identified 40 community volunteers committed to serving as “Proposal Advocates” to help build selected ideas into detailed proposals that listed on the ballot for community vote.

The work, planning and community building culminated earlier this month with a public vote that was open to anyone 12 years or older who lived, worked, went to school or worshipped in any of the five areas. Local Services staff, CIBC members and Proposal Advocates canvassed all five areas, from National Night Out celebrations to community festivals to grocery stores.

“We did it! We completed our first-ever Participatory Budgeting process, and in the end, residents of different backgrounds used this opportunity to help shape improvements in their neighborhoods,” Participatory Budgeting Program Manager Gloria Briggs said. “I could not be prouder of our team, especially our CIBC members who met regularly over Zoom to give voice to the people. It wasn’t easy, but in a short amount of time, we worked collaboratively and passionately to create something that will have a lasting impact in our communities. Today is a day that we should all celebrate!”

Relevant links

- [King County to residents of its urban unincorporated areas: Help us decide how to spend \\$10 million in your neighborhoods](#)
- [Community Investment Budget Committee creates framework for participatory budgeting process, divides funds among five urban unincorporated areas](#)
- [“The People’s Budget - Your Voice, Your Choice”: Public can now submit ideas for how to spend public funds in urban unincorporated areas](#)
- [It’s time to vote for improvements that will come to your neighborhood](#)

Quotes

“

These investments are proposed, evaluated, and decided by the people closest to the communities they will serve. Participatory budgeting is a demonstration of the power of community, and the culmination of hard work of dozens of volunteers and grassroots leaders over the last year. This program shows the way forward for community-led investments to upend historical and racial inequities and continue making King County a place where every person can thrive.

Dow Constantine, King County Executive

“

Participatory Budgeting is a system we put in place to make sure people who usually have the least access to the budgeting process have a direct say in how funds are spent in their community. I'm excited to see the community's vision come to life and even more excited to improve this process and make it a staple for how we do things in King County.

King County Councilmember Girmay Zahilay

“

The fact that we're here today, announcing the winning projects of King County's first participatory budgeting vote, is a testament to how invested the community was in this process. The county committed to empowering communities that have been historically underserved. They drove the process with our support. It wasn't always easy. But this vote shows the kind of success that's possible when local government works collaboratively with the communities it serves.

John Taylor, director King County Department of Local Services



We did it! We completed our first-ever participatory budgeting process, and in the end, residents of different backgrounds used this opportunity to help shape improvements in their neighborhoods. I could not be prouder of our team, especially our Community Investment Budget Committee members who met regularly over Zoom to give voices to the people – all people. It wasn't easy, but in a short amount of time, we worked collaboratively and passionately to create something that will have a lasting impact in our communities.

Gloria Briggs, Participatory Budgeting Program Manager

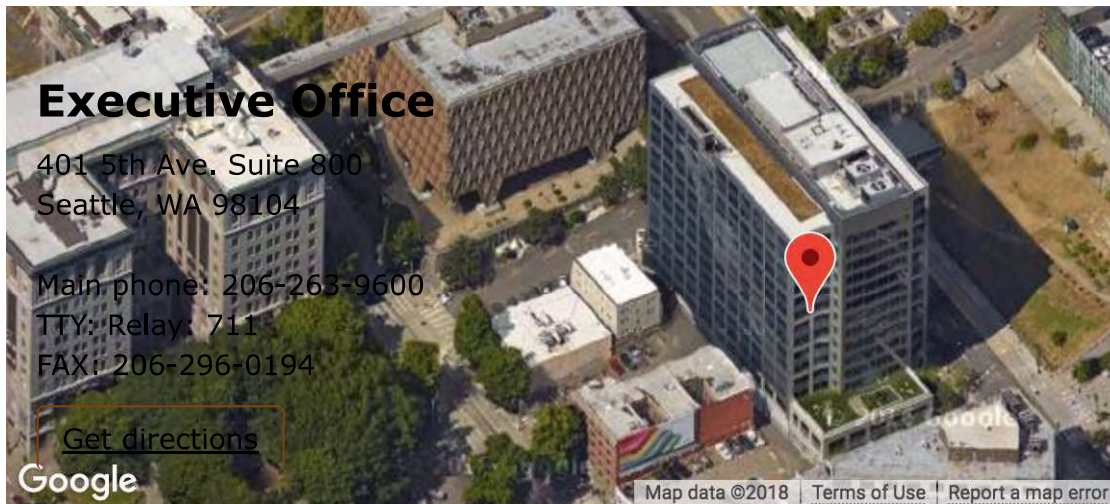


Being a committee member and doing the work for the participatory budgeting process was one of the most educational, hardest, maddening, tiring, liberating, and satisfying experiences I have ever had. All of my emotions were utilized. I have laughed, and I have cried. I have wanted to fight, and I have wanted to party. But it was all worth it for my beloved Skyway. And the most rewarding piece for me were the bonds I made with my fellow committee members. Some became friends. Some became family. I came on board to help the community of Skyway win something big, but I ended up being a winner because of them. All in all, the experience was amazing, and I'm blessed to have witnessed and been part of it.

Ayanna Brown, Skyway/West Hill Co-Chair, Community Investment Budget Committee

FOR MORE INFORMATION, CONTACT:

[Chase Gallagher](#), Executive Office, 206-263-8537



King County Executive
Dow Constantine



Read the Executive's [biography](#).



Last Updated August 17, 2022

APPENDIX D.2 - First Participatory Budgeting Project Underway, Blog Post

King County Local

News from the King County Department of Local Services

Another milestone: First Participatory Budgeting project chosen by voters will expand Cemetery Pond Open Space area in East Renton



We've reached another milestone in the Participatory Budgeting process – the first of dozens of projects that voters chose during a history vote this year has become reality.

The Cemetery Pond Open Space area in East Renton has received \$50,000 to acquire critical green infrastructure.

Last summer, residents across five urban, unincorporated areas of King County selected dozens of community projects and initiatives to receive public funding as part of the county's new, community-driven approach to public investments called Participatory Budgeting.

“The new land acquisitions at Cemetery Pond, funded through our first round of participatory budgeting, is a milestone for this new and critical process,” King County Executive Dow Executive Constantine said. “With each new project funded, we’re highlighting the power of resident-led investments in the communities we serve, delivering on a shared vision of our region’s future.”

The Cemetery Pond project is now the first of those selected to receive its funding, building on years of advocacy from the local community to improve and restore the wetland. The project directly supports continued acquisitions of the wetland and its buffer areas. The Community Investment Budget Committee selected the Cemetery Pond wetland acquisition project to be included in the list of projects that went to the public for a vote earlier this year.

The award for acquisition of critical green infrastructure helped the county purchase property that increases the pond and wetland capacity. King County has acquired nine parcels at Cemetery Pond since 2019, totaling 3.15 acres for wetland protection and restoration. The most recent parcel purchase in September, supported by the participatory budgeting funds, adds more than an acre to the wetland restoration project that will help slow and clean stormwater runoff.

“The acquisition and improvements at Cemetery Pond are just some of the many types of community improvements that we envisioned as we created the Participatory Budgeting process,” said Local Services Director John Taylor. “Residents were empowered to choose and directly address community needs. This marks another milestone in the Participatory Budgeting process, and we’re excited to see other projects that the community has chosen become reality as well.”

“This project delivers multiple benefits extending well beyond the boundaries of the Cemetery Reach Natural Area, with improved water quality for native fish and wildlife and expanded recreational opportunities for people who call this historically underserved community home,” said Natural Resources and Parks Director Christie True.

Voters also approved \$35,000 to upgrade public access and amenities in the wetland area, which will fund the design and construction of public trails to access the open space. Community partners will inform the design of wetland restoration and public amenities and improvements through June 2024.

Restoration of Cemetery Pond is one of the Clean Water Healthy Habitat goals of managing stormwater and restoring salmon habitat.

More about Participatory Budgeting

In 2020, King County embarked on a new, community-driven approach to determining how to spend public funds called participatory budgeting. King County Executive Dow Constantine proposed a budgeting process that would empower the urban unincorporated areas of East Federal Way, East Renton, Fairwood, Skyway, and White Center.

King County Local Services and its community partner, the Community Investment Budget Committee, established the parameters of the program and collected and evaluated project ideas submitted by community members, which culminated in a public vote last August that decided which projects should receive funding. More than 60 community members contributed their time and ideas to the process, which allowed residents who live, play, go to school, work, or worship in each of the areas to cast their votes. Nearly 2,600 ballots were cast across the five areas.

The new land acquisitions at Cemetery Pond, funded through our first round of participatory budgeting, is a milestone for this new and critical process. With each new project funded, we're highlighting the power of resident-led investments in the communities we serve, delivering on a shared vision of our region's future.

King County Executive Dow Constantine

The acquisition and improvements at Cemetery Pond are just some of the many types of community improvements that we envisioned as we created the Participatory Budgeting process. Residents were empowered to choose and directly address community needs. This marks another milestone in the Participatory Budgeting process, and we're excited to see other projects that the community has chosen become reality as well

Local Services Director John Taylor

This project delivers multiple benefits extending well beyond the boundaries of the Cemetery Reach Natural Area, with improved water quality for native fish and wildlife and expanded recreational opportunities for people who call this historically underserved community home.

Department of Natural Resources and Parks Director Christie True

It was an honor to work with the local community on this proposal. Through the Participatory Budget process, it brought the possibility of a potential funding source for a project they have been working on for years. This project and the fact that it will be implemented so soon is a testament to the dedication of everyone involved. I'm so happy that PB helped jumpstart it. This project has also opened the door to additional opportunities involving wetland education and job training. Thank you to everyone who helped support this effort.

Gloria Briggs, Participatory Budgeting Program Manager



I am really happy that I got to be a part of this process. I think this will be a great project for the community. I feel we were heard, and this is long overdue. I'd like to see this project partner in the future with local schools and use the opportunities here to broaden the educational experience for all our community. To see this come to life is going to be exciting.

Debi Eberle, Community Investment Budget Committee Member and Community Representative

This is the first time we have had any funding to even bring the community in. We have been dedicated to this area since 2006 and it's been a long time coming. The whole community is really invested in this, and there is a long history of this area not being appreciated as it should be now. We are super excited to see what we will come and will be here every step of the way.

Gwendolyn High, Participatory Budget Proposal Advocate and President of Community Alliance to Reach-out and Engage (C.A.R.E.)

Congratulations to everyone involved!

 December 1, 2022  Local Services Communications staff  Other

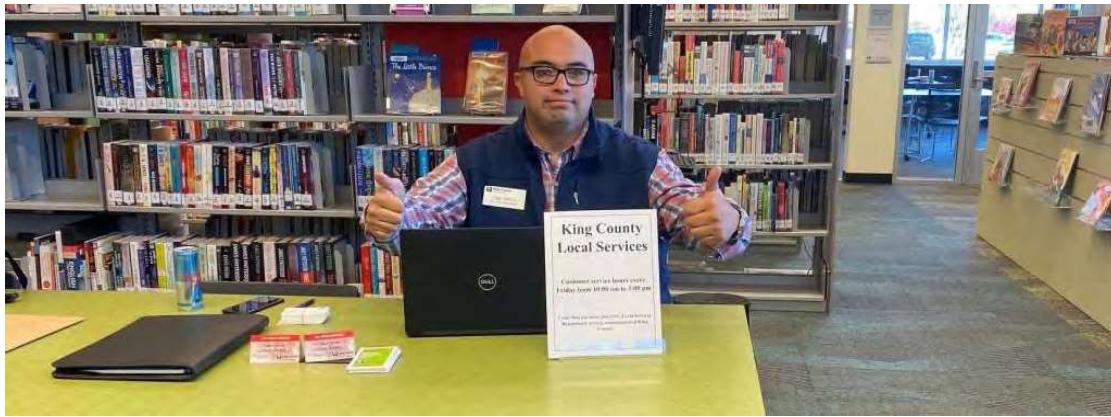
[Blog at WordPress.com.](#)

APPENDIX D.3 - Community Office Hours Announcement

King County Local

News from the King County Department of Local Services

Community office hours are back in unincorporated King County!



In another sign that our region is emerging from the pandemic, King County Local Services is excited to announce the return of our regular community office hours in the unincorporated areas!

This popular program provides local, in-person help by one or more of our staff members who can connect you with county services and information – all of which are regularly scheduled in your communities. Local Services is partnering with local libraries, a local senior center, and a homeowner’s association to increase access to government services in the unincorporated areas.

Local Services introduced this approach in 2019. Replaced with Friday lunch hour Zoom meetings during the pandemic, the program makes its return more than two years after being postponed indefinitely because of in-person meeting restrictions created by the COVID-19 pandemic.

Residents of unincorporated King County can attend a regularly scheduled community office hours session in their communities and get help with anything related to their local government. Help topics include everything from questions about Permitting and [MyBuildingPermit.com](https://www.kingcounty.gov/MyBuildingPermit.com), to Roads’ maintenance requests and questions about traffic safety,

to Community Service Area programs and anything else related to Local Services. And if residents have questions that involve other King County departments, staff will work to connect them with the proper contact.

“We are so pleased to bring community office hours back,” says Local Services External Relations Manager David Daw. “Throughout the pandemic, we heard from countless residents about how much they missed the convenience and connection that came with having one of our team members in their communities every week. We know how truly significant it is to maintain a presence in the communities we serve.”

Local Services worked with community partners to align our office hours with their hours of operation, staff availability, area need and other factors. Below is the full list of community office hours, including times, days and location (they also can be found [on our website](#)):

Black Diamond Library (24707 Roberts Drive)

- 1 p.m.-3:30 p.m., every first and third Tuesday of the month

East Federal Way Senior Center (Senior Center 4016 S 352nd St., Auburn)

- 9 a.m.-1 p.m., every Thursday

Enumclaw Library (1700 1st Street)

- 10 a.m.-1 p.m., every first, third and fourth Thursday of the month

Fairwood Library (17009 140th Avenue SE)

- 1 p.m.-3:30 p.m., every Wednesday

Fall City Library (33415 SE 42nd Place)

- 1 p.m.-5 p.m., every Tuesday
- 1 p.m.-4 p.m., every first and third Thursday of the month (featuring Economic Development staff)

Maple Valley Library (21844 SE 248th Street)

- 10 a.m.-1 p.m., every second Thursday of the month

Redmond Ridge ROA (10735 Cedar Park Crescent NE)

- 11 a.m.-1 p.m., every first and third Thursday of the month

Renton Highlands Library (2801 NE 10th Street)

- 4 p.m.-6 p.m., every second Wednesday of the month

Skyway Library (12601 76th Avenue South)

- 1 p.m.-4 p.m., every second Tuesday of the month (featuring Economic Development staff)
- 3:30 p.m.-5:30 p.m., every fourth Tuesday of the month (featuring Economic Development staff)
- 1 p.m.-6 p.m., every Wednesday of the month

Vashon Island Chamber of Commerce (17141 Vashon Highway SW)

- 9 a.m.-1 p.m., every Tuesday
- 9 a.m.-1 p.m., every second and fourth Wednesday of the month (featuring Economic Development staff)
- 9 a.m.-1 p.m., every third Thursday of the month (featuring Permitting staff)

White Center Library (1409 SW 107th Street)

- 1 p.m.-4 p.m., every first and third Tuesday of the month (featuring Economic Development staff)
- 2 p.m.-5 p.m., every Thursday

Woodinville Library (17105 Avondale Road NE)

- 10 a.m.-1 p.m., every second and fourth Thursday of the month

NOTE: Local Services makes every effort to meet its published schedule, but there may be occasional changes due to staff availability. To confirm a specific day or time, send email to AskLocalServices@kingcounty.gov or call 206-477-3800.



Spanish | Español

Descripción general del Plan integral del condado de King

La región central de Puget Sound está creciendo. En cada día de 2019, la región tuvo un aumento de 166 personas. El Consejo Regional de Puget Sound prevé que la región seguirá creciendo y añadirá otros 1.8 millones de personas y 1.2 millones de puestos de trabajo para el año 2050.

El Plan integral es un documento de políticas clave que guía cómo deberá ser el crecimiento y el desarrollo en los próximos 20 años. Orienta las decisiones y los servicios del Condado, como:

- donde se pueden construir viviendas, oficinas o tiendas;
- cómo las calles, los edificios y los árboles que son los que contribuyen al aspecto y percepción de los vecindarios;
- inversiones en la circulación, el alcantarillado y los parques;
- la protección de las explotaciones agrícolas y los bosques en funcionamiento; y
- acceso a agua potable, aire limpio y un medio ambiente saludable.

Actualización para 2024

El condado de King está por iniciar la actualización de su Plan integral que se hace una vez cada 10 años y que sirve de guía para determinar dónde los habitantes de la zona no incorporada del condado de King viven, trabajan y juegan. Aunque se conoce como la actualización de "2024", el proceso de elaboración del plan se lleva a cabo a lo largo de dos años. Consulte el calendario previsto a continuación.

Para garantizar que el condado de King pueda ser una comunidad acogedora en donde cada una de las personas pueda prosperar, la actualización de 2024 se centrará en las políticas relacionadas con la equidad racial, la vivienda asequible y el cambio climático. Puede encontrar más detalles sobre el alcance de la actualización [aquí](#). Habrá muchas oportunidades durante el proceso de planificación para que todos los habitantes del condado y el público en general aporten su opinión sobre la actualización.

Project Milestones

- **Enero a junio de 2022:** el personal ejecutivo del condado de King comienza el proceso de actualización del Plan integral.

- **Julio de 2022 a mediados de 2023:** El ejecutivo del condado de King desarrolla y publica el borrador del Plan integral para que el público lo comente.
- **Mediados de 2023 a diciembre de 2023:** el personal ejecutivo del condado de King edita el borrador del plan basándose en las aportaciones de la comunidad y comunica un plan recomendado por el ejecutivo al consejo del condado de King para su revisión y aprobación.
- **Enero a diciembre de 2024:** el consejo del condado de King revisa, modifica y adopta el Plan integral final.

Contacto

El personal del departamento de planificación regional quiere escucharlo. No dude en ponerse en contacto con nosotros si tiene algún comentario, pregunta o petición.



[Envíe un correo electrónico](#)



[Inscríbese para recibir noticias sobre la planificación integral](#)

Preguntas frecuentes

¿Por qué el condado de King tiene un plan integral?

En 1990, la legislatura del estado de Washington promulgó la Ley de gestión del crecimiento (Growth Management Act, GMA) en respuesta al rápido y descontrolado crecimiento de la época. Además de alinear la planificación estatal, la de varios condados, la de todo el condado y la local, la GMA exige a los gobiernos locales de las zonas de rápido crecimiento y densamente pobladas que elaboren y adopten planes integrales.

La función de planificación del condado de King es compleja porque es responsable de los servicios regionales y también actuó como el gobierno local de las áreas no incorporadas. Así, el Plan integral del condado de King ofrece una visión de cómo crecerán las zonas no incorporadas y cómo se proporcionarían servicios regionales, como el tránsito, los parques y los residuos urbanos.

Las políticas en todo el plan respaldan buenos principios de planificación, como la colocación de nuevas viviendas y trabajos a áreas cercanas de los centros de transporte actuales y futuros. Otra es que las tierras rurales y con recursos estén protegidas a través de un límite

de crecimiento urbano que permita que nuestra región siga teniendo granjas y bosques funcionales.

¿Qué es un área no incorporada?

Las áreas no incorporadas son áreas que se encuentran fuera de los límites de la ciudad. El condado de King es su principal proveedor de servicios gubernamentales locales, si vive o tiene negocios en vecindarios como Skyway, White Center, la isla Vashon-Maury Island o Redmond Ridge.

Aquí le mostramos dos formas para saber si se encuentra en un área no incorporada:

- Encuentre o introduzca su dirección en este mapa. La parte verde muestra las áreas no incorporadas del condado de King.
- Introduzca su dirección en el buscador de parcelas del condado de King y vea lo que aparece como jurisdicción.

¿Qué indica el Plan Integral sobre el futuro de mi comunidad?

El mapa de uso del suelo del Plan integral muestra los tipos generales de los usos planificados a largo plazo que son permitidos en cada parcela. Esto nos explica la categoría de zonificación aplicada a cada parcela y establece los usos permitidos de forma más específica y actualizada y las normas de desarrollo relacionadas. Puede encontrar el uso del suelo y la zonificación de una parcela aquí. El plan también incluye políticas sobre temas específicos, como la vivienda o los parques, que se encuentran agrupados por capítulos en el plan.

¿Quién es responsable de desarrollar y aprobar el Plan integral?

El ejecutivo del condado de King es responsable de desarrollar el Plan integral y de enviarlo al consejo del condado de King para su revisión y aprobación final. Al desarrollar el Plan integral, el ejecutivo trabaja en coordinación con los socios jurisdiccionales regionales y locales y el público en general. El aporte del público en general es bienvenido a lo largo de todo el proceso y existen varias oportunidades para enviar comentarios y hacer solicitudes. El ejecutivo toma en cuenta todos los comentarios al desarrollar el Plan recomendado por el ejecutivo. El consejo del condado de King revisa el plan, propone modificaciones y vota para decidir si la versión final del plan es adoptada.

¿Con qué frecuencia se actualiza el plan?

Hay tres tipos de actualizaciones: ajustes técnicos, actualizaciones mínimas y actualizaciones importantes.

- Cada año, existe la oportunidad de realizar ajustes técnicos en el plan y cambios menores en las disposiciones de uso del suelo y las clasificaciones de zonificación.

- Una vez cada cinco años, se puede considerar un rango limitado de cambios sustanciales. En este momento, el condado también lleva a cabo un estudio sobre la medida en que se ha producido el crecimiento previsto y evalúa las políticas para ver si son efectivas para adaptarlas. La próxima posible actualización de cinco años sería en 2029.
- Por último, al menos una vez cada diez años, el condado de King debe revisar y actualizar el plan para garantizar el cumplimiento de los objetivos y requisitos de la GMA. Estas actualizaciones son también una oportunidad para realizar cambios políticos profundos y de amplio alcance que aborden los cambios en el crecimiento de la comunidad y las necesidades a largo plazo, al mismo tiempo que se avanza en los objetivos políticos del condado.

¿Cómo puedo enviar cambios, hacer recomendaciones o mantenerme involucrado?

- Para enviar recomendaciones sobre ciertas políticas específicas o sobre cambios en el uso del suelo y la zonificación utilice el proceso de solicitud de expedientes .
- Si tiene comentarios o sugerencias generales para la actualización del plan actual (como la actualización de 2024), envíelos a CompPlan@kingcounty.gov.
- El personal de planificación del condado de King está disponible para reunirse con grupos comunitarios y otras partes interesadas. Por favor, envíe su solicitud a CompPlan@kingcounty.gov.
- Inscribese en nuestra lista de correo para recibir noticias sobre las actualizaciones de los planes y temas relacionados con el Plan integral.

Recursos adicionales

El plan adoptado actualmente

Los planes de las subáreas

Noticias sobre la planificación integral

Petición de cambios (incluyendo el expediente, propuestas de cuatro a uno y cambios de zonificación específicos del lugar).

Historia y archivo del plan

Informe de medidas de rendimiento de 2022

Código del condado de King_(incluyendo la planificación del Título 20 y la zonificación del Título 21A).

Ley de gestión del crecimiento

Last Updated September 8, 2022



Korean | 한국어

킹카운티 종합 계획 개요

중앙 퓨젯 사운드(Puget Sound) 지역이 성장하고 있습니다. 2019년에 해당 지역은 매일 166명의 인구가 증가했습니다. 퓨젯 사운드 지역 의회(Regional Council)는 이 지역이 계속 성장하여 2050년까지 180만 명의 인구와 120만 개의 일자리가 더 추가 될 것으로 예상합니다.

종합 계획(Comprehensive Plan)은 향후 20년 동안 성장과 발전이 어떻게 이루어질 것인가를 안내하는 핵심 정책 문서입니다. 이는 다음과 같은 카운티의 결정 및 서비스를 안내합니다 :

- 집, 사무실 또는 상점을 지을 수 있는 위치;
- 도로, 건물 및 나무가 근린 지역의 미관과 분위기에 기여하는 방법;
- 대중교통, 하수도 및 공원에 대한 투자;
- 운영 중인 농장과 산림 보호; 그리고
- 깨끗한 물, 깨끗한 공기 및 건강한 환경에 대한 접근.

2024년 업데이트

킹카운티는 10년에 한 번씩 진행되는, 킹카운티 비통합 지역에서 사람들이 어디에서 거주하고, 일하며, 여가를 즐기기를 안내하는 종합 계획(Comprehensive Plan)의 업데이트를 시작하려고 합니다. 비록 이 계획은 "2024년 업데이트(2024 Update)"라고 알려졌지만 계획 개발 과정이 2년여에 걸쳐 진행됩니다. 아래의 계획 된 일정을 참조하십시오.

킹카운티는 모든 사람이 번창할 수 있도록 환영하는 지역 사회가 되기 위해 2024년 업데이트는 인종적 형평성, 적정 가격의 주택 공급 및 기후 변화와 관련된 정책에 중점을 둘 것입니다. 업데이트 범위에 대한 자세한 내용은 [여기에서](#) 확인할 수 있습니다. 해당 계획 과정 중에는 모든 카운티 주민과 일반 대중이 업데이트에 대해 의견을 제기할 수 있는 많은 기회가 제공될 것입니다.

Project Milestones

- **2022년 1월-6월:** 킹카운티 행정부(King County Executive)가 종합 계획 업데이트 과정을 시작합니다.
- **2022년 7월-2023년 중반기:** 킹카운티 행정부는 일반 대중으로부터 피드백을 받기 위해 종합 계획 초안을 개발하고 발표합니다.
- **2023년 중반기-2023년 12월:** 킹카운티 행정부는 지역 사회의 의견을 기반으로 계획 초안을 수정하고 검토 및 승인을 위해 킹카운티 의회(King County Council)에 행정 권장 계획(Executive Recommended Plan)을 전송합니다.
- **2024년 1월-12월:** 킹카운티 의회가 최종 종합 계획을 검토, 수정 및 채택합니다.

연락처

지역 계획부는 귀하의 의견을 기다리고 있습니다. 의견, 질문 또는 요청이 있으면 언제든지 저희에게 연락해 주십시오.



[이메일을 보내주세요](#)



[종합 계획 뉴스에 등록하세요](#)

자주 받는 질문

킹카운티에 종합 계획이 있는 이유는 무엇입니까?

1990년에 워싱턴주 입법부는 당시의 빠르고 비균형적인 성장에 대응하여 성장 관리법(Growth Mangement Act, GMA)을 제정했습니다. GMA는 주, 여러 카운티, 카운티 전역 및 지역 계획을 조정하는 것 외에도, 빠르게 성장하는 인구 밀도가 높은 지역의 지방 정부가 종합적인 계획을 개발하고 채택할 것을 요구합니다.

킹카운티의 계획 진행 역할은 지역 서비스를 담당하고 또한 비통합 지역들에 대한 지방 정부라는 점에서 복잡합니다. 따라서 킹카운티의 종합 계획은 비통합 지역이 어떻게 성장하고, 대중교통, 공원 및 고형 폐기물 처리와 같은 지역 서비스가 어떻게 제공될 것인지에 대한 전망을 제안합니다.

계획 전반에 반영된 정책들은 새 주택과 일자리들을 현재 및 계획된 대중교통 센터 근처로 유도하는 것과 같은 유익한 계획 원칙을 뒷받침합니다. 또 다른 하나는 농촌 및 토지 자원이 도시 성장 한계선을 통해 보호되어 우리 지역에서 운영 중인 농장과 산림을 계속 유지할 수 있다는 것입니다.

비통합 지역이란 무엇입니까?

비통합(unincorporated) 지역이란 도시 경계를 벗어난 지역을 의미합니다. Skyway, White Center, Vashon-Maury Island 또는 Redmond Ridge와 같은 지역에 거주하거나 사업을 운영하는 경우 킹카운티가 지방 정부 서비스의 주요 제공자입니다.

본인이 비통합 지역에 위치하고 있는지를 확인하는 방법에는 두 가지가 있습니다:

- 이 지도에서 귀하의 주소를 찾거나 입력하십시오. 녹색 구획이 킹카운티 비통합 지역을 나타냅니다.

- 킹카운티의 구획 보기(Parcel Viewer)에 귀하의 주소를 입력하고 관할 구역으로 무엇이 표시되는지를 확인하십시오.

종합 계획은 우리 지역 사회의 미래에 대해 무엇을 보여줍니까?

종합 계획에 포함된 토지 용도 지도는 매 토지 구획에 허용되는 계획적이고 장기적인 용도의 일반적인 유형을 보여줍니다. 이는 매 구획에 적용되어 보다 구체적인 사항을 설정하는 구역 설정 범주, 현재 허용되는 용도 및 관련 개발 규정을 알려줍니다. 여기에서 구획의 토지 용도 및 구역 설정을 검색할 수 있습니다. 본 계획에는 또한 계획 내에서 장별로 그룹화된 주택 또는 공원과 같은 특정 주제에 대한 정책이 포함됩니다.

종합 계획을 개발하고 승인하는 책임은 누구에게 있습니까?

킹카운티 행정부는 종합 계획을 개발하고 최종 검토 및 승인을 위해 이를 킹카운티 의회에 보낼 책임이 있습니다. 행정부는 종합 계획을 개발할 때 지방 및 지역 관할 구역의 파트너 및 대중과 협력하여 작업합니다. 행정부는 이 과정 전반에 걸쳐 대중의 의견을 환영하며, 견해를 제출하고 요청을 제기할 수 있는 많은 기회들을 제공합니다. 행정부는 행정 권장 계획을 개발할 때 모든 의견을 고려합니다. 킹카운티 의회는 계획을 검토하고 수정안을 제안하며 계획의 최종 버전 채택 여부에 대한 투표를 진행합니다.

해당 계획은 얼마나 자주 업데이트됩니까?

업데이트에는 실무적인 조정, 제한적 업데이트 및 주요 업데이트의 3가지 유형이 있습니다.

- 해마다 해당 계획에 대한 실무적인 조정과 토지 용도 지정 및 구역 분류에 대한 약간의 변경이 있을 수 있습니다
- 매 5년마다 한 번씩, 제한된 범위의 실질적인 변경이 고려될 수 있습니다. 이때 카운티도 예측했던 성장이 어느 정도 일어났는가에 대한 연구를 진행하고 정책이 이를 수용하는 데 효과적인가를 평가합니다. 다음 번 5년 업데이트는 2029년이 될 것입니다.
- 끝으로, 킹카운티는 적어도 매 10년마다 한 번씩 GMA의 목표와 요구 사항을 준수를 확인하기 위해 계획을 검토하고 업데이트해야 합니다. 이러한 업데이트는 카운티의 정책 목표를 발전시키는 동시에 또한 지역 사회의 성장과 장기적인 요구의 변화를 해결하는 깊이 있고 폭 넓은 정책 변화를 진행할 수 있는 기회입니다.

변경 사항을 제출하거나, 제안을 제기하거나, 지속적으로 참여하려면 어떻게 해야 합니까?

- 특정한 정책 제안 또는 토지 용도 및 구역 설정에 대한 변경 사항을 제출하려면 요청 명세서 신청 절차를 이용하십시오.
- 현재의 업데이트 계획(2024년 업데이트와 같은)에 대한 일반적인 의견이나 제안이 있는 경우 CompPlan@kingcounty.gov로 피드백을 제출해 주십시오.
- 킹카운티 계획부는 지역 사회 그룹 및 기타 관심이 있는 단체와 만날 수 있습니다. 다음으로 요청을 제출해 주십시오: CompPlan@kingcounty.gov
- 우편물 받아보기 명단에 가입 하여 계획 업데이트 및 종합 계획에 관련된 뉴스를 받아보세요.

기타 자료

현재 채택된 계획

하위 영역 계획

종합 계획 뉴스

변경 제안하기 (요청 명세서, 4:1 제안 및 특정 지역 구역 변경 포함).

계획 내역 및 보관된 기록

2022년 성과 측정 보고서

킹카운티 코드 (타이틀 20 계획 및 타이틀 21A 구역 지정 포함).

성장 관리법

APPENDIX E

(Question 14)

Title VI Training Attendees

Training: **Title VI Basics for LPAs**

Provided by: WSDOT

Available at: <https://wsdot.wa.gov/sites/default/files/2021-12/TitleVIBasicsforLPAsMay2021eLearning.pdf>

[Training Link](#)

List of Attendees

Name (First, Last)	Job Title	Date Completed	Self-identify the following:		
			Race	Color	National Origin
	Managing Engineer	8/18/2022	Caucasian	Pale	USA
	Transportation Planner	9/2/2022	Asian	Light	USA
	Managing Engineer	10/21/2022	Caucasian	White	USA
	Senior Engineer	10/25/2022	Caucasian	White	USA
	Senior Engineer	11/3/2022	Caucasian	White	USA
	Road Property Program Manager	12/18/2022	Caucasian	White	USA
	Road Property Program Manager	12/28/2022	Caucasian	White	USA
	Documentation Engineer	12/28/2022	Caucasian	White	USA
	Program Manager	12/28/2022	White		USA
	Supervising Engineer	12/29/2022	Caucasian	White	USA
	Project/Program Manager II	1/3/2023	African American	Dark Brown	USA
	Senior Engineer	1/11/2023	Caucasian	Light	USA
	Project/Program Manager IV	1/25/2023	Caucasian	Light	USA
	Project/Program Manager IV	1/25/2023	Caucasian	Light	USA
	Road Property Program Manager	1/25/2023	Caucasian	Light	USA
	Road Property Program Manager	1/25/2023	Caucasian	Light	USA
	Transportation Planner III	1/25/2023	Caucasian	Light	USA
	Road Property Program Manager	1/25/2023	Caucasian	Light	USA
	Managing Engineer	1/27/2023	Hispanic	Brown	USA
	Archaeologist	2/16/2023	White	White	USA
	Environmental Scientist	2/17/2023	White	White	USA
	Environmental Scientist	2/20/2023	White	White	Iran
	Environmental Scientist	2/21/2023	White	White	USA
	Landscape Architect	3/3/2023	White	White	USA
	Environmental Scientist	3/8/2023	White	White	USA
	Project/Program Manager IV	3/21/2023	Asian	Light	USA
	Environmental Scientist	3/24/2023	White	White	USA