Seattle
Office of Planning &
Community Development

Equitable Development
Community Indicators Report

Equitable Development Monitoring Program

SEPTEMBER 2020

Contacts & Acknowledgements

The Equitable Development Community Indicators Report was prepared by the Office of Planning and Community Development (OPCD) in September 2020 as part of the Equitable Development Monitoring Program (EDMP).

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EXECUTIVE SUMMARY

Underlying Patterns of Inequity

With this report, the Office of Planning and Community Development (OPCD) is launching the Equitable Development Monitoring Program (EDMP) to measure and accelerate Seattle's progress toward becoming a more equitable city.

This report analyses and provides data on underlying patterns of inequity disproportionately impacting Black, Indigenous, and People of Color (BIPOC) communities. The primary statistics presented pre-date both the COVID-19 pandemic and the murder of George Floyd, which have laid bare the brutal effects of systemic racism.

The inequities we detail in this report include disproportionately high rates of poverty and housing cost burdens, greater disconnection from school and work, limited mobility options and greater need to take long trips by transit, greater exposure to pollution, and lower access to well-performing neighborhood schools. These conditions make it difficult for people of color to thrive even during economic booms.

Now, these and other inequities are placing people of color at greater risks of social and economic impacts associated with the pandemic; and related inequities are contributing to the disproportionate rate at which people of color are falling sick and dying from COVID-19.

Detailed knowledge of these kinds of inequities by race and neighborhood is especially critical today as the City supports BIPOC communities to reduce harm from the pandemic and identifies how to address the concerns of the Black Lives Matter movement.

Monitoring the Community Indicators of Equitable Development will help us gauge progress and navigate a path to a more inclusive and equitable future.

Background

Purpose

As outlined in Seattle's Comprehensive Plan and Equitable Development Implementation Plan, the EDMP is monitoring community-driven indicators with three broad aims:

- to provide City leaders with data to help center the needs of Black, Indigenous, and people of color (BIPOC) communities in policy, planning, and investment decisions,
- to supply the public with objective information on how we are doing on our equitable development goals, and
- to furnish community stakeholders and organizations with data they can use in their work to advance equity.

Community Indicators and Analysis in this Report

This report provides baseline findings on the community indicators we are tracking in the Equitable Development Monitoring Program.

We conducted extensive community engagement with BIPOC and low-income communities to enable us to select indicators reflecting things that these marginalized communities regard as especially important. As shown below, we selected twenty-one community indicators of equitable development spanning four broad themes—Home, Community, Transportation, and Education & Economic Opportunity.

HOME

- Homeownership
- Housing cost burdens
- Affordability and availability of rental housing
- Family-size rental housing
- Rent- and income-restricted housing

COMMUNITY

- Proximity to community centers
- Access to public libraries
- Proximity to grocery stores
- Access to parks and open space (to be included in next report)
- Air pollution exposure risk

TRANSPORTATION

- Sidewalk coverage
- Access to frequent transit with night and weekend service
- Jobs accessible by transit
- Average commute time

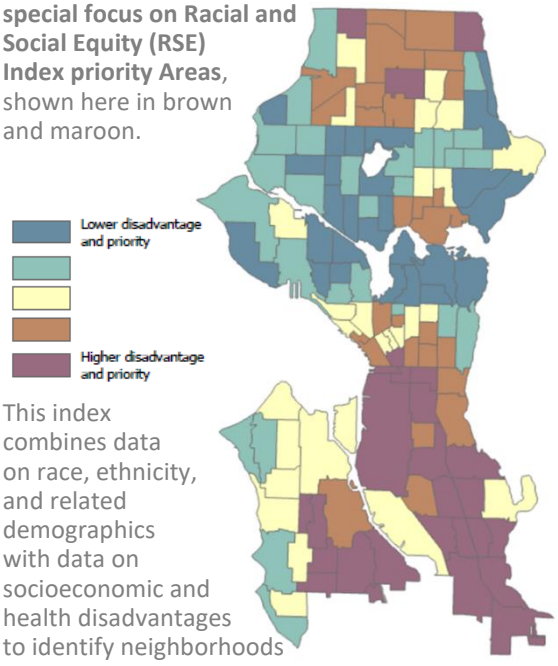
EDUCATION AND ECONOMIC OPPORTUNITY

- Performance of neighborhood elementary schools
- Unemployment
- Disconnected youth
- Educational attainment
- Poverty and near-poverty
- Full-time workers in or near poverty
- Business ownership

For each indicator, we look at how the city as a whole is doing. Then we break out the data by race and ethnicity, neighborhood, or both. This includes a special focus on how Race and Social Equity (RSE) priority areas—neighborhoods where marginalized populations are a relatively large share of residents—are faring on the indicators relative to other neighborhoods and the city as a whole. (The RSE Index is pictured at right. The RSE priority areas referenced in this report are comprised of census tracts with the two highest levels of disadvantage and priority.)

Figure 1

Analysis of the community indicators places a special focus on Racial and Social Equity (RSE) Index priority Areas, shown here in brown and maroon.



This index combines data on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify neighborhoods with marginalized populations.

Reporting on Displacement Risk Indicators

The new Equitable Development Monitoring Program also includes reporting on indicators of heightened displacement risk. Building on displacement risk mapping for the Seattle 2035 Comprehensive Plan, these new metrics are intended to provide a deeper understanding of how displacement pressures are currently affecting households, businesses, and cultural institutions.

Emphasis on Community Engagement

Community engagement has been critical in informing the design of the monitoring program and the selection of the indicators. This process included working with the Equitable Development Interim Advisory Board and the Seattle Planning Commission, facilitating workshops with leaders in BIPOC communities, and conducting interviews and focus groups with residents. We also consulted more than a dozen reports, action plans, and Racial Equity Toolkits to obtain additional insights into community concerns.

The EDMP will continue to emphasize community engagement. This will include requesting additional feedback from stakeholders upon release of this report to identify how we can improve the indicators and make ongoing reporting as useful as possible. OPCD will also explore ways to complement data from traditional sources with community-based participatory research, recognizing that people most impacted by displacement and low access to opportunity know their own communities best.

Community Indicator Findings

Here we present a summary of our baseline findings on the community indicators of equitable development. These findings, grouped under the four indicator themes (Home, Community, Transportation, Education and Economic Opportunity), are intended to provide key insights that the City and community-based organizations can use to reduce disparities, and to provide a foundation for ongoing monitoring to drive further progress.

HOME

Households of color are less likely to own their own home.

- About one third of Seattle's households of color own their home compared to roughly half of the city's White households.
- Homeownership is uncommon among low-income households. Even among low-income households, there are racial and ethnic disparities in homeownership.
- While Race and Social Equity Index (RSE) priority areas generally have low rates of homeownership, there is a relatively large number of low-income homeowners in southeast Seattle.

Households of color are more likely to be housing cost burdened.

- In Seattle, roughly half of Native American, Black, and Pacific Islander households are housing cost burdened, meaning they spend more than 30 percent of their income on housing. In comparison, roughly one-third of White households are cost burdened.
- More than a quarter of Black households are *severely* housing cost burdened, meaning they spend *more than fifty percent* of their income on housing.
- Households in RSE priority areas are more likely than other households in the city to be housing cost burdened.

There are significant shortages of rental housing affordable and available to low-income households, even with more than 33,000 rent- and income-restricted housing units in Seattle.

Seattle's total rental housing stock includes both market-rate rentals and more than 33,000 rent- and income-restricted units dedicated to income-eligible households. Analysis of the overall rental stock in Seattle finds that:

- There is a shortage of rental housing affordable and available at all low-income levels including 30% of Area Median Income (AMI), 50% of AMI, and 80% of AMI.
- The shortage is especially severe for households with extremely low incomes: there are only 32 rental units affordable and available at 30% of AMI for every 100 renter households with incomes at or below 30% of AMI.

This analysis adjusts for the fact that some rentals affordable at each level are occupied by households with higher incomes but still understates shortages and does not account for the housing needed by over 8,000 people experiencing homelessness in Seattle.

Family-size rental housing is scarce.

- The city's slim supply of multi-bedroom rentals disproportionately impacts households of color, including immigrant and refugee households, who tend to be larger than White households.
- Only *seven percent* of rentals (rent- and income-restricted units and market-rate rental units combined) are three-plus bedroom units affordable with a low-income, presenting particular challenges for larger families.

While scarce overall, rentals affordable to low-income households are more prevalent in most RSE priority areas than elsewhere in the city.

- In general, the share of rentals affordable to low income households is greater in RSE priority areas than in the city as a whole.
- However, several neighborhoods including the Central Area, have a relatively low share of affordable units, making it increasingly hard for historical communities to remain. Market-rate units that are still affordable in these and other neighborhoods are at risk, threatening further displacement due to market and economic pressures.

COMMUNITY

Broadly speaking, RSE priority areas are doing slightly better than the city as a whole in having City-operated community centers and libraries near people's homes.

- Virtually all homes in the city, including those in RSE priority areas, are within two miles of a City-operated community center; the same is true with respect to public libraries.
- Fifty-five percent of homes in Seattle are within one mile of a community center; 64 percent are this close to a library. Percentages are slightly higher for RSE priority areas.
- Sixteen percent of homes in Seattle are within a half-mile (walking distance) of a community center and 23 percent are this close to a public library. Percentages are a bit higher for RSE priority areas.

- However, factors related to programming—including hours, affordability, and cultural relevance—may nevertheless fall short in meeting the needs of marginalized communities. This is especially important considering that residents of color use Seattle's community centers at higher rates than do White residents: a 2014 survey found that 18 percent of respondents of color compared to 8 percent of White respondents visited a community center on a weekly basis.

Households in RSE priority areas are as likely as those in the city as a whole to have a grocery store nearby that sells fresh fruits and vegetables, but gaps in access and cultural relevance remain.

- Roughly six in ten homes in the city—including in RSE priority areas—are within half a mile of such a grocery store.
- However, some neighborhoods in RSE priority areas, including South Park, Riverview, High Point, and most of Highland Park, lack a grocery store.
- Populations in RSE priority areas also tend to have lower incomes and fewer transportation options, which can limit access. They may also have to travel long distances to get to stores with culturally relevant foods.

Households in RSE priority areas face disproportionately high risks of exposure to air pollution.

- Air pollution exposure risks in Seattle are highest for neighborhoods bordering industrial districts and major freight routes; RSE priority areas are more commonly near these sources.
- Households in RSE priority areas are twice as likely as households in the city as a whole to live near a major point-source of air pollution.

Future monitoring will include indicators on Parks & Open Space.

- While this topic is not included in this first report, OPCD is working with Seattle Parks & Recreation to develop a new measure of access to parks and open space that will be included in future reports.

TRANSPORTATION

Low-income households and households of color are less likely than others to own a car. This makes it especially important for these households and their neighborhoods to have access to good pedestrian connections and a variety of mobility options including high-quality transit service.

Sixty-eight percent of roads in RSE priority areas have sidewalks, which is somewhat lower than the proportion in the city as a whole.

- Based on the criteria for this indicator (sidewalks on both sides of the road for arterials and one side for other roads), 68 percent of roads in RSE priority areas have sidewalk coverage, compared with 76 percent of roads in Seattle overall.
- Neighborhoods north of 85th street, including several neighborhoods in RSE priority areas, have sparse sidewalk coverage.

More than 75 percent of homes in Seattle are near at least one frequent transit route that runs nights and weekends as well as weekdays; however, some neighborhoods in RSE priority areas lack such access.

Based on 2019 transit schedules:

- Most homes in Seattle—76 percent in Seattle as a whole and 80 percent in RSE priority areas—have access to at least one frequent transit route that runs nights and weekends as well as weekdays.
- However, substantial parts of some RSE priority neighborhoods in north and south Seattle lack access to one or more of these transit routes.

Findings reported on community indicators related to transit reflect service levels in effect before the arrival of the COVID-19 pandemic. Transit service levels in 2020 have been significantly impacted by the pandemic.

The pandemic has also reduced the supply of jobs in Seattle and the broader region.

Residents of Seattle have relatively high access by transit to jobs via transit, but displacement is a threat.

- Residents throughout the city, including residents of RSE priority areas, have relatively good transit access to jobs. This is particularly true for people living in or close to downtown.
- Regional data show that displacement of communities of color to areas outside of Seattle threatens to greatly decrease the number of jobs that are accessible to them by transit.

Seattleites of color have longer commutes to work than their White counterparts.

- Black people have the longest average commute time to work while Whites have the shortest.
- Workers who live near the city's center have relatively short commutes.

EDUCATION AND ECONOMIC OPPORTUNITY

The Washington Schools Improvement Framework (WSIF), an index of school performance, shows large disparities among Seattle's elementary schools by race/ethnicity, income, and neighborhood.

The WSIF index, produced by state Office of the Superintendent of Public Instruction, includes measures of student growth and engagement in addition to student test scores.

- WSIF scores for neighborhood elementary schools in Seattle indicate better outcomes for White and Asian students than for Black, Hispanic/Latino, low-income, and English-language-learner (ELL) students.
- While high-scoring elementary schools are in many parts of Seattle; most of the lower-scoring neighborhood elementary schools are in RSE priority areas.

Adults in Seattle are more highly educated than adults in other large cities. However, in Seattle and the nation as a whole, people of color are less likely than Whites to have a bachelor's degree.

- As of 2018, 65 percent of Seattleites age 25 and older and 54 percent of Seattleites of color in this age group have a bachelor's degree— the highest rates among the 50 largest cities in the U.S.
- Rates of bachelor's degree attainment among Seattleites are much lower for Blacks, Native Americans, Pacific Islanders, Southeast Asians, and Hispanic/Latino persons than for Whites.
- The share of people with a bachelor's degree is lower in RSE priority areas than in Seattle as a whole.

Living in or near-poverty, even when working full-time, is more common for people of color than for Whites. Unemployment rates are also higher for people of color.

- The most detailed estimates by race and ethnicity come from data collected between 2011 and 2015, when Seattle was recovering from the Great Recession.
  - Roughly 40 percent of people of color, including more than half of Blacks and Native Americans had incomes below 200% of poverty; in comparison, 18 percent of Whites had incomes this low.
  - About 14 percent of the people of color working full-time were living at or below 200% of poverty, three times the rate among their White counterparts.
  - The unemployment rate among people of color was roughly one and a half times that of Whites.
- Most RSE priority areas have disproportionately high rates of people living below 200% of poverty.

Large racial and ethnic disparities exist in rates of youth disconnection from school and work.

- In Seattle, the rate of disconnection among Black youth is three times as high as the rate is for White youth. The rate among Hispanic/Latino youth is twice that of Whites.
- Data for our region also indicates that Native American, Pacific Islander, and Southeast Asian youth have disproportionately high rates of disconnection from school and work.

People of color own a disproportionately low share of businesses in Seattle.

- While people of color make up about a third of Seattle's adult population, they own less than a quarter of the firms here.
- The deepest disparities are in the ownership of firms with employees. While Blacks are roughly 7 percent of Seattle's adult population, they own just 1.5 percent of firms with employees.

The COVID-19 pandemic: compounded harm built on underlying inequities

As we release this report, the new coronavirus is taking lives and the actions required to stem its spread are profoundly impacting people's wellbeing. Those most affected by the pandemic are the people already burdened by the systemic racism we see reflected in findings for many of the community indicators in this report.

King County health officials report that the age-adjusted prevalence of COVID-19 disease among Hispanic/Latinx, Black, and Pacific Islander populations is three or more times that among Whites.

Data on new unemployment claims show people of color—especially Blacks, Native Americans, and Pacific Islanders—losing their jobs at far higher rates than Whites.

Stark disparities are also being found by a new household survey measuring impacts of the pandemic. Among the findings for the Seattle area: only four in ten Black renters—compared to nine in ten White renters—were able to make their June rent payment.

Sources: Public Health—Seattle & King County COVID-19 data dashboards and U.S. Census Bureau Household Pulse Survey.

Additional Analysis and Ongoing Monitoring

The full Equitable Development Community Indicators Report, also available on OPCD's monitoring website, provides much more information on each of these indicators. Charts and maps illustrate each data point and make clear connections between each aspect of equitable development and evident gaps across neighborhoods and racial groups within Seattle. Accompanying narrative provides context, grounded in what we heard from community stakeholders.

Reporting on the Heightened Displacement Risk Indicators in a dashboard format is being launched on OPCD's monitoring website at the same time Community Indicators Report is released.

As an ongoing project coordinated by OPCD, the Equitable Development Monitoring Program will continue to update data over time to provide relevant and timely data to City and community stakeholders. This may include the addition of new sources of data and may also encompass community-based research.

Questions and requests for more information may be directed to Diana Canzoneri, Demographer & Strategic Advisor, Office of Planning & Community Development, diana.canzoneri@seattle.gov.

INTRODUCTION AND METHODS

Direction for Creating the Monitoring Program

The broad inspiration for the Equitable Development Monitoring Program (EDMP) is the Race and Social Justice Initiative (RSJI), Seattle's Citywide effort to end institutionalized racism in the City's work and to help eliminate race-based disparities in the broader community.

The initial direction for creating the EDMP came in 2015 with the adoption of Resolution 31577. With this resolution, the City Council and the Mayor called for stronger integration of racial and social equity in the Comprehensive Plan, the City's 20-year policy framework for how the city should grow and develop. To guide the implementation and further evolution of policies on race and social equity, the resolution called for quantitative indicators to be created and monitored.

In response, the Seattle 2035 update of the Comprehensive Plan incorporates new goals and policies to better advance race and social equity. The updated Comprehensive Plan also includes a commitment to ongoing monitoring to help us better understand how well the Plan is doing in making the city a more equitable place.

The City's Equitable Development Implementation Plan identifies monitoring as one of several systemic actions the City is undertaking to advance equitable development and outlines key guidance for carrying out the EDMP.[1]

The Implementation Plan created an **Equitable Development Framework** for translating policies into action. Like other efforts guided by the Implementation Plan, the EDMP is built on this framework. The framework integrates people and place with two interrelated goals—one focused on supporting **strong communities and people**, and one aiming to create **great neighborhoods with equitable access**.

The framework also embraces six Equity Drivers to describe and guide strategies for reaching the framework's equity goals:

D1) Advance economic mobility and opportunity.

D2) Prevent residential, commercial, and cultural displacement.

D3) Build on local cultural assets.

D4) Promote transportation mobility and connectivity.

D5) Develop healthy and safe neighborhoods.

D6) Enable equitable access to all neighborhoods.

Definitions established in Resolution 31577:

Race and Social Equity: when all marginalized people can attain those resources, opportunities, and outcomes that improve their quality of life and enable them to reach their full potential. The city has a collective responsibility to address the history of inequities in existing systems and their ongoing impacts in Seattle communities, leveraging collective resources to create communities of opportunity for everyone, regardless of race or means.

Equitable Development: public and private investments, programs, and policies in neighborhoods to meet the needs of marginalized people and reduce disparities, taking into account past history and current conditions, so that quality of life outcomes such as access to quality education, living wage employment, healthy environment, affordable housing and transportation, are equitably distributed for the people currently living and working there, as well as for new people moving in.

Marginalized People: persons and communities of color, immigrants, and refugees, those experiencing poverty, and people living with disabilities.

Outline of the Monitoring Program

Scope and Purpose

As outlined in the Equitable Development Implementation Plan, OPCD is coordinating the EDMP. The monitoring program encompasses two sets of indicators:

- Community Indicators of Equitable Development—community indicators to gauge progress over time in achieving equitable development outcomes—which are the focus of this report
- Indicators of Heightened Displacement Risk—specialized metrics to enhance our understanding of displacement and detect heightened displacement risks—which are also being launched alongside the community indicators report

The EDMP is designed as an ongoing program to provide essential information to the public and aid City leaders in making policy, planning, and investment decisions to advance equitable development and address displacement.

- Mayor Durkan's Executive Order 2019-02 on Actions to Increase Affordability and Address Residential Displacement names the EDMP as a source of data to help guide work by City departments on these fronts.
- Based on guidance outlined for the EDMP, the Equitable Development Interim Advisory Board and the Seattle Planning Commission have special roles in the EDMP and will be using the monitoring findings to make recommendations to City officials and departments.

Furthermore, the EDMP is intended to provide community-based organizations with a resource they can use to target their own programs, demonstrate need, and advocate for action.

> "Monitoring is fundamental for ensuring accountability and making meaningful and sustained progress on equitable development."
>
> —City of Seattle Equitable Development Implementation Plan, 2016

Indicator Criteria

The Equitable Development Implementation Plan outlined criteria for selecting the EDMP indicators. To be selected as a community indicator, a measure needed to be:

1. Useful in gauging progress toward:
   - Equity-related policy direction in the Comprehensive Plan, and
   - the Equitable Development Framework and associated Equity Drivers in the Equitable Development Implementation Plan
2. Actionable, that is, able to provide information that the City can use to shape or adjust policies, strategies, or investments to promote race and social equity and advance equitable development
3. Important and meaningful to marginalized people, including low-income persons and communities of color
4. Measurable with readily available data (for indicators in the baseline report) and consistent with best practices for designing community indicators

The Process for Selecting Community Indicators

Selecting community indicators for the launch of the monitoring program was a collaborative, multistep process. We cast a wide net to identify potential indicators, then used the criteria above to prioritize indicators for selection. From the beginning, the process incorporated substantial research, consultation with colleagues, and community engagement. More specifically, this process included the following:

- Research by OPCD staff including inventorying topics covered in other local, regional, and nationwide indicator efforts focused on equity, opportunity, and livability; as well as consulting research findings on related topics.
- Consultation with colleagues across City departments; regional and county entities including the Puget Sound Regional Council; and Public Health—Seattle & King County; Seattle Public Schools; and university researchers.
- Community engagement, which included working closely with the Equitable Development Interim Advisory Board and the Seattle Planning Commission and engaging with community leaders and residents to ensure that we are measuring aspects of economic development and livability that the marginalized communities care about most. More information on the integration of community engagement in the EDMP is provided below.

Community engagement

As envisioned in Resolution 31577 and the Equitable Development Implementation Plan community engagement has been, and will continue to be an integral part of the EDMP

Involvement of community leaders and practitioners—The Equitable Development Interim Advisory Board and the Seattle Planning Commission have special roles in the EDMP. OPCD worked with these bodies over the course of many months to generate initial ideas on topics to measure and help us refine the indicators.

We also obtained advice for shaping the EDMP through workshops with community practitioners and volunteers. This included a workshop engaging representatives of the EDI Advisory Board, Planning Commission, and thirteen additional City boards and commissions involved in race and social equity issues, and a workshop at the 2018 EDI Community Convening.

Direct engagement with community residents—In engaging directly with residents, we prioritized talking with persons of color, immigrants and refugees, low-income persons, and people in neighborhoods experiencing displacement. This included interviewing people at community festivals, and hosting neighborhood focus groups. The Department of Neighborhoods and its Community Liaison program were instrumental in providing background on community concerns, arranging engagement opportunities, and providing translation and interpretation.

Consultation of previous reports—We consulted more than one dozen reports, action plans, and Racial Equity Toolkits featuring community insights on related issues.

Ongoing community engagement—We will continue to emphasize community engagement in the EDMP. This will include gathering feedback to improve indicators for ongoing tracking as well as seeking input to shape the way we report on the indicators in the future.

The indicators in this first report rely on readily available data from traditional data sources. For a more complete picture, we will explore how EDMP could more fully integrate marginalized people's own experience of what is happening in their communities. The importance of tapping—and providing resources for—community based-data collection was one of the most common themes from the input that community leaders and practitioners provided.

Community Engagement Appendix—Appendix A provides more specifics on the community engagement we conducted, the questions we asked, and the messages we heard. It also describes how we integrated RSJI Racial Equity Toolkit principles into the design of the monitoring program.

The Community Indicators of Equitable Development Selected for Monitoring

Twenty-One Community Indicators; Four Themes

We selected twenty-one community indicators topics for monitoring and grouped them into four broad themes: Home, Community, Transportation, and Education and Economic Opportunity.

HOME

- Homeownership
- Housing cost burdens
- Affordability and availability of rental housing
- Family-size rental housing
- Rent- and income-restricted housing

COMMUNITY

- Proximity to community centers
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- Access to parks and open space (to be included in next report)
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TRANSPORTATION

- Sidewalk coverage
- Access to frequent transit with night and weekend service
- Jobs accessible by transit
- Average commute time

EDUCATION AND ECONOMIC OPPORTUNITY

- Performance of neighborhood elementary schools
- Unemployment
- Disconnected youth
- Educational attainment
- Poverty and near-poverty
- Full-time workers in or near poverty
- Business ownership

Two Types of Community Indicators

Some of these indicators provide *direct information on how people are doing*, while others measure *aspects of places* that impact residents' quality of life and access to opportunity. Examples of the former are housing cost burdens and educational attainment; examples of the latter are proximity of grocery stores to homes, and the number of jobs accessible by transit. Some indicators play both of these roles. For example, while poverty status is a direct indicator of how a person is doing, research also shows that living in an area with a high concentration of poverty can influence individual outcomes and compound difficulties associated with being poor.[2]

Together, these indicators give us insights into how well Seattle is doing on the Equitable Development Framework's dual goals of creating strong communities and people and creating great places with equitable access.

> "**The Equitable Development Framework** presents an integrated fabric of ideas, each of which addresses one specific component of the City's vision for an equitable future. Achieved together, we believe it has the potential to make the transformative systems change needed to shift from the current trajectory of unwieldy economic growth that marginalizes far too many and compromises the diversity that makes Seattle an attractive place to live, work, and play."
>
> —Equitable Development Implementation Plan

Relationship of the Community Indicators and the Equity Drivers

Table 1 illustrates how each of the four community indicator themes relates to the Equity Drivers in the City's Equitable Development Framework.

As the Framework emphasizes, the drivers are not intended to be viewed independently; but as inter-related and mutually reinforcing actions that need to be coordinated to produce lasting change. Likewise, viewing the community indicators in relationship to one another provides the greatest insights into the patterns that need to shift to achieve transformative systems change.

Table 1

Some Key Interrelationships Between Community Indicator Themes and Equitable Development Drivers					
		Community Indicator Themes			
		Home	Community	Transportation	Education and Economic Opportunity
Equitable Development Drivers	D1 Advance economic mobility and opportunity. Promote economic opportunities for marginalized populations and enhance community cultural anchors. Provide access to quality education, training, and living-wage career path jobs.		✓		✓
	D2 Prevent residential, commercial, and cultural displacement. Enact policies and programs that allow marginalized populations, businesses, and community organizations to stay in their neighborhoods.	✓	✓		✓
	D3 Build on local cultural assets. Respect local community character, cultural diversity, and values. Preserve and strengthen cultural communities and build the capacity of their leaders, organizations, and coalitions to have greater self-determination.		✓		✓
	D4 Promote transportation mobility and connectivity. Prioritize investment in effective and affordable transportation that supports transit-dependent communities.		✓	✓	
	D5 Develop healthy and safe neighborhoods. Create neighborhoods that enhance community health through access to public amenities, healthy, affordable, and culturally relevant food, and safe environments for everyone.		✓	✓	
	D6 Enable equitable access to all neighborhoods. Leverage private developments to fill gaps in amenities, expand the supply and variety of housing and employment choices, and create equitable access to neighborhoods with high access to opportunity.	✓	✓	✓	✓

The Analysis in This Report

This report provides baseline data and analysis on the EDMP's Community Indicators of Equitable Development.

The Information and Analysis We Include for Each Community Indicator

For each indicator we:

- **Summarize key findings**.
- **Describe why the indicator is important**, that is, how the outcomes or levels of access measured by the indicator matter for people's well-being and impact opportunities available to them.
- **Identify how the city as a whole is doing**.
- **Dive deeper into the data to assess equity and identify disparities**. Specifically, we:
  - **Examine racial and ethnic disparities** (for each of the indicators for which demographic data are available).
  - **Analyze differences by neighborhood** (for indicators with readily available and reliable estimates at this geographic level).
- **Describe how we measure the indicator**. We provide a brief description of the data sources and methods used to measure the indicator.
- **Identify additional considerations** for interpreting indicator findings. This includes noting important equity-related aspects that are closely related to, but not captured by, the indicator itself.

How we analyze disparities between population groups

In assessing disparities, the EDMP focuses primarily on disparities between racial/ethnic groups.

We look at how people of color as a broad group are faring relative to Whites or to the city as a whole.

We also present detailed comparisons to see how individual groups of color are doing. As data allow, we report estimates for seven standard categories: White, Black, Native American, Asian, Pacific Islander, Multiracial, and Hispanic or Latino.[3]

Outcomes for a given racial/ethnic group often mask disparities within that group. (For example, among Asians, outcomes here tend to be less favorable for southeast Asian populations than for Asian Indian populations.) As feasible, we provide examples of disparities between subgroups and note sources that readers can consult for more comprehensive analysis. A key source, which we used extensively, is the National Equity Atlas produced by PolicyLink and the USC Program for Environmental and Regional Equity (PERE).

For some indicators, we also drill down to see how low-income individuals or households are doing. (Low-income groups are sometimes defined differently vary depending on the data source.)

While findings in this report pre-date the COVID-19 pandemic, we can use insights from these findings to inform actions to mitigate some of the impact from the current crisis and plan a recovery that creates a more equitable future.

The data in this report pre-date the arrival of the COVID-19 pandemic. As such, the findings reflect times when the economy—while far from equitable—was regarded as strong, with Seattle's economy being one of the hottest in the nation.

As we complete this report, the pandemic has plunged our economy into a state more dire than most Americans alive today have seen. The toll in lives and livelihoods is laying bare and intensifying inequities between marginalized and privileged populations.

While the statistics in the report are from different times, the patterns of disparity they show tell us much about the underlying landscape of inequity in Seattle. As such, these findings will help inform the City's work for and with marginalized communities to respond to the COVID-19 crisis.

This report provides a baseline for gauging our progress as we work to build a more equitable Seattle.

How we analyze community indicators across neighborhoods

One of the ways to identify if people are benefiting equitably as development occurs is to compare how different neighborhoods are doing.

In the EDMP, we do this by mapping key data for the indicators, looking at neighborhoods where marginalized persons make up a substantial share of the population, and evaluating how these neighborhoods are faring relative to other Seattle neighborhoods.

Findings for the community indicators are calculated at the census tract-level. This provides a common geographic frame for analysis across the indicators. (Moreover, use of tract-level data was necessary for many indicators because estimates are unavailable or too unreliable at smaller levels of geography.)

Many of the community indicator maps (e.g., those on housing cost burden and average commute times) use shades of blue to identify the range of values into which the estimate for each tract fits. We typically display these ranges in five categories, noting the estimate for Seattle as a whole alongside the legend to make it easier to discern how neighborhoods are doing in comparison with the city as a whole.

> "Place Matters –Decades of research have shown that where you live impacts your health and your life opportunities—including your ability to participate in the economy.…
>
> In an equitable economy, a child's race, class, or zip code would no longer predict his or her health, success at school, or adult income. Place-based strategies that make distressed neighborhoods more opportunity-rich (with high-quality housing, public transportation, thriving businesses, walkable and safe streets, services, retail, etc.) are integral to building an equity-driven growth model."
>
> —PolicyLink, America's Tomorrow: Equity is the Superior Growth Model

The Race and Social Equity (RSE) Index. Our main tool for performing this analysis is the City's RSE Index. This index combines data on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify where marginalized populations make up relatively large proportions of neighborhood residents. Figure 2 presents map of RSE Index.

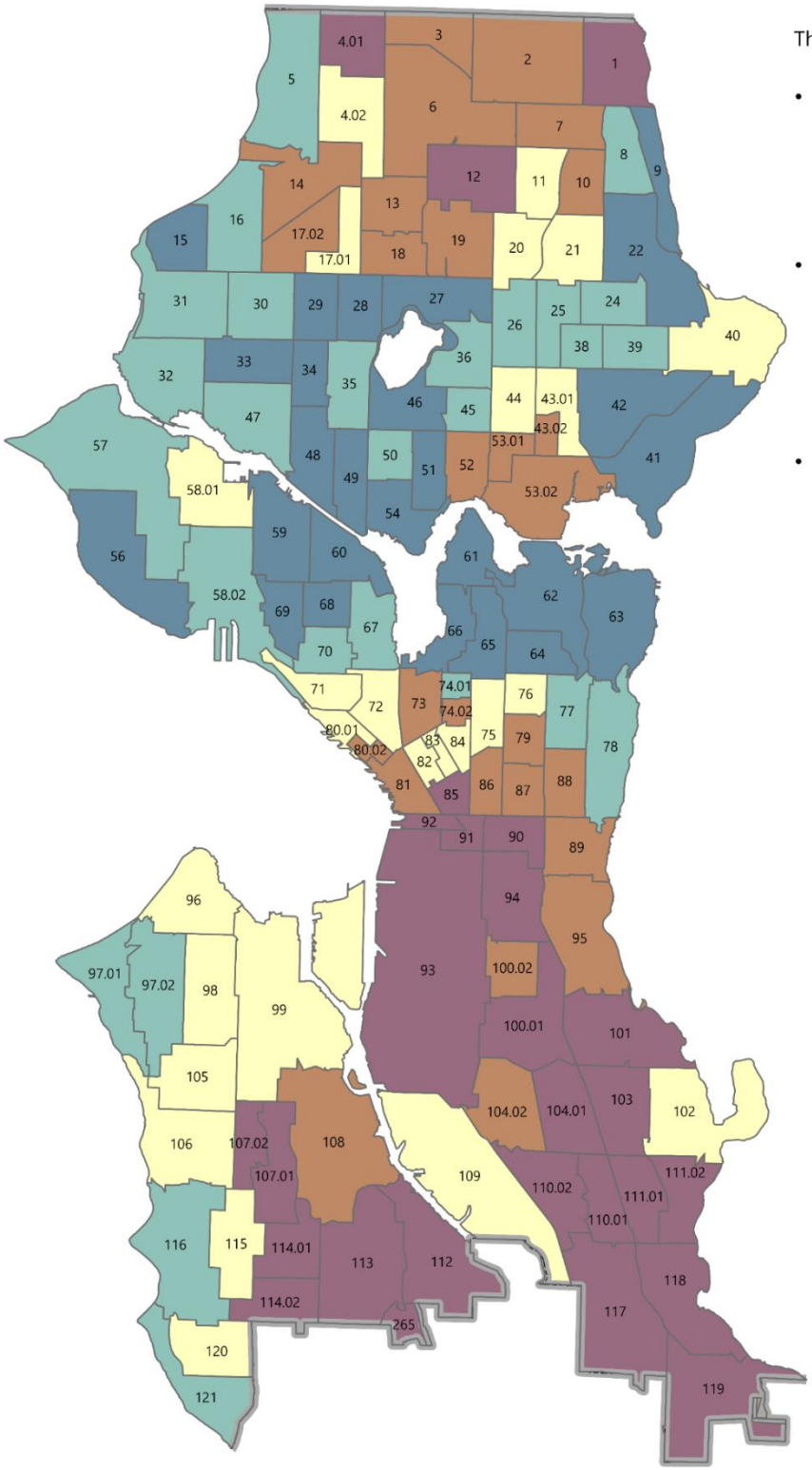
Our report refers to census tracts in the two highest priority/disadvantaged quintiles of the RSE Index as "Race and Social Equity (RSE) priority areas."[4] In the reference map, maroon identifies tracts with the highest level of priority and disadvantage, while brown denotes the second highest level; together the tracts in maroon and brown make up the RSE priority areas.

Analysis of proximity-oriented indicators under the "community" and "transportation" themes include charts summarizing how the RSE priority areas are doing on the indicator relative to the middle and lowest priority areas in the RSE Index. In the reference map, the tracts in the middle range (or quintile) of the index are shown in pale yellow. The tracts within the two lowest levels of priority/disadvantage are shown in turquoise and blue; when referring to the "lowest priority areas," we are describing tracts in these two quintiles of the RSE Index.

The RSE Index was designed as a basic tool that can be used along with other information to design programs, assess equity, and prioritize investments based on neighborhoods where RSJI priority populations live. The RSE Index complements other mapped indices that the City has developed, including the Displacement Risk and the Access to Opportunity indices that were originally created to inform the Growth Strategy set forth in the Seattle 2035 Comprehensive Plan.[5]

Figure 2

Race and Social Equity (RSE) Index



This composite index includes:

- **Race, ELL, and Origins**
  (shares of population who are)
  - Persons of color
  - English language learners (ELL)
  - Foreign born
- **Socioeconomic Disadvantage**
  (shares of population with)
  - Income below 200 percent of poverty level
  - Educational attainment less than a bachelor's degree
- **Health Disadvantage**
  - No leisure-time physical activity
  - Diagnosed diabetes
  - Obesity
  - Mental health not good
  - Asthma
  - Low life expectancy at birth
  - Disability

Legend
(map numbers are tract identifiers)

RSE Index: Level of Disadvantage/ Priority

- Lower disadvantage and priority
- Higher disadvantage and priority
- Seattle City Limit

Sources: RSE Index developed by City of Seattle OPCD based on estimates from the 2012-2016 5-year ACS, U.S. Census Bureau; 2014 and 2015 estimates published in the U.S. CDC's "500 Cities Project;" 2011-2015 averages from the Washington Tracking Network, Washington State Dept. of Health; and estimates from Public Health – Seattle & King County.

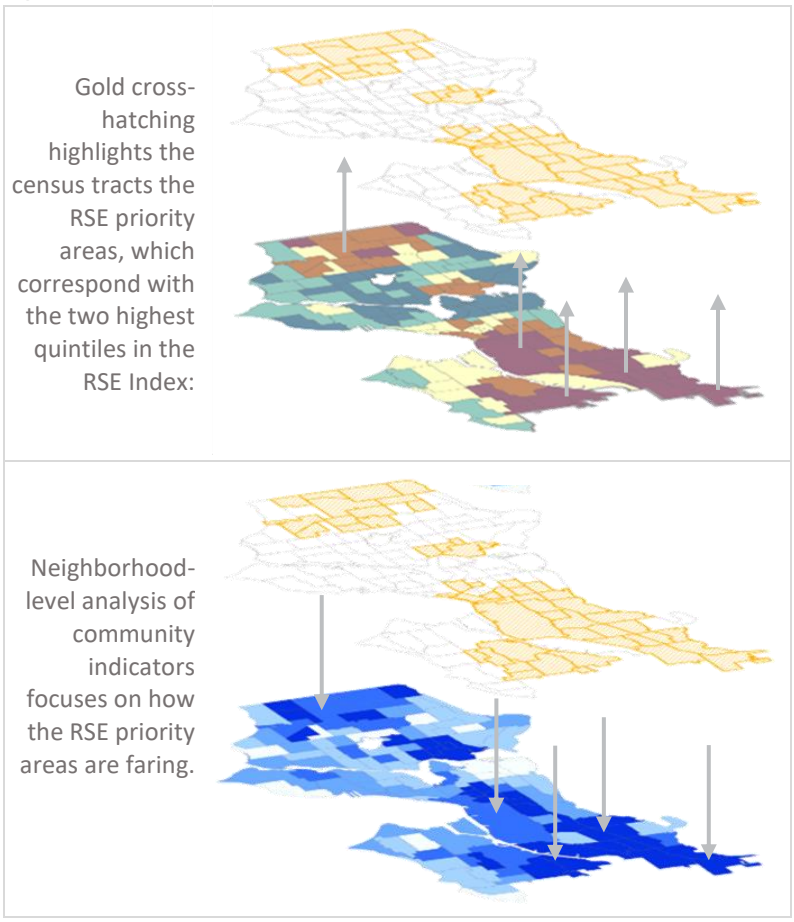
Notes: OPCD developed the RSE Index and updates it periodically to inform equitable development efforts and other RSJI-related work at the City. The RSE Index map is available as a PDF. The index can also be accessed on ArcGIS Online and SeattleGeoData (open data). Contact: diana.canzoneri@seattle.gov.

Using the RSE Index, we assess equity across neighborhoods by looking to see if the indicators are as favorable—or as concerning—for RSE priority areas as they are for other neighborhoods in the city.

As illustrated in the bottom panel of Figure 3, in the neighborhood maps for the indicators we use gold cross-hatching to identify census tracts in RSE priority areas.

For convenience, we overlay the names of Community Reporting Areas on most indicator maps to identify general neighborhoods.[6]

Figure 3



Important considerations for viewing and using neighborhood findings

The patterns found in these neighborhood analyses provide important insights and allow us to evaluate the *general* equity landscape for each indicator. When thinking about implications of these analyses, it is also important to consider the following.

- **Inequities may exist even if RSE priority areas and other areas are found to have equal levels of access.** RSE priority areas may in fact need higher levels of access given that marginalized populations commonly have greater need for services than others. For example, because disproportionate shares of marginalized populations are dependent on transit, RSE priority areas need higher levels of transit. Furthermore, proximity-based measures tell an incomplete story. Things like programming content and hours of operation are also important.
- While the RSE Index and most of the community indicators are summarized at the census tract-level, it is important to keep in mind that **disparities in outcomes also exist *within census tracts*.** This is, for example, commonly the case within census tracts that border shorelines; in these tracts, affluent residents often tend to live on blocks that are near the water or have sweeping views while less affluent residents live on blocks without these amenities.[7]
- Census tracts vary somewhat in their number of residents and vary a great deal in the amount of land they cover. **Small census tracts with high-density housing can have as many or more people than large tracts** with lower-density housing, non-residential zoning, or large parks.
- While marginalized populations make up comparatively large proportions of residents in RSE priority areas, **marginalized people also reside in neighborhoods outside RSE priority areas**.
- Finally, **we must be thoughtful in identifying implications of this report's findings in light of displacement processes** that have already pushed out marginalized people and that continue to place pressure on communities. More context follows on displacement processes and shifts in the racial and ethnic makeup of neighborhoods and the city as a whole.

Future monitoring reports to include Access to Parks and Open Space

Along with community centers, libraries, and grocery stores, community members commonly mentioned parks when asked what is most important to have within a neighborhood. OPCD and Seattle Parks and Recreation are developing a new measure of access to parks and open space that will be included in future monitoring.

Notes on Data Sources Used for the Community Indicators

Data for the community indicators come from a variety of sources. In selecting sources, we prioritized publicly available sources that produce high-quality data likely to be updated on an ongoing basis. As noted previously, the data used to analyze the indicators pre-date the COVID-19 pandemic.

Some indicators are based on surveys (including the Census Bureau's American Community Survey, the source we use most), and some tap administrative datasets (e.g., data on public transit service or City-run community centers). Some indicators rely on a combination of sources.

Time periods reflected in the data vary due to several factors including differences in release schedules and the data available when we performed the analysis. With some indicators, we needed to use data pooled over several years to get the detail required to report findings by race/ethnicity and by neighborhood.

For each indicator, the "How We Measure…" section briefly describes the specific data source(s) we used along with basic notes on how we did the analysis. Appendix B provides details on the approach we used with the American Community Survey data.

Appendix C lists sources and provides a preliminary update schedule for all of the Community Indicators of Equitable Development.

Collaboration to Improve and Refine the Community Indicators

As previously noted, we will continue to emphasize collaboration and community engagement as we work to refine the EDMP. This will include gathering feedback on the usefulness of the indicators selected and seeking further input to shape the way we report on the indicators in the future.

While practicality necessitates that we use readily available data for most indicators in the monitoring program, such data leave large gaps in understanding. To provide a more complete picture, we will explore how the EDMP could more fully integrate marginalized people's *own* observations of what is happening in their communities. The importance of integrating and—resourcing—community-based participatory research was one of the most common themes in the feedback that community leaders and practitioners provided on designing the monitoring program.

Several City departments including the Office of Civil Rights (OCR) have undertaken or are beginning monitoring efforts focused on advancing race and social equity. OPCD will coordinate with OCR and other departments so that we can leverage each other's work. In addition to sharing data and analysis, we will work together to articulate the intended role of each monitoring effort.

Context: Changes in the Racial and Ethnic Composition of Seattle and Its Neighborhoods

This report is designed to furnish insights into the state of equity for existing residents and neighborhoods and to provide a baseline for ongoing monitoring. Findings from this report need to be interpreted and acted upon with awareness of dramatic shifts that have occurred in the racial and ethnic make-up of neighborhoods.

The population of color in Seattle has grown from comprising roughly one-fourth of the city's population in 1990 to making up over a third of the population currently, with Asian and Hispanic/Latino population growth substantially outpacing the city's overall population growth. The share of Seattle's population who are foreign born has increased, with the number of immigrants from Asia and from Africa growing particularly quickly.

At the same time, the Seattle's Black population has decreased as a share of the city's population. While the share of residents who are people of color has been increasing in much of the city, the opposite has been happening in the Central Area and parts of southeast Seattle. In the Central Area, Blacks went from being close to 60 percent of the population in 1990 to less than a quarter of the population more recently. This is a continuation of a longer trend that began in the 1970s. Many community members we spoke with in these and other areas of the city described ongoing or newly intensified displacement pressure associated with increasing housing costs.

A broader geographic view of recent decades finds that the population of color has grown more rapidly in the remainder of King County—particularly in lower-cost areas to the south and southeast of Seattle—than in Seattle itself. This is, in important part, a signal that marginalized populations are having difficulty remaining in, and moving to, Seattle.

As the Equitable Development Monitoring Program moves forward to track changes in the community indicators, it will be essential to account for continued displacement pressures and shifting demographics. Displacement risk monitoring will provide a greater understanding of displacement pressures to help the City better respond to prevent and mitigate displacement.

Accessing this Report and Ongoing Updates on the EDMP Website

The 2020 Equitable Development Community Indicators Report is available online on OPCD's new monitoring website. Reporting on the Indicators of Heightened Displacement Risk is being launched simultaneously with the Community Indicators report. OPCD will update data for both sets of indicators on a periodic, ongoing basis.

Reporting on the Displacement Indicators is presented using a dashboard format. Going forward, we are planning to apply a similar format for updating the Community Indicators.

Along with reporting on the two sets of indicators, the monitoring website links to information on neighborhood demographic change to provide context vital for interpreting monitoring findings and gauging progress in advancing race and social equity.

For More Information

For further information or to make suggestions on the community indicators or the broader Equitable Development Monitoring Program, readers can contact Diana Canzoneri, Demographer & Strategic Advisor, Office of Planning & Community Development, at diana.canzoneri@seattle.gov.

COMMUNITY INDICATORS

Home

The indicators we are tracking:

- Homeownership
- Housing Cost Burdens
- Affordability and Availability of Rental Housing
- Family-Size Rental Housing
- Rent- and Income-Restricted Housing

Homeownership

Key Findings

- In Seattle, about half of the households with White householders own their home; people of color are much less likely to own their home.
- Homeownership rates for Native Americans, Blacks, Pacific Islanders, and Hispanics/Latinos are all under 30 percent.
- Low-income households have low rates of homeownership; furthermore, low-income households who are homeowners may need help staying in their homes.
  - Even among low-income households, there are substantial racial and ethnic disparities in homeownership rates.
  - A concentration of low-income homeowner households is present in southeast Seattle.

Definitions:

Homeownership rate—The percentage of households who own the home in which they live.

Low-income households—Those who have incomes no higher than 80% of Area Median Income (AMI) as calculated and adjusted for household size by the U.S. Department of Housing & Urban Development. (In 2015, 80% of AMI for a three-person family was $59,250; and in 2020 it is $85,750.)

Household race and ethnicity—The Census Bureau classifies race and ethnicity of households based on characteristics of the householder even though households can contain people of different races/ethnicities. (The householder is a person in whose name the home is owned or rented.)

Why This Matters

Owning a home is the most common way for households to build and pass on wealth. Financial equity in a home is also an asset that households can use to access additional pathways to opportunity. Reduced chances for people of color to access and sustain homeownership have added to an intergenerational legacy of diminished economic prospects as described in the text box on the following page.[8, 9]

Owning one's home is generally associated with greater housing stability than renting. Research has found that in gentrifying neighborhoods, homeowners are about half as likely to be displaced as are renters.[10]

What the Data Show in Seattle as a Whole

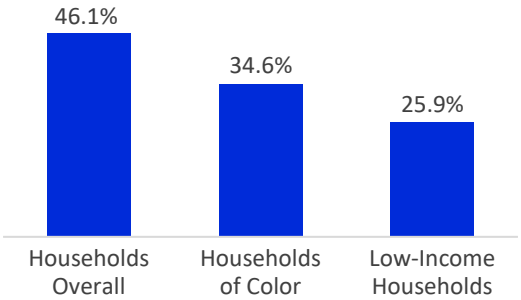
Based on a special tabulation of American Community Survey (ACS) data, about 46 percent of households in Seattle own the home in which they live, with homeownership markedly less common for households of color and low-income households. (Figure 4.)

- About 35 percent of households of color own their home.
- Roughly a quarter of households with a low income (i.e., at or below 80% of Area Median Income) are homeowners.

We use the special tabulation of ACS data (called "CHAS" data) because it allows us to report on homeownership rates in more detail than possible with the regular ACS estimates.

The most recent ACS estimates available do not show clear trends in overall homeownership rates since the 2011-2015 period represented in the CHAS data.[11]

Figure 4 **Homeownership Rates**



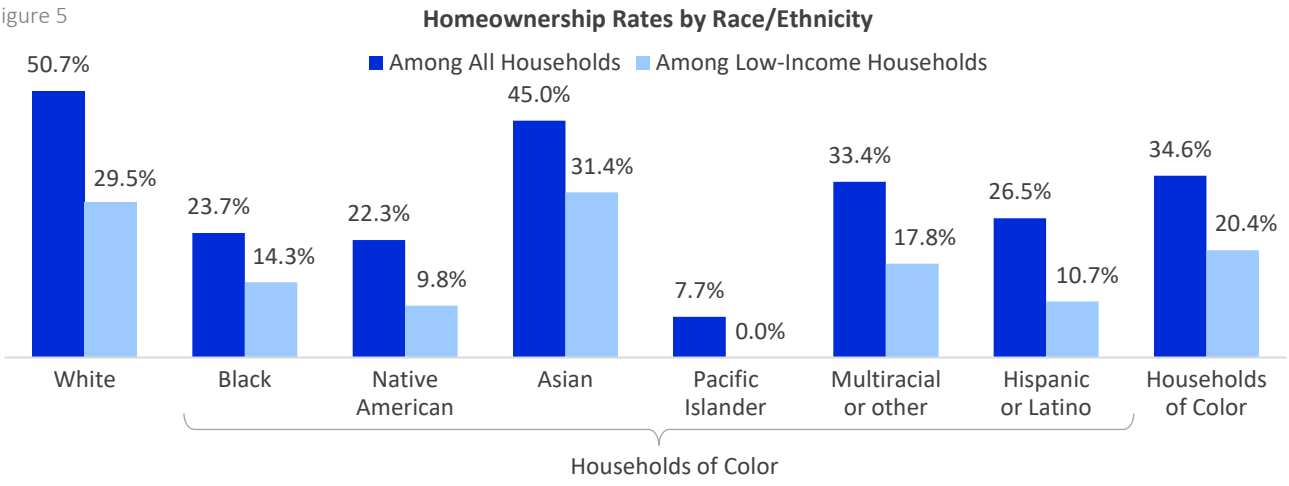
Source: 2011-2015 ACS5-Year "CHAS" (Comprehensive Housing Affordability Strategy) estimates, U.S. Census Bureau and U.S. Dept. of Housing and Urban Development (HUD).

Notes: Race/ethnicity of households refers to that of the householder.

Deep disparities in homeownership rates exist by race and ethnicity. (Figure 5.)[12]

- While more than half (51%) of White households are homeowners, homeownership is uncommon for most groups of color. Hispanics/Latinos, Native Americans, and Blacks have homeownership rates below 30 percent and owning one's home is even more of a rarity for Pacific Islanders.
- Among low-income households, owning a home is more than twice as common for Whites and Asians than for other groups.

Figure 5



Source: ACS 5-Year CHAS estimates, U.S. Census Bureau and HUD.

Notes: Race/ethnicity refers to that of the householder. ACS estimates are based on a sample and may be unreliable for small population groups.

Differences between racial, ethnic, and origin sub-groups

Looking at 2011-2015 ACS data in detail unmasks disparities in the experience of individual population subgroups. For example:

- Owning one's home is common for Japanese and Taiwanese households but rare among Cambodian and Laotian households.
- About 31 percent of households with a U.S.-born Black householder own the home in which they live; the same is true for only 10 percent of households with a Black immigrant householder.

Disaggregated estimates for additional subgroups can be found in PolicyLink/PERE's National Equity Atlas.

Declines in Black homeownership rates

Since 2000 there has been a drastic decline in homeownership among U.S.-born Blacks in Seattle, with most of this drop occurring since 2010. Comparing estimates from the 2000 Census and the 2011-2015 ACS shows a decline in Seattle's overall homeownership rate of 3 percentage points (from 49% to 46%). During the same period, there was an even larger percentage point decline for U.S.-born Blacks (from 40% to 31%).

As a *Washington Post* article from February 2019 documents, the "heartbreaking decrease in black homeownership" is widespread, with a host of causes including lingering effects of the Great Recession's foreclosure crisis, continued discrimination in lending, rising student loan debts, and various barriers that confront would-be first-time buyers in expensive markets.

Legacy of inequity—For much of the last century, discriminatory practices including redlining and racially restrictive covenants excluded people of color from Seattle's "desirable" neighborhoods and made it very difficult for people of color to purchase homes.

More recently, predatory lenders' targeting of communities of color led these communities to bear the brunt of the foreclosure crisis in the wake of the 2007 to 2009 Great Recession.

People of color continue to confront enormous barriers to becoming homeowners. As of 2018, the median sales price for a condominium in Seattle was roughly 10 times the median income of Seattle's Black families and about 7 times that of Seattle's Latinx families, with single-family homes even further out of reach. (In comparison, the median priced condominium sold for about 4 times the median income for all families in Seattle.)

Homeownership challenges faced by young adults

Another topic of concern is the difficulty that young adults have experienced, and continue to confront, in becoming homeowners. Compared with young adults of previous generations, Millennials are not as likely to own a home. Furthermore, Millennials who are homeowners have generally transitioned from renting to owning later if life than young adults in previous generations did.

This is, in part linked to the especially sharp decline in young adult homeownership rates in the wake of the Great Recession. As of 2018, within the city of Seattle, just 22 percent of Millennial householders (age 22 to 37 at the time) were homeowners; before the Great Recession, the homeownership rate among 22- to 37-year-olds had been 32 percent.[13,14]

More Millennials have become homeowners in recent years, and the extremely low mortgage rates of 2020 have reportedly increased in the pace at which Seattle-area residents of that generation are taking out home loans.[15] However, many Millennials and other young adults face formidable barriers to homeownership. The accompanying text box describes some of these barriers.[16]

Homeownership challenges faced by young adults— As found in the Urban Institute's 2018 "Millennial Homeownership" report and other studies, some of the key barriers young, would-be homebuyers have faced in recent years include historically high student loan debts and tightened credit for home loans. In Seattle and similar housing markets increasingly geared to higher-income buyers, insufficient supplies of starter homes and soaring rents have also made saving for a down payment particularly difficult.

For Black and brown young adults, these difficulties are compounded, with one factor being the limited resources that older relatives tend to have available for helping out with down payments.

Now, the economic uncertainty and lost earnings associated with the COVID-19 pandemic are likely placing a hold on the homeownership aspirations of many households.

Past recessions indicate that the groups of adult workers most impacted by unemployment during economic downturns include those starting their careers, Blacks, Hispanics, and people without a college degree. In addition to affecting people's prospects of buying a home, reduced wages and unemployment also increase risks of foreclosure.

What the Data Show in Seattle's Neighborhoods

The map for this indicator, presented in Figure 6, shows homeownership rates by census tract.

Gold hatching highlights census tracts identified as Race and Social Equity (RSE) priority areas based on the RSE Index described in the introduction to this report.

Homeownership rates vary widely across Seattle.

- Homeownership rates are generally the highest where single-family homes are prevalent and incomes high (e.g., census tracts in North Beach, Magnolia, in and around Wedgewood, Montlake, and Leschi, some tracts in West Seattle, and Seward Park in Southeast Seattle).
- Homeownership rates are low in and around downtown where substantially denser housing predominates.
- Most tracts in RSE priority areas have homeownership rates that are disproportionately low relative to the city as a whole.

The inset map in Figure 7 adds dots to symbolize the percentage of total households in each tract who are low-income homeowners. While generally a small share of all households, low-income homeowner households are more concentrated in southeast Seattle. Targeted anti-displacement efforts may be needed to help these homeowners stay in their homes.

How We Measure Homeownership Rates

The main estimates we present for this indicator are based on "CHAS" (Comprehensive Housing Affordability Strategy) data, a special tabulation of five-year ACS estimates that HUD obtains from the Census Bureau and publishes on an annual basis to help communities understand housing needs.

The ACS CHAS data are the best readily available data for analyzing homeownership by AMI-based incomes and race/ethnicity. We use the 2011-2015 CHAS estimates because they were the most recent available at the time of our analysis. The data we present on homeownership among low-income households is for households with incomes no higher than 80% of AMI as calculated and adjusted by household size by HUD.

Additional Considerations

The relative lack of diversity in the types of ownership housing available in Seattle plays a significant role in constraining homeownership opportunities and creating disparities in housing access by race, income, and neighborhood.

Although single-family detached houses are the most expensive form of housing, these homes make up much more of the ownership housing stock in Seattle than do other forms of housing such as duplexes, townhouses, and condominiums. As described the City's 2019 Housing Choices Background Report:

> "While recent efforts like the implementation of Mandatory Housing Affordability have started to change this situation, most Seattle land zoned for housing allows only detached houses….This creates a very high financial bar for entry into many Seattle neighborhoods and disproportionately limits housing access for low-income households and people of color."

Figure 6

Homeownership Rates

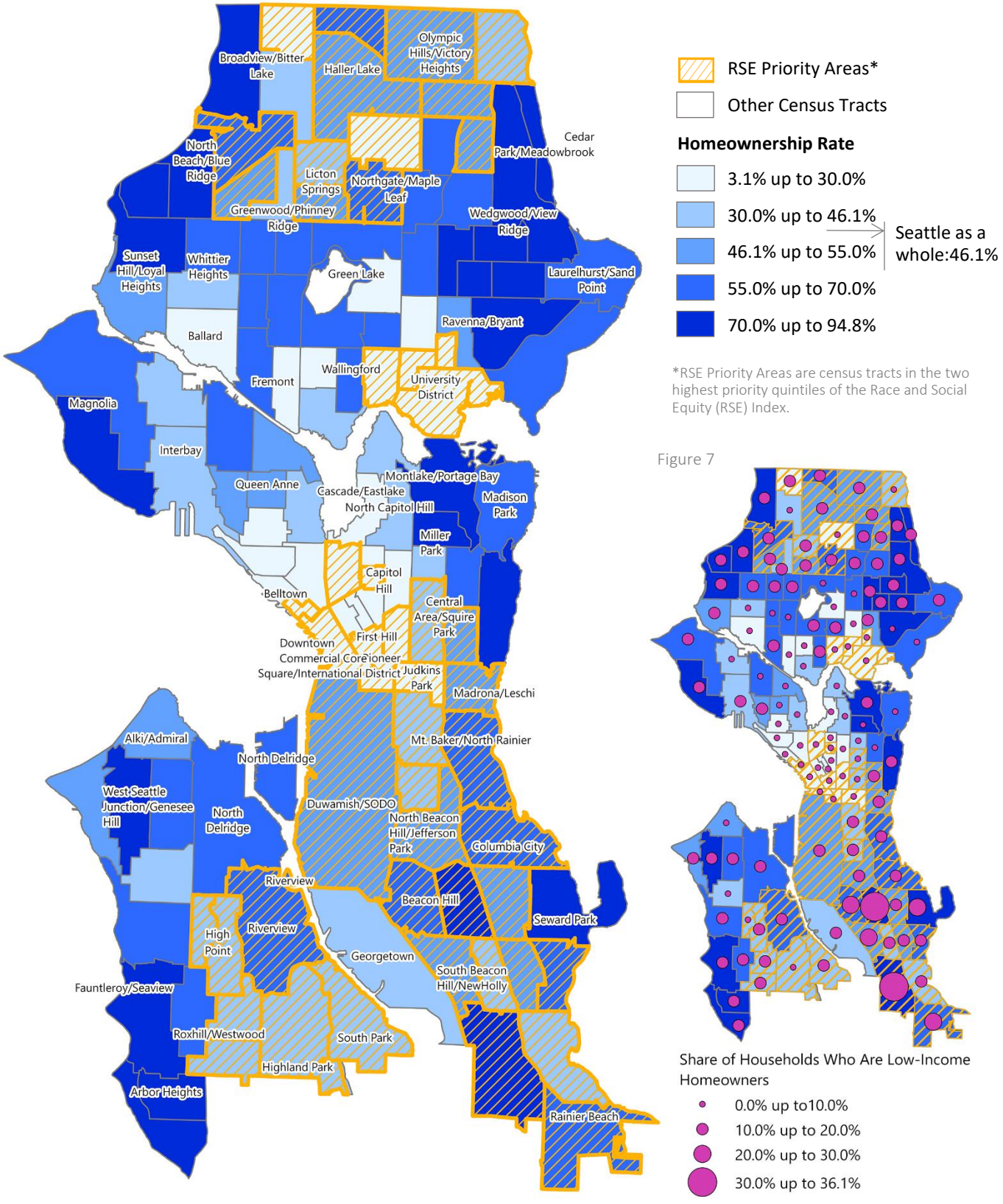


Figure 7

Sources: ACS 2011-2015 5-Year CHAS estimates, U.S. Census Bureau and HUD. RSE Index, City of Seattle Office of Planning & Community Development. (OPCD)

Notes: ACS estimates are based on a sample and can carry large margins of error at a neighborhood level.

Housing Cost Burdens

Key Findings

- In Seattle, over two-thirds of low-income households are housing cost burdened, almost twice the rate for households overall.
- Housing cost burdens are disproportionately shouldered by people of color.
  - Roughly half of Native American, Black, and Pacific Islander households are cost burdened.
  - More than a quarter of Black households are severely cost burdened.
- Housing cost burdens are more prevalent in Race and Social Equity (RSE) priority areas than in other parts of the city. At the same time, low-incomes households have high rates of cost burden regardless of where they live.

Definitions:

A household is **"housing cost burdened"** if it spends more than 30 percent of its income on housing, and **"severely housing cost burdened"** if it spends more than 50 percent.

Housing costs for renters include contract rent and basic utilities; and for owners include any mortgage payments, basic utilities, property taxes and insurance, and other certain other expenses such as condominium fees.

Low-income households are households with incomes at or below 80% of AMI. (See low-income definition provided with previous indicator.)

Why This Matters

Housing is the single largest expense for most households. Households with unaffordable housing costs, particularly those who have low incomes, may not have enough money left over to pay for other basic needs or make investments in things like college that can improve their long-term economic well-being.

To avoid or reduce cost burdens, households commonly make tradeoffs. This often means living further away from work to better afford housing although doing so increases the time and money they must spend commuting. Low-income households with unaffordable housing costs are especially vulnerable to displacement.

What the Data Show in Seattle as a Whole

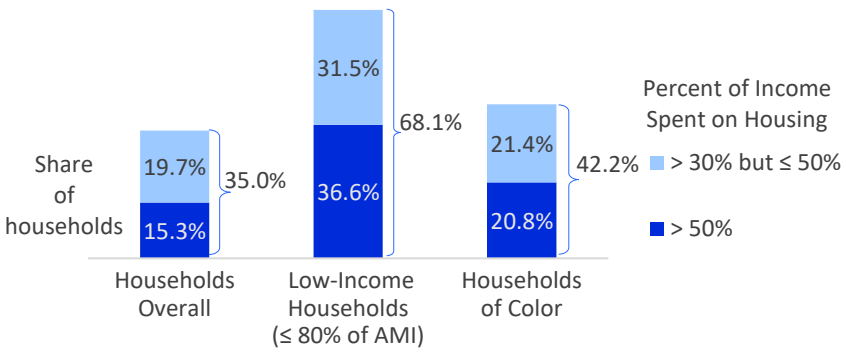
Per the 2011-2015 American Community Survey (ACS) CHAS data, about 35 percent of Seattle households are housing cost burdened and roughly 15 percent are severely housing cost burdened.

As shown in Figure 8, shouldering unaffordable housing costs is nearly twice as common for low-income households (i.e., those with incomes at or below 80% of Area Median Income) as for households overall:

- Roughly two thirds of low-income households are cost burdened.
- More than one third of low-income households are severely cost burdened.[17]

Roughly forty-two percent of households of color are cost burdened, with twenty-one percent severely cost burdened.

Figure 8 **Prevalence of Housing Cost Burdens**



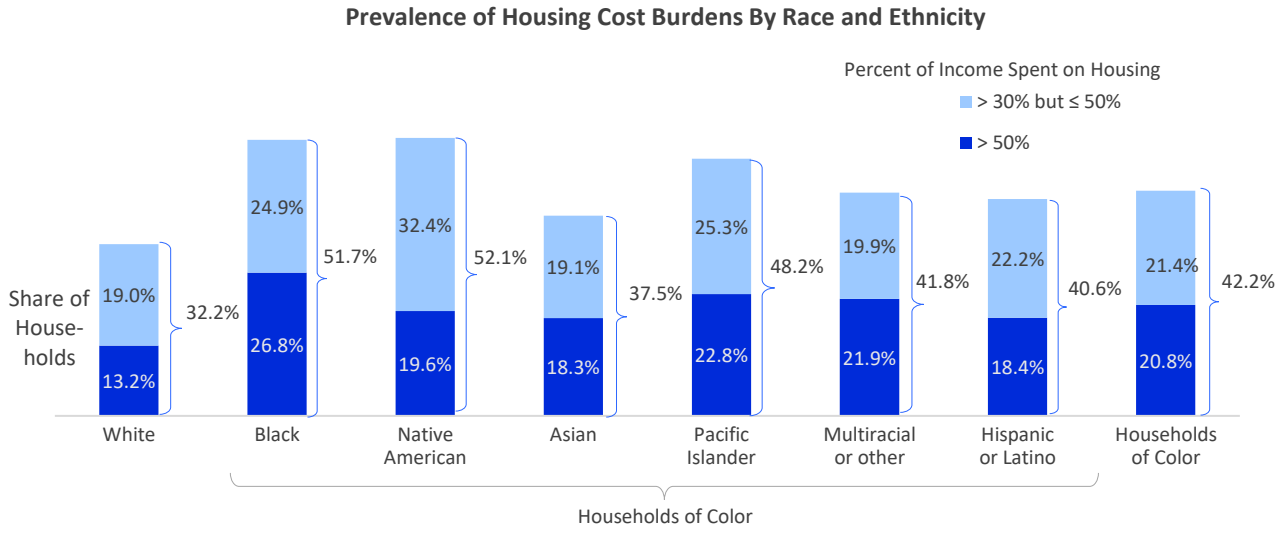
Source: CHAS tabulation of 2011-2015 ACS 5-year estimates, U.S. Census Bureau and HUD.

Notes: ACS estimates are based on a sample. Sources do not calculate the percentage of income spent on housing for households with zero or negative income, which comprise 1.5% of total households, 3.9% of low-income households, and 2.9% of households of color.

As shown in Figure 9, paying more than a household can afford for housing is disproportionately common for every group of color:

- Housing cost burdens are most prevalent among Native American, Black, and Pacific Islander population groups; roughly half of these households pay too much for housing.
- Of particular concern, an estimated 27 percent of Black households are paying more than half of their income for housing.

Figure 9



CHAS tabulation of 2011-2015 ACS 5-Year Estimates, U.S. Census Bureau and HUD.

Notes: Race/ethnicity refers to householder. ACS estimates are based on a sample and may be unreliable for small population groups. Percentage of income spend on housing not calculated for households with zero or negative income

Prevalence of housing cost burden among renters and owners

Being housing cost burdened is more common for renters than homeowners (about 42 percent of renter households are cost burdened compared with 26 percent of owner households). The difference is largely related to renters being more likely than owners to have low incomes.

Large majorities of very-low income households (that is, households with incomes of 0-50% of AMI) are shouldering cost burdens regardless of whether they rent or own.[18]

More recent estimates from the ACS on the prevalence of housing cost burden

ACS estimates published directly by the Census Bureau provide information on what has happened with housing cost burdens between the five-year period reflected in the 2011 to 2015 estimates above and the year 2018.

- The 2018 ACS data suggest that the overall *percentage* of Seattle households who are cost burdened did not rise during that time despite increased housing costs, with one likely reason being the expansion in the share of households with high incomes. The lack of an increase in the share of Seattle households who are cost burdened may also reflect lower income households being priced out of the city.
- While the share of the city's households who are housing cost burdened does not appear to have grown, the 2018 ACS indicates that the *total number* of cost-burdened households *did increase*.[19]

Income loss and housing insecurity in the wake of COVID-19's arrival—The ACS data presented on cost-burdened households and race-based disparities predate the COVID-19 pandemic and its reverberations.

Reductions in income due to a host of factors including layoffs and furloughs are now making it more difficult for many households to pay for housing and other basic needs. Those who entered the pandemic with low-paying jobs and little savings have been among the most impacted.

The Census Bureau has been fielding a special weekly survey called the "Household Pulse Survey" in the midst of the pandemic. Responses indicate that nearly half of adults in the Seattle-Tacoma-Bellevue Metro Area are in a household where someone has experienced a loss of employment income since the pandemic began. Many in our metro area report that they have delayed making rent and housing payments. July responses to the survey indicate:

- 18 percent of mortgage holders of color—compared to 6 percent of their White counterparts—either missed their June mortgage payment or had it deferred, and
- 34 percent of renters of color—compared to 9 percent of White renters—either missed their June rent payment or had it deferred.

These figures signal that here in the Seattle area, as in the rest of the county, many people are at heightened risk of foreclosure, eviction, and other forms of displacement (including leaving their homes to double up with family or friends).

While eviction moratoria, unemployment insurance, and emergency aid has thus far forestalled an eviction crisis, risks to renters—particularly those of color—loom large. Based on research findings reported in The COVID-19 Eviction Crisis (August 2020), a large group of advocates and academics are warning that—without a vast federal outlay of emergency rental assistance—tens of millions of people across the county will be at risk of losing their home when eviction moratoria expire.

Emergency housing assistance during the pandemic—With the coronavirus pandemic upending people's livelihoods, more households need help to weather the crisis and stay in their home.

- The City's "Renting in Seattle" website includes information on eviction moratoria and other measures aimed at protecting renters having difficulty making rent payments.
- The Office of Housing's website provides information on ongoing programs to help both renters and prospective and current homeowners and includes a compilation of COVID-19 Resources for Affordable Housing Providers and Residents.
- Many of these programs—and others—are featured on Affordable Seattle, a City webpage to help residents find resources and assistance for which they may be eligible.

What the Data Show in Seattle's Neighborhoods

The map in Figure 10 shows the share of households within each census tract who are housing cost burdened. North of the ship canal, housing cost burdens are most prevalent in and around Northgate, Haller Lake, and the University District. South of the ship canal, housing cost burdens are most common in Capitol Hill and the Central area, much of Downtown, and in large swaths of south Seattle neighborhoods including High Point, South Park, and most of southeast Seattle.

The large majority of census tracts in RSE priority areas have higher rates of housing cost burden than the city as a whole, reflecting the lower incomes in RSE priority areas.

While the prevalence of housing cost burden varies by neighborhood, low-income households tend to be cost-burdened regardless of where they live. Within almost all the city's neighborhoods, most low-income households in the neighborhood are cost burdened.[20]

How We Measure Housing Cost Burden

Based on the standard used by HUD—which is also the most commonly used standard in broader circles— we consider a household to be housing cost burdened if it spends more than 30 percent of its income on housing. Also, per HUD's standards, we consider a household to be severely housing cost burdened if it spends more than 50 percent of its income on housing. Data used to calculate cost burdens are collected at the household-level; a household is comprised of all persons occupying a housing unit.[21]

As described in the definition provided earlier, for renters, the costs included in the calculation are contract rent plus basic utilities. (Contract rent refers to the monthly rent the tenant household is paying under an existing lease.) For owners, the costs include mortgage payments, utilities, insurance on the property, real estate taxes, and fees such as those paid to condominium associations.

As with the indicator on homeownership, we use the CHAS special tabulation of ACS data as the main data source for our analysis because the CHAS data provide the most readily available detail by race and by AMI-based income levels. The CHAS tabulation from the 2011-2015 five-year ACS data comprised the most recent CHAS data available at the time we performed these analyses.

We use 1-year ACS estimates directly from the Census Bureau to provide a general sense of more recent city-level trends in the prevalence of housing cost burdens. (While these ACS estimates are available with less of a lag, they use slightly different thresholds in reporting housing costs as a percentage of income.[22])

Additional Considerations

In reality, the percentage of income that a household can afford for housing varies. Those with extremely low incomes and very low incomes likely struggle with spending even 30 percent of their income on housing. The same can be true of households with large expenses besides housing, such as expenses related to childcare, student loans, medical care, or eldercare.

Furthermore, ACS estimates about cost-burdened households do not account for the needs and struggles of individuals and families experiencing homelessness. The "Count Us In" point-in-time count, conducted in January of 2020 estimated that there were roughly 11,750 persons at that time experiencing homelessness in Seattle and the remainder of King County. This is an increase of nearly 5 percent from the previous January. The 2020 count estimated a population of almost 8,200 persons experiencing homeless within Seattle.

A survey is conducted with a random sample of persons experiencing homelessness as part of the "Count Us In" process. Based on detailed analysis of survey findings available in the 2019 report, many marginalized population groups are disproportionately represented among people without homes. See sidebar for examples.[23]

People experiencing homelessness are not included in ACS estimates on housing cost-burdened households.

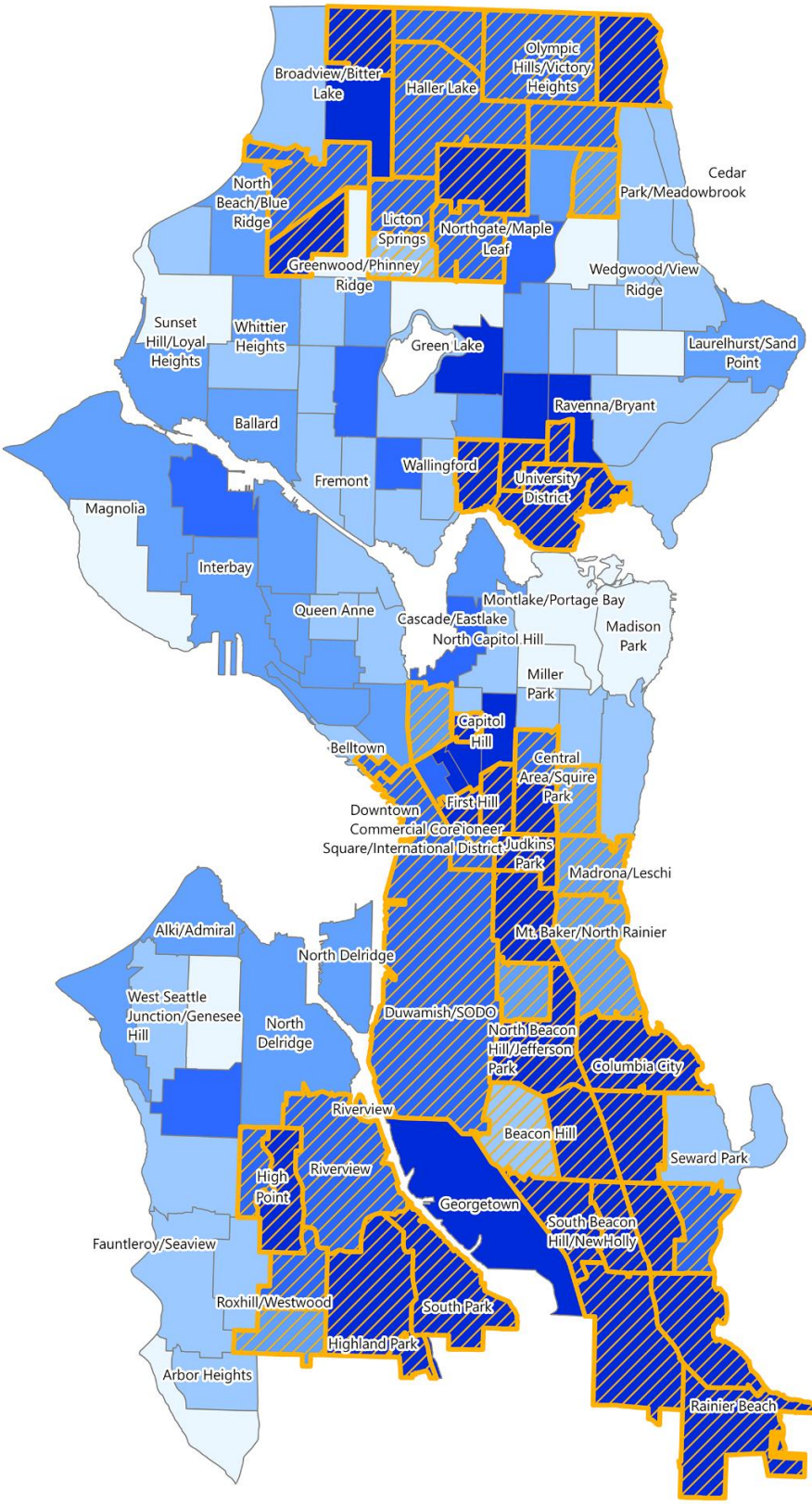
Based on the 2019 Count Us In survey, groups disproportionately represented within the population experiencing homelessness include:

- men;
- Black, American Indian/Alaskan Native, Pacific Islander, Hispanic/Latino, and multiracial individuals;
- lesbian, gay, bisexual, transgender, queer, and other (LGBTQ+) persons;
- people who had been in foster care; and
- persons with physical disabilities, chronic substance use disorders, and severe mental health conditions.

The 2020 "Count Us In" Report is available online on the King County Regional Homelessness Authority's website along with additional data used to understand the scope of homelessness and inform planning for homeless services.

Figure 10

Housing Cost-Burdened Households



A household is considered to be cost-burdened if it spends more than 30 percent of its income on housing.

RSE Priority Areas*

Other Census Tracts

Share of Households Who Are Cost Burdened

17.7% up to 25.0%

25.0% up to 30.0%

30.0% up to 35.0%

35.0% up to 40.0%

40.0% up to 62.0%

Seattle as a whole: 35.0%

*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Sources: ACS 2011-2015 5-Year CHAS estimates, U.S. Census Bureau and HUD. RSE Index, City of Seattle Office of Planning & Community Development. (OPCD)

Notes: ACS estimates are based on a sample and can carry large margins of error at a neighborhood level.

Affordability and Availability of Rental Housing

Key Findings

- Seattle has a shortage of rental housing affordable and available at all low-income levels: 30% of Area Median Income (AMI), 50% of AMI, and 80% of AMI.
- The shortage is especially severe for households with extremely low incomes: there are only 32 affordable and available rental units for every 100 renter households with incomes at or below 30% of AMI.
- In general, the share of rentals affordable with a low income is higher in Race and Social Equity (RSE) priority areas than elsewhere in the city. Low-income renters in these areas, and in other areas of the city, are at risk of being priced out as market-rate rents increase.

Why This Matters

The cost of housing relative to people's incomes is one of the most powerful determinants of who can live in Seattle. The same is true at a neighborhood level, with the affordability of housing affecting who is able to live within a close commute of work, who can live in the safest communities, and who has access to connections that improve socioeconomic prospects.

Compared with Whites, people of color are disproportionately likely to rent and have low incomes. Overall, about 43 percent of Seattle households of color are low-income renters; the same is true for just 23 percent of Seattle White households.[24]

Nearly all the residents we spoke with to help shape this monitoring program cited housing affordability as a major challenge for their community.

What the Data Show in Seattle as a Whole

To gauge shortages confronting low-income renters, we start by comparing shares of households at or below low-income thresholds with the shares of renter-occupied units affordable to these households. (The affordability profile of rental housing is shown in Figure 11 on the following page.)

Gauging whether Seattle's rental housing stock is sufficient to meet the needs of low-income households requires looking at both affordability and availability.

Definition: Rental units that are "**affordable and available**" with a low income are both affordable with a low income *and* not taken up by households in a higher income tier.

Context on rental housing affordability and the pandemic:

Seattle was the fastest growing city of the 50 most populous cities in the nation during the2010s; our city added residents at an especially fast pace between 2013 and 2018.

Even though the number of housing units developed each year from 2013 through the end of the decade approached or exceeded the city's historical highs, demand still outstripped development, driving up sales prices and rents at extraordinarily rapid rates. As demonstrated by the data presented for the previous indicator on housing cost burden, low-income households, people of color, and renters disproportionately bear the harm from Seattle's shortage of affordable housing.

The pandemic is now compounding this harm. The toll in lost jobs and reduced work hours associated with the pandemic has altered what many households can pay for housing.

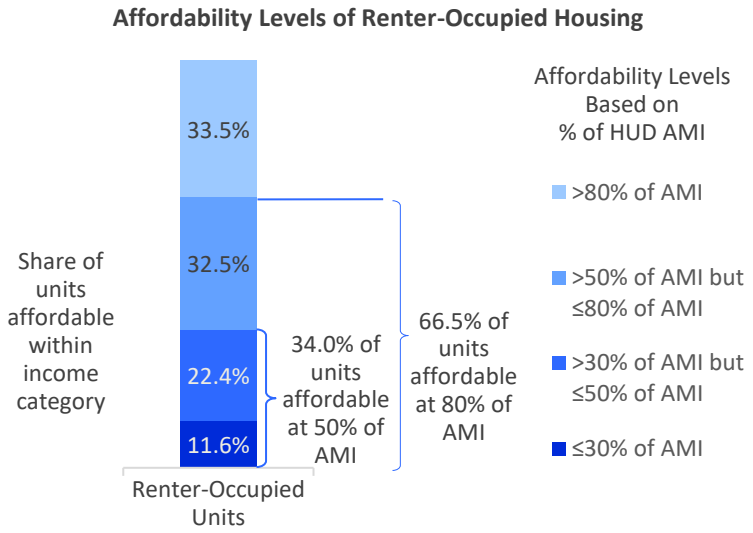
As shown in the twelfth week of responses to the Census Bureau's new Household Pulse Survey, housing insecurity is hitting people of color, renters , and households in the lowest income brackets particularly hard. In the Seattle metro area one in three renters of color—compared with roughly one in ten White renters—missed their June 2020 rent payment.

We find that:

- Just on-eighth (12%) of renter-occupied units can be afforded with an income of 30% of AMI. However, a quarter of renter households have incomes at or below 30% of AMI.
- About one-third (34%) of renter-occupied units are affordable at 50% of AMI while 40 percent of renter households have incomes at or below 50% of AMI.
- Roughly two-thirds (66%) of renter-occupied units are affordable at 80% of AMI. About 54 percent of renter households have incomes at or below 80% of AMI.

From these comparisons, we can see that there are shortages in rentals affordable at 30% of AMI and at 50% of AMI, but there *appear* to be sufficient units affordable at 80% of AMI.

Figure 11



Source: 2011-2015 5-Year ACS CHAS, U.S. Census Bureau and HUD.

Notes: The ACS does not distinguish between market-rate and income-restricted units. AMI refers to the Area Median Family Income calculated byHUD, with adjustments for household size and other factors, for the Seattle-Bellevue-Everett MetroDivision. Chart reflects renter-occupied units with complete kitchen and plumbing facilities.

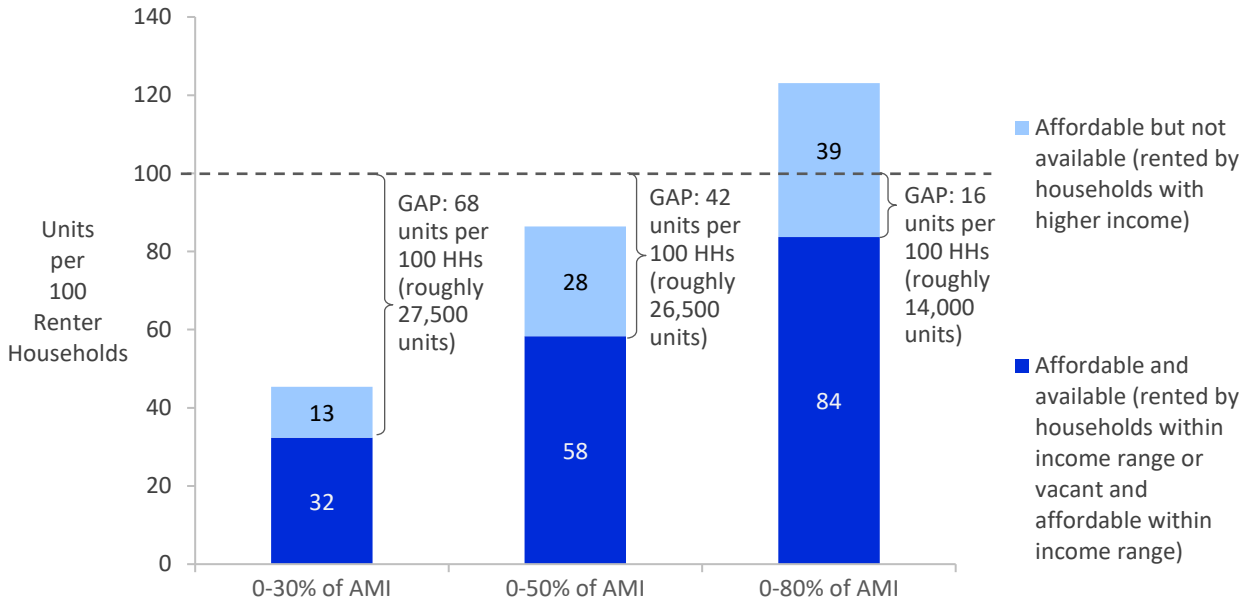
We now need to adjust for the fact that some rentals affordable at each of these three low-income levels are actually occupied by households with incomes higher than these respective levels. Occupancy by higher income households renders these units *unavailable* to households within the respective lower income categories. (Unless units are income-restricted, households with higher incomes can—and often do—live in them.[25])

After taking this into account, we find that in reality, supplies of rentals at 30% of AMI and at 50% of AMI are extremely short and that the supply at 80% of AMI is also insufficient to meet need. As shown in Figure 12 on the following page:

- Wide gaps exist at 30% of AMI and 50% of AMI, with ratios of:
  - only 32 affordable and available rental units for every 100 renter households with incomes at or below 30% of AMI, and
  - only 58 affordable and available units for every 100 renter households with incomes at or below 50% of AMI.
- There are about 84 affordable and available rental units for every 100 renter households with incomes at or below 80% of AMI.

Figure 12

Rental Housing Affordability and Availability



Source: 2011-2015 5-Year ACS CHAS, U.S. Census Bureau and HUD.

Notes: Source does not distinguish between subsidized and market-rate units. AMI refers to the Area Median Family Income estimated by HUD, as adjusted for household size and other factors, for the Seattle-Bellevue-Everett Metro Division. Units without complete kitchen and plumbing facilities omitted. 100 affordable and available units per 100 renter households represents balance between supply and demand.

And yet, even these statistics underestimate unmet needs for affordability.

- Although the affordability and availability methodology is widely used to model gaps between need and supply at low-income levels,[26] the level of aggregation in the data masks some of the extent to which need exceeds supply.[27]
- Additionally, the data on households used in this analysis are, by Census Bureau definitions, limited to persons who are housed. Given this, the estimated shortages do not factor in housing needed by people experiencing homelessness in Seattle. The January 2020 "Count Us In" point-in-time count estimated that more than 8,000 people in Seattle are experiencing homelessness.[28]
- The analysis also excludes displaced households and other households who want to live in Seattle but reside in surrounding areas so they can afford housing.
- Furthermore, the estimates above—which are based on 2011-2015 ACS CHAS data—capture only a portion of the extraordinary increase in rents that Seattle experienced beginning around 2012.[29]

Recent increases in rents

The most recent data we have from the ACS, single-year data from 2018, indicate that median gross rent was roughly 35 percent higher in 2018 than it was in the five-year 2011-2015 period reflected above—*and this is after adjusting for inflation*.[30]

Although more recent data available from other sources (e.g., Zillow, Apartment List, and CoStar) suggest that rent increases have moderated or stalled, the cumulative run-up in rents has placed more housing outside the reach of low- and moderate-income renters. While we lack data on the number of households displaced by rent increases, it is clear that rent increases have made it untenable for many households to continue renting in Seattle.

What the Data Show in Seattle's Neighborhoods

The Figure 13 map shows the shares of renter-occupied housing units in each census tract that are affordable with a low household income (i.e., an income at or below 80% of AMI). The three deepest shades of blue indicate where the proportion of rentals affordable to low-income households is higher than in the city as a whole.

As seen in the preceding "affordability and availability" analysis, a seemingly sufficient supply of rentals affordable at 80% of AMI can in fact represent a shortage because affordable market-rate rentals may be occupied by higher income households. ***The neighborhood-level estimates shown in the map do not account for unavailability due to occupancy by higher-income households***.

- In general, the share of rentals affordable to low-income households is higher in RSE priority areas than elsewhere in the city. Affordable proportions are highest in Southeast Seattle; some West Seattle neighborhoods including High Point and South Park; and in some north-end neighborhoods. These communities are likely to face increased risk of economic displacement as rents increase.
- In general, low-income renters face the greatest difficulty finding units they can afford in areas outside of RSE priority areas.
- However, some RSE priority census tracts have lower than average proportions of units affordable at or below 80% of AMI. Several of these tracts are in gentrifying areas in and around Seattle's previously majority-Black Central Area, where the number of Black residents has been shrinking for decades. High rents in and around the Central Area signal continuing displacement pressures.

How We Measure the Affordability and Availability of Rental Housing

We measure the affordability of rental units based on the income a household needs to afford gross rent (i.e., rent plus basic utilities). We consider a rental unit affordable at a given income level if gross rent is no more than 30 percent of the corresponding income limit.[31]

We also look at whether there are enough rental units *affordable and available* to households at income thresholds of 30% of AMI, 50% of AMI, and 80% of AMI. Units affordable at each income level are also *available* at that level if they are vacant or occupied by a household with an income less than or equal to that threshold.[32] The endnotes include a detailed description of how we calculate shortages of affordable and available rentals confronting households and how these shortages shrink as the analysis goes up the income scale.[33] For reference, a table in the endnotes shows official HUD AMI-based income limits and corresponding affordable rents.[34]

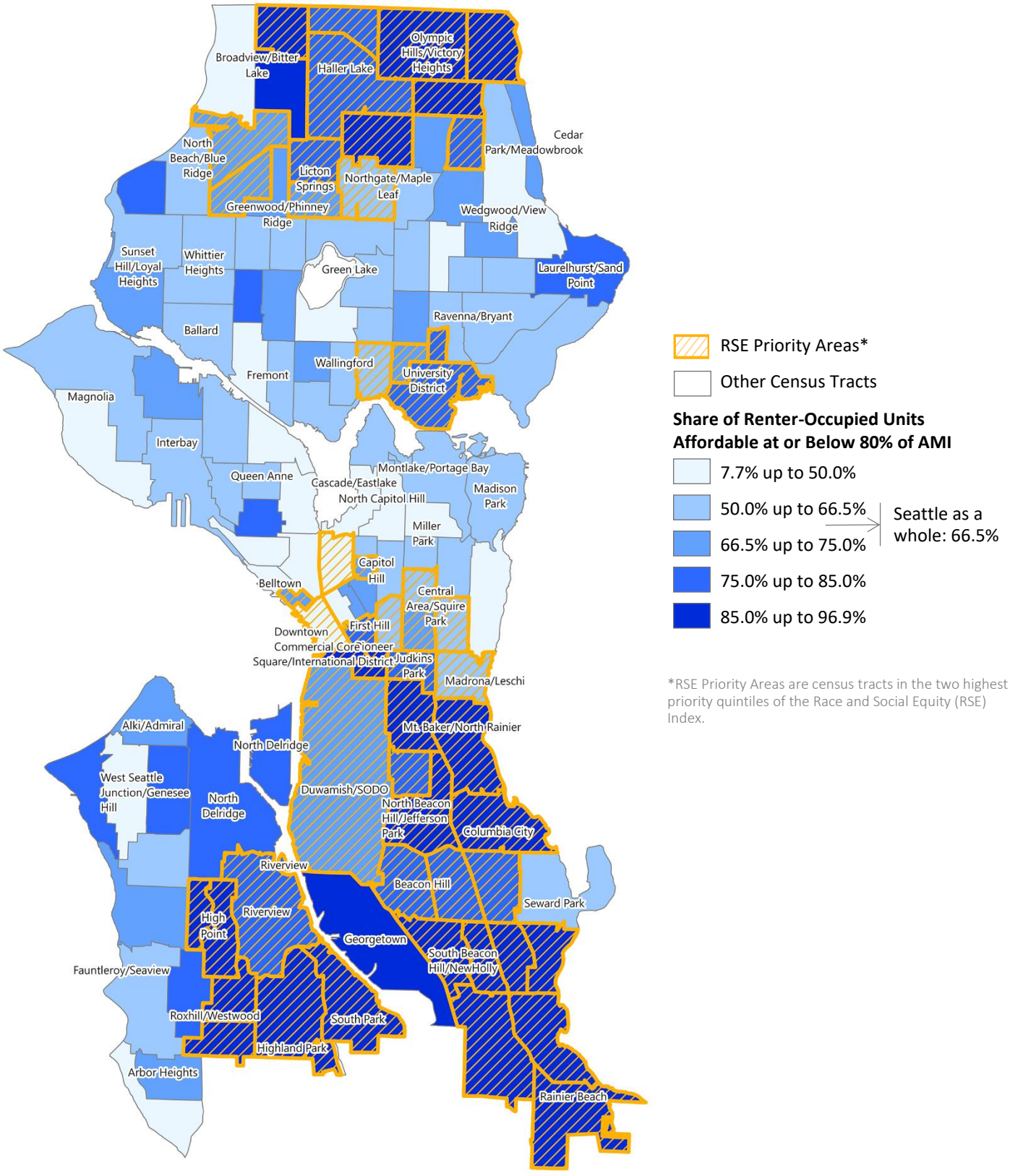
These analyses use the CHAS tabulation of five-year ACS data collected from 2011 to 2015. ACS data do not distinguish between rent- and income- restricted units and market-rate units; the units affordable at specified income levels may be of either type. Like the indicator on housing cost burdens, the affordability and availability indicator taps data on housing costs and incomes that the ACS collects from households, which—according to the Census Bureau's definitions—are comprised of persons occupying housing units.[35]

Additional Considerations

While the estimates presented for affordable and available units exclude units that lack complete kitchens or have incomplete plumbing; these estimates do not account for other aspects related to housing quality or safety. Several of the residents we spoke with during outreach described health hazards including mold in the limited supply of affordable market-rate apartments in their neighborhoods.

Figure 13

Rental Housing Affordability



*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Sources: ACS 2011-2015 5-Year CHAS estimates, U.S. Census Bureau and HUD. RSE Index, City of Seattle Office of Planning & Community Development.
Notes: ACS estimates are based on a sample and can carry large margins of error at a neighborhood level. Map reflects renter-occupied units with complete kitchen and plumbing facilities.

Family-Size Rental Housing

Key Findings

- Less than half of all renter-occupied housing in the city has two or more bedrooms.
- Two-plus bedroom units that are affordable to low-income households are uncommon, making up just 28 percent of all renter-occupied units in Seattle. Only *seven percent* of all occupied rentals are three-plus bedroom units that low-income households can afford.
- Issues with the availability of family-size housing are compounded because units big enough for large households are commonly occupied by smaller households.

Why This Matters

A wide range of outcomes in adulthood are affected by the neighborhoods in which people lived when they were children.[36] The availability of housing that is affordable and suitably sized for families is an important factor influencing where children live. Multi-bedroom housing also enables individuals to share housing so that they can live more affordably.

Affordable multi-bedroom housing, in the form of rentals as well as ownership housing, is necessary to ensure that families of a variety of economic means can live in Seattle and is a key racial equity consideration. Families of color and immigrant households tend to be larger and contain more generations than other families.[37]

In Seattle, ACS estimates show that roughly 31% of the households of color and 35% of immigrant households contain two or more generations; this compares to 22% for White households.

Many of the community leaders and residents we spoke with noted the need for more affordable family-sized units, with several conversations emphasizing unmet need for units big enough for large families. Underlining the need for affordable family-size housing, is the fact that one public school student in twenty is experiencing homelessness or is unstably housed.[38]

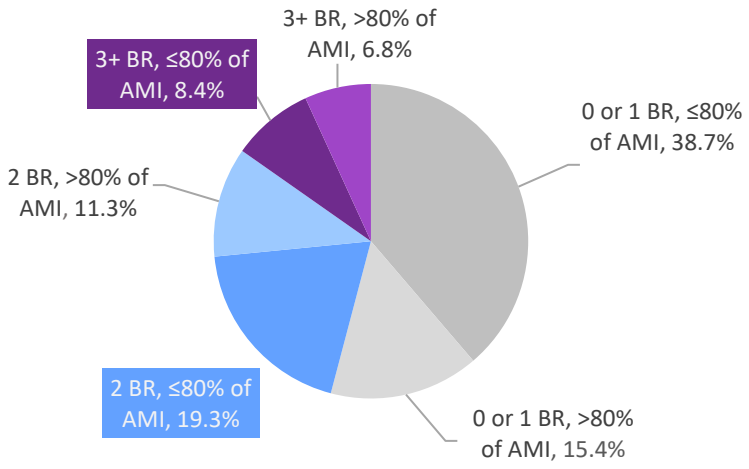
What the Data Show in Seattle as a Whole

The accompanying pie chart (Figure 14) shows the distribution of renter-occupied housing units in Seattle by unit size, with each size segmented into units that are affordable with a low-income and those that are not. Both multifamily and single-family rentals are included.

- Dwellings with two or more bedrooms make up less than half of the total renter-occupied housing in Seattle. Most multi-bedroom rentals have two bedrooms (represented by blue), with relatively few contain three or more bedrooms (represented by purple).

Figure 14

Renter-Occupied Housing By Unit Size and Affordability Level
As a Share of All Renter-Occupied Housing Units



Source: 2011-2015 5-Year ACS CHAS, U.S. Census Bureau and HUD.

Notes: AMI refers to the Area Median Family Income calculated by HUD (with adjustments for household size and other factors) for the Seattle-Bellevue-Everett Metro Division.

- Multi-bedroom units affordable with incomes at or below 80% of AMI make up 28 percent of renter occupied units in the city. Only 7 percent of all renter-occupied units are 3-plus bedroom units affordable at this income level.
- Multi-bedroom units affordable at lower income levels are rarer still. While not detailed in the chart, multi-bedroom units affordable at or below 50% of AMI comprise only 13 percent of the renter-occupied units in Seattle; dwellings with 3 or more bedrooms affordable at this very low-income level make up just four percent of the rental units.

The data shown are from the 2011-2015 ACS CHAS dataset. Housing challenges faced by low-income families have continued to grow since these data were collected. Rents have increased. As noted in the analysis for the previous indicator, single-year data from ACS shows that, after adjusting for inflation, median gross rent was roughly 35 percent higher in 2018 than in the five-year 2011-2015 period.

In addition, the mix of rentals in Seattle has been shifting toward smaller units as the post-recession boom in construction has added studio apartments at a much more rapid pace than multi-bedroom units.[39]

Furthermore, as described for the previous indicator, affordability does not equal availability; units supplied by the market at rents that low-income households can afford are often occupied by higher income households. With family-size housing, availability issues are compounded in that the units big enough for large households are commonly occupied by smaller households.

How We Measure the Affordability of Family-Size Rental Housing

This indicator focuses on multi-bedroom units based on the observation that families other than couples generally prefer to live in housing with more than one bedroom, and based on research showing that living in a home with sufficient space is important for children's wellbeing.[40, 41] We also look at housing with three or more bedrooms given these units' importance for accommodating large families.

The basic methodology, assumptions, and data sources that we use to measure the affordability of family size housing are the same as those described for the previous indicator on rental housing affordability.

Rent- and Income-Restricted Housing

Key Findings

- There are roughly 33,400 rent- and income-restricted housing units located throughout Seattle. The current supply of rent- and income-restricted housing in the city has been built under a variety of programs.
- About 19,800 of these rent- and income-restricted units were created though City housing affordability programs. Seven in ten of these 19,800 units serve households with incomes at or below 60% of AMI.
- Of the rent- and -income restricted units located in Seattle:
  - Approximately two-thirds are in Racial and Social Equity (RSE) priority areas.
  - Over 80 percent are in urban centers and urban villages, providing convenient access to jobs and essential services, including frequent transit.

Definition: Rent- and income-restricted housing refers to units with limits on both the rents that may be charged and the incomes of households eligible to live there.

(Market-rate housing rented by low-income households using tenant-based vouchers are not included in this definition.)

Why This Matters

Rent- and income-restricted housing serves individuals and families who are unable to find affordable housing in the for-profit market, providing access for low-income households to Seattle's employment and educational opportunities, transportation, social and cultural services, and parks and open space. Those served include low-income families, low-wage workers, seniors, people with disabilities, and people who have experienced homelessness.

People of color are disproportionately likely to have low incomes and to experience housing cost burdens, displacement, and homelessness. Affordable housing investments serving low income households are critical for reducing these disparities and for providing fair access to housing opportunities.

Housing units with long-term affordability requirements provide critically needed housing stability for low-income households in gentrifying neighborhoods. Creating affordable housing in high opportunity neighborhoods is also important for advancing racial equity. Living in a high opportunity neighborhood can offer low-income families a path out of poverty for their children, as shown by economist Raj Chetty and other researchers.[42]

What the Data Show in Seattle as a Whole

Non-profit and for-profit entities and public housing agencies develop, own, and manage Seattle's rent- and income-restricted affordable housing using a variety of funding sources.

Rent- and Income-Restricted Units In-Service Citywide

Of the approximately 33,400 rent- and income-restricted housing units in the city:

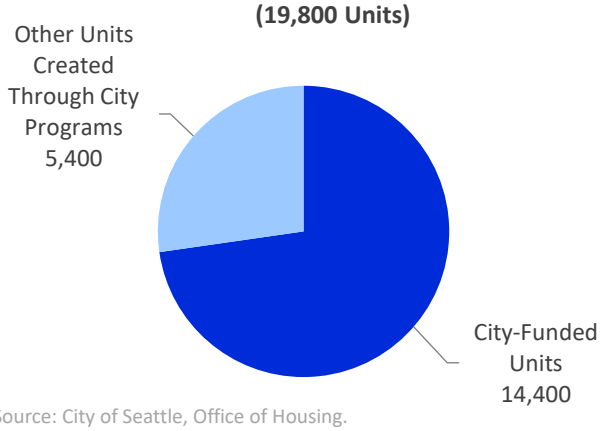
- About 19,800 are units with affordability regulated through agreements between the property owners and the City.
- Another roughly 13,600 are either owned by the Seattle Housing Authority (without City involvement) or have affordability requirements regulated solely by non-City agencies.

Rent- and Income-Restricted Units in City Affordable Housing Programs

Data provided by City's Office of Housing (OH), shown in Figure 15, categorize the 19,800 rent- and income-restricted units under the City's purview into 1) units constructed or preserved through City funding programs and 2) units without City funding created through other City programs including Multifamily Tax Exemption (MFTE), Mandatory Housing Affordability, and Incentive Zoning programs.

Figure 15

Rent- and Income-Restricted Housing Units with City of Seattle Regulatory Agreements (19,800 Units)



Source: City of Seattle, Office of Housing.

Notes: Units in service as of March 31, 2020 with an incentive-related or funding-related affordable housing agreement between the property owner and the City. Numbers rounded to nearest hundred.

City-Funded Units

About three-quarters of the rental units with City regulatory agreements are permanently affordable housing units subsidized by OH,[43] largely with funding from the voter-approved Seattle Housing Levy. Additional City sources include federal grants and "in-lieu" payments collected from developers participating in certain incentive programs.[44]

Funding from OH for the development of affordable housing is available to non-profit and for-profit entities on a competitive basis. Funding is usually in the form of low-interest, deferred-payment loans with regulatory agreements that ensure affordability for 50 years or more.

City-funded rent- and income-restricted units serve households with low incomes (i.e., incomes at or below 80% of AMI). Almost all (97%) of rental units with funding from the City are dedicated to households with incomes at or below 60% of AMI. Roughly half of City-funded rentals are reserved for households with incomes no higher than 30% of AMI. (Table 2 gives examples of household income limits and associated rent limits.[45])

Table 2

Example Income and Rent Limits City-Funded Units

% of Area Median Income (AMI)	Example Household Sizes	Household Income Limit	Unit Size	Monthly Rent Limit (including utilities)
30% of AMI (Extremely Low Income)	1 person 3 people	$23,250 $29,900	Studio 2 Bedrooms	$581 $747
50% of AMI (Very Low Income)	1 person 3 people	$38,750 $49,800	Studio 2 Bedrooms	$968 $1,245
60% of AMI	1 person 3 people	$46,500 $59,800	Studio 2 Bedrooms	$1,162 $1,495
80% of AMI (Low Income)	1 person 3 people	$61,800 $79,450	Studio 2 Bedrooms	$1,545 $1,986

Notes: Rent limits include the cost of basic utilities with rent maximums equal to 30% of the household income limits.

The income and rent limits shown are those that OH uses for City-funded units in its Rental Housing Program. These are based on HUD's 2019 Income Limits.

The AMI-based income and rent limits that OH uses to administer affordable housing programs are based on HUD's calculation of Area Median Family Income and/or HUD's published Income Limits. Specific income and rent limits vary by program.

(As of August 2020, due to the pandemic, 2019 income and rent limits are still in effect for City of Seattle affordable housing programs.)

Other Units with City Rent- and Income Restrictions

The other roughly 5,400 rent- and income-restricted units with City regulatory agreements have largely been built through City incentive programs—Incentive Zoning (IZ), Multifamily Tax Exemption (MFTE), and Mandatory Housing Affordability (MHA).

MFTE units, which have affordability terms of up to 12 years, currently comprise more than 90 percent of the 5,400-unit total.

Legislation expanding MHA requirements to commercial and multifamily development citywide was adopted in April of 2019. As OH notes in its 2019 annual report on IZ and MHA, contributions to affordable housing from the expansion of the MHA program will take time to materialize.

Characteristics of Rental Units in City Affordable Housing Programs

Table 2 summarizes selected characteristics of existing rent- and income-restricted units in the City's affordable housing programs.

Household income levels served

In total, almost all (96%) of the rent- and income-restricted units under City programs serve households with incomes at or below 80% of AMI, with 71% of the total dedicated to households with incomes no higher than 60% of AMI.

- The distribution of income levels served varies markedly between programs; units created with City funding are devoted almost entirely to households with incomes no higher than 60% of AMI as previously described.
- Other rent- and income-restricted units created through City programs mainly serve households with incomes in the >60% to ≤80% of AMI range. The distribution of income levels served by these units largely reflects that of the MFTE program since MFTE units comprise the large majority of these units.

Table 3

Income Limits and Size of Units in Rent- and Income-Restricted Housing City Affordable Housing Programs

	City Funded Units: % of Total	Other Units with City Rent- and Income-Restrictions: % of Total	% of Total Units in City Affordable Housing Programs
Maximum household income level:			
At or below 30% of AMI	49.1%	0.0%	35.7%
> 30% to ≤ 60% of AMI	48.3%	1.6%	35.6%
> 60% to ≤ 80% of AMI	2.6%	85.2%	25.1%
> 80% to ≤ 90% of AMI	0.0%	13.2%	3.6%
Types and sizes of units:			
Unit in shared living facilities	11.3%	1.4%	8.7%
Studio or Small Efficiency Dwelling Unit	34.0%	33.7%	33.9%
1 bedroom	30.4%	50.9%	35.9%
2 bedrooms	16.6%	13.7%	15.8%
3 or more bedrooms	7.7%	0.3%	5.7%

Source: City of Seattle, Office of Housing.
Notes: Units in service as of March 31, 2020.

Unit sizes and types

Roughly 70 percent of the total rent- and-income restricted units in City affordable housing programs are studios, small efficiency dwelling units, and 1-bedroom units. About 22 percent have two or more bedrooms.

Units with two or more bedrooms are more common in City-funded rental housing than in units created through other City affordable housing programs, with three-bedroom units extremely rare in the latter.

Eleven percent of the rent-and income-restricted units funded by the City are in shared living facilities and include single room occupancy (SRO) units, beds in community-based group homes, and sleeping rooms in congregate residences. Among the populations served in shared living facilities are persons with physical disabilities and chronic health problems such as addiction and/or mental health conditions.

What the Data Show in Seattle's Neighborhoods

The map in Figure 16 shows the locations of rent- and income-restricted units in Seattle as of the end of 2018. This mix of locations is consistent with the City's location priorities for housing investments.[46]

- Approximately two-thirds (68%) of all rent- and income-restricted housing in Seattle is in RSE priority areas. Many of these tracts have seen extensive displacement in recent decades, and many continue to be areas of high displacement risk. The location of rent- and income-restricted housing in these areas reflects ongoing investment in long-term affordable housing as an anti-displacement strategy.
- About one-third of all rent- and income-restricted housing is outside RSE priority areas. Much of this housing is in high-opportunity neighborhoods where market-rate housing is largely unaffordable to low-income households.

As the City's Urban Village Indicators Monitoring Report details, over 80 percent of the rent- and income-restricted housing in Seattle is in urban centers and villages. These neighborhoods provide frequent transit, access to workplaces and educational institutions, offer proximity to other services and amenities, and have zoning allowing multifamily housing—all of which are important considerations for locating housing serving low-income individuals and families.[47]

Housing investments throughout Seattle—"Seattle housing policies direct investments to neighborhoods where low-income residents, including many people of color, face displacement due to rising rents and gentrification. This affordable housing helps sustain cultural communities and enables residents to stay in their neighborhood as transit and other improvements are made. Seattle housing policies also direct investments to higher cost areas where many opportunities are available, including schools, transportation, and amenities..."

- OH Annual Investments Report 2019

Homeownership opportunities for low-income households –OH funds affordable ownership units as well as affordable rental housing. OH has funded the development of approximately 200 resale-restricted affordable ownership homes in Seattle for households with incomes no higher than 80 percent of AMI.

Resales of these units are restricted to low-income buyers so that ongoing affordability is ensured for at least 50 years.

How We Measure Rent- and Income-Restricted Housing

This indicator provides an overall count of rent- and income-restricted housing units in Seattle based on information provided by OH.[48] This includes data on rent and income-restricted units created through the City's affordable housing programs as well as an estimate of units for which rent- and income-restricted units are solely regulated by non-City agencies.[49]

The citywide estimate of rent- and income-restricted housing units that we report is comprised of tallies taken at two different points in time.

- The 19,800-unit tally of rent- and income-restricted units created through City affordable housing programs reflects units in service as of March 31, 2020.
- The 13,600-unit tally of rent- and income-restricted housing located in Seattle but not restricted by City agreements is based on information OH collected from other entities in 2018. OH periodically requests such data from the Seattle Housing Authority (SHA), Washington State Housing Finance Commission, and the U.S. Department of Housing & Urban Development.[50]

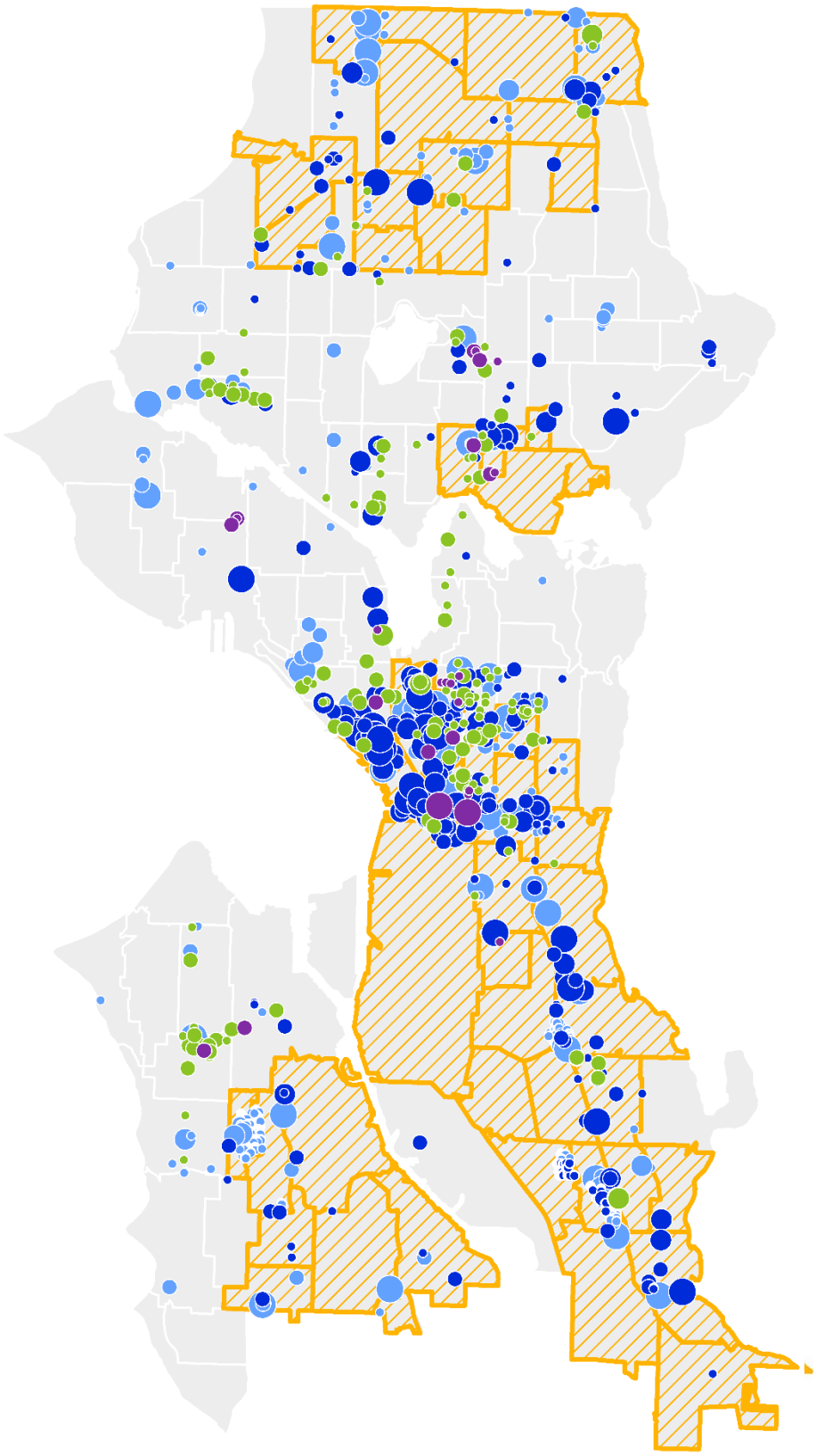
For additional information on production and investment in income-restricted affordable housing in Seattle, see OH's Data and Reports webpage and the City's "Affordable Housing Under Development" dashboard.

The map in Figure 16 illustrates the distribution of rent- and income-restricted units located in Seattle, including both those in City affordable housing programs and other programs. The map is based on data received from OH representing units in service as of the end of 2018. The map does not show all units that exist at this time as there were roughly 3,000 fewer income-and rent-restricted units in service in City affordability programs in 2018.

This indicator does not consider tenant-based vouchers, a form of housing assistance funded by HUD and administered locally by public housing authorities to increase affordable housing options for low-income renters. Tenant-based vouchers provided by SHA help approximately 7,000 households to pay rent in market-rate units, or somewhat less commonly, in rent- and income-restricted units. (Close to 2,000 of the total 7,000 tenant-based vouchers that SHA administers are "ported out," i.e., used to rent a unit outside of Seattle.[51])

Figure 16

Location of Rent- and Income-Restricted Units



Rent-and Income-Restricted Units

- City Funded (with or without additional funding from other agencies)
- City Incentives (e.g., MHA; IZ)
- City Multifamily Tax Exemption (MFTE)
- Non-City Agency Funding or Incentives Only

Number of Units

- 1-19
- 20-59
- 60-79
- 80 or more

RSE Priority Areas*

*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Notes:

Units displayed are in service as of 12/31/2018

The number of units refers to the number of rent-and income- restricted units at the location.

This map omits addresses with fewer than four units except in the High Point, New Holly, and Rainier Vista communities where properties of this size are shown. This map also omits confidential addresses.

Source: City of Seattle Office of Housing

Community

The indicators we are tracking:

- Proximity to Community Centers
- Access to Public Libraries
- Proximity to Grocery Stores
- Access to Parks and Open Space (indicator under construction)
- Air Pollution Exposure Risk

Proximity to Community Centers

Key Findings

- Almost all (98%) of the housing units in Seattle have a community center within two miles, and more than half (55%) have such a center within a mile.
- Approximately 16 percent of homes have a community center within a conveniently short half-mile walk.
- In general, housing in Race and Social Equity (RSE) priority areas is slightly more likely to have a community center nearby than housing units in areas with the lowest priority scores on the RSE index.
- Given the high rates of use of community centers by residents of color, community centers are especially important for RSE priority areas.

Why This Matters

When we asked community members about what is important to have in a neighborhood, they frequently mentioned community centers.

Community centers provide low-cost fitness, recreation, and learning opportunities. They are also are places where residents can connect with each other. By tailoring programs to the demographics of surrounding residents and offering space that groups can reserve for gatherings, community centers also help support ethnic communities. These spaces can, for example, provide inexpensive venues for practicing and sharing forms of expression such as dance that are central to cultural identity.

Survey results show that community centers are used more by residents of color: 18% of respondents of color, compared to 8% of White respondents, said they visited a community center on a weekly basis.

—2014 Parks Legacy Plan survey

Many of Seattle's community centers provide children's programs and facilities where youth can drop in and hang out for free after school. Community members frequently spoke of the role that community centers play in keeping youth safe and engaged.

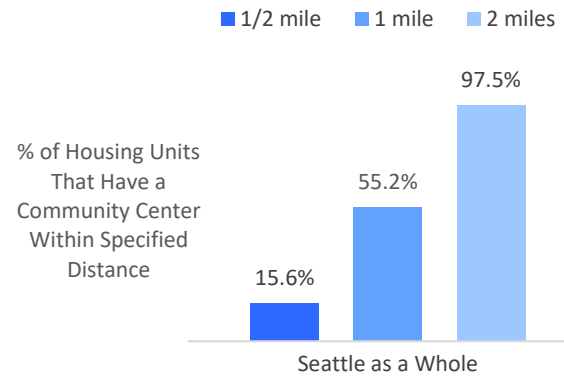
Residents of color use community centers more than White residents do (see sidebar), which indicates that these facilities are especially important for communities of color.

What the Data Show in Seattle as a Whole

Seattle Parks and Recreation (SPR) operates more than two dozen community centers offering a variety of recreation facilities and experiences. As shown in Figure 17:

- Almost all (98%) of the housing units in the city are located within two miles of a city-operated community center.
- Fifty-five percent of the housing units in the city are within one mile of a community center.
- Sixteen percent of the housing units in Seattle have a community center within a half mile, which makes it especially convenient to get to a community center, including by foot.

Figure 17 **Proximity to Community Centers**



Sources: Seattle Parks & Recreation (SPR); walkshed-based proximity analysis by City of Seattle Office of Planning & Community Development (OPCD) using street network from King County GIS and and housing units from King County parcel database; RSE Index, OPCD.

Notes: Reflects City-operated community centers.

What the Data Show in Seattle's Neighborhoods

City-operated community centers are shown by dots on the following map (Figure 19), with half-mile, one-mile, and two-mile walksheds represented by varying shades of blue.

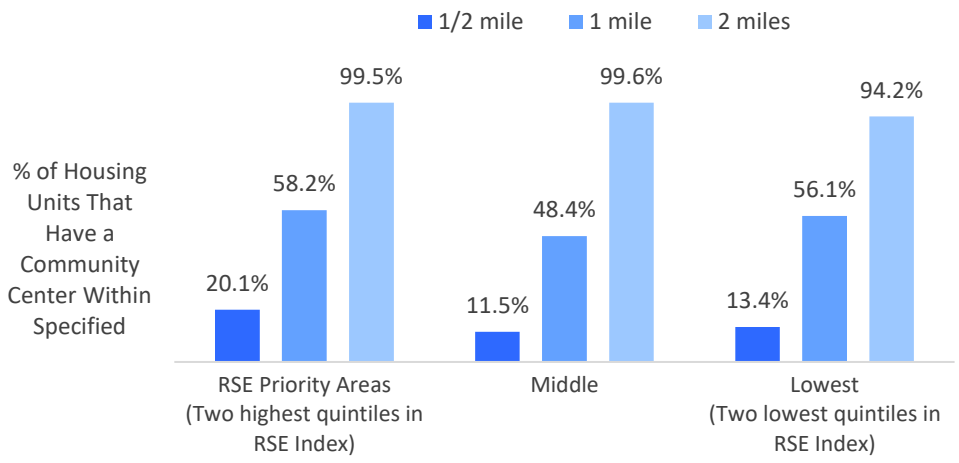
- Community centers are distributed throughout much of Seattle.
- Although homes in several areas lack a community center within the immediate neighborhood, virtually all have a community center accessible within two miles.
- There are only a few residential areas in the city that lack a community center within two miles; these areas include parts of Fremont and Wallingford, Madison Park, and Fauntleroy/Arbor Heights.

Housing within RSE priority areas is somewhat more likely than housing elsewhere in the city to have a community center nearby. Within RSE priority areas:

- one in five housing units are within a half-mile of a city-operated community center,
- about six in ten housing units are within one mile of such a center, and
- nearly all housing units are within two miles.

The adjacent chart (Figure 18) summarizes how RSE priority areas are doing on these proximity metrics relative to areas scoring in the middle and lowest ranges of the RSE Index.

Figure 18 **Community Centers and the Racial & Social Equity (RSE) Index**



Sources: SPR; walkshed-based analysis by OPCD using street network from King County GIS and housing from King County parcel database; RSE Index, OPCD.

Notes: Reflects City-operated community centers.

About the three RSE Index priority levels in the chart –As detailed in the report Introduction and Methods, the RSE Index incorporates information on race and ethnicity; socioeconomic disadvantage; and disability and health-related disadvantage. Based on this information, the index ranks the census tracts and groups them into five levels of priority/disadvantage. (We call these levels "quintiles" since each of the levels in the index includes a near-equal numbers of census tracts.)

The RSE priority areas are made up of the two highest priority/disadvantage quintiles in the RSE Index. The "lowest" RSE category in the charts like those in Figure 18 includes the two lowest priority/disadvantage quintiles in the RSE Index. While the RSE priority areas are overlaid on each indicator map, the reference map provided in Figure 2 in the Introduction and Methods section shows RSE Index priority levels for all census tracts in the city.

How We Measure Proximity to Community Centers

For this indicator, we identify the location of each City-owned and operated community center that is open year-round. (For purposes of this report, we also included one special purpose facility, the Southwest Teen Life Center.[52])

This indicator, and other proximity-based indicators in this report, employ a walkshed approach. For community centers, the analysis involves identifying whether each housing unit in the city has one or more of these centers within three different distances (½ mile, 1 mile and 2 miles). We use street network data available from King County's Geographic Information System to measure distance along the portions of streets that people can walk along.[53] We then tabulate the share of housing units within the applicable walksheds using housing locations from the King County Department of Assessments' parcel database.

While we describe distances in terms of "walksheds," they can also be thought of as travel-sheds for other modes of travel including car and bicycle, in which case distances of 1 and 2 miles can also make for conveniently quick trips.

This analysis provides a basic picture of the proximity of community centers to homes across the city rather than any specific level of service standard. The City's 2017 Parks and Open Space Plan notes that a possible target goal could be that every household in Seattle should be within 1-2 miles of a community center.

For details on how Seattle Parks & Recreation identifies equitable service guidelines and priorities, see pages 81-82 of the 2017 Parks and Open Space Plan and page 44-45 of the 2016 Community Center Strategic Plan.

Additional Considerations

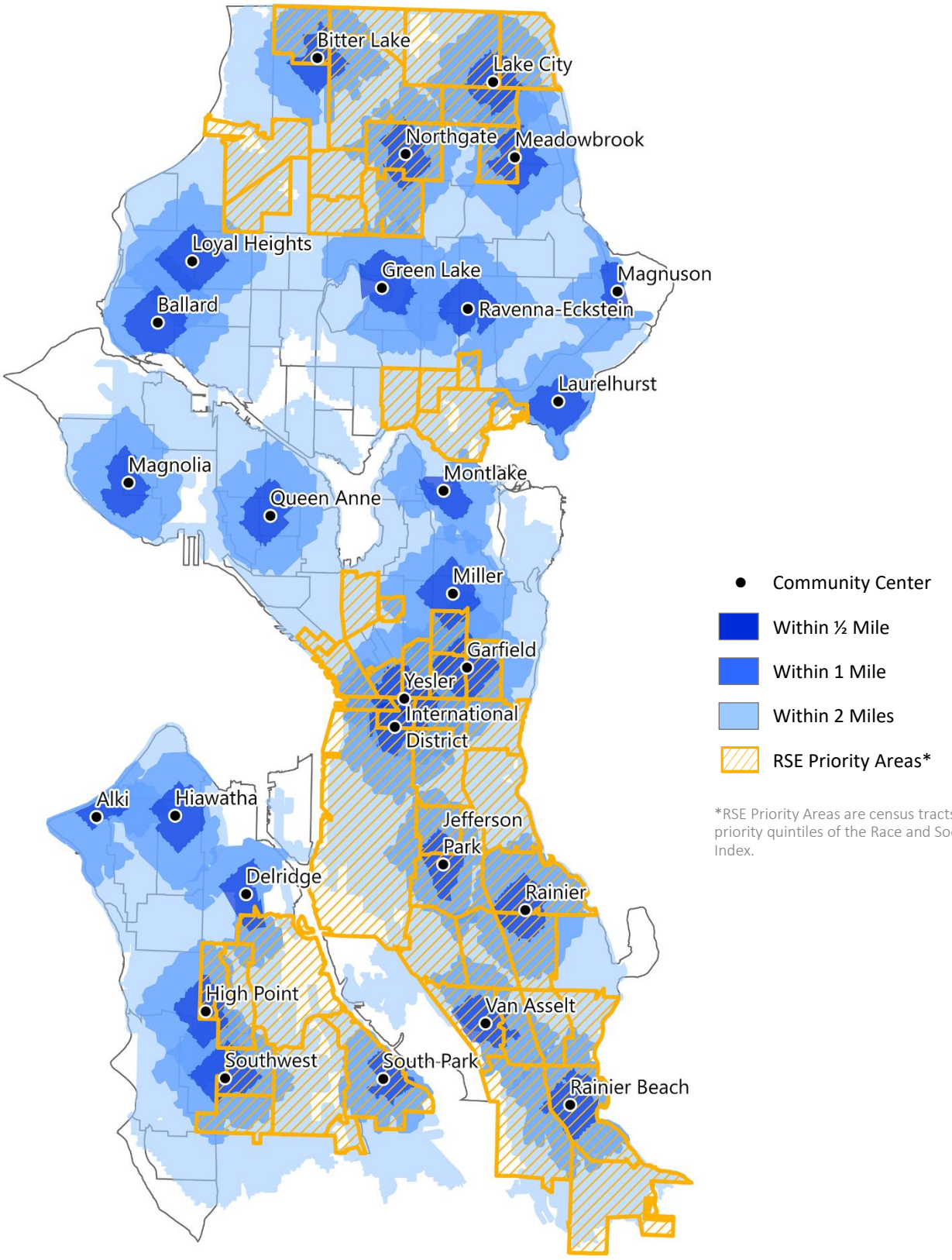
There are several aspects we did not measure: 1) transit access, 2) specific features of programming at community centers, and 3) access to non-City operated community centers.

- Given the important role transit plays in enabling people in low-income communities to get places, future monitoring reports may include analysis focused on transit-sheds in addition to walksheds.
- Physical proximity is one of many equity-related factors to consider regarding community facilities. As heard from community members, factors related to programming—including hours, affordability, and cultural relevance—are also key factors to take into account in order to respond equitably to community needs.
- While City-operated community centers play an important role in supporting cultural communities, centers run by ethnic associations such as Filipino Community of Seattle and the Ethiopian Community in Seattle are uniquely attuned to the needs of their communities.

  The Equitable Development Initiative Fund administered by OPCD is investing in and providing capacity-building support for community-based efforts to build and provide stability for these kinds of community centers. For example, this includes providing technical assistance and capacity-building, plus predevelopment and site acquisition support for the creation of the Othello Square Opportunity Center to provide affordable space near the Othello light rail station for a Multicultural Community Center. The Center is being planned jointly by multiple organizations so these organizations will be able to more easily serve immigrants, refugees, and communities of color in Southeast Seattle. These organizations include the Eritrean Association of Greater Seattle, the Eritrean Community in Seattle and Vicinity, the Horn of Africa, and Somali Community Services of Seattle.[54]

Figure 19

Proximity to Community Centers



*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Sources: Seattle Parks & Recreation; walkshed-based proximity analysis by City of Seattle Office of Planning & Community Development (OPCD); RSE Index, OPCD.

Notes: Map reflects City-operated community centers that are open year-round and the Southwest Teen Center.

Access to Public Libraries

Key Findings

- Nearly all housing units in the city have a library within two miles, and two thirds have a library within a mile. One in four are within a conveniently short half-mile walk.
- While Race and Social Equity (RSE) priority areas are slightly more likely than homes within other areas to have a library nearby; residents in RSE priority areas are less likely to be active borrowers than other city residents.

Why This Matters

Libraries have long been at the forefront of providing inclusive access to information. In addition to their traditional functions such as lending out books, libraries are playing an increasing variety of roles. Libraries provide access to new information technologies,[55] help residents find services needed in everyday life, and provide a variety of other educational, cultural, and community-building functions.

Like community centers, libraries also provide spaces for community meetings and events. Other types of assistance offered at libraries include tutoring, help with English language-learning, and resources for people wanting to start a business.

When we asked community members about what is important to have in a neighborhood, they frequently mentioned libraries. In particular, people spoke of free homework help and children's story times, job search assistance, and access to the internet.

What the Data Show in Seattle as a Whole

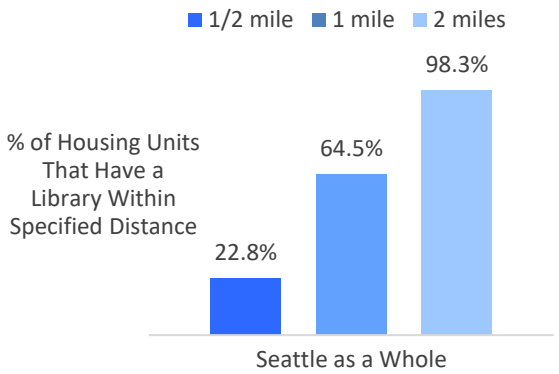
We are monitoring two indicators of access to libraries: one focusing on physical proximity to people's homes and one measuring active borrower rates among residents.

Proximity to Libraries

The Seattle Public Library (SPL) system includes the Central Library in downtown plus twenty-six neighborhood branches. As shown in Figure 20:

- Almost all (98%) of the homes in the city are located within two miles of a public library.
- Two thirds of homes in the city are within one mile of a public library.
- Twenty-three percent of the housing units in Seattle have a public library within a half mile, making it especially convenient for residents to get to a library and access the on-site benefits they provide.

Figure 20 **Proximity to Libraries**



Sources: Seattle Public Library (SPL); walkshed-based proximity analysis by City of Seattle Office of Planning & Community Development (OPCD) using street network from King County GIS and housing units from King County parcel database.

Notes: Reflects locations of SPL Central Libraryand branch libraries.

Active Borrower Rate

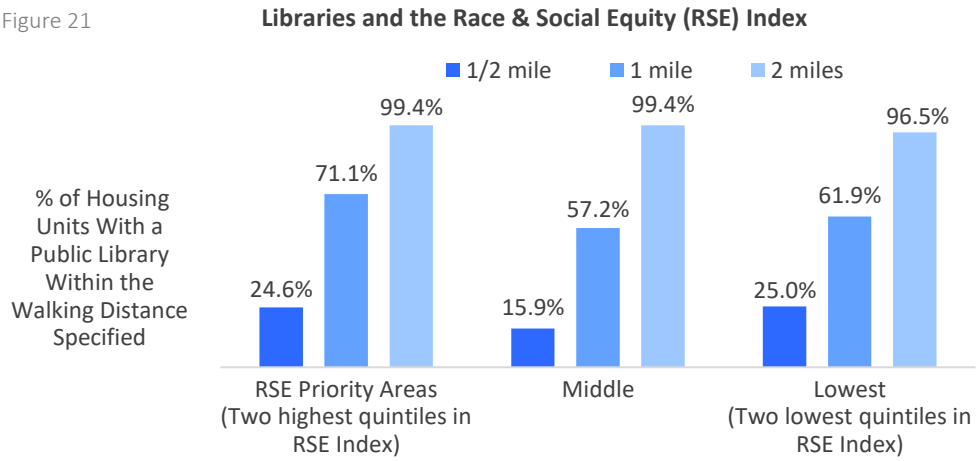
Using data provided by SPL, we calculated an "active borrower rate" to provide a rough indication of the share of residents in Seattle checking out materials from the library and how this varies between neighborhoods. We decided to include this indicator after hearing from SPL staff about the disproportionately low borrowing activity they were finding among patrons of branches in less affluent neighborhoods.

The number of library cardholders with Seattle addresses who checked out books or other materials in the past three years is roughly 35 percent of the size of Seattle's household population.[56]

What the Data Show in Seattle's Neighborhoods

Proximity to Libraries

Figure 21



Sources: SPL; walkshed analysis by OPCD; RSE Index, OPCD.

Notes: Reflects locations of SPL Central Library and branch libraries.

Seattle Public Libraries are distributed across Seattle (as shown in the Figure 23 map), with virtually all residential areas served by a library within two miles (as summarized in the adjacent Figure 21).

Neighborhoods where a public library is more than a mile away—but generally within two-miles—include parts of north Seattle (e.g., Meadowbrook, Sandpoint, and North Beach/Blue Ridge); as well as some of the neighborhoods in south Seattle (including Georgetown and Highland Park).

Within RSE priority areas, one in four housing units are within a half-mile of a public library, seven in ten housing units are within one mile of such a library, and nearly all are within two miles.

Broadly speaking, households within RSE priority areas are a bit more likely than other Seattle households to have a public library nearby.

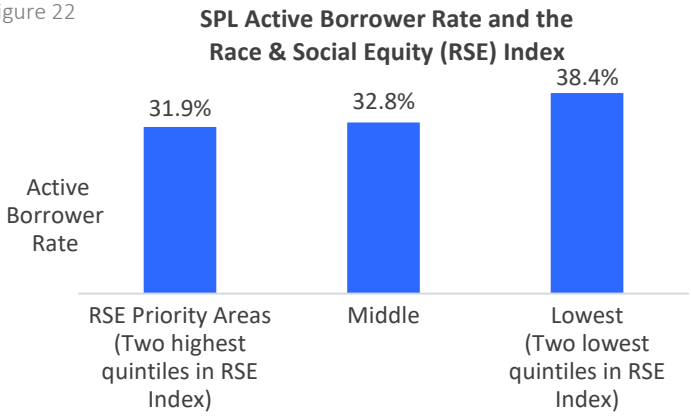
Active Borrower Rate

The inset map (Figure 24) presented along with the larger map shows active borrower rates at the census tract level.

As summarized in Figure 22, RSE priority areas have an active borrower rate of 32 percent, which is 6 percentage points below the rate in the areas in the lowest priority/disadvantage levels in the RSE Index.

Furthermore, most census tracts with the lowest active borrower rates are within RSE priority areas while the reverse is true of tracts with the highest active borrower rates.[57]

Figure 22



Sources: SPL tallies of active library users and Washington State Office of Financial Management Small Area Demographic Estimates.

Notes: Rate equals number of cardholders who checked out materials in the past three years divided by 2018 household population. Limited to cardholders whose address could be matched to Seattle census tracts.

To improve access, SPL has eliminated charges for overdue materials and cleared overdue fine balances. The decision to take these actions was based on research showing that fines are an ineffective incentive for timely return of materials and a barrier that disproportionately impacts low-opportunity communities.[58] SPL will be closely monitoring rates of borrowing to see if higher-need communities begin to use these services more, as is anticipated.

How We Measure Access to Libraries

Proximity to Libraries

For this indicator, we identify the location of libraries in the Seattle Public Library system, including the Central Library and each of SPL's neighborhood branches.

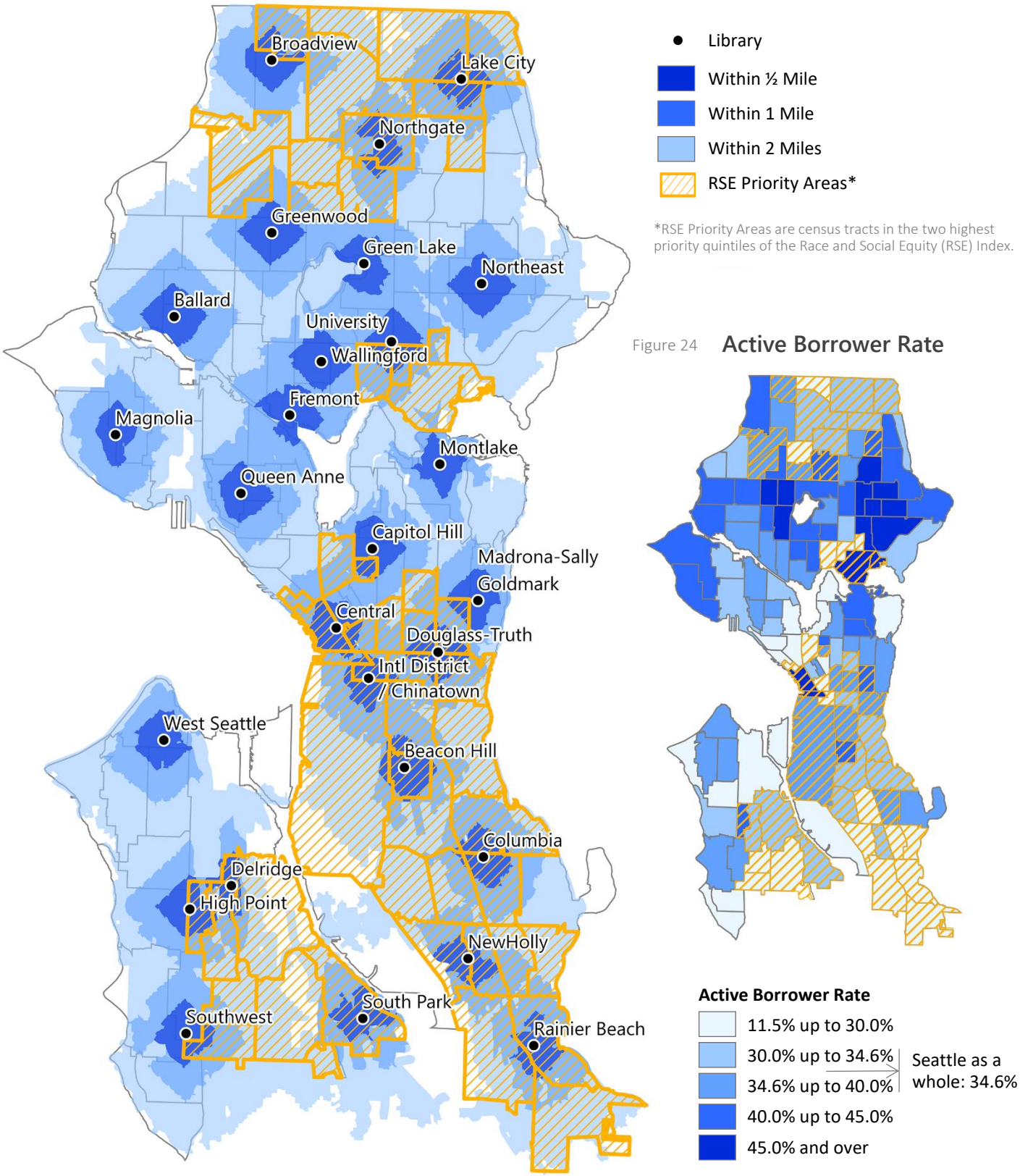
We identify whether each housing unit in the city has one or more libraries within three different distances (½ mile, 1 mile and 2 miles) employing the same walkshed-based approach we use for the previous indicator on community centers. (We measure distance along walkable portions of the street network and use housing locations from the King County's parcel database to tabulate the percentage of housing units within the walksheds surrounding each library.)

Active Borrower Rate

To calculate an active borrower rate for each census tract, we divide the number of SPL cardholders who checked out materials in the past three years by the household population. SPL provided tallies of active borrowers by census tract for cardholders whose address could be matched to Seattle census tracts.[59]

Figure 23

Proximity to Libraries



*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Figure 24 **Active Borrower Rate**

Sources: Seattle Public Library (SPL); RSE Index, City of Seattle OPCD; Washington State OFM Small Area Demographic Estimates.
Notes: Larger map shows locations of the Central Library and neighborhood branches with walkshed-based proximity analysis by OPCD. Smaller map shows tract-level estimates of library card holders who checked out materials in past three years as a share of the household population.

Proximity to Grocery Stores

Key Findings

- Three out of five homes in the city are within half a mile of a grocery store that sells fresh fruits and vegetables.
- While the ratio is similar in Race and Social Equity (RSE) priority areas, populations in RSE priority areas tend to have lower incomes and fewer transportation options, which can limit access.
- Some neighborhoods within RSE priority areas do not have a grocery store within a half mile. This includes several RSE priority areas in southwest Seattle.

This indicator on grocery stores focuses on healthy food stores—stores where customers can find a variety of fresh fruits and vegetables.

For convenience, we refer to these interchangeably as "grocery stores" or "healthy food stores."

Why This Matters

Eating a well-balanced diet has many health benefits. One aspect of the food environment that can affect people's diet is whether people have a grocery store near home that carries healthy food.

Having a grocery store nearby can also help make day-to-day life more convenient—particularly for households without a car. Additionally, other services and retailers often cluster around grocery stores, enabling residents to take care of a wide variety of errands and other needs without traveling outside the neighborhood.

When we asked community members what is important to have in their neighborhood, a grocery store was one of the top answers we received.

What the Data Show in Seattle as a Whole

Our analysis identified one hundred and three healthy food stores in Seattle or within a half-mile of the city limits based on information on food stores provided by the University of Washington's Urban Form Lab (UFL) and Public Health—Seattle and King County (PHSKC), supplemented by our own research.

We found that roughly 6 in 10 housing units in Seattle have one or more of these stores within a half-mile walking distance.

What the Data Show in Seattle's Neighborhoods

The large map (Figure 26) for this indicator displays half-mile walksheds around grocery stores while the smaller map (Figure 27) shows shares of housing units within each census tract that are within half a mile of a grocery store.

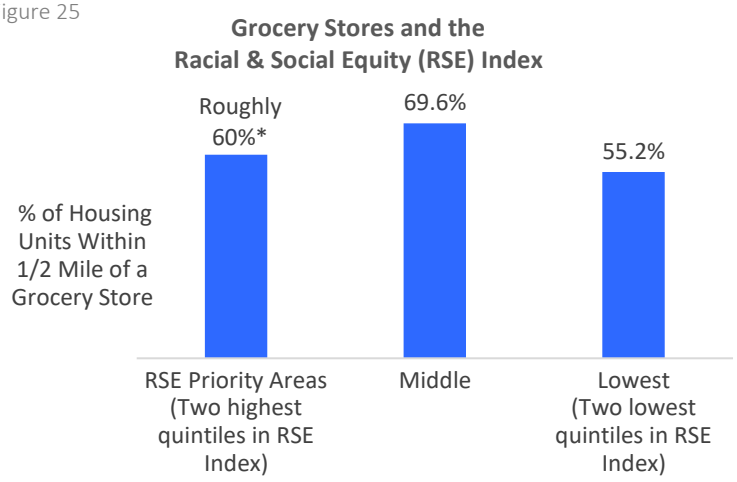
Healthy grocery stores are distributed across much of Seattle, with clusters in several neighborhoods including Downtown, Capitol Hill, and Ballard.

However, some neighborhoods lack a healthy grocery store within a half-mile.

- A large part of West Seattle lacks such a grocery store. The areas of West Seattle lacking a grocery store include South Park, Riverview, High Point, and most of Highland Park—all RSE priority areas.
- Other examples of areas without a healthy food store nearby include Georgetown, parts of Rainier Beach in Southeast Seattle, and Maple Leaf in north Seattle.
- Several predominantly single-family neighborhoods lack a grocery stores in the immediate neighborhood.[60] Most of these are relatively affluent areas where residents are very likely to have a vehicle available and can drive to a grocery store.

About six in 10 housing units in RSE priority areas are within a half-mile of a healthy food store. While similar to the ratio in the city as a whole, this ratio is still of concern given that populations in RSE priority areas tend to have lower incomes, poorer health, and fewer transportation options.

Figure 25



Sources: Food store data from PHSKC and the UW Urban Form Lab (UFL). Walkshed-based proximity analysis by City of Seattle OPCD using street network from King County GIS and housing units from King County parcel database. RSE Index, OPCD.

Notes: Reflects food stores that offer an assortment of fresh fruits and vegetables.

*See errata in text box below.

How We Measure Proximity to Grocery Stores

This indicator measures the share of housing units that have at least one healthy food store within a half-mile walk. We consider food stores to be healthy if they carry a variety of fruits and vegetables.

Our analysis is based mainly on food permit data and research done by the UFL and PHSKC to inventory and classify healthy food stores as part of larger studies.[61] Informed by their research, we include as healthy: supermarkets, warehouse food stores (e.g., Costco), produce markets, and grocery stores—including ethnic groceries—identified as having a produce section. (We also took several steps to update the stores in the inventory. Upon obtaining the food store inventory and filtering it for geography, we updated the inventory in 2019 to reflect recent closures and openings and we reviewed the classification of all ethnic grocery stores.[62])

We use the updated inventory to map each food store considered to be healthy and located in Seattle or within a half mile of Seattle's city limits. We determine whether each housing unit in the city has one or more of these stores within a half-mile measured along portions of the street network where a person can walk.

Errata and updates: The map analysis for this indicator is based on our 2019 inventory of healthy grocery stores. As we were preparing to release this report, we discovered that the Columbia Center PCC Community Markets store, which opened in 2015, was erroneously omitted. The Columbia Center PCC is located in an RSE priority area census tract where we did not find other grocery stores. Including this store in our analysis would have increased the percentage of RSE priority area homes by roughly one percentage point. While important to note, this omission would not have substantially altered our broader conclusions.

Grocery stores are part of an often-changing retail landscape. For example, a new PCC in the Central District opened in summer of 2020 (after we completed our analysis). The Central District PCC store opening is described in a PCC news release.

Additional Considerations

Proximity of grocery stores to people's homes represents one dimension of food access. There are many important factors that we did not measure, including the affordability and cultural relevance of the food being sold, as well as accessibility via other modes of travel.

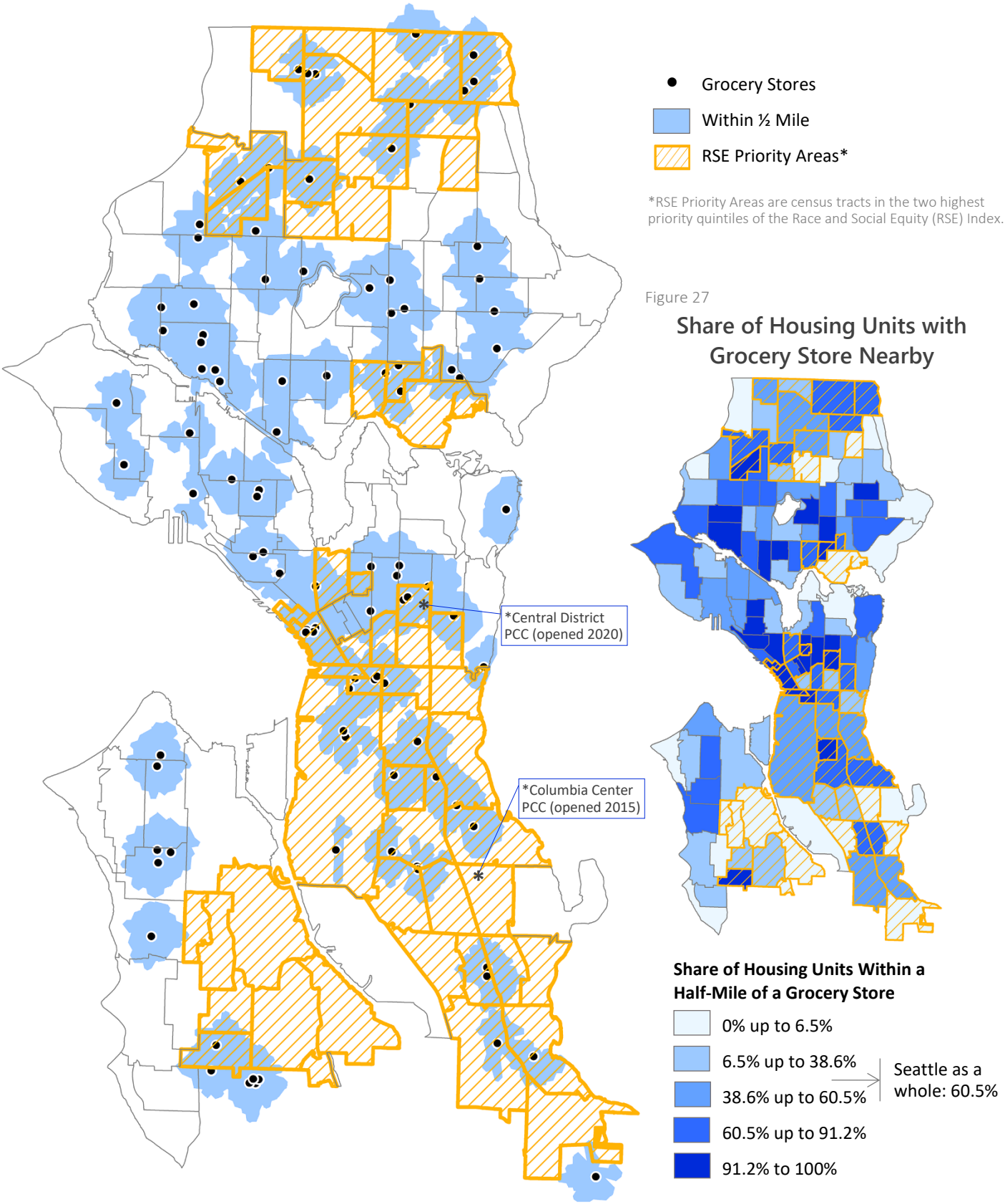
During outreach we heard that many people in low-income communities shop outside their neighborhood for lower prices and better selection. Residents and stakeholders also emphasized the need for more stores that sell foods that are relevant to their culture and/or acceptable in their religion, and a number of people mentioned traveling long distances to buy such foods.

In a similar vein, public health research on access to healthy food has evolved from focusing on physical proximity to including the affordability and cultural acceptability of the food being sold and the means of transportation people have available to make shopping trips.[63]

We will explore integrating additional aspects of food access in future monitoring. This could include looking at travel times via additional travel modes or community participatory research to reflect what residents consider to be healthy, culturally relevant, and affordable food.

Figure 26

Proximity to Grocery Stores



*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Figure 27

Share of Housing Units with Grocery Store Nearby

Sources: University of Washington Urban Form Lab; Public Health—Seattle & King County; walkshed-based proximity analysis by OPCD; RSE Index, OPCD.
Notes: Map shows locations of healthy grocery stores , defined as those offering an assortment of fresh fruits and vegetables. Analysis conducted in 2019.
*The Columbia Center PCC was mistakenly omitted from our analysis. Additionally, a new PCC store in the Central District opened in 2020.

Access to Parks and Open Space

Why This Matters

Having a park nearby home provides a place where residents can get to know their neighbors, engage in physical activity, enjoy nature, recharge, and have fun. Natural areas and greenbelts can also help mitigate urban and industrial impacts on the environment.

Parks were one of the resources that community members mentioned most often when we asked what is most important to have in a neighborhood. People talked about parks as places for people to get exercise, for children to play, and for youth to engage in safe and healthy activities. People also described parks as venues where people in cultural communities can gather, maintain connections, and celebrate.

Indicator Under Construction

Access to Parks and Open Space is one of the indicators selected for the Equitable Development Monitoring Program. We plan to include findings for this indicator in our next report.

Background

The walkability analysis in Seattle's 2017 Parks and Open Space Plan estimated that 94 percent of the homes in city are within a half-mile walk of one or more of the parks and open spaces managed by Seattle Parks & Recreation (SPR). SPR used that analysis along with other considerations—including the presence of parks owned and managed by other entities, public health, and social equity—to identify which neighborhoods to prioritize for purchasing land for parks and open space.

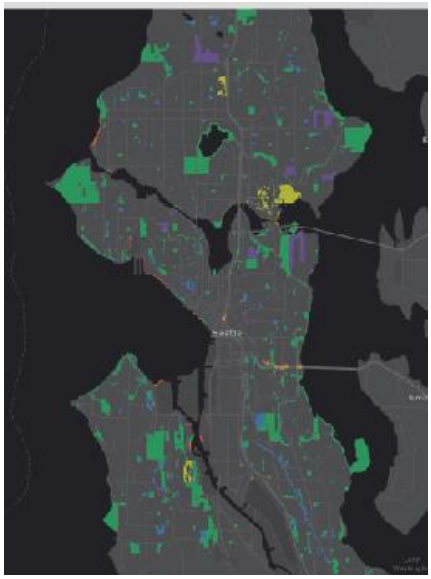
OPCD and SPR are working together to identify a new, more wholistic measure of access to parks and open space. We anticipate folding this measure into future Equitable Development monitoring.

Additional Considerations

Some of the people we spoke with who identified parks as important to have in a neighborhood also described concerns that keep them from using parks near their home. Issues cited include air pollution, broken glass and used syringes littering park grounds, open-air drug use, and fear of crime—both in in the neighborhood surrounding parks and in parks themselves.

The concerns we heard in relation to parks provide a broad reminder that factors in addition to proximity are important to consider when gauging people's access to the benefits that parks and other amenities provide.

The Outside Citywide Interactive Map Tool, pictured below, provides information about a variety of outdoor public spaces in Seattle, including those managed by Seattle Parks & Recreation and those managed by other entities. Users can zoom into a neighborhood and click on a public space to learn more about it.



Air Pollution Exposure Risk

Key Findings

- Outdoor air pollution exposure risks in Seattle are generally highest for neighborhoods bordering industrial districts and major transportation routes used by freight trucks. Households in Race and Social Equity (RSE) priority areas face disproportionately high exposure risks because RSE priority areas are more commonly near these pollution sources.
- Households in RSE priority areas are twice as likely as households in the city as a whole to live near a site where a major source of air pollution is located.
- Neighborhoods near the Greater Duwamish Valley Manufacturing/Industrial Center likely have the greatest overall risk of exposure to air pollution due a confluence of major freight routes and concentrations of fixed pollution sources.

Why This Matters

Research has shown air pollution to cause the development and aggravation of many health conditions including asthma, heart disease, and cancer.[64, 65] Some groups are especially susceptible to the harmful effects of air pollution. These include children, the elderly, and people with pre-existing medical conditions.[66]

In Seattle, the most substantial day-to-day outdoor air pollution exposure risks in neighborhoods are associated with proximity to industrial activities and automobile transportation routes, especially routes with high volumes of diesel freight truck traffic.[67] During recent summers, wildfire smoke has also exacerbated air pollution throughout the city.[68]

In addition to impacting health, air pollution can reduce the benefits of otherwise walkable neighborhoods and hinder enjoyment of outdoor spaces. During outreach, we heard from residents in South Park that poor air quality in their neighborhood keeps people indoors, although they noted that indoor air pollution is also a problem in many of the homes in their neighborhood.

What the Data Indicate for the City and its Neighborhoods

Approximately 65 percent of housing units in the city are within 500 meters of one or more transportation routes that regularly carry diesel trucks emitting substantial levels of pollution.

Point-sources of industrial pollution, which are stationary, distinct sources of significant amounts of hazardous air pollutants, also contribute to exposure risk:

- Seattle contains ten sites that are required by the Washington State Department of Ecology to hold an "air operating permit" due to high volumes of pollution.
- Seattle also has hundreds of "registered pollution sources"—sites that must register as such but that fall below pollution emission thresholds requiring an air operating permit.

On average, census tracts in RSE priority areas have greater risk of exposure to air pollution than other parts of Seattle—largely because RSE priority areas tend to be closer to industrial districts and major transportation routes. Echoing findings from researchers at the University of Washington, the Puget Sound Clean Air Agency, and community organizations, our analysis shows air pollution exposure risks in Seattle to be especially concentrated in the Duwamish Valley and along I-5.[69]

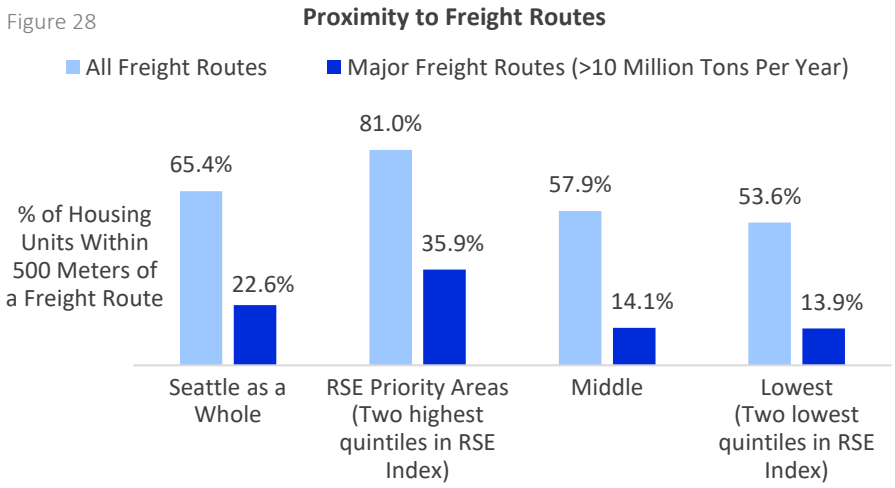
Truck Diesel Pollution

The large map (Figure 29) on the next page shows freight routes as bright pink lines. Blue shading on the map represents the level of truck diesel pollution exposure risk within each census block group, accounting for the distance from—and estimated annual tonnage of freight transported on—each freight route.

This analysis shows truck diesel exposure risk to be highest in the Duwamish Valley and along the I-5 corridor.[70]

As shown in Figure 28, approximately 81 percent of the housing in RSE priority areas is within 500 meters of transportation routes carrying diesel trucks. This is 16 percentage points higher than found for the city as a whole and more than 25 percentage points higher than seen outside of RSE priority areas.

Figure 28



Sources: 2017 classification of freight routes from WSDOT. Proximity analysis by OPCD using housing units from King County Department of Assessments parcel database. RSE Index, OPCD.

Furthermore, 36 percent of the housing in RSE priority census tracts is within 500 meters of the city's major (i.e., high-volume) freight routes. This compares to 23 percent in the city as a whole, and just 14 percent outside of RSE priority areas.

Point-Source Pollution

The small map in Figure 30 shows information related to two types of point-source pollution.

- The location of major pollution sources, which are required to hold an air operating permit, are identified by black dots surrounded by a pink circle with a half-mile radius.
- The number of registered pollution sources located in each block group are represented by different shades of blue.

Environmental Justice in Seattle— "Many Seattleites, and especially communities of color, call the Chinatown-International District, Beacon Hill, Rainier Valley, Rainier Beach, South Park, or Delridge home.

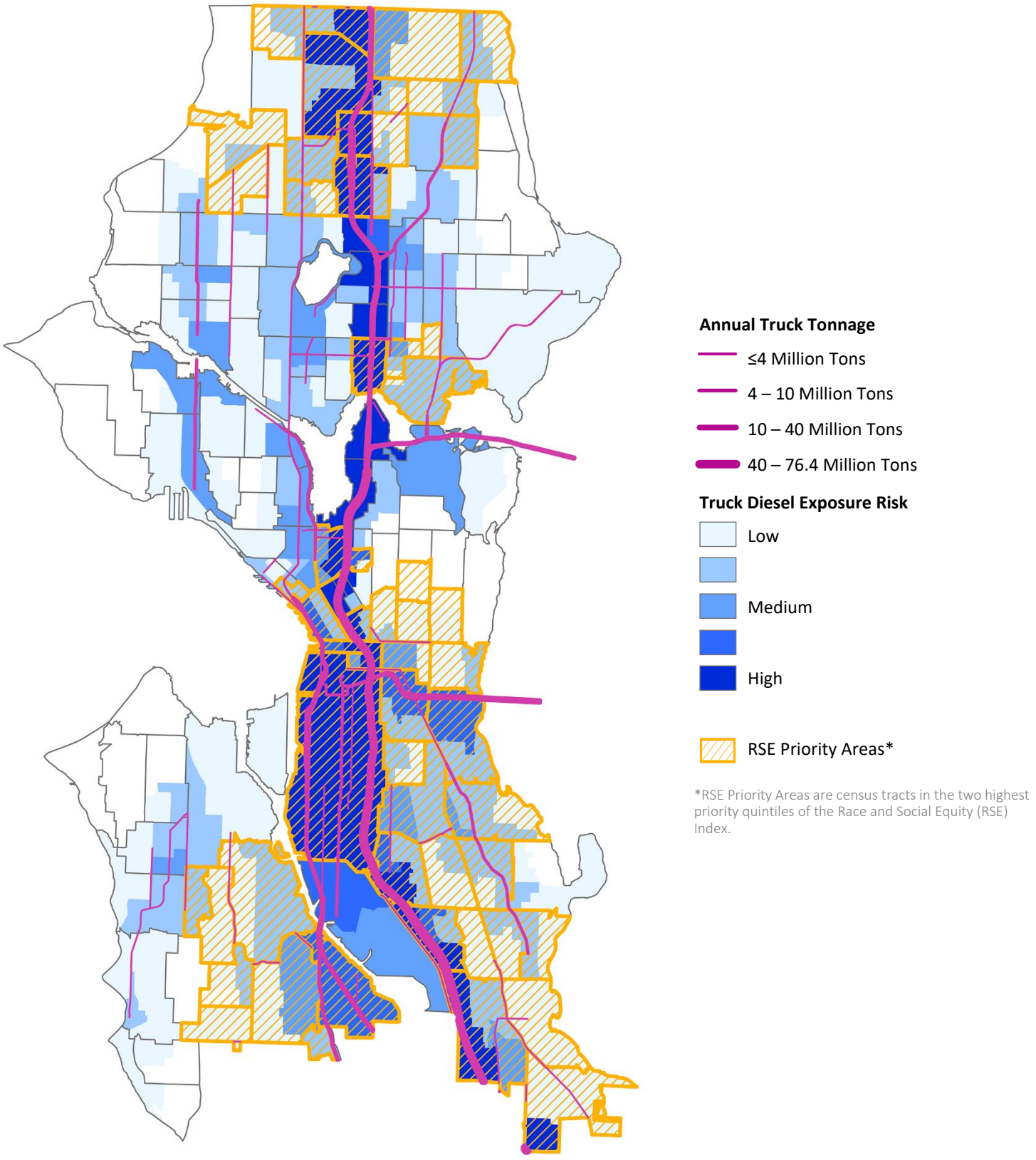
Within these neighborhoods, established residents and new arrivals have worked together to create vibrant and diverse communities. But because they also live near highways and heavy industry, residents in these neighborhoods face the greatest impact of a multitude of environmental hazards. These impacts are further exacerbated by racial, social and economic burdens."

—Equity & Environment Agenda, 2016 (part of the City's Equity & Environment Initiative).

The Equity & Environment Initiative is an initiative of the Office of Sustainability & the Environment focusing on advance racial equity in the City's environmental work and fostering community-based solutions. This includes the Duwamish Valley Program, a joint effort with OPCD, to advance environmental justice and equitable development in the Duwamish Valley.

Figure 29

Diesel Air Pollution Exposure Risk from Truck Transportation Routes



*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Sources: 2017 classification of freight routes from Washington State Department of Transportation. Analysis by City of Seattle Office of Planning & Community Development (OPCD) based on adaptation of Puget Sound Clean Air Agency methodology. RSE Index, OPCD.

Notes: Map shows estimated levels of pollution exposure risk in census block groups.

Major Pollution Sources (with Air Operating Permit)

Within Seattle there are ten sources with air operating permits,[71] six of which are in the Greater Duwamish Manufacturing/Industrial Center (M/IC). Examples include the University of Washington Power Plant and Hospital; large bakeries; and steel, cement, and glass manufacturing plants.[72]

Roughly one in twenty housing units in the city are within a half mile of major pollution sources; in RSE priority areas, the ratio is closer to one in ten. (This is represented in the chart with the pink bars in Figure 31.)

Registered Pollution Sources

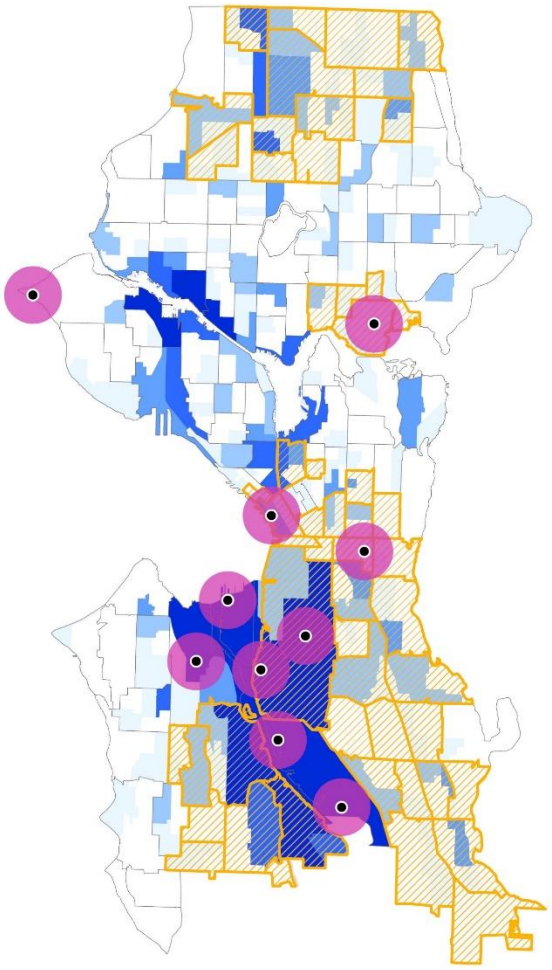
Registered pollution sources include an array of facilities such as dry cleaners, auto body shops, boat builders, crematories, rock crushers, and coffee roasters.[73] Cumulatively, they can have a substantial impact on air quality.

On average, each census tract in Seattle contains 4.2 registered pollution sources besides gasoline stations, which were not part of the dataset provided by PSCAA. (For more on this, see notes under the "How We Measure" section for this indicator.)

The highest concentrations of registered pollution sources are in the Duwamish M/IC and Ballard-Interbay-Northend M/IC. Additional concentrations are along SR 99 (Aurora) and SR 522 (Lake City Way), portions of Rainier Avenue South, and in commercial and industrial areas along Lake Union.

Figure 30

Point-Source Pollution Exposure Risk

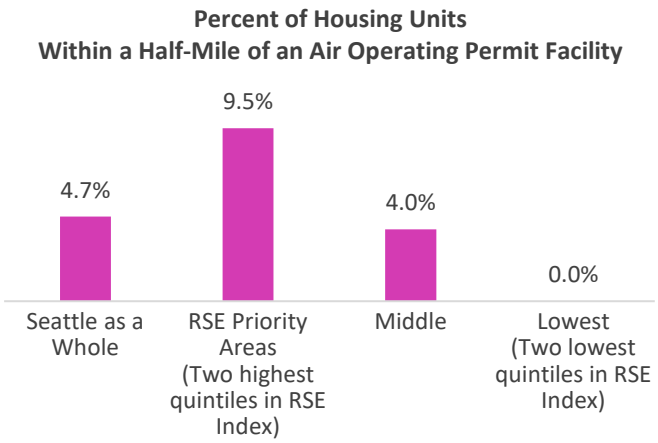


Source: Puget Sound Clean Air Agency, 2018. RSE Index, City of Seattle OPCD.

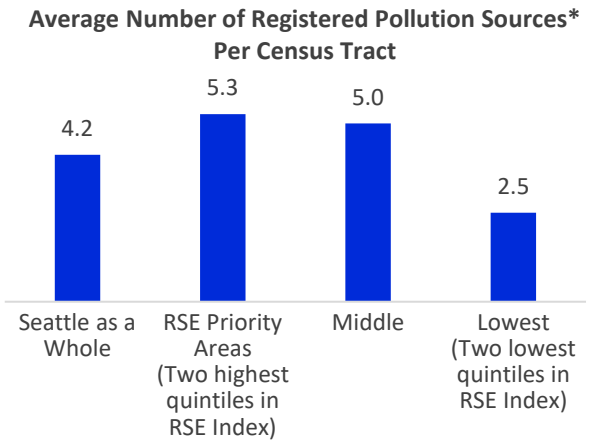
Notes: Sites with air operating permits (major sources of pollution) shown as points. Counts shown for registered pollution sources exclude gas stations and facilities holding an air operating permit.

Census tracts in RSE priority areas average twice as many registered pollution sources as census tracts in the lowest two quintiles of the RSE Index. (This is represented in the chart with the blue bars in Figure 31.)

Figure 31



Sources: Puget Sound Clean Air Agency (PSCAA), 2018. Proximity analysis by OPCD using housing units from King County Department of Assessments parcel database. RSE Index, OPCD.



Sources: Counts of Registered Pollution Sources from PSCAA Community Air Tool, version 2, August 2018; RSE Index, OPCD.

*Excluding gas stations.

How We Measure Air Pollution Exposure Risk

We examined three separate measures based on data and advice provided by the Puget Sound Clean Air Agency (PSCAA), drawing largely from PSCAA's Community Air Tool, version 2.[74]

Summarizing data at the tract level allows us to analyze findings by neighborhood categories in the RSE Index.

- Exposure to pollution from diesel truck traffic is estimated at the census block group level based on the total annual tonnage of freight carried on each unique route within 500 meters. We chose this distance based on PSCAA advice and studies showing that air pollution can reach as far as 500 meters from the roadway.[75]

  Our analysis is based on an expanded version of a methodology utilized by PSCAA. For each block group, the estimated annual tonnage of freight transported on each unique route within 500 meters of the block group is divided by the distance between that route and the nearest edge of the block group. We add the resulting values together to obtain a final measure of exposure to freight diesel air pollution for each block group. The freight route classifications and annual tonnage estimates we use are from the Washington state Department of Transportation.

- Point-source pollution:
  - These include locations of the 10 sites in the city that are required to have an "air operating permit" due to high pollution emissions.
  - Our metric related to registered pollution sources is the average number of these sources located within a block group (excluding the 10 sites with air operating permits and additionally excluding the subset of registered pollution sources that are gas stations).

    PSCAA excluded data on gas stations from the Community Air Tool given that gas stations are likely to be near major transportation corridors and could, in effect, lead to double counting of impacts from those corridors.[76] However, we plan to work with PSCAA to explore including gas stations the next time we update the air pollution exposure indicator in the Equitable Development Monitoring Program.

Additional Considerations

While the pollution sources covered here account for much of the health-harming air pollution exposure risk in Seattle, other sources are also important. These include diesel emissions from ships and trains, especially associated with the Port of Seattle; pollution from gas vehicles; and wood smoke from home heating. The metrics presented are also limited in that they do not measure pollution exposure directly, nor do they factor in the influence of terrain and weather.

Indoor air quality is also very important and is often worse than outdoor air quality.[77] Indoor air pollution can have immediate effects such as triggering an asthma attack and can cause long-term harm to people's health. Several of the people we spoke with during focus groups noted that residents in their community contend with indoor air pollution as well as outdoor pollution. They relayed that mold in homes is a common problem.

Moreover, air pollution comprises only one of many important environmental factors that contribute to health outcomes.[78]

Environmental hazards and community stories—Other environmental hazards in addition to air pollution are documented along with community stories in the Office of Sustainability and Environment's Environmental Equity Assessment Pilot.

Audio files of the stories, which provide personal perspectives on how environmental hazards and work to improve the environment are part of community members' lives, can be accessed on The Seattle Globalist's #UpliftAll webpage.

Transportation

The indicators we are tracking:

- Sidewalk Coverage
- Access to Frequent Transit with Night and Weekend Service
- Jobs Accessible by Transit
- Average Commute Time

Sidewalk Coverage

Key Findings

- Roughly three-quarters of arterial and non-arterial roads in Seattle have sidewalk coverage.
- In general, neighborhoods within Race and Social Equity (RSE) priority areas have a somewhat lower rate of sidewalk coverage.

Definition

Sidewalk coverage:

For arterial roads, there are sidewalks on both sides of the road

For non-arterial roads, there are sidewalks on at least one side of the road.

Why This Matters

As the City's 2017 Pedestrian Master Plan states, "a quality pedestrian network is at the core of an equitable and accessible transportation system. It is essential for seniors, children and young adults, people with limited mobility, and people...with fewer transportation choices, including many low-income people."

Sidewalks are a basic ingredient of walkable neighborhoods and their presence can help improve people's health by encouraging physical activity. Along busy arterials, sidewalks are key to pedestrian safety as well as comfort. Sidewalks are especially important along walking routes to transit and schools.

Sidewalks also facilitate people's access to common neighborhood destinations including grocery stores, community centers, and libraries, which—along with transit—are the focus of other indicators in this report.

What the Data Show in Seattle as a Whole

Based on our criteria, approximately 76 percent of roads in Seattle have sidewalk coverage.

What the Data Show in Seattle's Neighborhoods

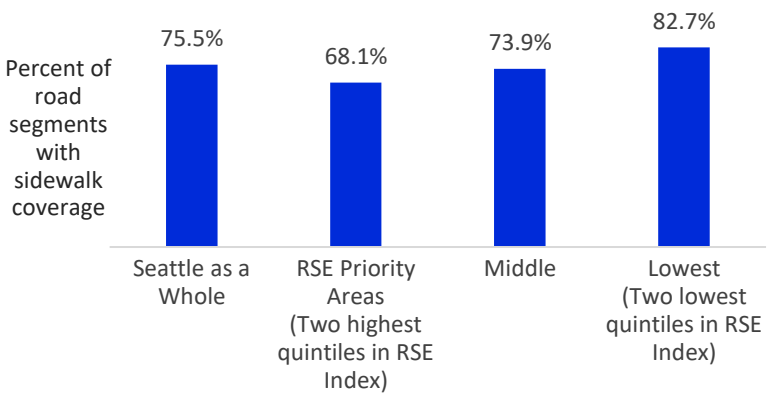
While most of Seattle's roads have sidewalk coverage, those north of 85th Street have low rates of sidewalk coverage. Annexation history provides context for this; neighborhoods north of 85th were part of unincorporated King County until 1954 and were largely developed without sidewalks as County standards did not require construction of sidewalks.[79]

As summarized in Figure 32, roughly two thirds (68%) of roads in RSE priority areas have sidewalk coverage—somewhat lower than the percentage in the city as a whole (76%) and notably lower than in the lowest priority areas in the RSE Index (83%).

- The lower rate of sidewalk coverage in RSE priority areas is in part related to a swath of these neighborhoods being located north of 85th Street where there is sparse sidewalk coverage.
- In addition, Rainier Valley neighborhoods that lay south of North Beacon Hill have lower rates of sidewalk coverage than found in the city as a whole.
- Most of the Duwamish Valley is industrial and has low rates of sidewalk coverage but sidewalk coverage is generally good in residential portions of the valley.

Figure 32

Sidewalk Coverage and the Race & Social Equity Index



Sources: City of Seattle Department of Transportation (SDOT); RSE Index, OPCD.

Notes: For this analysis, sidewalk coverage means sidewalks on both sides for arterials and at least one side of the road for non-arterials.

How We Measure Sidewalk Coverage

We calculate the percentage of roads with sidewalks using data maintained by the City of Seattle Department of Transportation (SDOT). While the narrative in our report refers to "roads" for simplicity, our calculations are based on individual road segments, typically the portion of the road between intersections.

We assess coverage based on the following criteria:

- Arterial road segments have sidewalk coverage if there are sidewalks on both sides of the road.
- Non-arterial road-segments have sidewalk coverage if there are sidewalks on at least one side of the road.

Our use of the less strict criterion for sidewalk coverage along non-arterials is based on consultation with SDOT staff. As they noted, traffic speeds and volumes are expected to be lower on non-arterial streets.

Additional Considerations

Sidewalk coverage is one aspect of the pedestrian network and walkability of a neighborhood. Other factors that contribute include the *quality* of sidewalks and the presence of crosswalks, curb ramps, and other safety-related amenities.

SDOT's 2017 Sidewalk Condition Assessment Project produced detailed information on the conditions of existing sidewalks. Data from that assessment is an important tool for making the city more accessible for everyone, including people with mobility disabilities.

Figure 33

Sidewalk Coverage

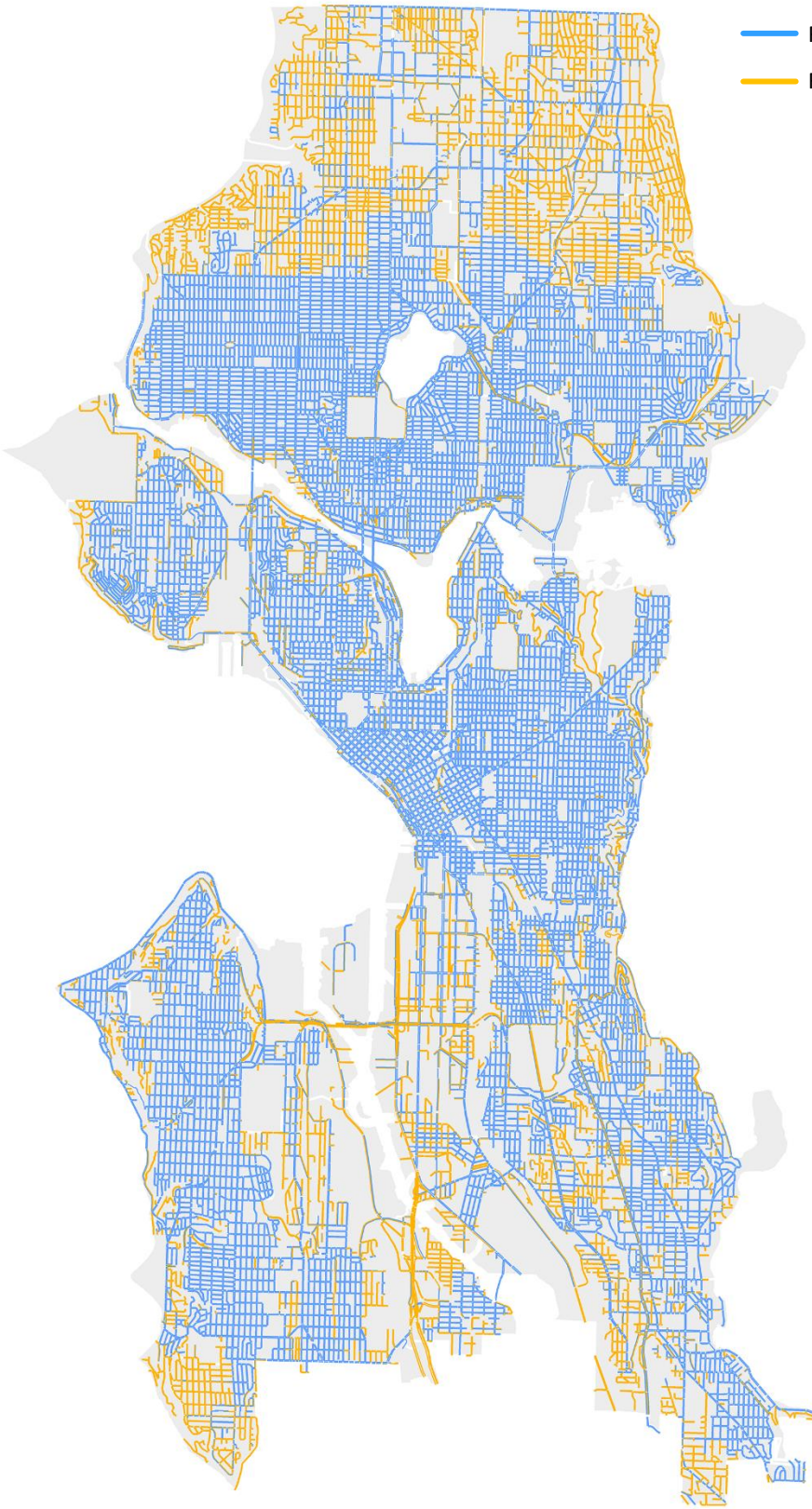
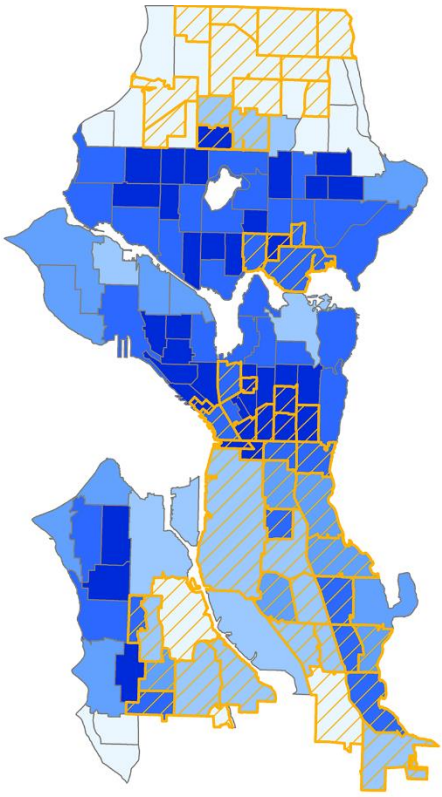


Figure 34

Percent of Road Segments with Sidewalks



Percent of Road Segments with Sidewalks

- 1.2% up to 50.0%
- 50.1% up to 75.5%
- 75.5% up to 85.0%

Seattle as a whole: 75.5%

- 85.1% up to 95.0%
- 95.1% up to 100.0%
- RSE Priority Areas*

*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Sources: City of Seattle Department of Transportation (SDOT); RSE Index, City of Seattle Office of Planning & Community Development.
Notes: "With sidewalks" means sidewalks are present on both sides of the road for arterials and at least one side for non-arterials.

Access to Frequent Transit with Night and Weekend Service

Key Findings

- Roughly three-quarters (76%) of housing in Seattle is within a short walk of one or more frequent transit routes that run not only on weekdays, but also nights and weekends.
- About 80 percent of housing in Race and Social Equity (RSE) priority areas has access to such extended-duration frequent transit. However, substantial portions of some RSE priority area neighborhoods including Riverview, Highland Park, and Haller Lake lack access to this level of service.

Definition: Frequent transit with night and weekend service includes the Link light rail, Seattle Streetcar, and frequent bus routes that run not only on weekdays, but also nights and weekends.

The transit schedules reflected in this analysis were those in effect in 2019—before the arrival of the pandemic. Transit service levels and ridership have been significantly impacted by the pandemic. (See next page.)

Why This Matters

Low-income individuals and people of color are less likely than others to have a car. In Seattle, nearly a quarter of households of color do not have an automobile at home compared to approximately one eighth of other Seattle households.[80] Transit is often critical to mobility for people in marginalized population groups—not only for access to jobs, but also for getting to classes, medical appointments, grocery stores, places of worship, and other important destinations.

In the outreach we conducted, nearby transit was one of the top responses people gave when we asked what is important for neighborhood livability. Furthermore, stakeholders emphasized the need for transit service that runs into the night and on weekends given the non-standard hours worked by many people in their communities.[81]

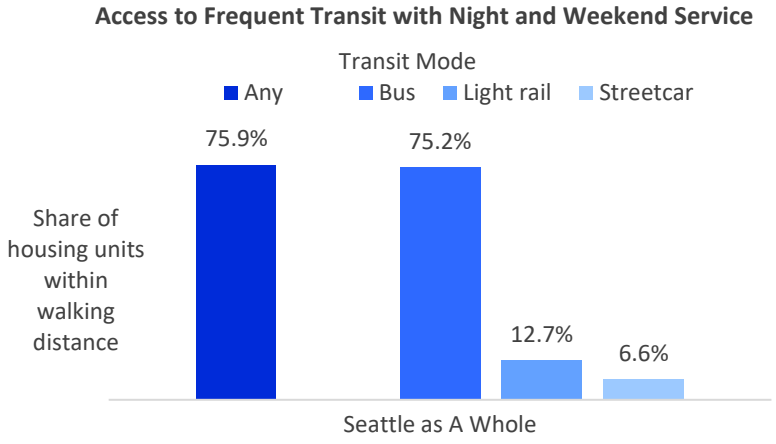
When part of a dense transit network, service that includes nights and weekends can make it easier for people to forgo car ownership, reducing traffic congestion and environmental impacts.

What the Data Show in Seattle as a Whole

As the chart in Figure 35 shows, 76 percent of housing units in Seattle have access to frequent transit running nights and weekends. According to the criteria for this indicator, this means that these housing units are within a half-mile walk of a light rail station; or within a quarter-mile walk of a streetcar stop or a bus stop served by at least one route running frequently on weekdays, nights, and weekends.

- Buses provide the main form of transit accessible near people's homes. Seventy-five percent of housing in the city is within a quarter-mile walk of bus stops served by routes meeting our criteria.[82]

Figure 35



Sources: Transit schedules obtained and analyzed by SDOT.

Notes: Walking distance is 1/2 mile to light rail stations and 1/4 mile to streetcar and bus stops. Bus routes included are those with at least four hourly trips between 6 a.m. and 7 p.m., at least two hourly trips between 7 p.m. and midnight on weekdnights, and at least two hourly trips between 6 a.m. and midnight on weekends.

- Rail is also an important form of transit in Seattle. Approximately 13 percent of housing units are within a half-mile walk of a current Link light rail station and seven percent are within a quarter-mile walk of a Seattle Streetcar station. Additionally, many bus routes provide residents with connections to rail.

What the Data Show in Seattle's Neighborhoods

Figure 35 summarizes access in RSE priority areas compared to other areas of the city.

- In general, RSE priority areas have slightly higher levels of transit access than other areas of the city, with eighty percent of housing in RSE priority areas having access to one or more forms of frequent transit with service extending into nights and weekends.
- While most neighborhoods lacking access to frequent transit with extended service hours are outside of RSE priority areas (e.g., Magnolia, Broadview, and northern parts of West Seattle), a few neighborhoods in RSE priority areas lack access to this level of service. This includes substantial portions of RSE priority areas in Riverview, Highland Park, and Haller Lake.
- The large majority of housing units in RSE priority areas are near bus service meeting our criteria, with significant fractions also able to access light rail (20%) and streetcar (11%). Few housing units in the lowest priority quintiles of the RSE Index have light rail and streetcar stops nearby.

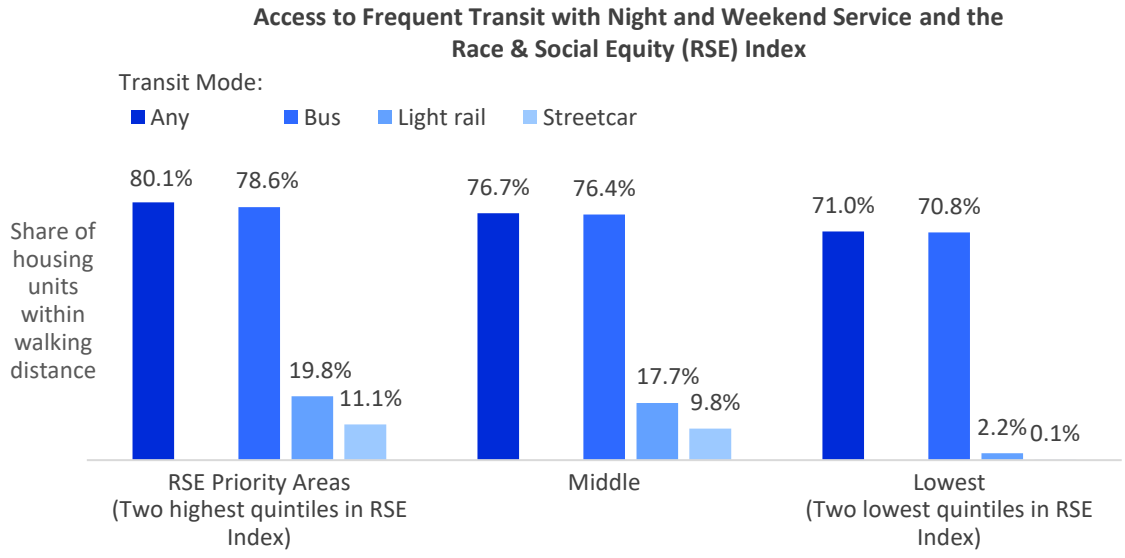
This analysis provides important but limited information for evaluating transit equity across population groups and neighborhoods. Additional considerations are described on the following page. Moreover, all aspects of transit equity need to keep in mind the limited mobility options and greater rates of transit dependence experienced by marginalized populations.

Transit service and COVID-19 — As the pandemic took hold, transit ridership in and around Seattle plummeted. An August 7, 2020 blogpost from King County Metro indicates that there was a drop in ridership of roughly 75 percent early in the pandemic, followed by a slow rise as reopening began. As of late July 2020, average weekday bus ridership was estimated to be down 63% from the year prior. Metro noted that ridership has remained strongest "on routes and trips utilized by our customers who are unable to telework or otherwise rely heavily on transit."

Metro has indicated that it will continue to prioritize service "in areas with higher proportions of people with lower incomes and people of color."

The Seattle Transit Benefit District (STBD) that provided funding for transit access is expiring at the end of 2020, and the renewal of the STBD will be on the November 2020 ballot. Mayor Jenny A. Durkan and City Council President Gonzalez issued a joint statement on how the City would spend funding raised by the STBD renewal, including on "routes that serve working people, communities of color, and transit-dependent neighborhoods."

Figure 36



Sources: SDOT; OPCD, King County.

Notes: Walking distance is 1/2 mile to light rail stations and 1/4 mile to streetcar and bus stops. See prior chart for additional notes.

How We Measure Access to Frequent Transit with Night and Weekend Service

This indicator is based on transit schedules and walking distances to transit stops. Homes are considered to have access to frequent transit with night and weekend service if they are within:

- a half-mile walks of a Link light rail station transit stop,[83]
- a quarter-mile walk of a Seattle Streetcar stop,[84] or
- a quarter-mile walk of a bus stop served by one or more bus routes with at least four hourly trips between 6 a.m. and 7 p.m. on weekdays, at least two hourly trips between 7 p.m. and midnight on weekday nights, and at least two hourly trips between 6 a.m. and midnight on weekends. (Based on spring 2019 bus schedules.)[85]

We measure walking distances along the existing street network and use parcel data from the King County Department of Assessments to calculate the percentage of housing units within these walksheds.

Additional Considerations

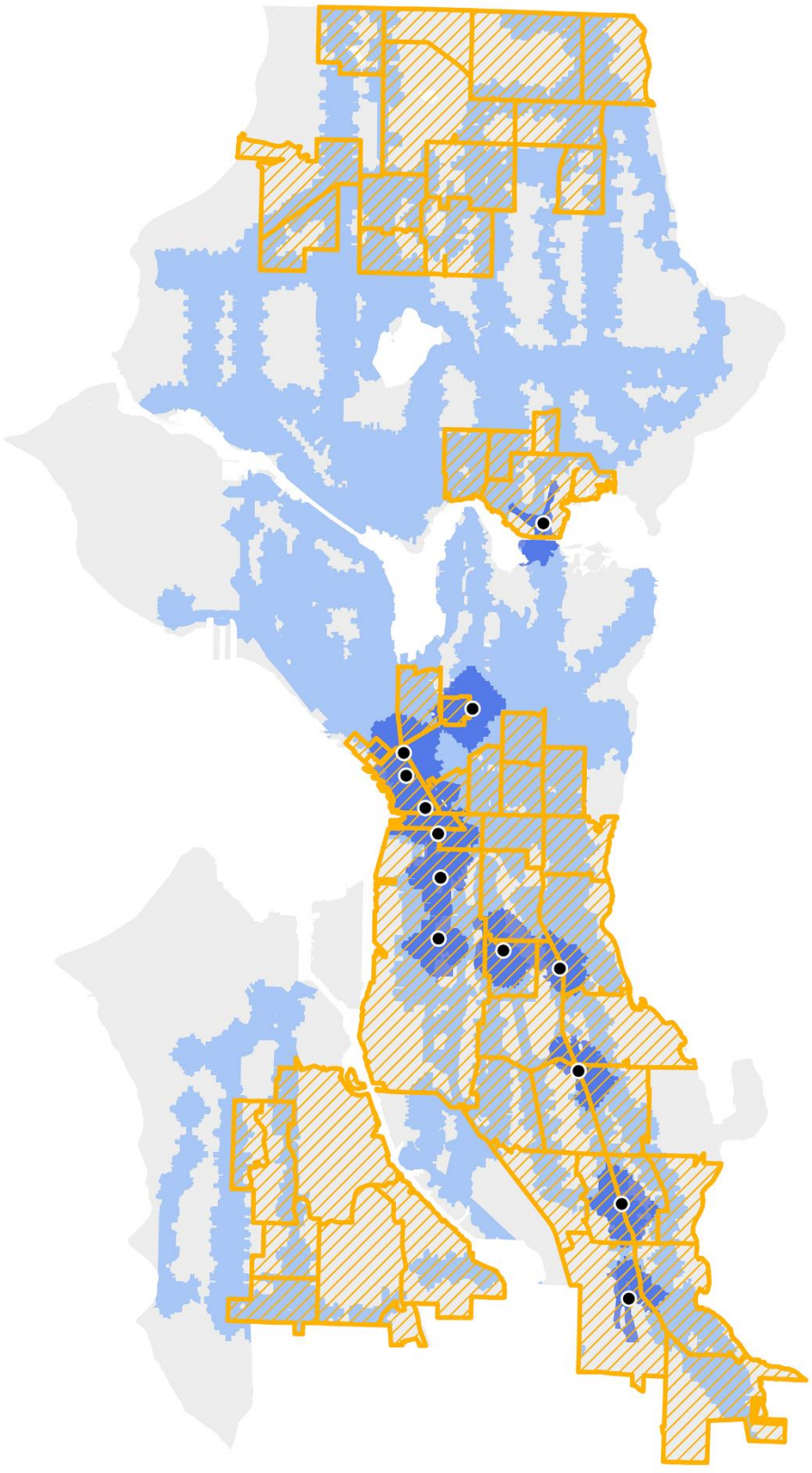
There are important aspects of transit access and service that this indicator does not cover:

- The method we use to identify walksheds does not account for things that can make it harder for a pedestrian to get to and from a transit stop such as physical disabilities, walking with young children, hills, and poorly maintained or absent sidewalks. These issues did, however, contribute to our selection of a shorter (quarter-mile distance) for defining walksheds for all transit stops besides light rail stations.
- The indicator does not address the number of routes or variety of destinations that riders can reach from a stop.
- Also not captured are the cost of fares, which we heard can be burdensome for riders who travel to multiple destinations within a day or transfer between system, and the amount of time it can take riders to reach their destinations, another frustration we heard during outreach. (The next two indicators—access to jobs via transit and commute times—by their nature, reflect reachable destinations and amount of time traveling, but only for trips to jobs.)

Beyond these issues, several community members described neighborhood safety concerns that made them leery of walking to transit stops and waiting for transit, especially at night. Poorly lit streets and criminal activity were among the specific issues mentioned.

Figure 37

Walksheds for Frequent Transit with Night and Weekend Service



*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Notes: Walksheds are 1/2 mile to light rail stations and 1/4 mile to streetcars and bus stops. Bus routes included are those with at least four hourly trips between 6 a.m. and 7 p.m. on weekdays, at least two hourly trips between 7 p.m. and midnight on weekday nights, and at least two hourly trips between 6 a.m. and midnight on weekends.

Sources: Transit schedules obtained and analyzed by Seattle Department of Transportation; walkshed-based proximity analysis by City of Seattle Office of Planning & Community Development (OPCD); RSE Index, OPCD.

Jobs Accessible by Transit

Key Findings

- Seattle's central role in the region and existing transit connections provide workers with access to a large number of jobs.
  - On average, Seattle neighborhoods have nearly 400,000 jobs accessible within 45 minutes by transit.
  - The large majority of Seattle neighborhoods have access via transit to more than a quarter million jobs.
- On average, RSE priority areas have access to slightly more jobs via transit than other Seattle neighborhoods do. However, this varies by location according to broader patterns, with areas near the center of the city, SR-520, and I-90 having access to the most jobs.
- The superior access to jobs that Seattle neighborhoods commonly enjoy will continue putting pressure on housing costs and exerting displacement pressure on low-income households who tend to need access to transit the most.

Note: Statistics reported here pre-date the COVID-19 pandemic and the associated reduction in employment and access to jobs which have hit people of color especially hard.

Why This Matters

While factors like educational attainment have the strongest impact on people's employment outcomes, proximity to jobs also plays a role. (See sidebar.)[86]

The supply of jobs accessible by transit is particularly important for equity as low-income households and people of color are disproportionately transit dependent.

Commuting via transit is generally more affordable than commuting by car, especially for workers with access to employer-sponsored transit subsidies and reduced fare programs like ORCA LIFT.

Access to jobs via transit is also important given that commuting via transit is better for the environment.

On the importance of proximity to jobs— "People who live closer to jobs are more likely to work. They also face shorter job searches and spells of joblessness."

— Brookings Institution, 2015

What the Data Show in Seattle and Its Neighborhoods

The data for this indicator come from a transportation analysis that the Puget Sound Regional Council (PSRC) conducted to assess how areas compare in the level of access their residents have to jobs.

On average, census tracts in Seattle have close to 400,000 jobs accessible within 45 minutes travel time by transit. This is roughly twice the average for all census tracts in King County.

However, as can be seen on the main map for this indicator (Figure 39), the number of jobs accessible to Seattleites varies by neighborhood, with centrally located areas enjoying access to the highest numbers of jobs while areas near the edges of the city have access to fewer jobs.

The Seattle neighborhoods from which the largest numbers of jobs are accessible include:

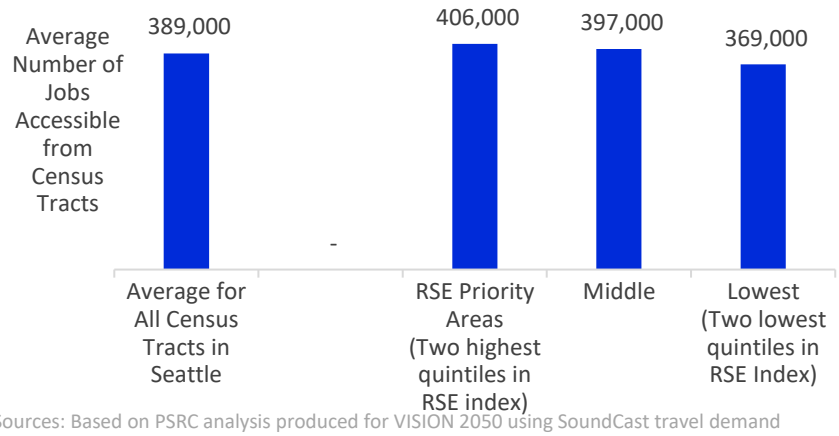
- areas in and around Downtown, the north part of the Duwamish Manufacturing/Industrial Center, and the University District;
- areas with onramps to SR 520 and I-90 that provide access to job centers on the eastside of Lake Washington; and
- parts of Southeast Seattle (e.g., Mt. Baker/North Rainier) closest to downtown.

As shown in the map, each of the census tracts in these neighborhoods have access to more than half a million jobs via transit.

On average, tracts in RSE priority areas have access to slightly more jobs than other Seattle census tracts do. (Figure 38.)

However, the number of jobs accessible from RSE priority tracts also varies according to the overall geographic pattern in which centrally located neighborhoods have access to very high numbers of jobs while neighborhoods farther from the city center have access to fewer jobs.[87]

Figure 38 **Jobs Accessible within 45 Minutes by Transit**



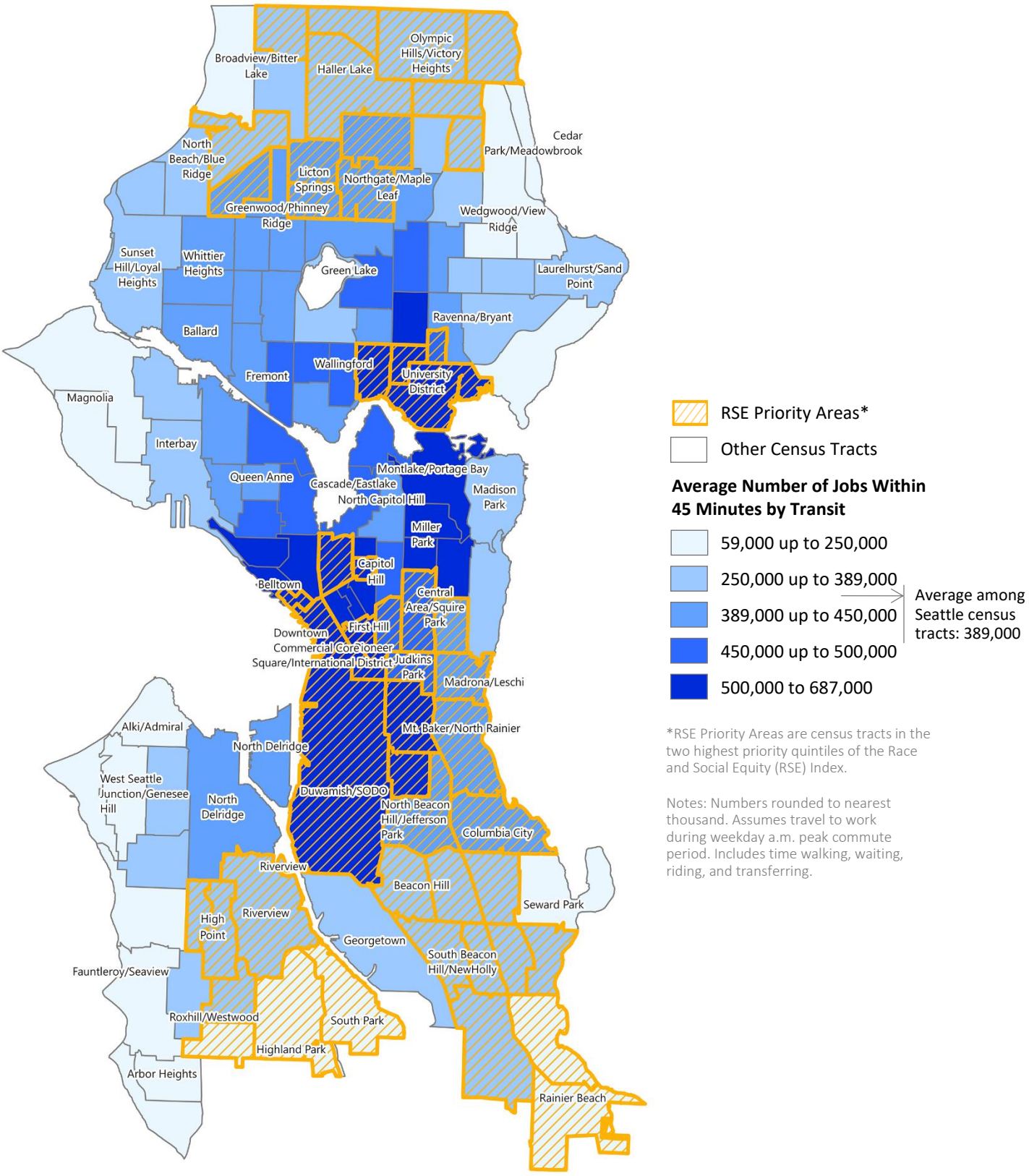
Sources: Based on PSRC analysis produced for VISION 2050 using SoundCast travel demand model and year 2014 transit network. RSE Index, City of Seattle OPCD.

Notes: Numbers rounded to nearest thousand. Assumes travel to work during weekday a.m. peak commute period. Includes time walking, waiting, riding and (if applicable) transferring.

While there is a big difference between the lowest and highest numbers of jobs accessible to neighborhoods, the large majority of census tracts in the city have access to more than a quarter million jobs via transit.

Figure 39

Jobs Within 45 Minutes Travel by Transit



*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Notes: Numbers rounded to nearest thousand. Assumes travel to work during weekday a.m. peak commute period. Includes time walking, waiting, riding, and transferring.

Sources: Based on Puget Sound Regional Council analysis produced for VISION 2050 using SoundCast travel demand model and year 2014 transit network. RSE Index, City of Seattle Office of Planning & Community Development.

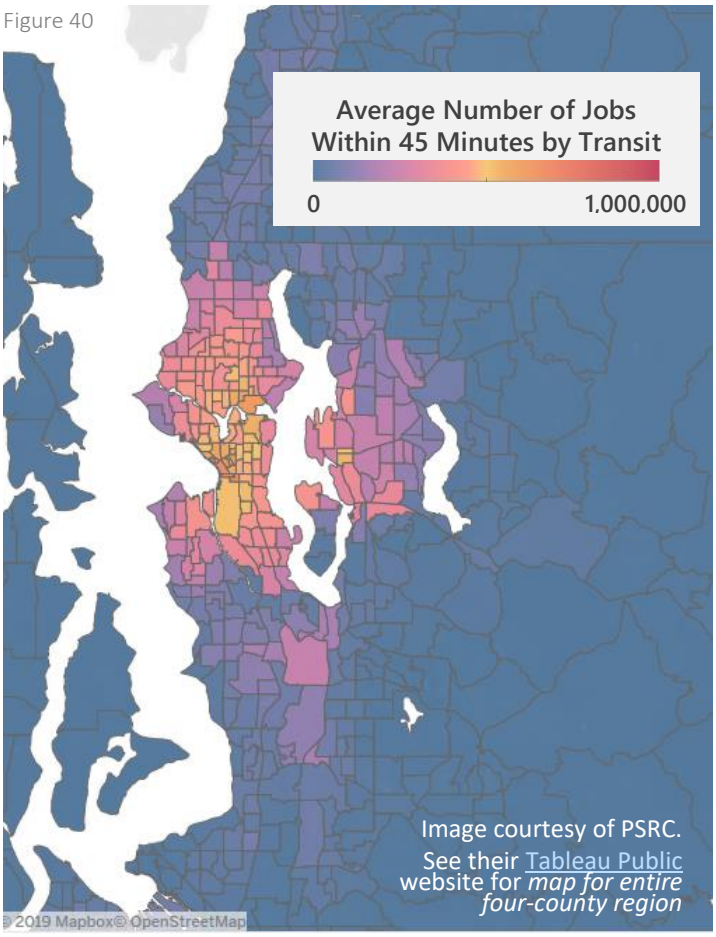
Some Regional Context

At right is a map (Figure 40) showing the average number of jobs accessible within a 45-minute trip by transit from census tracts in Seattle and surrounding areas. (While the color scheme in this regional map is different than the one in Figure 39, the same model was used to produce both maps.)

As reflected in Figure 40:

- Regionally, the number of jobs that residents can access via transit is highest for workers living in Seattle's Downtown and other centrally located neighborhoods in Seattle and Bellevue.
- From a regional perspective, the number of jobs accessible via transit is comparatively high throughout almost all of Seattle; however, access drops abruptly just a short distance from Seattle's northern and southern city limits.

Figure 40



The superior access to jobs provided by Seattle neighborhoods will continue to generate strong market demand for housing, placing housing costs in these neighborhoods beyond the levels that many of Seattle's low- and moderate-income residents can bear.

Overwhelmingly, housing costs were the biggest worry we heard from residents when we asked how the city's growth is affecting them and their communities. When talking with people at community fairs in Seattle, we also encountered a number of people who told us they had moved to locations outside of Seattle to better afford housing although this means they must endure longer trips to get to jobs, see friends, and attend cultural gatherings.

These data and stories underline the need for more affordable housing and for displacement mitigation in Seattle neighborhoods where there is good access to transit and jobs.

How We Measure Access to Jobs by Transit

This indicator estimates the number of jobs that can be reached by transit from each census tract within 45-minutes of travel time. Estimates assume travel to work during the weekday a.m. peak commute period and include walking and wait time as well as time in the transit vehicle.

These estimates are based on results that PSRC obtained in 2018 from their SoundCast travel demand model to provide baseline information for the regional VISION 2050.[88] These are rough estimates, best used for general comparisons between areas.[89] The modelling was based on data from 2014 and does not reflect growth that occurred in jobs and transit service between 2014 and 2020.[90] We anticipate updating this indicator based on new modeling once VISION 2050 is adopted.

Additional Considerations

One of the reasons we focus on access to jobs via *transit* is that low-income households and persons of color are not as likely as others to own a car and are more likely than others to be dependent on transit. However, under existing conditions, many more jobs are easily reached by car than by transit. As research shows, this can put transit-dependent persons at a disadvantage in searching for and maintaining employment.[91] One way to improve employment outcomes is to boost transit service.[92]

Importantly, being able to get to a job is necessary but not sufficient to make a job accessible; a prospective employee also needs to have the qualifications required by the employer. For future reports, we will explore the feasibility of focusing this indicator on jobs that both match the skills of populations of concern and provide living wages—or at least provide good opportunities for advancement to such jobs.[93]

Average Commute Time

Key Findings

- Seattleites who are people of color have longer commutes to work than their White counterparts. Black people have the longest average commute time to work while Whites have the shortest.
- Commute times vary by mode; on average commutes by transit take the most time.
- In general, workers living in Race and Social Equity (RSE) priority have longer commutes than workers living in other areas of Seattle.

Why This Matters

The amount of time people spend commuting reduces the time they have available to devote to family and friends and pursue other activities. Studies link lengthy commutes to mental stress, lower leisure time satisfaction, worse fitness levels, and greater prevalence of obesity and hypertension.[94]

> **Long commutes** by car and bus have the most negative associations with health and wellbeing, while walking and biking to work are associated with benefits.
>
> – "How commuting affects subjective wellbeing," by B. Clark, K. Chatterjee, A. Martin et al.

The time and expense associated with long commutes can make it difficult for people to maintain a job. Additionally, having to drive long distances, particularly in heavy traffic, is bad for the environment.

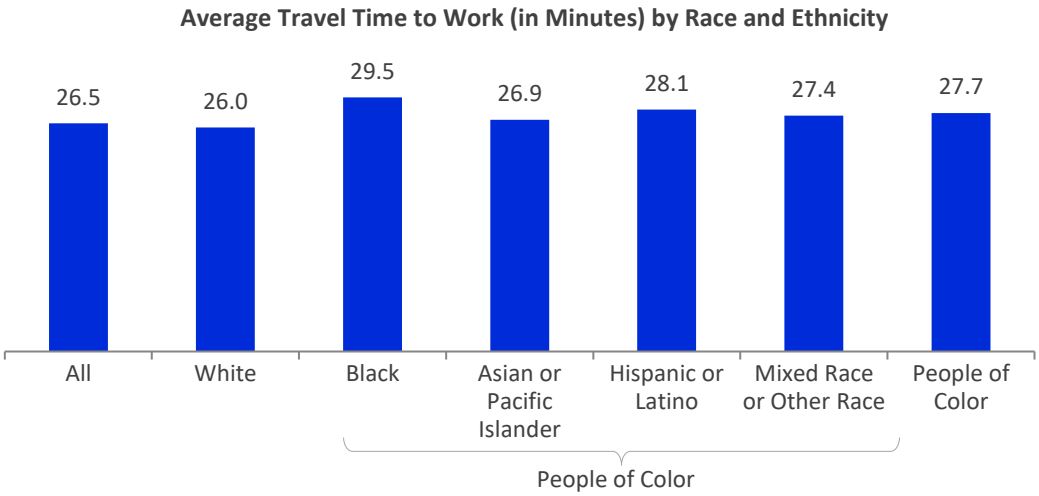
A related theme that we heard during outreach was frustration with the amount of time it takes to get to work and other places by transit. Several people said they use a car, or wish they could afford a car, because using transit takes too long, especially when transfers are involved.

What the Data Show in Seattle as a Whole

Time spent commuting is one of the topics for which we use data reported in the National Equity Atlas, which is produced by PolicyLink and PERE. This information is based on American Community Survey data about the time workers spend commuting to their primary job. As shown in Figure 41:

- On average, it takes about 26.5 minutes for workers living in Seattle to travel to their place of employment.
- Of the groups analyzed, Blacks have the longest average commute time to work (29.5 minutes), while Whites have the shortest (26.0 minutes).

Figure 41



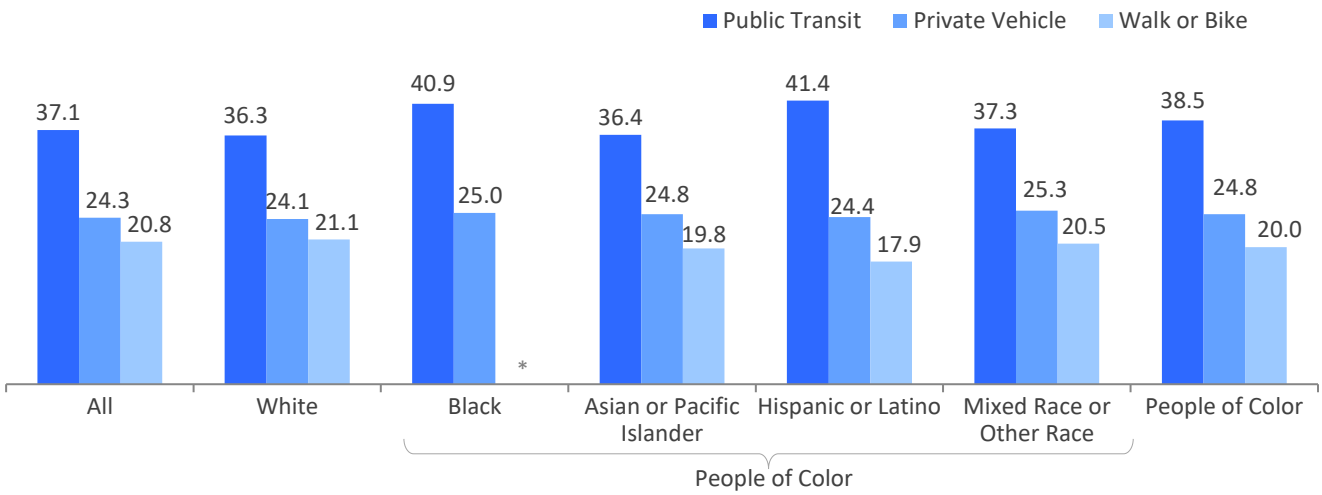
Source: Estimates based on microdata from the 2011-2015 5-Year American Community Survey, U.S. Census Bureau. Analysis by PolicyLink and the USC Program for Environmental and Regional Equity (PERE), www.nationalequityatlas.org.

Notes: For workers 16 and over living in Seattle and not working at home. ACS microdata can be unreliable for small population groups. PolicyLink/PERE excludes estimates for groups with fewer than 100 survey respondents.

Commute duration varies by mode, with transit riders spending considerably more time on average than workers traveling via other means. There are also racial and ethnic disparities in travel times *among* transit commuters, as detailed in Figure 42. Black transit users and Hispanic/Latino transit users have the longest average commutes to their jobs among all the commuter subgroups we analyzed.

Figure 42

Average Travel Time to Work (in Minutes) by Mode of Travel and Race and Ethnicity



Source: Estimates based 2011-2015 5-Year ACS microdata, U.S. Census Bureau. Analysis by PolicyLink and PERE, www.nationalequityatlas.org.

Notes: For workers 16 and over living in Seattle and not working at home. The ACS microdata are based on a sample of the original ACS sample and can be unreliable for small population groups and detailed categories.

*Insufficient data. Estimates for with fewer than 100 individual survey respondents excluded.

Differences between racial, ethnic, and origin sub-groups

There are further differences in commute times among racial and ethnic subgroups. For example, Southeast Asians have longer commutes than those of South Asians. Among Hispanics/Latinos, immigrants have longer commutes than those who are U.S. born.

More recent estimates on average commute time

The most recent ACS data currently available, 2018 1-Year estimates, suggest that the average amount of time Seattleites spend traveling to work has risen to 28.4 minutes, nearly two minutes longer than in the 2011-2015 5-Year ACS.[95]

Who can work from home, and who cannot–The analysis for this indicator finds important race-based disparities in the amounts of time and ways Seattleites were commuting to work before COVID-19. The pandemic has now laid bare a related inequity that is having devasting consequences.

As analyses from the Economic Policy Institute and the Johns Hopkins Center for Health Equity shows, Black workers and workers of Hispanic/Latino ethnicity are disproportionately likely to hold low-paying jobs that cannot be done from home. These jobs (e.g., jobs in nursing homes, farms, factories, and grocery stores) are commonly the jobs that have been deemed essential for people to keep doing during the pandemic. As the CDC notes in describing COVID-19 health equity considerations, working in these kinds of occupations places people at disproportionate risk of falling sick with COVID-19.

What the Data Show in Seattle's Neighborhoods

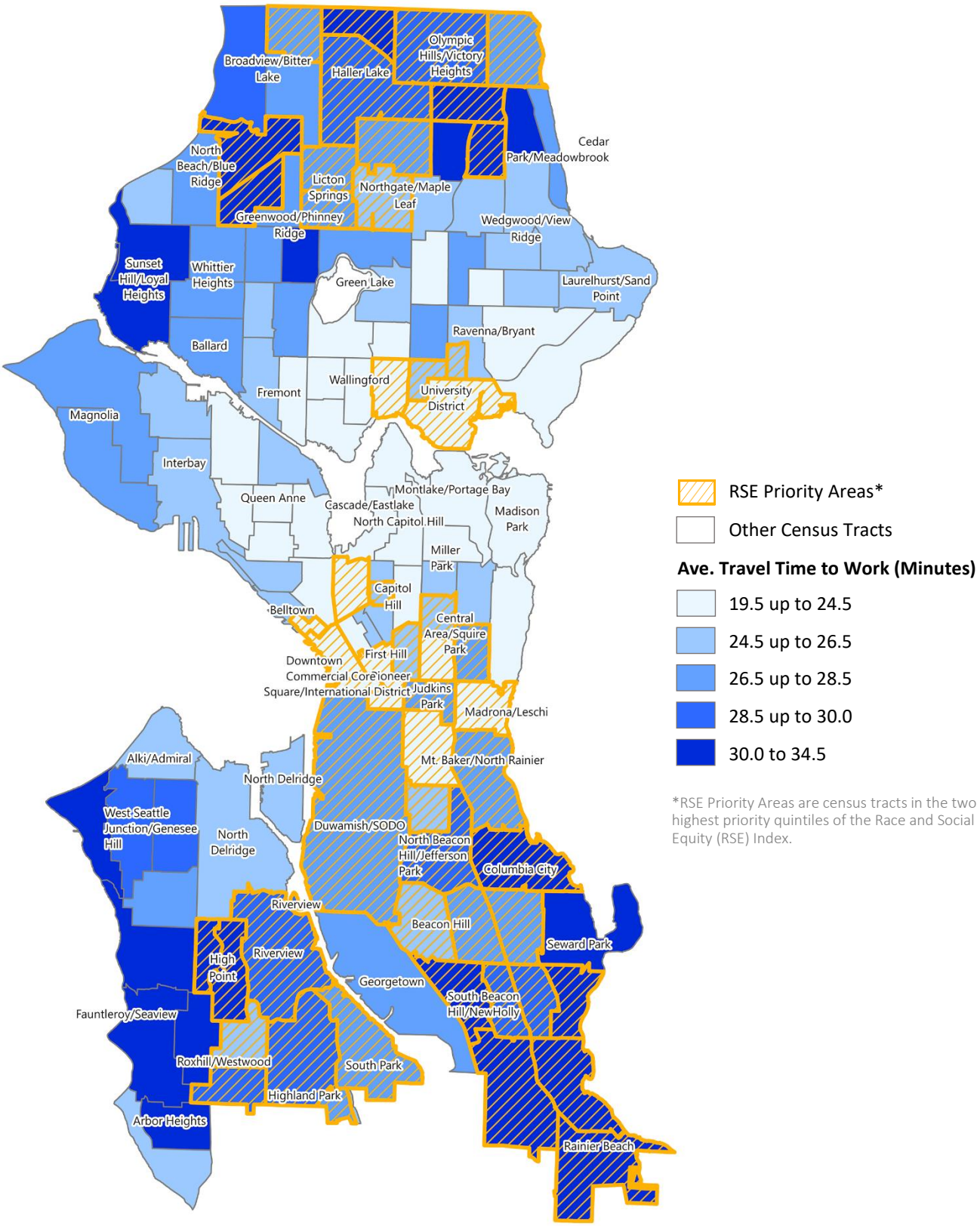
The following map shows the average amount of time it takes Seattle residents in each census tract to travel to work.

- The shortest commutes are experienced by residents living in or near the center of the city, in and around Wallingford and the University District, and in areas with easy access to SR 520 and I-90. Neighborhoods where residents spend the most time getting to work are generally located furthest from the city's center.
- Several of the centrally located neighborhoods where residents have short commutes are RSE priority areas. These include the Central Area, North Beacon Hill, and the International District—historically redlined and segregated areas[96] that have more recently been experiencing enormous displacement pressures. Short commutes will continue to make these neighborhoods attractive markets for higher-paid workers and higher-priced development, further exacerbating displacement pressures.

  Generally speaking, however, workers living in RSE priority areas tend to have *longer* commutes to work. (In 6 in 10 of the census tracts, the average travel time residents spend getting to work is longer than the overall average for Seattle ; this contrasts with the lowest priority areas in the RSE Index, where residents of 6 in 10 tracts have *shorter* average travel times to work than the city average.)

Figure 43

Average Commute Time



*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Sources: 2011-2015 5-Year American Community Survey estimates, U.S. Census Bureau. RSE Index, City of Seattle Office of Planning & Community Development.

Notes: ACS estimates are based on a sample and can carry large margins of error at a neighborhood level.

How We Measure Commute Time

This measure is based on ACS estimates of the average number of minutes it takes working residents of Seattle, age 16 and over, to get from home to work.[97]

The estimates by race and ethnicity come from PolicyLink/PERE's National Equity Atlas analysis of microdata from the 2011-2015 5-Year ACS. However, the map that we show for this indicator uses ACS estimates published directly by the Census Bureau for the same period.

Additional Considerations

While some workers have more than one job, the ACS asks only about travel time to people's primary job. Furthermore, people who work at home are not included in ACS estimates of average travel times. These facts make the estimates likely to understate racial and ethnic disparities as working multiple jobs is more common for people of color than Whites while the opposite is true for working at home.

This indicator focuses only on the experience of workers who live in Seattle. People who commute to Seattle from outside the city (close to half of the workers with jobs in Seattle) endure significantly longer commutes than residents of Seattle do.[98]

Many, often interrelated factors influence commute times. In addition to commute mode, these factors include how far away people live from work, levels of traffic congestion, quality of transit service and road conditions, and other factors. A key factor in the increase in Seattle residents' travel time to work between the 2011-2015 ACS and the 2018 1-year ACS was the strength of the economy and the associated increase in the number of people employed over that span of time.

Education and Economic Opportunity

The indicators we are tracking:

- Performance of Neighborhood Elementary Schools
- Disconnected Youth
- Unemployment
- Educational Attainment
- Poverty and Near-Poverty
- Full-Time Workers in or Near Poverty
- Unemployment
- Business Ownership

Note: Statistics reported here pre-date the arrival of the new coronavirus and do not reflect the severe economic downturn and hardships associated with the pandemic.

These harms are falling disproportionately on people of color and compounding racial and social inequities.

Performance of Neighborhood Elementary Schools

Key Findings

- The Washington Schools Improvement Framework (WSIF)—an index that summarizes school performance based on a combination of student success measures—gives public neighborhood elementary schools in Seattle an average score of 6.6 on a 10-point scale.
- These schools' WSIF scores are much higher for White and Asian student groups (averaging 8.0 and 7.6 respectively) than for Black, Hispanic/Latino, low-income, and English language learning groups (averaging less than 5.0).
- High-scoring elementary schools are in many parts of Seattle; however, most of the lower-scoring schools are in neighborhoods that we have identified as Race and Social Equity priority areas.

Measuring school performance is challenging and inexact, with many potential data points. We identified the WSIF Index, produced by Washington State Office of the Superintendent of Public Instruction, as the best available summary measure for tracking equity patterns on this topic.

We chose the WSIF because it combines several important metrics, including student growth and engagement in addition to student test scores.

Why This Matters

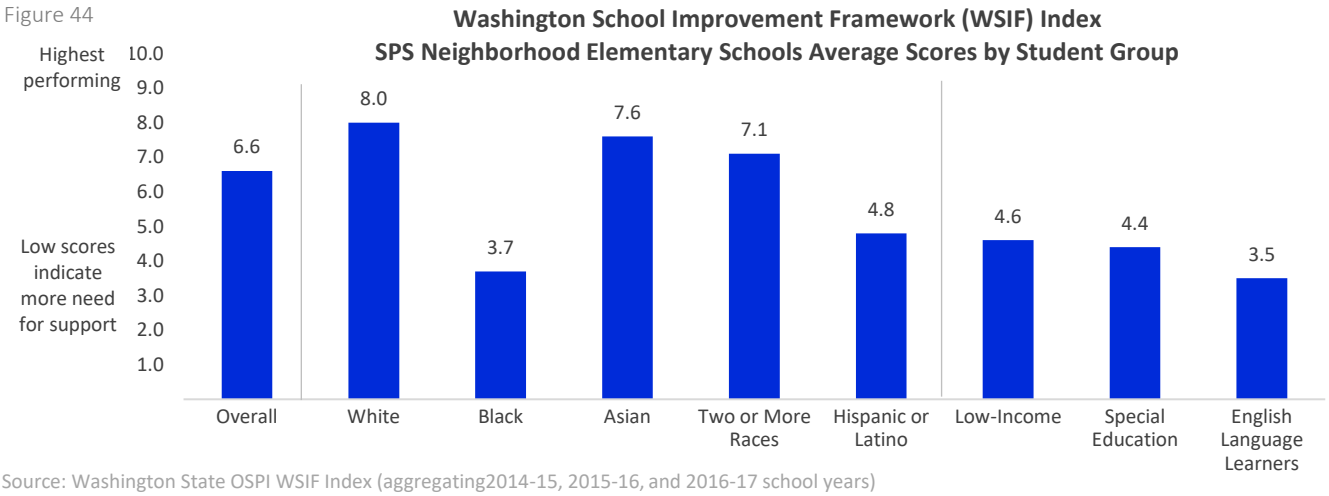
The legacy of structural racism and continuing socioeconomic disparities profoundly impact children's readiness for school. The WSIF index[99] provides information on the performance of schools in educating all students including historically underserved students. It also identifies schools needing more support to meet students' needs. With sufficient supports, schools can provide high quality education that effectively narrows opportunity gaps.

Most Seattle elementary students attend neighborhood schools. Given the interrelationship between race, income, and where families can afford to live, measuring public school performance at the neighborhood level can offer key insights for advancing equitable development.

What the Data Show in Seattle as a Whole

The 57 neighborhood elementary schools that we analyzed in the Seattle Public Schools (SPS) district score an average of 6.6 out of 10 on the WSIF. Looking at how schools are doing based on success of individual student groups finds these schools' scores are much higher for White and Asian students than for Black, Hispanic, low-income, and English language learning students. (These scores are summarized in Figure 44 below.)

Figure 44



Source: Washington State OSPI WSIF Index (aggregating2014-15, 2015-16, and 2016-17 school years)

Notes: For students in SPS neighborhood elementary and K-8 schools. Scores for American Indian/Alaska Native and Native Hawaiian/Pacific Islander subgroups were suppressed in the publicly available source data due to small student populations.

Disparities in rates of academic proficiency

Digging into the test score data that are part of the WSIF index finds 66 percent of students in SPS neighborhood schools meeting the proficiency standard for their grade in reading and 64 percent doing so in math.[101] However, the percentages of low-income students meeting proficiency standards are 20 points lower for both subjects.

Third grade reading proficiency is often looked to as an indicator of students' preparation for success. It is one of the outcome measures in the SPS Strategic Plan and is tracked by King County's Best Starts for Kids program and by the City's Human Services Department (HSD). As HSD notes, "third grade is a crucial year when students make the leap from 'learning to read' to 'reading to learn.'… It's an academic hurdle that if missed, can leave children behind."

District-level statistics on third grade reading proficiency, shown in Table 4, reveal wide disparities between White students and students of color.[102] The greatest gaps are found between White students and Black, Native American, and Pacific Islander student groups.

Table 4

Percent of Third Grade Students in Seattle Public Schools Meeting Reading/English Language Arts Standard	
	2018-2019 School Year
All students	65%
White	80%
Black/African American	33%
Native American	29%
Asian	63%
Pacific Islander	20%
Multiracial	68%
Hispanic or Latino of any race	41%

Source: Report Card Assessment Data, 2018-19 School Year, OSPI Data Portal.

Notes: Based on Smarter Balanced Assessment.

What the Data Show in Seattle's Neighborhoods

The map in Figure 45 shows attendance areas for SPS neighborhood elementary schools, with blue shading indicating composite scores the schools received on the WSIF index. Areas that we have identified as Race and Social Equity (RSE) priority areas are shown overlaying the attendance areas.

High-scoring elementary schools are located in many parts of Seattle including RSE priority areas; those with attendance areas mostly or entirely in RSE priority areas include Rainier View (with a WSIF score of 9.1), Olympic View (8.2), Maple (8.8), and Thurgood Marshall (8.9).

However, attendance areas for the lowest-scoring schools (with WSIF scores of less than 4.0) are all located fully or partially within RSE priority areas. These include schools in Rainier Valley and South Park and schools in some other areas of West Seattle, the Central Area, and northwest Seattle.

OSPI provides important context for using the WSIF in its guide for Comparing Schools in the Washington School Improvement Framework, stating:

> "No two schools are exactly alike; they serve different grade levels, they have different student groups, communities, support programs…etc. Although it [the WSIF score] allows comparison of schools, the score doesn't tell the whole story….And the measures included in the WSIF are just the starting point for understanding the strengths and weaknesses of a school…"

A new, more equitable state system for recognizing schools—In addition to identifying schools for support, the WSIF is the basis of a revamped recognition system.

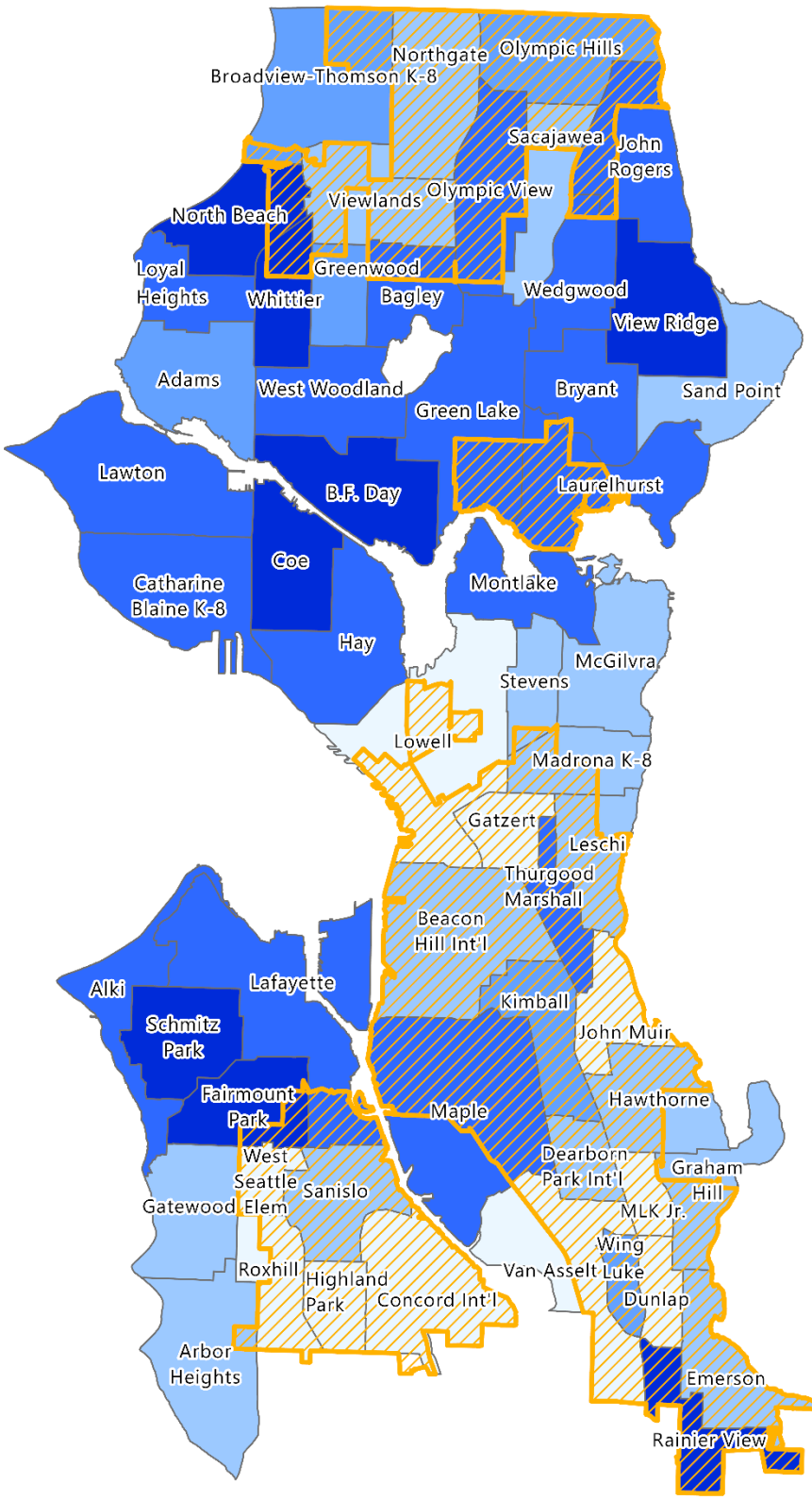
For example, SPS neighborhood elementary schools recognized in 2017-2018 for making progress in closing opportunity gaps and/or improving outcomes for student groups identified for support were:

- Adams
- Beacon Hill International School
- Graham Hill
- Hawthorne
- John Muir
- John Rogers
- Viewlands

Source: 2017-2018 State Recognized Schools

Figure 45

Washington State Improvement Framework (WSIF) Index Scores for SPS Neighborhood Elementary Schools



WSIF Index Scores for elementary grades include:

- English Language Arts and Math Proficiency
- English Language Arts and Math Growth
- English Language Learner (ELL) Progress
- Student Engagement (Attendance)

WSIF Index Score (by School Attendance Area)

- 2.4 – 3.9
- 4.0 – 6.5
- 6.6 – 7.9
- 8.0 – 8.9
- 9.0 – 10.0

Race and Social Equity Index

- RSE Priority Areas*

*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Sources: Washington State Office of the Superintendent of Public Instruction WSIF Index (combining data from 2014-15, 2015-16, and 2016-17 school years); RSE Index and analysis by City of Seattle Office of Planning & Community Development.

Notes: Map shows WSIF Index scores for Seattle Public Schools (SPS) neighborhood elementary schools and neighborhood K-8 schools. Schools without regular neighborhood attendance areas such as Option schools are not included.

How We Measure the Performance of Neighborhood Elementary Schools

As described previously, we are measuring the performance of neighborhood elementary schools (and neighborhood schools serving kindergarten through eighth grade) using the Washington School Improvement Framework index. OSPI developed the WSIF in 2018 to provide a more holistic view of school performance for identifying schools and groups of students that need additional support.[103]

The inclusion of student growth measures in the WSIF help make this index useful for understanding how well schools are doing in educating children in traditionally underserved communities. Specifically, the WSIF Index includes the following indicators for elementary school students:

- Student proficiency on English Language Arts and math assessments (40%)
- Student growth on English Language Arts and math assessments (50%)
- English language learner progress (5%)
- Attendance rates (5%)

As OSPI's webpage on the WSIF explains, the WSIF index scores are calculated using data from three academic years. The WSIF scores we analyzed are those in the publicly available dataset from the school years 2014-15 through 2016-17.[104]

Additional Considerations

The distribution of academically gifted students among schools is one of the programmatic factors reflected in WSIF scores. Two SPS neighborhood elementary schools, Fairmont Park Elementary and Thurgood Marshall Elementary serve as "Highly Capable Cohort" (HCC) pathway schools in addition to serving general education students.[105] Both of these schools score high on the WSIF, in part reflecting concentrations of HCC students among their student bodies. However, Black, Hispanic/Latino, Native American, and Pacific Islander students are severely under-represented among SPS students identified as Highly Capable.[106] SPS and school community partners are working to expand advanced learning opportunities and identify how to make HCC identification and services more equitable.[107]

Concentration of poverty is a key predictor of racial disparities in educational achievement. While this problem is not as severe in Seattle as in most large cities, children of color here are nevertheless much more likely than White children to attend high-poverty schools.

During the 2015-2016 school year in Seattle Public Schools:

- 54% of students of color in primary grades attended a school where at least half of the total enrolled students are poor or low-income.
- In contrast, only 11% percent of their White counterparts attended such a school.[108]

Unemployment

Key Findings

- Unemployment rates in Seattle fell dramatically after the Great Recession, but the burden of unemployment continues to fall disproportionately on people of color.
- Blacks, Pacific Islanders, and Native Americans had markedly higher rates of joblessness than Whites in the wake of the Great Recession.
- Higher levels of education correlate with lower levels of unemployment but do not erase racial and ethnic disparities in joblessness.

Why This Matters

In addition to providing income to pay for housing and living expenses, employment can enhance social contacts and build a sense of pride and accomplishment for the employee. With good steady employment, access to credit and loans is also improved. And, when jobs come with benefits such as high-quality health insurance, they can further improve well-being for the employee and their dependents.

When a person becomes unemployed, it can be difficult to bounce back – especially if the person has little savings to rely on. If unemployment persists, it can lead to loss of housing along with increased debt.

Note: Statistics reported here reflect underlying disparities pre-dating the COVID-19 pandemic.

The pandemic is now compounding the economic hardship and inequities experienced by people of color.

Loss of employment and earnings—Between March 1 and July 25, 2020, residents in King County filed more than 450,000 new unemployment claims. Workers in Black, Native American, and Pacific Islander population groups have been most impacted; more than one in three of these workers filed a new unemployment claim during this period compared to one in five White workers.

Based on responses to its Household Pulse Survey in late July, the Census Bureau estimates that nearly half of adults in the Seattle-Tacoma-Bellevue Metro Area are in a household where someone has experienced a loss of employment income since mid-March 2020.

Sources: Public Health—Washington State Economic Security Department; Seattle & King County COVID-19 data dashboard: Economic, social and overall health impacts; and U.S. Census Bureau Household Pulse Survey.

What the Data Show in Seattle as a Whole

Consistent with national and regional trends, unemployment rates for Seattle fell dramatically since peaking in the immediate wake of the Great Recession. By 2017, unemployment rates had dropped to pre-recession levels.

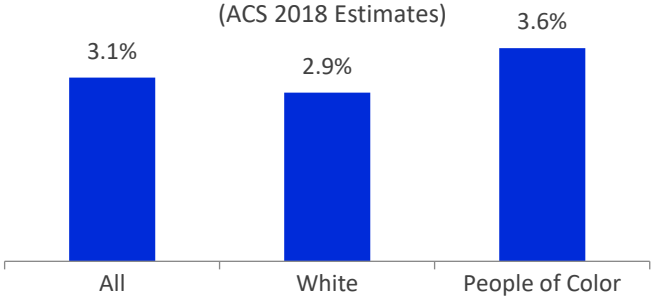
The 2018 American Community Survey (ACS) shows an unemployment rate of only 3.1 percent among Seattle residents age 25 to 64. However, the burden of unemployment continues to fall disproportionately on people of color. As of 2018 in Seattle:

- Just 2.9 percent of White residents in this age bracket are unemployed.
- This compares to 3.6 percent among people of color.

The ACS Selected Population Tables provide more detailed data on racial and ethnic disparities. As described previously, the most recent Selected Population Tables date back to the 2011 to 2015 period when the economy was still recoverin g from the Great Recession. Findings for Seattle from that period, as shown in Figure 47, include the following.

- An unemployment rate among people of color that was markedly higher than that of Whites.
- Unemployment rates for Blacks and Native Americans that were more than twice the joblessness rate among Whites.

Figure 46 **Unemployment Rate Among Seattle Residents Ages 25 to 64 by Race and Ethnicity** (ACS 2018 Estimates)

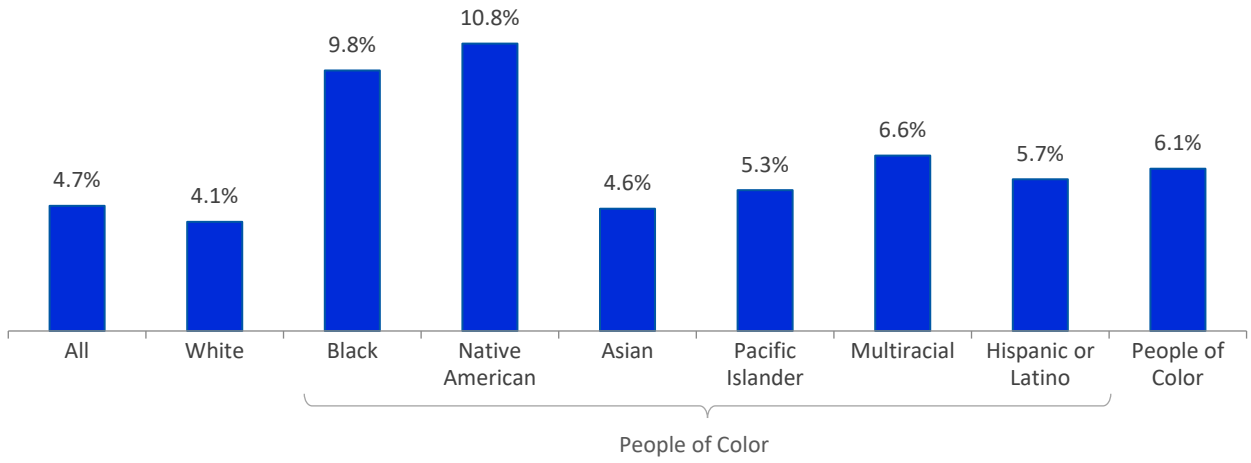


Source: 2018 1-Year American Community Survey (ACS).

Notes: Measured for civilian labor force participants ages 25 to 64. ACS estimates are based on a sample and carry margins of error.

Figure 47

Unemployment Rates Among Seattle Residents Ages 25 to 64 by Race and Ethnicity
(ACS 2011-2015 Five-Year Estimates)



Source:2011-2015 5-Year American Community Survey Selected Population Tables, U.S. Census Bureau.
Notes: Measured for civilian labor force participants ages 25 to 64. ACS estimates are sample-based and may be unreliable for small population groups.

Differences between racial, ethnic, and origin sub-groups

With the limited sample sizes in the ACS, we need to broaden our view to encompass the Seattle-Tacoma-Bellevue metropolitan area to obtain reliable estimates on unemployment rates for more detailed population groups. Findings based on the 2011-2015 ACS data in the PolicyLink/PERE National Equity Atlas include:

- Substantial variation between Asian subgroups, with unemployment rates lower for some (e.g., South Asians and Japanese) and disproportionately high for others (e.g., Laotians).
- Lower rates of unemployment are associated with higher levels of education; however, racial and ethnic disparities in joblessness remain even among college graduates. For example, the Atlas shows Blacks with a bachelor's degree roughly twice as likely to be unemployed as Whites with a bachelor's degree.

How We Measure Unemployment

We measure unemployment rates among adults ages 25 to 64 who are in the civilian labor force using the ACS. We use the most recent estimates available (2018 1-year estimates) to provide a broad look at this topic, then use the 2011-2015 5-Year Selected Population Tables for detail by race and ethnicity. For information on disparities among more detailed subgroups, we use the PolicyLink/PERE National Equity Atlas analysis of microdata from the 2011-2015 5-Year ACS.

Additional Considerations

Unemployment rates are measured for people in the labor force and do not reflect persons who have become so discouraged that they have stopped looking for work and persons unable to work due to disability.

Also not reflected are part time workers who would like to work full-time. When conducting community outreach, several of the people we talked with described being able to find only part-time employment or having to work multiple part-time jobs.

Disconnected Youth

Key Findings

- The rate of disconnection from school and work among Black youth is three times as high as it is for White youth and the rate among Hispanic/Latino youth is twice that of Whites.
- Data from the larger Seattle area reveals that Native American, Pacific Islander, and Southeast Asian youth also have disproportionately high rates of disconnection from school and work.

Note: Statistics reported here reflect underlying disparities pre-dating the COVID-19 pandemic.

National-level analysis of data from the Current Population Survey by Pew Research Center indicates the share of young people disconnected from both work and school between April and June of 2020 was substantially higher than during the same period in recent years.

Why This Matters

Attending school prepares youth for the rest of their lives and is a key source of enriching experiences. For youth in traditionally disadvantaged communities, sticking with school and pursuing higher education can offer a path out of poverty. Working provides earnings to pay for day-to-day needs, can help pay for college, and builds skills needed for career advancement.

Being disconnected from both school and employment puts youth at risk for unhealthy behaviors, diminishes future earnings, and makes it harder for people to contribute to the communities of which they are a part.

"These vulnerable young people are cut off from the people, institutions, and experiences that would otherwise help them develop the knowledge, skills, maturity, and sense of purpose required to live rewarding lives as adults. And the negative effects of youth disconnection ricochet across the economy, the social sector, the criminal justice system, and the political landscape, affecting us all."

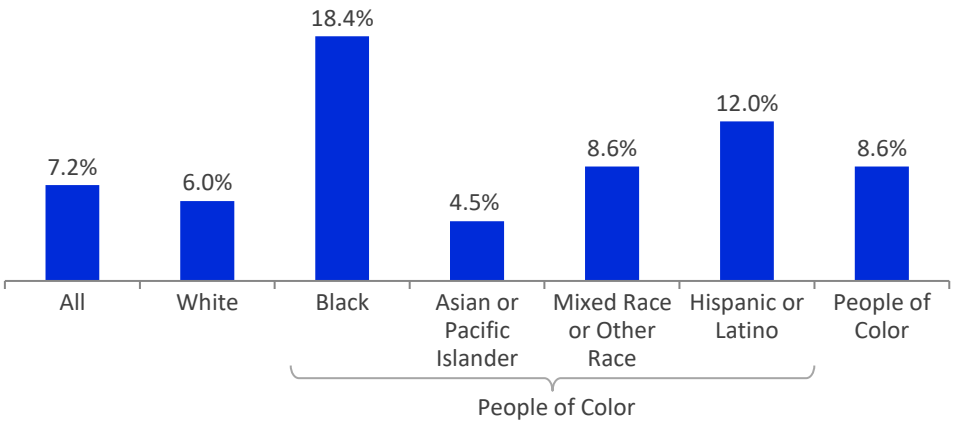
—Measure of America, a project of the Social Science Research Council

What the Data Show in Seattle as a Whole

Per analysis by PolicyLink and PERE of American Community Survey data collected between 2011 and 2015, an estimated seven percent of all youth in Seattle are neither in school nor working.

- As shown in Figure 48, the lowest rates of disconnection are found among White youth (6 percent) and among Asian youth (about 5 percent).
- The estimated shares of Black youth and Latino/Hispanic youth not in school or working are much higher.
  - At 18 percent, the share of Black youth who are disconnected from both school and work is *three times* the share among their White counterparts.
  - Youth of Latino/Hispanic ethnicity are also disproportionately disconnected; an estimated 12 percent are neither going to school nor working.

Figure 48 **Percent of Youth (Ages 16 to 24) Who Are Not in School or Working by Race and Ethnicity**



Sources: Estimates based on Public Use Microdata Sample (PUMS) from the 2011-2015 5-Year American Community Survey, U.S. Census Bureau. Analysis by PolicyLink and the USC PERE) National Equity Atlas.

Notes: The ACS PUMS data are based on a sample of the original ACS sample and can be unreliable for small population groups.

These rates of disconnection signal that systemic barriers are preventing many youth of color from getting the kind of start in life needed to benefit from Seattle's economy.

Differences between racial, ethnic, and origin sub-groups

To obtain reliable estimates for youth in smaller racial and ethnic groups, we expand our view to the broader Seattle-Tacoma-Bellevue Metropolitan Area.[109]

- These metro area data show very high rates of disconnection from school and work not only among Black youth and Latino/Hispanic youth, but also among Pacific Islander youth and Native American youth.
- Among Asian subgroups in our metro area, youth most likely to be disconnected from work and school are Southeast Asians while those least likely to be disconnected are Chinese youth and Japanese youth.

How We Measure Disconnected Youth

We define disconnected youth as older teens and young adults ages 16 and 24 who are neither enrolled in school nor employed.

This metric is one of several indicators in our monitoring program that tap the National Equity Atlas created by PolicyLink and the University of Southern California's Program for Environmental and Regional Equity (PERE). PolicyLink and PERE calculated the estimates using the 2011-2015 five-year Public Use Microdata Sample from the Census Bureau's American Community Survey.

Educational Attainment

Key Findings

- Adults age 25 and over in Seattle are highly educated compared with their counterparts in other cities:
  - Of the 50 largest cities in the U.S., Seattle has the highest share of adult residents with a bachelor's degree.
  - Seattle also tops other large cities in the share of people of color who hold a bachelor's degree.
- However, at 53 percent, the share of the people of color in Seattle with a bachelor's degree is nearly 20 percentage points below the share among Whites. The lowest educational attainment rates are found among Blacks, Native Americans, and Pacific Islanders.

Why This Matters

Economic opportunity has largely shifted to college-educated workers. Most jobs in the U.S. paying good wages today go to people who have a four-year degree.[110]

Manufacturing and other blue-collar jobs paying living wages to employees with high school diplomas have been reduced due to automation and globalization. While good jobs for people with a high school education still exist, recent growth in demand from employers paying good wages has been for workers with more education, including technical training, associate degrees, and—especially—bachelor's degrees and higher.

A 2018 study looking at educational pathways to "good jobs" found that:

"Overall, the share of good jobs has shifted dramatically to workers who have at least a [Bachelor of Arts]….The B.A. pathway now also has the largest concentration of good jobs; nearly three out of four B.A. jobs (74%) are good jobs, compared to almost half (46%) of middle-skills jobs and one out of three (32%) high school jobs."

-Georgetown University Center on Education and the Workforce

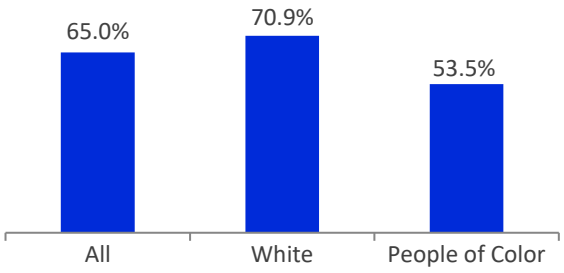
What the Data Show in Seattle as a Whole

As reflected in 2018 American Community Survey (ACS) estimates (summarized in Figure 49), Seattle's adult population is highly educated relative to adults in other cities.

- As of 2018, 65 percent of Seattle residents age 25 and older have a bachelor's degree or higher. Based on this measure, Seattle is the most educated city among the 50 largest cities in the U.S.[111]
- Seattle also ranks first among large cities when it comes to the rates of bachelor's degree attainment among people of color.[112]

Figure 49

Share of Population (Age 25 and Over) With a Bachelor's Degree or Higher
(2018 American Community Survey)



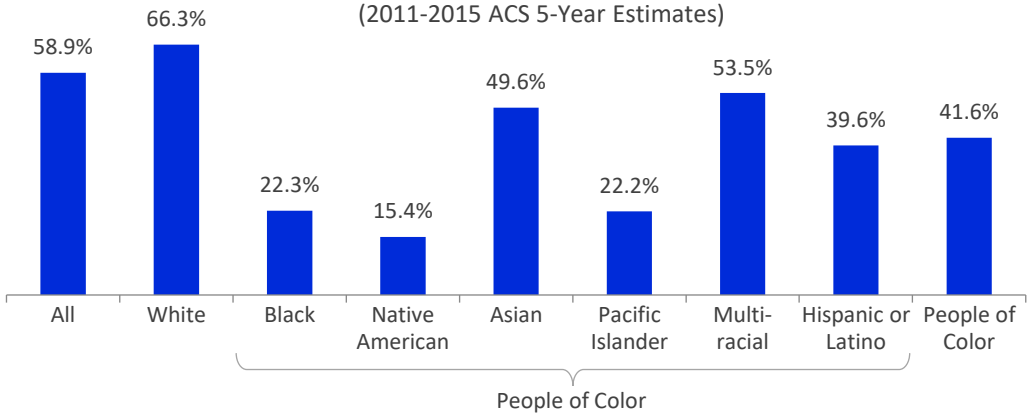
Source: 2018 American Community Survey (ACS) 1-Year Estimates.
Notes: ACS estimates are sample-based and carry margins of error.

And yet, at 53.5 percent, the share of the population of color in Seattle who have a bachelor's degree is roughly 17 percentage points below the 71 percent share of Whites in Seattle who have attained a bachelor's degree.[113]

ACS Selected Population Tables, most recently released for the 2011 to 2015 five-year period, provide estimates for a broader spectrum of racial and ethnic groups than available in the more regularly published 1-year ACS estimates. Estimates are shown in Figure 50.

- The 2011 to 2015 estimates show all major groups of color trailing Whites by substantial amounts, with bachelor's degree attainment rates of only 40 percent for Hispanics/Latinos and less than 25 percent for Blacks, Native Americans, and Pacific Islanders.
- On a positive note, the shares of people with a college degree has been increasing among people of color as well as the overall population. These increases are part of a longer-term trend in Seattle, our region, and the U.S. as a whole.

Figure 50 **Share of Population (Age 25 and Over) With a Bachelor's Degree or Higher by Race and Ethnicity**
(2011-2015 ACS 5-Year Estimates)



Source: 2011-2015 ACS 5-Year Estimates, Selected Population Tables, U.S. Census Bureau.
Notes: ACS estimates are sample-based and may be unreliable for small population groups.

Differences between racial, ethnic, and origin sub-groups

While not shown in this chart, more detailed ACS data reveal additional disparities among Seattle residents.

- Among Asians, some subgroups including Taiwanese and Asian Indian populations have much higher rates of bachelor's degree attainment while others including Cambodians, Vietnamese, and Laotians have much lower rates.
- In general, immigrants trail U.S.-born adults in bachelor's degree attainment rates. Immigrants from Eastern Africa, Central America, Mexico, and Vietnam tend to have lower levels of educational attainment than other immigrants.[114]

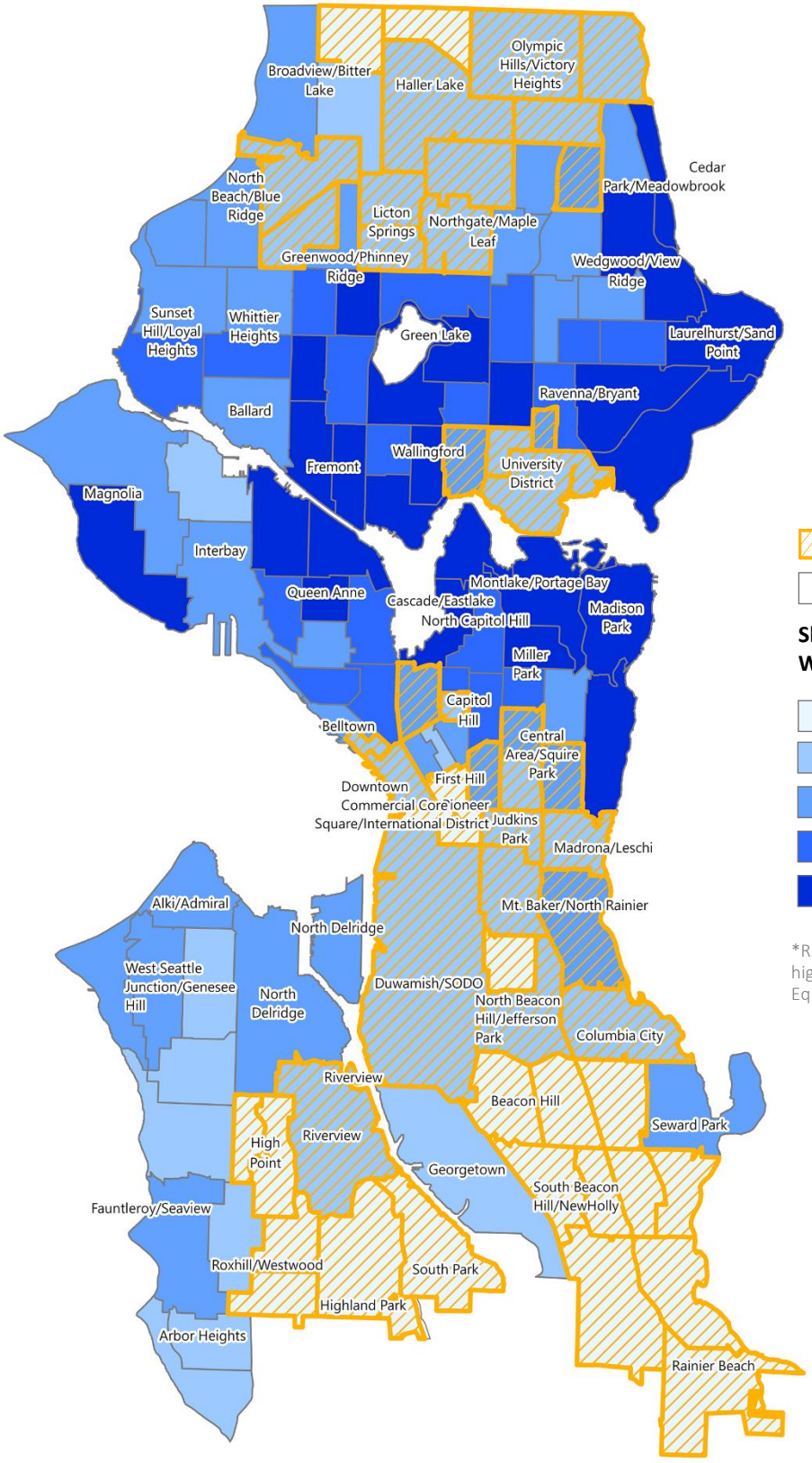
What the Data Show in Seattle's Neighborhoods

The following map shows the share of the adult population age 25 and over in each census tract who have attained a bachelor's degree or above.

- Based on this measure, the highest levels of educational attainment are generally found north of downtown up to 85th and along portions of Lake Washington, and in Magnolia.
- Areas where educational attainment is lower than in Seattle as a whole include most neighborhoods bordering the northern and southern city limits, Northgate and nearby neighborhoods, parts of downtown and the Central Area, most of southeast Seattle, High Point, and areas along the Duwamish River.
- All but a few of the census tracts in RSE priority areas have lower rates of bachelor's degree attainment than found in the city as a whole.

Figure 51

Educational Attainment



RSE Priority Areas*

Other Census Tracts

Share of Population (Age 25 and Over) With a Bachelor's Degree or Higher

12.8% up to 40.0%

40.0% up to 60.4%

Seattle as a whole: 60.4% (2012-2016 ACS)

60.4% up to 70.0%

70.0% up to 75.0%

75.0% to 83.7%

*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Sources: 2012-2016 5-Year American Community Survey estimates, U.S. Census Bureau. RSE Index, City of Seattle Office of Planning & Community Development.

Notes: ACS estimates are based on a sample and can carry large margins of error at a neighborhood level.

How We Measure Educational Attainment

We use ACS estimates of the percentage of the population ages 25 and older who have earned a bachelor's degree or higher. We present the 2018 1-year estimates to provide the most recent estimates available then use the 2011-2015 5-Year "Selected Population Tables" for most of the statistics describing differences among more detailed individual racial and ethnic groups. (The map on educational attainment uses five-year estimates from the 2012-2016 ACS, consistent with the estimates used in the RSE Index.)

As we describe in the introduction to this report, educational attainment is also one of the factors that make up the RSE Index. Its inclusion in our report as a stand-alone community indicator reflects the key role educational outcomes play in equitable development. The close correspondence between low rates of bachelor's degree attainment and RSE priority areas is part of a broad pattern linking low educational attainment with other aspects of disadvantage.

Additional Considerations

A mix of factors contributes to Seattle's particularly high and increasing levels of educational attainment. This includes the often-cited draw of Seattle's information-driven economy for well-educated newcomers.[115] Another factor is the relatively strong performance of Seattle Public Schools (SPS) among urban school districts in graduates' college degree completion rates. Furthermore SPS' college degree completion rates are increasing both overall and among most students in underserved racial and ethnic groups.[116]

Still, under half of SPS graduates earn a two- or four-year college degree within six years, with less than 30 percent of historically underserved students of color doing so. While generally narrowing, racial and ethnic disparities also remain in high school graduation rates, precluding many students of color from pursuing college.

Poverty and Near-Poverty

Key Findings

- Despite Seattle's strong economy, roughly one in six people of color have incomes below the poverty line and three in ten have incomes below 200% of the poverty line—roughly twice the rates seen for Whites.
- Black and Native American residents are the most likely to live in households with low incomes. Earlier in this decade, when Seattle was recovering from the Great Recession, *more than half* of Blacks and Native Americans had incomes below 200% of poverty.

Note: Statistics reported here reflect underlying disparities pre-dating the COVID-19 pandemic. The pandemic is now compounding the economic hardship and inequities experienced by people of color.

Why This Matters

When people are living in or near poverty, they often struggle to meet basic needs and commonly have few resources left for investments to improve their living situation. Challenges can compound over time and lead to other difficulties. As research is revealing, growing up poor can even alter children's brain development and impact learning.[117]

Having a low income can make it difficult or impossible for people to afford housing in high-opportunity neighborhoods, and—increasingly—in Seattle altogether. Households with low incomes are also especially vulnerable to displacement.

During our outreach in low-income communities, difficulties affording housing were the challenges we heard about the most. People also described difficulties affording other expenses including transportation costs, high prices charged in groceries stores near theirs home, fees for using community center programs and exercise facilities, and internet subscriptions.

What the Data Show in Seattle as a Whole

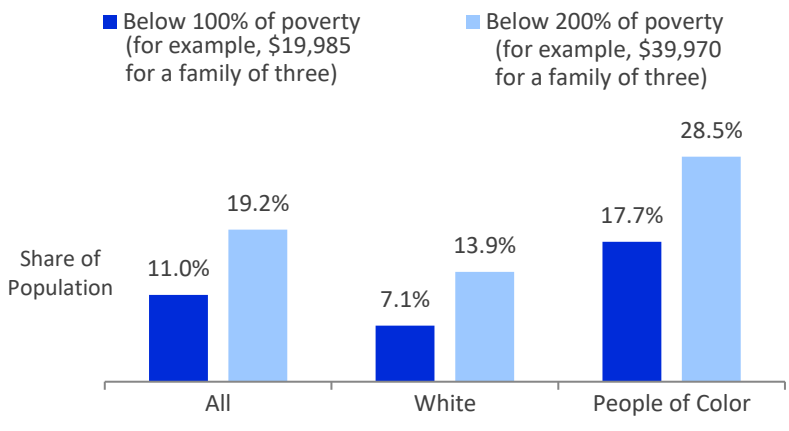
This topic looks at the proportion of Seattle residents who are living below the nationally determined poverty thresholds, *and* the proportion of Seattle residents below 200 percent of those thresholds. Given the high cost of living in Seattle, the former thresholds signal severe economic deprivation while the latter provide a fuller picture of the extent of economic insecurity.

Estimates from the 2018 American Community Survey (ACS) show deep disparities between people of color and Whites:

- As shown in Figure 52, about 18 percent of residents of color are living below 100% of poverty compared to 11 percent of White residents.
- Close to 29 percent of people of color are living with incomes below 200% of poverty—which is twice the rate among White residents.

Figure 52

Prevalence of Poverty and Near-Poverty Incomes in Seattle
(2018 American Community Survey)



Source: Estimates based on 2018 1-Year American Community Survey (ACS). Estimates for population below 200% of poverty based on Public Use Microdata Sample accessed from IPUMS USA, University of Minnesota, www.ipums.org.

Notes: For the population for whom poverty status is determined. ACS estimates are sample-based and carry margins of error.

ACS Selected Population Tables provide detailed data on racial and ethnic disparities.[118] These data were collected between 2011 and 2015 when the economy was still recovering from the Great Recession. The chart in Figure 53 shows estimates of the shares of people with incomes below 200% of poverty. During that period, larger proportions of people had incomes below 200% of poverty than in 2018, with wide disparities between specific groups of color and Whites. Those living below 200% of poverty included:

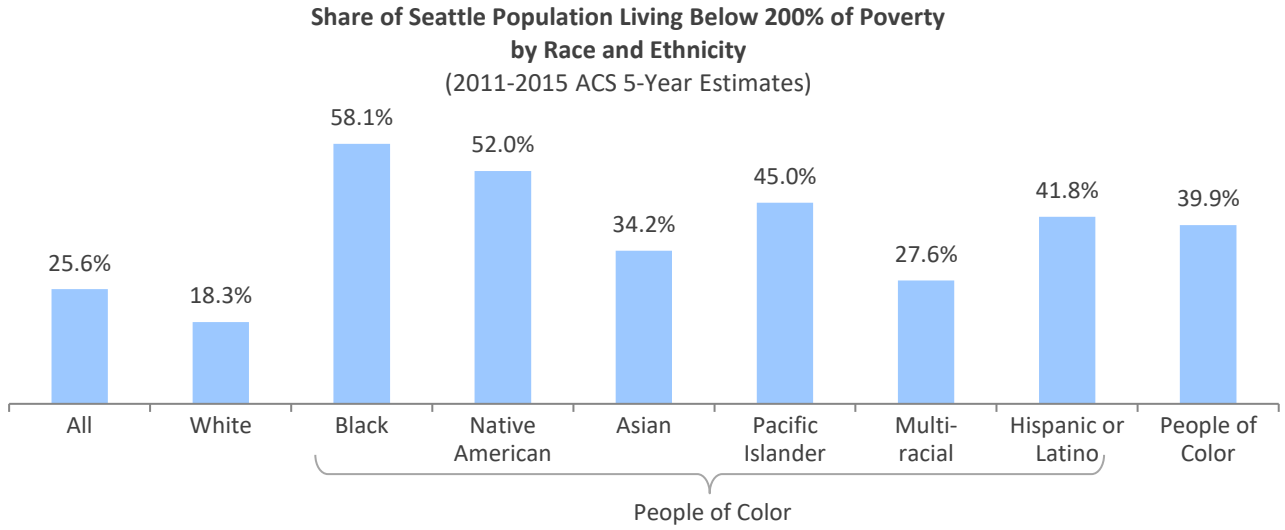
- roughly 40 percent of people of color overall compared to 18 percent of Whites;
- *more than half* of Blacks and Native Americans; and
- more than 40 percent of both Hispanic/Latino persons and Pacific Islanders.

The ACS shows additional groups who are disproportionately likely to be living below or near poverty, including:

- Disabled persons
- People 18 to 24 years of age
- Single-parent, female-headed families
- Women 75 or older living alone or with nonrelatives

Other data show that lesbian, gay, bisexual, and transgender persons are also more vulnerable to economic insecurity, as documented by UCLA's Williams Institute. (New Patterns of Poverty in the Lesbian, Gay, and Bisexual Community, 2013.)

Figure 53



Source: 2011-2015 5-Year American Community Survey (ACS) Selected Population Tables, U.S. Census Bureau.

Notes: For the population for whom poverty status is determined. ACS estimates are sample-based and may be unreliable for small population groups.

Differences between racial, ethnic, and origin sub-groups

Incomes vary greatly *within*—as well as across—racial and ethnic categories and tend to be lower for immigrant populations. The 2011 to 2015 ACS estimates[119] show the following for Seattle residents.

- Having an income less than 200% of poverty was much more common among some Asian subgroups (e.g., Chinese, and Vietnamese) than among Asian Indians.[120]
- Over two-thirds of Black immigrants and over half of Hispanic/Latino immigrants had incomes below 200% of poverty.

What the Data Show in Seattle's Neighborhoods

The map in Figure 54 shows the share of the population within each census tract who are living with incomes below 200% of poverty.

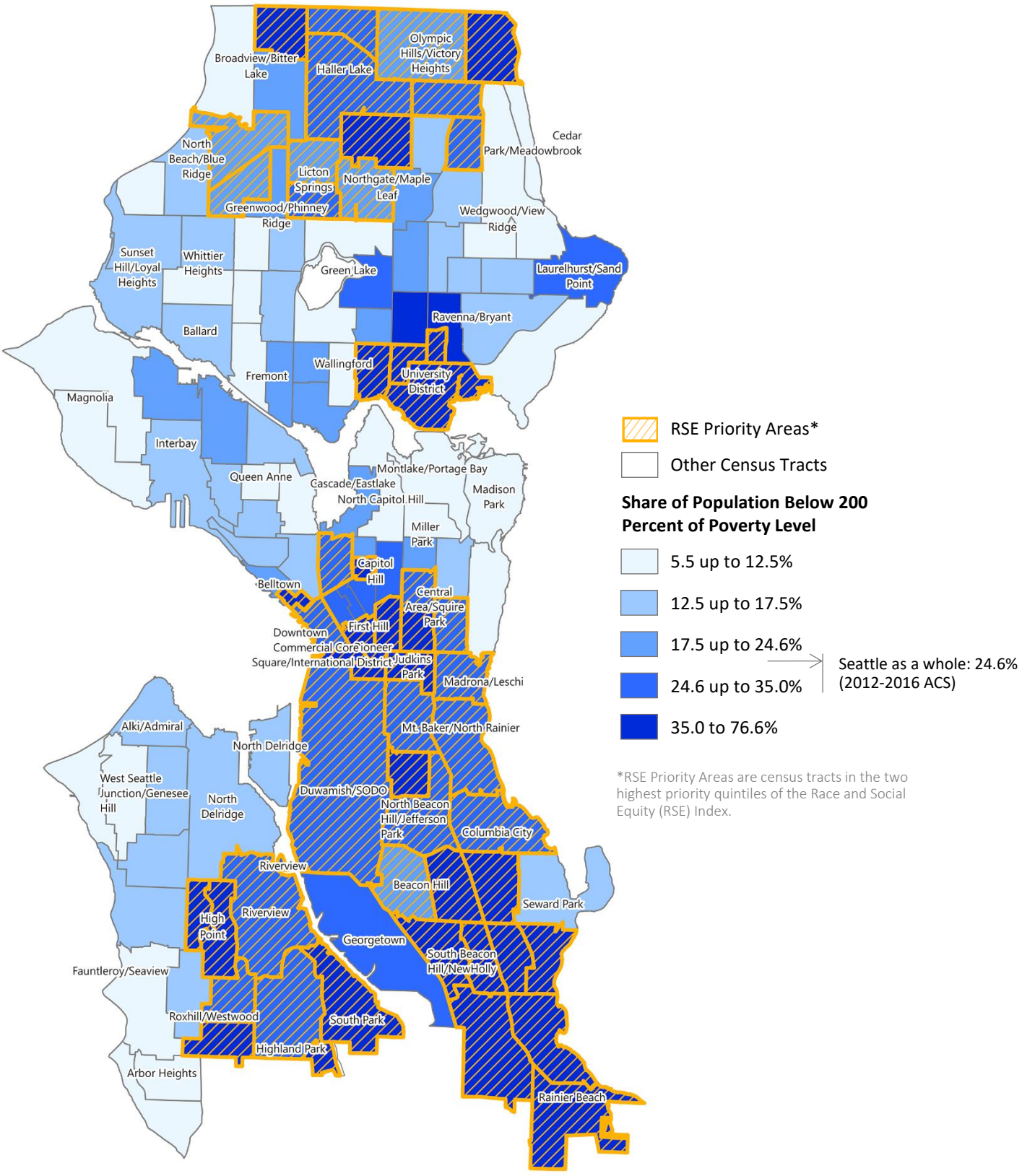
Tracts where near-poverty incomes are disproportionately prevalent include those in:

- Bitter Lake, Haller Lake, Northgate, parts of Lake City, Sand Point, and the University District.
- Much of Downtown and nearby neighborhoods including the Central area, most of southeast Seattle, High Point, areas along the Duwamish River, and most south Seattle neighborhoods bordering the city limits.

All but a few of the tracts in Race and Social Equity (RSE) priority areas have disproportionately large shares of population living below 200% of poverty, demonstrating the higher level of economic insecurity in these areas.

Figure 54

Prevalence of Near-Poverty



*RSE Priority Areas are census tracts in the two highest priority quintiles of the Race and Social Equity (RSE) Index.

Sources: 2012-2016 5-Year American Community Survey estimates, U.S. Census Bureau. RSE Index, City of Seattle Office of Planning & Community Development.

Notes: ACS estimates are based on a sample and can carry large margins of error at a neighborhood level.

How We Measure Poverty and Near-Poverty

This topic uses ACS estimates from the Census Bureau to measure the proportion of Seattle residents who are living below 100 percent of official poverty thresholds, and the proportion who are living below 200 percent of these thresholds.

Poverty thresholds are the same for all places in the continental U.S. regardless of cost of living. When determining whether a person's income is below poverty level, the Census Bureau accounts for the person's age and the number and ages of any family members living in the same household. (Poverty status is not determined for institutionalized persons and persons in dormitories and military group quarters.)

The 2018 1-year estimates that we present are the most recent ACS estimates available.[121] For a closer look at disparities, we use the ACS "Selected Population Tables," published most recently for the years 2011 to 2015. To look at disparities among subgroups, we tap the PolicyLink/PERE National Equity Atlas analysis of 2011-2015 ACS microdata. (The map uses estimates from the 2012-2016 ACS, which is consistent with the income data in the RSE Index.)

Additional Considerations

As with educational attainment, we include the prevalence of near-poverty incomes as *both* a community indicator of equitable development and a component of the RSE Index. The close correspondence of near-poverty incomes with RSE priority areas reflects links between the lack of sufficient incomes with many other forms of disadvantage.[122]

Looking at disparities in income levels gives us a limited picture of differences is households' economic well-being. Wealth (i.e., the value of assets minus debts) is also important. Wealth helps people weather economic shocks and live comfortably in retirement. It also provides resources that people can use to do things like invest in higher education for their children, buy a home, and start a business.

Estimates of household wealth are not available at the local level, but national estimates show that wealth is distributed even more inequitably than income. (See sidebar.[123])

Wealth inequality surpasses income inequality—Data for the U.S. as a whole show that wealth inequality is far worse than income inequality.

The 2016 Survey of Consumer Finances revealed that the median wealth of White households ($171,000) *was ten times* that of Black households ($17,600) and *eight times* that of Hispanic/Latino households ($20,700).

Full-Time Workers in or Near Poverty

Key Findings

- People of color, especially Black persons and persons of Hispanic/Latino ethnicity, are more likely than Whites to be economically insecure even when working full-time:
- Analysis of 2011-2015 American Community Survey (ACS) data for Seattle finds that roughly 14 percent of the people of color working full-time were living at or below 200 percent of poverty making them three times as likely as their White counterparts to be living with incomes this low.
- The prevalence of near-poverty incomes among workers was even higher among Blacks, with nearly 25 percent of Blacks workers employed full-time living below 200% of poverty.

Note: Statistics reported here reflect underlying disparities pre-dating the COVID-19 pandemic. The pandemic is now compounding the economic hardship and inequities experienced by people of color.

Why This Matters

Steady employment in jobs that pay living wages provides opportunity for improving one's overall standard of living, health, and housing security. When adults in a family have steady, well-paying jobs their dependents benefit as well. However, when people are trying to survive on less than living wages, it is difficult to provide for even the basic needs of shelter, food, and health care.

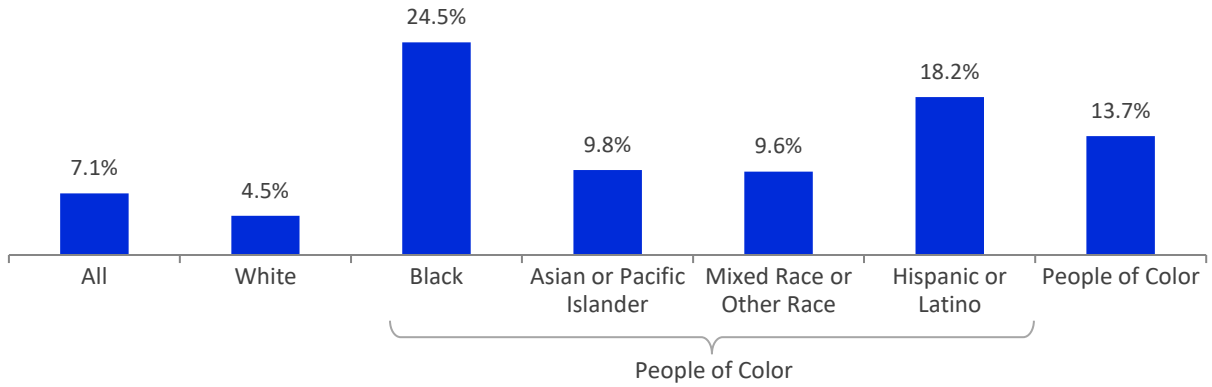
When we asked people in the community about resources needed to foster economic opportunity, we heard about the importance of job training, employment search assistance, and good jobs that pay a living wage. People spoke specifically about the need for more full-time jobs that pay enough to enable people to afford rent or allow households to one day purchase a home.

What the Data Show in Seattle as a Whole

Analysis of 2011-2015 ACS 5-Year data by PolicyLink/PERE shows about 7 percent of full-time workers ages 25 to 64 living with incomes below 200 percent of poverty. There are, however, dramatic differences in these estimates based on race and ethnicity, as shown in Figure 55.

Figure 55

Share of Full-Time Workers (Ages 25 to 64) Who are Living Below 200% of Poverty by Race and Ethnicity



Source: Estimates based on Public Use Microdata Sample (PUMS) from the 2011-2015 5-Year American Community Survey, U.S. Census Bureau. Analysis by PolicyLink and the USC Program for Environmental and Regional Equity (PERE), www.nationalequityatlas.org.

Notes: For full-time workers age 25 to 64 living in Seattle. The ACS PUMS data are based on a sample of the original ACS sample and can be unreliable for small population groups.

The U.S. Bureau of Labor Statistics (BLS) produces an annual profile of the "working poor" using a different Census Bureau survey.[124]

The BLS profiles also reveal disproportionalities by sex and family composition. Education, however, makes a big difference, with the likelihood of a labor force participant being poor diminishing as educational attainment increases. (See sidebar.)

Additional groups who differ in likelihood of being among the U.S. working poor:

- Women are more likely than men to be classified as working poor, particularly among labor force participants ages 16 to 34.
- Looking at families with at least one labor force participant finds those with children to be more than four times as likely as those without children to be living below poverty level.
- People in the labor force with an associate degree are about one fourth as likely to be among the working poor as those without a high school diploma.

Findings from A profile of the working poor, 2017, U.S. Bureau of Labor Statistics

How We Measure the Percentage of Full-Time Workers In or Near Poverty

This indicator examines the prevalence of near-poverty incomes among full-time workers age 25 to 64 residing in Seattle. We use the 200 percent of poverty thresholds to identify near-poverty incomes (as we did with the previous indicator for the broader population.) This captures not only the worker's income but also the income of any family members living in the same household.

The main source for this indicator is the analysis of the "working poor" in the PolicyLink/PERE National Equity Atlas. The statistics reported in the Atlas are based on analysis of microdata from the Census Bureau's 2011-2015 ACS. These were the most recent ACS estimates available in the Atlas at the time we wrote about this indicator. PolicyLink and PERE note that they plan to update the data in the Atlas periodically.

Additional Considerations

Other ACS data beyond the those reported above show that economic insecurity is more common among part-time workers than among full-time workers, with the poverty rate for part-time workers much closer to that for residents who were not employed than for those who worked full-time.[125]

Business Ownership

Key Findings

- People of color own a disproportionately low share of businesses in Seattle. Close to a third of the adult residents in Seattle are people of color but less than a quarter of firms here are owned by people of color.
- There are especially deep disproportionalities in the ownership of firms with employees. For example, while Black persons are roughly 7 percent of Seattle's adult population, only 1.5 percent of the employer firms in the city have Black ownership.

Why This Matters

While subject to risk, owning a business can provide especially fulfilling work. Owning a business also provides opportunities for upward mobility—and, as research indicates—can reduce income and wealth disparities between people of color and Whites. [126]

Hiring employees can enable business owners to increase profits while extending economic opportunity to others in the community. Furthermore, culturally relevant goods and services offered by entrepreneurs of color and immigrant businesses play a unique role in anchoring cultural communities and bolstering residents' sense of belonging.

Note: Statistics reported here pre-date the COVID-19 pandemic and associated business closures.

In a working paper on the impact on small business owners, UC Santa Cruz professor Robert Fairlie estimates that in the U.S. as a whole, the number of working business owners fell by 22 percent between February 2020 and April 2020.

He found large disparities, writing: "African Americans experienced the largest losses, eliminating 41 percent of business owners. Latinx also experienced major losses with 32 percent of business owners disappearing between February and April 2020. Immigrant business owners suffered a large drop of 36 percent, and female business owners suffered a disproportionate drop of 25 percent."

Fairlie's findings, based on the Census Bureau's 2020 Current Population Survey, are reported in the Washington Post and Seattle Times.

What the Data Show in Seattle as a Whole

The Census Bureau's Survey of Business Owners (SBO), conducted every five years since 1972, shows that firms owned by people of color are a growing part of the economy in the U.S. and in Seattle.

However, the most recent estimates from the survey, which are from 2012, show that people of color are generally under-represented in business ownership. [127]

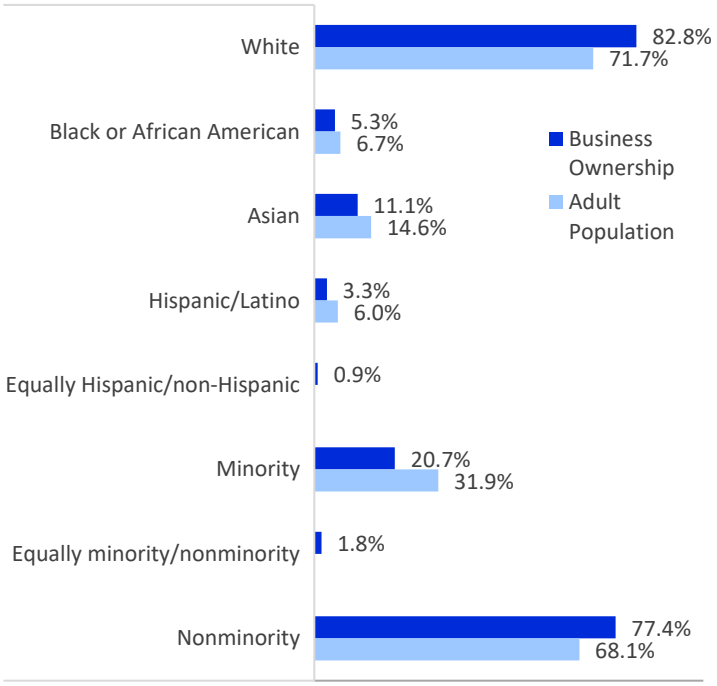
In Seattle, as shown in Figure 56:

- Roughly a third of adult residents are people of color; however, less than a quarter of privately held firms in the city are owned by people of color.
- Asians, Blacks, and Hispanics/Latino persons are underrepresented among business owners.

(Sample sizes in the SBO are too low to provide reliable estimates for smaller population groups in Seattle.)

Figure 56

Racial/Ethnic Composition of Seattle Business Ownership Compared with Seattle's Adult Population



Sources: 2012 Survey of Business Owners (SBO) estimates and 2011-2013 American Community Survey (ACS) 3-year estimates, U.S. Census Bureau.

Notes: Estimates exclude publicly owned companies and other businesses for which owner demographics are not classifiable.

See Table 4 for additional notes.

Comparing patterns in ownership of firms with employees and firms without employees provides additional insights.

- Asians are better represented among owners of employer firms than are other groups of color. Asians comprise close to 15 percent of the adult population in Seattle and are estimated to own almost the same share of Seattle's employer firms.[128] Asians are, however, under-represented as owners of non-employer firms.
- While Blacks comprise a little under 7 percent of adults in Seattle, the share of employer firms that they own here—just 1.5 percent—indicates severe disparity. (At the same time, data suggest little disproportionality in their ownership of non-employer firms.)
- Persons of Hispanic/Latino ethnicity are under-represented in ownership of both employer and non-employer businesses.

Table 5 details these estimates.

The low rates of employer-firm ownership among Blacks and Hispanic/Latino are especially concerning given that firms with employees generate more revenue and tend to be more profitable than non-employer firms.[129] Research suggests that higher rates of employer-firm ownership among Blacks and persons of Hispanic/Latino ethnicity would not only improve economic prospects for these business owners, but also reduce joblessness in their communities.[130]

Table 5

2012 Survey of Business Owners (SBO)			**2011-2013 American Community Survey (ACS) 3-Year Estimates**	
	Ownership of Employer Firms	Ownership of Non-Employer Firms		Adult Population
Race:			Race:	
White	82.3%	82.9%	White	71.7%
Black or African American	1.5%	6.4%	Black or African American	6.7%
Asian	14.3%	10.2%	Asian alone, not Hispanic/Latino	14.6%
Ethnicity:			Ethnicity:	
Hispanic/Latino	2.2%	3.6%	Hispanic/Latino	6.0%
Equally Hispanic/non-Hispanic	1.4%	0.7%		
"Minority" or "Non-Minority:"			Race/Ethnicity (cross-tabulation):	
Minority	19.0%	21.3%	Persons of color	31.9%
Equally minority/nonminority	2.5%	1.6%		
Nonminority	78.6%	77.1%	White, not Hispanic/Latino	68.1%

Sources: Estimates from 2012 SBO and 2011-2013 3-Year ACS, U.S. Census Bureau.

Notes: Percentages for firm ownership add to more than 100% because firms can be owned by more than one person and individual owners can be of more than one race.

Data for firms reflect race and ethnicity of person(s) owning 51% or more of a firm excluding publicly held companies and other firms for which owner demographics are not classified. Hispanic/Latino persons may be of any race. The first three races listed first in the table refer to persons who may or may not be Hispanic/Latino. Firms can be owned by more than one person, and thus equally owned by minority and non-minority persons.

SBO estimates and ACS estimates are sample-based and carry margins of error. Estimates for small populations may be unreliable and should be interpreted with caution. The smallest racial groups are not shown due to high margins of error.

How We Measure Business Ownership

We measure ownership of businesses based on the Census Bureau's 2012 Survey of Business Owners (SBO). Business ownership statistics are complicated in that a business can have multiple owners. The SBO reports ownership characteristics for person(s) owning 51 percent or more of the business. To gauge disproportionalities, we look at the shares of firms owned according to owner race and ethnicity then compare these shares to the percentages of the adult population in each group using data from the 2011-2013 American Community Survey 3-year estimates.

The Bureau is replacing the SBO with a new survey called the Annual Business Survey (ABS), first conducted in 2017 with data releases planned to begin shortly.[131]

APPENDIX A

Community Engagement

As described in the introduction to the report, guidance from Resolution 31577 and the Equitable Development Initiative Implementation Plan place community engagement front and center in the Equitable Development Monitoring Program (EDMP).[1]

This appendix provides details on the ways in which we engaged the community—and used findings from previous community-centered reports and engagement processes—to inform the selection of the community indicators and design the overall monitoring program.

A key criterion for selecting the indicators was their ability to measure aspects of equitable development that community members described as especially important. The narrative in the report for individual indicators highlights some ways in which the things measured by the indicators are especially salient to the community. This appendix provides a summary of the messages we heard for each of the four broad themes—Home, Community, Transportation, and Education and Economic Opportunity—into which the indicators are organized.

In closing, this appendix notes how we applied the City's Race and Social Justice principles and associated guidance from the City's Racial Equity Toolkit to plan community engagement and other important aspects of the monitoring program.

Approach and Input Sought

The community engagement process included involvement of City boards and commissions, consultation and logistical assistance on outreach from Department of Neighborhoods staff, and conversations with close to two hundred residents and community practitioners.

While we varied the specific wording of the questions we asked depending on the format and stakeholders we were connecting with, the community engagement we conducted sought insights into the following central questions:

- What are the most important outcomes to measure in order to understand whether growth and development in Seattle is benefiting marginalized communities?
- What do neighborhoods need in order to promote inclusive access to opportunity and overall well-being of residents? Which of these things are especially salient to residents themselves?

Our conversations with boards and commissions, community practitioners, and City staff colleagues, also sought input on additional aspects involved in the design of the indicators and the overall monitoring program:

- How can we use readily available data to capture important community outcomes?

[1] The EDMP encompasses two sets of indicators: 1) community indicators of equitable development, which we are beginning to monitor with this baseline report and 2) heightened displacement risk indicators, which we are using an online website for reporting.

While the findings in the current report focus on the first set of indicators, much of the community engagement has sought to inform the design of both sets of indicators and—more broadly—to provide insights to help us make the overall program effective. This appendix summarizes the majority of community engagement conducted thus far in the EDMP, with the exception of engagement focused more narrowly on reviewing heightened displacement risk recommended by the Urban Displacement Project.

- What important community outcomes are we unable to measure with readily available data and resources that OPCD should seek to address in future monitoring?
- Are there potential ways that the equitable development monitoring process might harm marginalized communities, and if so, what can we do to mitigate those harms?

Involvement of Community Leaders and Practitioners

City Boards and Commissions

Equitable Development Interim Advisory Board and the Seattle Planning Commission

The original guidance for designing of the EDMP identifies special roles for the Equitable Development Interim Advisory Board and the Seattle Planning Commission: advising on the selection of the indicators, making recommendations to City officials based on monitoring findings, and helping to guide future evolution of the program.

- The Equitable Development Initiative (EDI) Advisory Board is comprised of leaders working with historically underserved populations and communities of color, many of whom are in neighborhoods experiencing displacement pressures. These neighborhoods include, but are not limited to, the Central Area, Rainier Beach, Delridge, South Park, Chinatown-International District, Little Saigon, Northgate, and Lake City. The board helps guide the Equitable Development Initiative and aids the City in selecting projects for the funding that OPCD administers to support community-driven equitable development projects.
- The Seattle Planning Commission (SPC) advises City officials and departments on broad goals, policies, and plans for the physical development of the city. Among its members are architects and other professionals with planning and housing expertise, people working with nonprofit organizations, and community advocates. The Commission acts as a steward of the Comprehensive Plan and helps the City evaluate potential changes to the Comprehensive Plan. The Planning Commission was a key voice supporting elevating the core value of Race and Social Equity in the most recent major update of the Comprehensive Plan.

In in designing the EDMP, OPCD worked with the membership of these bodies during many of their regular meetings and in specialized workshops. Their members participated early on by generating ideas on topics to measure, helped vet approaches to monitoring, and provided feedback that we used to select specific metrics for monitoring. The fall 2018 Community Convening hosted by EDI staff and Advisory Board members was a major source of input and inspiration for the EDMP. Our presentations to the full Planning Commission can be found online; working sessions with SPC's Housing & Neighborhoods Committee allowed us to obtain more detailed feedback.

Additional Engagement of City Boards and Commissions

On September 28, 2018, OPCD hosted an in-depth, joint workshop for City Boards and Commissions to help design the indicators for the EDMP. Representatives from the Seattle Planning Commission, the Equitable Development Interim Advisory Board, and thirteen additional boards and commissions joined us for this workshop which:

- Helped OPCD to prioritize measurements of equitable development, particularly those that may be most meaningful for marginalized communities.
- Provided insights that will help OPCD select neighborhood-based features of access to opportunity and quality of life that are most important from an equity perspective.
- Brainstormed ideas about how to capture hard-to-measure aspects of equitable development, such as cultural displacement, presence of culturally-relevant businesses, and early warning signs of displacement.

Workshop invitations focused on boards and commissions that work directly on planning , development, and housing issues; and on those advising City officials on serving marginalized and historically underserved groups. Representatives from the following Boards/Commissions participated:

- Arts Commission
- Commission for People with Disabilities
- Community Technology Advisory Board
- Equitable Development Interim Advisory Board
- Housing Authority Board
- Housing Levy Oversight Committee
- Human Rights Commission
- Immigrant & Refugee Commission
- Indian Services Commission
- Mayor's Council on African American Elders
- Renters' Commission
- Seattle-King County Advisory Council on Aging and Disability Service
- Seattle Planning Commission
- Transit Advisory Board
- Women's Commission

(The LGBTQ Commission and Youth Commission were also invited but did not attend.)

2018 EDI Community Convening

On Nov 14, 2018, OPCD's Equitable Development Initiative brought together a group of over ninety community leaders and practitioners working to advance race and social equity. Those participating included volunteers and staff with community-driven organizations that have received funding through OPCD's Equitable Development Initiative. The broad purpose of the convening was to identify opportunities for collaboration.

As part of the convening, monitoring program staff had the opportunity to tap the insights of participants in break out groups to help inform the EDMP. Participants in all six breakout groups described how they anticipated using the monitoring reports and provided suggestions on how to make the monitoring reports useful.

In addition, each breakout group discussed one of the following topics, with questions aimed to elicit conversation on some of the more challenging and nuanced aspects of designing the monitoring program:

- Beyond proximity—Several of the indicators in the monitoring program will focus on whether residents have access within their neighborhoods to amenities like grocery stores, parks, community centers, and transit stops. However, in talking with residents, we have often heard that having these amenities nearby is important but not sufficient. What makes neighborhood amenities and services like these accessible, usable, and relevant to existing neighborhood residents?
- Cultural resources and community anchors—What makes a community space an important resource or anchor for a culture or ethnic community? How do these spaces interact with neighborhood change or help prevent displacement? In addition to the City's Seattle Cultural Space Inventory, what information could identify the spaces that serve as true cultural resources and community anchors?
- Displacement—What are the signs of displacement, both impending and occurring, that you are seeing in the communities where you live and in the communities that you work with? What are ideas, beyond those we have provided, to you have for measuring displacement and heightened risks of displacement?

Direct Engagement with Community Members

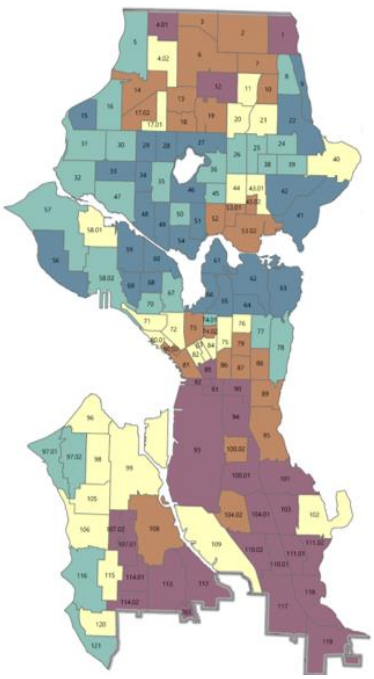
To further ensure that the indicators in the EDMP reflect issues and aspects of livability especially important to marginalized persons, we conducted direct engagement with community members. We prioritized opportunities that allowed us to hear about the concerns and priorities of people of color, immigrants and refugees, low-income persons, and people living in neighborhoods experiencing displacement pressure.

Accordingly, we spoke primarily with residents living in neighborhoods that the Seattle Race & Social Equity Index map indicates as high priority areas and that the Displacement Risk Map in the Seattle 2035 Growth and Equity Analysis shows as being at higher risk of displacement.[2]

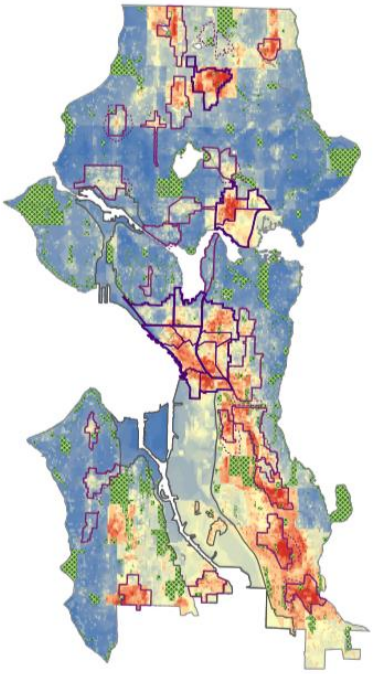
When conducting direct community engagement, we spoke primarily with people in:

- neighborhoods identified as priority areas in the Race & Social Equity Index (brown and purple areas on the map below and to the left), and
- neighborhoods identified as high risk in the Displacement Risk Index (orange and red areas in the map below and to the right).

Race & Social Equity Index



Displacement Risk Index



The Department of Neighborhoods (DON) and its Community Liaison program provided invaluable assistance. This included briefing us on community concerns of which they are aware based on longstanding work in neighborhoods. They also advised us on how to conduct an inclusive engagement process within our limited staff resources and budget.

With DON's assistance, we engaged community members in a variety of ways including conducting interviews at community festivals and hosting neighborhood focus groups. DON staff were instrumental in arranging logistics in a way that eliminated as many practical barriers as possible for participants. This included compensating focus group participants for their time and providing food and childcare. Furthermore, DON's Community Liaisons enabled us to conduct surveys and focus groups with the help of translation and interpretation.

Following are key examples of community engagement activities we conducted:

- New Holly Family Fun Fest and Health Fair, interviews and surveys, August 2018
- Lao Summer Festival in Rainier Beach, interviews and surveys, September 2018

[2] The Race and Social Equity Map is shown in the Introduction to this report and is available as an interactive map online here. The Displacement Risk map is pictured on page 18 of the Seattle 2035 Final Growth and Equity Analysis (May 2016) associated with the most recent major update of the City's Comprehensive Plan.

- "Yesler on the Move" Transportation Fair at Yesler Community Center— interviews and surveys with residents of the Yesler community as well as the nearby Chinatown-International District neighborhood, October 2018
- Cleveland High School—Discussion with 11th grade Social Studies and Humanities students engaged in a class "StorySLAM" project to take a narrative snapshot of their changing Beacon Hill and South End neighborhoods, October 2018
- People's Academy for Community Engagement (PACE) —survey of participants in leadership program that supports and trains community members to be effective civic activists and leaders, October 2018.
- Neighborhood-specific focus groups—discussions with Community Liaisons and other neighborhood residents in South Park and Northgate/Lake City, November 2018

A few of the key questions we asked in many of the venues are listed in the accompanying text box. We invite readers to contact us for the full menu of questions and other community engagement materials.

Some of the questions we asked community members:

1) General Questions on Equitable Development:

   We'd like to ask some questions about how you and others in your community are doing as change and development happens in Seattle and in your neighborhood? Which comes closest to how you feel:

   - We are mostly benefiting from change and development
   - We are mostly struggling due to change and development
   - It's a mix.

   Follow up:

   - What are some examples of how people in your household and community are [benefiting and/or struggling]?
   - [If "struggling" or "it's a mix"] What would need to happen for people in your household or community to benefit more fully as the city grows and as neighborhoods develop?

2) Place-Based Access to Opportunity and Neighborhood Livability
   - Please name three things you need to have in your neighborhood or the larger area in which you live in order to have a good quality of life and access to economic opportunity.
   - What is especially important to have within walking distance in your neighborhood?
   - What are the most important things that influence your decision to live in a neighborhood?
   - What cultural resources are most important to have in your neighborhood?

What We Heard

Directly below, we describe overall takeaways from the engagement we conducted to enable us to reflect community priorities and needs in the EDMP community indicators. We have summarized these points under the same four themes we use in the body of the report to organize the Community Indicators of Equitable Development.

Following these summaries are notes from the September 2018 workshop (described previously) in which representatives from City boards and commissions provided input to help us design both the Community Indicators of Equitable Development (the subject of this report) and the Indicators of Heightened Displacement Risk (which we are using a dashboard to monitor).

HOME—What we heard

Community needs

Nearly every resident we spoke with reported that housing affordability was the main challenge affecting their community.

The need for affordable rental options was at the top of almost everyone's mind. Making sure equitable home ownership opportunities are available was an important issue for many. Community members described their most pressing housing needs as:

- More availability of housing that meets the needs of long-term residents rather than prioritizing recently-arrived, higher-income residents.
- Increasing supply of subsidized housing affordable to low-income households, or housing with equally affordable rents.
- Family-sized housing with more than three bedrooms that is affordable for families with low incomes.
- Clean, safe conditions including addressing mold, in rental housing.

Community experiences

High housing cost burdens, the risk of displacement, and poor housing conditions in affordable and subsidized housing were key challenges residents reported facing. Many expressed frustrations with the limited number of affordable units in new, mixed-income developments, and many cited long waiting lists for subsidized housing. Some also noted that benchmarks for affordable rent based on rising median incomes in Seattle were unrealistic for their own community, and that the rents changed in a great deal of housing marketed as affordable do not feel manageable at their income level. We also heard that long-term homeowners face financial hardship due to increases in property taxes associated with gentrification of historically lower-income neighborhoods.

Community—What we heard

A key goal of the outreach we conducted was to get a good understanding of what people, especially people in marginalized communities , feel is most important to have in their neighborhood.[3]

Key components of livability

- Essential amenities: When asked to identify what is most important to have in a neighborhood within walking distance, community members most commonly mentioned grocery store and transit stops. Other priorities included good schools; health clinics and other community health resources; community centers and gathering spaces; clean, safe parks; a library; and a place to access Wi-Fi.
- Cultural anchors: Beyond basic proximity to services, community members spoke about the need for equitable development efforts to strengthen and preserve cultural anchors. Many of the stories we heard were about seeing cultural anchors uprooted and dispersed as real estate and other costs of living rise and push individuals, organizations, and businesses out of their historic communities. Neighborhood resources that community-members elevated as cultural anchors included locally-owned businesses, places of worship, community centers, libraries, grassroots organizations, and gathering spaces that are community-controlled. In addition, visible representation of local cultures through public art, building design and cultural festivals were noted as important.
- Community gathering spaces: Accessible, safe community gathering space was described as important across communities. From public parks and community centers to affordable meeting places for grassroots organizations and artists, community gathering space serves as an essential resource for community cohesion, resilience, and cultural health.
- Parks and community centers: Community centers and clean and safe parks were seen as important resources, especially for keeping youth busy, healthy, and engaged in their community. Communities also rely on parks, along with community centers, as spaces to practice culture. Cultural practices mentioned include festivals, family gatherings, and community-led classes in cultural sports, dance, and crafts.

[3] While we typically phrased questions on neighborhood livability in terms of what is important to have within walking distance in the neighborhood, we realized in hindsight that this aspect likely got lost as in a few cases as the conversation progressed. Additional structure to interviews could have better defined the distances people regarded as being within a convenient walk, and the services and amenities that were especially important to have within that distance compared with those that are also important but could acceptably be located within the more general area, or within a certain number of minutes by transit or car. Conducting additional outreach with more structured interviewing could provide more specific feedback that would be useful for refining proximity-based metrics used in the indicators.

Barriers to meaningful access:

A clear point that emerged from our outreach is that physical proximity to resources like parks and community centers does not mean that these spaces are accessible to residents. Public safety concerns, cost, and lack of cultural relevance were cited as common barriers to fully benefiting from local amenities and services.

Parks, for example, are inaccessible to residents if they are hosts to criminal activity or littered with dirty needles. Poor air quality, proximity to industrial pollution, and dangerous traffic conditions are also barriers to walking or enjoying local parks.

Similarly, a community center may not be accessible if it is inadequately staffed, does not provide recreational opportunities at a price that low-income residents can afford, or if it does not offer culturally relevant services.

Community practitioners and residents also commonly described the importance of grocery stores offering a good selection of affordable and culturally-relevant food.

Transportation—What we heard

Safe transit stops and connectivity to jobs and services

Being able to easily walk to a transit stop was one of the most important resources community members pointed to. They also expressed a need for local transit options that provide access to routes that connect to a diverse set of destinations. This was especially important for residents who rely fully on transit to travel to their jobs, school, and service locations.

However, we also heard concerns about public safety issues including poorly lit streets and criminal activity that interfere with residents' ability to fully benefit from local transit options.

Cost was another key consideration that people mentioned when discussing access to transit. For those who work multiple jobs or work part time at lower wages, we heard that traveling to multiple destinations in a day can presents a high cost burden, especially when transferring between transit systems requires an additional fare.

Bus schedules and transit stop locations responsive to community needs

People provided specific examples of how bus schedules and transit stop locations should be responsive to local needs. For example, we heard that buses with extended weekend and evening service best serve low-wage and part-time workers who need transportation to evening and weekend shifts.

Community members also noted that stop locations should consider and promote access to key local amenities like libraries, community centers and parks. In Lake City, residents noted that they were impacted by recent removals of specific bus stops in their neighborhood that they had previously relied upon to travel to locations like the library and community center, both of which provide youth engagement and educational opportunities.

Education and Economic Opportunity—What we heard

High quality education and engagement opportunities for youth

Improving equity in Seattle's education system was commonly mentioned as a high priority for the parents and guardians we spoke with. Making sure their children can receive the best education, on par with what is available in high-income areas, was discussed by parents as key to combat cycles of poverty, homelessness, and crime experienced in their communities.

There was also widespread sentiment that equitable investment in economic opportunity would begin with increasing the quality, quantity, and affordability of youth programs in low-income communities and communities of color. Resident visions of neighborhoods with equitable educational opportunities include:

- Proximity to high-quality, well-funded schools
- After-school programs and other youth engagement opportunities for a range of age groups
- Local youth employment programs

When people were telling us about the importance of community facilities such as parks, community centers, and libraries, they very often mentioned the importance of these places for providing youth with a safe place in which they could engage in healthy and productive activities.

Local jobs and employment resources

Several of the people we spoke with noted difficulties that they were having accessing jobs. Some described only being able to find part-time work while others noted having to travel long distances to work. Frustrated with enduring long commutes on slow bus routes, several people noted that they wished they could afford a car.

Community members also included neighborhood amenities like libraries and daycares as factors that influence access to economic opportunity. Affordable daycare options support working families, and libraries provide access to services like homework help and free internet access to search for jobs.

Community members emphasized the need for nearby jobs that employ local residents. When asked about how to measure equitable jobs access, community stakeholders suggested tracking proximity to well-paying jobs and jobs that marginalized residents could qualify for, along with job training pathways that lead to higher wages and the potential for promotion.

Wealth-building opportunities

Finally, possession of wealth and access to wealth-building opportunities was noted as important to economic opportunity. Home ownership and business ownership by immigrants and people of color were commonly mentioned.

Rising real estate costs, property taxes, and displacement pressure

Stakeholders, practitioners, and residents all described intense economic pressure associated with increasing costs of residential and commercial properties. As their neighborhoods gentrify, marginalized communities struggle to make ends meet. In addition to displacement pressure felt by tenants who rent their homes, we heard that homeowners are struggling to pay property taxes, and that small businesses are having increasing difficulty staying in Seattle neighborhoods. We heard that many of the businesses serving communities of color had already left Seattle and were now more likely to be found in southeast King County in places like Kent.

What we Heard at the Boards and Commissions Workshop

CULTURAL ASSETS & CULTURAL DISPLACEMENT BREAKOUT GROUP

What are some important cultural assets for communities to have in their neighborhood or the broader area?

- Restaurants (reflecting local culture)
- Grocery stores selling ethnic food options
- Churches and other sanctuary spaces
- High quality schools
- Safe recreation spaces, community centers, and other gathering spaces (e.g. hookah lounges) where community members feel safe and comfortable (not needing to acculturate)
    - Especially lacking: spaces where youth and seniors feel safe
- Affordable, accessible gathering spaces for culturally relevant activities, including:
    - Sports (esp. culturally relevant sports)
    - Performances, and celebrating/practicing culture
    - Note: Renting community spaces can be prohibitive to community groups, and spaces that are City managed become more expensive or are taken away (City has ability/responsibility to directly influence access in these cases)
- Arts that celebrate culture
    - Performing arts
    - Visual art and design that is integrated into the community and reflects local culture (including building design)
- Home ownership
- Sanctuary spaces and activity times for people with disabilities
- Culturally relevant businesses and business leaders
- Mental and physical health services
- Family!!!

Additional observations

- All feel very negatively about gentrification of their neighborhoods and community
- Why does growth have to be either or? Why can't communities develop without displacement?
- Recognizing seniors, youth, and people with disabilities as cultural groups – to preserve and promote resources and spaces that are safe and relevant to these groups

Are changes happening that are making cultural assets and resources more or less accessible in and around Seattle's neighborhoods?

- All assets and resources are becoming less available and more expensive
- There are more and more signs about what's being lost - e.g. literal signs to commemorate cultural assets that have been displaced rather than preserving those cultural assets
- Can neighborhoods be protected from displacement rather than allowing rich white people to control and benefit (profit) from growth
- Urban village strategy doesn't reflect historic choices that privilege white people who own single family houses
- SYSTEM FAILURE - institutional and systemic violence and structural racism drives displacement and prevents collectivistic community

Opportunities/suggested strategies to address these changes

- Pathways to return for residents and businesses
- Establish a City-driven intent to protect the International District
    - Create cultural pride within cultural communities
- Support community ownership of land, space, resources
    - Give residents the first right to purchase homes

- Reverse red lining to prevent white developers from building in, and profiting from, communities that had historically the only places where Communities of Color could own homes and businesses
    - Expand housing and businesses opportunities in areas where Communities of Color were previously prohibited
- City advocacy in Sound Transit 3 (ST3) for Communities of Color
    - We know light rail is a catalyst for displacement. What can we learn from the past so that we can do better for the future?

Potential data sources and data collection strategies that might help us better understand and measure cultural displacement:

- Foreclosures (reverse mortgages and tax foreclosures)
    - Raise the tax ceiling [household income-eligibility ceiling for property tax relief] to support multigenerational housing rather than displacement
- Incorporate qualitative and narrative information that describes people's lived experience. Stories that demonstrated the *impact* of displacement
    - Social media (e.g. Vanishing Seattle) already captures some of these stories
- Information from cultural service centers, including churches:
    - Who do they serve? Where are they located? Where do their community members live?
- Focus groups
- Policing - ALL aspects including the Seattle Police Department and NextDoor
    - SWAT teams
    - How high incarceration rates disrupt families
    - Drugs - prescription and non-prescription
    - Impact of the legalization of marijuana
- City buildings that had been used by community organizations now being reclaimed by the City
- Homelessness - what are the unintended consequences of our policies and programs?
    - What is the impact on students?
    - Housing displacement e.g. people need to be unsheltered before qualifying for housing vouchers; can't stay with families or friends who live in subsidized housing because of income and occupancy limits
- School demographics (free and reduced lunch, track at a regional level)
- Human Services Department! For information about cultural anchors and services
    - Changes in client demographics
    - Annual employee wages for cultural anchors
    - Small businesses
- Rental Registration & Inspection Ordinance (Seattle Department of Construction & Inspections)
- Info about small business movement/displacement from Office of Economic Development records, or new/closing utilities accounts
- Geographic focus: Seattle and south King County (should look at regional level to where people are being displaced from Seattle)
- Surveying communities/residents at cultural fairs (in the International District, Central Area) - collect information from participants including demographics
- Partnering with cultural organizations and associations to collect and track community data
    - Housing
    - Arts
    - Businesses and business associations
    - Churches

    - Community centers
    - Senior centers
    - Sorority/fraternity groups
    - Beauty shops/barber shops
    - Ask cultural anchors for advice on how/where to reach out and collect data specific to the communities they serve, and who their stakeholders are
    - Note: have to consider compensating communities, and community data ownership in these collaborations
- Internet
- Look to what information is being gathered by other cities
- Office of Arts & Culture - SpaceLab tracks staff and board leadership demographics and wage data? Information on arts organizations led by people of color and where they are located.
- City grant applications and awards
- Senator Saldana

HOUSING AFFORDABILITY & RESIDENTIAL DISPLACEMENT BREAKOUT GROUP

Affordable housing supply and rental market

[Facilitator: What do we need to know about the housing market; and what should we be measuring?]

- Supply of affordable family-sized units: starting the family sized housing category at 80% of AMI misses the lack of affordable family units below 80% -- need to measure family-sized supply at deeper affordability levels
- Look at broader range of income strata for affordable housing supply:
    - There is a shortage of housing for people up to 150% of AMI – people who don't have access to units in higher strata above 80-120% buy in lower markets
    - Should be looking at 30% and 50% of AMI, in addition to 80%
- Look at availability of 3- and 4-bedroom units (under 4% were vacant—need to look at vacancies and those not on the market)
- Data points to look at:
    - Increases in property tax assessments
    - Data on length of occupancy? Can get data on length of ownership based on data about sales, but doesn't give info about rentals of that home/unit
    - Inventory of housing (related to turnover). If inventory is low, then homes aren't opening up, and people aren't having opportunities.
    - Gaps in housing supply with attention paid to affordability:
        - Fragmentation in the private market: high vacancy rates in some high-end units, with lack of affordable options; disconnect between demand for affordable housing, and empty high-end units.

How should we measure "cost-burdened" households?

For housing affordability levels: it would be beneficial to have a consistent set of % cutoffs (e.g., 30, 50, 80, or just 80.)

- Seattle Office of Housing (OH) has units designated at 60%.
- It is troubling that Seattle Housing Authority (SHA) is just adjusting the % of income you hold as the line (moving up from 30% to 40% of your income)
- It's also a distressing sign of how big housing affordability challenges are that 40% of income instead of 30% of income is being looked at as "cost burdened"
- Need metric that combines housing AND transportation costs. Also need to include utilities.

- We aren't getting to the root of the problem – we're still not addressing that housing is too expensive. Changing the metrics, and the way that we talk about it, isn't enough.
- A useful role for metrics: some people working minimum wage wouldn't qualify for affordable housing, so sometimes we adjust the metrics to allow people to stay in the city.

How can we choose displacement data that will be most compelling in telling the story and in informing recommendations for action?

- Concern that measurement won't necessarily lead to action. The worry is not that we won't use the right measurements, but that we're not going to *do* anything about it.
- The way we measure *is* important. Information that tells a compelling story can catalyze policy action--if measurement had occurred in a more compelling way in Central District 15 years ago, we may not have seen as much displacement.
- Important to measure *quality* of housing: (fridges, plumbing, etc.)
- Homelessness: not just how many are homeless, but conditions and outcomes for homeless population (sanitation, death rates, health costs, way they are policed and ticketed)

Ideas for displacement indicators:

[Facilitator: We want to do as best we can to measure displacement in real time, and actually measure what is happening on the ground. Which neighborhoods/households/buildings are at risk?]

- Changes in sale prices and rents [Facilitator notes that this is a challenge: the company that the City used to use for rent data, Dupre & Scott, just closed, so the City is working to find a new source.]
    - Real-time rent data: tracking rate of change
- Apartment building sales would be super important (including frequency of sales – if a building hasn't sold in a long time, the rents in the building are likely to rise drastically – sign of impending gentrification)
- The idea to use survey data is a good one. People are good at predicting what will happen to them.
- We need to survey residents to gauge economic displacement & neighborhood change
- We know the neighborhoods we're watching out for; we need to survey those neighborhoods—do a TARGETTED survey
- Trends in the length of time people that people have owned their home: high turnover rates (decreasing length of tenure in a neighborhood)
- Less formal signs/resident experience:
    - # of people who have "house not for sale" in their yard
    - Residents receiving more letters asking to buy their homes
- "Porting out" data tracked by Seattle Housing Authority and King County Housing data: This can tell you about people who take affordable housing vouchers and leave the city. People can port out or port in but there aren't any vacancies and up until last month, only 4% of the rental housing was affordable with the vouchers—SHA just raised the $ for vouchers.
- Increases in property tax assessments
- Business displacement: Track types of new businesses opening in a neighborhood, relative to culturally-relevant or traditional businesses closing (higher price points and categories of businesses associated with gentrification, e.g. doggy day care replacing a hair/nail salon)
- Evictions (looking at reasons for eviction as well)

- Low income tenant relocation (permit record at Seattle Department of Construction and Inspections Tenant Relocation work at the City)
    - Note on service delivery: almost all information for accessing tenant relocation fund is in English which limits the people who access tenant relocation assistance – need translation
    - Accounting for disability concerns & accessibility of buildings: tenants relocating because they become disabled and can't climb stairs
- % of delinquent mortgages/rent payments, or rising numbers
    - Relationship to # of people taking advantage of tax exemption/deferral through the County?
- Tracking residential displacement patterns: when residents move, where are they moving to, and why (did they get pushed out by housing costs)
    - [Facilitator notes that the City is trying to track this through regional PSRC travel survey, but it's a sample-based survey, so will miss real-time data and underrepresents marginalized communities]
- School District data on students moving away. (Do they provide information on where students are moving to? Or collaborating with school districts in nearby cities to track incoming students from Seattle.)
- Tracking placement & timing of public investments that feed into displacement pressures (in order to respond/mitigate the effects):
    - Transit development (placement of light rail stations) as a forecast of displacement. Judkins is going to get slammed. Just look at the date that the service is going to come online, and go back 5 years, and look at people buying up property.
    - Amenities like parks: investments intended to serve existing residents, but attract higher income populations and push up real estate value

ECONOMIC MOBILITY & OPPORTUNITY BREAKOUT GROUP

[Facilitator: Proximity-oriented indicators of access to opportunity will be one of several ways we look at equitable development and we want to make sure we include place-based indicators that relate to access to economic opportunity. Please look back at the exercise on what neighborhoods need. Which of these neighborhood-level resources have an important influence on people's *economic* opportunity?]

Neighborhood amenities and access to economic opportunity:

- Economic opportunity = jobs, neighborhood businesses. Know what skill sets a community has. Schools precede jobs, strong schools result in better job options
- How to measure 'quality' schools. Note that not every kid in a neighborhood goes to school in their neighborhood
- Access to reliable affordable transit.
- Transit that connects to educational opportunities and job opportunities.
- Neighborhood health clinic facilitates affordability of health care– preventative health care instead of having to use an emergency room
- Access to banks instead of check cashing/payday loan
- Internet access, access to a library
- Community engagement—helps keep crime down
- Basic needs must be met in order to survive and thrive

- Grocery store, culturally relevant fresh food open 24 hours. Grocery store as community gathering space
- Need a *variety* of amenities not just a few things
- General conclusion: Almost all of the amenities that workshop participants earlier identified as being important in a neighborhood are connected to economic opportunity in some important way

Options for measuring access to frequent transit:

[Facilitator: Take a look at two possible options for indicators to measure access to frequent transit. Both are based on existing indicators. Which would be best to use as an equitable development indicator?

1. Very frequent transit—scheduled every 10 minutes between 6 a.m. to 7 p.m. Mon thru Fri Households within ½ mile of every ten-minute transit

OR

2. Frequent transit (scheduled every 15 minutes, except every 30 minutes at other times of day
   ½ miles from light rail
   ¼ mile from buses]

- Can you measure the impact of carpooling (not Uber/Lyft)
- Household travel survey – PSRC
- Seattle Department of Transportation (SDOT) has a transportation equity program, and there's a new transportation equity community advisory group coordinated by SDOT; their input could help.
- [Facilitator: We are leaning toward using something like the second indicator because it seems like it would be a better measure for persons who need to travel by transit for additional trips besides commuting. Would you agree or disagree?]

General agreement that *second option is better for looking at equity*.

  - Hours and days covered: Immigrants and women often work off-hours jobs so extended hours are important. Immigrants also commonly have more than one job.
  - Distance from transit stop: Walking with kids more than up to a ½ a mile to get to transit is difficult.

- King County Metro has reliability metrics – especially important if you are working multiple jobs, or even just trying to hold down one. While existence of scheduled frequent transit is probably more important, reliability is also very important.

Commute times:

[Facilitator: Another component of livability and access to economic opportunity is proximity to jobs. One way we can look at this is the amount of time people spend commuting. We could use average commute times, which run between 26 and 29.5 minutes depending on race, or we could look at a threshold to identify the share of workers with excessive commute times?

Which would be better to measure as an equitable development indicator?

- Average commute times

OR

- Share of workers who commute more than a 'reasonable' amount of time (30 min, 45 min, 60 min, 90 min?)]

Comments:

- Consider family schedules - do certain segments have a higher deviation from average or lowest commute time?
- Using average commute time would factor in all commuters, setting a threshold would not
- Important to measure by race so you can see disparities
- The threshold for an excessive commute time varies depending on mode: for example, 1 hour on light rail is better than 1.5 hours in a car
    - [Facilitator asked for more feedback on what the threshold for excessive commute might be, e.g., more than 30-45 minute if traveling by car, 45-60 min by transit; however, there was no consensus apparent on specific times.]

Proximity to employment:

[Facilitator: Another way to look at access to jobs is to identify the number of jobs within a certain distance of people's homes. Sometimes analysts concerned about equity like to look limit the jobs captured to those with a living wage.

Is it better to look at all jobs OR limit the jobs we consider (e.g., to those that pay a living wage, or have a career ladder, or those that a person can quality for with less than a college education)

- If a living wage threshold is used, it would be important to account for how expensive various neighborhoods are – living wage not the same across the city

Ideas for indicators on access to economic opportunity and commercial/business displacement:

[Facilitator: Next we want to ask for input to help us identify other economic indicators to include either as outcome indicators or as indicators of heightened displacement risk for businesses]

Access to economic opportunity

- Firms owned by race/ethnicity
- Communities of Opportunities is measuring revenue increase or decrease in businesses by race, ethnicity, or cultural group. [Facilitator asked if this was being measured at a community level or as a performance metric for specifically participating programs; participant said it is the later.]
- Track business licenses -could help indicate business retention

Commercial/business displacement

- Need survey to connect with people in the community
- Recruit people in the community to administer surveys; this could be an opportunity for capacity building, job training (*pay* them); as well as for building relationships in community
- Rainier Beach Action Coalition referenced as a good example of effective and helpful organization
- Redevelopment
- Increase in property taxes gets passed on as rent. Business often have to move when redevelopment happens, new space is often not affordable
- Survey areas where businesses have gone – how to know where to go? For example, talk with Kent Black Business Association.

Other comments

- More mobility options are needed – free shuttle in West Seattle, water taxi to commercial district. One of the richest areas of the city and its free. (Metro or BIA?) Funnel funds into poorer neighborhoods – service for people in neighborhoods, jobs for people

SHARE OUT POINTS AND KEY THEMES

Be thorough and thoughtful in measuring housing-related outcomes and displacement risk

- Families and multigenerational homes are important
- Include displacement and displacement risks of owner households: track foreclosures
- Property taxes should be included in indicators: High property taxes are an issue for seniors who have retired, these people are often long-term residents of neighborhoods
- Track property owners who conduct commonly evict tenants to raise prices
- Work to get a well-rounded picture on the housing front
- Measure both income-restricted housing and market-rate housing.
- We need to look at what market rate housing could be realistically affordable to low-income households and we need to pursue more housing to better meet demand for housing from low-income residents
- Define cost burden thoughtfully

Think regionally

- Track people moving out of the city and why they moved
- If we only measure people in Seattle, we miss those who have already been displaced. We need look regionally to understand displacement and disparities better (for example, commute times to Seattle from people who have been displaced from Seattle)

Keep in mind the interrelationship of transit accessibility and other needs

- How to measure transit/housing affordability/keeping a job/picking up kids

Lead with racial equity

- Look through racial equity lens (An important factor worsening disparity in outcomes here is that there is no affirmative action in WA, since I-200 lost over $3 billion to community in 20 years.)
- Safety note: policing currently creates more harm rather than increasing safety.

Make sure you understand what you're measuring

- Make sure you really understand what you are measuring. For example, if you are only measuring revenue and not accounting for expenses, you are not seeing the complete picture.

Pursue community participation, collaboration, and efficiency in collecting data

- Don't overburden communities with collection of data
- Need interdepartmental collaboration within the City to measure and address equitable development challenges
- Avoid duplicating measurement efforts and look to where data already is being collected. For example, WA State Housing Finance Commission, City's Human Services Department, community service providers, etc.
- Some of the information that would be most useful is not available right now; to get that info, talk to people in the neighborhoods, do surveys
- Collaborate closely with local experts and community leaders/organizations/cultural anchors to guide surveying efforts
- Dive deeper with a community survey

- How to track cultural assets/displacement: community-based data-collection
- Tap into data from local organizations conducting community surveys of residents on displacement pressures and trends
    - HomeSight did community surveys on displacement and will send OPCD staff information on this.
- If community helps you gather data, compensate people for gathering data

Link data to action!

- The indicators need to help us understand how much progress Seattle is making in a way that will inform further action to advance equitable development and mitigate displacement risks
- Explore info tech tools to use data to inform prioritization of City service and accelerate provision of programs and services to individuals experiencing displacement and/or areas with high displacement risk

Interest and commitment to continuing engagement

- Participants expressed a keen interest in remaining engaged.

Other Community Engagement Findings That We Consulted

One of underlying principles of our approach to community engagement was to learn from and use the feedback that community members have *already* been providing, including in past engagement with the City.

Thus, along with conducting community engagement specifically tailored to the EDMP, we consulted more than a dozen reports, action plans, and Racial Equity Toolkits that feature community voices and feedback on issues related to equitable development and community well-being. Tapping these sources strengthened our ability to reflect community concerns in choosing indicators to monitor. We appreciate the help of colleagues in OPCD, DON, and the Office for Civil Rights who referred us to many of these sources.

- "Voices Rising: African American Economic Security in King County"—This 2017 study, authored by Angela Powell, Imago, was a collaborative project the Seattle Community of Practice – African American Financial Capability Initiative.[4] The study used interviews, focus groups, and surveys of African Americans in Seattle and King County "to put a human face to the numbers" and distill key issues underlying racial disparities in wealth.
- "Voices of Seattle's East African Communities: An Overview of Community Issues and Opportunities"— This 2016 report, authored by Aileen Balahadia Consultation. This report was commissioned by City of Seattle Office of Immigrant & Refugee Affairs report to "capture an overview of the present issues and opportunities in Seattle's East African communities" and inform service and support to these populations. The study included focus groups and interviews with more than 100 members of these communities.
- Affordable Housing Community Feedback, 2016-2017 – Department of Neighborhoods (DON) Community Liaison Program memo, 8/14/17 summarizing common themes heard from members of immigrant and refugee communities, communities of color, and low-income communities during outreach on the topic of affordable housing. Provided by DON.
- Vietnamese Community Assessment Report, 2011 – the Community Action Research and Empowerment (CARE) Project was a student-lead community-driven participatory research project launched by the Vietnamese Friendship Association with funding by DON. The report identified issues and opportunities and empower the Vietnamese community in Seattle. Provided by DON. (Described in NW Asian Weekly article here.)
- "South Park Public Safety Task Force: Report & Recommendations" – This 2017 report was requested by the Seattle City Council to obtain feedback to inform strategies to improve the safety of people in South Park. Task Force members, three-quarters of whom are Latinx, included neighborhood business owners, representatives of non-profit organizations, workers, and residents.
- "Duwamish Valley Cumulative Health Impacts Analysis (CHIA)" – Focus on Appendix B covering Community Based Participatory Research that identified major concerns and informed selection of indicators for the CHIA.
- "Duwamish Valley Action Plan: Advancing Environmental Justice & Equitable Development in Seattle" This interdepartmental plan identifies actions for the City plans to take in collaboration with the communities of Georgetown and South Park as part of an ongoing program to "deliver measurable community health and well-being outcomes." The plan

[4] The Seattle Community of Practice – African American Financial Capability Initiative includes Byrd Barr Place, Africatown, Seattle King County NAACP, Skyway Solutions, Urban League of Metropolitan Seattle, and Washington State Commission on African American Affairs.

reflects responds to the hopes and concerns articulated by about 500 Duwamish Valley residents, workers, and businesses. Community engagement focused on those affected by the "combined impacts of environmental inequities and systemic racism"—communities of color, immigrants, refugees, Native peoples, youth, limited English proficiency individuals, and people with low incomes.

- "Our People, Our Planet, Our Power: Community Led Research in South Seattle," Got Green and Puget Sound Sage, March 2016 – This report compiled "findings, stories, and recommendations" linking the immediate concerns of marginalized communities "to a broader climate resilience agenda." The project steering committee, led by people of color, crafted the research, which included community surveys conducted by volunteers, organizational leader interview, and community roundtables.
- North Delridge Action Plan Phase 1 Public Outreach and Engagement Liaison (POEL) Notes – These are notes from focus groups and Delridge Day were recorded by Public Outreach and Engagement Liaisons, the precursor of DON's Community Liaisons. The POELs facilitated focus groups with members of their own Vietnamese, Cambodian, and Somalian communities. These discussions are reflected in the City's North Delridge Action Plan and its ongoing implementation.
- "Othello Neighborhood Action Plan" —This 2016 plan "identifies strategies and action steps to be accomplished together by the community and the City in order to achieve the community's vision and goals."
- Notes from Community Learning Circles – The Youth and Family Empowerment Planning Division of Seattle Human Services Department shared notes with us from a series of "learning circles" conducted with community members across different Seattle neighborhoods. These were focused on inform future City investments in food and nutrition, community safety, and family support. In 2019, HSD more recently posted a Community Outreach Summary describing the insights obtained from these Learning Circles.
- "Health and Equity Assessment"—This 2016 report produced by Futurewise examined health and equity disparities in Seattle and made policy recommendations to address them. Futurewise used a variety of interactive techniques to engage low-income residents, persons of color, immigrants, English language learners and youth. A description of the concerns that community members had shared during engagement accompanied quantitative data on each topic in the report.
- Greenways Initiative Racial Equity Toolkit – This Seattle Parks and Recreation (SPR) Initiative enhances connections between Neighborhood Greenways and Parks for pedestrians and bicycles. City staff engaged with residents and diverse stakeholder groups in South Seattle to learn about gain insights into parks usage and barriers to bicycle and foot travel around their neighborhoods. The process is described in SPR's 2016 Greenways Initiative Baseline Study.

Integration of Racial Equity Toolkit Principles in the EDMP

In designing the EDMP, OPCD studied the guidance that the City's Office for Civil Rights provides for performing a Racial Equity Toolkit (RET) process and worked to align the EDMP with the RSJI principles imbedded in the RET process.

The RET guidance "lays out a process and a set of questions to guide the development, implementation and evaluation of policies, initiatives, programs, and budget issues to address the impacts on racial equity."

These steps include defining key racially equitable community outcomes the City is striving to advance on the issue, involving stakeholders and analyzing data, analyzing issues for racial equity

benefits, advancing opportunity and minimizing harm, tracking impacts on communities of color over time and communities of color in evaluating the project over time, and reporting on information learned.

The EDMP *itself* is intended to operate as a form of ongoing racial equity analysis of the City's development, and—by its nature and design—integrates many of the steps involved in preparing a RET (e.g., identifying outcomes, analyzing data and involving stakeholders, and tracking and reporting impacts over time). As described in this appendix, the EDMP placed a high priority on using community outreach to identify the indicators for analysis in this baseline report. In reporting on these indicators, the EDMP centers low-income communities and populations of color, providing quantitative data on how help identify how the benefits and burdens of growth and change are affecting these communities relative to others in the city. The ongoing measurement of—and spotlight on—these disparities will help City officials and community-based organizations alike to target efforts and advance equitable development.

Ongoing Community Engagement

Consistent with RSJI principles, and as outlined in the Equitable Development Implementation Plan, OPCD will continue to emphasize community engagement in the EDMP. This will include gathering feedback on the initial indicators selected and how they could be improved for ongoing tracking. Additionally, we will be seeking more input on how to best continue reporting on the indicators.

The potential of community participatory research—The community indicators in this first report rely entirely on readily available data from traditional data sources. Practicality necessitated this. Ongoing reporting will also need to rely primarily on such sources as indicator programs, by their nature, require tracking comparable data that are updated on a regular basis. However, readily available data provides limited information.

To provide a more complete picture of conditions and trends, we will explore how EDMP could more fully integrate marginalized people's *own* experience of what is happening in their communities. The Equitable Development Implementation Plan noted that this could potentially include providing capacity building and funding for marginalized communities to collect data. The importance of tapping—and providing resources for—community based-data collection were among the most common themes from the input that community leaders and practitioners provided.

APPENDIX B

Use of American Community Survey Data

This appendix provides details on the approach we used with the American Community Survey (ACS) data. This includes a description of the approach we took in balancing the need to present detailed estimates for racial and ethnic groups and for neighborhoods with other important considerations including timeliness and accuracy.

The ACS is an ongoing sample-based survey conducted by the U.S. Census Bureau and is the most comprehensive source of data available in the U.S. on local demographic, social, economic, and housing characteristics.

The Census Bureau releases ACS data as one-year datasets and as five-year datasets (which pool together data collected over 60 months). See the Census Bureau's 2018 publication, "Understanding and Using American Community Survey Data: What All Data Users Need to Know," for additional background.

We rely mainly on the five-year data because the larger sample size allows us to obtain estimates for a wider variety of racial and ethnic groups and because neighborhood-level ACS estimates are *only* available as five-year estimates. For several indicators, we found the best available estimates consistent with the aims of this report came from a selection of 2011-2015 five-year ACS datasets described below.

- The ACS Selected Population Tables. These tables, published by the Census Bureau only once every five years, provide the most detailed ACS estimates available for racial, ethnic, and ancestry groups.
- ACS data compiled by Policy Link and the University of Southern California's Program for Environmental and Regional Equity (PERE) in the National Equity Atlas. PolicyLink and PERE describe the Atlas as a living resource, which they will be updating periodically to inform efforts to advance equitable growth.
- ACS "CHAS" (Comprehensive Housing Affordability Strategy) data. The ACS CHAS data are special tabulations of five-year ACS data that the U.S. Department of Housing and Urban Development (HUD) publishes to inform local understanding of housing markets and needs. The CHAS data provide crosstabulations of ACS data on key housing topics by race/ethnicity, by AMI-based household income level, and by neighborhood.

Certain aspects of the ACS data are important to note. As sample-based estimates, the ACS estimates carry margins of error. These margins of error can be substantial, particularly for small population groups and for small areas even with the five-year estimates.

While using older five-year datasets in order to report disaggregated estimates, we supplement the analysis with the most recent ACS estimates—single year estimates from 2018—to provide a more up to date picture on the indicator for the city as a whole.

APPENDIX C

Sources and Preliminary Update Schedule for Community Indicators

Theme and Indicator	Data sources* most recent available at time of analysis	Preliminary proposed update frequency**	Next basic update at City level with basic demographics, as applicable (e.g., White, BIPOC)	Next detailed update With analysis by neighborhood and/or detailed race/ethnicity
HOME				
Homeownership	ACS 2018 1-year; CHAS 2011-2015 5-year	City as a whole annually; neighborhoods & detailed demographics every 3 years	2021	2023
Housing cost burden	ACS 2018 1-yr; CHAS 2011-2015 5-yr	City as a whole annually; neighborhoods & detailed demographics every 3 years	2021	2023
Affordability and availability of rental housing	CHAS 2011-2015 5-yr ACS	City as a whole annually; neighborhoods analysis every 3 years	2023	2023
Family-size rental housing	CHAS 2011-2015 5-yr ACS	Every 3 years	2023	
Rent- and income-restricted housing	OH (Q1 2020 for units created w/City funds or incentive programs; Q4 2018 other units)	Units in City portfolio annually; addl. units and neighborhoods analysis every 3 years	2021	2023
COMMUNITY				
Proximity to community centers	SPR 2019	Every 5 years		2025
Access to public libraries	SPL 2019 locations, SPL 2019 3-yr data on active library users	Proximity analysis every 5 years Analysis of active library use every 3 years		Use: 2023 Proximity: 2025
Proximity to grocery stores	UW Urban Form Lab; updated to 2019 w/multiple sources incl. PHSKC food permits	TBD, as available from UW		TBD (e.g., 2025)
Access to parks and open space (next report)	SPR, OPCD	2021, then every ~5 years		2021
Air pollution exposure risk	PSCAA Community Air Tool, 2018 (WSDOT and WA Ecology)	TBD, as available from PSCAA		TBD (e.g., 2025)

Theme and Indicator	Data sources*	Preliminary proposed update frequency**	Next basic update at City level	Next detailed update
TRANSPORTATION				
Sidewalk coverage	SDOT	Every 5 years		2025
Access to frequent transit w/night and weekend service	SDOT analysis of 2019 transit schedules (Metro KC, Sound Transit, etc.)	Annually		2021
Jobs accessible by transit	PSRC 2018 analysis (SoundCast travel demand model)	TBD, as available from PSRC		TBD (e.g., 2025)
Average commute time	ACS 2018 1-yr and PolicyLink analysis of ACS 2011-2015 5-yr (IPUMS)	City as a whole annually; neighborhoods and detailed demographics every 3 years	2021	2023
EDUCATION AND ECONOMIC OPPORTUNITY				
Neighborhood elementary schools performance	2017 3-yr WA State Improvement Framework Index, WA OSPI	Every 3 years		2023
Unemployment	ACS 2018 1-yr, ACS 2011-2015 5-yr Selected Population Tables PolicyLink (IPUMS)	City as a whole annually; detailed demographics every 3 years	2021	2023
Disconnected youth	PolicyLink analysis of ACS 2011-2015 5-yr (IPUMS)	Every 3 years		2023
Educational attainment	ACS 2018 1-yr, ACS 2011-2015 5-yr Selected Pop. Tables and PolicyLink (IPUMS)	City as a whole annually; neighborhoods and detailed demographics every 3 years	2021	2023
Poverty and near-poverty	ACS 2018 1-yr, ACS 2011-2015 5-yr Selected Pop. Tables and PolicyLink (IPUMS)	City as a whole annually; neighborhoods and detailed demographics every 3 years	2021	2023
Full-time workers in or near poverty	PolicyLink/PERE analysis of ACS 2011-2015 5-year (IPUMS)	City as a whole and detailed demographics every 3 years		2023
Business ownership	2012 Survey of Business Owners, U.S. Census Bureau	City as a whole and detailed demographics every 3 years (new Census Bureau survey)		2023

Notes:

*Based on most recent datasets available at time of analysis. Some of the sources with the needed detail on race and ethnicity are updated only once every 3 or 5 years and some are specialized datasets that other sources update on a periodic, but non-standard basis.

**OPCD is planning to update the EDMP Community Indicators on a periodic, ongoing basis. We will consider feedback from community stakeholders and will work with partner departments to the refine the update schedule to align with departmental priorities and capacity.

Acronyms and abbreviations:

- ACS: American Community Survey, U.S. Census Bureau
- CHAS: Comprehensive Housing Affordability Strategy data (special tabulation of ACS data published by HUD)
- HUD: U.S. Department of Housing & Urban Development
- OPCD: City of Seattle Office of Planning
- IPUMS: Integrated Public Use Microdata Sample (University of Minnesota IPUMS USA)
- OH: City of Seattle Office of Housing
- PolicyLink: National Equity Atlas indicators published by PolicyLink and the University of Southern Calif. Program for Environmental and Regional Equity
- PHSKC: Public Health Seattle & King County
- PSCAA: Puget Sound Clean Air Agency
- PSRC: Puget Sound Regional Council
- SDOT: Seattle Department of Transportation
- SPL: City of Seattle Public Library
- SPR: City of Seattle Parks & Recreation
- SPS: Seattle Public Schools
- WA Ecology: Washington Department of Ecology
- WA OSPI: Washington State Office of Public Instruction
- WSDOT: Washington State Department of Transportation
- UW: University of Washington

Endnotes

[1] The City of Seattle's 2016 Equitable Development Implementation Plan outlined the Equitable Development Monitoring Program on pages 37 to 40.

[2] For example, see Chetty, Raj, Nathaniel Hendren, and Lawrence F. Katz. (2016). The effects of exposure to better neighborhoods on children: New evidence from the moving to opportunity experiment. *American Economic Review*, *106* (4), 855-902.

Also see Population Reference Bureau. 2017 (February 13). How neighborhoods affect the health and well-being of older Americans.

[3] Unless stated otherwise, when reporting statistics for these groups, we categorize Hispanic/Latino persons together regardless of their race, with other major race/ethnic categories consisting of persons who are not of Hispanic or Latino origin.

Following guidance from the federal Office of Management and Budget, the Census Bureau and many other statistical entities consider Hispanic/Latino ethnicity to be a separate concept from race, such that people of Hispanic/Latino origin may be of any race. The Census Bureau's American Community Survey (ACS), which we tap for many of the indicators, asks about Hispanic/Latino ethnicity and race in two separate questions.

[4] OPCD developed the Race and Social Equity Index, with interdepartmental advice, to help inform the City's equitable development efforts and other work related to the City's Race and Social Justice Initiative. Composition of the index was inspired by the definition of "marginalized people" included in Council Resolution 31577 and the Equitable Development Implementation Plan: "persons and communities of color, immigrants and refugees, those experiencing poverty, and people living with disabilities."

Using the RSE Index to classify census tracts involves ranking tracts based on levels of priority and disadvantage, calculating a percentile for each, then placing the tracts into categories according to these percentiles. The RSE Index divides the tracts into five categories each with near-equal numbers of census tracts. For convenience, we refer to these as "quintiles." The data for the index come from the Census Bureau's ACS; from modeled estimates that the Centers for Disease Control (CDC) produces, and with partners, publishes in the 500 Cities Project; and from various state and local sources. (The modeled estimates in the 500 Cities Project are based on people's responses to the Behavioral Risk Factors Surveillance System survey. CDC's collaborators on the 500 Cities project are the Robert Wood Johnson Foundation and the CDC Foundation.)

A reference map of the RSE Index map and various data related to race and ethnicity can be found on OPCD's Population and Demographics website.

[5] The Displacement Risk Index identifies areas of the city where displacement of marginalized populations may be more likely, while the Access to Opportunity Index focuses on place-based factors including civic infrastructure, transportation connections, and neighborhood amenities that help people thrive. The Seattle 2035 Growth and Equity Analysis categorized each of the city's urban centers and villages according to its position on the two indices (i.e., either high or low with respect to displacement risk, and either high or low on access to opportunity). These results informed the development of the Growth Strategy in the Comprehensive Plan and the identification of displacement risk mitigation strategies suitable for each category of urban village (e.g., for a high displacement, low opportunity urban village). They also continue to inform the City's Equitable Development Initiative. (See pages 18-28 of the Equitable Development Implementation Plan.)

[6] A reference map of Community Reporting Areas is available on OPCD's website.

[7] See for example, reporting on KUOW radio's website featuring the research of Tim Thomas and Ryan Gabriel on "micro-segregation" within Seattle census tracts. OConnell, Kate. (2016, April .) "Seattle's 'diverse' neighborhoods are surprisingly segregated." KUOW.

[8] Seattle Municipal Archives. Redlining in Seattle webpage; and Seattle Civil Rights & Labor History Project. Segregated Seattle webpage. University of Washington.

[9]The incomes used to calculate ratios of sales prices to incomes are median family incomes for families taken directly from the Census Bureau's 1-year 2018 ACS estimates. Ratios cited are rough approximations as 1-year ACS estimates have high margins of error. (Estimates cited for Blacks are for family households with a Black, single-race householder.)

Per OPCD's compilation of 2018 data from the King County Department of Assessments, median sales prices in Seattle were roughly $520,000 for a condominium, $730,000 for a townhouse, and $795,000 for a detached single-family home. See Office of Planning and Community Development. (August 2019.) Housing choices background report. City of Seattle.

For perspective on guidelines for gauging affordability of sales prices, see by Kenneth R. Harney (December 12, 2018). For first-timer home buyers, there's no longer a handy rule of thumb about how much to spend. Washington Post.

[10] Martin, I. W., and K. Beck. 2018. Gentrification, property tax limitation, and displacement, *Urban Affairs Review*, *54*(1), 33-73.

[11] Homeownership rate estimates for Seattle from 2016, 2017, and 2018, have averaged 46.0 percent among households overall, 50.8 percent among White households, and 35.3 percent among households of color.

The overall homeownership rate estimate from the 2018 1-year ACS is 44.7 percent, which may signal that homeownership rates have begun to decline. This would not be surprising given that apartment units have made up the bulk of new housing construction during recent years. (The 2018 estimate is, however, substantially lower than the 2016 and 2017 estimates and may be an outlier.)

[12] In the ACS, racial and ethnic categories for households are based on the racial and ethnic characteristics of the householder. Other household members may not be of the same race and ethnicity as the householder.

[13] These estimates are from our analysis of ACS 1-Year Public Use Microdata Sample datasets from 2005 to 2018 using IPUMS USA, University of Minnesota, www.ipums.org.

[14] During the recovery from the Great Recession, Millennials in the Seattle metro area transitioned to homeownership at lower rates than their counterparts in most other large metro areas. This finding comes from an analysis sponsored by Fannie Mae and conducted by researchers at the University of Southern California and Harvard University. These researchers examined the variation in "the degree of inflow into homeownership" during the 2012-16 recovery period among Millennials across the 100 largest metropolitan areas. This was a detailed cohort analysis looking at all Millennial individuals, not only Millennial *householders*. Source: Myers, Dowell, Lee, Hyojung, and Simmons, Patrick . (May 7, 2018). Cohort transitions and age group analysis of millennial homeownership demand: Understanding trajectories of recovery following the great recession (Fannie Mae Working Paper).

[15] Khashimova Long, Katherine. (2020, August 26). "Seattle-area home prices rise faster than nearly every other U.S. city, driven in part by younger homebuyers," *Seattle Times*.

[16] Following are two additional sources for information in textbox on young adult homeownership challenges.

- Choi, Jung; Zhu, Jun; Goodman, Laurie; Ganesh, Bhargavi; Strochak, Sarah. (July 2018; updated January 2019). Millennial homeownership why is it so low, and how can we increase it? Urban Institute.
- Hoynes, Hilary W.; Miller, Douglas L.; and Schaller, Jessamyn. (March 2012). Who suffers during recessions? National Bureau of Economic Research Working Paper No. 17951.

[17] These percentages from the 2011 to 2015 ACS CHAS data translate into Seattle having had roughly 104,000 cost-burdened households, 79,000 of whom had low incomes. However, given the rapid increases in both population and rents between 2013 and 2018, the sheer number of cost-burdened households in Seattle is substantially higher now. (For further information see the endnote 14.)

[18] More than 70 percent of households with incomes at or below 50% of AMI are cost burdened regardless of whether these households rent or own. Furthermore, roughly sixty percent of both renter households and owner households with incomes at or below 30% of AMI are severely cost burdened.

[19] The 2018 1-year ACS estimates published by the Census Bureau show roughly 117,000 total households in Seattle paying 30 percent or more of their income for housing and roughly 53,000 paying half or more of their income for housing; these estimates are respectively, 9,000 and 6,000 higher than comparable ACS estimates published directly by the Census Bureau from the 2011-2015 5-year period.

The apparent lack of increase in the share of households with cost burdens between 2011-2015 period and 2018 is surprising—especially for renters given the continued surge in rents into 2017. Digging into the data further finds that renter incomes rose at the same time rents increased; with the increase in incomes reflecting a continued rise in rates of employment between these time periods and an increase in the share of renter households with high incomes. The shift in income distribution likely reflects a combination of higher income households moving into the city and lower income households moving out.

[20] While not detailed in the housing cost burden map, the share of low-income households who are cost burdened within each census tract in Seattle ranges from 41 percent at the lowest to 81 percent at the highest. More than half of the households with incomes at or below 80% of AMI are cost burdened in the vast majority of the census tracts in the city; at least two-thirds of households in this income category are cost burdened in nearly half of the city's tracts.

[21] Persons who do not reside in households are classified by the Census Bureau as living in group quarters. Group quarters include both institutional living quarters (such as nursing homes and correctional facilities) as well as non-institutional ones (e.g., dormitories for students and shelter facilities where people experiencing homelessness can stay overnight.)

[22] For example, the ACS estimates published directly by the Census Bureau tabulate housing costs as a percentage of income with income thresholds allowing us to get estimates of households spending 30 percent *or more* of household income on housing while the CHAS special tabulation of ACS data provides estimates of households spending *more than* 30 percent of their income for housing, consistent with the way HUD defines housing cost burden.

In addition, the ACS estimates published directly by the Census Bureau are not classified by AMI-based income categories and do not include the same detail by race and ethnicity provided in the CHAS estimates.

[23] For survey findings on demographic characteristics of persons experiencing homelessness, see pages 12-26 and 22-26 of the Count Us In: 2019 Seattle/King County point-In-time count of persons experiencing homelessness report produced for All Home by Applied Survey Research.

The 2020 "Count Us In" report was released in mid-summer of 2020. This was just as we were finishing the Community Indicators report, and it was not feasible for us to update the information in this sidebar.

[24] Digging further into the 2011-2015 5-year ACS CHAS data for Seattle finds that more than 60 percent of both Black households and Native American households are low-income renter households. The same is true for roughly half of both Pacific Islander households and Hispanic/Latino households. About a third of Asian households are low-income renter households. (While Asian households are disproportionately likely to have low incomes when compared with Seattle households overall, low-income Asian households are less likely to rent than are other low-income households in the city.)

[25] In Seattle, roughly a third of all units that are affordable at low income levels are occupied by households at higher income levels.

[26] See for example the 2018 analysis of affordability and availability by the National Low Income Housing Coalition in The gap: A shortage of affordable homes cited in the Harvard University Joint Center for Housing Studies report, The state of the nation's housing 2019, and HUD's 2019 Worst Case Housing Needs Report to Congress. The City of Seattle used this methodology to help assess the gap between Seattle's housing needs and supply in the Housing Appendix to the Seattle 2035 Comprehensive Plan (pp. 516-519). Other examples applying this methodology at local and state levels include the Federal Reserve Bank of Philadelphia's Housing Affordability Data Tool and the Washington State Affordable Housing Advisory Board's 2015 Washington State Housing Needs Assessment.

[27] The CHAS tabulations group AMI-based household income and housing affordability levels into three ranges (i.e., ≤ 30% AM, >30% to ≤50% AMI, and >50% to ≤80% AMI). The results of the affordability and availability analysis are the most accurate when—within each range—the distribution of household incomes is similar to the distribution rental unit affordability levels.

Although we are unable to discern the specific within-range distribution of incomes and rental affordability levels from the CHAS tabulations used in the affordability and availability analysis, other tabulations in the CHAS data for Seattle show that the prevalence of cost burden tends to be higher for households closer to the bottom than the top of the 30-50% AMI range as well as closer to the bottom than the top of the 50-80% AMI range. *This suggests that incomes and affordability levels in Seattle are not distributed similarly to one another within the income ranges analyzed, and that the affordability and availability analysis presented in this report is therefore likely to understate shortages.*

[28] Vega Nguyen (VN) Research and All Home. (2020). Count Us In: 2020 Seattle/King County point-in-time count of individuals experiencing homelessness.

[29] The rapid run up in rents this decade began around 2012 and continued past 2015.

[30] The change in median gross rent from the 2011-2015 5-year ACS to the 2018 1-year ACS was calculated using the Consumer Price Index Research Series Using Current Methods (CPI-U-RS) annual average per the Census Bureau's general guidance for adjusting ACS estimates for inflation.

[31] Our estimates are based on CHAS data, the special tabulation of ACS data that HUD obtains from the Census Bureau to help communities understand local housing needs. In the CHAS tabulation, income levels are based on HUD's calculation of area median income, which include adjustments for household size. In tables categorizing the affordability of the rental housing supply, HUD considers whether a housing unit would be affordable to a generic household at the AMI-based income level of interest. (This is after accounting for the fact that suitable unit sizes vary by household size, i.e., assuming 1 person per studio and 1.5 persons per bedroom for other unit sizes.)

[32] For more information on using CHAS data to measure the affordability and availability of the housing supply, see Paul Joice, U.S. Department of Housing and Urban Development. (2014). Measuring housing affordability. *Cityscape: A Journal of Policy Development and Research*, *16*(1).

[33] **Calculating shortages in affordable and available rentals as we move up the income scale**

In the 0-30% AMI income band, there are 40,540 renter households but only 13,115 rental units affordable and available, yielding a shortage of 27,425 units.

***To see shortages at 50% of AMI*,** we need to add the households and rental units for the 30- 50% of AMI band to the 0-30% of AMI band:

- we add in 22,615 renter households with incomes of 30-50% of AMI, and
- we add in 23,725 rental units affordable at available with incomes of 30-50% of AMI.

We now have 63,155 renter households with incomes at or below 50% of AMI but only 36,840 rental units affordable and available at 50% of AMI, resulting in a shortage of 26,315 affordable and available units.

(The calculations are similar for calculating shortages at the 80% AMI threshold.)

To translate the numerical shortages to ratios at each income level, we divide the number of units affordable and available at or below the income threshold by the number of households at or below the corresponding threshold.

	At or below 30% of AMI	Incremental increase (>30% to ≤50% AMI)	At or below 50% of AMI	Incremental increase (>50% to ≤80% AMI)	At or below 80% of AMI
Rental units affordable and available at income threshold	13,115	23,725	36,840	35,205	72,045
Renter households with incomes at or below threshold	40,540	22,615	63,155	22,920	86,075
Shortage of units affordable and available at income threshold	(27,425)		(26,315)		(14,030)
Ratio of affordable and available units for every 100 households = (affordable and available rental units) / (renter households) * 100	32		58		84

Source: 2011-2015 5-Year ACS CHAS, U.S. Census Bureau and HUD.
Notes: Based on methodology outlined by Paul Joice, HUD, (2014). "Measuring Housing Affordability," *Cityscape: A Journal of Policy Development and Research*.

[34] The following table shows examples of HUD's official income limits. HUD calculates median income and associated income limits primarily to administer housing programs and set income limits for program eligibility; as such HUD's AMI-based figures can vary from actual income patterns in a community. HUD describes the way they calculate income limits at https://www.huduser.gov/portal/datasets/il.html. As Joice explains in Measuring Housing Affordability, the AMI-based income levels that are used in the CHAS tabulations are similarly constructed but slightly different from official income limits produced by HUD.

Official HUD AMI-based Income Limits for 2015 Maximum Affordable Gross Rent						
	30% of AMI		50% of AMI		80% of AMI	
	Annual Income	Gross Rent	Annual Income	Gross Rent	Annual Income	Gross Rent
1 Person / Studio	$18,850	$471	$31,400	$785	$46,100	$1,153
1.5 People / 1 Bedroom	$20,200	$505	$33,625	$841	$49,375	$1,234
3 People / 2 Bedroom	$24,250	$606	$40,350	$1,009	$59,250	$1,481
4.5 People / 3 Bedroom	$28,000	$700	$46,600	$1,165	$68,450	$1,711
Note: HUD calculates Area Median Family Income (referred to in our report as Area Median Income or AMI) for the combination of King and Snohomish counties.						

[35] Persons experiencing homelessness are considered to be part of the population living in group quarters rather than households.

[36] See Raj Chetty, John Friedman, Nathaniel Hendren, Maggie R. Jones, Sonya R. Porter. (October 2018). The Opportunity Atlas: Mapping the childhood roots of social mobility [Working Paper]; and https://opportunityinsights.org/paper-category/neighborhoods/ for related research.

[37] ACS data for Seattle shows that roughly 31% of the households of color and 35% of immigrant households contain two or more generations; this is significantly higher than the 22% share among White households (per analysis of the 2011-2015 American Community Survey 5-Year Public Use Microdata Sample using IPUMS USA, University of Minnesota, www.ipums.org.)

[38] More specifically, in the 2018-2019 school year (the most recent year for which numbers are posted), 2,662 Seattle Public Schools students (SPS) were homeless or unstably housed, based on data collected according to requirements of the federal McKinney-Vento Act. This is five percent of the district's total enrollment of 52,931 that year. Students are considered homeless if they are unsheltered; in shelters or transitional housing; or doubled-up with relatives or friends due to a loss of housing, economic hardship, or similar reason. (Statistics cited are based on homeless student counts by district compiled by the state Office of the Superintendent of Public Instruction and on the SPS 2018-2019 Annual Enrollment Report.)

As documented in an April 30, 2019 report from the Washington State Auditor on K-12 students experiencing homelessness, the causes of student homelessness are many, with the shortage of affordable housing being one of the most common.

[39] Sara Anne Lloyd wrote about this trend in Seattle has a family-size housing problem, *Curbed*, Sep 13, 2017.

[40] Based on 2013-2017 ACS 5-Year microdata obtained via IPUMS USA, eighty-six percent of Seattle renter families with one or more "own children" reside in units with at least two bedrooms.

[41] Claudia D. Solari and Robert D Mare. (2012). Housing crowding effects on children's wellbeing, *Social Science Research*, Vol. 41,2: 464-76.

[42] Chetty, et. al. (October 2018).

[43] City-funding for units includes funding for newly constructed units and funding for preservation of units to guarantee long-term affordability. The latter category includes reinvestment of funds in existing rent- and income-restricted housing; the latter category also includes acquisition of market-rate housing, and placement of rent- and income restrictions on those units to provide long-term affordability.

[44] With the City's Mandatory Housing Affordability (MHA) and Incentive Zoning (IZ) programs, developers have the option of providing rent- and income-restricted units within each building being constructed (or in certain instances, on an alternate site), or making an "in-lieu" payment contributing to a City fund used for the preservation and production of affordable housing.

[45] Rent and income limits vary depending on the affordable housing program.

- Some programs limit rent for a unit dependent on actual income of a household (e.g. 30 percent of the household's income).
- In other programs, rent and income limits operate as caps. In such programs, the maximum rent that can be charged is based on the same percentage of AMI that restricts income-eligibility for the unit. While such programs provide access to units by households in need, tenants served by these programs may still experience some level of cost-burden. (With income and rent limits structured this way, for example, a household with an income of 65% of AMI in a unit with an 80% of AMI rent maximum could be charged the rent affordable at 80% of AMI.)

[46] The Office of Housing's Housing Funding Policies related to rental housing program project location priorities are detailed in Exhibit B (p. 5) of Ordinance 125852.

[47] The Comprehensive Plan Urban Village Indicators Monitoring Report, released by OPCD in in July of 2018, tallies the number of rent- and income-restricted units for each urban center and urban village in Seattle and includes a map of these units along with urban center and village boundaries. See pages 45-51 of the report.

[48] More specifically, rent- and income-restricted unit residential units are units with one or more regulatory agreements that restrict both the eligibility of tenant households based on income and rent that may be charged. This tally of rent- and income-restricted housing units includes those defined as a dwelling unit by the Land Use Code as well as units that are sleeping rooms in congregate residences and beds in living facilities such as group homes.

[49] Examples of the latter include units in many of the buildings owned by the Seattle Housing Authority and units in some buildings with bond financing through the Washington State Housing Finance Commission

[50] King County is undertaking an inventory of rent- and income-restricted units countywide to support implementation of the Regional Affordable Housing Task Force's Five-Year Action Plan. The methodology for collecting and tracking these units is still being discussed. City of Seattle staff in OPCD and OH are hopeful that this will make it easier for the City to monitor information on units located in Seattle with rent- and income-restrictions regulated by non-City entities.

[51] Statistics cited on vouchers are based on the Seattle Housing Authority 2018 Annual Report, which indicates that SHA provided 7,039 tenant-based vouchers that year, and on communication with Dani Fitts, SHA Manager of Data, Compliance, and Training, December 16, 2019.

[52] The Southwest Teen Life Center is one of three City-operated Teen Life Centers, the other two of which are connected to or adjacent to community centers. While the Southwest facility is not associated with a full-fledged community center, it is open Tuesday through Saturday and has as a public swimming pool adjacent. We decided to include this facility in our analysis given what we heard in communities about the importance of recreational facilities for youth.

[53] We use the same street network data for all proximity-based indicators we are monitoring. Using street network data from King County for this purpose gives us the flexibility to reflect proximity to amenities just outside of Seattle city limits as well to amenities within Seattle. Although capturing locations outside of the city is not an issue with respect to City-operated facilities, the flexibility gained by using the King County street network is important for analyzing proximity to other amenities such as grocery stores.

[54] For more information, see City of Seattle (2019, September 13) Mayor Durkan announces $5 million to community organizations through the Equitable Development Initiative [Press release]; and the Othello Square website.

[55] The survey conducted for the City's 2018 Technology Access and Adoption Study found that nearly half of households below the federal poverty level and nearly 70 percent of respondents experiencing homelessness had accessed the internet at a library in the previous month. (Statistics on "Places Households Access Internet" obtained from the dashboard published by the Seattle Information Technology department.) A Seattle Public Library (SPL) program also lends out mobile hotspots to enable patrons to access the internet more easily.

[56] In SPL's 2018 survey, two out of three Seattle residents over 18 years of age said they used the library in some way in the last six months. In the same survey, half of respondents said they borrow physical materials on a regular basis. See September 2019 news release titled "Survey results show strong use and satisfaction with services of the Seattle Public Library." While the active library borrower rate that we calculate is not directly comparable with the statistics from the 2018 survey, looking at these data in tandem indicates that a sizable proportion of the people who are using the library are not checking out materials

[57] A slideshow on the 2019 Levy Renewal presented by SPL in March of 2019 showed that branches in lower-income neighborhoods have patrons with bigger average fine balances and larger proportions of accounts locked due to balances over $15. The data presented showed that a third or more of patron accounts were locked at the Douglass-Truth, Rainier Beach, New Holly, Delridge, South Park. All of these branches are within RSE priority areas.

[58] Jan Oscherwitz, the Library's levy administrator, remarks that "national research on library systems that have gone fine free, such as Salt Lake City Public Library, shows that eliminating fines can lead to positive outcomes, such as increases in circulation, materials returned, and library card sign-ups." (Communication via 11/19/2019 email.)

[59] These tallies comprise 87 percent of SPL cardholder accounts. These tallies omit addresses listed as Post Office boxes, general delivery addresses, and addresses that SPL was not able to correct using the standard USPS address checking tool. (Accounts with addresses outside of the city of Seattle are also omitted from this analysis.) The SPL tallies come from a report generated in November 2019. The household population figures used in the analysis are based on Small Area Demographic Estimates for 2018 from the Washington State Office of Financial Management.

[60] In single-family neighborhoods, the lack of grocery stores is in part a function of zoning that does not allow retail.

[61] The main data source for the grocery stores indicator in our report is a list of healthy food stores provided by PHSKC's Assessment, Policy Development and Evaluation unit. This list originated with the UFL's work to categorize food stores in 2015 Public Health—Seattle & King County Food Permit records (updates of which are on the King County GIS Open Data site). The list we use also incorporates additional work that PHSKC did, building on analysis by UFL, to classify whether each food store is healthy. Once we received the list from PHSKC in 2019, we performed further research to update Seattle healthy food stores on the list.

The following studies by lead researchers at PHSKC and UFL informed our analysis:

- K Bolt, L Carter, D Casey, NL Chan, R Chen, JC Jones-Smith, M Knox, VM Oddo, M Podrabsky, BE Saelens, A Schachter, M Ta, L Pinero Walkinshaw, and A Yang. (February 2019). Healthy food availability & food bank network report. Report produced for the City of Seattle and Seattle City Council.
- Anne Vernez Moudon, University Urban Form Lab, Department of Urban Design and Planning, University of Washington with Adam Drewnowski, Glen E Duncan, Philip M Hurvitz, Brian E Saelens, Eric Scharnhorst. (July 2013). Characterizing the food environment: Pitfalls and future directions. *Public Health Nutrition*. 16(7), 1238-1243.
- Junfeng Jiao, Anne Vernez-Moudon, Jeffrey Ulmer, Phillip Hurvitz., Andrew Drewnowski. (2012). How to identify food deserts: Measuring physical and economic access to supermarkets in King County, WA. *American Journal of Public Health*. *102*(10):e32-9.

[62] We also used the City's business license data and staff's local knowledge to identify a small number of additional stores that met our criteria. (We do not include farmers markets due to their limited hours.)

[63] Another important aspect is the relative concentration in neighborhoods of healthy food sources versus unhealthy sources. The PHSKC and UFL research cited earlier exemplify the more nuanced analysis that researchers have moved to when examining healthy food access. Furthermore, PHSKC's recent report to the City on healthy food availability (K Bolt et. al., February 2019) stresses that actions to advance equity also require close consideration of food insecurity and underlying barriers including poverty.

[64] World Health Organization. How air pollution is destroying our health [Webpage].

[65] Sources:

- American Lung Association. Disparities in the impact of air pollution.
- Office of Transportation and Air Quality. (August 2014). Near roadway air pollution and health: frequently asked questions. Environmental Protection Agency. EPA-420-F-14-044.
- Center for Public Health and Environmental Assessment. (December 2019). Integrated Science Assessment (ISA) for particulate matter (Final Report). U.S. Environmental Protection Agency. EPA/600/R-19/188.

[66] Studies suggest that low levels of education and the psychosocial stressors that accompany poverty also lead to greater susceptibility:

- Cushing, L., Faust, J., August, L. M., Cendak, R., Wieland, W., & Alexeeff, G. (2015). Racial/ethnic disparities in cumulative environmental health impacts in California: Evidence from a statewide environmental justice screening tool (CalEnviroScreen 1.1). *American Journal of Public Health*. 105(11), 2341–2348.
- Gee, G. C., & Payne-Sturges, D. C. (2004). Environmental health disparities: a framework integrating psychosocial and environmental concepts. *Environmental Health Perspectives*, 112(17), 1645–1653.

[67] See Puget Sound Clean Air Agency (PSCAA) publications:

- Tania Tam Park, et. al. (2014, September 15). Highly impacted communities: Puget Sound Clean Air Committee recommendations.
- (2011, February). 2010 Study of air toxics in Tacoma and Seattle [Report Executive Summary].
- (2016). Air quality in the Duwamish Valley [Information sheet].

- (2018, June). Near-road air toxics study in the Chinatown-International District [Report].

[68] The American Lung Association's 2019 State of the Air report found that the Seattle-Tacoma-Bellevue Metropolitan Statistical Area had the ninth highest level of short-term (24-hour) particle pollution in the country between 2015 and 2017.

[69] In addition to the PSCAA publications cited previously, other resources include:

- The September 2013 factsheet about the findings of Diesel exhaust exposure in the Duwamish, a study conducted by Puget Sound Sage in partnership with University of Washington's School of Public Health
- Duwamish valley cumulative health impacts analysis (CHIA), an analysis by L. Gould L, BJ Cummings, produced for Just Health Action and Duwamish River Cleanup Coalition/Technical Advisory Group, March 2013. The CHIA ranked the 98108 ZIP code (which includes Beacon Hill and the Duwamish Valley neighborhoods of Georgetown and South Park) as the Seattle ZIP code most impacted by air pollution.

[70] This is consistent with an observation from Erik Saganić of PSCAA noting that monitors in the Duwamish Valley and the Chinatown-International District show some of the highest annual average levels of fine particulate matter measured by air quality monitoring stations in the region. (August 14, 2019 communication.)

[71] Per the Washington State Department of Ecology's website, an air operating permit is required for major sources (such as power plants, oil refineries, and industrial facilities) that emit, or have the potential to emit, more than the following on an annual basis: 100 tons of any air pollutant, more than 10 tons of any hazardous air pollutant, or more than 25 tons of a combination of hazardous air pollutants.

[72] The PSCAA lists the following pollution sources in Seattle as having an approved air operating permit.

- In the Greater Duwamish Valley M/IC
  - Ardagh Glass
  - Ash Grove Cement Company
  - Boeing Commercial Airplane Group North Boeing Field, Plant 2
  - Franz Bakery Northern Division - 6th Avenue
  - Nucor Steel (Formerly Birmingham Steel)
  - Vigor Shipyards (Formerly Todd Shipyards)
- Outside the Greater Duwamish Valley M/IC
  - Enwave Seattle (Formerly Seattle Steam)
  - Franz Bakery Northern Division - Weller Street
  - King County Natural Resources Wastewater Treatment
  - University of Washington Power Plant and Hospital

[73] See the PSCAA's webpage on pollution source registration.

[74] Data obtained via the PSCAA website and from the PSCAA Community Air Tool, Version 2, August 2018, provided by Erik Saganić.

[75] Karner AA, Eisinger DS, Niemeier DA. (2010, Jul 15). Near-roadway air quality: Synthesizing the findings from real-world data. *Environmental Science & Technology*, *44*(14):5334-44.

[76] Gas stations were excluded from the first version of PSCAA's Community Air Tool (CAT) due to a concern that traffic-related air pollution could be double counted if gas stations were included.

The original version of the CAT included total vehicle counts along roads as one of its component measures and omitted gas stations due to concern that including the locations where people put gas in their cars would, in effect, double count air pollution impacts associated with vehicles. AS described in the Community Air Tool (CAT) Version 2 Metadata, version 2 of the CAT replaced total vehicle counts with data to represent the impact from diesel trucks in order to capture the more pronounced risk for health from diesel exhaust.

Introducing gasoline stations back into the CAT could present some potential for double counting air pollution exposure impacts from traffic- and road-related sources , but that concern with double-counting is reduced with the impact from vehicular sources now focused more narrowly on diesel truck traffic. EDMP staff in OPCD plan will work with PSCAA to explore including gas stations the next time OPCD updates our indicator on exposure to air pollution.

[77] Noted in Public Health Seattle & King County webpage on "Indoor air quality and mold prevention guidelines."

[78] The City of Seattle's Office of Sustainability (OSE) documented air pollution and other environmental hazards, along with community stories, in the Environmental Equity Assessment Pilot completed in 2016 as part of OSE's Equity & Environment Initiative. Audio files of the community stories on how environmental hazards and work to improve the environment are part of community members' lives, can be accessed on The Seattle Globalist's #UpliftAll webpage.

[79] More specifically, "unlike the city, King County did not have development regulations that required the construction of sidewalks as part of platting and building nor a program to construct sidewalks." This is per Stephen Fesler. (2015, August 18). Map of the week: Lack of sidewalks in Seattle. *The Urbanist*. (The Arbor Heights neighborhood in West Seattle was also part of unincorporated King County until the mid-1950s and is also mostly without sidewalks.) For details, see the Seattle annexation map, Municipal Archives, City of Seattle Office of the City Clerk.

[80] A large majority of households in Seattle have at least one automobile but 16 percent have no vehicle. Twenty-four percent of households with a householder of color compared to roughly 13 percent of households with a White householder. Thirty-one percent of Black households do not have a vehicle. These estimates are based on analysis of 2011-2015 5-Year ACS Public Use Microdata Samples by PolicyLink and PERE published in the National Equity Atlas.

[81] Workers of color (particularly Black workers), immigrants, and women, are more likely than others to work non-typical hours. Source: María E. Enchautegui. (2013, July). Nonstandard work schedules and the well-being of low-income families: Low-income working families paper 26. Urban Institute.

Information from the ACS on the time people leave home for work show that workers living in Seattle, like workers in the U.S. as a whole, are more likely to work nonstandard hours if they are people of color (per analysis of 2011-2015 ACS 5-Year Special Population Tables).

[82] Only one percent of housing units have access to rail transit but lack access to frequent bus service meeting our definition for extended-duration service.

[83] Link light rail trains operate from 5 a.m. to 1 a.m. Monday through Saturday, and from 6 a.m. to midnight on Sunday and holidays. They are scheduled to run every 6 to 15 minutes depending on the time of day and day of week.

We use the longer walking distance for Link light rail based on generally accepted planning guidance and research indicating that people commonly walk up to a half-mile to get to light rail stations. Light rail is

distinguished by its exclusive right-of-way, which provides for short travel times and enhanced reliability making the half-mile distance an appropriate standard. Puget Sound Regional Council. (2015, February). Transit-supportive densities and land uses: A PSRC guidance paper, p. 13.

[84] The Seattle Streetcar currently has two lines operating: the First Hill Line and the South Lake Union Line.

- The First Hill line operates from 5 a.m. to 1 a.m. Monday through Saturday and from 10 a.m. to 8 p.m. Sunday and holidays. Scheduled frequency is every 10 to 12 minutes from 6 a.m. to 7 p.m. Monday through Friday and 5 a.m. to 11 p.m. Saturday; and 15 to 25 minutes during other operating times.
- The South Lake Union line operates from 6 a.m. to 9 p.m. Monday through Thursday, 6 a.m. to 11 p.m. Friday and Saturday, and 10 a.m. to 7 p.m. Sunday and holidays. Scheduled frequency is every 10 to 15 minutes depending on time of day and day of week.

[85] Some of the bus routes included, such as the three King County Metro RapidRide routes operating in Seattle (routes C, D, and E) run even more frequently during these time periods and additionally include night owl service on weeknights from 12 a.m. to 6:00 am. While planners commonly use a half-mile walkshed for analyzing the fastest and most frequent bus service, we opted to use quarter-mile walkshed for all bus and streetcar routes, considering that conditions (e.g., hilly terrain) or individual's circumstances (e.g., physical disability, medical issues, or walking with young children) may make it uncomfortable or challenging for people to walk further.

[86] Living close to a large number of jobs is especially beneficial for employment outcomes of low-income residents and people of color. The summary of existing evidence presented in the sidebar is from the introduction to the Brookings Institution's 2015 report, The growing distance between people and jobs in metropolitan America, by Elizabeth Kneebone and Natalie Holmes. Kneebone and Holmes find: "Proximity to employment proves particularly important to certain kinds of workers and residents. For instance, the duration of joblessness among black, female, and older workers tends to be more sensitive to job accessibility than it is for other kinds of workers. For poor residents, living closer to jobs increases the likelihood of working and leaving welfare."

[87] Of all RSE priority census tracts, the two in the Pioneer Square/International District neighborhood have access to the largest number of jobs via transit (687,000 jobs). (These census tracts also have the highest number of transit-accessible jobs of all the tracts in the city and the entire four-county region.) In contrast, the RSE priority area with the lowest number of jobs accessible via transit (60,000 jobs) is the Rainier Beach census tract located at the southeast corner of the city.

[88] See the VISION 2050 draft supplemental Environmental Impact Statement (February 2019) on PSRC's Vision 2050 webpage.

[89] The estimate for each tract is itself a weighted average based on modeling at a more detailed geographic analysis.

[90] The information for this indicator does not currently reflect the substantial improvements to service made possible by Seattle Transportation Benefit District that was approved by voters in 2014.

[91] As described in an Urban Institute report, this can put transit-dependent persons at a disadvantage in searching for and commuting to jobs. Rolf Pendall et. al. (2014) Driving to Opportunity: Understanding the Links among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients. Urban Institute.

[92] Brett Barkley, Federal Reserve Bank of Cleveland. The role of equitable transit-oriented development in promoting economic opportunity [Published by Federal Reserve Bank of Philadelphia in *Cascade*, No. 97, Fall 2017). This article describes findings from several studies that looked at relationship between labor

market outcomes and job accessibility, factoring in aspects such as transit service levels, private automobile access, and distance between homes and workplaces.

[93] While it may not be feasible to construct a metric simple enough to be measured on an ongoing basis in our monitoring program, existing studies provide examples of the types of methods and data sources we could explore. Such studies include:

- Kyle DeMaria and Alvaro Sanchez. (2018, December). Accessing economic opportunity: Public transit, job access, and equitable economic development in three medium-sized regions. Federal Reserve Bank of Philadelphia.
- Yingling Fan, Andrew Guthrie, and Kirti Vardhan Das. (2016, May). Spatial and skills mismatch of unemployment and job vacancies: Opportunities for integrated transit planning and workforce development. Center for Transportation Studies, University of Minnesota.

[94] There is a relationship between commuting and wellbeing, and that relationship varies by travel mode. Research generally indicates that commuting by car and bus are the most stress-inducing ways to get to work.

- Ben Clark, Kiron Chatterjee, Adam Martin & Adrian Davis. (2019, March). How commuting affects subjective wellbeing. *Transportation*.
- Christine M. Hoehner, Carolyn E. Barlow, Peg Allen, and Mario Schootman. (2012, June). Commuting distance, cardiorespiratory fitness, and metabolic risk. *American Journal of Preventative Medicine*, *42*(6): 571–578.
- Eric Jafee. (2015, September 21). Drivers have the most stressful commutes. *CityLab*.

In the first referenced article (Clark, 2019), walking and bicycling to work was found to be associated with more satisfaction with leisure time and walking to work with reduced emotional strain.

[95] Using the 1-year ACS estimates to estimate trends in travel times by race and ethnicity due to the lower sample sizes and limited detail in 1-year ACS tables. That said, comparing the 2018 1-year estimates to the 2011-2015 5-year estimates suggests that average travel times to work likely increased for persons of color and transit commuters, but perhaps not as quickly as for other workers living in Seattle.

[96] The Seattle Civil Rights & Labor History Project website includes a special feature on "Segregated Seattle" with maps from 1920 to 2010 and a video describing the history of redlining.

[97] People responding to the ACS are instructed to enter "a one-way commute time" to indicate how many minutes it usually took them to get from home to work during the survey reference week.

[98] The average time workers spend traveling to jobs in Seattle workplaces is 34 minutes, compared to the 26.5 average travel time to work for workers living in Seattle. For commutes by transit, the estimates are 47 minutes compared to 37 minutes. (Data from the 2011-2015 ACS indicates that nearly three-quarters of workers living in Seattle are also employed within Seattle.)

The Census Transportation Planning Package (CTPP) parses ACS data more finely. The most recent CTPP dataset (comprised of 5-year data from the 2012 to 2016 ACS) indicates that people who both work and live in Seattle spend an average of about 24 minutes getting to their jobs while people who work in Seattle but live elsewhere in the metro area spend roughly 43 minutes commuting to their jobs. The same analysis performed for workers commuting via transit finds that those living in Seattle spend about 35 minutes to get to work compared to 58 minutes for those living elsewhere in the metro area.

[99] OSPI provides detailed information about the Washington School Improvement Framework (WSIF) on its website.

[100] Under the WSIF, all schools receive basic foundational supports. OSPI uses the WSIF index to identify schools for three tiers of school improvement support beyond foundational supports. The types of support provided in the various tiers include funding, technical assistance, and other help.

Roughly a quarter of the 57 neighborhood elementary schools included in our analysis are identified for "Tier 1" support due to the presence of 1 or 2 low-performing subgroups, and 9 (15%) are identified for "Tier 2" support due to either the presence of 3 or more low-performing subgroups or the need for English language learner progress.

None of the Seattle elementary schools have an overall WSIF score among the lowest statewide 5 percent of elementary schools scores, which is the primary threshold identifying a school for receipt of comprehensive "Tier 3" support.

The publicly available WSIF data are disaggregated by school, with data for small groups in individual schools suppressed to protect student privacy.

[101] In the WSIF index, the reading/English language arts (ELA) and math proficiency indicators are based on the percentage of students meeting standard on Smarter Balanced Assessment instruments (or, for a small cohort, the WA-AIM assessment for students with significant cognitive disabilities). (ELA and math proficiency statistics reported elsewhere may be calculated differently and may reflect scores on the Smarter Balanced Assessment only.)

The structure of the publicly available WSIF data prevents us from using the WSIF dataset to aggregate statistics on test scores by race and ethnicity. However, OSPI and SPS publish summary statistics on ELA and math test score by race and ethnicity.

[102] Third grade reading proficiency is a measures of success under the category of "High-Quality Instruction and Learning Experiences" in the 2019-2014 Seattle Public Schools Strategic Plan. Statistics on third grade math assessment show similar disparities as those found on third grade ELA assessment.

[103] OSPI developed the WSIF to help it implement the federal Every Student Succeeds Act (ESSA), which replaced the No Child Left Behind Act in 2015.

[104] To protect student privacy, this dataset includes some suppression of small student groups in individual schools or details on criteria for data suppression in the WSIF, see this information from OSPI on missing data.

[105] Another elementary, Cascadia, enrolls only HCC students and is not included in our analysis.

[106] Statistics reported for 2018-2019 school year show Black students making up 2 percent of students identified as Highly Capable in the district even though they make up 15 percent of overall district enrollment. See the "Advanced Learning: Work Session," presentation by SPS Division of Student Support Services, which was delivered at the Special Meeting of the Seattle Public Schools Board, September 25 2019.

Thurgood Marshall Elementary School's PTA website also describes large racial disparities between HCC and other students at that school, saying, "The demographics at Thurgood Marshall widely differ between the students in the HCC program (which draws students from a wide geographic area) and in the Scholars (General Education) program (which draws from nearby neighborhoods)." "Frequently Asked Questions about Thurgood Marshall Elementary," July 1 2018, Thurgood Marshall Elementary PTA. Equity Action Teams in the Thurgood Marshall school community are working to ensure that educational opportunities are offered in an equitable way.

[107] Readers can check the SPS Advanced Learning webpage for the most recent information on SPS' review of the district's HCC program.

[108] Sources (both based on public school data from the National Center for Educational Statistics):

- Janie Boschma and Ronald Brownstein. (2016, February 29). The Concentration of Poverty in American Schools. *The Atlantic*.
- "School Poverty" indicator estimates for primary schools in Seattle (based on the 2015-2016 school year), PolicyLink/PERE National Equity Atlas.

[109] "Disconnected Youth" indicator estimates for Seattle city are here while estimates for the Seattle-Tacoma-Bellevue Metropolitan Area are here. PolicyLink/PERE National Equity Atlas.

[110] This study defined good jobs as ones paying a minimum of $35,000 for workers between the ages of 25 and 44 and at least $45,000 for workers between the ages of 45 and 64. Source: Center on Education and the Workforce (2018). Pathways to good jobs: High school, middle skills, and bachelor's degree. Georgetown University.

[111] This is based on our analysis of 2018 ACS 1-year estimates comparing the 50 cities with the largest populations in the U.S.

Gene Balk of the *Seattle Times* covered Seattle's high level of educational attainment in more detail in "Seattle is most-educated big U.S. city — and 8 in 10 newcomers have a college degree," February 25, 2019. Balk also looked at the 50 cities with the largest populations. See also David Peterson's article "Level of Education and the Poverty Line: An Analysis of the Largest US Cities, in *Medium*, February 4 , 2019.

[112] Seattle's top ranking in bachelor's degree attainment among people of color that enables Seattle to leapfrog other well-educated large cities in overall attainment of 4-year degrees. (Seattle ranks 6th among the 50 largest U.S. cities on the prevalence of bachelor's degree attainment among White non-Hispanics.)

[113] The gap between Whites and Asians is substantial but not as large as it is between Whites and other groups of color including Blacks, and persons who are of Hispanic or Latino ethnicity. In 2018, the shares of persons 25 and older with a bachelor's degree or above were estimated at 64.7 percent among Asians, 44.0 percent among persons of Hispanic or Latino ethnicity, and 32.3 percent among Blacks.

[114] The estimates for these detailed immigrant sub-groups are for the broader Seattle-Tacoma-Bellevue Metro Area and are from the 2011-2013 ACS 3-year "Selected Population Profile." Compared with all immigrants living in our metro area, immigrants from Eastern Africa and Vietnam were about half as likely to have a bachelor's degree and immigrants from Central America and Mexico were about one-quarter as likely to have a bachelor's degree.

[115] Newcomers are generally more likely to have college degrees than people who grew up in an area. In Seattle, newcomers are especially well-educated. ACS estimates indicate that roughly 77 percent of recent movers who arrived in Seattle from another state have at least a four-year degree; this compares to 65 percent of recent interstate movers to other principal cities in U.S. metropolitan areas. (These statistics are from our analysis of the Public Use Microdata Sample from the 2014-2018 5-Year ACS on IPUMS-USA. The ACS questionnaire asks respondents where they lived 12 months ago.)

[116] Rates of college degree completion among high school graduates are higher for SPS than for urban school districts generally: 46 percent compared to 36 percent respectively among students who graduated from high school in 2011. Furthermore, the SPS Research & Evaluation Department notes an upward trend in the share of SPS high school graduates in historically disadvantaged racial and ethnic groups who are earning a college degree—from 23 percent for high school graduates in the class of 2009 to 27 percent for the class of 2011. Sources:

- Seattle Public Schools Research & Evaluation Department. (2018, March 2018). College-going trends.

- Office of the Superintendent of Public Schools. Graduation by student demographics annual trend data for the 2014-15 to 2018-19 school years. Washington State Report Card [Data dashboard].
- National Student Clearinghouse Research Center. (2018). High school benchmarks 2018: National college progression rates.

[117] Priyanka Boghani. (2017, November 22). How poverty can follow children into adulthood, *PBS Frontline*.

[118] Selected Population Tables from the 2011-2015 ACS.

[119] These observations are based on various analyses of 2011-2015 ACS 5-year data including the Special Population Tables and Policy Link/PERE's compilation of estimates in the National Equity Atlas.

[120] The wide variations in incomes seen among Asians in Seattle are part of a pattern among Asians in the U.S. A 2018 report by the Pew Research Center report by Rakesh Kochhar and Anthony Cilluffo, Income inequality in the U.S. is rising most rapidly among Asians, found that by 2016, income inequality among Asians had risen above levels for all other major racial and ethnic groups. Much of this trend has been driven by socioeconomic differences between Asian immigrants who came to the U.S. as refugees and those who arrived as H-1B visa holders.

[121] The Census Bureau's detailed table of official poverty thresholds based on family size and composition is available online.

[122] More technically, the close correspondence between the prevalence of near poverty incomes and the location of RSE priority areas due in part to the inclusion of near-poverty incomes in the RSE Index. The correspondence is also a reflection of the tight correlation between lack of sufficient income and other types of disadvantage in the RSE Index.

[123] For details on the data available, see Lisa J. Dettling, Joanne W. Hsu, Lindsay Jacobs, Kevin B. Moore, and Jeffrey P. Thompson with assistance from Elizabeth Llanes. (2017, September 27). Recent trends in wealth-holding by race and ethnicity: Evidence from the Survey of Consumer Finances. Federal Reserve. (Estimates from the 2019 survey are anticipated to be available in late 2020.)

For additional analysis, see Angela Hanks, Danyelle Solomon, and Christian E. Weller. (2018, February 21). Systematic inequality: How America's structural racism helped create the black-white wealth gap. Center for American Progress.

[124] Source: Bureau of Labor Statistics. (2019, April). BLS reports: A profile of the working poor, 2017. This BLS analysis is based on estimates from the Annual Social and Economic Supplement to the Current Population Survey (CPS) conducted by the U.S. Census Bureau. BLS profiles focus on persons who spent at least 27 weeks in the labor force (i.e., working or looking for work) but who had below-poverty incomes. The CPS does not provide local statistics.

[125] The 2017 1-year ACS estimates for Seattle show a poverty rate (based on 100% of poverty thresholds) of 18.9 percent for part-time workers. The poverty rate in Seattle for part-time workers is, in fact, much closer to the poverty rate for residents who were not employed (24.4%) than to the poverty rate for residents who worked full-time (1.0%). These estimates cover workers age 16 and over.

Estimates are not available for Seattle on the prevalence of people working part-time despite desiring full-time work. However, data from the CPS indicates that 29 percent of people working part-time in the U.S. in 2017 wanted to work full time. This percentage is likely much higher for persons in marginalized population groups. Lauren Bauer. (2019, January 3). Who was poor in the United States in 2017? [Blog post]. The Hamilton Project.

[126] Sources:

- William D. Bradford. (2014, May 28). The "myth" that black entrepreneurship can reduce the gap in wealth between black and white families. *28*(3), 254-269. *Economic Development Quarterly*.
- Robert W. Fairlie. (2004). Does business ownership provide a source of upward mobility for blacks and Hispanics?. *Public Policy and the Economics of Entrepreneurship*., p. 153-179.

[127] In this report, we refer to firms "owned by people of color" interchangeably with firms that are "minority owned."

[128] Asians own a disproportionately large share of the employer firms in the U.S. Source: Michael McManus. (2016, September 14). Issue Brief 12, Minority business ownership: Data from the 2012 Survey of Business Owners. U.S. Small Business Administration Office of Advocacy.

Gene Balk reported on results from another survey called the "Annual Survey of Entrepreneurs" (ASE) in "Minority-owned businesses plentiful in Seattle, but diversity is elusive," *Seattle Times*, September 6, 2016. The ASE provides estimates down to the metro area level, but not the city level. The 2014 ASE showed that within the Seattle-Tacoma-Bellevue Metropolitan Statistical Area as a whole, both Whites and Asians are over-represented in ownership of employer firms, compared to these populations' shares of the adult population.

[129] SBO estimates for Seattle showed that (among non-publicly held firms classifiable by race and ethnicity) firms with employees generated 21 times the revenue that non-employer firms generated even though the number of employer firms was only 30 percent that of non-employer firms. (Profitability information comes from the2017 Small Business Credit Survey. Source: Small Business Credit Survey Report on Non-employer Firms. Federal Reserve Banks of New York, Cleveland, and Richmond.)

[130] Research suggests that Blacks and Hispanics/Latinos tend to hire residents within their communities at rates higher than other business owners do. Sources: Association for Enterprise Opportunity (2017). The Tapestry of Black Business Ownership in America: Untapped Opportunities for Success.

Gene Balk's September 6, 2016 article, "Minority-owned businesses plentiful in Seattle, but diversity is elusive" in the *Seattle Times*, provides local perspective on business ownership among people of color.

[131] Information about the Annual Business Survey is available on the Census Bureau's website at https://www.census.gov/programs-surveys/abs/about.html.