

INTRODUCTION

I. About King County

King County has some of the most beautiful scenery in the country, some of the most productive farmlands, and one of the most vibrant economies. The King County Comprehensive Plan 2012 establishes a vision that preserves this incredible diversity while continuing to acknowledge that citizens want options as to where they live, work and play. The plan guides growth and development throughout the unincorporated areas of the county and establishes King County's position on major issues such as transportation, annexations, regional water supply and environmental protection.

King County Geography

King County, covering 2,130 square miles, is the size of the state of Delaware, but much more geographically diverse. It extends from Puget Sound in the west to 8,000-foot Mt. Daniel at the Cascade crest to the east. King County's various landforms include saltwater coastline, river floodplains, plateaus, slopes and mountains, punctuated with lakes and salmon streams. Lake Washington, covering 35 square miles, and Lake Sammamish with 8 square miles are the two largest bodies of fresh water. Vashon-Maury Island in Puget Sound and Mercer Island in Lake Washington provide different island environments.

The north-south trending shapes of the lakes and hills make east-west travel more difficult than north-south travel. Four major river basins with salmon-bearing streams are separated by steep-sided plateaus whose slopes are subject to landslides and erosion.

King County Jurisdictions

In 1994, when King County's first comprehensive plan under the Growth Management Act was adopted, the county had 34 cities with 1,116,000 people. More than 493,000 people lived in unincorporated King County – 31% of the county total population. More than a third of annual new residential development was occurring in unincorporated areas. Since December 1994, five new cities have incorporated and numerous annexations have occurred, shifting more than 220,000 people into city limits. As of 2011, there are 39 cities ranging in size from Seattle with more than 608,000 people to Skykomish and Beaux Arts with fewer than 350 each. King County's 39 cities now cover 404 square miles, or 19% of the county's total land area. The incorporated population has increased by a total of 540,000 since 1994, primarily due to new cities and large annexations, but also due to growth within existing boundaries.

Unincorporated King County, the territory outside any city, now has about 253,000 people, or 13% of the county's population, on 81% of its land area. The unincorporated population has decreased by 239,000 since the 1994 Comprehensive Plan was initially adopted, chiefly through the incorporation of new cities.

King County Demographics

In 2011, with more than 1,942,000 people, King County is the largest county in Washington State and the 14th largest in the nation. As a populous, large county with a major central city, King County constitutes the majority of the "Seattle-Bellevue-Everett" metropolitan area of more than 2.7 million persons. King County exhibits growing diversity: more than one-third of our population are now persons-of-color. As of 2010, 65% of the population is non-Hispanic white, 15% Asian or Pacific Islander, 7.7% African-American, 1% Native American and 8.9% Latino (2010 census data).

King County's population has grown by about 330,000 residents, or 21%, since 1994; a modest rate compared with Sunbelt metro areas and nearby Puget Sound counties. However, given the large population already here, the growth numbers are significant. The population increase since 1994 equals the total existing population of the cities of Bellevue, Renton and Kent together. King County is forecasted to grow by an additional 320,000 persons (16%) to about 2,263,000 by 2030.

The number of housing units in King County is growing faster than its population. The 2010 Census counted more than 851,000 houses, apartment and condominium units, and mobile homes; and housing has increased by 159,000 units (23%) since 1994. Household size has stabilized after declining in the 1970s and 1980s and is now estimated at 2.39 persons per household – the same as in 2000. A slight decline in household size is anticipated in coming years to about 2.30 in 2022.

King County Economy

King County is truly the economic engine of Washington State and the Pacific Northwest, and King County's economy is larger than that of several U.S. states. Nearly 1.2 million workers are employed within the borders of King County, at nearly 70,000 business firms, excluding sole proprietorships. King County's \$61.5 billion payroll is 50.3% of Washington State's \$122.3 billion payroll and 72.6% of the region's \$84.7 billion payroll.

King County has a cyclical economy, with booms and recessions typically on a ten-year cycle. During the 1990s, the number of jobs grew by 26% to almost 1.2 million. Since 2000 we have had two major recessions, a boom, and a weak recovery. The result is that as of 2010 the number of jobs is the same as it was in 2000: about 1.1 million. Manufacturing employment remains important, but aerospace, the largest sector, lost 11,100 jobs between 2001 and 2006. It has remained stable since then. The economy has diversified from the

traditional aerospace and resource bases to high tech, services and trade, both local and international. County unemployment rates fell steadily in 2006 and 2007 from the relative highs experienced in the five previous years, but increased after 2008 and have remained stubbornly high. Given the county's complement of healthy, innovative businesses and its industrial diversification, its future unemployment rates should be lower than in the state and the nation.

II. Growth Management Planning in King County

King County's comprehensive land use planning dates back to 1964. Its first comprehensive plan under the State Growth Management Act (GMA) was adopted in 1994. The GMA, passed in successive session of the Washington State Legislature in 1990 and 1991, seeks to further protect and enhance the quality of life in King County and the Pacific Northwest. The GMA directs the state's most populous and fastest growing counties and their cities to prepare comprehensive land use plans that anticipate growth over a 20 year horizon and provide for it in a managed manner. In the Puget Sound region, the GMA also requires development of multi-county planning policies (MPPs) by the counties of King, Kitsap, Pierce and Snohomish as well as the development of countywide planning policies (CPPs) by King County and its 39 cities. Each of these plans has recently undergone major revision, informing the 2012 update to the King County Comprehensive Plan.

Multi-county Planning

In April 2008, the assembly of the Puget Sound Regional Council adopted VISION 2040—containing the MPPs—as an update to the earlier Vision 2020 regional plan. VISION 2040 is a regional strategy to accommodate the population and job growth expected by 2040 in the four-county Puget Sound region. As an integrated, long-range vision for maintaining a healthy region, promoting economic vitality, a healthy environment and well-being of people and communities, VISION 2040 provides clear direction to regional, county, and local governments on topics such as setting priorities for transportation investment, stimulating economic development, planning for open space, making city and town centers more suitable for transit and walking, and improving transportation safety and mobility.

Countywide Planning

In response to VISION 2040, the county and the cities within the county approved a major overhaul and update to the Countywide Planning Policies (CPPs) in 2013. These revised CPPs implement the regional vision by providing a countywide framework to plan for new development, including housing, commercial, institutional and other non-residential uses, and for job growth. The CPPs

provide broad direction to individual jurisdiction comprehensive plans including the King County Comprehensive Plan. The goals of the policies include: promoting a compact and centers-focused growth pattern that uses land and infrastructure efficiently, protecting the Rural Area and Resource Lands, providing affordable housing throughout the county and coordinating protection and restoration of the natural environment in King County.¹

The 2012 update is the fourth major review of the King County Comprehensive Plan. In accordance with GMA, it is designed to manage growth so that development is directed to designated urban areas and away from the Rural Area and Resource Lands. The GMA also requires King County to designate and protect critical areas and commercially significant forestry, agriculture, and mining areas. The GMA requires a comprehensive plan to adhere to a set of fourteen goals and to include the following elements: land use, housing, capital facilities, utilities, rural, shorelines, and transportation. The King County Comprehensive Plan provides a legal framework for managing growth and making decisions about land use in unincorporated King County. Public and private agencies, property owners, developers, community groups and King County staff use the Comprehensive Plan in several ways.

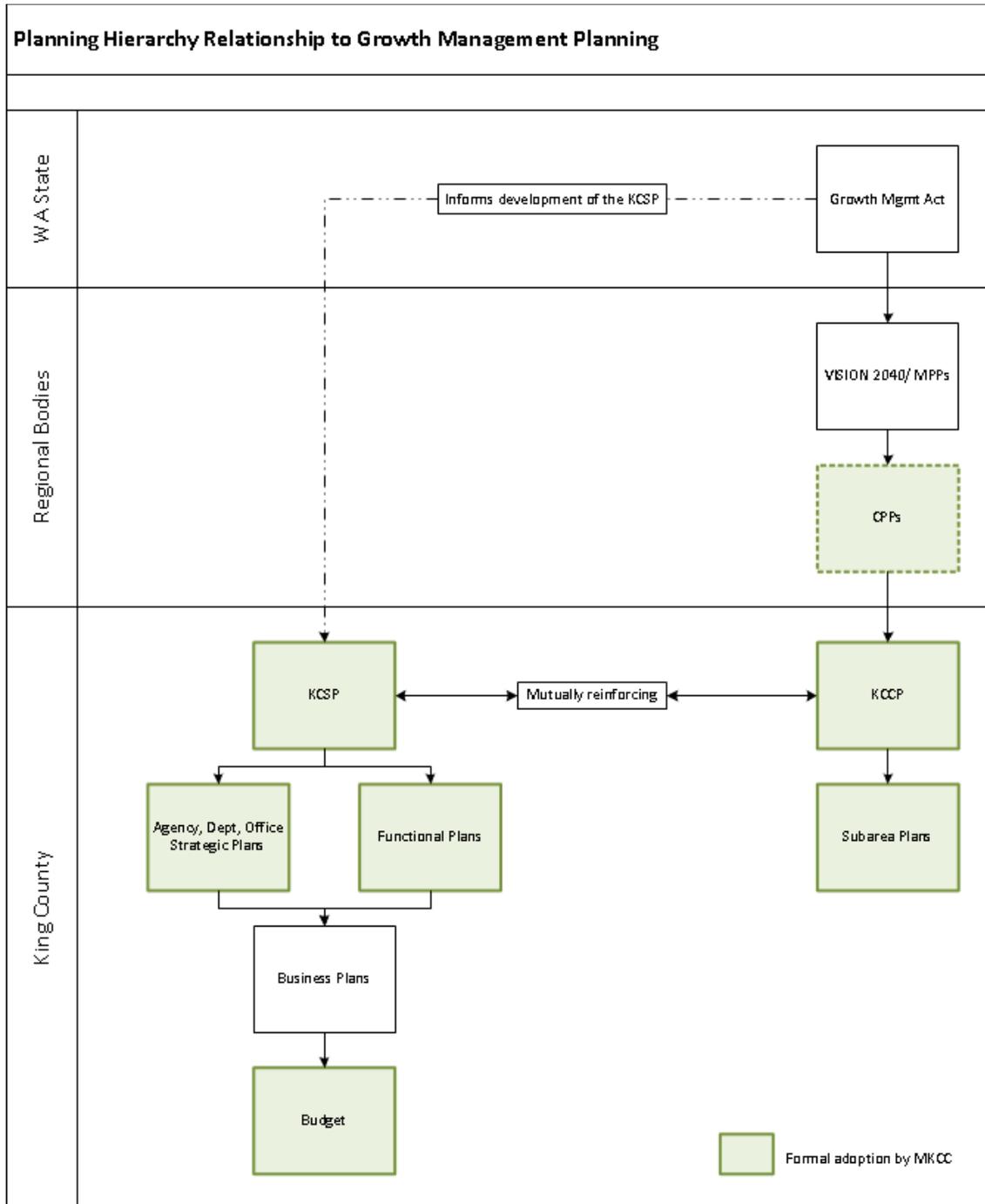
The Comprehensive Plan provides guidance to county officials for decisions on proposals such as zoning changes and developments. It also gives the public direction on the county's position on proposed changes in land use or zoning, environmental regulations, or broader policy issues. The Plan also serves as a framework for other plans and regulations such as subarea plans and the King County Code that govern the location and density of land uses in unincorporated King County. The Plan provides a basis for decisions about public spending on facilities and services. Finally, the Plan presents other agencies, such as cities and special purpose districts, with King County's position on large-scale matters such as annexation, use of resource lands, environmental protection and others.

The GMA allows local comprehensive plan amendments to be considered once each year. In King County, those annual amendments allow technical changes only, except for once every four years. Then, during the "Four-Year Cycle review process," substantive changes to policies, land use designations and the Urban Growth Area boundary can be proposed and adopted.

In accordance with King County Code 2.10, King County has a Performance Management and Accountability System, shown in the diagram below. This system is enabled through the development of critical planning documents (including the King County Strategic Plan; agency, department and office strategic plans; business plans; functional plans; and the budget). The

¹ As amended by Ordinance 17687.

King County Council maintains a role in enabling the growth management planning hierarchy by adopting the CPPs,² Comprehensive Plan updates, and subarea plans into ordinance. In this manner, the county's growth management and strategic planning hierarchies are mutually reinforcing.



² The county council adopts and forwards the CPPs for city ratification.

III. Moving Toward a Sustainable King County

The Comprehensive Plan is based on the principles of creating sustainable neighborhoods, preserving open space, farmland, and rural communities, directing development toward existing communities, and providing a variety of transportation choices. These principles guide funding decisions, creation and operation of programs and projects, and how the county interacts with local, state and federal agencies. The impact of implementing these principles has been to:

- create higher urban densities by directing 96% of the growth into the urban cores of the region (Urban Growth Area),
- preserve irreplaceable resource lands, park and critical areas,
- improve mobility by making transit service more accessible,
- sustain a vibrant economy,
- improve water quality,
- improve air quality through the reduction of greenhouse gas emissions (King County operates one of the nation's largest hybrid transit fleets, and
- reduce fuel consumption.

In 2008, the county included three framework policies to form the broad foundation for more detailed and substantive implementing policies in the topical chapters of the Comprehensive Plan. Those framework policies addressed: 1) health, equity, social and environmental justice; 2) climate change; and 3) measurement and monitoring. They represented a commitment to adapt growth management strategies to take advantage of new and emerging ideas that have an expansive reach throughout the county.

In this 2012 update, the three framework policies, new in 2008, are incorporated to the existing guiding principles of the county's Comprehensive Plan.

A. Creating Sustainable Neighborhoods

Neighborhoods are the backbone of any community. Creating sustainable neighborhoods may mean using incentives, programs or regulations to help create new neighborhoods, and support existing neighborhoods.

Encouraging mixed land use and making access to jobs, shopping, and schools easier establishes the cohesiveness of a neighborhood. Having opportunities for physical activity and Providing for people, if they choose, to age in place and remain in their neighborhood as their lifestyle changes or they face changing physical capabilities establishes the stability of a

neighborhood. In essence all of these factors contribute to creating a sustainable neighborhood.

Sustainability of a neighborhood also relates to the impact the neighborhood has on the environment. Incorporation of sustainable development practices into the design, construction and maintenance of the neighborhood can reduce greenhouse gas emissions, reduce pollution, reduce the use of natural resources, reduce energy and other maintenance costs, and enhance property values.

GP-101 In its policies and regulations, King County shall strive to promote sustainable neighborhoods and communities.

B. Preserving Open Space

The people of King County have long recognized that open space lands are essential to what makes this county unique. Since the inception of the CPPs, preserving open space, including working resource lands like farmlands and forests, has been a priority of the county and its 39 cities. It is a cornerstone of the GMA.

The GMA requires the county and its cities to form linkages between and within population centers with lands useful for recreation, trails, wildlife habitat and connection of critical areas. To fulfill that mandate, King County operates a regional open space system consisting of parks, trails, natural areas, working resource lands, and flood hazard management lands. These open spaces provide multiple benefits and functions, including visual variety and relief from developed areas, protecting environmental and ecological processes, providing wildlife habitat, and fostering opportunities for outdoor recreation. However, preserving open space requires careful planning and management to ensure compatibility and long-term viability of these benefits and functions.

GP-102 King County shall pursue economically feasible opportunities to preserve open space lands.

C. Directing Development Toward Existing Communities

Beginning in the 1940s, a sprawling pattern of low-density development emerged in King County. This sprawl resulted in the accelerated conversion of forests and farms to subdivisions and made it increasingly expensive to provide water, schools, sewer, streets, and other services. In addition, zoning codes tended to separate the differing types of land uses, with jobs and stores in one location, homes in another, and schools and parks in yet another.

The separate land uses were served by a roadway system of wide streets, with infrequent crosswalks, designed to accommodate cars, but not people. This pattern did not support using transit, bicycling, or walking to meet daily transportation needs, thus leading to an overburdening of the roadway system and a loss of regional and personal mobility. Low-density patterns that emerged en masse relied on driving alone for many trips, contributing to persistent air pollution problems and increasingly significant greenhouse gas emissions.

Reducing sprawl is one of the statutory goals of the state's Growth Management Act. To achieve that goal, steering growth to already developed communities with existing infrastructure and services can result in (1) preserving rural lands, (2) conserving natural resources, and (3) more economical provision of services and facilities.

This broader approach does not mean that all new urban development will be high-density. In many cases, existing moderate-density locations, especially single-family neighborhoods, will not significantly change. Rather, King County will work to better integrate the locations where people work, shop, live, and recreate in a manner that uses resources – public and private – more efficiently.

GP-103 King County shall continue to support the reduction of sprawl by focusing growth and future development in the urban growth area.

D. Providing a Variety of Transportation Choices

Transportation is critically important to King County and the surrounding region, facilitating access to jobs, education, services, recreation, and housing. King County plays a central role in the region's transportation sector, supporting a variety of motorized and nonmotorized travel modes, involving ground, air, and marine transportation. The county has direct responsibility for (1) the unincorporated area road network, (2) transit services and facilities throughout the county, (3) operation of the King County International Airport (KCIA) and (4) operation of passenger-only ferry service to Vashon Island and West Seattle on behalf of the King County Ferry District. King County's services and facilities affect not only the local bus passenger but the jumbo airliner loaded with cargo and bound for destinations overseas.

The ability to access to various transportation modes has a profound effect on quality of life for this county's residents and the vitality of its economy. The county's transportation system must be designed, operated and maintained in a manner that (1) provides access to mobility

options for a wide range of users, including historically disadvantaged populations, (2) contributes to safe communities and (3) respects the county's natural resources and environment.

GP-104 King County shall continue to promote a transportation system that provides residents with a range of transportation choices that respond to both community needs and environmental concerns.

E. Addressing Health Disparities and Equity, Social and Environmental Justice

Despite broad economic and social gains in society and in this country in recent history, major differences exist and continue to persist for significant segments of our population—particularly for communities of color and poor people—across the continuum of measures of health, well being and quality of life. King County is not immune to the national trends and statistics, despite its location in the relatively prosperous Puget Sound area. In the United States and in King County, children and adults who live at the bottom of the social ladder face life threatening and debilitating conditions far more often than those in the middle, who in turn are more at risk than those at the top.

Land use patterns and transportation investments can play key roles in making communities healthier. Well-planned neighborhoods have features like connected street networks, nearby shopping, walking paths, and transit service. These amenities reduce dependency on cars, increase opportunities to be physically active, decrease the likelihood to be overweight, and improve air quality.

Food is as essential to our health and well-being as air and water. For example, King County is experiencing a rise in the rate of obesity, and at the same time, an increase in food insecurity and malnutrition. Both can be caused by lack of access to adequate amounts of nutritious food, and both can lead to the same thing - a diminished quality of life that ends with premature death due to diet-related chronic disease. King County plays an important role in guiding and supporting system improvements that will result in King County residents eating local, healthy food. King County supports food systems that are ecologically and economically sustainable and that improve the health of the county's residents.

King County's groundbreaking Land Use, Transportation, Air Quality and Health Study (now known as HealthScape)—the first study of its kind for a local government—shows that low density, separated land uses, and poor street connectivity are associated with: (1) reduced transit ridership, walking, and physical activity; (2) increased auto use, air pollution, greenhouse gas

emissions, and energy consumption; and (3) increased obesity, which increases the likelihood of cardio vascular disease, type II diabetes, and colorectal cancer. HealthScape literally draws the link between sprawl, poor health, and greenhouse gas emissions.

Using data generated in King County, this study specifically concluded the following:

- People walk more in neighborhoods with a wide variety of retail services and easy access to those services. This improves health and reduces pollutants.
- Transit use is highest where walking is most prevalent, and walking is most prevalent where transit is convenient and efficient.
- Residents of more walkable areas are less likely to be overweight or obese and more likely to report being physically active.
- Residents in the most interconnected parts of the county drive 25% fewer miles than those who live in the most sprawling areas of the county.

With obesity rates rising at alarming rates, King County can use the findings from this study to update policies and plans to incorporate health, air quality, and greenhouse gas emission reductions into land use and transportation planning.

Equity and social justice are traditionally linked to land use planning through the concept of environmental justice. Generally, environmental justice encompasses the presence of industrial or commercial land uses that carry substantial adverse impacts to low-income and minority communities. But, environmental justice can also refer to lack of facilities and services and other amenities. The White Center Community Enhancement Initiative begun in 2005 is one example of a concerted community process that seeks to add infrastructure necessary for making a place safe, livable, and health-promoting. Collectively, these factors are the foundation of prosperity for all people and communities. In White Center, this is being accomplished through improving sidewalks, pedestrian connections, and spurring economic development in the neighborhood's commercial core. Land use planning brings the principles of community participation and community visioning to the equity and social justice movement, thus setting the stage for infrastructure improvements and policies that underpin achieving equity and social justice.

King County will work to reduce inequities and address concerns of social justice by incorporating these values into the daily practice of developing policies and programs, making funding decisions and delivering services. Further, King County will identify and address the conditions at the root of disparities, engage communities to have a strong voice in shaping their

future, and raise and sustain the visibility of equity and social justice. The goal is to start by tackling problems further upstream than is typically done to get at the fundamental cause of the disparities in order to have a greater overall impact.

GP-105 King County will seek to reduce health disparities and address issues of equity, social and environmental justice when evaluating its land use policies, programs, and practices.

F. Achieving Environmental Sustainability

King County can influence environmental sustainability through its land use and transportation policies and plans, investments in capital projects and facilities, economic development initiatives, and day-to-day operations. To be effective, sustainability actions need to be taken at many scales – in coordination with neighboring local governments, across county departments, and through the day-to-day actions of individual employees.

The county's approach to mitigation of and adaption to the affects of climate change have evolved over the last four years. Responding to climate change is an important element of the broader concept of environmental sustainability, which means meeting the needs of the current generation without compromising the capacity of the environment to support future generations, while anticipating effects of natural and human factors, such as climate change and population growth. GP-106 encapsulates KCSP's Environmental Sustainability Goal.

GP-106 King County will protect, restore and enhance its natural resources and environment, encourage sustainable agriculture and forestry, reduce climate pollution and prepare for the effects of climate change.

G. Managing Performance

As part of a growing national movement at all levels of government, King County is embracing performance measurement and management. Performance measurement is measuring and reporting performance data while performance management is using performance information to inform management decisions. Successful organizations rely on performance management to inform leadership about how well they are reaching their goals and where improvements can be made. With adoption of the KCSP, King County committed to the development of a unified and meaningful measurement framework to manage performance at all levels of government. As part of its development, GP-107 ensures that appropriate monitoring of the CPPs and KCCP will contribute to this measurement framework.

King County is doing performance management for several important reasons:

- Ensure county goals are being met;
- Improve county services, where necessary;
- Increase transparency with the public;
- Increase use of data for more informed public discussion and decision-making;
- Increase accountability at all levels of government; and
- The King County Strategic Plan calls for increased attention to effective performance measurement.

GP-107 King County will measure and assess agency performance and the achievement of Countywide Planning Policies and Comprehensive Plan goals.

IV. King County Strategic Planning

In 2010, the King County Council adopted the “King County Strategic Plan, 2010-2014: Working Together for One King County” (KCSP). The KCSP serves as the framework for countywide priority setting, business planning, budget development, resource allocation and leadership and managerial accountability.

The KCSP embodies the priorities of the residents of King County. It guides decision-making in King County government and describes the results the county intends to achieve through its implementation. The KCSP recognizes the role of land use planning in shaping an environmentally sustainable, economically viable, and equitable future for the county. The Comprehensive Plan is shaped by the KCSP and supports the goals defined within the KCSP.

GP-108 Planning in King County shall be consistent with the King County Strategic Plan by:

- a. Encouraging vibrant, economically thriving and sustainable communities;**
- b. Enhancing the county’s natural resources and the environment;**
- c. Supporting safe communities; and**
- d. Providing equitable opportunities for all individuals.**

V. Summary of the King County Comprehensive Plan

Chapter 1: Regional Growth Management Planning

The vision and goals of this plan are based on the 14 planning goals specified in the Washington State Growth Management Act, the Countywide Planning Policies, the region's VISION 2040 and the values voiced by the residents of King County. The official King County Land Use Map is included in this chapter.

Chapter 2: Urban Communities

The Urban Communities chapter brings together several of the major elements necessary to make a community whole: housing, business centers, and human services. By merging these elements into one chapter, King County emphasizes the importance each plays as a part of a livable community. A major tenet of the GMA is to target growth in the urban areas, so the policies in this chapter better facilitate urban development where infrastructure and facilities exist or can be readily provided. This chapter also draws the connection between urban living and public health.

Chapter 3: Rural Area and Natural Resource Lands

Protecting rural lands and communities in King County is a major thrust of the Comprehensive Plan in compliance with both the GMA and the King County Strategic Plan. This chapter delineates the county's approach to conserving rural and natural resource lands, supporting rural communities and their heritage, and supporting the agriculture, forestry, and mining economies. Integral to these efforts are incentive tools such as the transfer of development rights program that ensure the protection of environmental quality and wildlife habitat, while respecting economic values and property rights.

Chapter 4: Environment

This chapter reflects the environment in King County that includes a rich and valuable array of land and water resources ranging from marine and freshwater bodies, to highly urbanized areas to nearly pristine landscapes in the foothills of the Cascades. King County's programs for protecting its environment include some of the most progressive in the country. Together King County's environmental programs and the King County code implement the policies in this chapter and ensure that the environment is protected and restored, and that the environmental sustainability goal of the Strategic Plan is achieved.

King County seeks to adapt to, and mitigate the effects of climate change including reductions in greenhouse gas emissions. King County seeks to promote environmental management practices

that support habitats for native plant and animal species, including those listed as threatened under the Endangered Species Act and the restoration of environments threatened by past development, degraded water quality, and invasive species. Such practices include traditional treatment and habitat restoration projects, low impact development, incentive-based approaches and education and technical assistance. The chapter establishes policies to ensure future protection of the environment and its contribution to the quality of life in King County. This chapter also reflects the role of the Puget Sound Partnership in coordinating environmental management, including providing leadership for a coordinated and comprehensive environmental monitoring program across Puget Sound.

Chapter 5: Shorelines

King County adopted its first Shoreline Master Program (SMP) in 1977. In November, 2010, King County approved an update to the SMP. This update incorporated the shoreline policies in the Comprehensive Plan for the first time. Under the Shoreline Management Act, the SMP must be approved by the Washington Department of Ecology before it takes effect. King County is in the final process of obtaining that approval.

Chapter 6: Parks, Open Space and Cultural Resources

Protecting and enhancing King County's environment and quality of life through the stewardship and enhancement of its open space system of parks, trails, natural areas and working resource lands along with its valued cultural resources continues to be the central focus of this chapter. Furthering the regional trail system will be guided by the Regional Trails Needs Project map and corresponding project list found in the chapter. The chapter acknowledges the broad and growing support for the county's backcountry trails.

Chapter 7: Transportation

This chapter sets the policy framework that guides efficient provision of vital transportation infrastructure and services that support a vibrant economy, thriving communities, and the county's participation in critical regional transportation issues. The chapter reflects the goals of the King County Strategic Plan and the priorities established in the strategic plans for public transportation and road services. It also reflects the county's continuing transition to becoming a road service provider for a primarily rural road system, and speaks to the challenges of providing transportation services and infrastructure in a time of growing need and severely constrained financial resources.

The chapter promotes an integrated, multimodal transportation system that provides mobility options for a wide range of users, including historically disadvantaged populations. It also emphasizes safety, options for healthful transportation choices, and support for greenhouse

gas emissions reduction goals. Additional policy focus is provided on maintaining and preserving existing services and infrastructure, implementing clear service priorities and guidelines, using transportation resources wisely and efficiently, and developing sustainable funding sources to support the level of services needed by communities.

Chapter 8: Services, Facilities and Utilities

This chapter guides service provision in King County recognizing the different service levels within the Urban Growth Area and in the Rural Area. The Growth Management Act requires coordinated planning so that the services required by new residents and their homes and businesses are available as growth occurs. This chapter addresses a wide range of facilities and services provided by the county consistent with specific operational plans such as the Flood Hazard Management Plan and the Energy Plan and recognizing that the county is both a regional and a local service provider. The chapter also clarifies County's intent regarding water supply planning.

Chapter 9: Economic Development

This chapter supports the county's long-term commitment to a prosperous, diverse, and sustainable economy by promoting public programs and actions that create the foundation for a successful economy whether within the Urban Growth Area or in the Rural Area. A successful economy is one in which the private, nonprofit, and public sectors can thrive and create jobs compatible with the environment and community and land use expectations. King County understands that a successful and diverse economy contributes to a strong and stable tax base and a high quality of life for all residents. This chapter recognizes businesses and the workforce as customers of an economic development system and supports actions and programs that promote the strength and health of both groups.

Chapter 10: Community Planning

King County's community plans (except for the Vashon Town, West Hill, and White Center Plans) are no longer in effect as separately adopted plans. In many cases, however, the plans contain valuable historical information about King County's communities and often provide background for the land uses in effect today. Policies from the community plans were retained as part of the Comprehensive Plan to recognize the unique characteristics of each community and to provide historical context.

Chapter 11: Implementation, Amendments & Evaluation

The comprehensive plan policies, development regulations and countywide planning policy framework have been adopted to achieve King County's and the region's growth management

objectives. This chapter also describes the county's process for amending the Comprehensive Plan and outlines and distinguishes the annual cycle and the four-year-cycle amendments. This chapter further explains the relationship between planning and zoning.

Technical Appendices

Integral to the vision and goals of the comprehensive plan are the detailed inventories, forecasts, finance plans and Urban Growth Area analysis required by the Growth Management Act. Four technical appendices (Volume 1) are adopted as part of the plan to implement these Growth Management Act requirements (RCW 36.70A.070, 36.70A.110, 36.70A.130). Technical Appendices A, B, C, and D were updated in 2008.

Volume 1

Technical Appendix A. Facilities and Services

Technical Appendix B. Housing

Technical Appendix C. Transportation

Technical Appendix D. Growth Targets and the Urban Growth Area

Additional important information also supports the plan vision and goals. Nine technical appendices (Volume 2) were prepared to provide supporting documentation to the 1994 plan:

Volume 2

Technical Appendix D. Growth Targets and the Urban Growth Area

Technical Appendix E. Washington State Laws

Technical Appendix F. History of Planning in King County

Technical Appendix G. Economic Development

Technical Appendix H. Natural Resource Lands

Technical Appendix I. Natural Environment

Technical Appendix J. Potential Annexation Areas

Technical Appendix K. King County Functional and Community Plans

Technical Appendix L. Public Involvement Summary

Information that supported amendments subsequent to 1994 is included as follows:

Volume 3

Technical Appendix M. Public Participation Summary 2000

Volume 4

Technical Appendix N. Public Participation Summary 2004

Volume 5

Technical Appendix O. Public Participation Summary 2008

Volume 6

Technical Appendix P. Public Participation Summary 2012

Technical Appendix Q. School Siting Task Force Report

The Regulations

The King County Comprehensive Plan is implemented through the adopted regulations. These include the King County Zoning Code and other code titles such as Water and Sewer Systems, Roads and Bridges, and Land Segregation. All development proposals in King County must meet the requirements of the code.

For More Information

Copies of the plan are available in all King County libraries. Please visit the website of the King County Department of Development and Environmental Services at <http://www.kingcounty.gov/compplan> for current information on planning in King County and to view electronic versions of the plan and related documents.

As required by the GMA, King County maintains a docket for recording comments on the King County Comprehensive Plan and associated development regulations. Comments logged on the docket are reviewed by the county and made available for review by the public. The docket is also available on the King County Comprehensive Plan Website at <http://www.kingcounty.gov/compplan>. Select "Proposing a Change: The Amendment Process for the KCCP" for specific information on the docket and docketing process.