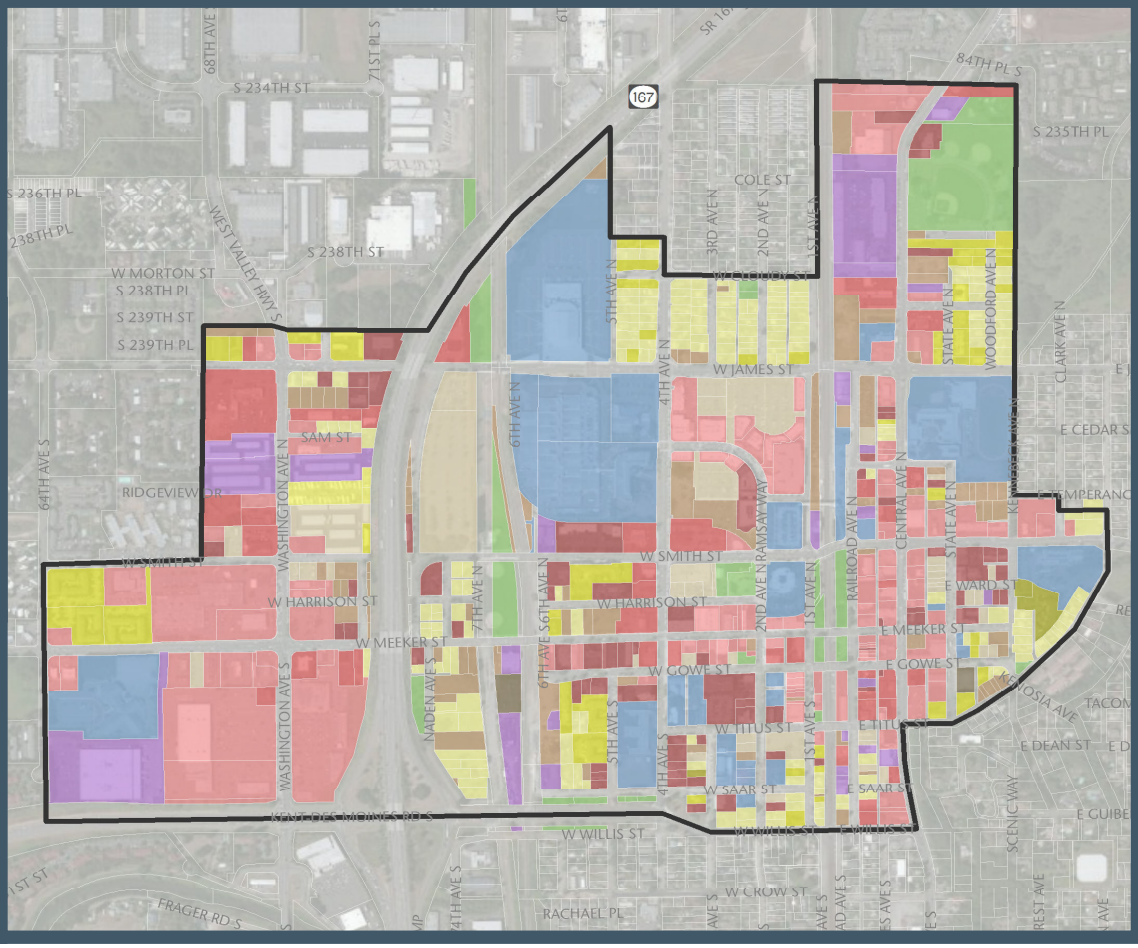
FINAL

City of Kent Downtown Subarea Action Plan
Planned Action Supplemental Environmental Impact Statement

October 2013



venture downtown
INVESTING IN THE FUTURE

KENT
WASHINGTON

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October 4, 2013

RE: **Kent Downtown Subarea Action Plan Planned Action Final Supplemental Environmental Impact Statement**

Dear Reader:

The City of Kent is working with businesses, residents, and other community stakeholders to update the Downtown Subarea Action Plan (DSAP) originally developed in 1998 and updated in 2005. The updated DSAP is anticipated to:

- Contain new policies addressing land use, urban design, housing, transportation, parks, environmental sustainability, public safety, utilities, and economic development
- Establish modified Downtown land use plan map designations and zoning districts in some locations to promote housing as well as a mix of other uses,
- Amend and clarify design guidelines, and extend those guidelines to more portions of the Study Area,
- Identify Downtown-specific levels of service for non-motorized and transit modes of travel and parks, and
- Promote multi-modal connections and urban outdoor spaces to promote healthy living.

The DSAP Study Area includes about 550 acres encompassing the Kent Urban Center (UC) as well as the area west of State Route (SR) 167 to 64th Avenue South (generally the Meeker/Washington Activity Center) and along Central Avenue to approximately S. 234th Street. The City is considering adopting a Planned Action Ordinance (PAO) for about 142 acres of the Study Area. The PAO Area would apply to land extending about 260 feet north of Cloudy Street, Railroad Avenue North to the east, West Willis Street to the south, and SR 167 to the west. The balance of the Study Area would be designated a Mixed Use/Infill Exemption Area. The PAO and Mixed Use/Infill Exemption would facilitate the permit process for proposals that are consistent with those studied in this SEIS and which would implement the associated mitigation measures.

The City has evaluated three land use alternatives in the Supplemental Environmental Impact Statement (SEIS), including:

- A **No Action Alternative** retaining current plans and assumed growth levels (required by SEPA),
- **Alternative 2** assuming adoption of the DSAP Update and associated policies and actions, as well as amended Comprehensive Plan land use map and zoning designations; this alternative results in a more balanced jobs/housing mix and moderate growth levels. This alternative would adopt a new PAO and Mixed Use/Residential Infill Exemption to facilitate economic and housing opportunities and streamline permitting in the DSAP Study Area.
- **Alternative 3** adopting some elements of the DSAP Update and Comprehensive Plan and zoning amendments, while retaining the growth mix previously studied in the DSAP Study Area; this alternative generates increased growth with more emphasis on jobs than housing based on land capacity. This alternative would also adopt a new PAO and Mixed Use/Residential Infill Exemption, similar to Alternative 2.

Following a 30-day comment period regarding the Draft SEIS between June 21 and July 22, 2013, the City has prepared this Final SEIS to respond to comments on the Draft SEIS and to provide clarifications and corrections.

A preferred alternative has not been selected at this time. A description of City and Land Use & Planning Board recommendations is provided in the Final SEIS. The final plan that will ultimately be adopted may not be exactly one of the SEIS alternatives as defined in this document, but will necessarily fall within the range of the alternatives analyzed in the SEIS.

This SEIS supplements the City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS completed in 2011. This SEIS analyzes, at a programmatic level, the potential impacts on the following elements of the environment identified through the scoping process: Land Use Patterns (e.g. zoning), Land Use Plans and Policies, Transportation, and Parks and Recreation.

Adoption of the Proposal would allow increased structure heights; it would support development and redevelopment of the area to a more intensive mixed-use character consistent with the vision of the downtown in the Comprehensive Plan. The key environmental issues facing decision-makers are potential land use conflicts, increased traffic congestion, and increased demand for parks.

You may review the City's website for more information at http://www.VentureDowntownKent.com. If you desire clarification or have questions, please contact Gloria Gould-Wessen at 253-856-5454.

Sincerely,

Charlene Anderson, AICP, Planning Manager
SEPA Responsible Official

GGW\S:\Permit\Plan\COMP_PLAN_AMENDMENTS\2012\CPA-2012-1 Downtown\Final_Print_Check\Kent_Coverletter.Doc

FACT SHEET

Project Title

Downtown Subarea Action Plan (DSAP) Update

Proposed Action and Alternatives

The City of Kent is working with businesses, residents, and other community stakeholders to update the Downtown Subarea Action Plan (DSAP) originally developed in 1998 and updated in 2005. The updated DSAP is anticipated to:

- Contain new policies addressing land use, urban design, housing, transportation, parks, environmental sustainability, public safety, utilities, and economic development
- Establish modified Downtown land use plan map designations and zoning districts in some locations to promote housing as well as a mix of other uses,
- Amend and clarify design guidelines, and extend those guidelines to more portions of the Study Area,
- Identify Downtown-specific levels of service for non-motorized and transit modes of travel and parks, and
- Promote multi-modal connections and urban outdoor spaces to promote healthy living.

The DSAP Study Area includes about 550 acres encompassing the Kent Urban Center (UC) as well as the area west of State Route (SR) 167 to 64th Avenue South (generally the Meeker/Washington Activity Center) and along Central Avenue to approximately S. 234th Street. The City is considering adopting a Planned Action Ordinance (PAO) for about 142 acres of the Study Area. The PAO Area would apply to land extending about 260 feet north of Cloudy Street, Railroad Avenue North to the east, West Willis Street to the south, and SR 167 to the west. The balance of the Study Area was designated a Mixed Use/Infill Exemption Area. The PAO and Mixed Use/Infill Exemption would facilitate the permit process for proposals that are consistent with those studied in this SEIS and which would implement the associated mitigation measures.

The City has evaluated three land use alternatives in the Supplemental Environmental Impact Statement (SEIS), including the No Action Alternative and two action alternatives:

Alternative 1 – No Action Alternative: The No Action Alternative implements the City's current Comprehensive Plan, 2005 DSAP, and current zoning at growth levels consistent with assumptions in the Kent Transportation Master Plan (June 2008). This alternative is required under SEPA.

Alternative 2 – DSAP Update – Moderate Growth: Alternative 2 would adopt the DSAP Update with new actions to promote economic vitality, urban livability, pedestrian priority, enjoyable outdoor space, neighborhood compatibility, environmental sustainability, a memorable downtown experience, and commitment to implementation as noted in the proposal objectives. Alternative 2 would amend the Comprehensive Plan land use map and zoning designations. It would emphasize a more balanced jobs/housing mix. There would be increases in building height in association with modified zoning, but also an extension of design guidelines in more portions of the DSAP Study Area to assure quality development. Alternative 2 would adopt the new PAO and Mixed Use/Residential Infill Exemption to facilitate economic and housing opportunities and streamline permitting in the DSAP Study Area. Cumulatively there is less growth in the Kent Planning Area than Alternative 3 and greater than Alternative 1. Alternative 2 also reflects reducing growth in the Midway Area compared to prior studies.

Alternative 3 – DSAP Update – High Growth: Alternative 3 has been modified since the 2011 EIS to assume some elements of the DSAP Update, while retaining the growth mix previously studied in the DSAP Study Area and reducing growth in the Midway Area compared to prior studies. Alternative 3 would include adoption of the DSAP

Update actions, PAO, Mixed Use/Infill Exemption, and a few of the Comprehensive Plan and zoning changes. Alternative 3 shows increased growth with more emphasis on jobs than housing based on land capacity.

A preferred alternative has not been selected at this time. A description of City and Land Use & Planning Board recommendations is provided in the Final SEIS. The final plan that will ultimately be adopted may not be exactly one of the SEIS alternatives as defined in this document, but will necessarily fall within the range of the alternatives analyzed in the SEIS.

Proponent

City of Kent

Tentative Date of Implementation

Fall 2013

Environmental Document Supplemented

This SEIS supplements the City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS completed in 2011.

Lead Agency

City of Kent

Responsible Official

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Required Approvals

As legislative items, the Land Use & Planning Board has authority to make recommendations on comprehensive plan, subarea plan, and development regulation amendments. The City Council has the authority to approve such amendments.

In addition, the Washington State Department of Commerce reviews proposed comprehensive plan and development regulation amendments during a 60-day review period prior to adoption. The Puget Sound Regional Council reviews comprehensive plans and in particular center plans and transportation element amendments for consistency with regional plans.

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Draft SEIS Comment Period

A 30-day written comment period was established from June 21, 2013 to 5:00 pm on July 22, 2013 for the Draft SEIS during which time written public comments were accepted.

Final SEIS Issuance

October 4, 2013

Date of Final Action

The DSAP Update including associated land use and zoning amendments are anticipated to be adopted in fall 2013. Implementing development regulations may be phased over 2013.

Prior Environmental Review

The City is supplementing the following EIS:

- City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS Draft October 22, 2010, and Final September 1, 2011. The EIS analyzed the Downtown and the Meeker/Washington activity centers both of which make up the DSAP Study Area.

Other relevant environmental information considered in this SEIS preparation includes:

- City of Kent Downtown Strategic Action Plan Integrated With The Final Supplemental Environmental Impact Statement, April 19, 2005. This document is being refreshed with the pending DSAP SEIS and Planned Action Ordinance.
- City of Kent, Kent Station Planned Action SEIS Draft, April 2002 and Final July 2002.
- City of Kent, Kent Events Center, Draft SEIS February 2007 and Final SEIS, May 2007.

Location of Background Data

See Responsible Official.

Final SEIS Purchase Price

Copies of the Final SEIS can be obtained from the City of Kent Economic & Community Development Department (see “Contact Person”) for the cost of production and postage. At the time of writing, the cost of a mailed compact disk is $8.00, and the cost of a mailed printed copy is approximately $57. The document is also posted on the City’s website at http://www.VentureDowntownKent.com and available as a reference at the Kent Public Library located at 212 2nd Avenue N, Kent, Washington 98032.

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1.0 SUMMARY

The City of Kent proposes to update its Downtown Subarea Action Plan (DSAP). The Draft Supplemental Environmental Impact Statement (Draft SEIS) issued on June 21, 2013, presented a description of three alternatives and an evaluation of several environmental elements. This Final Supplemental Environmental Impact Statement (Final SEIS) completes the environmental review process by providing responses to comments received regarding the Draft SEIS along with clarifications and corrections. References to the Final SEIS are to this document whereas references to the Supplemental Environmental Impact Statement (SEIS) include both the Draft SEIS and the Final EIS.

This Final SEIS includes the following chapters and appendices.

- This Chapter 1.0 summarizes significant impacts, mitigation measures, and significant unavoidable adverse impacts evaluated in this SEIS for the DSAP Update. Text that has been inserted or deleted since the Draft SEIS is shown in strikeout or underline format.
- Chapter 2.0 provides clarifications and corrections to the Draft SEIS.
- Chapter 3.0 provides responses to comments received during the 30-day comment period for the Draft SEIS over June and July 2013.
- Chapter 4.0 provides references cited in this document.
- Chapter 5.0 provides a distribution list of agencies and individuals sent a notice of availability of this document.
- Appendix A presents clarifications and information in response to comments on the Transportation Analysis.
- Appendix B provides Draft SEPA Planned Action and Mixed Use/Infill Exemption Ordinances.
- Appendix C provides amendments to the Kent City Code regarding the GC-MU and design standards.
- Appendix D provides the Revised Draft DSAP.

With the exception of Chapter 1.0 Summary, this Final SEIS does not repeat the entire contents of the Draft SEIS, and both documents should be considered together.

1.1 Purpose of Proposed Action

The City of Kent (City) adopted the Downtown *Strategic* Action Plan (DSAP) in 1998 and updated it in 2005. The City has since completed many of the recommended strategic actions in the DSAP, such as the development of Kent Station, civic improvements, and others. Wishing to set the course for the continued vitality and evolution of Downtown Kent, the City is working with businesses, residents, and other community stakeholders to refresh the DSAP – now to be called the Downtown *Subarea* Action Plan (also abbreviated DSAP).

The updated DSAP is anticipated to:

- Contain new policies addressing land use, urban design, housing, transportation, parks, environmental sustainability, public safety, utilities, and economic development,
- Establish modified Downtown land use plan map designations and zoning districts in some locations to promote housing as well as a mix of other uses,
- Amend and clarify design guidelines, and extend those guidelines to more portions of the Study Area,
- Identify Downtown-specific levels of service for non-motorized and transit modes of travel and parks, and
- Promote multi-modal connections and urban outdoor spaces to promote healthy living.

As part of the DSAP implementation, the City is considering two tools consistent with State Environmental Policy Act (SEPA) rules that proactively identify impacts and mitigation measures to facilitate growth consistent with the DSAP: the Planned Action Ordinance (PAO) and the Mixed Use/Residential Infill Exemption. (Described in Section 1.2 below.)

The City has evaluated three land use alternatives in the ~~Draft~~ Supplemental Environmental Impact Statement (~~Draft~~ SEIS), including the No Action Alternative and two action alternatives:

Alternative 1 – No Action Alternative: The No Action Alternative implements the City's current Comprehensive Plan, 2005 DSAP, and current zoning at growth levels consistent with assumptions in the Kent Transportation Master Plan (June 2008). This alternative is required under SEPA.

Alternative 2 – DSAP Update – Moderate Growth: Alternative 2 would adopt the DSAP Update with new actions to promote economic vitality, urban livability, pedestrian priority, enjoyable outdoor space, neighborhood compatibility, environmental sustainability, a memorable downtown experience, and commitment to implementation as noted in the proposal objectives (see Section 1.4). Alternative 2 would amend the Comprehensive Plan land use plan map and zoning designations. It would emphasize a more balanced jobs/housing mix. There would be increases in building height in association with modified zoning, but also an extension of design guidelines in more portions of the DSAP Study Area to assure quality development. Alternative 2 would adopt the new PAO and Mixed Use/Residential Infill Exemption to facilitate economic and housing opportunities and streamline permitting in the DSAP Study Area. Cumulatively there is less growth in the Kent Planning Area than Alternative 3 and greater than Alternative 1. Alternative 2 also reflects reducing growth in the Midway Area compared to prior studies.

Alternative 3 – DSAP Update – High Growth: Alternative 3 has been modified since the 2011 EIS to assume some elements of the DSAP Update, while retaining the growth mix previously studied in the DSAP Study Area and reducing growth in the Midway Area compared to prior studies. Alternative 3 would include adoption of the DSAP Update actions, PAO, Mixed Use/Infill Exemption, and a few of the Comprehensive Plan and zoning changes. Alternative 3 shows increased growth with more emphasis on jobs than housing based on land capacity.

This Chapter summarizes elements of the Proposal and Alternatives and potential impacts and mitigation measures. For more complete information, readers are encouraged to review Draft SEIS Chapters 2 and 3.

1.2 State Environmental Policy Act Process

Planned Action

A planned action ordinance provides more detailed environmental analysis during formulation of planning proposals rather than at the project permit review stage. Future development proposals consistent with the planned action ordinance do not have to undergo an environmental threshold determination, and are not subject to SEPA appeals when consistent with the planned action ordinance including specified mitigation measures. The central portion of the DSAP Study Area is proposed as a Planned Action Ordinance (PAO) Area. See Draft SEIS Chapter 2 for more information.

Infill Mixed Use Exemption

Cities planning under the Growth Management Act (GMA) may use an EIS prepared for their comprehensive or subarea plans to exempt residential, mixed-use, and some commercial projects from additional SEPA review where the existing density and intensity of use is presently lower than called for in the comprehensive plan. The Mixed Use/Infill Exemption would apply to all DSAP areas, outside the PAO Area, where mixed use and residential uses are planned. See Draft SEIS Chapter 2 for more information.

Prior Environmental Review

With the DSAP SEIS, the City is supplementing the following EIS:

- City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS Draft October 22, 2010, and Final September 1, 2011. The EIS analyzed the Downtown and the Meeker/Washington activity centers both of which make up the DSAP Study Area.

Other relevant environmental information considered in this ~~Draft~~ SEIS preparation includes:

- City of Kent Downtown Strategic Action Plan Integrated With The Final Supplemental Environmental Impact Statement, April 19, 2005. This document is being refreshed with the pending DSAP SEIS and Planned Action Ordinance.
- City of Kent, Kent Station Planned Action SEIS Draft, April 2002 and Final July 2002.
- City of Kent, Kent Events Center, Draft SEIS February 2007 and Final SEIS, May 2007.

Draft SEIS Appendix A provides a SEPA checklist documenting information from the prior SEPA review, including carrying forward relevant mitigation measures from the 2011 EIS in particular.

1.3 Public Involvement

The City has fostered a business, resident, and stakeholder review process through a variety of means, including the following:

- **Venture Downtown Kent Website:** The City established the www.venturedowntownkent.com website as a place for the public to find information about the DSAP Update and to participate in the formation of the plan and EIS through a survey, scoping, and other activities.
- **Steering Committee:** The City established a DSAP Steering Committee made up of local business owners, community groups, city leadership, and interested residents. The Steering Committee met six times to develop potential actions to include in the DSAP Update.
- **Venture Downtown Survey:** Through the project website, the City posted a survey asking questions about the future of the Study Area. Over 390 people participated.
- **Venture Downtown Action Survey:** Also through the project website, the City provided a questionnaire asking interested members of the public to prioritize actions on a scale of 1 to 10. The actions covered design and beautification, parks and open space, transportation and connectivity, zoning and land use policy, safety, economic development, “bold ideas” related to transportation/urban design/parks, and “parking lot of ideas” which included various ideas related to economic development and civic topics. Over 200 people participated.
- **Public Meetings:** The City held an open house on November 1, 2012 to illustrate key land use, transportation, gateway, and other concepts. Additional public meetings are planned. Please see the project website, listed above, for additional public meeting opportunities.
- **SEIS Scoping:** The City voluntarily conducted a 21-day scoping period for the SEIS as described in Draft SEIS Chapter 2.
- **Draft SEIS Comment Period:** The Draft SEIS ~~is~~ was open to a 30-day comment period during which public and agency comments are solicited. Please see the Draft SEIS Fact Sheet for more information on ~~how to~~the comment period. Chapter 3.0 of this Final SEIS responds to public comment made on the Draft SEIS. Final SEIS Chapter 2.0 provides clarifications and corrections as appropriate.

1.4 Proposed Action, Alternatives, and Objectives

Proposal Objectives

SEPA requires a statement of objectives that addresses the purpose and need for the proposal. The City's objectives for the DSAP Update consist of the following planning principles that serve as SEPA objectives in this DSAP SEIS:

1. Memorable Downtown Experience

The plan will help to make downtown Kent an extraordinary place whether one lives in downtown or comes to shop or visit. It is attractive and safe, with year-round activities that contribute to its interest. It is the heart of Kent.

2. Economic Vitality

The plan's proposed actions will contribute to the economic vitality of the downtown. Downtown should provide a mix of service and retail businesses that are important to the local community, including those who reside in downtown. The success of business in downtown is key to the area's future growth.

3. Urban Livability

The plan will recognize that downtown is a desirable place to live. A variety of housing choices are available, including stylish apartments and condominiums. With well-designed open spaces, convenient services, and entertainment opportunities close-by, downtown truly becomes its own neighborhood.

4. Pedestrian Priority

The plan will strive to create a downtown where the built environment suggests a "pedestrian first" message. It will be easy, comfortable, and safe for those who walk or ride a bike, and there will be strong connections to surrounding neighborhoods.

5. Enjoyable Outdoor Space

The plan will encourage a system of public as well as private outdoor spaces that enhance the downtown experience for people. Larger open spaces and small pocket parks combined with urban plazas, passageways, sidewalk cafes, and other outdoor opportunities add another dimension to urban living.

6. Neighborhood Compatibility

The plan seeks to connect surrounding neighborhoods with the activities and opportunities of downtown. The transition in urban development from downtown to its surrounding neighborhoods should be gentle and gracious.

7. Environmental Sustainability

The plan should seek to minimize adverse environmental impacts. Best practices for sustainable building and land management should be part of the plan.

8. Commitment to Implementation

The downtown planning effort should include an implementation strategy that leads to the fulfillment of the vision.

Proposed Action and Alternatives

To facilitate the decision-making process, this ~~Draft~~ SEIS examines three alternatives – a No Action Alternative and two Action Alternatives described as follows:

Alternative 1 – No Action Alternative: The No Action Alternative implements the City's current Comprehensive Plan, 2005 DSAP, and current zoning at growth levels consistent with assumptions in the Kent Transportation Master Plan (June 2008). This alternative is required under SEPA.

This alternative forecasts relatively less growth than the action alternatives in all geographic areas – the DSAP Study Area and the Kent Planning Area (city limits and Potential Annexation Area collectively). Within all geographic areas under review, the No Action Alternative forecasts assume a greater share of employment growth than housing growth.

There would be no update of the DSAP Planned Action last reviewed in 2005, no PAO, and no Mixed Use/Infill Exemption. No Comprehensive Plan or zoning changes would be made.

Alternative 2 – DSAP Update – Moderate Growth: Alternative 2 would adopt the DSAP Update with new actions to promote economic vitality, urban livability, pedestrian priority, enjoyable outdoor space, neighborhood compatibility, environmental sustainability, a memorable downtown experience, and commitment to implementation as noted in the proposal objectives. Draft SEIS Appendix B contains draft DSAP goals, policies, and strategic actions.

At the time of the DSAP adoption, Alternative 2 would amend the Comprehensive Plan. Alternative 2 would extend Urban Center (UC) boundaries to add all of the North District north of James Street and all of the West District. A consistency change would include amending the northern portion of the Central District where Mixed-Use (MU) would change to Industrial (I) based on the Limited Industrial District (M2) zoning district boundaries.

At the time of the DSAP adoption, implementing zoning would also change with the addition of General Commercial Mixed-Use (GC-MU) in the majority of the West District, portions of the Central Avenue District between Titus and James Street, and portions of the North District north of James Street and west of 5th Street. As a housekeeping measure, SU would be applied to the ShoWare site, consistent with adopted ordinances. Additionally, in the North District, DCE would replace the MRT-16 zone north of James Street between 4th/5th south of Cloudy. Implementing zoning would also change a portion of the South District with the addition of Downtown Commercial Enterprise (DCE) along Meeker Street between 4th Avenue South and the BNSF rail line in place of Downtown Commercial (DC). DCE would also apply as a housekeeping measure in place of M2 zoning as at the northeast interchange at SR 167 and West Willis Street. Overall, the DSAP Update would include modified land use and zoning patterns with more mixed use and housing options in the Downtown Districts, particularly the North, East, South, West, and Central Avenue Districts.

There would be moderate increases in building height in association with modified zoning, but also an extension of design guidelines in more portions of the DSAP Study Area (such as the West District) to assure quality development (Action UD-1.1 would "apply appropriate Downtown Design Guidelines and updated development standards to the entire Downtown consistent with the vision.") The Downtown Commercial Enterprise-Transition Overlay (DCE-T) would continue to apply where the DCE higher intensity mixed use development would abut nearby single-family residential zones (in the East District). There would be a housekeeping correction amending the Kent City Code (KCC) 15.09.046A to cross reference KCC 15.09.045.E rather than KCC 15.09.045.D; this would apply multifamily residential design guidelines to the downtown area. This alternative would also amend transitional standards along the street frontage from 20 to 7 feet in the MRT-16 zone to recognize the smaller lots, yet retain some protections for bulk and shade reduction.

Alternative 2 includes revised growth assumptions considering growth trends, regional forecasts, and policy choices. It would have total growth levels between Alternatives 1 and 3. In the DSAP Study Area there would be

greater growth in households and less growth in jobs compared to Alternatives 1 and 3. Within the PAO Area and the Kent Planning Area as a whole, the households and jobs would be more balanced than for Alternatives 1 and 3. Similar to Alternative 3, Alternative 2 shows reduced growth in the Midway Area compared to prior studies.

Alternative 2 would adopt the new PAO and Mixed Use/Residential Infill Exemption to facilitate economic and housing opportunities and streamline permitting in the DSAP Study Area.

Alternative 3 – DSAP Update – High Growth: Alternative 3 has been modified since the 2011 EIS to assume some elements of the DSAP Update, while retaining the growth mix previously studied in the DSAP Study Area and reducing growth in the Midway Area compared to prior studies.

Alternative 3 would include adoption of the DSAP Update actions, PAO, Mixed Use/Infill Exemption, and a few of the Comprehensive Plan and zoning changes. At the time of the DSAP adoption, the Comprehensive Plan land use map would change for housekeeping consistency purposes in three respects. First, similar to Alternative 2, the MU designation would be replaced with an Industrial land use plan map designation along Central Avenue north of James Street where underlying M2 zoning is present. Second, an area of MU at James east of Washington Avenue would change to MDMF recognizing an existing condominium. Third, also at James east of Washington Avenue, an area of Industrial would be replaced with MDMF recognizing an existing apartment building. At the time of the DSAP Update, the zoning would also be changed. First, GC-MU would be extended west of SR 167. Second, as a housekeeping measure SU would be applied to the ShoWare site, consistent with adopted ordinances. Alternative 3 would differ from Alternative 2 by not expanding the UC land use plan map designation to the West District and north of James Street in the North District. Additionally there would be no change in zoning in the North District north of James, the zoning in the Central Avenue District, and the zoning in the South District.

Similar to Alternative 2, design guidelines would be extended to more portions of the study area (e.g. West District). The Downtown Commercial Enterprise – Transition (DCE-T) Overlay would continue to apply where the DCE higher intensity mixed use development would abut nearby single-family residential zones (in the East District). As with Alternative 2, there would be a housekeeping correction amending the Kent City Code (KCC) 15.09.046A to cross reference KCC 15.09.045.E rather than KCC 15.09.045.D; this would apply multifamily residential design guidelines to the downtown area.

Alternative 3 shows increased growth in all areas – DSAP Study Area, PAO Area, and Kent Planning Area – with more emphasis on jobs than housing based on land capacity, as studied in the 2011 EIS. Also, while still being the alternative with the greatest total growth, there is a reduction in growth assumed in the Midway Area compared to the 2011 EIS. Within the DSAP Study Area, Alternative 3 focuses growth in the Urban Center and the Meeker/Washington Activity Center as evaluated in 2011.

Alternative 3 assumes more growth is directed into the Urban Center designated area, particularly portions of the North, South, and East Districts zoned DCE, a zoning district which has few height restrictions except when it abuts single family residential areas (in the East District). Some portions of the West District would have a building height increase with the GC-MU application, as studied in the 2011 EIS. On redevelopable sites, there would be more opportunity in the West District to grow in a more mixed use pattern with extension of the GC-MU zone.

Growth Levels: Within the DSAP Study Area, Alternatives 1 and 3 show a low and high range of 5,321-12,737 activity units consisting of jobs and households[1], and both would have a greater share of jobs than households.

[1] The DSAP Update considers households and jobs combined as "activity units" whereas the Puget Sound Regional Council's VISION 2040 plan references population and jobs as activity units. Population is derived by multiplying households by a household size, e.g. 2.81 per the 2011 American Community Survey; thus the order of magnitude difference among alternatives would be the same whether considering households or population.

Alternative 2 growth levels are in the range of about 8,908 jobs/households activity units[2], and are more balanced between housing and jobs, than the growth levels of Alternatives 1 and 3. Combining jobs and population, the range of activity units would be 6,440 to 19,068 with Alternative 2 similar to Alternative 3 at 18,716 activity units. See Table 1-1.

Table 1-1. Downtown Growth Level Comparisons

Growth Type	Base Year 2006		Alternative 1 - No Action Alternative (2031)		Alternative 2 DSAP Update - Moderate Growth (2031)		Alternative 3 - DSAP Update - 2011 EIS - High Growth (2031)	
	Alt 1 & 3 2011 Study Area*	Alt 2 DSAP Study Area[1]	Total Growth	Net Growth	Total	Net Growth	Total	Net Growth
Households	2,984	5,242	3,602	618	10,661	5,419	6,482	3,498
Population[2]	8,385	14,731	10,122	1,737	29,957	15,227	18,214	9,829
Jobs[3]	5,370	5,051	10,073	4,703	8,540	3,489	14,609	9,239
Total Activity Units: Jobs & Households	8,354	10,293	13,675	5,321	19,201	8,908	21,091	12,737
Total Activity Units: Jobs & Population	13,755	19,782	20,195	6,440	38,497	18,716	32,823	19,068

Notes:

[1] Alternative 1 and 3 figures add the Downtown and Meeker/Washington Activity Center growth numbers studied in the 2011 Comprehensive Plan Review and Midway Subarea Planned Action EIS. Compared to the Urban Center/Meeker Washington Activity Center boundaries studied in 2011, the DSAP Study Area contains 164 additional tax parcels at a total area of 121.8 acres. The 2006 base year figures for Alternative 2 are approximated by taking the same percentage difference between DSAP Study Area boundaries and total Kent Transportation Analysis Zone boundaries, which is how demographic information is made available in smaller geographies.

[2] Population is derived from multiplying the average people per household for renter occupied units for City of Kent (2.81). American Community Survey, 2011 1-year estimates.

[3] Includes hotel rooms and university students as part of "jobs" consistent with the presentation of growth figures in the prior 2011 EIS. However, these elements make up only 3% of the job totals.

Source: City of Kent 2011 and 2012

The PAO Area is a subset of the DSAP Study Area and would be a particular focus for redevelopment. The PAO Area contains about 142 acres. Similar to the larger DSAP Study Area, the PAO Area would have a greater amount of jobs than households under Alternatives 1 and 3. Compared to those alternatives, Alternative 2 would have a closer balance between housing and jobs in the PAO Area. The range of net growth is 2,842 to 6,916 activity units (the combined households and jobs), with Alternative 2 at 3,025 activity units. Considering a combination of jobs and population, the range of activity units would be 3,727 to 11,593 with Alternative 2 in the middle at 6,388. See Table 1-2.

[2] Compared to the SEPA Checklist prepared for scoping purposes (Appendix A), the net change in activity units in Alternative 2 now relates more closely to the DSAP Study Area, a boundary that is 20% larger than that studied in 2011, in association with Alternatives 1 and 3. If subtracting Alternative 2's total growth from the smaller 2011 study boundary, the results would equal a *net* increase of 10,847 activity units.

Table 1-2. Planned Action Ordinance Area Growth Level Comparison

Growth Type	Base Year 2006 (same for All Alternatives)	Alternative 1 - No Action Alternative (2031)		Alternative 2 DSAP Update - Moderate Growth (2031)		Alternative 3 - DSAP Update - 2011 EIS - High Growth (2031)	
		Total	Net Growth	Total	Net Growth	Total	Net Growth
Households	713	1,202	489	2,571	1,858	3,297	2,584
Population[1]	2,003	3,378	1,375	7,225	5,222	9,264	7,261
Jobs[2]	1,867	4,219	2,352	3,033	1,166	6,199	4,332
Total Activity Units: Jobs and Households	2,579	5,421	2,842	5,604	3,025	9,495	6,916
Total Activity Units: Jobs & Population	3,869	7,597	3,727	10,258	6,388	15,463	11,593

Notes:

[1] Population is derived from multiplying the average people per household for renter occupied units for City of Kent. American Community Survey, 2011 1-year estimates.

[2] Includes hotel rooms and university students as part of "jobs" consistent with the presentation of growth figures in the prior 2011 EIS. These elements make up about 6-9% of the job totals depending on alternative.

Source: City of Kent 2011 and 2012

The ~~Draft~~ SEIS Alternatives are being considered in the context of Kent's Planning Area (city limits and Potential Annexation Area). Depending on the alternative, the Kent Planning Area would contain 48,405 to 63,121 households and 81,915 to 88,495 jobs. Together the households and jobs would equal 130,320 to 151,616 activity units. Net growth in job and household activity units would be about 28,781 to 50,077. This range is similar proportionally when considering jobs plus population as activity units, a net increase of 38,347 to 86,279, with Alternatives 1 and 3 representing the low and high figures and Alternative 2 in the middle at 54,190 activity units. See Table 1-3.

The No Action Alternative is consistent with current Comprehensive and Transportation Plans, except that it does not assume the full amount of growth studied in the Midway Subarea Plan adopted in 2011.[3] Alternative 3 is based on the 2011 FEIS Review Alternative with modifications in Midway to reduce growth there. Alternative 2 is based on a buildable lands capacity analysis that was modified through local adjustments for market conditions; it also reflects the reduced growth in Midway similar to Alternative 3. Alternative 2's total activity units are in the range of Alternatives 1 and 3, but Alternative 2 has a slightly more balanced mix of household and job growth than the other alternatives.

[3] Full integration of Midway growth is anticipated in the City's next Comprehensive Plan Update in 2015.

Table 1-3. Kent Planning Area Growth Projections

Growth Type	Base Year 2006 (same for All Alternatives)	Alternative 1 - No Action Alternative (2031)		Alternative 2 DSAP Update - Moderate Growth (2031)		Alternative 3 - DSAP Update - 2011 EIS - High Growth (2031)*	
		Total	Net Growth	Total	Net Growth	Total	Net Growth
Households	43,120	48,405	5,285	57,108	13,988	63,121	20,001
Population	121,167	136,018	14,851	160,473	39,306	177,370	56,203
Jobs**	58,419	81,915	23,496	73,303	14,884	88,495	30,076
Total Activity Units (Jobs and Households)	101,539	130,320	28,781	130,411	28,872	151,616	50,077
Total Activity Units: Jobs & Population	179,586	217,933	38,347	233,776	54,190	265,865	86,279

Notes:

*Regarding Alternative 3, the 2011 FEIS studied higher growth in households (68,893) and jobs (93,603). The Alternative 3 Planning Area numbers presented reflect a reduction in planned growth in Midway.

**Includes hotel rooms and university students as part of "jobs" consistent with the presentation of growth figures in the prior 2011 EIS. However, these elements make up only 2% of the job totals.

Source: City of Kent 2011 and 2012

See Draft SEIS Chapter 2 for a more complete description of the alternatives.

Description of Alternatives' Status: A preferred alternative has not been selected at this time. City staff recommends approval of the DSAP Update with Alternative 2 as the selected alternative. The Land Use & Planning Board recommends the DSAP Update with Alternative 2 as presented except that the Downtown Commercial Enterprise rezone would not extend to the block north of James Street, east of the Showare Center, and south of Cloudy Street.

Some of the proposal elements described in the Draft SEIS are presented in more detailed form in the appendices, including Appendix B Draft SEPA Ordinances and Appendix C Title 15 Code Amendments.

- The Draft SEPA Ordinances complete a draft Planned Action Ordinance and a draft Mixed Use/Infill Exemption Ordinance relying on the analysis and mitigation measures in the Draft SEIS.
- Appendix C presents proposed code amendments to Kent City Code (KCC) Title 15 that implement selected policies and actions within the Land Use Element of the DSAP. The amendments would apply to all real property with an existing zoning designation of General Commercial Mixed Use (GC-MU) as well as proposed rezones of General Commercial (GC) to GC-MU within the DSAP Study Area. The amendments broaden the range of development standards for GC-MU, bring them closer to the existing standards for GC, and strengthen design standards for GC-MU. The amendments also correct a code reference related to Downtown Design Review.
- Appendix D provides the Revised Draft DSAP with minor revisions to clarify the linkages of the DSAP to the Puget Sound Regional Council's VISION 2040 plan and Urban Center provisions.

The City Council will consider public comments, technical analysis, City staff recommendations, and Land Use & Planning Board recommendations in its consideration of the DSAP Update and alternatives. The final plan that will ultimately be adopted may not be exactly one of the SEIS alternatives, but will necessarily fall within the range of the alternatives analyzed in the SEIS.

1.5 Major Issues, Significant Areas of Controversy and Uncertainty, and Issues to be Resolved

Adoption of the Proposal represented in action alternatives 2 and 3 would allow increased structure heights; it would support development and redevelopment of the area to a more intensive mixed-use character consistent with the vision of the downtown in the Comprehensive Plan. The key environmental issues facing decision-makers are potential land use conflicts, increased traffic congestion, and increased demand for parks.

Issues to be resolved include selection of DSAP goals, policies, and actions, as well as a land use plan and implementing zoning. A preferred alternative may be one of the studied alternatives or a mix/match of alternatives. The Final SEIS will consider a Preferred Alternative as appropriate.

1.6 Summary of Impacts and Mitigation Measures

Impacts Common to All Alternatives

This section describes impacts that could occur under all of the studied alternatives. Following this section, comparisons of impacts by each alternative are made.

Land Use Patterns

All alternatives study at least some level of housing, population, and employment growth. Alternative 3 assumes the most growth overall with 12,737 household and job activity units and 19,068 population and job activity units. Alternative 3 also assumes the most employment growth in the Study Area with 9,239 new jobs. Alternative 2 assumes the most growth in households with 5,419 new households. Alternative 1 assumes less total growth than Alternatives 2 and 3.

Comprehensive Plan land use designations for Alternatives 1 and 3 would not differ much in size, with Alternative 2 having a much greater emphasis on the UC designation. Compared with Alternative 1, land use designations slightly change in Alternative 3 adding I and reducing MU given underlying M2 zoning.

Under all alternatives, the Study Area is primarily zoned for commercial and mixed-use development. Zoning varies by alternative in order to implement the different growth scenarios studied under each, but a couple of the zones stay the same [Duplex Multi-Family (MR-D 4.4 acres), and Mobile Home Park (MHP 2.7 acres)]. Additionally, a Special Use (SU) Combining District (overlay zone) was previously approved for the area covering the ShoWare Center but has not been mapped, accordingly. The overlay zone is shown on the zoning maps for both Alternatives 2 and 3. While not shown on the current zoning map (Figure 2-6), the overlay zone would be in place for Alternative 1 as well.

Within the range of commercial or mixed-use zones, DCE is the only zone where the alternatives do not propose increases in height in any of the alternatives.

The present use of some parcels may not match what the current zoning allows. As a result, larger scale buildings and/or commercial uses could be built in place of existing smaller-scaled uses, temporarily creating incompatibilities until all the uses evolve to match the intent of the zones.

While DCE allows more commercial uses and higher buildings than are allowed in the adjacent medium and low density residential areas east of Kennebeck Avenue, the DCE-T Overlay would reduce compatibility concerns.

Plans and Policies

All studied alternatives are consistent with the intent of GMA goals and the Kent Comprehensive Plan. However, Alternatives 2 and 3 allow the City new momentum to focus growth in the DSAP Study Area, support multimodal travel, promote alternative housing types, and support economic development.

All studied alternatives promote compact, pedestrian and transit oriented development in the Regional Growth Center consistent with VISION 2040 and Countywide Planning Policies.

Transportation

None of the study corridors exceed the City's LOS standard. Consistent with City LOS standards, the Downtown Area is expected to operate at LOS F. Congestion levels in Downtown would gradually increase over time consistent with land use growth. Similarly, impacts on alternative modes would increase gradually, as more people move and work within Downtown Kent.

Impacts to alternative modes of transportation (pedestrian, bicycle, and transit) would be similar among the alternatives. The greater Downtown land use growth and concentration in Alternatives 2 and 3 would increase the need to complete the pedestrian and bicycle networks and to make access to transit as convenient and comfortable as possible.

Parks

All the alternatives assume some growth in households within the Study Area and would increase the demand for parks. However, when considering service area and geographic access, the section of the Study Area west of SR 167 does not contain any parks or open space. The nearest facilities are the Upland Playfields and Russell Road Park west of the Study Area. As this section of the Study Area redevelops, the City may want to find ways to add more parks and open space in this area, under any of the alternatives.

The City's current design guidelines will require private open space for residential and mixed-use developments in the DCE, DC, and GC zones, which would continue for all three alternatives, and, with Alternatives 2 and 3, could be expanded.

Impacts by Alternative

This section compares and contrasts the impacts of each alternative by the ~~Draft~~ SEIS topics of land use patterns, plans and policies, transportation, and parks.

Land Use Patterns

Each alternative would add growth, with Alternative 3 adding the most total household and job growth and Alternative 1 the least. Alternative 2 would add more housing in the DSAP Study Area, but overall growth including jobs is less than Alternative 3. As a result of growth on vacant and redevelopable parcels, all alternatives would see a conversion of land uses and greater height and density than presently existing, but Alternatives 2 and 3 with greater growth levels and some amount of land use plan map amendments and zoning changes would see greater intensity, bulk, and height than Alternative 1. Both Alternatives 2 and 3 would add more mixed use west of SR 167 in the Meeker/Washington area. Alternative 2 would provide for a larger Urban Center both west and east of SR 167. See Table 1-4.

Table 1-4. Comparison of Land Use Pattern Impacts – Alternatives 1, 2, and 3

Feature	Alternative 1	Alternative 2	Alternative 3
Conversion of Land Uses	All Comprehensive Plan land use plan map designations and zoning districts under Alternative 1 stay the same as currently adopted. The Study Area is likely to see additional development on vacant and underutilized parcels though less growth is assumed to occur under Alternative 1.	Zoning changes along with the households and job growth assumed in Alternative 2 would result in increased residential and employment density within the Study Area – and potentially taller buildings. Mixed use would be more prevalent with the extension of the UC designation, implemented by the DCE north of James Street	Land use plan map designations under Alternative 3 for the most part stay the same as Alternative 1 with the exception of reducing MU in favor of I where underlying industrial zoning exists, and making small corrections to apply the MDMF designation in place of UC and I north of James Street and west of Washington Avenue. In terms

Feature	Alternative 1	Alternative 2	Alternative 3
		and GC-MU zones north of James Street and west of SR 167. In addition, Alternative 2 rezones the Central Avenue corridor between just north of James Street and Titus Street to GC-MU; the present uses could convert to mixed-use developments with retail and residential uses. DC would be reduced and DCE expanded along Meeker Avenue. These changes would allow for a more intense urban pattern around the transit center as well as west of SR 167.	of zoning changes, GC-MU is expanded to cover much of the area west of SR 167 and would increase mixed use development in place of the single use commercial pattern. The Study Area as a whole will likely see additional development on vacant and underutilized parcels, even in areas where the zoning does not change.
Changes in Intensity and Height	There would be no change to height standards, but more intense development and higher buildings could be developed under the current zoning since much of the Study Area is developed at one and two stories compared to the 25-60 foot (or unlimited DCE) heights allowed.	Additional impacts from increased height of buildings, such as shading and increased bulk, could occur in areas that have not developed to their full potential in areas where zoning is not changing, as well as in the areas proposed to be rezoned to more intense zones such as GC-MU and DCE (e.g. areas west of SR 167, north of James Street, areas along Central Avenue, and historic blocks along Meeker Street). These impacts would be reduced by application of design guidelines.	In Alternative 3, changes in zoning locations and height standards would allow taller buildings and denser development than are currently allowed. Additional impacts from increased height of buildings, such as shading or bulk, could occur in the area proposed to be rezoned to GC-MU west of SR 167.

Feature	Alternative 1	Alternative 2	Alternative 3
Land Use Compatibility	Zoning under Alternative 1 does not change in location or development standards. However, new larger scale buildings or commercial uses allowed could be built next to existing smaller residential or commercial uses, creating temporary compatibility issues until development transitions over time to meet the intent of the zones. There would be no changes to design guidelines. Compared to Action Alternatives, the City would have less comprehensive approaches to mitigate impacts from increased building heights and bulk within and adjacent to the Study Area.	Changes in land use plan map designations and zoning under Alternative 2 would result in some new types of development in or adjacent to areas where they were not previously allowed, possibly creating use compatibility issues. Areas most likely to be affected within the Study Area are the area north of James Street, the area rezoned GC-MU west of SR 167, and the Central Avenue corridor rezoned GC-MU, which will allow heights above what currently exist or what are allowed under current zoning. In addition, added development adjacent to parks and open spaces could change public views. Alternative 2 would extend design guidelines to more areas of the DSAP Study Area, and would lessen the impacts from differences in allowed heights.	The proposed GC-MU rezone would allow multifamily residential as part of mixed-use developments west of SR 167. The increase in building height allowed under Alternative 3 may also have compatibility and scale issues, especially where different zones allowing different building heights meet within and adjacent to the Study Area. The Area most likely to be affected within the Study Area is the area rezoned GC-MU west of SR 167, which will allow heights above what currently exists or what is allowed under current zoning. The DCE zone east of SR 167 would remain, but is assumed to have a greater intensity than for Alternative 2 (still within the present unlimited height and density). In addition, added development adjacent to parks and open spaces could change public views.
Planned Action Ordinance (PAO) Area	About half of the DSAP Study Area growth would occur in the PAO Study Area. Similar impacts associated with land use patterns, compatibility, and height and bulk would occur in the PAO Study Area.	The PAO Area under Alternative 2 would have about one-third of the DSAP Study Area growth. Alternative 2 would retain most of the zoning as DCE in the PAO boundaries. DC boundaries would be reduced and changed to DCE. North of James Street a small portion of the area's zoning would change to DCE. Design guidelines would reduce impacts of the unlimited DCE zone and the more moderate DC zone. In addition, the downtown design guidelines would apply north of James Street. With the housekeeping amendment, multifamily design standards will apply, and those standards include maintaining neighborhood scale and density where appropriate.	About half of the DSAP Study Area growth would occur in the PAO Study Area. No zoning would change, and design guidelines would be applied in more locations reducing potential impacts of the growth and intensity allowed in the DCE (unlimited) and DC (about 5-6 stories) zones. With the housekeeping amendment, multifamily design standards will apply, and those standards include maintaining neighborhood scale and density where appropriate.

Source: City of Kent; BERK

Plans and Policies

Each alternative is compatible with state, regional, and local plans and policies, but there would be some differences in levels of support for different policy concepts such as transit oriented development, urban levels of service for nonmotorized transportation and parks facilities, permit facilitation, and others. See Table 1-5.

Table 1-5. Relationship to Plans and Policies – Alternatives 1, 2, and 3

Feature	Alternative 1	Alternative 2	Alternative 3
Growth Management Act (GMA)	Consistent with intent of GMA goals, Alternative 1 guides growth in urban areas and continues plans for public services and utilities. There would be less emphasis on facilitating permits since the Planned Action in place has been largely implemented.	There would be new momentum to focus growth in the DSAP Study Area, support multimodal travel, promote alternative housing types, and support economic development. A new Planned Action would be established to facilitate desired housing and economic development.	Same as Alternative 2.
VISION 2040	Alternative 1 promotes compact, pedestrian and transit oriented development in the Regional Growth Center consistent with VISION 2040 though to a lesser degree than Alternatives 2 and 3. The Regional Growth Center would support activity units near the transit center on the low end of PSRC recommendations, and the current DCE zoning would allow for unlimited height and density to help meet growth capacity in the Regional Growth Center, though over the next 20 years the number of activity units is the least of the three alternatives at 33 combined population/job units per acre. Current design standards designate pedestrian streets and human scale elements.	Alternatives 2 would be in greater alignment with VISION 2040 due to a greater share of growth focused Downtown, added amenities to improve connectivity and livability (e.g. pedestrian corridors and urban park standards) and tailored level of service (LOS) standards to accomplish non-motorized networks and support for transit. Alternative 2 would provide 55 activity units (population and jobs) per acre.	Same as Alternative 2, except that Alternative 3 would provide 66 activity units (population and jobs) per acre.
Countywide Planning Policies (CPPs)	Consistent with the CPPs, Alternative 1 would promote a mix of uses, emphasize multiple modes, provide incentives and amenities, and similar concepts though to a lesser degree than Alternatives 2 and 3. A new master plan for the Urban Center would not be prepared and the current dated DSAP Plan would remain. Adopted zoning allows unlimited height and housing or job density in the DCE zone – the most prevalent zone in the UC boundaries – and can accommodate the CPP density guidelines. However this alternative would not achieve the job and housing densities in the next 20 years.	Consistent with the CPPs, Alternative 2 would provide a greater share of growth focused Downtown, added amenities to improve connectivity and livability (e.g. pedestrian corridors, urban park) and tailored LOS standards to accomplish non-motorized networks and support for transit. The ability to meet centers criteria is similar to Alternative 1, except that Alternatives 2 would increase residential densities. Alternative 2 would adjust zoning and expectations of growth to attract more housing and jobs in the future.	Similar to Alternative 2, except that Alternative 3 provides greater increases in employment in the Urban Center.

Feature	Alternative 1	Alternative 2	Alternative 3
Kent Comprehensive Plan	Alternative 1 would maintain current planned levels of growth including mixed use development, particularly in the Urban Center. Alternative 1 would maintain current LOS standards. Historic preservation regulations and design standards would continue to apply to the Urban Center. Current multimodal policies and designated nonmotorized corridors would be retained. The current DSAP implementation associated with Alternative 1 included a Planned Action Ordinance that has largely been fulfilled and did incentivize development. The current DSAP is included as Appendix B of the Comprehensive Plan and some dates and references to the Downtown Plan may need to be amended under Alternative 1 (some references to Appendix B say the "1989 Downtown Plan).	The DSAP update would direct greater growth to the Urban Center including the transit station area, particularly focused on housing. Alternative 2 would establish added LOS standards for sidewalks, bicycles, and transit to help optimize multimodal transportation choices. Alternative 2 considers a new park LOS customized for an Urban Center. Alternative 2 would extend design guidelines to more portions of the DSAP Study Area. Greater amounts of housing in action alternatives, especially Alternative 2, would promote housing Downtown near retail, services, and employment uses. The DSAP Update provides new actions and a new Planned Action and Infill/Mixed Use Exemption to attract growth to the Urban Center and broader DSAP Study Area as well.	Similar to Alternative 2, except that Alternative 3 provides greater increases in employment in the Urban Center.

Source: City of Kent; BERK

Transportation

Table 1-6 combines the street LOS results for all three land use alternatives. No LOS standards would be exceeded. However, the different concentrations and overall levels of land use assumed in the three alternatives result in shifting travel patterns throughout the city. For instance, the W Meeker Street/Reith Road/S 260th Street corridor is expected to operate better under Alternatives 2 and 3 than under the No Action Alternative due to a slight decrease in volumes. Likewise, the Washington Avenue/68th Avenue S/West Valley Highway corridor is expected to see an increase in volumes, particularly under Alternative 2.

Table 1-6. Street Level of Service Summary

Corridor/Area	LOS Standard	Alternative 1 - LOS	Alternative 2 - LOS	Alternative 3 - LOS
W Meeker St/Reith Rd/S 260th St from Washington Avenue to SR 99	E	E	D	D
Washington Ave/68th Ave S/West Valley Hwy from S 196th Street to Meeker Street	E	E	E	E
Central Avenue/84th Avenue S from S 196th Street to James Street	E	E	E	E
Downtown Area	F	F	F	F

Source: Fehr & Peers, 2013

Impacts to alternative modes of transportation (pedestrian, bicycle, and transit) would be similar among the alternatives. The greater Downtown land use growth and concentration in Alternatives 2 and 3 would increase the

need to complete the pedestrian and bicycle networks and to make access to transit as convenient and comfortable as possible.

Congestion levels in Downtown would gradually increase over time consistent with land use growth. Similarly, impacts on alternative modes would increase gradually, as more people move and work within Downtown Kent.

Parks

Using the current park level of service (LOS) standards, there is significant demand for parkland under all of the alternatives. Alternative 2 requires the most additional acres with 232.1 acres overall. Most of that land is for natural resource area, which totals 140.1 acres. Alternative 3 has an overall need of 149.8 additional acres. In comparison, the entire Study Area is only 550 acres in size. The additional parkland required in Alternatives 2 and 3 would encompass 42% and 27% of the entire Study Area, respectively. See Table 1-7.

Table 1-7. DSAP Study Area Demand Based on Current LOS

Classification		Alternative 1	Alternative 2	Alternative 3
Overall	(Acres)	26.5	232.1	149.8
Community Parks	(Acres)	2.2	19.3	12.5
Neighborhood Parks	(Acres)	1.6	14.0	9.0
Indoor Rec. Facilities	(Sq. Ft.)	3,230	28,323	18,283
Outdoor Rec. Facilities	(Acres)	4.9	42.6	27.5
Natural Resource	(Acres)	16.0	140.1	90.4
Golf Course	(Acres)	-	-	-
Undeveloped Land	(Acres)	1.8	16.0	10.3

Source: City of Kent; BERK

In order for the City to provide more park area and recreation facilities for an increasing number of future residents within the Study Area, the ~~Draft~~ SEIS evaluates alternative LOS standards that address the unique and park and open space needs of more urban neighborhoods.

- Option 1A is to use a modified subset of LOS standards based on population, like Kent's citywide LOS standards, to ensure that park area increases with population growth, while at the same time considering the size of the neighborhood and that urban parks tend to be more compact and serve regional and local functions.
- Option 1B is to establish a new park classification, such as urban park, and develop a specific LOS standard for that designation. The new urban park LOS standard would be based on urban park area per capita using an average size of example parks and the population they tend to serve.

The amount of additional parkland needed under Option 1A or 1B is considerably less than under the current citywide LOS standards. In Alternative 1, Option 1A would require 3.8 additional acres of parkland and Option 1B 3.6 additional acres instead of 26.5 acres under the present citywide LOS standard. Alternative 2 still has the most demand of the three alternatives, but only requires 33.3 more acres of parkland under Option 1A and 31.5 more under Option 1B compared to 232.1 acres under current citywide LOS standard. Alternative 3 has a need for 21.5 additional acres under Option 1A and 20.3 under Option 1B compared with149.8 acres under the current citywide LOS standard. These estimates of park acre needs are based on growth and would be in addition to the needs of the 2006 population, estimated to require an additional 20.5 acres of parkland for Option 1A and 18.6 acres for Option 1B. See Table 1-8.

Table 1-8. DSAP Study Area Demand Based on Alternative LOS

Classification		Alternative 1	Alternative 2	Alternative 3
Current LOS Standard	Acres	26.5	232.1	149.8
Option 1 – Public Off-site				
1A - Downtown Specific LOS	(Acres)	3.8	33.3	21.5
1B - Urban Park LOS	(Acres)	3.6	31.5	20.3

Source: BERK 2013

Another method for providing open space and recreation facilities in the Study Area is through requiring common and private open space as part of individual developments within the Study Area. A multifamily example and commercial example are highlighted in Draft SEIS Section 3.4 Parks, and could be considered in future KCC amendments.

Summary of Mitigation Measures

In addition to Incorporated Plan Features (elements of the alternatives that "self-mitigate" impacts, such as expanded design standards) and Applicable Regulations and Commitments (e.g. zoning, transportation, and other standards in the KCC), the following subsections identify "Other Potential Mitigation Measures" that could be added to the DSAP Update, the SEPA ordinances for the PAO and Mixed Use/Infill, or other regulations or capital plans as appropriate. Please see Draft SEIS Chapter 3 for more information.

Land Use Patterns

The DSAP policies and implementing regulations are anticipated to incorporate the following concepts for future development in the Study Area:

- Solar access for public pedestrian spaces, pedestrian/bicycle pathways, parks, schools and other areas sensitive to shading should be preserved by requiring upper-story or ground-level setbacks for adjacent development. To the greatest extent possible, new development should seek to minimize casting shadows on public spaces during their primary hours of daytime use.

Currently, no specific new or revised design guidelines have been developed for portions of the Study Area west of SR 167 (e.g. the area called the Meeker/Washington Neighborhood). With the DSAP Update, the Downtown Design Review Guidelines are anticipated to be extended to more portions of the Study Area such as more intense designations west of SR 167. The following Downtown design standards would be most relevant to areas with larger format buildings and parcels such as the area west of SR 167:

I. Site Planning

A. Response to Surrounding Context and Unique Site Features

1. Transit Oriented Development

E. Site Design for Safety

4. Lighting Levels

F. Residential Open Space

G. Pedestrian Access

H. Pedestrian Amenities

II. Landscape and Site Design

A. Landscape Concept

B. Parking Lot Landscaping

III. Building Design

B. Human Scale and Pedestrian Orientation

C. Architectural Scale

D. Building Details and Elements

E. Materials and Colors

F. Blank Walls

The following additional mitigation measures should be carried forward in the proposed Downtown PAO and Mixed Use/Infill Exemption where appropriate.

- The City may condition planned action applications to incorporate site design measures that preserve significant public views from public areas.

Plans and Policies

- The DSAP Update will serve as a new plan for the designated Urban Center consistent with Policy LU-14.1. VISION 2040 and CPPs for King County guide the contents of the DSAP Update to ensure plan consistency. PSRC will conduct a consistency review using the checklist in Draft SEIS Appendix E.
- If Alternative 2 Urban Center boundaries are locally approved, approval may be needed at the county and four-county level (PSRC).
- As part of the 2015 Comprehensive Plan Update, the Transportation and Capital Facilities elements would be updated to be consistent with revised household and employment growth estimates/targets for the Urban Center, DSAP Study Area, and the Planning Area to ensure that adequate facilities are in place in time to accommodate growth, or the Land Use Element would be revisited as called for in Policy CF-1.4 of the Comprehensive Plan.
- With the DSAP Update, the City will implement new zones. Following the DSAP Update, the City will prepare implementing regulations such as the extension of design guidelines, and regulatory incentives for mixed-use development found in Land Use Element goals and policies.

Transportation

This section discusses measures that may be taken to mitigate the impacts on the transportation infrastructure, including streets, pedestrian facilities, bicycle facilities, and transit infrastructure and services. These measures could be incorporated into the next Transportation Master Plan (TMP) and impact fee update. Before that occurs, the City could require new development within the DSAP Study Area to contribute to the improvements based on the number of trips the development is expected to generate. This could be done separately for the PAO and Mixed Use/Infill exemption areas. Until the DSAP mitigation measures are incorporated into the TMP and impact fee update, the existing transportation impact fee program would remain in place in addition to the DSAP Study Area fee program.

Street Mitigation Measures

As defined by the City's LOS policy, no adverse street impacts are expected under the No Action Alternative, Alternative 2, or Alternative 3. Although no impacts are expected since the overall LOS standard for Downtown is F, both Alternatives 2 and 3 would result in degraded conditions compared to the No Action Alternative. Therefore, the project team considered mitigation measures for the Downtown Area. Some of the potential mitigation measures included adding a southbound right turn pocket to the intersection of James Street & Central Avenue or adding eastbound capacity along Smith Street. However, it was determined that such measures were

not feasible given the limited right-of-way. One mitigation measure that would require only restriping of the existing right-of-way is included for the intersection of Meeker Street & 4th Avenue. Implementation of that mitigation measure using the Alternative 2 volumes would result in an average of 114 seconds of intersection delay, a reduction of six seconds compared to the unmitigated results, and only seven additional seconds of delay compared to the No Action Alternative. In addition, to alleviate congestion and safety concerns, the City should continue to pursue opportunities for grade separation over the railroad tracks through downtown. This could become a more acute concern with additional rail traffic, such as coal trains.

Table 1-9 summarizes the roadway mitigation projects that have been identified for Alternatives 2 and 3.

Table 1-9. Roadway Mitigation Measures

Location	Description	Cost Estimate[1]	Recommended for Alternative 2	Recommended for Alternative 3
Meeker Street & 4th Avenue	Restripe roadway to reduce width of westbound receiving lane and allow eastbound left turn pocket	$5,000-$10,000	X	X

Notes:

1. The costs shown are estimates only and would vary based on the specific needs of each project.

Source: Fehr & Peers 2013.

Since developments in both the PAO and Mixed Use/Infill Exemption Areas would contribute to impacts throughout the Downtown Area and the study corridors, their relative obligation must be determined according to the number of trips generated. The City could determine mitigation responsibilities based on a trip rate similar to an impact fee framework. A development would pay the street share of the total mitigation cost based on the proportion of the new trips it would generate compared to the total new trips expected in the DSAP Study Area. For example, under Alternative 2, the growth in the PAO is expected to generate 1,700 of the total 5,490 trips generated by growth within the DSAP Study Area. Therefore, new development in the PAO would be responsible for 31 percent (1,700/5,490=31%) of the total mitigation cost.

Pedestrian Mitigation Measures

Key arterial and collector sidewalk links are identified in Draft SEIS Section 3.3 Transportation (and Appendix A of this Final SEIS) and could be used by all pedestrians within Downtown Kent. In addition, there are several sidewalk need areas along local streets in Downtown Kent. It is assumed that these sidewalks would be completed by new development consistent with the City's frontage design standards.

Specifically, under all alternatives, development within the PAO would be responsible for a cost of $340,000 to $470,000 and development within the Mixed Use/Infill Exemption area would be responsible for a cost of $1,030,000-$1,400,000. Each new development's proportional share would be calculated based on the amount and type of land use proposed.

Bicycle Mitigation Measures

Bicycle facilities identified in Draft SEIS Section 3.~~4~~ 3 Transportation are needed to complete the TMP. The bicycle routes will serve the needs of all Downtown travelers. New development should share the cost of implementing these facilities, possibly through a bicycle mitigation fund.

Specifically, under all alternatives, development within the PAO would be responsible for a cost of $28,000 and development within the Mixed Use/Infill Exemption area would be responsible for a cost of $1,428,000. Each new development's proportional share would be calculated based on the amount and type of land use proposed.

Transportation Mitigation Measure Cost Estimates

Table 1-10 and Table 1-11 include the PAO and Mixed Use/Infill Exemption Area costs per trip based on the estimates included in this document for Alternatives 2 and 3. For those estimates that were given as a range, the tables use the upper end of the range.

Table 1-10.Alternative 2 - Mitigation Measure Cost Estimates per Trip

Mitigation Measure Type	PAO Area 1,700 Trip Growth over Existing		Infill Exemption Area 3,790 Trip Growth over Existing	
	Cost	Cost per Trip	Cost	Cost per Trip
Street	$3,100[1]	$1.82	$6,900[1]	$1.82
Pedestrian	$470,000	$276.47	$1,400,000	$369.39
Bicycle	$28,000	$16.47	$1,428,000	$376.78
Total	$501,100	$294.76	$2,834,900	$747.99

Notes:

1. The total cost of $10,000 is shared proportionately between the PAO and Infill Exemption Areas according to the number of trips generated (31 percent by the PAO Area and 69 percent by the Infill Exemption Area).

Source: Fehr & Peers 2013.

Table 1-11.Alternative 3 - Mitigation Measure Cost Estimates per Trip

Mitigation Measure Type	PAO Area 4,170 Trip Growth over Existing		Infill Exemption Area 4,560 Trip Growth over Existing	
	Cost	Cost per Trip	Cost	Cost per Trip
Street	$4,800[1]	$1.15	$5,200[1]	$1.14
Pedestrian	$470,000	$112.71	$1,400,000	$307.02
Bicycle	$28,000	$6.71	$1,428,000	$313.16
Total	$502,800	$120.57	$2,833,200	$621.32

Notes:

1. The total cost of $10,000 is shared proportionately between the PAO and Infill Exemption Areas according to the number of trips generated (48 percent by the PAO Area and 52 percent by the Infill Exemption Area).

Source: Fehr & Peers, 2013

Transit LOS

New development will impact the need for transit service and bus stop amenities. As demand grows at bus stops, the City can negotiate with King County for bus shelters. In addition, new development should be required to provide convenient pedestrian connections to bus stops.

In addition to transit infrastructure, maintaining convenient transit service is a key measure to mitigate traffic congestion. In particular, the continuation of Routes 914 and 916 (the “Shopper Shuttle”), which travel between Downtown and East Hill, would encourage transit use and mitigate the impacts within the Study Area.

Transportation Demand Management

Implementation of Transportation Demand Management (TDM) measures can facilitate use of alternative transportation modes. The City should consider creating a Transportation Management Association (TMA) within Downtown Kent. TMAs are non-profit, member-controlled organizations that provide transportation services in a particular area, such as Downtown Kent. They are generally public-private partnerships, consisting primarily of

area businesses with local government support. TMAs provide an institutional framework for TDM Programs and services and allow small employers to provide Commute Trip Reduction services comparable to those offered by large companies.

State Facilities

Consistent with GMA (RCW 36.70A.070 (6)(c)), the City has evaluated the effect of growth on state facilities to gauge the performance of the system. The City has developed a multimodal level of service approach consistent with GMA (RCW 36.70A.103). The multimodal approach using corridor and areawide LOS measures is appropriate for Kent's urban downtown and the desired community character (WAC 365-196-430(2)(e)(vi)). The City has not identified any traffic mitigation associated with WSDOT-designated roadways. The City's emphasis on multimodal solutions, particularly in and surrounding Downtown Kent, is in conflict with WSDOT's current LOS policies, which emphasize reducing congestion for vehicles. At this time, the City understands that WSDOT has no plans for adding capacity to state facilities in the downtown area, nor a process to determine feasible projects and proportional costs at a particular location given the nature of regional traffic and the statewide system. The City will continue to monitor traffic conditions along designated state highways, and coordinate with WSDOT through future planning efforts regarding appropriate multimodal urban transportation strategies.

Parks

- The City could establish a new parks and recreation level of service standard for the DSAP Study Area under all alternatives. Options could include Option 1A – Downtown Specific LOS or Option 1B – Urban Park LOS.
- The City could also require on-site park space in new residential, commercial and mixed use developments (Options 2A and 2B in Draft SEIS Section 3.4 Parks). When developing amended private open space standards, the City could consider how equivalent different spaces are (e.g. private balconies are a different space than a private common area).
- The City could adopt measures to help fund park and open space projects. Some options include establishing an impact fee or a fee-in-lieu. A fee in-lieu could be established in conjunction with on-site open space standards and allow the developer the ability to pay a fee-in-lieu instead of providing all on-site open space. Example communities with such standards include Burien and Redmond as summarized in Draft SEIS Section 3.4 Parks.
- The City could implement its Parks and Open Space plan policies promoting cooperative agreements with the Kent School District to allow for facility availability and avoid duplication.

  Policy P&OS-21.2: Cooperate, via joint planning and development efforts, with King County, Kent and Federal Way School Districts, and other public and private agencies to avoid duplication, improve facility quality and availability, reduce costs, and represent interests of area residents.

- The City could re-program specialty facilities west of SR 167 to make them function as more general purpose parks and recreation facilities, such as the Russell Road Park.

1.7 Significant Unavoidable Adverse Impacts

Land Use Patterns

Under any of the alternatives, the Study Area will likely see additional household and employment growth over time. This growth will lead to the development of vacant properties and the redevelopment of underutilized properties within the Study Area. The ensuing development activity will result in the conversion of present uses and an increase in the intensity of land uses and height of buildings in the area. Alternative 3, of the three alternatives, assumes the most growth, especially for employment and, as a result, would likely have the greater impacts from growth, with a pattern particularly intense in the UC. Alternative 2 would have greater building heights but more uniformly so within the UC as well as in MU areas to the west of SR 167.

Plans and Policies

All alternatives are consistent with GMA goals and the intent of VISION 2040 and CPPs to promote compact growth in downtowns served by multiple modes. Alternatives 2 and 3 would focus growth to a greater extent in the Urban Center and promote more mixed use development supported by non-motorized facilities and park amenities.

The Action Alternatives propose amending the Kent Comprehensive Plan by adding a new DSAP Update, designed to fulfill the intent of Urban Center criteria as identified in VISION 2040 and CPPs as well as to meet local needs. The Comprehensive Plan and development standards would require modification to incorporate the DSAP Actions (such DSAP plan references and land use plan map and zoning changes described in Draft SEIS Chapter 2 and Section 3.1). Some functional plans and capital plans will need to be reviewed to incorporate updated growth assumptions. Regional plans such as VISION 2040 and the CPPs may need to be amended if Urban Center boundaries are adjusted as proposed under Alternative 2.

While there are amendments required to ensure consistency with regional and local plans, with application of mitigation measures and amendments, there are no significant unavoidable adverse impacts on plans and policies.

Transportation

Traffic congestion within the Study Area would increase under Alternatives 2 and 3 compared to the No Action Alternative. While there are increases in congestion at several Downtown intersections, the City's LOS standard would be met. Therefore, there are no significant, unavoidable adverse impacts with regard to City standards and associated mitigation. The City will continue to monitor traffic conditions along designated state highways, and coordinate with WSDOT through future planning efforts regarding appropriate multimodal urban transportation strategies.

Parks

Under any of the alternatives, the DSAP Study Area will likely see additional household and employment growth over time. This growth will lead to an increased need for parks, public space, and recreation facilities in the Study Area. Impacts are significant and adverse but can be avoided and mitigated using the mitigation measures identified.

2.0 CLARIFICATIONS AND CORRECTIONS

This Chapter provides clarifications and corrections to the Draft Supplemental Environmental Impact Statement (Draft SEIS) due to responses to comments or due to review by City staff or consultants. Changes are noted in the order of the Draft SEIS Chapters and subsections.

2.0 Front Matter

The Cover letter should be corrected on page 2, as follows:

> Responses to comments on the Draft SEIS will be presented in a Final SEIS together with clarifications and corrections to the Draft SEIS. It is anticipated the Final SEIS will be issued in ~~Spring~~ Fall 2013.

2.1 Summary

Please see Chapter 1.0 of this Final SEIS where clarifications or updates are presented in track changes.

2.2 Alternatives

No changes proposed.

2.3 Affected Environment, Significant Impacts, and Mitigation Measures

Changes to Section 3.3 Transportation, in response to comments provided by the Washington State Department of Transportation are included in the body of the section in Appendix A.

Additionally, City staff noted the following corrections to the Figures 3.3-1, 3.3-4, 3.3-5, and 3.3-6, and these are included in Appendix A as well:

- Add the Panther Lake Annexation into the city;
- Change Riverfront Park to Riverbend Golf Complex;
- Change Anderson Park to Green River Natural Resources Area (GRNRA); and
- Change Clarke Lake to Clark Lake.

2.4 References

No changes proposed.

2.5 Distribution List

No changes proposed.

2.6 Appendices

Corrections to the Draft DSAP Update in Appendix B were noted by City staff. The following description to Alternative 2 – Moderate Growth was missing and should be added just before the last sentence of the second paragraph:

> Additionally, in the North District, DCE would replace the MRT-16 zone north of James Street between 4th/5th south of Cloudy.

3.0 RESPONSES TO COMMENTS

3.1 Introduction

This chapter of the Final Supplemental Environmental Impact Statement (Final SEIS) contains the written and verbal comments provided on the Draft Supplemental Environmental Impact Statement (Draft SEIS) during the comment period that extended from June 21 to July 22, 2013. Written comments during the 30-day comment period and verbal comments received at the Land Use and Planning Board meeting held on July 8, 2013 are included. Responses to these comments are also included in this chapter.

3.2 Public Comment Letters

During the 30-day comment period, nine comment letters were received. A list of the commenters is provided in Table 3.2-1 with agencies first followed by property owner and other public comment letters in alphabetical order by the commenter's last name.

Table 3.2-1. Letters Received During Public Comment Period

Letter Number	Author	Date
1	Pazooki, Ramin Washington State Department of Transportation	22 July 2013
2	Rider, Kelly Housing Development Consortium of King County	3 July 2013
3	Bento, Joseph	15 July 2013
4	Czaplinski, Ryan	22 July 2013
5	Maduell, Chuck	8 July 2013
6	McCaughan, Len	8 March 2013
7	McPhee, Roderick	14 July 2013
8	Seim, Paul	3 July 2013
9	Warren, Michelle	18 July 2013

3.3 Responses to Comment Letters

Responses to letter comments are provided in Table 3.3-1. At the end of this Chapter, copies of the letters are provided; distinct comments are numbered in the margins with responses corresponding to the numbered comment. Comments that state an opinion or preference are acknowledged with a response that indicates the comment is noted and forwarded to the appropriate decision maker(s). Comments that ask questions, request clarifications or corrections, or are related to the Draft SEIS analysis are provided a response that explains the SEIS approach, offers corrections, or provides other appropriate replies.

Table 3.3-1. Responses to Letters Received During Public Comment Period

Comment Number	Response
Letter 1: Pazooki, Ramin (Washington State Department of Transportation)	
1-1	A paragraph under "Level of Service Methodology" is added to describe the WSDOT level of service (LOS) standards. Intersections were reviewed. As described in the following responses to comments, the Final SEIS provides the underlying intersection analysis considered when reviewing the corridors. See also Appendix A.
1-2	The selected study corridors were evaluated because they appeared to be most affected by the DSAP growth proposals. Traffic on other corridors, such as Corridor #6 (Smith St/Canyon Drive/256th Street/Kent-Kangley Road) were determined through traffic modeling to not be as substantially affected by the DSAP alternatives as the selected corridors and were not included for detailed analysis. However, the 2011 City of Kent Comprehensive Plan Review and Midway Subarea Planned Action Environmental Impact Statement provides details for all of the city's transportation corridors. The City of Kent Downtown Subarea Action Plan Planned Action SEIS supplements that 2011 EIS as noted in the cover letter, fact sheet, and Chapter 2.
1-3	The Draft SEIS reported intersection results for all downtown intersections, and consistent with City LOS standards, the corridor LOS. For each City of Kent Downtown Subarea Action Plan Planned Action SEIS study corridor or area, intersection results that support the corridor analysis are provided in the revised Section 3.3 included in this Final SEIS (See Appendix A). See Table 3.3-2 for existing LOS, and Tables 3.3-7, -10, and -11 for intersection results.
1-4	Consistent with GMA (RCW 36.70A.070 (6)(c)), the City has evaluated the effect of growth on state facilities to gauge the performance of the system. The City has developed a multimodal level of service approach consistent with GMA (RCW 36.70A.103). The multimodal approach using corridor and areawide LOS measures is appropriate for Kent's urban downtown and the desired community character (WAC 365-196-430(2)(e)(vi)).
1-5	See Response to Comment 3.
1-6	See response to comment 4. The City has not identified any traffic mitigation associated with WSDOT-designated roadways. The City's emphasis on multimodal solutions, particularly in and surrounding Downtown Kent, is in conflict with WSDOT's current LOS policies, which emphasize reducing congestion for vehicles. At this time, the City understands that WSDOT has no plans for adding capacity to state facilities in the downtown area, nor a process to determine feasible projects and proportional costs at a particular location given the nature of regional traffic and the statewide system. The City will continue to monitor traffic conditions along designated state highways, and coordinate with WSDOT through future planning efforts regarding appropriate multimodal urban transportation strategies. The following GMA provisions have been considered by the City in the analysis of the DSAP Update Alternatives: ▪ RCW 36.70A.070 (6)(c); The transportation element is to include an evaluation of facilities and service needs, including for state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, *to gauge the performance of the system*. As noted in GMA, the purposes of reflecting level of service standards for state highways in the local comprehensive plan are to *monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination* between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program. (emphasis added) ▪ RCW 36.70A.103 indicates that State agencies are required to comply with comprehensive plans. "State agencies shall comply with the local comprehensive plans and development regulations and amendments thereto adopted pursuant to this chapter." ▪ RCW 36.70A.108 indicates transportation elements may include multimodal transportation improvements or strategies that are made concurrent with the development to satisfy concurrency requirements. ▪ GMA implementing rules indicate the importance of multimodal levels of service. In WAC 365-196-430(2)(e)(vii), it states: In urban areas RCW 36.70A.108 encourages the use of methodologies analyzing the transportation system from a comprehensive, multimodal perspective. Multimodal levels of service methodologies and standards should consider the needs of travelers using the four major travel modes (motor vehicle, public transportation, bicycle, and pedestrian), their impacts on each other as they share the street, and their mode specific requirements for street design and operation. For example, bicycle and pedestrian level of service standards should emphasize the availability of facilities and safety levels for users.

Comment Number	Response
	▪ WAC 365-196-430(2)(e)(vi) discusses how the City's level of service methodology should reflect the desired community character and specifically identifies corridor LOS as an acceptable approach: "The measurement methodology and standards should vary based on the urban or rural character of the surrounding area. The county or city should also balance the desired community character, funding capacity, and traveler expectations when selecting level of service methodologies and standards. A county or city may select different ways to measure travel performance depending on how a county or city balances these factors and the characteristics of travel in their community. For example, counties and cities may measure performance at different times of day, week, or month (peak versus off-peak, weekday versus weekend, summer versus winter). Counties and cities may also measure performance at different geographic scales (intersections, road or route segments, travel corridors, or travel zones), or in terms of the supply of multimodal capacity available in a corridor."
Letter 2: Rider, Kelly (Housing Development Consortium of King County)	
2-1	The comment is noted and forwarded to the appropriate decision makers.
2-2	The comment is noted and forwarded to the appropriate decision makers.
2-3	The comment is noted and forwarded to the appropriate decision makers.
Letter 3: Bento, Joseph	
3-1	The comment is noted and forwarded to the appropriate decision makers.
3-2	The comment is noted and forwarded to the appropriate decision makers.
Letter 4: Czaplinski, Ryan	
4-1	The comment is noted and forwarded to the appropriate decision makers. Please see Chapter 1 for a status of SEIS alternatives.
4-2	The comment is noted and forwarded to the appropriate decision makers. Please see Draft SEIS Section 3.3 regarding a transportation analysis (also available in Final SEIS Appendix A).
4-3	The comment is noted and forwarded to the appropriate decision makers. The DSAP Update considers the Meeker Street area. Alternative 2 proposes some zoning changes in that location.
4-4	The comment is noted and forwarded to the appropriate decision makers.
Letter 5: Maduell, Chuck	
5-1	The comment is noted and forwarded to the appropriate decision makers.
5-2	The comment is noted and forwarded to the appropriate decision makers. Please also see Appendix C which contains some GC-MU zoning amendments.
5-3	The comment is noted and forwarded to the appropriate decision makers. Please also see Appendix C which contains some GC-MU zoning amendments.
5-4	The comment is noted and forwarded to the appropriate decision makers. Please also see Appendix C which contains some GC-MU zoning amendments.
Letter 6: McCaughan, Len	
6-1	The comment is noted and forwarded to the appropriate decision makers.
6-2	The comment is noted and forwarded to the appropriate decision makers.

Comment Number	Response
6-3	The comment is noted and forwarded to the appropriate decision makers.
6-4	The commenter has been added to the list of individuals receiving a notice of availability of the Final SEIS. Please see Chapter 5.0.
Letter 7: McPhee, Roderick	
7-1	The comment is noted and forwarded to the appropriate decision makers.
Letter 8: Seim, Paul	
8-1	The comment is noted and forwarded to the appropriate decision makers.
8-2	The comment is noted and forwarded to the appropriate decision makers. The Draft SEIS studied potential changes in development standards regarding setbacks; see Section 3.1. The Draft SEIS also studied impacts to parks; please see Draft SEIS Section 3.4.
Letter 9: Warren, Michelle	
9-1	The comment is noted and forwarded to the appropriate decision makers.

3.4 Public Hearing Comments

Table 3.4-1 provides a list of individuals who provided verbal comments at the July 8, 2013 Public Hearing, and a summary of the public comments that were made. The commenters are presented in the order of testimony. Detailed comments may be reviewed by listening to a recording available at < http://kentwa.gov/planning/lupb/>.

Table 3.4-1. Public Hearing Comments and Responses

Comment Number	Response
Public Hearing 1: Chuck Maduell	
Comment	Stated that he represents the interests of the K-Mart Corporation. Maudell stated that a rezone from General Commercial (GC) to General Commercial/Mixed Use (GC-MU) could affect K-Mart's ability to maintain or expand their retail operation at their West Valley location. He stated that a GC-MU zone is more restrictive, subject to design review, and could position K-Mart as a nonconforming use. Maduell suggested retaining the GC zone or a rezone to GC with a MU-Overlay.
Response	The comment is noted and forwarded to the appropriate decision makers. Please also see Appendix C which contains some GC-MU zoning amendments.
Public Hearing 2: Gary O'Keefe	
Comment	Voiced his concern that a downtown rezone to DCE would wipe out any remaining downtown parks including the small Kiwanis community park in his neighborhood. He cited the soccer fields that were removed to make way for ShoWare Center. O'Keefe stated that the quality of life would diminish for children if there is no place for them to play. He drew attention to the fact that bicycle connections need to be improved particularly at Willis and Hwy 167.
Response	The comment is noted and forwarded to the appropriate decision makers. The Draft SEIS studied traffic including bicycle connections. Please see Section 3.3 of the Draft SEIS and Appendix A of this Final SEIS. The Draft SEIS also studied impacts to parks; please see Draft SEIS Section 3.4. No alternatives anticipate removal of existing parks. The Draft SEIS studied the potential demand for additional park space.

Comment Number	Response
Public Hearing 3: Tina Budell	
Comment	Stated that she is the President of the North Park Neighborhood Association. She voiced opposition to rezoning the Fourth and James/ James to Cloudy Street site from MRT-16 to DCE; she believed it would ruin the North Park community consisting of 311 homes which includes apartments where 12 low-income working families live in one-bedroom apartments. Residents could be displaced if that area were rezoned to DCE with Mixed-Use development and if higher end apartments or condominiums subsequently developed. She recommended that the City should concentrate efforts on getting downtown property owners to redevelop their buildings.
Response	The comment is noted and forwarded to the appropriate decision makers.
Public Hearing 4: Melvin Roberts	
Comment	As a bicycling advocate, Roberts opined about the importance for bike lane connectivity throughout Kent. He specifically noted that the east/west bike path connections on both Meeker and James Streets need to have lights installed, sidewalks added, availability to secured bicycle parking facilities- i.e. bike racks or bicycle cages. Roberts encouraged staff to include provisions that provide for bicycle lanes when developing. Roberts cited facts that showed when bicycle traffic increased, businesses saw their customer base double.
Response	The Draft SEIS studied traffic including bicycle and pedestrian connections. Please see Section 3.3 of the Draft SEIS and Appendix A of this Final SEIS.
Public Hearing 5: Barbara Smith	
Comment	Stated that she is the Executive Director of the Kent Downtown Partnership and voiced her support for the Vision for historic downtown Kent and stated that lighting, bicycling, landscaping and extending outdoor restaurant seating is important.
Response	The comment is noted and forwarded to the appropriate decision makers.
Public Hearing 6: Greg Blount	
Comment	Stated that he owns Paradise Mobile Home Park which includes 40 households made up of single individuals and immigrant families who receive Community Development Block Grant funding. He stated that he purchased the Bonel Mobile Manor and voiced his concern that these parks could become a nonconforming use and that the opportunity to maintain those sites as mobile home parks could be jeopardized. Mr. Blount asked for assurance that they would not lose their vesting and that these proposed changes would not jeopardize their manufactured housing.
Response	The comment is noted and forwarded to the appropriate decision makers. No changes are proposed to the Mobile Home Park zone.
Public Hearing 7: Wade Schwartz	
Comment	Stated that his business is located in a one story building in downtown. He voiced concern that if developers tear down the single story buildings to develop 4-5 story buildings, it will destroy the affordability for small business owners to remain in downtown. Schwartz recommended that the City retain the small downtown businesses and assist the downtown in rejuvenating itself. He asked for clarification on how the city intends to upgrade the historic downtown. Schwartz recommended that perhaps the city could look at options to merge the two sets of train tracks into one area, in order to free up access to downtown and reduce response time for emergency vehicles to the downtown area.
Response	The comment is noted and forwarded to the appropriate decision makers The Draft SEIS studied traffic including the potential effects of trains on vehicular congestion. Please see Section 3.3 of the Draft SEIS and Appendix A of this Final SEIS.

Comment Number	Response
Public Hearing 8: Elizabeth Peterson	
Comment	Stated that she has lived in the North Park Neighborhood since 2010 and appreciates the easy access to the Interurban Trail. She supports commercial uses north of James Street but asked that the City stay out of North Park and concentrate efforts within historic downtown Kent.
Response	The comment is noted and forwarded to the appropriate decision makers.
Public Hearing 9: Bill Doolittle	
Comment	Stated that he has lived in Kent for 40 years, that times have changed and we need to accept that growth is inevitable.
Response	The comment is noted and forwarded to the appropriate decision makers.

From: Palisoc, Felixberto [mailto:PalisoF@wsdot.wa.gov]
Sent: Monday, July 22, 2013 4:19 PM
To: Gould-Wessen, Gloria
Subject: City of Kent - Downtown Subarea Plan

FYI. Hard copy to follow.

Felix Palisoc
Local Agency and Development Services Engineer
206-440-4713
WSDOT – NWR
15700 Dayton Ave N
PO Box 330310
Seattle, WA 98133-9710

Washington State
Department of Transportation
Lynn Peterson
Secretary of Transportation

Northwest Region
Sno-King Local Agency and Development Services
15700 Dayton Avenue North
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206-440-4000 TTY: 1-800-833-6388
www.wsdot.wa.gov

June 22, 2013

Gloria Gould-Wessen, Long Range Planner
City of Kent Economic and Community Development
400 West Gowe
Kent, WA 98032

Subject: Kent Downtown Subarea Action Plan Planned Action and Draft SEIS

Dear Ms. Gould-Wessen:

The Washington State Department of Transportation has reviewed the 'Transportation' section of the abovementioned proposal and we offer the following comments:

1. General Comment on Section 3.3, Transportation - There are several subsections that are proposing LOS standards for intersections within the state highways that fall below the minimum LOS standards for Highways of Statewide Significance (SR 167 and interchanges) and Highways of Regional Significance (SR 181 and SR 516). In all instances, the minimum LOS for state highways should be LOS D for a Highway of Statewide Significance (HSS) and LOS E mitigates for a Highway of Regional Significance (HRS). We did not note every location in the comments below but this does apply to all sections. Individual intersections need to be analyzed so that impacts to the state highway system can be properly assessed and if necessary, appropriate mitigation can be proposed. 1-1

2. General Comment on Section 3.3, Transportation - The Smith/Canyon Drive SE 256th corridor should also be analyzed as this provides regional access to/from the east. This is also a major route from SR 167 to/from the area east of the Downtown Subarea. The SR 516 intersections between I-5 and the Downtown Subarea should also be analyzed. As noted in several locations within this section Alternatives 2 and 3 will add regional trips to the Downtown Subarea and regional growth will add trips through the subarea. 1-2

3. Page 3.3-2, Street Level of Service - WSDOT does not use a corridor LOS for state highways. Each intersection on a state highway needs to be analyzed individually. If that intersection falls below the LOS standard (LOS D for HSS highways - SR 167 and 1-3

interchanges, LOS E mitigated for HRS - SR 181 and SR 516), then mitigation is required to bring it up to that standard. 1-3 Conti.

4. Page 3.3-3, Street Level of Service - The portions of each of the three designated corridors that are also state highways should have LOS standards that match state standards (LOS D for HSS highways - SR 167 and interchanges, LOS E mitigated for HRS - SR 181 and SR 516). 1-4

5. Page 3.3-5, Figure 3.3-1: Page 3.3-11, Street LOS - Individual intersection LOS should be given for intersections on state highways. 1-5

6. 3.3-21, Street Mitigation Measures - WSDOT finds the mitigation measures unacceptable because the correct LOS standards were not used and the analysis did extend a sufficient distance to capture the likely impacts to state highways. The analysis needs to consider minimum state LOS standards and mitigation needs to be proposed that adequately addresses any deficiencies that result from the proposed alternatives. 1-6

If you have any questions, or require additional information please contact Felix Palisoc of our Local Agency and Developer Services section by phone at 206-440-4713, or via e-mail at palisof@wsdot.wa.gov.

Sincerely,

Ramin Pazooki
Local Agency and Development Services Manager

RP:fsp

EXHIBIT #2

From: Kelly Rider [mailto:kelly@housingconsortium.org]
Sent: Monday, July 08, 2013 3:21 PM
To: Gould-Wessen, Gloria
Cc: Anderson, Charlene; Satterstrom, Fred
Subject: HDC Comments to LUPB re: DSAP

Gloria,
On behalf of the Housing Development Consortium of King County, please accept the attached comments to the Land Use & Planning Board (LUPB) regarding the Downtown Subarea Action Plan. While we are not recommending any changes to the DSAP, we do encourage the City throughout implementation of the DSAP to use explicit affordable housing strategies to improve affordable housing opportunities in Downtown Kent.

Thanks in advance for your consideration, and please do not hesitate to contact me with any questions or comments.

Best,
Kelly Rider

Kelly Rider
Policy Director
Housing Development Consortium Seattle - King County
1402 3rd Ave., Suite 1230
Seattle, WA 98101
www.housingconsortium.org
206.682.9541
kelly@housingconsortium.org

EXHIBIT 2
FOR SUBMITTAL
JULY 8, 2013
LUPB HEARING

HOUSING
DEVELOPMENT
consortium

HDC's Affordable Housing Members:

- Low-income Housing Organizations
- Community Development Corporations
- Special Needs Housing Organizations
- Public Housing Authorities
- Community Action Agencies
- Workforce Housing Organizations
- Public Development Authorities
- Government Agencies and Commissions
- Architects and Designers
- Development Specialists
- Certified Public Accountants
- Regional Funders and Lenders
- National Funders and Lenders
- Community Investment Specialists
- Property Managers
- Law Firms
- Contractors

July 8, 2013

Kent Land Use & Planning Board
Kent City Hall
220 Fourth Avenue South
Kent, WA 98032

RE: Downtown Subarea Action Plan (DSAP)

Dear Board Member,

On behalf of the Housing Development Consortium of King County (HDC), thank you for this opportunity to comment on your Downtown Subarea Action Plan (DSAP).

HDC is a nonprofit membership organization which represents more than 100 private businesses, nonprofit organizations, and public partners who are working to develop affordable housing in King County and who are dedicated to the vision that all people live in a safe, healthy, and affordable home. HDC works at the local, regional, and state level to provide policy analysis on land-use issues, advance legislation that supports the development, operation, and preservation of affordable homes, and promote adequate funding for affordable housing construction and related services. HDC also facilitates the South King County Housing Development Workgroup, a coalition of nonprofits, city representatives, and private businesses working to develop quality, affordable housing opportunities in South King County as a means to strengthen communities and reduce housing instability that leads to homelessness.

HDC supports equitable downtown development that includes a mix of employment, transportation, and housing opportunities for people of all incomes. Therefore, we support your goal to increase housing options in Downtown Kent. We offer the below comments to ensure that truly affordable homes continue to be accessible Downtown.

❖ **Density & Affordability**

According to staff analysis in the proposed DSAP, the proposed zoning amendments will "...better align Kent's Comprehensive Plan planning goal to *'Ensure opportunities for affordable housing in close proximity to employment, public transportation, and human services.'* This is a laudable goal. However, increased housing capacity alone will not

2-1

Affording Opportunity

1402 Third Avenue, Suite 1230 Seattle, Washington 98101

206.682.9541 Fax 206.623.4669 www.housingconsortium.org

protect or ensure affordable housing opportunities. The experiences of cities across the region shows increased demand for housing located near vibrant, transit-friendly, urban centers. This demand has caused the price of downtown housing to rise significantly across King County. **For this reason, as you implement the DSAP, we encourage you to implement strategies that encourage and protect housing explicitly made affordable to low-income households.** Without this protection, housing costs Downtown will rise over time and become unaffordable to many households currently living Downtown. 2-1 Conti.

❖ **Housing Incentives & Affordability**

Action H-2.1 of the proposed plan is to, "Provide incentives to residential development in mixed-use structures or complexes." Other cities in the region have provided incentives solely for residential construction, with no affordability criteria, and they are now struggling with the consequences—Incentives with no connection to housing type support a housing stock that lacks diversity and is unable to serve young people, large families, older adults, and others in need of low-cost housing options. **In implementing Action H-2.1, we again urge you to make these incentives contingent on specific affordability criteria.** 2-2

❖ **Preservation of Affordable Housing Options**

Lastly, we recognize that market-rate housing in Kent is currently much more affordable than housing in other parts of the county. As demand increases for housing near mixed-use centers with strong transit access, it is critical that Kent preserve these affordable housing options Downtown, for older adults, for young people, for low-income households, and many others that rely on public transportation. **As you implement the DSAP, we encourage you to implement strategies that preserve affordable housing opportunities by identifying at-risk or unhealthy properties in need of preservation and partnering with developers to rehabilitate and protect these affordable homes.** 2-3

HDC and the South King County Housing Development Workgroup appreciate our partnership with the City and strive to be a resource for you as you implement the DSAP in order to ensure everyone in Kent has the opportunity to live in a safe, healthy, affordable home.

Thank you for your consideration. I would be happy to discuss our comments with you further. Please do not hesitate to contact me with any questions or other thoughts.

Best,

Kelly Rider
Policy Director

EXHIBIT 4
FOR SUBMITTAL
JULY 22, 2013
LUPB HEARING

From: Briggs, Patrick
Sent: Monday, July 15, 2013 3:52 PM
To: Satterstrom, Fred; Wolters, Ben
Cc: Azzola, Toni
Subject: FW: Zoning Concerns

FYI

From: Joseph Bento [mailto:joebento@hotmail.com]
Sent: Monday, July 15, 2013 1:53 PM
To: City Council; Mayor
Subject: Zoning Concerns

Dear Mayor and Council Members of the City of Kent,

I just purchased a home in the North Park Neighborhood in May 2013. I love living in North Park because of the quiet area, no noise and friendly neighbors. I am concerned about this report I read about changing the zoning to allow more commercial, multi-family and mid rise buildings to come to the North Park Neighborhood.

I like my quiet neighborhood and would like to keep it that way. Have you surveyed the community? It seems that there are many people in North Park who are not agreeing with this zoning change. In fact, I would like to take a survey if there is one available. 3-1

I would like to be on record that i am VERY opposed to this many changes. I don't want my neighborhood to turn into an extension of kent station. 3-2

Many thanks.

Joe

Joseph Bento
joebento@hotmail.com
917 3rd Ave North. Kent. 98032.

From: Ryan Czaplinski [mailto:ryancz1978@gmail.com]
Sent: Monday, July 22, 2013 12:24 PM
To: Mottram, Pamela
Cc: Christine BUDELL
Subject: Concerns over the zoning for North Park Neighborhood...

EXHIBIT 7
FOR SUBMITTAL
JULY 22, 2013
LUPB HEARING

Dear Pamela & City of Kent,

I met with some folks in the neighborhood recently and I do share some dismay over the talks that are going on about fixing up the Kent area, namely the zoning going on for the North designation across from Kent Station. I think the focus is more on budget and dollar signs than the heart and concern of the people who reside in our area. 4-1

There's all of this talk bouncing around of tearing down and moving residents out of North Park Neighborhood, yet there seems to be a lot of attention being taken off another other area that desperately needs the city's attention. Functionally and as a community, North Park Neighborhood is okay and many are not interested in moving out of their homes because they love where they live and are attached to a long history of the neighborhood itself. We keep our eyes out for suspicious behavior and stay connected through Neighborhood events throughout the year. I don't know why you would want to tear this area apart. Maybe help fix it up some and give the neighborhood some things to make it safer. Certainly one thing really wrong with the neighborhood that NEEDS attention is the weekday traffic that comes through off James coming from 1st and 2nd where people are blasting down W. Cloudy Street in excess of 45 miles an hour bottoming out at the 4-way intersection where we need stop signs and speed bumps. I guarantee you if you station a couple police cars off 3rd and W. Cloudy you will be pulling over a lot of people going dangerously too fast in our neighborhood down this street. I see it <u>every</u> morning and don't understand why the adjacent roads have installed speed bumps, but nothing done about the long stretch of road down W. Cloudy being carelessly sped down throughout the day. As a parent it's very discerning and there are children who live and play along this street. Could we please do something about it before a child dies when it could have been prevented? 4-2

Back to fixing up Kent... When people think of Kent, a lot of them think of the tremendous eye sore that is Meeker Street, and has given a reputation of our city as a bit of a dump. A lot has been done to improve Kent as a whole. Kent Station looks great, the park looks great! And then you walk down one block and you can see what looks like a barely thriving ghost segment of town off Meeker. The city can not keep neglecting this area. It's horrible. I've heard the costs to improve this area would be greater due to code upgrades and necessary utility changes needing to be made, but I don't see this as a valid excuse to start mowing over North Park Neighborhood because it's cheaper. 4-3

Fix what's broken, not what isn't. Don't punish the people who live here by moving them out so you can start new businesses up when you already have a prime area you can do that and further grow in. The city is not lacking of room to facilitate business development, it's the developers who don't want to touch Meeker for improvement because the cost per square foot is more expensive and that's the bottom line. It's cheaper to push people out of their neighborhoods and start new. If you want to truly use the word "revitalize" in our city that you have in your agenda plans, revitalize Meeker to start with. That area is barely on life support. Can we look into the heart and fix what I think is very obvious to people what needs attention around here? To revitalize is to breathe life into something. You shouldn't destroy something that is already breathing quite well right now. 4-4

Sincerely,

Ryan Czaplinski
317 W. Cloudy St.
Kent, WA 98032

EXHIBIT 3 (3-pages)

From: Maduell, Chuck [mailto:chuckmaduell@dwt.com]
Sent: Monday, July 08, 2013 4:59 PM
To: Gould-Wessen, Gloria
Subject: July 8, 2013 Land Use and Planning Board Public Hearing

Ms. Gould-Wessen,

Attached is a copy of a comment letter on behalf of K-Mart Corporation for tonight's public hearing on the Downtown Subarea Action Plan and Zoning and Comprehensive Plan Map Amendments. I intend to bring copies to the hearing tonight for the Land Use and Planning Board.

Thank you,
Chuck

Chuck Maduell | Davis Wright Tremaine LLP
1201 Third Avenue, Suite 2200 | Seattle, WA 98101
Tel: (206) 757-8093 | Fax: (206) 757-7093
Email: chuckmaduell@dwt.com | Website: www.dwt.com

Davis Wright Tremaine LLP

Suite 2200
1201 Third Avenue
Seattle, WA 98101-3045

Charles E. Maduell
206-757-8093 tel
206-757-7093 fax

chuckmaduell@dwt.com

July 8, 2013

Land Use and Planning Board
City of Kent Planning Division
400 W. Gowe #300
Kent, WA 98032

Re: July 8, 2013 Public Hearing for Downtown Subarea Action Plan-Zoning Districts and Comprehensive Plan Map Amendments (CPZ/CPA-2012-1)

Dear Members of the Land Use and Planning Board:

We represent K-Mart Corporation, which owns and operates a K-Mart retail store in the City of Kent located at 24800 West Valley Highway. We are writing to provide comments on the proposed Downtown Subarea Action Plan ("DSAP") and associated Comprehensive Plan Map and Zoning Amendments—in particular, to request that the Land Use and Planning Board recommend to the City Council that the K-Mart property retain its General Commercial District ("GC") zoning.

As currently proposed, the draft DSAP and Zoning and Comprehensive Plan Map Amendments would amend the Comprehensive Plan Map designation for the K-Mart property from Mixed Use ("MU") to Urban Center ("UC") and rezone the property from GC to General Commercial-Mixed Use ("GC-MU"). While we do not object to the Plan Map redesignation from MU to UC, we have serious concerns about the rezone to GC-MU because of its impact on the continued and future use of the property for a K-Mart store. 5-1

The City's current use and development standards for the GC-MU zone are similar to but not the same as those for the GC zone. In some respects, especially as they pertain to the current retail use of the K-Mart property, the GC-MU use and development standards are more restrictive than the existing GC zoning standards. For example, the maximum height in the GC zone is two stories, up to a maximum of 35 feet, whereas the height limit for a retail store in the GC-MU zone is only 25 feet. And while both zoning districts have the same 40% maximum site coverage limit, the GC-MU zone further limits development density to .4 FAR for retail uses whereas there is no density limit in the GC zone for such uses. In addition, a rezone to GC-MU would subject any development on the K-Mart property to the design review process and guidelines, whereas design review is currently not required for properties like the K-Mart property that are currently zoned GC and located west of State Route 167. 5-2

These and other differences in the use and development standards for the GC and GC-MU would make the existing K-Mart store development nonconforming if the property were rezoned to GC-MU, as proposed by the Zoning Amendments implementing the draft DSAP. Such a status would have a severe impact on K-Mart's ability to maintain and continue use of the site for a K-Mart retail store. Under the current limitations in the Kent zoning code on nonconforming uses and structures, if the K-Mart store development were to become nonconforming because of the rezone to GC-MU, K-Mart would be permitted to perform only the most basic of repairs and maintenance work on the existing building. It would otherwise be prohibited from altering, remodeling, or redeveloping the store site as necessary to maintain its continued use as a K-Mart retail store. 5-3

The Kent K-Mart store has served the citizens of Kent for many years, and it is K-Mart's expectation that it will serve them for many more. The proposed rezone to GC-MU will interfere with K-Mart's ability to do so. On the other hand, retaining the existing GC zoning will allow K-Mart the flexibility to ensure a viable retail store at its current location into the future.

While we understand that the action plan in the draft DSAP recommends that Planning staff begin developing amendments to the GC-MU zoning standards to allow for additional height and density as soon as the draft DSAP is adopted by the City Council, there is no assurance that these amendments will prevent the K-Mart site from becoming nonconforming if rezoned to GC-MU, especially since they appear to be for the purpose of encouraging and supporting mixed uses on properties—residential with commercial—and not commercial-only use of a property, as would be the case with K-Mart's use of the retail store property. 5-4

Under these circumstances, we therefore request that the Land Use and Planning Board reject the proposed rezone of the K-Mart property to GC-MU and instead recommend to the City Council that the K-Mart property retain its GC zoning unless or until the GC-MU zoning regulations are amended in such a way that they do not cause the K-Mart property to become nonconforming in any respect.

Thank you for your consideration of these comments.

Very truly yours,

Davis Wright Tremaine LLP

Charles E. Maduell

cc: Robyn Alexander, Esq., Associate General Counsel-Real Estate, Sears Holdings Corporation
Gloria Gould-Wessen, AICP, Planner

EXHIBIT 5
FOR SUBMITTAL
JULY 22, 2013
LUPB HEARING

RECEIVED
MAR 08 2013
CITY OF KENT
ECONOMIC AND
COMMUNITY DEVELOPMENT

March 8, 2013

From Len McCaughan

623 East Titus Street, Kent, WA 98030

(253) 852-2305

1. Raise height limit on buildings to get more residential units. Renton gets along fine with all their high rises. I want the city to look like a city, including senior apartments. 6-1

2. For city of 120,000 we should get recognition. We're currently known for manufacturing and county jail. We are a very diverse city. Parks Department is something to toot our horn about. Toot our horn for what we have other than manufacturing, although I realize it creates jobs. Known as a blue collar city but should be looking at more, e.g., ShoWare Center. 6-2

3. I'm not sure what to do about the homeless, but the city and the churches should do something. See what can be done by working together. 6-3

4. Please put me on the list of parties of interest for this project. 6-4

Len McCaughan

Roderick McPhee
919 3rd Ave. N. Kent, WA 98032-3014

RECEIVED
CITY OF KENT
JUL 22 2013
LAND USE & PLNG BOARD
EXHIBIT 9 5 pg 2

July 14, 2013

EXHIBIT 9
FOR SUBMITTAL
JULY 22, 2013
LUPB HEARING

City Of Kent
City Council, Et al
220 4th Ave. S.
Kent, WA 98032

RE: North Park Residents Against Proposed Mixed Use Core Urban Plan.

Dear Council Members:

I represent the same sentiment as most of the residents within North Park to preserve the integrity of the existing single-family homes; some have been here for over 50 years. Your help is greatly needed within our community to make sure it stays single family for the simple fact that downtown Kent has few single family zoned areas. I ask that you work with the existing residents to make sure the zoning in North Park is not changed from single-family. Kent has already designated areas for commercial enterprises and multifamily properties. Many of us have voiced our strength on this issue in past proposals and we have succeeded on maintaining the historical value of a small town neighborhood. Simply, every city is complete when there are these permanent resident valued assets and equities of a small town, because it is undisputed that the majority do not like to be forced to move and faced with the unexpected hardships that go with a forced taking of property. 7-1

Attached hereto (Exhibit A) is a list of all concerned resident owners and occupants that insist on keeping the zoning in North Park unchanged.

Sincerely,

Roderick D. McPhee

Roderick McPhee

CC: Mayor Suzette Cooke
Tina Budell
Ben Walters

Exhibit A

North Park Residents Against Mixed Use Core

Resident Name: John E. Slaters

Signature / Date: John E. Slater July 14 - 2013

Address: 923 3rd Ave NZR

Phone: 253-854-2761

Resident Name: Misty & Benjamin Beck

Signature / Date: July 14, 2013

Address: 853 3rd Ave N

Phone: 206 245 0538

Resident Name: Shirley Moen

Signature / Date: Shirley Moen 7-14-13

Address: 852-3rd Ave N

Phone: 253-854-8380

Resident Name: Douglas Schmitt

Signature / Date: Douglas Schmitt 7/14/13

Address: 828 3rd AVE N.

Phone: 253 854-0463

Exhibit A

North Park Residents Against Mixed Use Core

Resident Name: Frederic J. Wright

Signature / Date: Frederic J. Wright 7-14-13

Address: 727 3rd Ave, N.

Phone: 253-852-1422

Resident Name: Sandy Thueringer

Signature / Date: Sandy Thueringer / 7-14/13

Address: 858 1st Ave

Phone: 206-779-7743

Resident Name: Shirley A. Hadley

Signature / Date: Shirley A. Hadley

Address: 860 2nd Ave. North

Phone: 253-850-6922

Resident Name: CHRISTINE BUDEK

Signature / Date: [illegible]

Address: 323 W. CLOUDY ST, KENT WA 98032

Phone: 253-856-6272

Exhibit A

North Park Residents Against Mixed Use Core

Resident Name: Nathan Sorrell

Signature / Date: Nathan Sorrell 7-14-13

Address: 915 3rd AVE N Kent WA 98032

Phone: (253) 440-6746

Resident Name: Gerald Peterson

Signature / Date:

Address: 924 3rd Ave N Kent

Phone: 253 852 0728

Resident Name: JIM HAND

Signature / Date:

Address: 835 2nd AVE N

Phone: 253 740 0853

Resident Name: JEANNETTE SIPE

Signature / Date: Jeanette Sipe

Address: 913-1st Ave. N.

Phone: 253-852-0768

Exhibit A

North Park Residents Against Mixed Use Core

Resident Name: Rocky Innniciello

Signature / Date: Rocky Innniello 7-15-2013

Address: 315 w cole St Kent wa. 98032

Phone: 206-4987292

Resident Name:

Signature / Date:

Address:

Phone:

Resident Name:

Signature / Date:

Address:

Phone:

Resident Name:

Signature / Date:

Address:

Phone:

EXHIBIT 1

FUR SUBMITTAL
JULY 8, 2013
LUPB HRG

From: Seim, Paul F [mailto:Paul.F.Seim@questdiagnostics.com]
Sent: Wednesday, July 03, 2013 1:05 PM
To: Gould-Wessen, Gloria
Subject: RE: letter of opinion

Hi Gloria,
Below is my modified letter
Thanks

Paul Seim
Quest Diagnostics | Facilities Manager | 1737 Airport Way South | Seattle, WA 98134 | **phone** +1.206.623.8100.6068 | **fax** +1.206.621.1241 | **mobile** +1.206.304.7240 | Paul.F.Seim@QuestDiagnostics.com | QuestDiagnostics.com

Please think about resource conservation before you print this message

My name is Paul Seim. I am president of the Mill Creek Neighborhood and a member of the new Downtown Community (at our second meeting, we changed the name from District to Community).

I first heard of the proposed changes for the downtown area at the same time as my introduction to the City of Kent's District plan. My first thoughts were that the perfect first project of the new Downtown Community would be to work on this proposal for downtown.

As the president of Mill Creek and a resident living a few blocks from downtown, I strongly support any process to improve our downtown. Kent Station is a huge success and I would like nothing better than to see the remainder of our downtown as vibrant as that area. One of the first needs to support this improvement and to attract other businesses is people actually living downtown to help support the businesses. 8-1

We would be in support of all the changes proposed. However, we would like to see the "stepped" height limits as suggested in your plan for the DCE area north of James. We would further suggest that developer funded requirements would be added for this area as well as the MRT16 area that extends north to Cloudy. These could include park development for the small park in this area and curb/sidewalk improvements in the area north of Cloudy. 8-2

Thank you for your consideration

Paul Seim

President, Mill Creek Neighborhood

EXHIBIT 6 (1 pg)

For submittal
July 22, 2013
LUPB Public Hearing

From: Michelle Warren [mailto:mdwarren1@yahoo.com]
Sent: Thursday, July 18, 2013 9:09 PM
To: Satterstrom, Fred
Subject: North Park property 507, 511, 521, 525 West Cloudy Street

This letter is in reference to our property located at the above address.

From the mail we have been receiving, we understand that our property is a study area, looking to be rezoned to UC. (We are currently MRT-16).

My husband and I purchased this property as an investment, in 1993. There are 2 duplexes that were built in 1942. The property is on the North side of Cloudy street. The City purchased square footage from us a few years ago, to put in lighting and sidewalks entering the ShoWare Center.

We feel strongly that this property should be redeveloped, along with the property located between James and South of Cloudy, as it is outdated. This area borders the entrance to the ShoWare Center and, we feel, is out of place as a residential property. We strongly agree with the City's plan to rezone UC. 9-1

The City has done an outstanding job in revitalizing downtown Kent. It is beautiful. We hope our property will be included in Kent's vision.

Thank you,

Michelle & Gerald Warren
6695 Hickory Ave.
Orangevale, Ca. 95662
(916) 987-8133
mdwarren1@yahoo.com

4.0 REFERENCES

4.1 Personal Communication

City of Kent. 2012. Personal Communication, email Gloria Gould-Wessen, GIS Coordinator/Long Range Planner, to Lisa Grueter, AICP, Manager, BERK, regarding model land use growth numbers "DSAP PAO Adjusted Revised." October 30, 2012.

4.2 Printed References

City of Kent. 2002. Kent Station Planned Action SEIS Draft, April 2002 and Final July 2002. Kent, WA.

City of Kent. 2003. Downtown Design Review Guidelines. Prepared by Prepared by Makers Architecture and Urban Design and LMN Architects for the City of Kent, WA.

City of Kent. 2005. Downtown Strategic Action Plan Integrated With The Final Supplemental Environmental Impact Statement, April 19, 2005. Prepared by Makers Architecture and Urban Design et al. for the City of Kent, WA.

City of Kent. 2006. City of Kent Comprehensive Plan. 2004 Update to Kent's Comprehensive Plan. Revised May 4, 2006. Prepared by City of Kent Planning Services Department. Kent, WA.

City of Kent. 2007. Kent Events Center, Draft SEIS February 2007 and Final SEIS, May 2007. Kent, WA>

City of Kent. 2008. Transportation Master Plan. Prepared by Fehr & Peers/Mirai et al. for the City of Kent, WA.

City of Kent. 2010. Park & Open Space Plan. Prepared by Kent Park, Recreation & Community Services. Kent, WA. May 4, 2010.

City of Kent. 2011. Final Comprehensive Plan Review and Midway Subarea Planned Action EIS. Prepared by ICF et al. for the City of Kent, WA. September 1, 2011. Completes the Draft Comprehensive Plan Review and Midway Subarea Planned Action EIS. Prepared by ICF et al. for the City of Kent, WA. October 22, 2010.

City of Kent. 2012. Kent City Code. Available: http://www.codepublishing.com/wa/kent/. Kent, WA. December.

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King County Metro Transit. 2012. Metro Bus Service. Available. http://metro.kingcounty.gov/tops/bus/bus.html. Seattle, WA.

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Puget Sound Regional Council. 2008. VISION 2040. Available: http://www.psrc.org/growth/vision2040/pub/vision2040-document/. Seattle, WA. April 24, 2008.

Transportation Research Board. 2000. Highway Capacity Manual. Special Report 209. National Research Council. Washington, DC.

Washington State Department of Ecology. 2003. SEPA Handbook. Available: http://www.ecy.wa.gov/programs/sea/sepa/handbk/hbintro.html. Lacey, WA.

5.0 DISTRIBUTION LIST

The following agencies and individuals were sent a notice of availability, or a compact disk, or a copy of the Final SEIS.

5.1 Federal Agencies

Federal Highway Administration, Office of Urban Mobility

US Army Corps of Engineers

US Department Housing and Urban Development

US Department of Interior

US Environmental Protection Agency

5.2 Tribes

Duwamish Tribes

Muckleshoot Tribe

Muckleshoot Tribe

Nisqually Indian Tribe

Puyallup Tribe of Indians

5.3 State and Regional Agencies

Puget Sound Clean Air Agency

Puget Sound Regional Council

Sound Transit/Regional Transit Authority

Washington Environmental Council

Washington State Department Fish and Wildlife

Washington State Department of Archaeology and Historic Preservation

Washington State Department of Commerce

Washington State Department of Corrections

Washington State Department of Ecology

Washington State Department of Health

Washington State Department of Natural Resources

Washington State Department of Social and Health Services

Washington State Department of Transportation

Washington State Department of Transportation.

Washington State Department of Transportation.

Washington State Recreation & Conservation Office

Washington State Superintendent of Public Instruction

Washington State Utilities and Transportation Commission

5.4 Services, Utilities, and Transit

Auburn School District

Cascade Water Alliance

Cedar River Water & Sewer District

CenturyLink

Federal Way School District

Highline School District

Highline Water District

Kent School District

Lakehaven Utility

Puget Sound Energy

Renton School District

Soos Creek Water & Sewer District

Water District 111

5.5 Community Organizations

Friends of the Green River

Futurewise

Kent Chamber of Commerce

Kent Downtown Partnership

Rainier Audubon Society

Seattle Audubon Society

5.6 Newspapers

Seattle PI

Seattle Times

5.7 Adjacent Jurisdictions

City of Auburn

City of Covington

City of Des Moines

City of Federal Way

City of Maple Valley

City of Normandy Park

City of Renton

City of Renton

City of SeaTac

City of Tukwila

King County Adult Detention

King County Arts Commission

King County Department of Natural Resources and Parks

King County Department of Permitting and Environmental Review

King County Department. of Transportation

King County Engineering Services Section

King County Office of Cultural Resources

King County Metro Transit

King County Wastewater Treatment

King County Water and Land Resource Division

Metropolitan King County Council

Public Health King County / Seattle

5.8 Libraries

Des Moines Library

Kent Regional Library

Suzzallo Library

Valley View Library

Woodmont Library

5.9 Individuals

Parties participating in Stakeholder Committee, VentureDowntownKent, and other email listservs maintained by the City for persons interested in planning and municipal matters.

Persons submitting comments as listed in Chapter 3.0 of this Final SEIS.

APPENDIX A: TRANSPORTATION CLARIFICATIONS

This section is reprinted from the Draft SEIS with corrections and clarifications included with the Final SEIS.

3.3 Transportation

This section summarizes the existing conditions of the Study Area's transportation network, as well as the impacts that are expected from increased vehicle traffic associated with the proposed development in the Downtown Subarea Action Plan (DSAP) Study Area which is, in turn, associated with the land use alternatives described in Chapter 2.

Affected Environment

This section addresses current transportation conditions in the Study Area.

Transportation facilities in the Study Area include state highways, city streets, sidewalks, bicycle facilities, trails, and public transportation facilities and services. Consistent with the requirements of the Growth Management Act (GMA), the City maintains inventories of transportation facilities that include the street system, pedestrian facilities, bicycle facilities, and transit facilities. These elements of the City's transportation system are described below.

Street System

State highways are those roads owned by the state and managed by the Washington State Department of Transportation (WSDOT). These highways include the regional and interstate freeway system, together with state routes that connect communities. The state highways within or adjacent to the City fall under two categories, depending on their role in the regional network: highways of statewide significance (HSS) or highways of regional significance (HRS). HSS facilities, as codified in RCW 47.06.140, are state transportation facilities that support significant statewide travel and economic linkages. State law emphasizes that HSS facilities should be planned from a statewide perspective and that local jurisdictions assess the effects of local land use plans on these significant state facilities. All other highways are designated as HRS facilities.

One HSS facility, State Route (SR) 167, serves the Study Area. HRS facilities that serve the Study Area include SR 181 (which runs along Washington Avenue N, 68th Avenue S and W Valley Highway), and SR 516 (which runs along Kent-Des Moines Road, Willis Street, Central Avenue, Canyon Drive, SE 256th Street, and Kent-Kangley Road).

All City streets have been designated with functional classifications that reflect their function, traffic levels and composition, and roadway and streetscape design. The functional classifications guide the programming of roadway improvements and consist of the following (City of Kent, 2008):

- **Principal arterials** to provide relatively unimpeded traffic flow between major activity centers within the City, and provide access to the state highway system.
- **Minor arterials** provide connections to and from principal arterials and state highways, and access to major land use activity centers.
- **Collector arterials** connect to and from higher classified streets in an orderly and well-planned manner, and as a secondary function, provide access to land use activity centers. These streets provide high levels of traffic-carrying capacity, but serve as the "bridge" from high-capacity roadways to local access roadways and abutting land uses.
- **Residential collectors** provide traffic distribution and collection at a neighborhood level—from the local street system to the arterial classified roadways.
- **Local access streets** provide direct access to abutting land uses (businesses, parks, etc.) from residential collector streets safely and efficiently. All streets that do not have a classification of principal, minor, or collector arterial, or residential collector are considered local access streets.

Level of Service Methodology

Level of service (LOS) is a concept that may be applied to all modes of travel. The methodology used for each mode is described below.

Street Level of Service

The City of Kent has an adopted LOS policy for the City's street system, as follows:

> ***Policy TR-3.1:*** *Maintain level of service (LOS) standards that promote growth where appropriate while preserving and maintaining the existing transportation system. Set LOS E as the standard for City Street Corridors. Set LOS F as the standard for the Pacific Highway (SR 99) Corridor and for Downtown Kent while recognizing WSDOT's LOS D for SR 99.*

This LOS policy supports the goal (TR-3) to "preserve and expand capacity, mobility and access management for all transportation modes on the arterial network to reduce congestion."

In addition, the Washington State Department of Transportation (WSDOT) has identified an intersection LOS standard of LOS D for Highways of Statewide Significance (SR 167) and LOS E for Highways of Regional Significance (SR 181 and SR 516). To the extent that these LOS standards are in conflict with the City's adopted policies, the City of Kent will continue to work with WSDOT to identify potential intersection actions that would meet WSDOT's objectives while being consistent with Kent's overall transportation goals. In particular, the City's decision to set LOS F as a standard for Downtown Kent represents the desire to emphasize actions to encourage pedestrian, transit, and bicycle usage rather than vehicle congestion.

Roadway LOS is a measure of the operational performance of a transportation facility. A letter grade, ranging from A (the best) to F (the worst), is assigned based on the delay experienced by drivers. LOS standards are used to assess existing and projected future traffic conditions and identify deficiencies. In general, LOS A and B indicate minimal delay, LOS C and D indicate moderate delay, LOS E indicates that traffic volumes are approaching capacity, and LOS F indicates congested conditions where demand exceeds capacity. For signalized intersections and unsignalized, all-way, stop-controlled intersections, the LOS is determined by the average delay experienced by all vehicles. For unsignalized, side-street, stop-controlled intersections, LOS is determined by the movement with the highest delay. Table 3.3-1 displays the Highway Capacity Manual (HCM) thresholds used to determine LOS at signalized and unsignalized intersections.

Table 3.3-1. Levels of Service Criteria for Signalized and Unsignalized Intersections

Level of Service	Signalized Intersection Delay per Vehicle (seconds)	Unsignalized Intersection Delay per Vehicle (seconds)
A	0-10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Source: Highway Capacity Manual, 2000.

LOS for automobiles was evaluated using the Synchro and SimTraffic traffic analysis software. Volumes from the Kent Model were put into the analysis files originally developed for the 2030 Transportation Master Plan (TMP) analysis. This approach ensures that all of the roadway improvements assumed for the TMP are also assumed in evaluating the Draft Supplemental Environmental Impact Statement (Draft SEIS) alternatives described in Chapter 2. The City applies methods described in the HCM (Transportation Research Board 2000) to calculate the LOS for intersections at City streets.

The City uses 16 key roadway corridors and the Downtown street system, which is represented as a zone, to measure LOS. Since the DSAP Update focuses on the Downtown area, the Draft SEIS evaluates the Downtown zone and three corridors that are key routes ~~in~~into and out of Downtown (see Existing Conditions Analysis, particularly Table 3.3-2 below). This method calculates the LOS operation for key corridor intersections (in seconds of delay) and then calculates an average based on a weighting of the corridor intersection volumes. This method provides a corridor-wide result, allowing some intersections to operate at a congested LOS as long as the overall corridor operation is maintained[1].

The City's adopted LOS standard requires that the three designated corridors operate at LOS E or better during the PM peak hour. Corridors that operate below this standard are considered deficient. The Downtown zone is allowed to operate at LOS F. In Downtown, the street system is oriented to focus on pedestrians rather than vehicles. Traffic signals are set to facilitate pedestrian access to the Transit Center and the Sound Transit train station and minimal land is available for expansion of roadway capacity. The City's LOS standards will also be used as the thresholds to determine significant impacts under the future year alternatives.

Alternative Modes Level of Service

During the development of the TMP and the DSAP Update, the City recognized that Downtown Kent has different land use and transportation characteristics. To support a more pedestrian and transit friendly environment (e.g. Policy TR-1.10), an LOS F standard was established for Downtown Kent. The practical effect of this standard is to allow more traffic congestion to occur in Downtown, while minimizing the need to widen the streets or intersections.

The street LOS standard does not address the expected performance of the nonmotorized or transit facilities within Kent. However, there are several non-motorized (Goal TR-7) and HOV/Transit (Goal TR-8) goals and policies that promote a multimodal environment within the City.

The proposed DSAP multimodal LOS standards to be applied to the Study Area are included in the DSAP Update and applied for study purposes in this Draft SEIS, as follows:

1. Pedestrian LOS
   a. Establish Downtown Kent as a 'pedestrian priority area'.
   b. Within the designated pedestrian priority area: provide sidewalks and/or upgrade sidewalk condition at those locations that received the 'highest' and 'high' Pedestrian Priority Index (PPI)[2] scores as defined in the Kent TMP.
2. Bicycle LOS

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[1] The selected study corridors were evaluated because they appeared to be most affected by the DSAP growth proposals. Traffic on other corridors, such as Corridor #6 (Smith St/Canyon Drive/256th Street/Kent-Kangley Road) were determined through traffic modeling to not be as substantially affected by the DSAP alternatives as the selected corridors and were not included for detailed analysis. However, the 2011 City of Kent Comprehensive Plan Review and Midway Subarea Planned Action Environmental Impact Statement provides details for all of the city's transportation corridors.

2. The PPI considers a combination of sidewalk attributes (e.g. condition, width, obstacles, slopes) and accessibility (e.g. proximity to trip generators- schools, civic/commercial centers, parks and to transportation facilities- transit stops, major arterials, and to demographics- mobility impaired, lower income, senior citizen housing)

a. Provide bicycle facilities within Downtown consistent with the bicycle routes called for in the TMP. Bicycle facilities include roadway restriping to create bicycle lanes and designation of shared bicycle routes.

b. Provide adequate bicycle crossing of arterial or collector streets.

3. Transit LOS

a. Designate streets with bus routes in Downtown Kent as 'transit priority roadways.'

b. Pursue the following actions along designated transit priority roadways:

i. Work with King County Metro to provide high level of transit stop amenities, including pads, bus shelters, and traveler information.

ii. Require new development to provide convenient pedestrian connections to bus stops.

Existing Conditions Analysis

The existing traffic conditions presented in this document reflect 2006 conditions during the PM peak hour, as presented in the TMP (City of Kent 2008) and the 2011 City of Kent Comprehensive Plan Review and Midway Subarea Planned Action Environmental Impact Statement (2011 EIS) (City of Kent 2011). Current traffic volumes in the Downtown area were compared against the 2006 volumes used as the base year for the 2011 EIS. In most cases, volumes had decreased or stayed level, which is a common trend throughout the region given the economic climate throughout the recession and recovery. Therefore, it is assumed that the 2006 conditions are adequately representative of the 2012 conditions, and LOS results from the 2008 TMP and 2011 EIS are presented here.

Figure 3.3-1 presents the Study Area's street network and corresponding LOS, based on 2006 conditions. Table 3.3-2 shows the LOS for the three key study corridors and Downtown. ~~The~~Individual intersection LOS and the overall volume-weighted LOS is shown for each of the corridors~~. LOS for all of the individual intersections that comprise the Downtown zone is shown.~~.. The Downtown study intersections shown in italics fall within the Planned Action Ordinance (PAO) boundary, and the remainder are within the Mixed Use/Infill exemption area.

Table 3.3-2. Existing Conditions - Street Level of Service

Corridor/Area	LOS Standard	Existing Conditions - Seconds of Delay	Existing Conditions - LOS
1. W Meeker St/Reith Rd/S 260th St from Washington Avenue to SR 99	E	51	D
S 260th Street & SR99*	Per City policy, intersections are not required to meet individual LOS standards.[2]	51	D
S 259th Place & Military Road		39	D
Reith Road & 42nd Avenue S		3	A
Reith Road & SR516*		63	E
Meeker Street & Russell Road		16	B
Meeker Street & 64th Avenue S		39	D
Meeker Street & Washington Avenue*		**84**	**F**
2. Washington Ave/68th Ave S/West Valley Hwy from S 196th Street to Meeker Street	E	44	D
S 196th Street & W Valley Hwy*	Per City policy, intersections are not required to meet individual LOS standards.[2]	32	C
S 212th Street & W Valley Hwy*		35	C
S 228th Street & 68th Avenue S*		36	D
James Street & Washington Avenue*		38	D

Meeker Street & Washington Avenue*		**84**	**F**
3. Central Avenue/84th Avenue S from S 196th Street to James Street	E	40	D
S 196th Street & 84th Avenue S	Per City policy, intersections are not required to meet individual LOS standards.[2]	33	C
S 208th Street & 84th Avenue S		24	C
S 212th Street & 84th Avenue S		60	E
S 228th Way & 84th Avenue S		18	B
SR167 SB & 84th Avenue S*		31	C
SR167 NB & 84th Avenue S*		20	B
S 228th Street & 84th Avenue		31	C
James Street & Central Avenue		72	E
Downtown Area	F	67	E
James Street & 4th Avenue	~~Intersections~~Per City policy, intersections are not required to meet individual LOS standards.[2]	*26*	*C*
Smith Street & 4th Avenue		*43*	*D*
Meeker Street & 4th Avenue		*10*	*A*
*Willis Street & 4th Avenue**		*14*	*B*
Smith Street & Ramsay Way		*79*	*E*
James Street & Central Avenue		72	E
Smith Street & Central Avenue*		**84**	**F**
Meeker Street & Central Avenue*		39	D
Gowe Street & Central Avenue*		71	E
Willis Street & Central Avenue*		31	C
Smith Street & Jason Avenue*		**174**	**F**

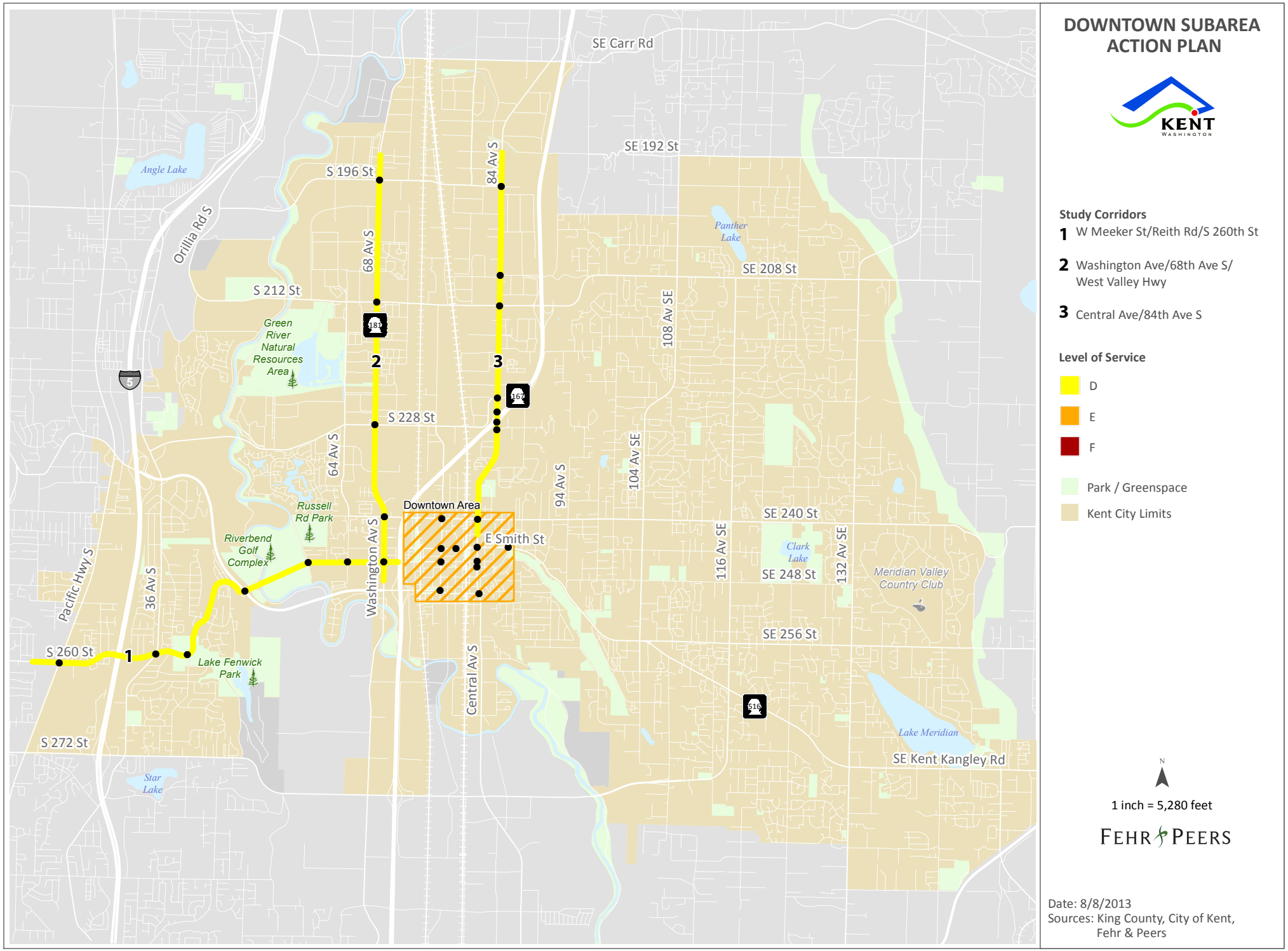
Note: 1. Intersections shown in italics are located within the PAO boundary.

2. The City of Kent recognizes that WSDOT sets intersection LOS standards on state facilities. Intersections marked with an asterisk are located on WSDOT facilities; those marked in bold do not meet the WSDOT LOS standard of LOS D for Highways of Statewide Significance and LOS E for Highways of Regional Significance.

Source: Fehr & Peers, 2013

Table 3.3-2 shows that corridors serving Downtown, as well as the Downtown zone itself, all operate at LOS E or better, meeting the City's LOS standards. Two of the intersections within the Downtown zone operate at LOS F: Smith Street & Central Avenue and Smith Street & Jason Avenue. Smith Street is a major east-west route (SR 516) that connects Downtown to the East Hill of Kent. It also provides a conduit through Downtown for access to the freeway connections to SR 167. Together with James Street to the north, Smith Street carries a mix of Downtown and through traffic. Central Avenue serves a similar function in the north-south direction through Downtown Kent.

FIGURE 3.3-1: Roadway Level of Service - Existing Conditions



Pedestrian and Bicycle Facilities

The Interurban Trail runs north-south through the Study Area, serving both pedestrian and bicyclists. Sidewalks are provided throughout most of the Study Area, although there are some locations that require construction or repair. Within the DSAP boundary, approximately 5,700 feet of sidewalk improvements have been identified. Of that total, 1,420 feet are located within the PAO Area. See Figure 3.3-2.

As shown in Figure 3.3-3, there are currently few on-street bicycle facilities within the Study Area. Bicycle lanes run eastward from the Interurban Trail along James Street. On the north side of the street, the lanes run until Fourth Avenue. On the south side of the street, the lanes run until First Avenue. Low volume roadways such as First Avenue N are comfortable facilities for bicyclists to share with vehicles, while high volume roadways such as Central Avenue are not ideal for bicyclists. Within the DSAP Study Area, more than 10,000 feet of roadway has been designated as requiring bicycle improvements. Of that total, approximately 8,100 feet falls within the PAO boundary.

Transit Facilities

King County Metro Transit (Metro) and Sound Transit serve the City with fixed route transit, commuter rail service, Dial-A-Ride Transit (DART) variable routing shuttle service, and paratransit service. DART transit is a combination of fixed and variable routing. All of the Kent DART routes serve Downtown. Travelers may schedule off-route trips within the DART service areas, listed below. Table 3.3-3 identifies routes providing transit service to the DSAP Study Area and vicinity.

Table 3.3-3. Existing Transit Routes

Transit Provider and Type of Service	Route	Destinations
King County Metro Fixed Route Service	150	Kent Station to Downtown Seattle
	153	Kent Station to Renton
	158	East Hill to Downtown Seattle via Kent Station
	159	Maple Valley to Downtown Seattle via Kent Station
	164	Kent Station to Green River Community College
	168	Kent Station to Maple Valley
	169	Kent Station to Renton Transit Center
	180	Burien to Auburn via Kent Station
	183	Kent Station to Federal Way
King County Metro/City of Kent Fixed and Limited Variable Routing (Operated by Hopelink)	913	Downtown Kent to North Kent
	914	Downtown Kent to East Hill north of SE 240th St / DART
	916	Downtown Kent to East Hill south of SE 240th St / DART
Sound Transit Fixed Route Service	566	Auburn to Overlake via Kent Station
	567	Kent to Bellevue/Overlake
Sound Transit Commuter Rail	Sounder	Tacoma to Everett via Kent Station

Source: King County Metro, 2012

FIGURE 3.3-2: Pedestrian Network Needs

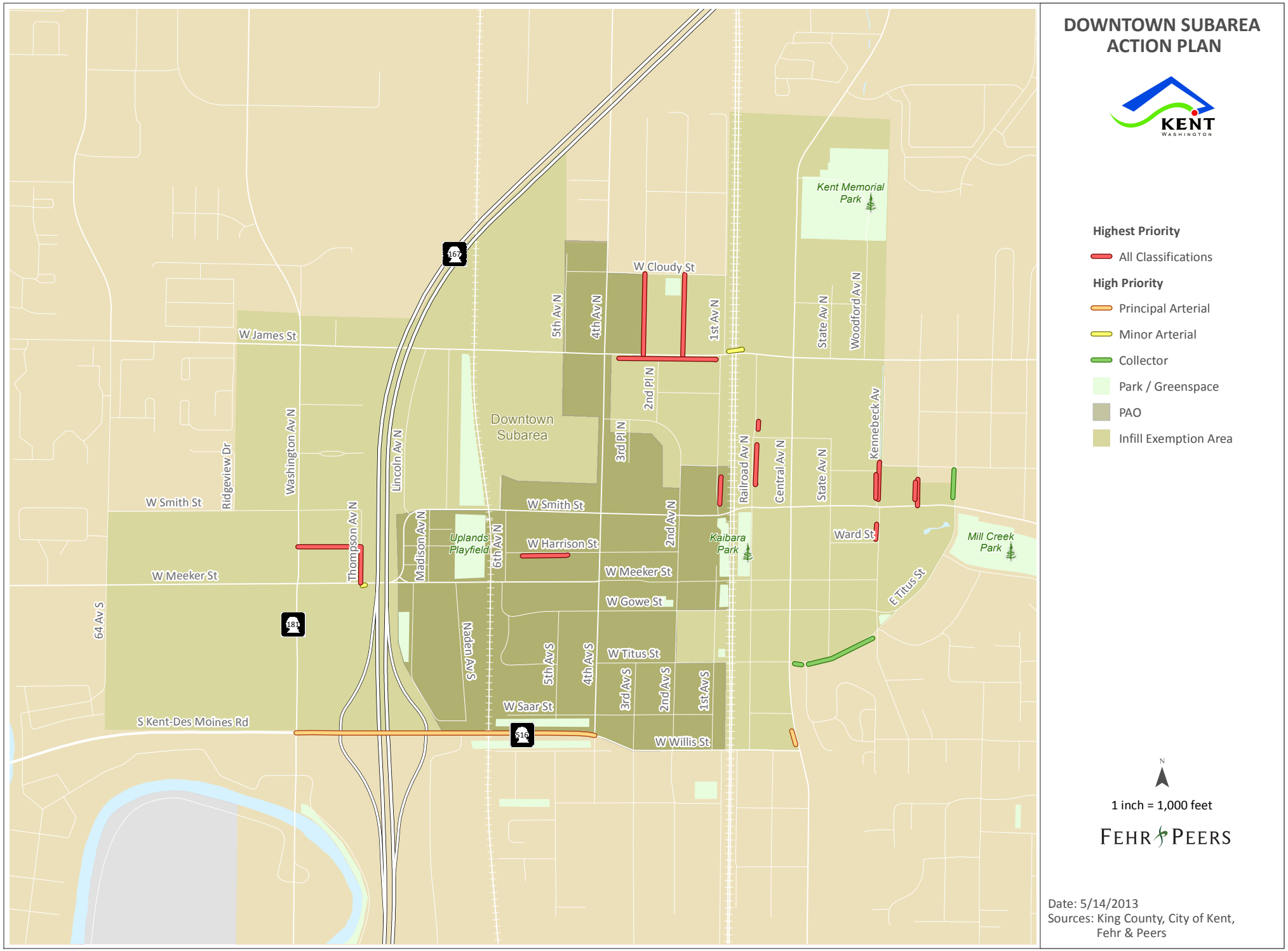
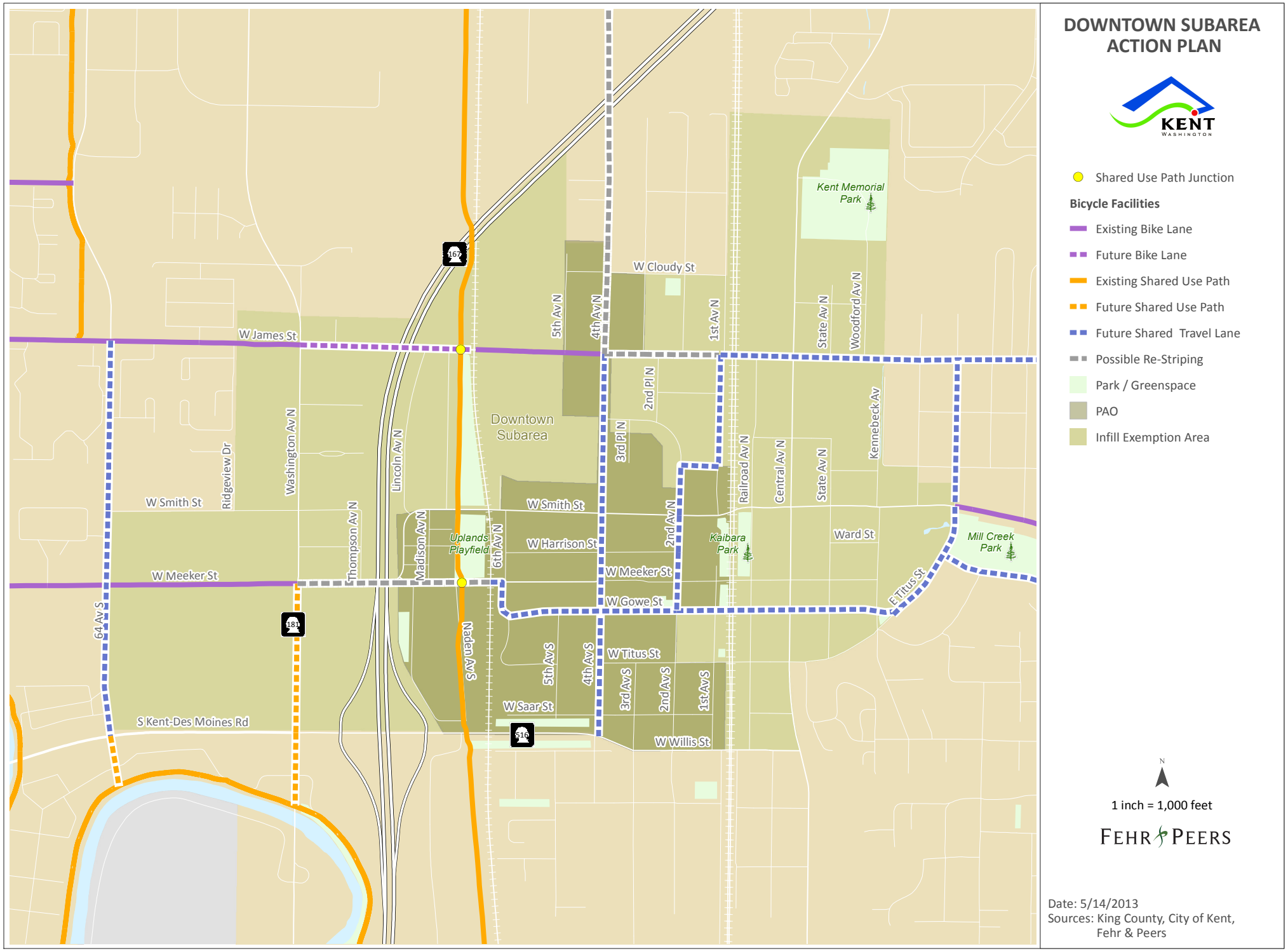


FIGURE 3.3-3: Bicycle Network Needs



Rail

Burlington Northern and Santa Fe Railway Company (BNSF) and Union Pacific Railroad (UPRR) railroad tracks run north-south through the Downtown area. Both railroads have at grade crossings at James, Smith, Meeker, and Willis Streets; the BNSF tracks also cross at grade at Gowe and Titus Streets. Approximately 63 trains travel along the BNSF tracks daily at a maximum time table speed of 79 miles per hour. Approximately 20 trains travel along the UPRR tracks daily at a maximum time table speed of 40 miles per hour. All at grade intersections have railroad crossing arms and flashing lights. The rail-roadway conflict contributes to congestion as well as safety concerns, especially queuing from nearby intersections. Kent Station is located between Smith and James Streets and serves commuters traveling on the Sounder train.

Impacts

This section summarizes the impacts that are expected under each of the three land use alternatives, using the LOS methodology described below for street, pedestrian, bicycle, and transit facilities.

Forecasting Methodology

This analysis used the Kent Travel Demand Model to forecast PM peak hour traffic volumes for each of the three future land use alternatives. Land uses are divided into more than 300 traffic analysis zones called K-zones, which are basic geographic units for estimating travel demand. K-zones range in size from a few City blocks to an entire residential neighborhood. The Kent Travel Demand Model focuses on the Kent Planning Area (City limits and Potential Annexation Area), but includes external zones that represent land uses for the greater Puget Sound region. Table 3.3-4 summarizes the land uses assumed in each of the three alternatives for the Kent Planning Area. The figures show that Alternatives 1 and 3 plan for sizable numbers of households and employment but focus more on employment, whereas Alternative 2 proposes greater household growth and relatively fewer jobs.

Table 3.3-4. Land Use Alternatives – Kent Planning Area

Alternative	Total Land Use		Growth Compared to No Action	
	Households	Employment	Households	Employment
Alternative 1: No Action	48,405	81,915	0	0
Alternative 2	57,108	73,303	8,703	-8,612
Alternative 3	63,121	88,495	14,716	6,580

Source: City of Kent, 2012

The range of growth in the DSAP Study Area shows a greater attention to employment in Alternatives 1 and 3, though households would also be present, whereas Alternative 2 has a greater share of households and relatively less employment. See Table 3.3-5.

Table 3.3-5. Land Use Alternatives – DSAP Study Area

Alternative	Total Land Use		Growth Compared to No Action	
	Households	Employment	Households	Employment
Alternative 1: No Action	3,602	10,073	0	0
Alternative 2	10,661	8,540	7,059	-1,535
Alternative 3	6,482	14,609	2,880	4,536

Source: City of Kent, 2012

As described earlier, comparing 2006 counts used for the TMP to 2012 counts, volumes have decreased or stayed level. Therefore, it is assumed that the 2006 conditions are adequately representative of the 2012 conditions. The TMP model is an appropriate tool for a planning level EIS analysis, but the individual estimates of levels of service at any one location may or may not match observed conditions on the ground today. However, the order of

magnitude difference between existing and future conditions and among alternatives is considered representative of likely future conditions.

Alternative 1 Forecast

The analysis for this document builds off of the No Action Alternative for the 2011 EIS. That alternative was based on the projected 2030 land uses in the TMP (2008). Minor changes in LOS were made to reflect an updated operations methodology.

Alternatives 2 and 3 Forecasts

Alternative 2 reflects a land use alternative that concentrates growth in the DSAP Study Area, particularly increasing residential density, and modifies land use throughout the rest of the Kent Planning Area. The total number of households within the Kent Planning area falls between those assumed for Alternatives 1 and 3, respectively. Employment within the Kent Planning Area would be lower than under Alternatives 1 and 3. Alternative 3 represents a modified version of the Proposal in the 2011 EIS. The only changes (reductions to both households and employment) were made to the Midway Planned Action area; all other land use remains the same as that analyzed in the 2011 Final Environmental Impact Statement (FEIS). Within the DSAP Study Area, Alternative 2 has the most households among the three alternatives, and Alternative 3 has the highest employment, as shown in Table 3.3-5.

The travel demand model was re-run after modifying the land use to reflect the alternatives described above. However, an intermediate step was taken to better analyze the likely transportation impacts of these alternatives. Alternatives 2 and 3 differ from Alternative 1 in that their growth would occur as mixed use development that encourages non-auto travel. To more accurately forecast the mode share, enhancements were made to increase the model's sensitivity to built environment variables. Separate trip generation estimates were developed for the Downtown, Meeker-Washington, and Midway Planned Action areas to consider smart growth elements, such as different mixes of uses, densities, and neighborhood connectivity.

The resulting PM peak hour vehicle trips forecasted for the DSAP Study Area and the PAO Area are shown in Table 3.3-6.

Table 3.3-6. Trip Generation – DSAP Study Area and PAO Area

Alternative	DSAP Study Area		PAO Area	
	Trip Ends*	Growth Compared to Existing	Trip Ends*	Growth Compared to Existing
Existing Conditions (2006)	9,780	0	2,200	0
Alternative 1: No Action	11,970	2,190	3,860	1,660
Alternative 2	15,270	5,490	3,900	1,700
Alternative 3	18,510	8,730	6,370	4,170

Note: * PM peak hour vehicle trips.

Source: Fehr & Peers, 2013

Both Alternatives 2 and 3 produce substantially more vehicle trips within the DSAP Study Area than the No Action Alternative. The total numbers of trips generated by Alternative 2 falls roughly halfway between those generated by the No Action Alternative and Alternative 3. The trips generated by Alternatives 1 and 2 within the PAO Area are roughly equal to each other, indicating that Alternative 2 includes a higher proportion of growth in the Mixed Use/Infill Exemption area compared to the No Action Alternative.

Alternative 1 Level of Service

Street LOS

Table 3.3-7 and Figure 3.3-4 show the projected street LOS under Alternative 1. None of the study corridors exceed the City's LOS standard. Since the LOS standard for the Downtown Area is F, it is not considered an impact. However, it should be noted that under the No Action Alternative, traffic conditions in Downtown are expected to be poor. Three intersections along Central Avenue would operate at LOS F. In addition, the intersection of Smith Street and Jason Avenue would operate at LOS F. All of the intersections within the PAO boundary are expected to operate at LOS E or better under Alternative 1.

Table 3.3-7. Alternative 1 - Street Level of Service

Corridor/Area	LOS Standard	Alternative 1 - Seconds of Delay	Alternative 1 - LOS
W Meeker St/Reith Rd/S 260th St from Washington Avenue to SR 99	E	56	E
S 260th Street & SR99*	Per City policy, intersections are not required to meet individual LOS standards.[2]	**81**	**F**
S 259th Place & Military Road		41	D
Reith Road & 42nd Avenue S		5	A
Reith Road & SR516*		74	E
Meeker Street & Russell Road		25	C
Meeker Street & 64th Avenue S		36	D
Meeker Street & Washington Avenue*		62	E
Washington Ave/68th Ave S/West Valley Hwy from S 196th Street to Meeker Street	E	71	E
S 196th Street & W Valley Hwy*	Per City policy, intersections are not required to meet individual LOS standards.[2]	38	D
S 212th Street & W Valley Hwy*		69	E
S 228th Street & 68th Avenue S*		**109**	**F**
James Street & Washington Avenue*		66	E
Meeker Street & Washington Avenue*		62	E
Central Avenue/84th Avenue S from S 196th Street to James Street	E	76	E
S 196th Street & 84th Avenue S	Per City policy, intersections are not required to meet individual LOS standards.[2]	86	F
S 208th Street & 84th Avenue S		9	A
S 212th Street & 84th Avenue S		98	F
S 228th Way & 84th Avenue S		16	B
SR167 SB & 84th Avenue S*		46	D
SR167 NB & 84th Avenue S*		11	B
S 228th Street & 84th Avenue		12	B
James Street & Central Avenue		225	F
Downtown Area	F	107	F
James Street & 4th Avenue	~~Intersections~~Per City policy, intersections are not required to meet individual LOS	*63*	*E*
Smith Street & 4th Avenue		*25*	*C*
Meeker Street & 4th Avenue		*20*	*B*

*Willis Street & 4th Avenue**	standards.[2]	*59*	*E*
Smith Street & Ramsay Way		*75*	*E*
James Street & Central Avenue		225	F
Smith Street & Central Avenue*		**103**	**F**
Meeker Street & Central Avenue*		36	D
Gowe Street & Central Avenue*		34	C
Willis Street & Central Avenue*		**104**	**F**
Smith Street & Jason Avenue*		**240**	**F**

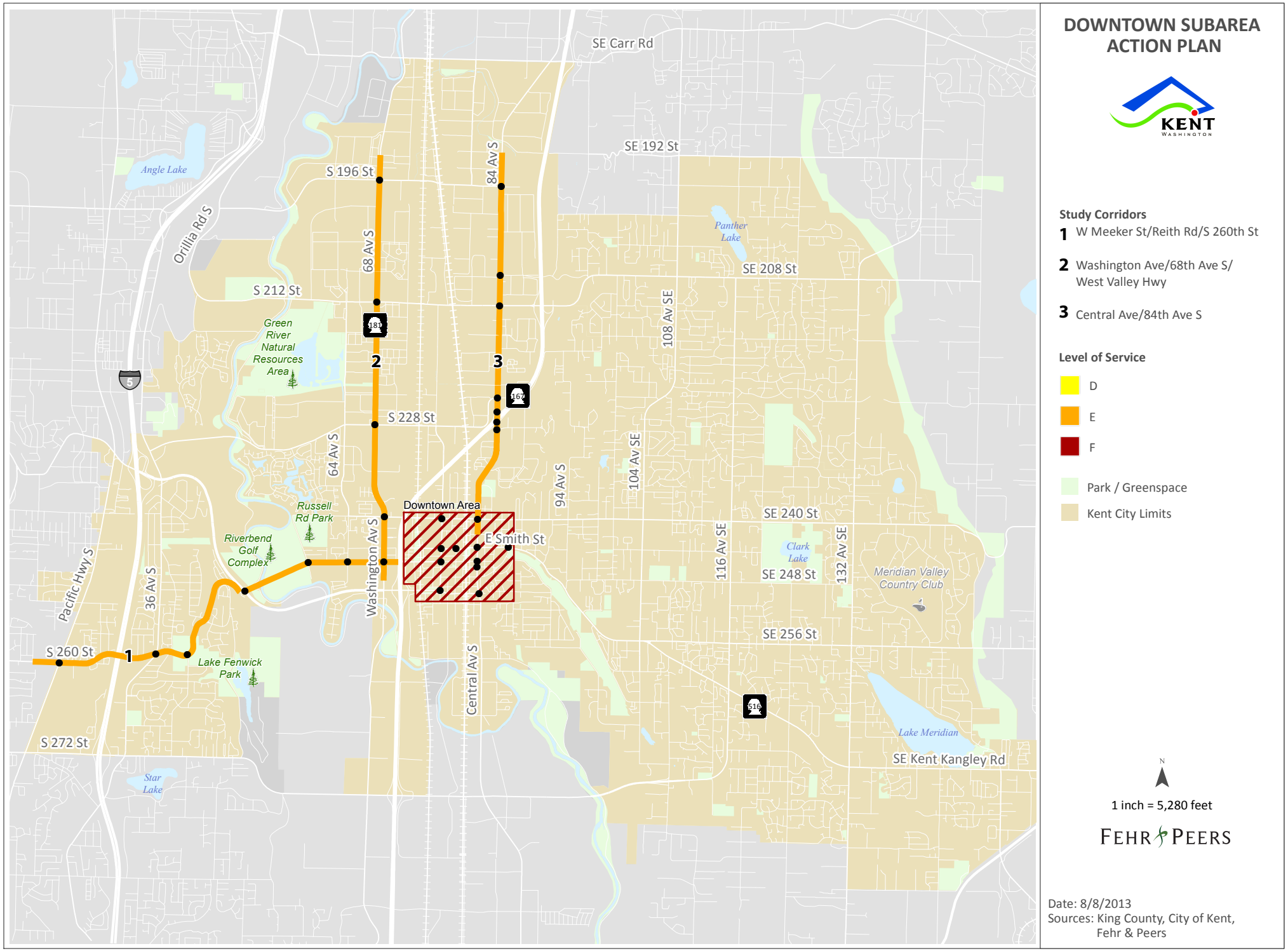
Note: 1. Intersections shown in italics are located within the PAO boundary.

2. The City of Kent recognizes that WSDOT sets intersection LOS standards on state facilities. Intersections marked with an asterisk are located on WSDOT facilities; those marked in bold do not meet the WSDOT LOS standard of LOS D for Highways of Statewide Significance and LOS E for Highways of Regional Significance.

Source: Fehr & Peers, 2013

It should be noted that the interaction between the roadway and the railroad tracks would contribute to congestion. Safety concerns may increase as the overall growth in traffic volumes leads to more extensive queuing throughout Downtown.

FIGURE 3.3-4: Roadway Level of Service - Alternative 1



Pedestrian LOS

The proposed pedestrian LOS standard would prioritize sidewalk improvements within Downtown Kent. The following sidewalk segments in Table 3.3-8 are currently identified as higher or highest priority for improvement (refer to Figure 3.3-2 for sidewalk locations):

Table 3.3-8. Sidewalk Improvements – Alternative 1

Roadway Classification	PAO Area		Infill Exemption Area	
	Feet of Sidewalk	Cost Estimate	Feet of Sidewalk	Cost Estimate
Principal Arterial	1,220	$290,000-$400,000	2,570	$620,000-$840,000
Minor Arterial	200	$50,000-$70,000	950	$230,000-$310,000
Collector	N/A	N/A	760	$180,000-$250,000
Total	1,420	$340,000-$470,000	4,280	$1,030,000-$1,400,000

Note: The costs shown are estimates only and would vary based on the specific needs of each project.

Source: Fehr & Peers, 2013

It is anticipated that the City and/or developers would construct these sidewalks over time consistent with the pace of growth in Downtown Kent.

Bicycle LOS

The proposed bicycle LOS standard would focus on providing bicycle facilities within Downtown Kent consistent with the TMP. Table 3.3-9 presents bicycle facilities currently identified within Downtown (refer also to Figure 3.3-3):

Table 3.3-9. Bicycle Facility Improvements – Alternative 1

Bicycle Facility Type	PAO Area		Infill Exemption Area	
	Feet of Bicycle Facility	Cost Estimate	Feet of Bicycle Facility	Cost Estimate
Restriping for Bicycle Lane	2,000	$10,000	1,450	$7,000
Shared Bicycle Facility	6,110	$18,000	7,420	$21,000
James Street/SR 167 Undercrossing with Bicycle Lanes			1,250	$1,400,000
Total	8,110	$28,000	10,120	$1,428,000

Note: The costs shown are estimates only and would vary based on the specific needs of each project.

Source: Fehr & Peers, 2013.

It is anticipated that the City would construct these bicycle facilities over time consistent with the pace of growth in Downtown Kent and in coordination with the rest of the citywide Bicycle Master Plan.

Transit LOS

The proposed transit LOS standard would require the City to work with Metro to provide a high level of transit stop amenities along designated ”transit priority roadways” in Downtown Kent. The City would also require new development to provide convenient pedestrian connections to bus stops. No specific actions have been identified for the No Action Alternative, although it is assumed that the City would have ongoing coordination with King County to upgrade transit stops and other transit amenities as growth occurs within Downtown.

Alternative 1 – Summary Results for PAO Area versus Infill Area

The following summarizes the results for the PAO Area under Alternative 1:

- **Trips –** Alternative 1 would generate roughly 3,860 trips within the PAO Area.
- **LOS –** All of the intersections within the PAO boundary are expected to operate at LOS E or better. No impacts are expected.
- **Non-Motorized Needs –** Improvements would be needed on 1,420 feet of sidewalk within the PAO Area. Improved bicycle facilities would be needed on 8,110 feet of roadway within the PAO Area.

Alternative 2 Level of Service

Street LOS

Figure 3.3-5 and Table 3.3-10 show the projected street LOS under Alternative 2, which concentrates development, in particular residential dwelling units, in the Downtown area. No impacts are expected under Alternative 2.

As was the case under Alternative 1, the Downtown Area is expected to operate at LOS F. Overall, the average intersection delay is projected to increase by 13 seconds. However, as shown in Table 3.3-10, the delay at the study intersections varies considerably. Three intersections, all located in the PAO boundary, are projected to experience substantial increases in delay:

- Meeker Street & 4th Avenue
- Smith Street & 4th Avenue
- Smith Street & Ramsay Way

The poor operations at the three intersections listed above are primarily due to high eastbound volumes in the PM peak hour. The traffic simulation suggests that the congestion on Central Avenue would cause queues to affect upstream intersections during the peak hour. Although operations in the Downtown Area would be worse than under the No Action Alternative, it is not considered an impact because the City's Downtown LOS threshold is F[3].

In addition to the new traffic attracted by the land uses Downtown, more regional traffic that is traveling from I-5 and SR 167 to the East Hill may use side streets to attempt to bypass the congestion on James Street, Smith Street, and Central Avenue. Of the four intersections that were forecasted to operate at LOS F under the No Action Alternative, two would continue to operate at LOS F under Alternative 2 and two are expected to improve to LOS E. As traffic patterns shift due to the differing land use patterns, several intersections may experience improved operations.

[3] The city acknowledges that some downtown intersections exceed WSDOT's current intersection LOS policy.

FIGURE 3.3-5: Roadway Level of Service - Alternative 2

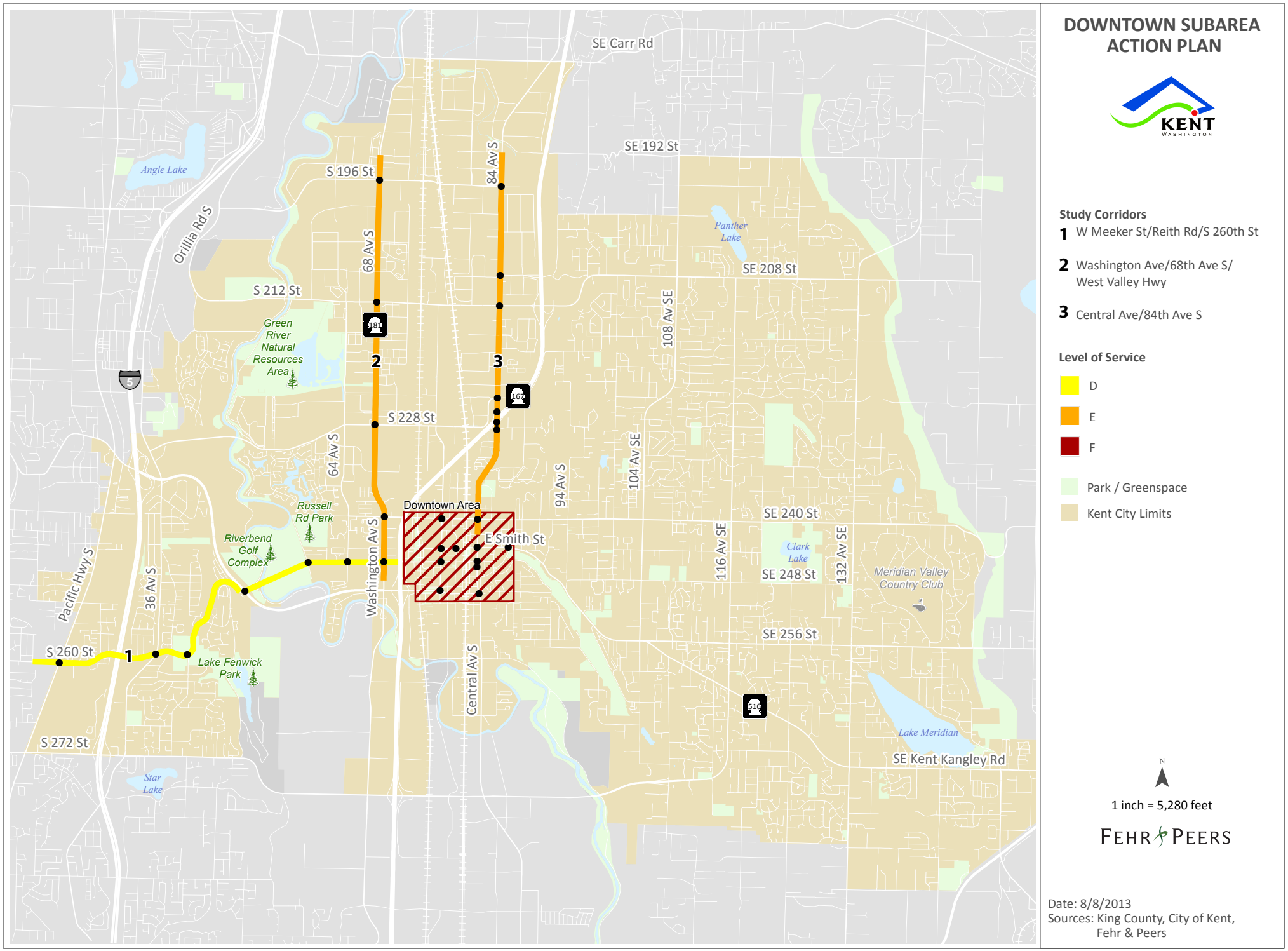


Table 3.3-10. Alternative 2 - Street Level of Service

Corridor/Area	LOS Standard	Alternative 1: No Action		Alternative 2: DSAP Update	
		Seconds of Delay	LOS	Seconds of Delay	LOS
W Meeker St/Reith Rd/S 260th St from Washington Avenue to SR 99	E	56	E	50	D
S 260th Street & SR99*	Per City policy, intersections are not required to meet individual LOS standards.[2]	**81**	**F**	79	E
S 259th Place & Military Road		41	D	46	D
Reith Road & 42nd Avenue S		5	A	5	A
Reith Road & SR516*		74	E	51	D
Meeker Street & Russell Road		25	C	25	C
Meeker Street & 64th Avenue S		36	D	34	C
Meeker Street & Washington Avenue*		62	E	52	D
Washington Ave/68th Ave S/West Valley Hwy from S 196th Street to Meeker Street	E	71	E	77	E
S 196th Street & W Valley Hwy*	Per City policy, intersections are not required to meet individual LOS standards.[2]	38	D	39	D
S 212th Street & W Valley Hwy*		69	E	**88**	**F**
S 228th Street & 68th Avenue S*		**109**	**F**	76	E
James Street & Washington Avenue*		66	E	**113**	**F**
Meeker Street & Washington Avenue*		62	E	52	D
Central Avenue/84th Avenue S from S 196th Street to James Street	E	76	E	70	E
S 196th Street & 84th Avenue S	Per City policy, intersections are not required to meet individual LOS standards.[2]	86	F	68	E
S 208th Street & 84th Avenue S		9	A	12	B
S 212th Street & 84th Avenue S		98	F	55	D
S 228th Way & 84th Avenue S		16	B	14	B
SR167 SB & 84th Avenue S*		46	D	**56**	**E**
SR167 NB & 84th Avenue S*		11	B	10	A
S 228th Street & 84th Avenue		12	B	13	B
James Street & Central Avenue		225	F	240	F
Downtown Area	F	107	F	120	F
James Street & 4th Avenue	Intersections are not required to meet individual LOS standards.[2]	*63*	*E*	*91*	*F*
Smith Street & 4th Avenue		*25*	*C*	*186*	*F*
Meeker Street & 4th Avenue		*20*	*B*	*123*	*F*
*Willis Street & 4th Avenue**		*59*	*E*	*20*	*C*
Smith Street & Ramsay Way		*75*	*E*	*116*	*F*

James Street & Central Avenue	225	F	240	F
Smith Street & Central Avenue*	**103**	**F**	79	E
Meeker Street & Central Avenue*	36	D	21	C
Gowe Street & Central Avenue*	34	C	29	C
Willis Street & Central Avenue*	**104**	**F**	62	E
Smith Street & Jason Avenue*	**240**	**F**	226	F

Note: 1. Intersections shown in italics are located within the PAO boundary.

2. The City of Kent recognizes that WSDOT sets intersection LOS standards on state facilities. Intersections marked with an asterisk are located on WSDOT facilities; those marked in bold do not meet the WSDOT LOS standard of LOS D for Highways of Statewide Significance and LOS E for Highways of Regional Significance.

Source: Fehr & Peers, 2013

It should be noted that the interaction between the roadway and the railroad tracks would contribute to congestion. Safety concerns may increase as the overall growth in traffic volumes leads to more extensive queuing throughout Downtown.

Alternative Modes

The growth anticipated in Alternative 2 would create additional person and vehicle trips in Downtown Kent, as compared to Alternative 1. Additional people would walk, ride bicycles, and use transit to make daily trips. The higher concentration of growth within Downtown Kent would create the need to complete the high priority sidewalk and bicycle network and make access to transit as convenient and comfortable as possible.

Alternative 2 – Summary Results for PAO Area versus Infill Area

The following summarizes the results for the PAO Area under Alternative 2:

- **Trips –** Alternative 2 would generate roughly 3,900 trips within the PAO Area.
- **LOS –** Two intersections within the PAO boundary are expected to operate at LOS F. However, since the LOS threshold for the Downtown Area is F, no impacts are expected.
- **Non-Motorized Needs –** Improvements would be needed on 1,420 feet of sidewalk within the PAO Area. Improved bicycle facilities would be needed on 8,110 feet of roadway within the PAO Area.

Alternative 3 Level of Service

Street LOS

Figure 3.3-6 and Table 3.3-11 show the projected street LOS under Alternative 3, which concentrates the City's development in the Midway area. However, overall land use within the DSAP Study Area is also highest under Alternative 3. No impacts are expected under Alternative 3.

Similar to Alternatives 1 and 2, the Downtown Area is expected to operate at LOS F under Alternative 3. The average intersection delay is projected to be 14 seconds higher than the No Action Alternative and 1 second higher than Alternative 2. The four intersections that were forecast to operate at LOS F under the No Action Alternative would continue to operate poorly under Alternative 3. Three intersections within the PAO boundary are projected to experience substantial increases in delay:

- Meeker Street & 4th Avenue
- Smith Street & 4th Avenue
- Smith Street & Ramsay Way

As was the case for Alternative 2, operations in the Downtown Area would be worse than under the No Action Alternative. However, it is not considered an impact since the City's Downtown LOS threshold is F[4]. The poor operations at the three intersections listed above are primarily due to high eastbound volumes. The traffic simulation suggests that the congestion at Central Avenue would cause queues to affect upstream intersections during the peak hour.

In addition to the new traffic attracted by the land uses Downtown, more regional traffic that is traveling from I-5 and SR 167 to East Hill may use side streets to attempt to bypass the congestion on James Street, Smith Street and Central Avenue. As traffic patterns shift due to the differing land use patterns, several intersections may experience improved operations.

[4] The city acknowledges that some downtown intersections exceed WSDOT's current intersection LOS policy.

FIGURE 3.3-6: Roadway Level of Service - Alternative 3

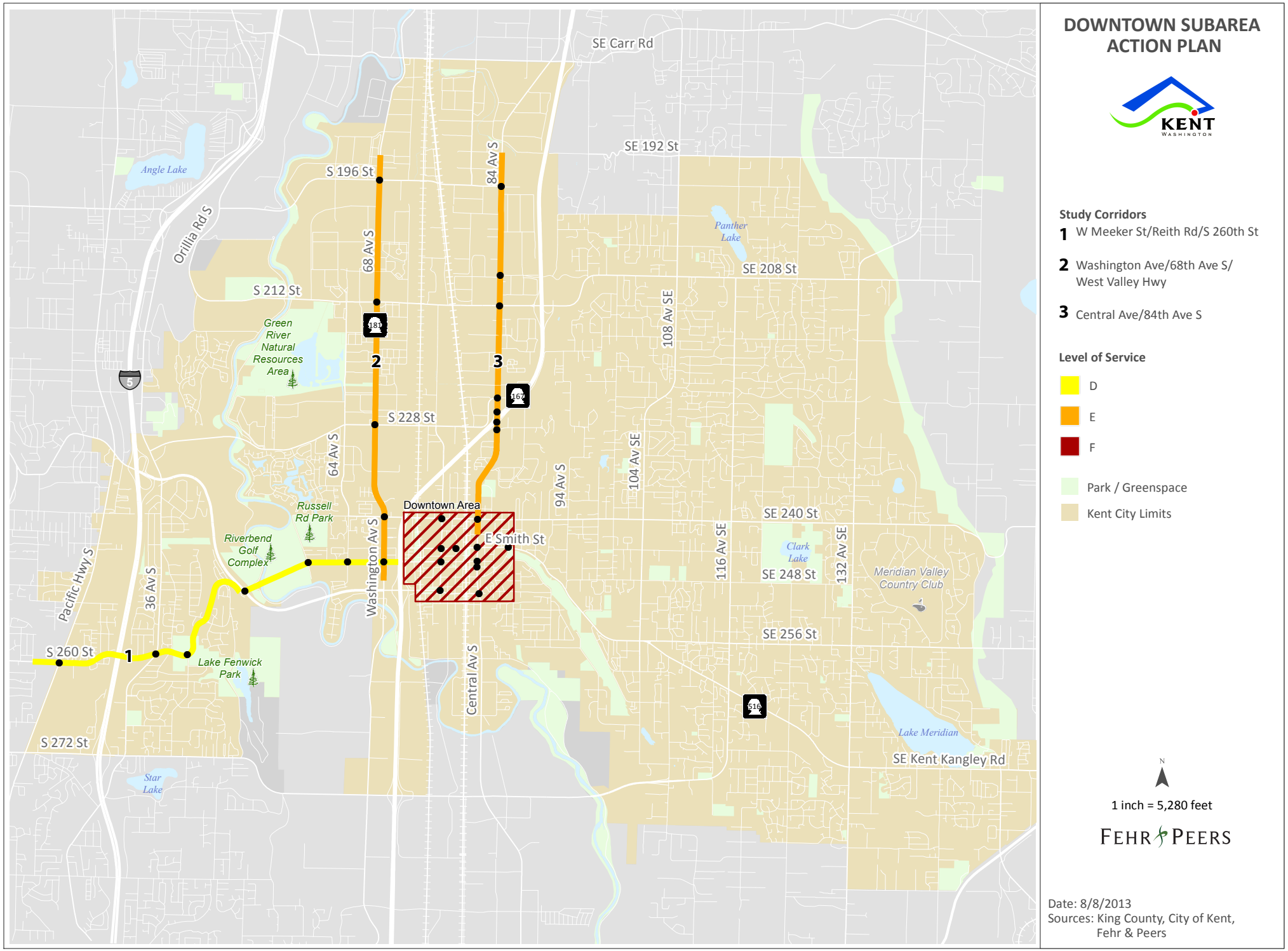


Table 3.3-11. Alternative 3 - Street Level of Service

Corridor/Area	LOS Standard	Alternative 1: No Action		Alternative 3: 2011 FEIS Review	
		Seconds of Delay	LOS	Seconds of Delay	LOS
W Meeker St/Reith Rd/S 260th St from Washington Avenue to SR 99	E	56	E	54	D
S 260th Street & SR99*	Per City policy, intersections are not required to meet individual LOS standards.[2]	**81**	**F**	**83**	**F**
S 259th Place & Military Road		41	D	44	D
Reith Road & 42nd Avenue S		5	A	5	A
Reith Road & SR516*		74	E	53	D
Meeker Street & Russell Road		25	C	28	C
Meeker Street & 64th Avenue S		36	D	33	C
Meeker Street & Washington Avenue*		62	E	66	E
Washington Ave/68th Ave S/West Valley Hwy from S 196th Street to Meeker Street	E	71	E	75	E
S 196th Street & W Valley Hwy*	Per City policy, intersections are not required to meet individual LOS standards.[2]	38	D	46	D
S 212th Street & W Valley Hwy*		69	E	63	E
S 228th Street & 68th Avenue S*		**109**	**F**	69	E
James Street & Washington Avenue*		66	E	**130**	**F**
Meeker Street & Washington Avenue*		62	E	66	E
Central Avenue/84th Avenue S from S 196th Street to James Street	E	76	E	62	E
S 196th Street & 84th Avenue S	Per City policy, intersections are not required to meet individual LOS standards.[2]	86	F	67	E
S 208th Street & 84th Avenue S		9	A	14	B
S 212th Street & 84th Avenue S		98	F	83	F
S 228th Way & 84th Avenue S		16	B	16	B
SR167 SB & 84th Avenue S*		46	D	51	D
SR167 NB & 84th Avenue S*		11	B	10	A
S 228th Street & 84th Avenue		12	B	13	B
James Street & Central Avenue		225	F	168	F
Downtown Area	F	107	F	121	F
James Street & 4th Avenue	~~Intersections~~Per City policy, intersections are not required to meet individual LOS standards.[2]	*63*	*E*	*29*	*C*
Smith Street & 4th Avenue		*25*	*C*	*206*	*F*
Meeker Street & 4th Avenue		*20*	*B*	*99*	*F*
*Willis Street & 4th Avenue**		*59*	*E*	*22*	*C*
Smith Street & Ramsay Way		*75*	*E*	*133*	*F*
James Street & Central Avenue		225	F	168	F

Smith Street & Central Avenue*	**103**	**F**	**144**	**F**
Meeker Street & Central Avenue*	36	D	59	E
Gowe Street & Central Avenue*	34	C	32	C
Willis Street & Central Avenue*	**104**	**F**	84	F
Smith Street & Jason Avenue*	**240**	**F**	**240**	**F**

Note: 1. Intersections shown in italics are located within the PAO boundary.

2. The City of Kent recognizes that WSDOT sets intersection LOS standards on state facilities. Intersections marked with an asterisk are located on WSDOT facilities; those marked in bold do not meet the WSDOT LOS standard of LOS D for Highways of Statewide Significance and LOS E for Highways of Regional Significance.

Source: Fehr & Peers, 2013

It should be noted that the interaction between the roadway and the railroad tracks would contribute to congestion, which could substantially worsen as growth occurs. This could lead to further safety concerns as the overall growth in traffic volumes causes more extensive queuing throughout Downtown.

Alternative Modes

The future needs for the pedestrian, bicycle, and transit access network under Alternative 3 are expected to be similar to those described in the previous section for Alternative 2.

Alternative 3 – Summary Results for PAO Area versus Infill Area

The following summarizes the results for the PAO Area under Alternative 3:

- **Trips –** Alternative 3 would generate roughly 6,370 trips within the PAO Area.
- **LOS –** Three intersections within the PAO boundary are expected to operate at LOS F. However, since the LOS threshold for the Downtown Area is F, no impacts are expected.
- **Non-Motorized Needs –** Improvements would be needed on 1,420 feet of sidewalk within the PAO Area. Improved bicycle facilities would be needed on 8,110 feet of roadway within the PAO Area.

Summary of Impacts

Table 3.3-12 combines the street LOS results for all three land use alternatives. Impacts are shown in bold. The different concentrations and overall levels of land use assumed in the three alternatives result in shifting travel patterns throughout the city. For instance, the W Meeker Street/Reith Road/S 260th Street corridor is expected to operate better under Alternatives 2 and 3 than under the No Action Alternative due to a slight decrease in volumes. Likewise, the Washington Avenue/68th Avenue S/West Valley Highway corridor is expected to see an increase in volumes, particularly under Alternative 2.

Table 3.3-12. Street Level of Service Summary

Corridor/Area	LOS Standard	Alternative 1 - LOS	Alternative 2 - LOS	Alternative 3 - LOS
W Meeker St/Reith Rd/S 260th St from Washington Avenue to SR 99	E	E	D	D
Washington Ave/68th Ave S/West Valley Hwy from S 196th Street to Meeker Street	E	E	E	E
Central Avenue/84th Avenue S from S 196th Street to James Street	E	E	E	E
Downtown Area	F	F	F	F

Source: Fehr & Peers, 2013

Impacts to alternative modes of transportation (pedestrian, bicycle, and transit) would be similar among the alternatives. The greater Downtown land use growth and concentration in Alternatives 2 and 3 would increase the need to complete the pedestrian and bicycle networks and to make access to transit as convenient and comfortable as possible.

Impact Timing

Congestion levels in Downtown would gradually increase over time consistent with land use growth. Similarly, impacts on alternative modes would increase gradually, as more people move and work within Downtown Kent.

Mitigation Measures

This section discusses measures that may be taken to mitigate the impacts on the transportation infrastructure, including streets, pedestrian facilities, bicycle facilities, and transit infrastructure and services. These measures could be incorporated into the next TMP and impact fee update. Before that occurs, the City could require new development within the DSAP Study Area to contribute to the improvements based on the number of trips the development is expected to generate. This could be done separately for the PAO and Mixed Use/Infill exemption areas. Until the DSAP mitigation measures are incorporated into the TMP and impact fee update, the existing transportation impact fee program would remain in place in addition to the DSAP Study Area fee program.

Street Mitigation Measures

Table 3.3-13 summarizes the mitigation projects that have been identified.

Table 3.3-13. Mitigation Measures

Location	Description	Cost Estimate[1]	Recommended for Alternative 2	Recommended for Alternative 3
Meeker Street & 4th Avenue	Restripe roadway to reduce width of westbound receiving lane and allow eastbound left turn pocket	$5,000-$10,000	X	X

Notes:

1. The costs shown are estimates only and would vary based on the specific needs of each project.

Source: Fehr & Peers, 2013

As defined by the City's LOS policy, no adverse street impacts are expected under the No Action Alternative, Alternative 2, or Alternative 3. Although no impacts are expected since the overall LOS standard for Downtown is F, both Alternatives 2 and 3 would result in degraded conditions compared to the No Action Alternative. Therefore, the project team considered mitigation measures for the Downtown Area. Some of the potential mitigation measures included adding a southbound right turn pocket to the intersection of James Street & Central Avenue or adding eastbound capacity along Smith Street. However, it was determined that such measures were not feasible given the limited right-of-way. One mitigation measure that would require only restriping of the existing right-of-way is included for the intersection of Meeker Street & 4th Avenue. Implementation of that mitigation measure using the Alternative 2 volumes would result in an average of 114 seconds of intersection delay, a reduction of six seconds compared to the unmitigated results, and only seven additional seconds of delay compared to the No Action Alternative. In addition, to alleviate congestion and safety concerns, the City should continue to pursue opportunities for grade separation over the railroad tracks through downtown. This could become a more acute concern with additional rail traffic, such as coal trains.

Since developments in both the PAO and Mixed Use/Infill Exemption Areas would contribute to impacts throughout the Downtown Area and the study corridors, their relative obligation must be determined according to the number of trips generated. The City could determine mitigation responsibilities based on a trip rate similar to an impact fee framework. A development would pay the street share of the total mitigation cost based on the proportion of the new trips it would generate compared to the total new trips expected in the DSAP Study Area. For example, under Alternative 2, the growth in the PAO is expected to generate 1,700 of the total 5,490 trips generated by growth within the DSAP Study Area. Therefore, new development in the PAO would be responsible for 31 percent (1,700/5,490=31%) of the total mitigation cost.

Consistent with GMA (RCW 36.70A.070 (6)(c)), the City has evaluated the effect of growth on state facilities to gauge the performance of the system. The City has developed a multimodal level of service approach consistent with GMA (RCW 36.70A.103). The multimodal approach using corridor and areawide LOS measures is appropriate for Kent's urban downtown and the desired community character (WAC 365-196-430(2)(e)(vi)). The City has not identified any traffic mitigation associated with WSDOT-designated roadways. The City's emphasis on multimodal solutions, particularly in and surrounding Downtown Kent, is in conflict with WSDOT's current LOS policies, which emphasize reducing congestion for vehicles. At this time, the City understands that WSDOT has no plans for adding capacity to state facilities in the downtown area, nor a process to determine feasible projects and proportional costs at a particular location given the nature of regional traffic and the statewide system. The City will continue to monitor traffic conditions along designated state highways, and coordinate with WSDOT through future planning efforts regarding appropriate multimodal urban transportation strategies.

Pedestrian Mitigation Measures

New development should contribute to a sidewalk fund that would enable the sidewalk segments summarized in Table 3.3-8 to be completed. These key arterial and collector sidewalk links could be used by all pedestrians within Downtown Kent. In addition, there are several sidewalk need areas along local streets in Downtown Kent. It is assumed that these sidewalks would be completed by new development consistent with the City's frontage design standards.

Specifically, development within the PAO would be responsible for a cost of $340,000 to $470,000 and development within the Mixed Use/Infill Exemption area would be responsible for a cost of $1,030,000-$1,400,000. Each new development's proportional share would be calculated based on the amount and type of land use proposed.

Bicycle Mitigation Measures

The bicycle facilities identified in Table 3.3-9 are needed to complete the TMP. The bicycle routes will serve the needs of all Downtown travelers. New development should share the cost of implementing these facilities, possibly through a bicycle mitigation fund.

Development within the PAO would be responsible for a cost of $28,000 and development within the Mixed Use/Infill Exemption area would be responsible for a cost of $1,428,000. Each new development's proportional share would be calculated based on the amount and type of land use proposed.

Mitigation Measure Cost Estimates

Table 3.3-14 and Table 3.3-15 include the PAO and Mixed Use/Infill Exemption Area costs per trip based on the estimates included in this document for Alternatives 2 and 3. For those estimates that were given as a range, the tables use the upper end of the range.

Table 3.3-14. Alternative 2 - Mitigation Measure Cost Estimates per Trip

Mitigation Measure Type	PAO Area 1,700 Trip Growth over Existing		Infill Exemption Area 3,790 Trip Growth over Existing	
	Cost	Cost per Trip	Cost	Cost per Trip
Street	$3,100[1]	$1.82	$6,900[1]	$1.82
Pedestrian	$470,000	$276.47	$1,400,000	$369.39
Bicycle	$28,000	$16.47	$1,428,000	$376.78
Total	$501,100	$294.76	$2,834,900	$747.99

Notes:

1. The total cost of $10,000 is shared proportionately between the PAO and Infill Exemption Areas according to the number of trips generated (31 percent by the PAO Area and 69 percent by the Infill Exemption Area).

Source: Fehr & Peers, 2013

Table 3.3-15. Alternative 3 - Mitigation Measure Cost Estimates per Trip

Mitigation Measure Type	PAO Area 4,170 Trip Growth over Existing		Infill Exemption Area 4,560 Trip Growth over Existing	
	Cost	Cost per Trip	Cost	Cost per Trip
Street	$4,800[1]	$1.15	$5,200[1]	$1.14
Pedestrian	$470,000	$112.71	$1,400,000	$307.02
Bicycle	$28,000	$6.71	$1,428,000	$313.16

Mitigation Measure Type	PAO Area 4,170 Trip Growth over Existing		Infill Exemption Area 4,560 Trip Growth over Existing	
	Cost	Cost per Trip	Cost	Cost per Trip
Total	$502,800	$120.57	$2,833,200	$621.32

Notes:

1. The total cost of $10,000 is shared proportionately between the PAO and Infill Exemption Areas according to the number of trips generated (48 percent by the PAO Area and 52 percent by the Infill Exemption Area).

Source: Fehr & Peers, 2013

Transit LOS

New development will impact the need for transit service and bus stop amenities. As demand grows at bus stops, the City can negotiate with King County for bus shelters. In addition, new development should be required to provide convenient pedestrian connections to bus stops.

In addition to transit infrastructure, maintaining convenient transit service is a key measure to mitigate traffic congestion. In particular, the continuation of Routes 914 and 916 (the "Shopper Shuttle"), which travel between Downtown and East Hill, would encourage transit use and mitigate the impacts within the Study Area.

Transportation Demand Management

Implementation of Transportation Demand Management (TDM) measures can facilitate use of alternative transportation modes. The City should consider creating a Transportation Management Association (TMA) within Downtown Kent. TMAs are non-profit, member-controlled organizations that provide transportation services in a particular area, such as Downtown Kent. They are generally public-private partnerships, consisting primarily of area businesses with local government support. TMAs provide an institutional framework for TDM Programs and services and allow small employers to provide Commute Trip Reduction services comparable to those offered by large companies.

Significant Unavoidable Adverse Impacts

Traffic congestion within the Study Area would increase under Alternatives 2 and 3 compared to the No Action Alternative. While there are increases in congestion at several Downtown intersections, the City's LOS standard would be met. Therefore, there are no significant, unavoidable adverse impacts with regard to City standards and associated mitigation. The City will continue to monitor traffic conditions along designated state highways, and coordinate with WSDOT through future planning efforts regarding appropriate multimodal urban transportation strategies.

APPENDIX B: SEPA ORDINANCES

ORDINANCE NO. _____

AN ORDINANCE of the City Council of the City of Kent, Washington, establishing a Planned Action for the Downtown Subarea pursuant to the State Environmental Policy Act.

RECITALS

A. The State Environmental Policy Act (SEPA) and implementing rules provide for the integration of environmental review with land use planning and project review through designation of "Planned Actions" by jurisdictions planning under the Growth Management Act (GMA).

B. The city of Kent has adopted a Comprehensive Plan complying with the GMA.

C. To guide Downtown's growth and redevelopment, the City has engaged in extensive planning for the Downtown Subarea and has adopted amendments to its Comprehensive Plan including the Downtown Subarea Action Plan (DSAP) Update.

D. The City approved a Planned Action Ordinance for a portion of the Downtown Subarea in 2002 and has largely completed those actions.

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E. The City desires to designate a new Planned Action for a portion of the Downtown Subarea.

F. Designation of a Planned Action expedites the permitting process for subsequent, implementing projects whose impacts have been previously addressed in a Planned Action environmental impact statement (EIS), and thereby encourages desired growth and economic development.

G. The City of Kent Downtown Subarea Action Plan Planned Action Supplemental EIS (referenced as the 2013 SEIS) together with the City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS completed in 2011 (referenced as the 2011 EIS), identify impacts and mitigation measures associated with planned development in the Downtown. Together these are referenced as the Combined DSAP Planned Action EIS.

H. The City has adopted development regulations and ordinances which will help protect the environment, and is adopting regulations specific to the Downtown Subarea which will guide the allocation, form and quality of desired development.

I. The Kent City Code (KCC) 11.03.020 provides for Planned Actions within the City.

J. The City as lead agency provided public comment opportunities through an SEIS scoping period in October 2012, and for the DSAP Update in 2012 and 2013 as part of a coordinated DSAP public participation program. Two online questionnaires were held through the project website Venture Downtown Kent starting on August 2012 and November 2012. The

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DSAP Steering Committee met seven times. The City held four public workshops and one hearing before the Land Use & Planning Board on October 22, 2012 and May 13th, May 28th, June 24th, and July 8th 2013 dates, and on August 12, 2013 a Regular Meeting was held for clarifications and the Land Use & Planning Board made a recommendation to the City Council. The City conducted three briefings and meetings with the City Council's Economic & Community Development Committee on May 14th and June 11, 2012, and on October 14, 2013. The City Council was briefed on the DSAP Update and recommendations at a workshop held on September 17, 2013.

K. The City Council's Economic & Community Development Committee hosted a community meeting on October 14, 2013 consistent with RCW 43.21C.440(3)(b).

L. On June 19 and June 21, 2013, the City provided the State of Washington the required sixty (60) day notification under RCW 36.70A.106 for the DSAP Update, Land Use Plan and Zoning District Map Amendments, Draft Planned Action and Infill Exemption Ordinances. On July 23, 2013, the City provided the State of Washington the required sixty (60) day notification under RCW 36.70A.106 for the Mixed Use Overlay Code Amendments and code reference correction for downtown design guidelines. The sixty (60) day notice periods have lapsed.

M. On October 4, 2013, the City's SEPA responsible official issued the Final Planned Action SEIS for the DSAP Update.

N. After providing appropriate public notice, on November 12, 2013, the City Council's Economic & Community Development Committee for the City of Kent considered the planned action ordinance at a public hearing.

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NOW, THEREFORE, the City Council of the City of Kent, Washington ordains as follows:

SECTION 1. - *Recitals*. The recitals set forth above are incorporated herein by reference.

SECTION 2. - *Purpose.* The city of Kent declares that the purpose of this ordinance is to:

A. Combine environmental analysis, land use plans, development regulations, Kent codes and ordinances together with the mitigation measures in the Combined DSAP Planned Action EIS to mitigate environmental impacts and process Planned Action development applications in the Planned Action Area.

B. Designate the central Downtown Subarea shown in Exhibit A as a Planned Action Area for purposes of environmental review and permitting of subsequent, implementing projects pursuant to SEPA, RCW 43.21C.031.

C. Determine that the 2013 SEIS prepared for the DSAP Update together with the 2011 EIS prepared for the Comprehensive Plan meet the requirements of a Planned Action EIS pursuant to SEPA (together referenced as the Combined DSAP Planned Action EIS).

D. Establish criteria and procedures, consistent with state law, that will determine whether subsequent projects within the Planned Action Area qualify as Planned Actions.

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E. Provide the public with information about Planned Actions and how the City will process implementing projects within the Planned Action Area.

F. Streamline and expedite the land use permit review process by relying on the Combined DSAP Planned Action EIS.

G. Apply the City's development regulations together with the mitigation measures described in the Combined DSAP Planned Action EIS and this Ordinance to address the impacts of future development contemplated by this Ordinance.

***SECTION 3*. -** *Findings*. The City Council finds as follows:

A. The City is subject to the requirements of the GMA (RCW 36.70A), and is applying the Planned Action to a UGA [Urban Growth Area].

B. The City has adopted a Comprehensive Plan complying with the GMA, and is amending the Comprehensive Plan to incorporate a subarea plan specific to the Downtown.

C. The City is adopting zoning and development regulations in a phased approach both concurrent with and subsequent to the DSAP Update to implement said Plan, including this ordinance.

D. The Combined DSAP Planned Action EIS has been prepared for the Planned Action Area, and the City Council finds that the EIS adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area.

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E. The mitigation measures identified in the Combined DSAP Planned Action EIS and attached to this ordinance as Exhibit B, incorporated herein by reference, together with adopted City development regulations, will adequately mitigate significant impacts from development within the Planned Action Area.

F. The DSAP Update and 2013 SEIS identify the location, type and amount of development that are contemplated by the Planned Action.

G. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public and enhance economic development.

H. The City provided several opportunities for meaningful public involvement in the DSAP Update and 2013 SEIS, including a community meeting prior to the publication of notice for the Planned Action Ordinance; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments.

I. Essential public facilities defined in RCW 36.70A.200(1) are excluded from the Planned Action and not eligible for review or permitting as Planned Actions unless they are accessory to or part of a project that otherwise qualifies as a Planned Action.

J. The Planned Action applies to a defined area that is smaller than the overall City boundaries.

K. Public services and facilities are adequate to serve the proposed Planned Action, with implementation of mitigation measures identified in the Combined DSAP Planned Action EIS.

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SECTION 4. **–** *Procedures and Criteria for Evaluating and Determining Planned Action Projects within Planned Action Area.*

A. Planned Action Area. This Planned Action designation shall apply to the area shown in Exhibit A, incorporated herein by reference.

B. Environmental Document. A Planned Action determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Draft City of Kent Downtown Subarea Action Plan Planned Action SEIS issued by the City on June 21, 2013 and the Final SEIS published on October 4, 2013 together with the City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS completed in 2011 (considered together to be the Combined DSAP Planned Action EIS). The 2011 Draft and Final EIS as supplemented by the SEIS documents shall comprise the Planned Action EIS for the Planned Action Area. The mitigation measures contained in Exhibit B and attached to this Ordinance are based upon the findings of the Combined DSAP Planned Action EIS and shall, along with adopted City regulations, provide the framework that the City will use to apply appropriate conditions on qualifying Planned Action Projects within the Planned Action Area.

C. Planned Action Designated. Land uses and activities described in the Combined DSAP Planned Action EIS, subject to the thresholds described in subsection 4.D and the mitigation measures contained in Exhibit B, are designated Planned Actions or Planned Action Projects pursuant to RCW 43.21C.440. A development application for a site-specific Planned Action Project located within the Planned Action Area shall be designated a Planned Action if it completes a SEPA Checklist and City

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application and evaluation form, and any other form required by the City, and meets the criteria set forth in Subsection 4.D of this Ordinance and all other applicable laws, codes, development regulations and standards of the City are met.

D. Planned Action Thresholds. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action and has had its environmental impacts evaluated in the Combined DSAP Planned Action EIS:

(1) Qualifying Land Uses.

(a) Planned Action Categories: The following general categories/types of land uses are defined the Downtown Subarea Plan and are considered Planned Actions:

i. Residential: High and medium density multifamily residential; townhouses; multiplexes; and higher density single-family detached dwellings;

ii. Employment: Dense and varied retail, office, commercial, and service activities;

iii. Civic, governmental, and recreational uses;

iv. Mixed use development with housing, employment, civic, governmental, and recreational uses.

(b) Planned Action Uses: A land use shall be considered a Planned Action Land Use when:

i. it is within the Planned Action Area as shown in Exhibit A;

ii. it is within the one or more of the land use categories described in subsection 1(a) above; and

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iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action may be a single Planned Action use or a combination of Planned Action uses together in a mixed use development. Planned Action uses include accessory uses.

(c) Public Services: The following public services, infrastructure and utilities are also Planned Actions:

i. Pedestrian, bicycle, transit, and road improvements identified in the 2013 SEIS.

ii. Parks and recreation facilities and improvements identified in the 2013 SEIS.

(2) Development Thresholds:

(a) Land Use: The following amounts of various new land uses are contemplated by the Planned Action:

[A Preferred Alternative has not yet been selected by the City; until such time, both action alternatives are shown. The City may also elect to approve a range of development rather than a single alternative.]

Growth Type	Base Year 2006	Alternative 2 Moderate Growth (2031)		Alternative 3 - High Growth (2031)	
		Total	Net Growth	Total	Net Growth
Households	713	2,571	1,858	3,297	2,584
Jobs[1]	1,867	3,033	1,166	6,199	4,332

Notes:

[1] Includes hotel rooms and university students as part of "jobs" consistent with the presentation of growth figures in the prior 2011 EIS. These elements make up about 6-9% of the job totals depending on alternative.

Source: City of Kent 2011 and 2012

(b) Shifting development amounts between land uses in D(2)(a) may be permitted when the total build-out is less than the

aggregate amount of development reviewed in the 2013 SEIS; the traffic trips for the preferred alternative are not exceeded; and, the development impacts identified in the 2013 SEIS are mitigated consistent with Exhibit B.

(c) To be considered a planned action, where a proposal includes the construction of a new building, the minimum height shall be two stories. The maximum height shall be consistent with those studied in the Combined DSAP Planned Action EIS and applicable in the subject zoning district.

(d) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action or combination of Planned Actions exceed the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Combined DSAP Planned Action EIS.

(3) Transportation Thresholds:

(a) Trip Ranges & Thresholds. The number of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the 2013 SEIS is as follows:

[A Preferred Alternative has not yet been selected by the City; until such time, both action alternatives are shown. The City may also elect to approve a range of development rather than a single alternative.]

Trip Generation – Planned Action Ordinance Area

Alternative	Planned Action Area	
	Trip Ends*	Growth Compared to Existing
Existing Conditions (2006)	2,200	0
Alternative 2	3,900	1,700
Alternative 3	6,370	4,170

Note: * PM peak hour vehicle trips.

Source: Fehr & Peers, 2013

(b) Concurrency. All Planned Actions shall meet the transportation concurrency requirements and the LOS thresholds established in Chapter 12.11 KCC, as amended by the 2008 Transportation Master Plan, and the multimodal levels of service established in the 2013 DSAP SEIS.

(c) Traffic Impact Mitigation. Until the 2008 Transportation Master Plan and impact fee ordinance is updated, all Planned Actions shall pay their cost per trip for the street, pedestrian, and bicycle improvements identified in Exhibit B as part of the DSAP Study Area fee program in addition to the 2008 Transportation Master Plan and associated impact fee program, KCC 12.14 Transportation Impact Fees.

(d) Discretion. The Public Works Director or his/her designee shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Combined DSAP Planned Action EIS, would not qualify as a Planned Action.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Combined DSAP Planned Action

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EIS, the City's SEPA Responsible Official may determine that the Planned Action designation is no longer applicable until supplemental environmental review is conducted.

E. Planned Action Review Criteria.

(1) The City's SEPA Responsible Official may designate as "Planned Actions", pursuant to RCW 43.21C.440, applications that meet all of the following conditions:

(a) the proposal is located within the Planned Action Area identified in Exhibit A of this ordinance;

(b) the proposed uses and activities are consistent with those described in the 2013 SEIS and Section 4.D of this ordinance;

(c) the proposal is within the Planned Action thresholds and other criteria of Section 4.D of this ordinance;

(d) the proposal is consistent with the Kent Comprehensive Plan and the Downtown Subarea Action Plan;

(e) the proposal's significant adverse environmental impacts have been identified in the Combined DSAP Planned Action EIS;

(f) the proposal's significant impacts have been mitigated by application of the measures identified in Exhibit B, and other applicable City regulations, together with any modifications or variances or special permits that may be required;

(g) the proposal complies with all applicable local, state and/or federal laws and regulations, and the SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) the proposal is not an essential public facility as defined by RCW 36.70A.200(1), unless the essential public facility is accessory to or part of a development that is designated as a Planned Action under this ordinance.

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(2) The City shall base its decision on review of a SEPA checklist, or an alternative form approved in accordance with SEPA laws and rules, and review of the Planned Action application and evaluation form and supporting documentation.

(3) A proposal that meets the criteria of this section shall be considered to qualify and be designated as a Planned Action, consistent with the requirements of RCW 43.21C.440, WAC 197-11-164 et seq, and this ordinance.

F. Effect of Planned Action.

(1) Designation as a Planned Action Project by the SEPA Responsible Official means that a qualifying proposal has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein, and with the environmental analysis contained in the Combined DSAP Planned Action EIS.

(2) Upon determination by the City's SEPA Responsible Official that the proposal meets the criteria of Section 4.D and qualifies as a Planned Action, the proposal shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA.

G. Planned Action Permit Process. Applications for Planned Actions shall be reviewed pursuant to the following process:

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(1) Development applications shall meet all applicable requirements of the Kent City Code (KCC). Applications for Planned Actions shall be made on forms provided by the City and shall include the SEPA checklist.

(2) The City's SEPA Responsible Official shall determine whether the application is complete as provided in Chapter 12.01 KCC.

(3) If the application is for a project within the Planned Action Area defined in Exhibit A, the application will be reviewed to determine if it is consistent with the criteria of this ordinance and thereby qualifies as a Planned Action Project.

(a) The decision of the City's SEPA Responsible Official regarding consistency of a project as a Planned Action is a Type 1 decision. The SEPA Responsible Official shall notify the applicant of his/her decision.

(b) If the project is determined to qualify as a Planned Action, it shall proceed in accordance with the applicable permit review procedures specified in Chapter 12.01 KCC, except that no SEPA threshold determination, EIS or additional SEPA review shall be required.

(c) Notice of the application for a Planned Action Project shall be consistent with Chapter 12.01 KCC.

(4) If notice is otherwise required for the underlying permit, the notice shall state that the project has qualified as a Planned Action. If notice is not otherwise required for the underlying permit, no special notice is required by this ordinance.

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(5) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.

(6) If a project is determined to not qualify as a Planned Action, the SEPA Responsible Official shall so notify the applicant and prescribe a SEPA review procedure consistent with the City's SEPA regulations and the requirements of state law. The notice shall describe the elements of the application that result in failure to qualify as a Planned Action.

(7) Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the Combined DSAP Planned Action EIS, as well as other relevant SEPA documents, to meet their SEPA requirements. The SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Combined DSAP Planned Action EIS.

SECTION 5. **–** *Monitoring and Review.*

A. The City should monitor the progress of development in the designated Planned Action Area as deemed appropriate to ensure that it is consistent with the assumptions of this ordinance regarding the type and amount of development and associated impacts addressed in the Combined DSAP Planned Action EIS, and with the mitigation measures and improvements planned for the Planned Action Area in Exhibit B.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official no later than five years from its effective date. The

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review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and required mitigation measures. Based upon this review, the City may propose amendments to this ordinance and/or may supplement or revise the Combined DSAP Planned Action EIS.

SECTION 6. – *Corrections by City Clerk or Code Reviser*. Upon approval of the City Attorney, the City Clerk and the code reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state or federal laws, codes, rules, or regulations.

SECTION 7. – *Severability*. If any one or more section, subsection, or sentence of this ordinance is held to be unconstitutional or invalid, that decision shall not affect the validity of the remaining portion of this ordinance and that remaining portion shall maintain its full force and effect.

SECTION 8. – *Effective Date*. This ordinance shall be in force five (5) days after its passage and publication, as provided by law.

_____
SUZETTE COOKE, MAYOR

ATTEST:

_____
RONALD F. MOORE, CITY CLERK

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APPROVED AS TO FORM:

_____
ARTHUR "PAT" FITZPATRICK, ACTING CITY ATTORNEY

PASSED: _____ day of _____, 2013.

APPROVED: _____ day of _____, 2013.

PUBLISHED: _____ day of _____, 2013.

I hereby certify that this is a true copy of Ordinance No. _____ passed by the City Council of the City of Kent, Washington, and approved by the Mayor of the City of Kent as hereon indicated.

_____(SEAL)
RONALD F. MOORE, CITY CLERK

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EXHIBIT A

PLANNED ACTION AREA

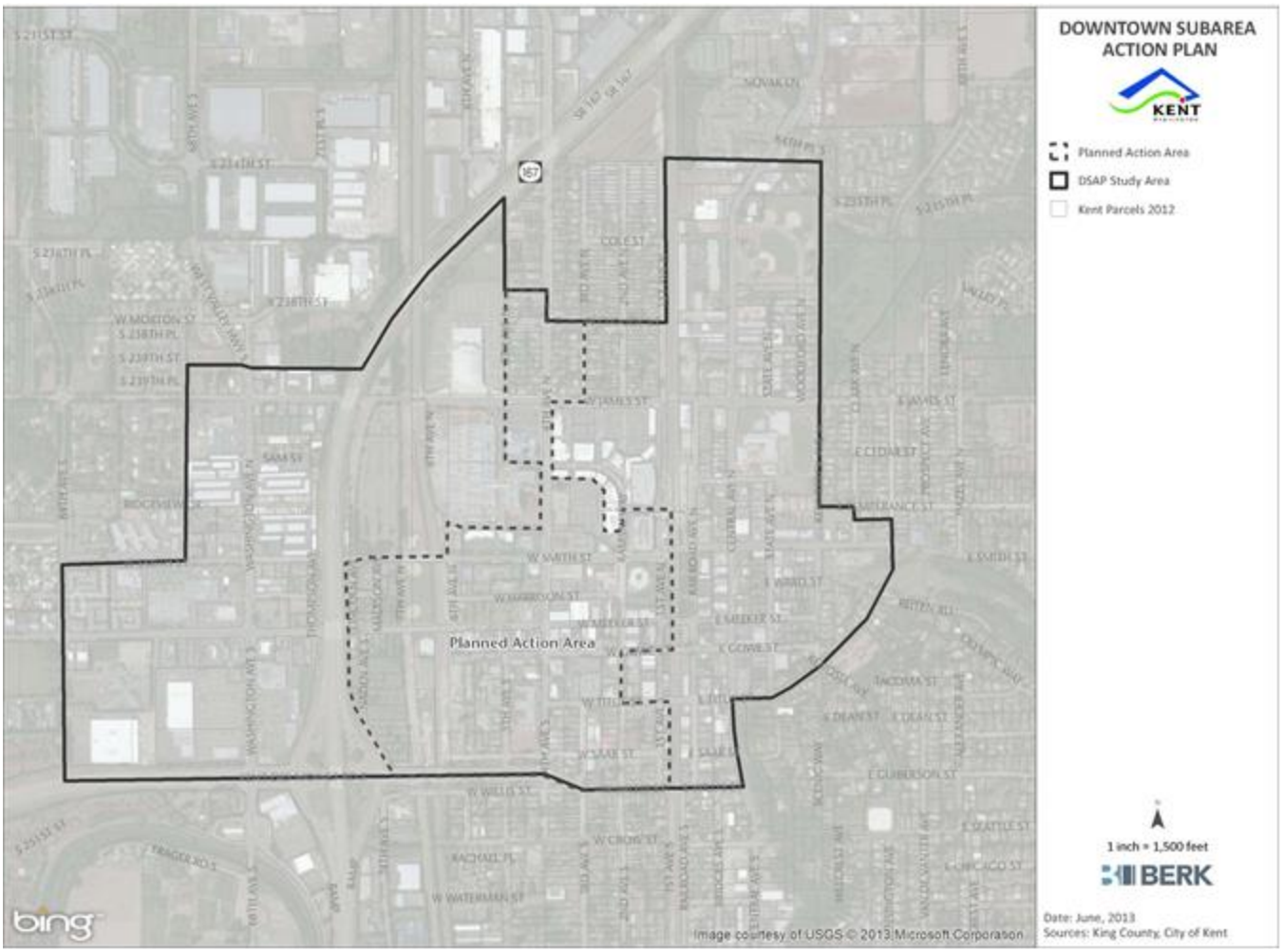

EXHIBIT B

COMBINED DSAP PLANNED ACTION EIS MITIGATION MEASURES

Section B-1. Mitigation Required for Development Applications

INTRODUCTION

The City of Kent issued the Draft Downtown Subarea Action Plan Planned Action SEIS on June 21, 2013 and the Final SEIS on October 4, 2013 (referenced as the 2013 SEIS). Previously, the City completed the City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS in 2011 (referenced as the 2011 EIS). The Draft and Final EIS as supplemented by the SEIS documents comprise the Combined DSAP Planned Action EIS for the Planned Action Area (see Exhibit A). The Combined DSAP Planned Action EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts. Please see the Combined DSAP Planned Action EIS for a description of impacts, mitigation measures, and significant unavoidable adverse impacts.

A Mitigation Document is provided in this **Exhibit Section B-1**, and it establishes specific mitigation measures, based upon significant adverse impacts identified in the Combined DSAP Planned Action EIS. The mitigation measures in this **Exhibit B-1** shall apply to future development proposals which are consistent with the Planned Action scenarios reviewed in the Combined DSAP Planned Action EIS, and which are located within the Downtown Subarea Action Plan Planned Action Area (see **Exhibit A**). Exhibits B-2 and B-3 provide advisory notes on applicable regulations and commitments and city actions for monitoring purposes and may be consulted as appropriate.

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure in project plans is mandatory in order to qualify a project as a Planned Action. Where “should” or “would” appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action. Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

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MITIGATION MEASURES	Notes
Land Use Patterns	
The following mitigation measures shall be applied to Planned Actions:	
1. Solar Access: Until superseded by amended design standards or guidelines in the Kent City Code, solar access for public pedestrian spaces, pedestrian/bicycle pathways, parks, schools and other areas sensitive to shading shall be preserved by requiring upper-story or ground-level setbacks for adjacent development. To the greatest extent possible, new development shall minimize casting shadows on public spaces during their primary hours of daytime use.	
2. Public Views: The City may condition Planned Actions to incorporate site design measures that preserve significant public views from public areas.	
Transportation	
This section applies measures to mitigate the impacts of new development on transportation infrastructure, including streets, pedestrian facilities, bicycle facilities, and transit infrastructure and services. Until the 2008 Transportation Master Plan and impact fee ordinance are updated, all Planned Actions shall pay their cost per trip for the street, pedestrian, and bicycle improvements identified below as part of the DSAP Study Area fee program in addition to the 2008 Transportation Master Plan and associated impact fee program, KCC 12.14 Transportation Impact Fees.	
3. Street Mitigation Measures	
Table 1summarizes the street mitigation projects that have been identified for the DSAP Study Area. The cost is shared between development inside the Planned Action Area and outside the Planned Action Area. The Planned Action Area cost per trip is shown in Mitigation Measure 6.	

Table 1. Street Mitigation Measures – Alternatives 2 and 3

Location	Description	Cost Estimate[1]
Meeker Street & 4th Avenue	Restripe roadway to reduce width of westbound receiving lane and allow eastbound left turn pocket	$5,000-$10,000

Notes:

1. The costs shown are estimates only and would vary based on the specific needs of each project.

Fehr & Peers, 2013

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MITIGATION MEASURES	Notes
4. Pedestrian Mitigation Measures	
Key arterial and collector sidewalk links are identified in the 2013 SEIS and could be used by all pedestrians within Downtown Kent. In addition, there are several sidewalk need areas along local streets in Downtown Kent. Sidewalks will be completed by new development consistent with the City's frontage design standards. Specifically, under all alternatives, development within the Planned Action Area will be responsible for a cost of $340,000 to $470,000. Each new development's proportional share will be calculated based on the amount and type of land use proposed. The following sidewalk segments in Table 2 are identified for improvement in the Planned Action Area. The cost per trip is identified in Mitigation Measure 6.	

Table 2. Sidewalk Improvements – Alternatives 2 and 3

Roadway Classification	Planned Action Area	
	Feet of Sidewalk	Cost Estimate
Principal Arterial	1,220	$290,000-$400,000
Minor Arterial	200	$50,000-$70,000
Collector	N/A	N/A
Total	1,420	$340,000-$470,000

Note: The costs shown are estimates only and would vary based on the specific needs of each project.

Fehr & Peers, 2013

5. Bicycle Mitigation Measures	
Bicycle facilities identified in the 2013 SEIS are needed to complete the 2008 Transportation Master Plan. The bicycle routes will serve the needs of all Downtown travelers. New development will share the cost of implementing these facilities. Specifically, under all alternatives, development within the Planned Action Area will be responsible for a cost of $28,000. Each new development's proportional share shall be calculated based on the amount and type of land use proposed. The cost per trip is identified in Mitigation Measure 6. The following bicycle segments in Table 3 are identified for improvement.	

Table 3. Bicycle Facility Improvements – Alternatives 2 and 3

Bicycle Facility Type	Planned Action Area	
	Feet of Bicycle Facility	Cost Estimate
Restriping for Bicycle Lane	2,000	$10,000
Shared Bicycle Facility	6,110	$18,000
Total	8,110	$28,000

Note: The costs shown are estimates only and would vary based on the specific needs of each project.

Fehr & Peers, 2013.

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MITIGATION MEASURES	Notes
6. Planned Action Per Trip Fee to Implement Street, Pedestrian, and Bicycle Improvements	
Table 4 and Table 5 include the Planned Action Area costs per trip based on the estimates included in Mitigation Measures 3-5 for Alternatives 2 and 3. For those estimates that were given as a range, the tables below use the upper end of the range.	

Table 4. Alternative 2 - Mitigation Measure Cost Estimates per Trip

Mitigation Measure Type	Planned Action Area 1,700 Trip Growth over Existing	
	Cost	Cost per Trip
Street	$3,100[1]	$1.82
Pedestrian	$470,000	$276.47
Bicycle	$28,000	$16.47
Total	$501,100	$294.76

Notes:

1. The total cost of $10,000 is shared proportionately between the Planned Action Area and Infill Exemption Areas according to the number of trips generated (31 percent by the Planned Action Area and 69 percent by the Infill Exemption Area).

Fehr & Peers, 2013

Table 5. Alternative 3 - Mitigation Measure Cost Estimates per Trip

Mitigation Measure Type	Planned Action Area 4,170 Trip Growth over Existing	
	Cost	Cost per Trip
Street	$4,800	$1.15
Pedestrian	$470,000	$112.71
Bicycle	$28,000	$6.71
Total	$502,800	$120.57

Notes:

1. The total cost of $10,000 is shared proportionately between the Planned Action Area and Infill Exemption Areas according to the number of trips generated (48 percent by the Planned Action Area and 52 percent by the Infill Exemption Area).

Fehr & Peers, 2013

7. Transit: New development shall be required to provide convenient pedestrian connections to bus stops.

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MITIGATION MEASURES	Notes
Parks	
Until such time as the City adopts a new Parks and Open Space Plan, and adopts Kent City Code amendments addressing public and private open space and recreation standards and requirements applicable to the Planned Action Area, the following mitigation measures shall apply. Following adoption of a new Parks and Open Space Plan Kent City Code amendments such standards shall supersede the measures below.	
8. Urban Park Space: Each Planned Action shall dedicate onsite two hundred and fifty (250) square feet of public park area per dwelling unit[1] or provide a fee in lieu of dedication consistent with Mitigation Measure 10.	
9. Private Onsite Recreation and Open Space: Each Planned Action shall provide private onsite recreation space for leisure, play, and sport activities at a ratio of two hundred (200) square feet per dwelling unit. Each residential or mixed-use development is required to provide the private space in one or more of the following arrangements. • An individual balcony or screened patio for each unit • Small, shared courtyards and a furnished children's play area • Roof-top open space – roof garden or game court The recreation space proposed by the applicant shall be approved by the parks and community services director. Alternatively up to 50% of the private open space may be accomplished offsite or through a fee in lieu consistent with Mitigation Measure 10.	
10. Through a negotiated voluntary agreement the City may allow 50% of the private recreation space and 100% of the public recreation space in Mitigation Measures 9 and 10 to be: 1) accomplished offsite as approved by the parks and community services director; or 2) a fee-in-lieu of providing the space onsite following the procedures in KCC 12.04.065.	

[1] The City requires that residential subdivisions and short subdivisions provide recreation space for leisure, play, and sport activities at a ratio of four hundred fifty (450) square feet per dwelling unit (KCC 12.04.060), and also allows a fee-in-lieu of providing the facility onsite (KCC 12.04.065). Mitigation measures 9 and 10 split the 450 sf per unit into two parts – one public and one private. The Urban Park LOS studied in the EIS assumed 90 SF/capita. Assuming the average people per household 2.81 used in the City of Kent Downtown Subarea Action Plan Planned Action EIS (ACS, 2011 1-year estimates of persons per household for renter housing), the total public space per unit would be about 250 square feet. The balance of 200 SF is applied to private space. Currently the downtown design guidelines have a requirement for private space but no square footage rate is given.

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MITIGATION MEASURES	Notes
Air Quality	
11. The City shall require all construction contractors to implement air quality control plans for construction activities. The air quality control plans will include best management practices (BMPs) to control fugitive dust and odors emitted by diesel construction equipment, including but not limited to the following measures. **A.** Develop a fugitive dust control plan. **B.** Use water sprays or other non-toxic dust control methods on unpaved roadways. **C.** Minimize vehicle speed while traveling on unpaved surfaces. **D.** Prevent track out of mud onto public streets. **E.** Cover soil piles when practical. **F.** Minimize work during periods of high winds when practical. **G.** Maintain the engines of construction equipment according to manufacturers' specifications. **H.** Minimize idling of equipment while the equipment is not in use. **I.** Burning of slash or demolition debris will not be permitted without express approval from the Puget Sound Clean Air Agency (PSCAA). No slash burning is anticipated for any construction projects in the study area.	
12. The City shall require Planned Action applicants to identify the reduction measures in Table 6 that are being implemented in their projects, and explain why other measures found in the table are not included or are not applicable. The City shall, as appropriate, condition Planned Action applications to incorporate reduction measures determined (by the City based on the development application) feasible and appropriate for site conditions.	

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MITIGATION MEASURES		Notes

Table 6. Potential Greenhouse Gas Reduction Measures

Reduction Measures	Comments
Site Design	
Plant large-caliper trees and mature vegetation near structures to shade buildings	Trees and vegetation that directly shade buildings decrease demand for air conditioning. By reducing energy demand, trees and vegetation decrease the production of associated air pollution and GHG emissions. They also remove air pollutants and store and sequester carbon dioxide. Thus trees and vegetation reduce onsite fuel combustion emissions and purchased electricity plus enhance carbon sinks.
Minimize building footprint.	Reduces onsite fuel combustion emissions and purchased electricity consumption, materials used, maintenance, land disturbance, and direct construction emissions.
Design water efficient landscaping.	Minimizes water consumption, purchased energy, and upstream emissions from water management.
Minimize energy use through building orientation.	Reduces onsite fuel combustion emissions and purchased electricity consumption
Building Design and Operations	
Apply LEED (Leadership in Energy and Environmental Design) standards (or equivalent) for design and operations	Reduces onsite fuel combustion emissions and offsite/indirect purchased electricity, water use, waste disposal
Purchase Energy Star equipment and appliances for public agency use.	Reduces onsite fuel combustion emissions and purchased electricity consumption
Incorporate onsite renewable energy production, including installation of photovoltaic cells or other solar options.	Reduces onsite fuel combustion emissions and purchased electricity consumption.
Design street lights to use energy efficient bulbs and fixtures	Reduces purchased electricity.
Construct “green roofs” and use high-albedo roofing materials.	Reduces onsite fuel combustion emissions and purchased electricity consumption
Install high-efficiency HVAC systems.	Minimizes fuel combustion and purchased electricity consumption.
Eliminate or reduce use of refrigerants in HVAC systems.	Reduces fugitive emissions. Compare refrigerant usage before/after to determine GHG reduction.
Maximize interior day lighting through floor plates, increased building perimeter and use of skylights, clerestories and light wells.	Increases natural/day lighting initiatives and reduces purchased electrical energy consumption.
Incorporate energy efficiency technology such as: super insulation motion sensors for lighting and climate control efficient, directed exterior lighting	Reduces fuel combustion and purchased electricity consumption.

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MITIGATION MEASURES		Notes
Reduction Measures	**Comments**	
Use water conserving fixtures that surpass building code requirements.	Reduces water consumption.	
Re-use gray water or collect and re-use rainwater.	Reduces water consumption with its indirect upstream electricity requirements.	
Recycle demolition debris and use recycled building materials and products.	Reduces extraction of purchased materials, possibly reduces transportation of materials, encourages recycling and reduction of solid waste disposal.	
Use building materials that are extracted or manufactured within the region.	Reduces transportation of purchased materials	
Use rapidly renewable building materials.	Reduces emissions from extraction of purchased materials	
Conduct 3rd party building commissioning to ensure energy performance.	Reduces fuel combustion and purchased electricity consumption.	
Track energy performance of building and develop strategy to maintain efficiency.	Reduces fuel combustion and purchased electricity consumption.	
Transportation		
Size parking capacity to not exceed local parking requirements and, where possible, seek reductions in parking supply through special permits or waivers.	Reduced parking discourages auto dependent travel, encouraging alternative modes such as transit, walking, biking etc. Reduces direct and indirect vehicle miles travelled (VMT)	
Develop and implement a marketing/information program that includes posting and distribution of ridesharing/transit information.	Reduces direct and indirect VMT	
Subsidize transit passes. Reduce employee trips during peak periods through alternative work schedules, telecommuting, or flex-time. Provide a guaranteed ride home program.	Reduces employee VMT	
Provide bicycle storage and showers/changing rooms.	Reduces employee VMT	
Utilize traffic signalization and coordination to improve traffic flow and support pedestrian and bicycle safety.	Reduces transportation emissions and VMT	
Apply advanced technology systems and management strategies to improve operational efficiency of local streets.	Reduces emissions from transportation by minimizing idling and maximizing transportation routes/systems for fuel efficiency.	
Develop shuttle systems around business district parking garages to reduce congestion and create shorter commutes.	Reduces idling fuel emissions and direct and indirect VMT	

Source: City of Kent 2011

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MITIGATION MEASURES	Notes
Water Resources	
13. By December 31, 2016, regulations will be in place to address water quality treatment and promote low impact development measures that are equivalent to the 2012 Department of Ecology Western Washington Stormwater Management Manual. Prior to 2016, the City shall require that applicants identify any low impact development (LID) techniques described in the 2012 Ecology manual and demonstrate why unincorporated LID techniques are not feasible. Flow reduction credits provided in the Ecology stormwater manual for use in LID facilities will translate into smaller stormwater treatment and flow control facilities over those which use conventional methods. In certain cases, use of various LID techniques can result in elimination of stormwater mitigation facilities entirely. As part of required land use, building, or construction permits, the City may condition applications to incorporate feasible and site-appropriate LID techniques.	
Noise	
14. Construction noise could be reduced by using enclosures or walls to surround noisy stationary equipment, installing mufflers on engines, substituting quieter equipment or construction methods, minimizing time of operation, and locating equipment as far as practical from sensitive receptors. To reduce construction noise at nearby receptors, the following mitigation measures will be incorporated into construction plans and contractor specifications: **A.** Locating stationary equipment away from receiving properties will decrease noise from that equipment. **B.** Erecting portable noise barriers around loud stationary equipment located near sensitive receivers will reduce noise. **C.** Limiting construction activities to between 7:00 a.m. and 10:00 p.m. will avoid sensitive nighttime hours. **D.** Turning off idling construction equipment will eliminate unnecessary noise. **E.** Requiring contractors to rigorously maintain all equipment will potentially reduce noise effects. **F.** Training construction crews to avoid unnecessarily loud actions (e.g., dropping bundles of rebar onto the ground or dragging steel plates across pavement) near noise-sensitive areas will reduce noise effects.	
15. At its discretion, the City may require all prospective Planned Action developers to use low-noise mechanical equipment adequate to ensure compliance with the City's daytime and nighttime noise ordinance limits. Depending on the nature of the proposed development, the City may require the developer to conduct a noise impact study to forecast future noise levels and to specify appropriate noise control measures.	

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MITIGATION MEASURES	Notes
16. To address traffic and transit noise, the City may, at its discretion, require new residential development to install triple-pane glass windows or other building insulation measures using its authority under the Washington State Energy Code (KCC 14.01.010).	
Cultural Resources	
17. In the event that a future development project in the study area is proposed on or immediately surrounding a site containing an archaeological resource, the potential impacts on the archaeological resource shall be considered and, if needed, a study conducted by a professional archaeologist shall be required to be conducted at the applicant's expense to determine whether the proposed development project would materially impact the archaeological resource.	
18. If the impacts on archaeological resources cannot be avoided, the City will require that applicants obtain all appropriate permits consistent with state and federal laws and that any required archaeological studies are completed before permitting any project that would disturb archaeological resource(s). Under RCW 27.53, a permit must be obtained from DAHP prior to impacting a known archaeological resource or site. The avoidance of archaeological resources through selection of project alternatives and changes in design of project features in the specific area of the affected resource(s) would eliminate the need for measuring or mitigating impacts.	
19. Developers and property owners shall immediately stop work and notify the City, the Washington State Department of Archaeology and Historic Preservation (DAHP), and affected tribes if archaeological resources are uncovered during excavation. Following such notification, the City may require implementation of Mitigation Measures 17 and 18.	
20. If impacts cannot be avoided on a historic resource that is determined eligible for listing on either state or national historic registers, the applicant shall consult with the DAHP regarding mitigation options and shall provide documentation of consultation to the City.	
21. To include DAHP in the review of historic properties within the Planned Action Area, the City will notify the State Historic Preservation Officer (SHPO) regarding proposals involving eligible or designated historic properties through the evaluation of proposals under the Planned Action Ordinance.	

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Section B-2. Advisory Notes to Applicants: Applicable Regulations

The Combined DSAP Planned Action EIS identifies specific regulations that act as mitigation measures. These are summarized below by EIS topic. All applicable federal, state, and local regulations shall apply to Planned Actions. Planned Action applicants shall comply with all adopted regulations where applicable including those listed in the EIS and those not included in the EIS.

TOPIC/REGULATION	Notes
EARTH	
• The Kent Critical Areas Ordinance (KCC 11.06) would apply to development and redevelopment in the Study Area. For example, KCC 11.06.760.E.1.b of the code specifies the following mitigation required for seismic hazard areas: *Mitigation based on the best available engineering and geotechnical practices shall be implemented which either eliminates or minimizes the risk of damage, death, or injury resulting from seismically induced settlement or soil liquefaction. Mitigation shall be consistent with the requirements of Ch. 14.01 KCC and shall be approved by the building official.*	
• The Kent Surface Water and Drainage Code (KCC 7.07) requires a drainage plan for surface and pertinent subsurface water flows entering, flowing within and leaving the subject property both during and after construction, and would address measures to minimize erosion.	
• The International Building Code (KCC Chapter 14.01 Building Codes) includes standards intended to reduce risks associated with seismic activity, and it allows the City to require geotechnical studies.	
• The City administers grading permits through various codes (e.g. the construction standards in KCC Chapter 6.02 Required Infrastructure Improvements).	
AIR QUALITY	
• All stationary emissions sources associated with new commercial facilities will be required to register with PSCAA (Regulation I and Regulation II).	

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TOPIC/REGULATION	Notes
• As part of future project-specific NEPA documentation for individual new roadway improvement projects, the City will be required to conduct CO hot-spot modeling (as required under WAC 173-420) for state-funded or federally-funded projects to demonstrate that the projects would not cause localized impacts related to increased CO emissions from vehicle tailpipes at congested intersections.	
• Mobile source air toxics include benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, polycyclic organic matter (POM), naphthalene, and diesel particulate matter. Because of potential health and environmental effects, the US Environmental Protection Agency developed a rule in 2007 to reduce hazardous air pollutants from mobile sources. The rule will limit the benzene content of gasoline and reduce toxic emissions from passenger vehicles and gas cans. The rule is expected to reduce total emissions of mobile source air toxics by 330,000 tons as well as reduce other emissions (such as precursors to ozone and PM2.5). (EPA September 2012)	
WATER	
• In Washington, compliance with the federal Clean Water Act is administered by the Washington State Department of Ecology (Ecology). Development and redevelopment projects would generally be covered by and subject to the restrictions of National Pollutant Discharge and Elimination System (NDPES) construction permits.	
• The Washington State Hydraulic Code Rules (WAC 220-110) apply to any project that takes place within or over the bed and banks of waters of the state. Aquatic projects require a hydraulic project approval (HPA) from the Washington Department of Fish and Wildlife (WDFW).	
• All alternatives would be subject to existing policies and regulations enacted to avoid, reduce, or minimize impacts on natural environment. These regulations include the Kent Critical Areas Code (KCC 11.06) addressing wetlands, streams, wildlife and fisheries habitat, geologic hazard areas, frequently flooded areas, and aquifer recharge areas. Adverse impacts on critical areas must be mitigated and the mitigation sequence applied is avoidance, minimization, and mitigation per the Kent Critical Areas Code (KCC 11.06.550).	

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TOPIC/REGULATION	Notes
• KCC 14.09, Flood Hazard Regulations, regulates building in special flood hazard areas and requires building standards to protect structures from flood damage as well as requires compensation for loss of flood storage. Any development or redevelopment would be subject to these rules.	
• The Kent Surface Water and Drainage Code (KCC 7.07) would apply to development and redevelopment in the Study Area.	
• All development is required to comply with the standards set forth in the Kent Surface Water Design Manual (City of Kent 2002). These standards have been adjusted to meet equivalency requirements of the Washington State Department of Ecology's Stormwater Management Manual for Western Washington (2005). Section 5.8 of the City of Kent 2009 Design and Construction Standards encourages the use of non-structural preventive actions and source reduction approaches such as Low Impact Development (LID) techniques, measures to minimize the creation of impervious surfaces, and measures to minimize the disturbance of native soils and vegetation. The city recognizes that LID techniques are not practical for all locations, depending on soil type and other factors. Approval for LID techniques will be on a case-by-case basis.	
PLANTS	
• All alternatives would be subject to existing policies and regulations enacted to avoid, reduce, or minimize impacts on the natural environment. These regulations include the Kent Critical Areas Code (KCC 11.06). Adverse impacts on critical areas must be mitigated and the mitigation sequence applied is avoidance, minimization, and mitigation per the Kent Critical Areas Code (KCC 11.06.550).	
• KCC Chapter 15.07, Landscaping Regulations, provides landscape standards for the perimeter of properties, parking areas, and transition areas between higher intensity zones and lower density zones.	
ANIMALS	
• Projects with federal nexus are subject to review and interagency consultation under Section 7 of the federal Endangered Species Act (ESA). Federal review applies to any project with federal nexus, such as projects with federal funding or that require federal permits. Impacts on ESA listed species must be avoided and minimized, and in some cases mitigation is required.	

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TOPIC/REGULATION	Notes
• All alternatives would be subject to existing policies and regulations enacted to avoid, reduce, or minimize impacts on natural environment. These regulations include the Kent Critical Areas Code (KCC 11.06) addressing wetlands, streams, wildlife and fisheries habitat, geologic hazard areas, frequently flooded areas, and aquifer recharge areas. Adverse impacts on critical areas must be mitigated and the mitigation sequence applied is avoidance, minimization, and mitigation per the Kent Critical Areas Code (KCC 11.06.550).	
• See also stormwater and drainage regulations.	
ENERGY AND NATURAL RESOURCES	
• The City has adopted the Washington State Energy Code in KCC Chapter 14.01, Building Codes.	
ENVIRONMENTAL HEALTH	
• The Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) established prohibitions and requirements concerning closed and abandoned hazardous waste sites. The act provides funding and governs cleanup of identified contaminated Superfund sites.	
• The Model Toxics Control Act (MTCA) sets standards for cleanup of lower levels of contaminants that are incorporated into new development and redevelopment parcels noted to have contamination potential.	
• The City of Kent specifically regulates hazardous substances or waste through performance standards contained in KCC 15.08.050. Future site-specific activities will comply with City Fire and Zoning Codes.	
NOISE	
• Certain noise-control measures would be required to comply with current City regulations (Chapter 8.05 KCC). Chapter 8.05 of the KCC establishes limits on the noise levels and durations of noise crossing property boundaries. Permissible noise levels at a receiving land use depend on its environmental designation for noise abatement (EDNA). These required measures would be the use of low-noise mechanical equipment at office and retail facilities adequate to comply with the City noise ordinance limits.	

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TOPIC/REGULATION	Notes
• If nighttime construction is requested by developers, then a noise control study would need to be submitted for City approval, demonstrating compliance with the City's nighttime noise ordinance limits.	
• Any roadway improvements in the Kent Planning Area that use state or federal funding would be required to prepare a traffic noise analysis to identify noise impacts at noise sensitive receivers and to assess whether state or federal funds could be used to abate identified impacts.	
• City rules for the EDNA system in WAC 173-60 fully exempts railroad noise (KCC 8.05.140 Other exemptions)	
• State rules, WAC 173-60, exempt railroad noise, except at night.	
• Federal regulations address railroad noise emissions, particularly noise defective railroad equipment.	
LAND USE AND AESTHETICS	
• Downtown Design Review Guidelines (2003): Design review guidelines set parameters for review, and give guidance to City staff performing administrative reviews of new development proposals. The guidelines address a broad range of urban design topics, including context-sensitive site planning, pedestrian amenities, parking lot landscaping, human-scaled architectural design, and building materials and details.	
• KCC 15.04.200, 205: Contain design guidelines, development standards, and conditions for development within areas covered by a mixed-use overlay, such as GC-MU. These design guidelines and development standards include limits on FAR, site coverage, and height, as well as setback and parking requirements.	
• KCC 15.08.210: Addresses the buffer between commercial or industrial districts, and residential zoning districts. Development standards include additional setbacks, building offsets, parking, noise, glare, landscaping, heights, and building size.	
• KCC 15.08.215: Addresses multifamily transition standards where multifamily residential districts abut single family districts. Development standards include additional setbacks, building offsets, and heights, as well as landscaping.	

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TOPIC/REGULATION	Notes
HOUSING	
• Any housing proposed for the study area will be in compliance with the City of Kent land use and development codes, and Title 14, Buildings and Construction.	
LIGHT AND GLARE	
• A purpose of the City's Landscape Regulations in KCC Chapter 15.07 is to buffer dwelling units from light and glare.	
• The Downtown Design Guidelines include "Site Design for Safety" measures that adress confining site lighting to the project site.	
RECREATION	
• The City's 2010 Park & Open Space Plan provides policies and recommended parks improvements.	
• The Downtown Design Guidelines and Standards require new development to locate corner buildings with a setback to allow for the corner to be a pedestrian attractive use (e.g. outdoor dining).	
• The Downtown Design Guidelines require residential open space such as individual balconies, shared courtyards, or rooftop space.	
CULTURAL RESOURCES	
• Chapter 14.12 of the KCC adopts King County Code Chapter 20.62 to designate and act as a landmarks commission for Kent.	
• Washington State has a number of laws that oversee the protection and proper excavation of archaeological sites (RCW 27.53, WAC 25-48), human remains (RCW 27.44), and historic cemeteries or graves (RCW 68.60). Under RCW 27.53, DAHP regulates the treatment of archaeological sites on both public and private lands and has the authority to require specific treatment of archaeological resources. All precontact resources or sites are protected, regardless of their significance or eligibility for local, state, or national registers. Historic archaeological resources or sites are protected unless DAHP has made a determination of "not-eligible" for listing on the WHR and the NRHP.	

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TOPIC/REGULATION	Notes
• The Governor's Executive Order 05-05 requires state agencies to integrate DAHP, the Governor's Office of Indian Affairs, and concerned tribes into their capital project planning process. This executive order affects any capital construction projects and any land acquisitions for purposes of capital construction not undergoing Section 106 review under the National Historic Preservation Act of 1966.	
TRANSPORTATION	
• Through Chapter 6.12 KCC, Kent requires employers of a certain size to encourage employees to reduce vehicle miles of travel and single-occupant vehicle commute trips.	
• Chapter 6.02 KCC requires developers to install public infrastructure improvements as conditions of permit. Infrastructure improvements include, but are not limited to rights-of-way and paved streets, street lighting systems; curbs, gutters, sidewalks, and landscaping; storm drainage systems; sanitary sewer systems; domestic water and fire systems; traffic control systems; and conduit for fiber optic systems.	
• Chapter 12.11 KCC sets forth specific standards providing for city compliance with the concurrency requirements of the Washington State Growth Management Act (GMA) and for consistency between city and countywide planning policies under the GMA. This chapter establishes a transportation concurrency management system (TCMS) to ensure that the necessary facilities or programs needed to maintain a minimum level of service can be provided simultaneous to, or within a reasonable time of new development as required in the GMA.	
• The City of Kent Transportation Master Plan includes capital improvement projects designed to help the City maintain transportation concurrency.	
• Chapter 12.14 KCC requires development to pay its fair share for capital improvement projects in the City's Transportation Master Plan and provides guidance for how impact fees are to be assessed.	
PUBLIC SERVICES	
• The City will monitor growth and demand through its regular Comprehensive Plan reviews, capital facility plan preparation, and budget process.	

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TOPIC/REGULATION	Notes
• Service providers could add facilities and staff to serve the growing population. Service providers should monitor growth and demand through their regular planning and budgeting processes.	
• The Kent Regional Fire Authority will apply its Concurrency Management Plan process to new development permits.	
• The Downtown Design Guidelines include safety measures such as "eyes on the street" and "safe landscaping designs" that are based on Crime Prevention through Environmental Design concepts.	
• KCC Title 13 contains the City's fire code and enforcement provisions.	
• The City assesses school impact fees to help school districts pay for a development's proportionate share of school district facilities serving the development. The City collects impact fees for the Kent School District that serves the Study Area (KCC 12.13).	
UTILITIES	
• Utilities will monitor growth and demand through their regular capital facility planning and budgeting processes.	
• The City will apply adopted functional plans for sewer and water systems.	
• The King County Solid Waste Management Plan includes measures to help facilitate and increase the amount of recyclable materials being diverted from the waste stream. These measures should reduce the amount of waste going to landfills via transfer stations and residential/commercial collection.	

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Section B-3: Public Agency Actions and Commitments

Under some elements of the environment, specific City or other agency actions are identified. Generally, incorporation of these actions is intended to provide for consistency within the Comprehensive Plan or between the Plan and implementing regulations; to document pending City actions; to establish a protocol for long-term measures to provide for coordination with other agencies; or to identify optional actions that the City may take to reduce impacts. These actions are listed below, organized by the pertinent EIS element of the environment in which they are discussed.

This Section B-3 will be used in the monitoring process established in Section 5 of the Planned Action Ordinance.

Public Agency Mitigation Measures

Mitigation Measures	Short Term: Next Comp Plan Amendment Cycle or within 5 years	Long Term	Other Agency	Estimated Year of Completion and Responsible Department
Land Use Patterns and Plans and Policies				
The current DSAP is included as Appendix B of the Comprehensive Plan and some dates and references to the Downtown Plan may need to be amended (some references to Appendix B say the "1989 Downtown Plan).	X Concurrent Amendment			Economic & Community Development
The City will extend design guidelines and regulatory incentives for mixed-use development, particularly in the GC-MU district.	X Completion in 2013			
With the DSAP Update, the City will implement new zones. Following the DSAP Update, the City will prepare regulations to implement DSAP Land Use Element goals and policies.	X Completion in 2013-14			Economic & Community Development
The DSAP Update will serve as a new plan for the designated Urban Center consistent with Policy LU-14.1. VISION 2040 and CPPs for King County guide the contents of the DSAP Update to ensure plan consistency. PSRC will conduct a consistency review.	X Document provided to PSRC through comment period.		X	
If Alternative 2 Urban Center boundaries are locally approved, approval may be needed at the county and four-county level (PSRC).	X			Economic & Community Development

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Mitigation Measures	Short Term: Next Comp Plan Amendment Cycle or within 5 years	Long Term	Other Agency	Estimated Year of Completion and Responsible Department
The Transportation and Capital Facilities Elements would be updated to be consistent with revised household and employment growth estimates/targets for the Urban Center, DSAP Study Area, and the Planning Area to ensure that adequate facilities are in place in time to accommodate growth, or the Land Use Element would be revisited as called for in Policy CF-1.4 of the Comprehensive Plan.	X			Economic & Community Development
Transportation				
Incorporate street, pedestrian, and bicycle improvements developed as mitigation in the 2013 SEIS into the next TMP and impact fee update.	X			Public Works Department
New development will impact the need for transit service and bus stop amenities. As demand grows at bus stops, the City can negotiate with King County for bus shelters.		X	X	Public Works Department
Implementation of Transportation Demand Management (TDM) measures can facilitate use of alternative transportation modes. The City should consider creating a Transportation Management Association (TMA) within Downtown Kent. TMAs are non-profit, member-controlled organizations that provide transportation services in a particular area, such as Downtown Kent. They are generally public-private partnerships, consisting primarily of area businesses with local government support. TMAs provide an institutional framework for TDM Programs and services and allow small employers to provide Commute Trip Reduction services comparable to those offered by large companies.		X		Public Works Department
Parks				
Develop updated Parks and Open Space Plan including standards for Urban Park.	X			Parks, Recreation & Community Services

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Mitigation Measures	Short Term: Next Comp Plan Amendment Cycle or within 5 years	Long Term	Other Agency	Estimated Year of Completion and Responsible Department
Develop private open space and recreation space for multifamily and mixed use development.	X			Economic & Community Development

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Section B-4: Example DSAP Planned Action Application and Evaluation Form

The following form is proposed for use as an application and evaluation form. The City may modify it as appropriate to ensure adequate information and analysis is provided to make a Planned Action determination.

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SAMPLE DOWNTOWN SUBAREA ACTION PLAN – PLANNED ACTION APPLICATION AND EVALUATION FORM

A. PROPOSAL DESCRIPTION

Date:		
Applicant:		
Parcel Number:		
Property Owner:		
Property Address	Street:	City, State, Zip Code:
Give a brief, complete description of your proposal.		
Property Size in Acres		
Property Zoning	District Name:	Building Type:
Permits Requested (list all that apply)	◻ Land Use: _____ ◻ Building: _____	◻ Engineering: _____ ◻ Other: _____
	SEPA Environmental Checklist Submitted? Yes __ No __	All Applications Deemed Complete? Yes __ No __
	Are there pending governmental approvals of other proposals directly affecting the property covered by your proposal? Yes __ No __ Explain:	
Existing Land Use	Describe Existing Uses on the Site:	

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Proposed Land Use – Check All That Apply	◻ **Residential:** High and medium density multifamily residential; townhouses; multiplexes; and higher density single-family detached dwellings [these are in the Planned Action Area – they wouldn't need the benefit of a Planned Action – may want to include them for acknowledgement of current uses]; ◻ **Employment:** Dense and varied retail, office, commercial, and service activities; ◻ **Civic**, governmental, and recreational uses; ◻ **Mixed use** development with housing, employment, civic, governmental, and recreational uses; ◻ **Other uses** listed in KCC Title 15 Zoning Code as a permitted use in a zoning district studied in the 2013 SEIS.		
Dwellings	# Existing Dwellings: #____ Dwelling Type_____ #____ Dwelling Type _____	# Proposed Dwellings Units: #____ Type _____ #____ Type _____	Proposed Density (du/ac):
	Dwelling Threshold Total in Ordinance: 1,858 - 2,584	Dwelling Bank Remainder (prior to application) as of _____20__ _____dwellings	
Non-residential Uses: Building Square Feet	Existing:	Proposed:	
	Jobs in Ordinance: 1,166 - 4,332	Jobs Remainder (prior to application) as of _____20__ _____ square feet	
Building Height	Existing Stories: Existing Height in feet	Proposed Stories: Proposed Height in feet:	
Parking Spaces	Existing:	Proposed:	
Impervious Surfaces	Existing Square Feet:	Proposed Square Feet:	
PM Peak Hour Weekday Vehicle Trips	Existing Estimated Trips Total:	Future Estimated Trips Total:	Net New Trips:
	Source of Trip Rate: ITE Manual ___ Other ____	Transportation Impacts Determined Consistent with KCC Chapter 12.11 Transportation Concurrency Management: Yes ____ No ____	
Proposed timing or schedule (including phasing).			
Describe plans for future additions, expansion, or further activity related to this proposal.			

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List any available or pending environmental information directly related to this proposal.	

B. APPLICANT SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:	
Date:	

C. REVIEW CRITERIA

Review Criteria

The City's SEPA Responsible Official may designate "Planned Actions" consistent with criteria in Ordinance XXX Subsection 3.F.

Criteria	Discussion
(a) the proposal is located within the Planned Action Area identified in Exhibit A of Ordinance XXX;	
(b) the proposed uses and activities are consistent with those described in the Combined DSAP Planned Action EIS and Section 4.D of Ordinance XXX;	
(c) the proposal is within the Planned Action thresholds and other criteria of Section 4.D of Ordinance XXX;	

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Criteria	Discussion
(d) the proposal is consistent with the Kent Comprehensive Plan and the Downtown Subarea Action Plan;	
(e) the proposal's significant adverse environmental impacts have been identified in the Combined DSAP Planned Action EIS;	
(f) the proposal's significant impacts have been mitigated by application of the measures identified in Exhibit B of Ordinance XXX, and other applicable City regulations, together with any modifications or variances or special permits that may be required;	
(g) the proposal complies with all applicable local, state and/or federal laws and regulations, and the SEPA Responsible Official determines that these constitute adequate mitigation;	
(h) the proposal is not an essential public facility as defined by RCW 36.70A.200(1), unless the essential public facility is accessory to or part of a development that is designated as a Planned Action under this ordinance.	

Determination Criteria

Applications for Planned Actions shall be reviewed pursuant to the process in Ordinance XXX Section 3.E.

Requirement	Discussion
Applications for Planned Actions were made on forms provided by the City including the SEPA Checklist and this Application and Evaluation Form.	

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Requirement	Discussion
The application has been deemed complete in accordance with KCC Chapter 12.01 Administration of Development Regulations.	
The proposal is located within the Planned Action Area pursuant to Exhibit A of Ordinance XXX.	
The proposed use(s) are listed in Section 4.D of Ordinance XXX and qualify as a Planned Action.	

D. SEPA RESPONSIBLE OFFICIAL DETERMINATION

A. Qualifies as a Planned Action: The application is consistent with the criteria of Ordinance XXX and thereby qualifies as a Planned Action Project.

It shall proceed in accordance with the applicable permit review procedures specified in KCC Chapter 12.01 Administration of Development Regulations, except that no SEPA threshold determination, EIS or additional SEPA review shall be required.

Notice shall be made pursuant to KCC Chapter 12.01 Administration of Development Regulations as part of notice of the underlying permits and shall include the results of the Planned Action determination. If notice is not otherwise required for the underlying permit, no special notice is required.

The review process for the underlying permit shall be as provided in KCC Chapter 12.01 Administration of Development Regulations.

NOTE: If it is determined during subsequent detailed permit review that a project does not qualify as a Planned Action, this determination shall be amended.

Signature	
Date:	

B. Does not Qualify as Planned Action: The application is not consistent with the criteria of Ordinance XXX, and does not qualify as a Planned Action Project for the following reasons:

_____

_____

_____

Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the Combined DSAP Planned Action EIS, as well as other relevant SEPA documents, to meet their SEPA requirements. The SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Combined DSAP Planned Action EIS.

SEPA Process Prescribed: _____

Signature:	
Date:	

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ORDINANCE NO. _____

AN ORDINANCE of the City Council of the City of Kent, Washington, establishing an Infill exemption allowance for the Downtown Subarea Action Plan Area pursuant to the State Environmental Policy Act.

RECITALS

A. The State Environmental Policy Act (SEPA) and implementing rules provide for the integration of environmental review with land use planning and project review by jurisdictions planning under the Growth Management Act (GMA) through an exemption for Infill development pursuant to RCW 43.21C.229, as amended by SB 6406, effective July 10, 2012.

B. The City of Kent (City) has adopted a Comprehensive Plan complying with the GMA.

C. To guide Downtown's growth and redevelopment, the City has engaged in extensive planning for the Downtown Subarea and has adopted amendments to its Comprehensive Plan including the Downtown Subarea Action Plan (DSAP) Update.

D. The City of Kent Downtown Subarea Action Plan Planned Action Supplemental EIS (referenced as the 2013 SEIS), together with the City of

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Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS completed in 2011 (referenced as the 2011 EIS), identify impacts and mitigation measures associated with planned development in the Downtown. Together these are referenced as the Combined DSAP Planned Action EIS.

E. The City as lead agency provided public comment opportunities through an SEIS scoping period in October 2012, and for the DSAP Update in 2012 and 2013 as part of a coordinated DSAP public participation program. Two online questionnaires were held through the project website Venture Downtown Kent starting on August 2012 and November 2012. The DSAP Steering Committee met seven times. The City held four public workshops and one hearing before the Land Use & Planning Board on October 22, 2012 and May 13th, May 28th, June 24th, and July 8th 2013 dates, and on August 12, 2013 a Regular Meeting was held for clarifications and the Land Use & Planning Board made a recommendation to the City Council. The City conducted three briefings and meetings with the City Council's Economic & Community Development Committee on May 14th and June 11, 2012, and on October 14, 2013. The City Council was briefed on the DSAP Update and recommendations at a workshop held on September 17, 2013.

F. The City has adopted development regulations and Ordinances which will help protect the environment, and is adopting regulations specific to the Downtown Subarea which will guide the allocation, form and quality of desired development.

G. After providing appropriate public notice, the City Council of the City of Kent conducted a public hearing on November 12, 2013, to consider the Infill Exemption Ordinance.

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H. On June 19 and June 21, 2013, the City provided the State of Washington the required sixty (60) day notification under RCW 36.70A.106 for the DSAP Update, Land Use Plan and Zoning District Map Amendments, Draft Planned Action and Infill Exemption Ordinances. On July 23, 2013, the City provided the State of Washington the required sixty (60) day notification under RCW 36.70A.106 for the Mixed Use Overlay Code Amendments and code reference correction for downtown design guidelines. The sixty (60) day notice periods have lapsed.

I. On October 4, 2013, the City's SEPA responsible official issued the Final Planned Action SEIS for the DSAP Update.

NOW, THEREFORE, the City Council of the City of Kent, Washington ordains as follows:

SECTION 1. - *Purpose*. The City Council declares that the purpose of this Ordinance is to:

A. Exempt residential, mixed use, and selected commercial Infill development that is consistent with the Comprehensive Plan, Kent development regulations, and the development studied in the City of Kent Downtown Subarea Action Plan Draft and Final SEIS (2013 SEIS) and the City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS completed in 2011, collectively referenced as the Combined DSAP Planned Action EIS; and,

B. Establish criteria and procedures, consistent with state law, that will determine whether proposed exempt projects within the

designated Mixed Use and Infill Development Categorical Exemption Area qualify for exemption from SEPA review; and,

C. Provide the public with information about how the City will process Infill exemptions; and,

D. Apply the City's development regulations together with the Infill exemption thresholds defined in this Ordinance to address the impacts of future development contemplated by this Ordinance.

SECTION 2. - *Findings*. The City Council finds as follows:

A. The City is subject to the requirements of the GMA (RCW 36.70A); and

B. The City is adopting the Downtown Subarea Action Plan, a subarea plan under GMA, and associated Comprehensive Plan Amendments as appropriate; and

C The Mixed Use and Infill Development Categorical Exemption Area encompasses an area of approximately 408 gross acres; and

D. The Combined DSAP Planned Action EIS has been prepared for the Mixed Use and Infill Development Categorical Exemption Area; and

E. The thresholds incorporated in this Ordinance, together with adopted City development regulations, will adequately mitigate significant impacts from development within the Mixed Use and Infill Development Categorical Exemption Area ; and

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F. The Downtown Subarea Action Plan and associated development regulations identify the location, type and amount of development that is contemplated by the Infill exemption; and

G. Future projects that are implemented consistent with the City's Comprehensive Plan, development regulations, and this Ordinance will protect the environment, benefit the public and enhance economic development; and

H. The City provided several opportunities for meaningful public involvement in the Downtown Subarea Action Plan and 2013 SEIS, has considered all comments received, and, as appropriate, has modified the proposal in response to comments.

SECTION 3. **–** *New Section.* Chapter 11.03 of the Kent City Code, entitled, "Environmental Policy," is amended by adding a new section 11.03.215, entitled, "Categorical exemptions for residential mixed use and residential Infill development," and reads as follows:

Sec. 11.03.215. Categorical exemptions for residential mixed use and residential infill development.

A. Mixed Use and Infill Development Categorical Exemption Area Designated. The City designates a categorical exemption for construction of residential developments, non-retail commercial developments less than 65,000 square feet in size, and mixed use developments under RCW 43.21C.229 in the following boundary.

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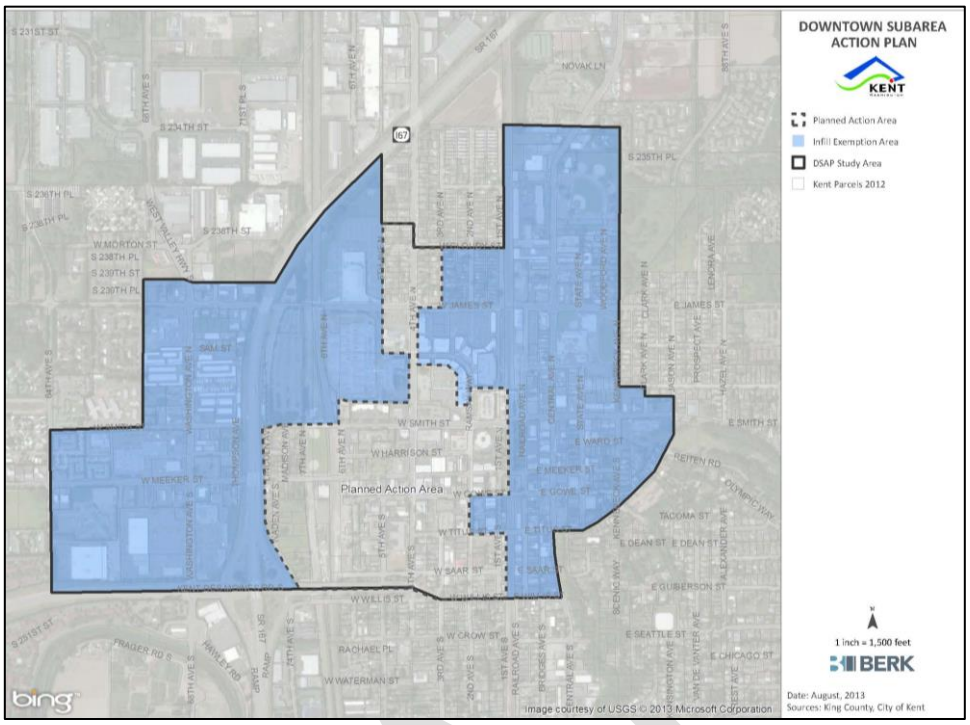

B. Exempt Levels of Construction and Trips. In order to accommodate residential mixed use and residential Infill development in the Mixed Use and Infill Development Categorical Exemption Area Designated in subsection A, the City establishes the following exempt levels for construction of residential developments and mixed use developments under RCW 43.21C.229, considered the Mixed Use and Infill Development and Trip Bank.

1. Exempt levels of Infill residential and mixed use development through the year 2031 are shown in the table below. No individual stand-alone non-retail commercial development shall exceed 65,000 square feet in size.

[A Preferred Alternative has not yet been selected by the City; until such time, both action alternatives are shown. The City may also elect to approve a range of development rather than a single alternative.]

Growth Type	Base Year (2006)	Base Year (2006) Alternative 2[1]	Alternative 2 Moderate Growth Total (2031)	Alternative 2 - Net Growth (2031)	Alternative 3 - High Growth Total (2031)	Alternative 3 - Net Growth (2031)
Households	2,271	4,530	8,090	3,560	3,185	914
Jobs[2]	3,503	3,184	5,507	2,323	8,410	4,907
Total Activity Units (Jobs and Households)	5,775	7,714	13,597	5,883	11,596	5,821

[1] Alternative 3 figures add the Downtown and Meeker/Washington Activity Center growth numbers studied in the 2011 EIS. Compared to the boundaries studied in 2011, the DSAP Study Area contains an added 121.8 acres.

[2] Includes hotel rooms and university students as part of "jobs" consistent with the presentation of growth figures in the prior 2011 EIS. However, these elements make up only 3% of the job totals.

For the purposes of this section:

a. Infill means: Multifamily or attached dwellings developed on unused and underutilized lands within the designated Mixed Use and Infill Development Categorical Exemption Area Designated.

b. Mixed use development means: Two (2) or more permitted uses or conditional uses developed in conjunction with one another on the same site. Provided that the aforementioned requirements are met, a mixed use development may include two (2) or more separate buildings. Provided further, that at least twenty-five (25) percent of the gross floor area, as defined in KCC 15.02.170 be a permitted commercial use, except for mixed use development in General Commercial where at least five (5) percent of the gross floor area, as defined in KCC 15.02.170, be a permitted commercial use. The residential component of any mixed use development cannot be permitted or occupied prior to the (permitting and/or occupancy of) the commercial component.

2. To be considered for the Infill exemption, where a proposal includes the construction of a new building, the minimum height shall be two stories. The maximum height shall be consistent with those studied in the Combined DSAP Planned Action EIS and applicable in the subject zoning district.

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3. For Infill residential and mixed use development in the area designated in Section A, up to the maximum total number of available trips, as established by the SEPA Responsible Official in the City of Kent Downtown Subarea Action Plan Planned Action Draft and Final SEIS issued June 21, 2013 and October 4, 2013 respectively. The net additional trips studied in the documents are:

a. Alternative 2: 3,790 Trip Growth over Existing

b. Alternative 3: 4,560 Trip Growth over Existing

[A Preferred Alternative has not yet been selected by the City; until such time, both action alternatives are shown. The City may also elect to approve a range of development rather than a single alternative.]

C. Traffic Analysis, Concurrency, Impact Fees. In determining whether or not a proposal is exempt, the SEPA Responsible Official shall consider a traffic analysis based on the quantity of development units and the related applicable trip generation.

1. Concurrency. All exempt development applications shall meet the transportation concurrency requirements and the LOS thresholds established in Chapter 12.11 KCC, as amended by the 2008 Transportation Master Plan, and the multimodal levels of service established in the 2013 DSAP SEIS.

2. Traffic Impact Mitigation. Until the 2008 Transportation Master Plan and Impact Fee Ordinance are updated, Infill exemption proposals shall pay their cost per trip for the street, pedestrian, and bicycle improvements identified below as part of the DSAP Study Area fee program in addition to the 2008 Transportation Master Plan and associated impact fee program, KCC 12.14 Transportation Impact Fees.

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[A Preferred Alternative has not yet been selected by the City; until such time, both action alternatives are shown. The City may also elect to approve a range of development/trips rather than a single alternative.]

Alternative 2 - Mitigation Measure Cost Estimates per Trip

Mitigation Measure Type	Infill Exemption Area 3,790 Trip Growth over Existing	
	Cost	Cost per Trip
Street	$6,900[1]	$1.82
Pedestrian	$1,400,000	$369.39
Bicycle	$1,428,000	$376.78
Total	$2,834,900	$747.99

Notes:

1. The total cost of $10,000 is shared proportionately between the Planned Action and Infill Exemption Areas according to the number of trips generated (31 percent by the Planned Action Area and 69 percent by the Infill Exemption Area).

Source: Fehr & Peers, 2013

Alternative 3 - Mitigation Measure Cost Estimates per Trip

Mitigation Measure Type	Infill Exemption Area 4,560 Trip Growth over Existing	
	Cost	Cost per Trip
Street	$5,200[1]	$1.14
Pedestrian	$1,400,000	$307.02
Bicycle	$1,428,000	$313.16
Total	$2,833,200	$621.32

Notes:

1. The total cost of $10,000 is shared proportionately between the Planned Action and Infill Exemption Areas according to the number of trips generated (48 percent by the Planned Action Area and 52 percent by the Infill Exemption Area).

Source: Fehr & Peers, 2013

3. Impact Fees: Chapter 12.14 KCC requires development to pay its fair share for capital improvement projects in the City's Transportation Master Plan and provides guidance for how impact fees are to be assessed.

4. Discretion. The Public Works Director or his/her designee shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by

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the Public Works Director at his or her sole discretion, for each project permit application proposed under this Infill Exemption Ordinance.

D. Development will be allowed under this exemption up to the point that development levels of housing, jobs, and trips have been achieved, unless denied by concurrency.

E. Parks and Open Space. Until such time as the City adopts a new Parks and Open Space Plan, and adopts Kent City Code amendments addressing public and private open space and recreation standards and requirements applicable to the Mixed Use and Infill Development Categorical Exemption Area, the following mitigation measures shall apply. Following adoption of a new Parks and Open Space Plan Kent City Code amendments such standards shall supersede the measures below.

1. Urban Park Space: Each Infill exemption proposal shall dedicate onsite two hundred and fifty (250) square feet of public park area per dwelling unit[1] or provide a fee in lieu of dedication consistent with Section E.2.

2. Private Onsite Recreation and Open Space: Each Infill exemption proposal shall provide private onsite recreation space for leisure, play, and sport activities at a ratio of two hundred (200) square feet per dwelling unit. Each residential or mixed-use development is required to provide the private space in one or more of the following arrangements.

[1] The City requires that residential subdivisions and short subdivisions provide recreation space for leisure, play, and sport activities at a ratio of four hundred fifty (450) square feet per dwelling unit (KCC 12.04.060), and also allows a fee-in-lieu of providing the facility onsite (KCC 12.04.065). Mitigation measures 9 and 10 split the 450 sf per unit into two parts – one public and one private. The Urban Park LOS studied in the City of Kent Downtown Subarea Action Plan Planned Action SEIS assumed 90 SF/capita. Assuming the average people per household 2.81 used in the SEIS (ACS, 2011 1-year estimates of persons per household for renter housing), the total public space per unit would be about 250 square feet. The balance of 200 SF is applied to private space. Currently the downtown design guidelines have a requirement for private space but no square footage rate is given.

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a. An individual balcony or screened patio for each unit

b. Small, shared courtyards and a furnished children's play area

c. Roof-top open space – roof garden or game court

The recreation space proposed by the applicant shall be approved by the parks and community services director. Alternatively up to 50% of the private open space may be accomplished offsite or through a fee in lieu consistent with Section E.3.

3. Through a negotiated voluntary agreement the City may allow 50% of the private recreation space and 100% of the public recreation space in E.1 and E.2 to be: 1) accomplished offsite as approved by the parks and community services director; or 2) a fee-in-lieu of providing the space onsite following the procedures in KCC 12.04.065.

F. Cultural Resources: The following mitigation measures shall apply to infill exemption proposals:

1. In the event that a future development project in the study area is proposed on or immediately surrounding a site containing an archaeological resource, the potential impacts on the archaeological resource shall be considered and, if needed, a study conducted by a professional archaeologist shall be required to be conducted at the applicant's expense to determine whether the proposed development project would materially impact the archaeological resource.

2. If the impacts on archaeological resources cannot be avoided, the City will require that applicants obtain all appropriate permits consistent with state and federal laws and that any required archaeological studies are completed before permitting any project that would disturb archaeological resource(s). Under RCW 27.53, a permit must be obtained from DAHP prior to impacting a known archaeological resource or site. The avoidance of archaeological resources through selection of project alternatives and changes in design of project features in the specific area

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of the affected resource(s) would eliminate the need for measuring or mitigating impacts.

3. Developers and property owners shall immediately stop work and notify the City, the Washington State Department of Archaeology and Historic Preservation (DAHP), and affected tribes if archaeological resources are uncovered during excavation. Following such notification, the City may require implementation of Mitigation Measures 4 and 5.

4. If impacts cannot be avoided on a historic resource that is determined eligible for listing on either state or national historic registers, the applicant shall consult with the DAHP regarding mitigation options and shall provide documentation of consultation to the City.

5. To include DAHP in the review of historic properties within the Infill Exemption area, the City will notify the State Historic Preservation Officer (SHPO) regarding proposals involving eligible or designated historic properties through the evaluation of proposals consistent with Title 12.01 Administration of Development Regulations.

G. Water Quality: By December 31, 2016, regulations will be in place to address water quality treatment and promote low impact development measures that are equivalent to the 2012 Department of Ecology Western Washington Stormwater Management Manual. Prior to 2016, the City shall require that applicants identify any low impact development (LID) techniques described in the 2012 Ecology manual and demonstrate why unincorporated LID techniques are not feasible. As part of required land use, building, or construction permits, the City may condition applications to incorporate feasible and site-appropriate LID techniques.

H. Air Quality Control Plans: The City shall require all construction contractors to implement air quality control plans for construction activities. The air quality control plans will include best management practices (BMPs) to control fugitive dust and odors emitted by diesel

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construction equipment, including but not limited to the following measures.

1. Develop a fugitive dust control plan.

2. Use water sprays or other non-toxic dust control methods on unpaved roadways.

3. Minimize vehicle speed while traveling on unpaved surfaces.

4. Prevent track out of mud onto public streets.

5. Cover soil piles when practical.

6. Minimize work during periods of high winds when practical.

7. Maintain the engines of construction equipment according to manufacturers' specifications.

8. Minimize idling of equipment while the equipment is not in use.

9. Burning of slash or demolition debris will not be permitted without express approval from the Puget Sound Clean Air Agency (PSCAA). No slash burning is anticipated for any construction projects in the study area.

I. Greenhouse Gas Reduction: Infill exemption applicants shall identify the greenhouse gas reduction measures that are being implemented in their projects, and explain why other measures listed in the 2011 City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS are not included or are not applicable. The City shall, as appropriate, condition Infill exemption applications to incorporate reduction measures determined (by the City based on the development application) feasible and appropriate for site conditions.

J. Solar access for public pedestrian spaces, pedestrian/bicycle pathways, parks, schools and other areas sensitive to shading shall be preserved by requiring upper-story or ground-level setbacks for adjacent

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development. To the greatest extent possible, new development shall minimize casting shadows on public spaces during their primary hours of daytime use.

K. The City may condition Infill exemption proposals to incorporate site design measures that preserve significant public views from public areas.

L. Infill exemptions shall comply with the following noise mitigation measures:

1. Construction noise could be reduced by using enclosures or walls to surround noisy stationary equipment, installing mufflers on engines, substituting quieter equipment or construction methods, minimizing time of operation, and locating equipment as far as practical from sensitive receptors. To reduce construction noise at nearby receptors, the following mitigation measures will be incorporated into construction plans and contractor specifications:

a. Locating stationary equipment away from receiving properties will decrease noise from that equipment.

b. Erecting portable noise barriers around loud stationary equipment located near sensitive receivers will reduce noise.

c. Limiting construction activities to between 7:00 a.m. and 10:00 p.m. will avoid sensitive nighttime hours.

d. Turning off idling construction equipment will eliminate unnecessary noise.

e. Requiring contractors to rigorously maintain all equipment will potentially reduce noise effects.

f. Training construction crews to avoid unnecessarily loud actions (e.g., dropping bundles of rebar onto the ground or dragging steel plates across pavement) near noise-sensitive areas will reduce noise effects.

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2. At its discretion, the City may require all prospective Infill exemption developers to use low-noise mechanical equipment adequate to ensure compliance with the City's daytime and nighttime noise ordinance limits. Depending on the nature of the proposed development, the City may require the developer to conduct a noise impact study to forecast future noise levels and to specify appropriate noise control measures.

3. To address traffic and transit noise, the City may, at its discretion, require new residential development to install triple-pane glass windows or other building insulation measures using its authority under the Washington State Energy Code (KCC 14.01.010).

M. Exemption Procedure. Upon approval of the proposal according to the provisions of Chapter 12.01 Administration of Development Regulations, the SEPA Responsible Official shall remove dwellings and square feet from the levels specified in A.1 and 2. These exempt levels are not applicable once the total available units, jobs, or trips have been utilized.

N. General Monitoring. The SEPA Responsible Official will monitor the total development approved as part of the development approval process for any development in the area designated in Subsection A, whether considered exempt or not, in order to ensure that the available units, square feet, and trips cumulatively address growth planned for the designated Mixed Use and Infill Development Categorical Exemption Area.

SECTION 4. **–** *New Subsection.* Section 11.03.220, entitled, "Use of exemptions," is amended by adding a new subsection D to read as follows:

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Sec. 11.03.220. Use of exemptions.

A. Each department within the city that receives an application for a license or, in the case of governmental proposals, the department initiating the proposal, shall determine whether the license and/or the proposal is exempt. The department's determination that a proposal is exempt shall be final and not subject to administrative review. If a proposal is exempt, none of the procedural requirements of this chapter apply to the proposal. The city shall not require completion of an environmental checklist for an exempt proposal.

B. In determining whether or not a proposal is exempt, the department shall make certain the proposal is properly defined and shall identify the governmental licenses required (WAC 197-11-060). If a proposal includes exempt and nonexempt actions, the department shall determine the lead agency, even if the license application that triggers the department's consideration is exempt.

C. If a proposal includes both exempt and nonexempt actions, the city may authorize exempt actions prior to compliance with the procedural requirements of this chapter, except that:

1. The city shall not give authorization for:

a. Any nonexempt action;

b. Any action that would have an adverse environmental impact; or

c. Any action that would limit the choice of reasonable alternatives.

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2. A department may withhold approval of an exempt action that would lead to modification of the physical environment, when such modification would serve no purpose if nonexempt actions were not approved; and

3. A department may withhold approval of exempt actions that would lead to substantial financial expenditures by a private applicant when the expenditures would serve no purpose if nonexempt actions were not approved.

D. Categorical exemptions for residential mixed use, non-retail commercial space, and residential Infill development: The City may authorize a categorical exemption for residential mixed use, non-retail commercial space, and residential Infill development for specifically designated portions of the Downtown Subarea Action Plan area pursuant to Section 11.03.215.

SECTION 5. – *Corrections by City Clerk or Code Reviser.* Upon approval of the City Attorney, the City Clerk and the code reviser are authorized to make necessary corrections to this Ordinance, including the correction of clerical errors; Ordinance, section, or subsection numbering; or references to other local, state or federal laws, codes, rules, or regulations.

SECTION 6. – *Severability.* If any one or more section, subsection, or sentence of this Ordinance is held to be unconstitutional or invalid, that decision shall not affect the validity of the remaining portion of this Ordinance and that remaining portion shall maintain its full force and effect.

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SECTION 7. – *Effective Date.* This Ordinance shall be in force five (5) days after its passage and publication, as provided by law.

_____
SUZETTE COOKE, MAYOR

ATTEST:

_____
RONALD F. MOORE, CITY CLERK

APPROVED AS TO FORM:

_____
ARTHUR "PAT" FITZPATRICK, ACTING CITY ATTORNEY

PASSED: _____ day of _____, 2013.

APPROVED: _____ day of _____, 2013.

PUBLISHED: _____ day of _____, 2013.

I hereby certify that this is a true copy of Ordinance No. _____ passed by the City Council of the City of Kent, Washington, and approved by the Mayor of the City of Kent as hereon indicated.

_____(SEAL)
RONALD F. MOORE, CITY CLERK

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APPENDIX C: PROPOSED GC-MU AMENDMENTS

The DSAP Planned Action EIS addresses the GC-MU amendments in the DSAP Study Area. The City issued a SEPA document for the GC-MU properties outside of the DSAP Study Area, recognizing the proposal and the prior citywide environmental documentation in the City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS Draft October 22, 2010, and Final September 1, 2011. Contact the Responsible Official on the Fact Sheet of this EIS for information on properties outside the DSAP Study Area.

ECONOMIC and COMMUNITY DEVELOPMENT
Ben Wolters, Director
PLANNING DIVISION
Fred N. Satterstrom, AICP, Director
Charlene Anderson, AICP, Manager

Phone: 253-856-5454
Fax: 253-856-6454

Address: 220 Fourth Avenue S.
Kent, WA 98032-5895

July 16, 2013

To: Jack Ottini, Chair and Land Use and Planning Board Members
From: Gloria Gould-Wessen, AICP, GIS Coordinator/Long Range Planner
Subject: Mixed Use Overlay Regulations Code Amendment
(ZCA-2013-2) (KIVA-RPP6-2132552)

Public Hearing – July 22, 2013

MOTION: Recommend to the City Council approval/denial/modification of the Mixed Use Overlay Regulations Code Amendments pertaining to the General Commercial Mixed Use (GC-MU) Zoning District and the correction to the code reference for Downtown Design Review.

SUMMARY: On July 8, 2012 the City of Kent Land Use & Planning Board (the Board) held a public hearing on the Downtown Subarea Action Plan and corresponding Zoning Districts & Comprehensive Plan Map Amendments (CPZ/CPA-2012-1) (KIVA-2120882). The Board held workshops on the project on June 25, 2012, October 22, 2012, May 28, 2013 and June 24, 2013. The July 22nd public hearing continues the public hearing related to these items. The Downtown Subarea Action Plan (DSAP) contains actionable items intended to implement the vision for downtown Kent. The proposed Mixed Use Overlay Regulations Code Amendment (ZCA-2013-2) with the correction to the code reference for Downtown Design Review are actions that will implement the DSAP and respond to some of the concerns expressed during the July 8th public hearing.

BACKGROUND: The Downtown Subarea Action Plan is a policy document that supports the Kent Comprehensive Plan and regional policy documents such as VISION 2040, Transportation 2040, and King County Countywide Planning Policies. The DSAP contains actionable items intended to implement the vision for downtown Kent as a memorable, compact, livable community that is economically vital, environmentally sustainable, and supported by a variety of transportation options.

The following policies and actions within the Land Use Element of the DSAP support the proposed code amendments to the Mixed Use Overlay Development Standards and the correction to the code reference for Downtown Design Review:

Policy LU-2: Encourage medium- and high-density development in Downtown through development regulations and design standards to provide an attractive, livable and high-quality residential mixed-use urban environment.

- *Action LU-2.1: Expand the diversity and density of uses in Downtown to support a vibrant urban environment and ensure regulatory consistency.*

b) *Amend the development regulations to increase allowable building height for General Commercial Mixed-Use (GC-MU) within Downtown to ensure a more dense mix of office, retail, and housing options.*

- *Action LU-2.2: Ensure development regulations support a livable, economically vibrant, and well designed Downtown.*

a) *Revise the Mixed-Use Overlay Development Standards to ensure that the form of infill development is in keeping with the community's vision, including minimizing the environmental impacts on adjacent residential uses.*

SUMMARY OF CODE AMENDMENTS:

The proposed code amendments to Kent City Code (KCC) Title 15 implement selected policies and actions within the Land Use Element of the DSAP. The amendments would apply to all real property with an existing zoning designation of General Commercial Mixed Use (GC-MU) as well as proposed rezones of General Commercial (GC) to GC-MU within the Downtown Study Area. The proposed code amendments would be applied city-wide (see Attachment A).

The amendments broaden the range of development standards for GC-MU, bring them closer to the existing standards for GC, and strengthen design standards for GC-MU. The amendments also correct a code reference related to Downtown Design Review. The proposed code amendments affect the following code sections: KCC 15.02 Definitions; KCC 15.04.190 Commercial and Industrial Zone Development Standards table; KCC 15.04.195 Commercial and Industrial Land Use Development Standard Conditions; KCC 15.04.200 Mixed Use Overlay Development Standards; KCC 15.04.205 Mixed Use Land use Development Standard Conditions; and KCC 15.09.046 Downtown Design Review (see Attachment B).

In an effort to implement the DSAP *Action LU-2.1b,* staff proposes to increase allowable building height for GC-MU to 65 feet. The proposed amendment to 65 feet would bring the allowable height closer to the existing GC height standards in KCC 15.04.190 & 195 allowed through administrative or Board approvals. The amendments would also change the requirement for 75 percent commercial in a mixed use development to 5 percent and eliminate the 25 percent of residential

required. The amendments eliminate the provisions which were intended to incentivize development of mixed use on GC-MU, by removing the floor area ratio, thereby encouraging the market to respond. The amendments also eliminate unique parking requirements, rather referencing off-street parking requirements of Chapter 15.05.

In addition, the proposed code amendments implement *Action LU-2.2a* and strengthen design review in GC-MU. The existing KCC 15.04.190 and KCC 15.04.195 provide for downtown design review (KCC 15.09.046) and mixed use design review (KCC 15.04.045[F]) (although incorrectly reference section 'D' rather than 'F'). The proposed code amendments correct both the mixed use reference and correct the reference for multifamily design review (KCC 15.04.045[D]) so that multifamily design review is required in the Downtown area.

RECOMMENDATION: Staff recommends adopting code amendments related to the GC-MU zoning district and correcting an incorrect code reference related to multifamily design review in the Downtown area.

GGW/FS/pm S:\Permit\Plan\COMP_PLAN_AMENDMENTS\2012\CPA-2012-1 Downtown\LUPB\07-22-13\StaffReport_MixedUse.docx
Enc: Attach A – Existing Zoning Districts Map and Land Use Plan Map; Attach B – KCC Code Amendments
cc: Ben Wolters, ECD Director
Fred Satterstrom, AICP, Planning Director
Charlene Anderson, AICP, Planning Manager
David Galazin, Assistant City Attorney
Project File ZCA-2013-2

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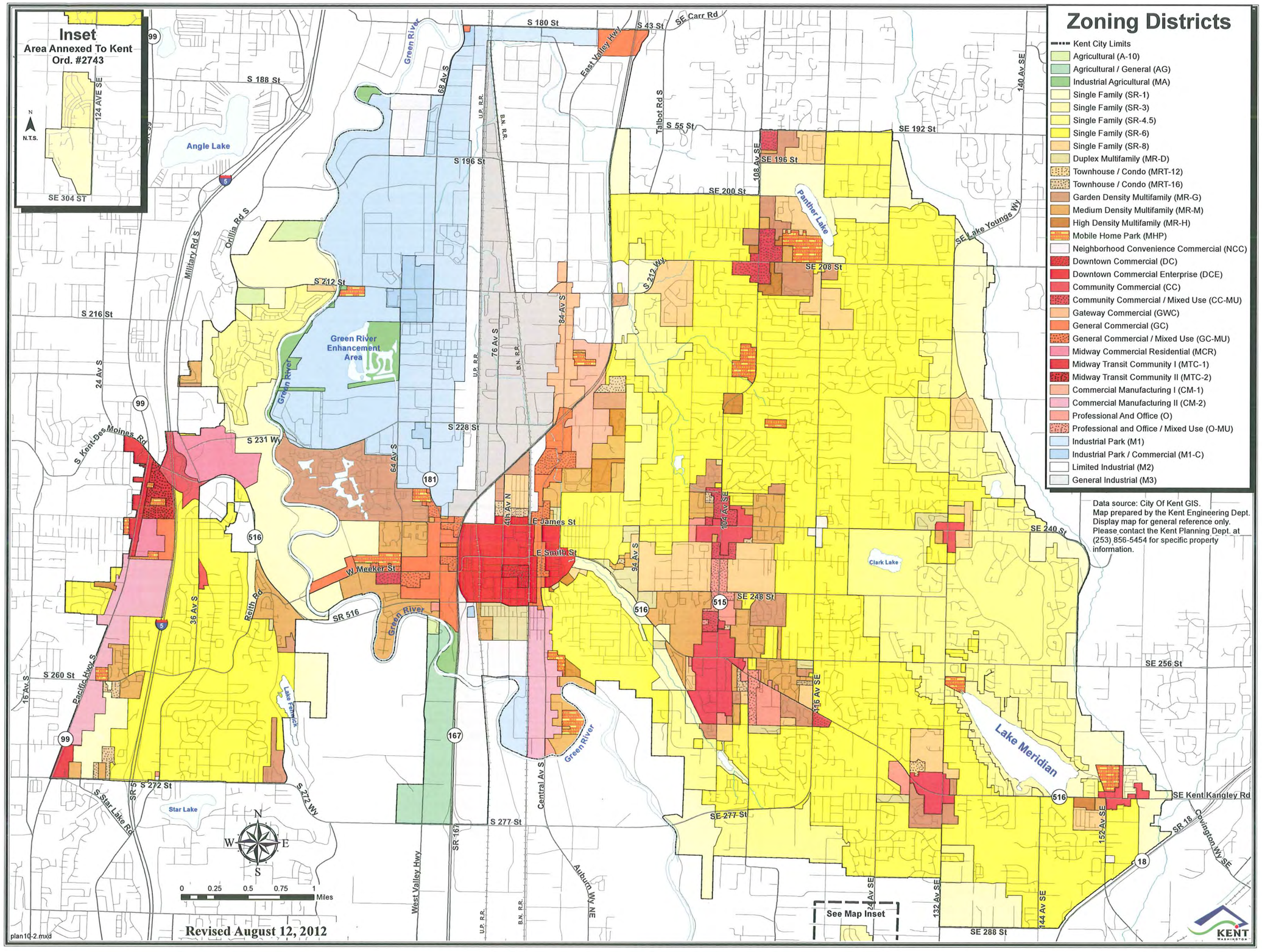
Zoning Districts
Kent City Limits
Agricultural (A-10)
Agricultural / General (AG)
Industrial Agricultural (MA)
Single Family (SR-1)
Single Family (SR-3)
Single Family (SR-4.5)
Single Family (SR-6)
Single Family (SR-8)
Duplex Multifamily (MR-D)
Townhouse / Condo (MRT-12)
Townhouse / Condo (MRT-16)
Garden Density Multifamily (MR-G)
Medium Density Multifamily (MR-M)
High Density Multifamily (MR-H)
Mobile Home Park (MHP)
Neighborhood Convenience Commercial (NCC)
Downtown Commercial (DC)
Downtown Commercial Enterprise (DCE)
Community Commercial (CC)
Community Commercial / Mixed Use (CC-MU)
Gateway Commercial (GWC)
General Commercial (GC)
General Commercial / Mixed Use (GC-MU)
Midway Commercial Residential (MCR)
Midway Transit Community I (MTC-1)
Midway Transit Community II (MTC-2)
Commercial Manufacturing I (CM-1)
Commercial Manufacturing II (CM-2)
Professional And Office (O)
Professional and Office / Mixed Use (O-MU)
Industrial Park (M1)
Industrial Park / Commercial (M1-C)
Limited Industrial (M2)
General Industrial (M3)
Data source: City Of Kent GIS.
Map prepared by the Kent Engineering Dept.
Display map for general reference only.
Please contact the Kent Planning Dept. at
(253) 856-5454 for specific property
information.
Inset
Area Annexed To Kent
Ord. #2743
N
N.T.S.
124 AVE SE
SE 304 ST
Angle Lake
Green River Enhancement Area
Green River
Panther Lake
Clark Lake
Lake Meridian
Lake Fenwick
Star Lake
S 180 St
S 43 St
SE Carr Rd
S 188 St
S 196 St
S 55 St
SE 192 St
SE 196 St
SE 200 St
SE 208 St
S 212 St
S 216 St
S 228 St
S 231 Wy
E James St
E Smith St
W Meeker St
SR 516
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S 272 St
S 272 Wy
S 277 St
SE 277 St
SE Kent Kangley Rd
SR 18
SE 288 St
See Map Inset
Military Rd S
Orillia Rd S
S Kent-Des Moines Rd
Pacific Hwy S
S Star Lake Rd
West Valley Hwy
East Valley Hwy
Talbot Rd S
Reith Rd
Auburn Way N
Covington Way SE
SE Lake Youngs Wy
68 Av S
76 Av S
84 Av S
64 Av S
36 Av S
16 Av S
94 Av S
104 Av SE
108 Av SE
116 Av SE
124 Av SE
132 Av SE
140 Av SE
144 Av SE
152 Av SE
4th Av N
Central Av S
SR 167
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B.N. R.R.
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Revised August 12, 2012
plan10-2.mxd
KENT WASHINGTON

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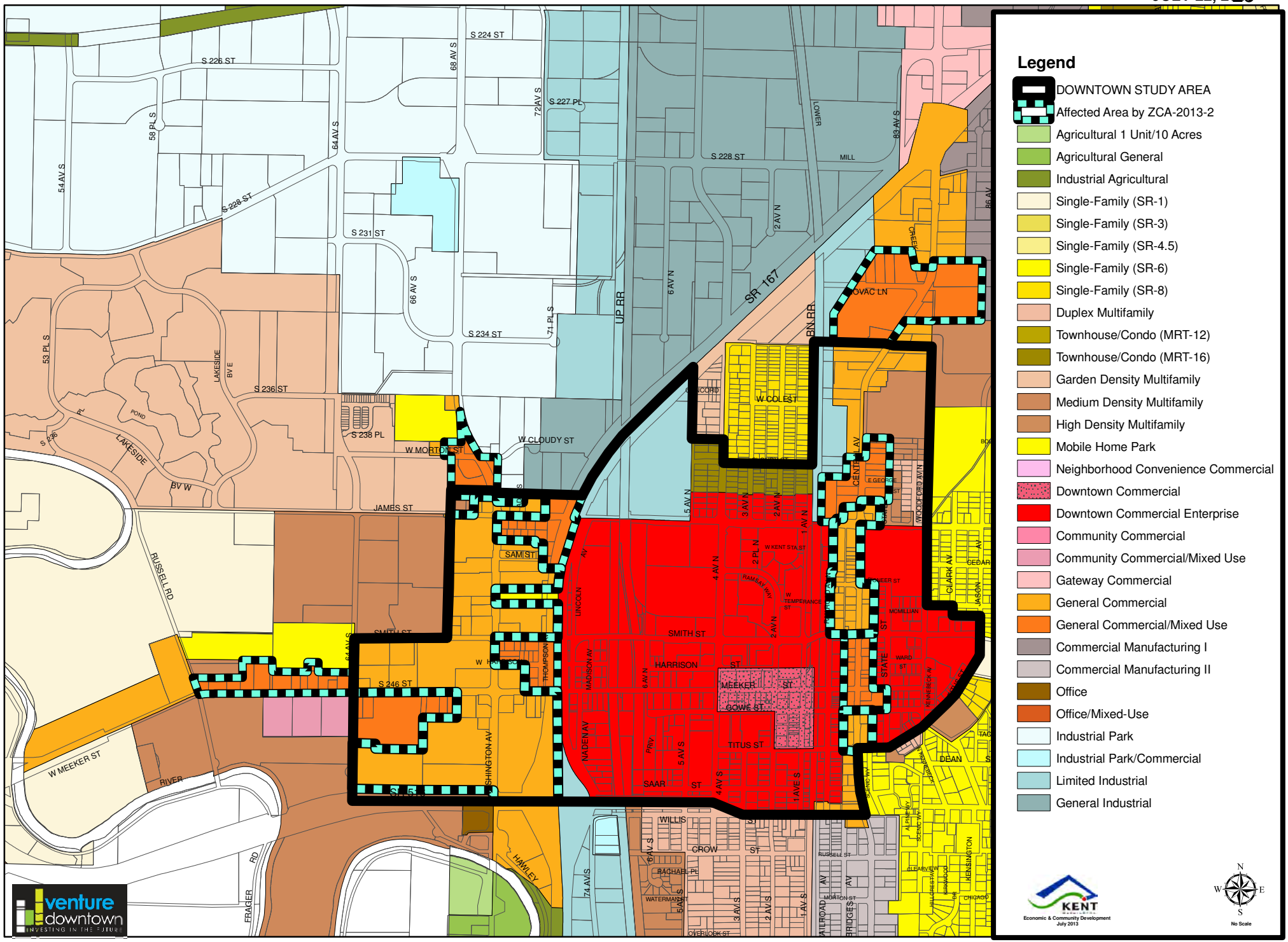
Zoning Districts Map - Detail of GC & GC-MU



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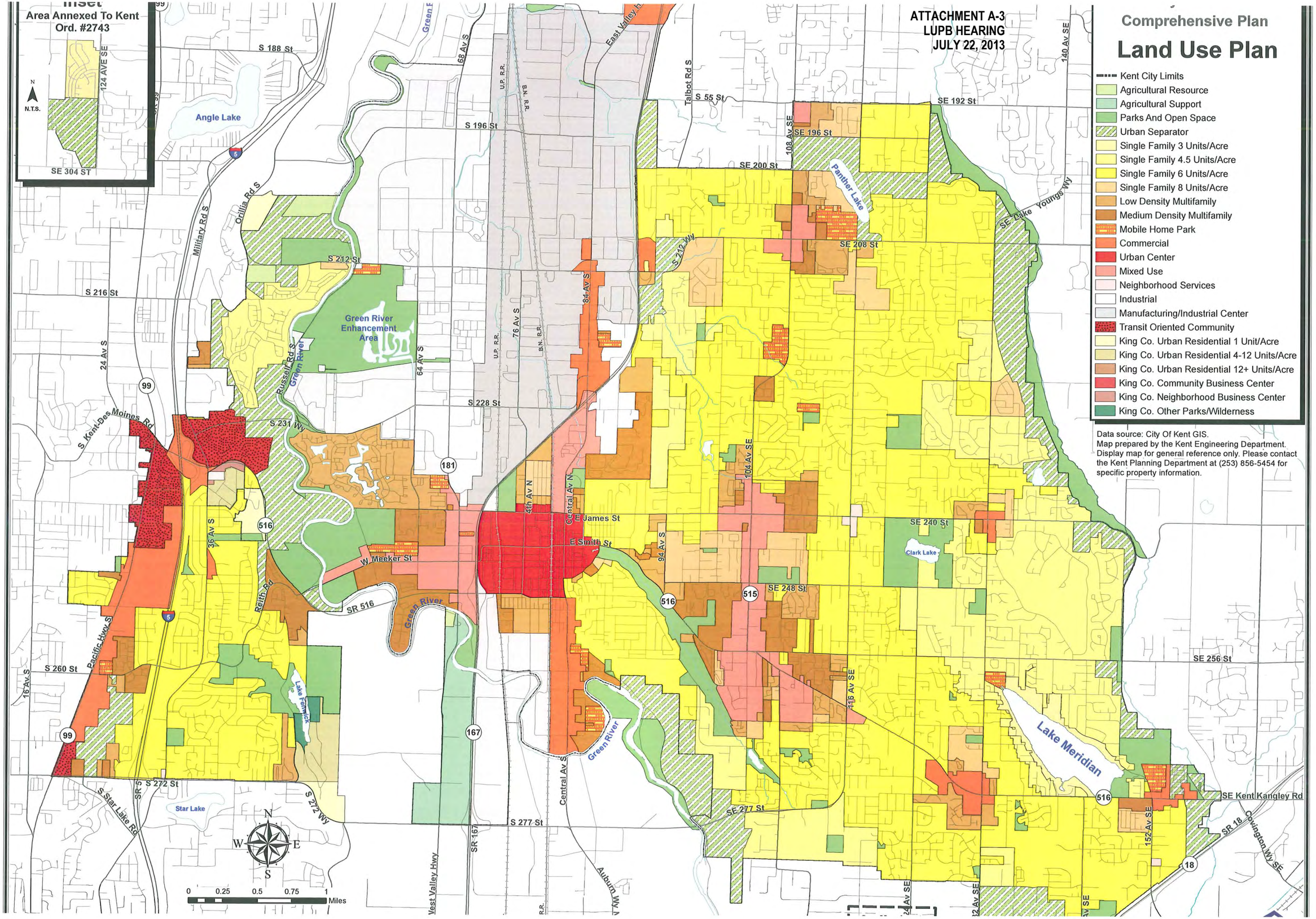
ATTACHMENT A-3
LUPB HEARING
JULY 22, 2013



15.02.260 Mixed use development

Mixed use development shall mean two (2) or more permitted uses or conditional uses developed in conjunction with one another on the same site. Provided that the aforementioned requirements are met, a mixed use development may include two (2) or more separate buildings. Provided further, that at least twenty-five (25) percent of the gross floor area, as defined in KCC 15.02.170, be a permitted commercial use, except for mixed use development in General Commercial where at least five (5) percent of the gross floor area, as defined in KCC 15.02.170, be a permitted commercial use. The residential component of any mixed use development cannot be permitted or occupied prior to the (permitting and/or occupancy of) the commercial component.

(Ord. No. 3092, § 1, 2-16-93; Ord. No. 3345, § 2, 5-7-97)

15.04.190 Commercial and industrial zone development standards.

	Zoning Districts																	
	NCC Neighborhood Convenience Commercial District	CC Community Commercial District	DC Downtown Commercial District	DCE Downtown Commercial Enterprise District	MTC-1 Midway Transit Community-1 District	MTC-2 Midway Transit Community-2 District	MCR Midway Commercial/Residential District	CM-1 Commercial Manufacturing-1 District	CM-2 Commercial Manufacturing-2 District	GC General Commercial District	O Office District	MA Industrial Agricultural District	M1 Industrial Park District	M1-C Industrial Park-Commercial District	M2 Limited Industrial District	M3 General Industrial District	GWC Gateway Commercial District	AG Agricultural General District
Minimum lot area: square feet or acres, as noted	10,000 sq ft	10,000 sq ft	5,000 sq ft (1) (66)	5,000 sq ft (66)	7,500 sq ft	7,500 sq ft	7,500 sq ft	10,000 sq ft	10,000 sq ft	10,000 sq ft (66)	10,000 sq ft	1 acre	1 acre	10,000 sq ft	20,000 sq ft	15,000 sq ft	10,000 sq ft	1 acre
Maximum site coverage: percent of site	40%	40%	100%	100%	80%	100%	80%	50%	50%	40%	30%	50%	60%	60%	65%	75%	40%	60%
Minimum yard requirements: feet																		
Front yard	10 ft	15 ft	(2)	(3)	20 ft	(68)	20 ft	15 ft	15 ft	20 ft	25 ft	30 ft (4)	(5)	(5)	(6)	(7)	15 ft	(5)
Side yard	(8)	(9)	(2)	(3)	(68) (10)	(68) (10)	(68) (10)	(10)	(10)	(10)	(10)	(11)	(12)	(12)	(13)	(14)	5 ft (15) (16)	(12)
Side yard on flanking street of corner lot					The Midway Design Guidelines shall apply	The Midway Design Guidelines shall apply	The Midway Design Guidelines shall apply						(17)	(17)	(17)	(18)	15 ft	(17)

	Zoning Districts																	
	NCC Neighborhood Convenience Commercial District	CC Community Commercial District	DC Downtown Commercial District	DCE Downtown Commercial Enterprise District	MTC-1 Midway Transit Community-1 District	MTC-2 Midway Transit Community-2 District	MCR Midway Commercial/Residential District	CM-1 Commercial Manufacturing-1 District	CM-2 Commercial Manufacturing-2 District	GC General Commercial District	O Office District	MA Industrial Agricultural District	M1 Industrial Park District	M1-C Industrial Park-Commercial District	M2 Limited Industrial District	M3 General Industrial District	GWC Gateway Commercial District	AG Agricultural General District
Rear yard	(8)	20 ft	(2)	(3)	(68) (19)	(68) (19)	(68) (19)	(19)	(19)	(19) (2)	(19)		(20)	(20)	(21)	(21)	5 ft (22)	(20)
Yards, transitional conditions													(23)	(23)	(24)	(25)		(23)
Additional setbacks												(26) (27) (28)	(29)	(29)				(29)
Height limitation: in stories/not to exceed in feet	2 story/ 35 ft	3 story/ 40 ft (30)	4 story/ 60 ft (31)	(32)	5 story/55 ft (69) (70)	16 story/200 ft (70)	16 story/200 ft (70)	2 story/ 35 ft (30)	2 story/ 35 ft (30)	2 story/ 35 ft (30)	3 story/ 40 ft	2 story/ 35 ft (33) (34)	2 story/ 35 ft (35)	2 story/ 35 ft (35)	2 story/ 35 ft (35)	2 story/ 35 ft (37)	3 story/ 40 ft (38)	2 story/ 35 ft (35)
Landscaping	The landscaping requirements of Chapter 15.07 KCC shall apply.																	
													(52)	(52)				(52)
Outdoor storage	(39)	(39)						(40) (41)	(40) (41)	(40)		(42)	(43)	(43)	(44)	(45) (51)	(59)	(43)
Signs	The sign regulations of Chapter 15.06 KCC shall apply.													(60)				
Vehicle drive-through, drive-in, and service bays	(46)	(46)		(46)	(46)		(46)		(46)	(46)							(46) (61)	

	Zoning Districts																	
	NCC Neighborhood Convenience Commercial District	CC Community Commercial District	DC Downtown Commercial District	DCE Downtown Commercial Enterprise District	MTC-1 Midway Transit Community-1 District	MTC-2 Midway Transit Community-2 District	MCR Midway Commercial/Residential District	CM-1 Commercial Manufacturing-1 District	CM-2 Commercial Manufacturing-2 District	GC General Commercial District	O Office District	MA Industrial Agricultural District	M1 Industrial Park District	M1-C Industrial Park-Commercial District	M2 Limited Industrial District	M3 General Industrial District	GWC Gateway Commercial District	AG Agricultural General District
Loading areas													(47) (48)	(47) (48)	(47) (49)	(47) (51)		(47) (48)
Off-street parking	The off-street parking requirements of Chapter 15.05 KCC shall apply.																	
	(57)	(57)							(57)	(57)			(58)	(58)	(58)	(57)		(58)
Additional standards	(50) (56) (62) (63) (64) (65)	(36) (50) (56)	(31) (50) (56)	(31) (50) (56) (67)	(50) (56) (71)	(50) (56) (71)	(50) (56) (71)	(50) (56)	(50) (56)	(31) (36) (50) (56) (72)	(36) (50) (56)	(50) (56)	(50) (53) (54) (55) (56)	(50) (53) (54) (55) (56)	(50) (54) (55) (56)	(50) (54) (55) (56)		(50) (53) (54) (55) (56)

(Ord. No. 3439, § 2, 2-2-99; Ord. No. 3543, § 9, 2-20-01; Ord. No. 3600, § 3, 5-7-02; Ord. No. 3612, § 3, 8-6-02; Ord. No. 3648, § 5, 7-1-03; Ord. No. 3742, § 3, 4-19-05; Ord. No. 3988, § 3, 1-4-11; Ord. No. 4003, § 2, 9-20-11; Ord. No. 4011, § 17, 12-13-11)

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15.04.195 Commercial and industrial land use development standard conditions.

1. Minimum lot of record or five thousand (5,000) square feet, whichever is less.

2. None, except as required by landscaping, or if off-street parking is provided onsite. See the downtown design review criteria outlined in KCC 15.09.046.

3. No minimum setback is required. If a rear and/or side yard abuts a residential district, a twenty (20) foot rear and/or side yard setback may be required. See the downtown design review criteria outlined in KCC 15.09.046.

4. For properties abutting on West Valley Highway, the frontage on West Valley Highway shall be considered the front yard.

5. The minimum front yard setback shall be related to the classification of the adjacent street. This classification shall be determined by the city transportation engineer. The setbacks are as follows:

a. Properties fronting on arterial and collector streets shall have a minimum setback of twenty (20) feet.

b. Properties fronting on local access streets shall have a minimum setback of twenty (20) feet.

6. The minimum front yard setback shall be related to the classification of the adjacent street. This classification shall be determined by the city transportation engineer. The setbacks are as follows:

a. Properties fronting on arterials and collector streets shall have a minimum setback of forty (40) feet.

b. Properties fronting on local access streets shall have a minimum setback of thirty (30) feet.

7. The front yard shall be ten (10) percent of the lot depth. Regardless of lot size, the yard depth need not be more than thirty-five (35) feet.

8. No side or rear yard is required, except when abutting a district other than NCC, and then the yard shall be not less than five (5) feet in width, unless the abutting district or use is residential and then the yard shall be ten (10) feet in width and fully landscaped.

9. No side yard is required, except when abutting a more restrictive district, and then the side yard shall be not less than twenty (20) feet in width.

10. No side yard is required, except abutting a residential district, and then the side yard shall be twenty (20) feet minimum.

11. An aggregate side yard of thirty (30) feet shall be provided. A minimum of ten (10) feet shall be provided for each side yard. On a corner lot the side yard setback shall be a minimum of twenty (20) feet from the property line.

12. The side yards shall have an aggregate width of ten (10) percent of the lot width, but the aggregate width need not be more than forty (40) feet. There shall be a minimum of fifteen (15) feet on each side.

13. The side yards shall have an aggregate width of ten (10) percent of the lot width, but the aggregate width need not be more than thirty (30) feet. There shall be a minimum of ten (10) feet on each side.

14. The side yards shall have an aggregate width of ten (10) percent of the lot width, but the aggregate width need not be more than twenty-five (25) feet. There shall be a minimum of ten (10) feet on each side.

15. A side yard of at least five (5) feet in depth shall be provided along the side property lines, except no side yard shall be required between adjacent properties where a common, shared driveway with a perpetual cross-access easement is provided to serve the adjoining properties.

16. Where a side yard abuts a residential district, a side yard of at least twenty (20) feet shall be provided.

17. The minimum side yard on the flanking street of a corner lot shall be related to the classification of the adjacent street. This classification shall be determined by the city transportation engineer. The setbacks are as follows:

a. Properties fronting on arterial and collector streets shall have a minimum setback of forty (40) feet.

b. Properties fronting on local access streets shall have a minimum setback of thirty (30) feet.

18. The side yard on the flanking street of a corner lot shall be at least ten (10) percent of the lot width, unless the ten (10) percent figure would result in a side yard of greater than twenty (20) feet, in which case the side yard need not be more than twenty (20) feet.

19. No rear yard is required, except abutting a residential district, and then the rear yard shall be 18. twenty (20) feet minimum.

20. No rear yard is required, except as may be required by other setback provisions of this section.

21. No rear yard is required, except as may be required by transitional conditions.

22. A rear yard of at least five (5) feet in depth shall be provided, except when a rear yard abuts a residential district, and then a rear yard of at least twenty (20) feet in depth shall be provided.

23. Transitional conditions shall exist when an industrial park M1 or M1-C district and AG district adjoins a residential district containing a density of two (2) dwelling units or more per acre or a proposed residential area indicated on the city comprehensive plan. Such transitional conditions shall not exist where the separation includes intervening use such as a river, freeway, railroad main line, major topographic differential, or other similar conditions, or where the industrial properties face on a limited access surface street on which the housing does not face. When transitional conditions exist as defined in this subsection, a yard of not less than fifty (50) feet shall be provided.

24. Transitional conditions shall exist when an M2 district adjoins a residential district containing a density of two (2) dwelling units or more per acre or a proposed residential area indicated on the city comprehensive plan. Such transitional conditions shall not exist where the separation includes an intervening use such as a river, freeway,

railway main line, major topographic differential, or other similar conditions, or where the industrial properties face on a limited access surface street on which the housing does not face. When transitional conditions exist as defined in this subsection, a yard of not less than fifty (50) feet shall be provided.

25. Transitional conditions shall exist when an M3 district adjoins a residential district containing a density of two (2) dwelling units or more per acre or a proposed residential area indicated on the city comprehensive plan. Such transitional conditions shall not exist where the separation includes an intervening use such as a river, railroad main line, major topographic differential, or other similar conditions, or where the industrial properties face on a limited access surface street on which the housing does not face. When transitional conditions exist as defined in this subsection, a yard of not less than fifty (50) feet shall be provided.

26. Structures for feeding, housing, and care of animals shall be set back fifty (50) feet from any property line.

27. Transitional conditions shall exist when an MA district adjoins a residential district containing a density of two (2) dwelling units or more per acre or a proposed residential area indicated on the city comprehensive plan. Such transitional conditions shall not exist where the separation includes an intervening use such as a river, railroad main line, major topographic differential, or other similar conditions, or where the industrial properties face on a limited access surface street on which the housing does not face. When transitional conditions exist as defined in this subsection, a yard of not less than fifty (50) feet shall be provided.

28. Industrial development in the MA district abutting the Green River, or Russell Road or Frager Road where such roads follow the river bank, shall be set back from the ordinary high-water mark of the river a minimum of two hundred (200) feet. Such setbacks are in accordance with the city comprehensive plan and are in accordance with the high quality of site development required for the industrial parks area of the city, which MA areas are designated to become in the city plan, and are in accordance with the state Shoreline Management Act of 1971, and shall be no more restrictive than, but as restrictive as, the Shoreline Management Act.

29. Development in the M1 or M1-C district and AG district abutting the Green River, or Russell Road or Frager Road where such roads follow the river bank, shall be set back from the ordinary high-water mark of the river a minimum of two hundred (200) feet. Such setbacks are in accordance with the state Shoreline Management Act of 1971, and shall be no more restrictive than, but as restrictive as, the Shoreline Management Act.

30. The planning director shall be authorized to grant one (1) additional story in height, if during development plan review it is found that this additional story would not detract from the continuity of the area. More than one (1) additional story may be granted by the land use and planning board.

31. The downtown design review requirements of KCC 15.09.046 shall apply.

32. No maximum height limit is required, except for parcels located within a downtown commercial enterprise – transitional overlay (DCE-T), where the height limit is thirty-five (35) feet. See also the downtown design review criteria outlined in KCC 15.09.046.

33. Beyond this height, to a height not greater than either four (4) stories or sixty (60) feet, there shall be added one (1) additional foot of yard for each additional foot of building height.

34. The planning director shall be authorized to approve a height greater than four (4) stories or sixty (60) feet, provided such height does not detract from the continuity of the area. When a request is made to exceed the building height limit, the planning director may impose such conditions, within a reasonable amount of time, as may be necessary to reduce any incompatibilities with surrounding uses.

35. Beyond this height, to a height not greater than either four (4) stories or sixty (60) feet, there shall be added one (1) additional foot of yard for each one (1) foot of additional building height. The planning director shall be authorized to approve one (1) additional story, provided such height does not detract from the continuity of the industrial area, and may impose such conditions as may be necessary to reduce any incompatibility with surrounding uses. Any additional height increase may be granted by the land use and planning board.

36. Design review for mixed use development is required as provided in KCC 15.09.045(F)~~(E)~~.

37. The height limitation is two (2) stories or thirty-five (35) feet. Beyond this height, to a height not greater than either four (4) stories or sixty (60) feet, there shall be added one (1) additional foot of yard for each two (2) feet of additional building height. The planning director shall be authorized to approve one (1) additional story, provided such height does not detract from the continuity of the industrial area, and may impose such conditions as may be necessary to reduce any incompatibility with surrounding uses. Any additional height increases may be granted by the land use and planning board.

38. The height limitation is three (3) stories or forty (40) feet. An additional story or building height may be added, up to a maximum of five (5) stories or sixty (60) feet, with one (1) additional foot of building setback for every additional foot of building height over forty (40) feet.

39. Outdoor storage areas are prohibited.

40. Outdoor storage areas shall be fenced for security and public safety by a sight-obscuring fence unless it is determined through the development plan review that a sight-obscuring fence is not necessary.

41. Any unfenced outdoor storage areas shall be paved with asphaltic concrete, cement, or equivalent material to be approved by the city engineer.

42. Outdoor storage (for industrial uses) shall be at the rear of a principally permitted structure and shall be completely fenced.

43. Outside storage or operations yards in the M1 or M1-C district and AG district shall be permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure. Outside storage or operations yards shall be confined to the area to the rear of the principal building or the rear two-thirds (2/3) of the property and reasonably screened from view from any property line by appropriate walls, fencing, earth mounds, or landscaping. Outside storage exceeding a height of fifteen (15) feet shall be so placed on the property as to not detract from the reasonably accepted appearance of the district.

44. Outside storage or operations yards shall be confined to the area to the rear of a line which is an extension of the front wall of the principal building, and shall be reasonably screened from view from any street by appropriate walls, fencing, earth mounds, or landscaping.

45. Outside storage or operations areas shall be fenced for security and public safety at the property line.

46. Wherever feasible, drive-up/drive-through facilities shall be accessed from the rear of a site and run along an interior lot line or building elevation. Landscaping, sufficient to soften the visual impact of vehicle stacking areas, may be required.

47. Loading areas must be located in such a manner that no loading, unloading, or maneuvering of trucks associated therewith takes place on public rights-of-way.

48. Earth berms and landscaping shall be provided along street frontages as necessary to screen dock-high loading areas from public rights-of-way. Berms shall be a minimum of thirty-six (36) inches and a maximum of forty-two (42) inches in height. Landscaping located on the berm shall conform to type III landscaping as described in KCC 15.07.050.

49. Earth berms and landscaping shall be provided along street frontages as necessary to screen dock-high loading areas from public rights-of-way. Berms shall be a minimum of thirty (30) inches in height. Landscaping located on the berm shall conform to type III landscaping described in KCC 15.07.050 pertaining to visual buffers.

50. Development plan approval is required as provided in KCC 15.09.010.

51. Earth berms and landscaping shall be provided along street frontages as necessary to screen dock-high loading areas from public rights-of-way. Berms shall be a minimum of twenty (20) inches in height. Landscaping located on the berm shall conform to type III landscaping described in KCC 15.07.050 pertaining to visual buffers.

52. Where building walls face adjacent streets and are unfenestrated for more than forty (40) feet at any point along the facade, additional landscaping shall be required to reduce visual impacts. In such circumstances, type II landscaping, as defined in KCC 15.07.050, shall be required; provided, that evergreen trees shall be at least ten (10) feet in height and deciduous trees shall be a minimum of two (2) inch caliper at the time of planting.

53. Predominant activities and operations shall be completely enclosed within buildings or structures, except for customary appurtenances such as loading and unloading areas, or where special conditions exist as a result of a conditional use public hearing. The planning director shall be authorized to determine the reasonable application of this provision in cases of operational hardship or other showing of uncommon circumstances.

54. Multitenant buildings shall be permitted.

55. All required yards, parking areas, storage areas, operations yards, and other open uses on the site shall be maintained in a neat and orderly manner appropriate for the district at all times. The planning director shall be authorized to reasonably pursue the enforcement of this subsection where a use is in violation, and to notify the

owner or operator of the use in writing of such noncompliance. The property owner or operator of the use shall be given a reasonable length of time to correct the condition.

56. The performance standards as provided in KCC 15.08.050 shall apply.

57. Off-street parking may be located in required yards except in areas required to be landscaped.

58. Those areas not required to be landscaped may be used for off-street parking.

59. Outdoor storage is allowed only as an accessory use to small scale, light industrial, or manufacturing operations where the building, structure, or total operation, including all indoor and outdoor storage areas, does not encompass more than ten thousand (10,000) square feet of total area.

60. Signage on commercial uses in the M1-C zone shall be as specified in KCC 15.06.050(B). Signage on industrial uses in the M1-C zone shall be as specified in KCC 15.06.050(E).

61. Any eating establishment with a drive-through/drive-in facility shall be located a minimum of one thousand (1,000) feet from any other restaurant with a drive-through/drive-in facility.

62. Parking should be located either next to or behind the building. Parking should not be placed between the street and the building.

63. A direct pedestrian connection shall be provided from the street to the building.

64. Screening by either an enclosure and/or evergreen landscaping shall be provided for mechanical equipment, service doors, and garbage areas. Rooftop equipment shall be enclosed with a parapet or similar design feature.

65. Structures shall be designed to maintain the residential character of the surrounding neighborhood. Modulating the building mass, adding dormer windows, covered entryways, or porches are ways to enhance the human scale and provide a residential dimension to structures.

66. Minimum lot area requirements do not apply to multifamily development in the Kent downtown planning area identified in KCC 15.09.046.

67. Within the downtown commercial enterprise – transitional overlay (DCE-T), downtown design review guidelines regarding balconies and/or upper floor setbacks (sections III.B and III.C) are required elements, not optional elements.

68. No yard, except as required by landscaping, or if surface parking is provided onsite. See the Midway Design Guidelines and KCC 15.09.045.

69. The height limitation of new construction in MRT-1 zoning district abutting a residential district shall be thirty-five (35) feet in height within twenty (20) feet from the residential district and forty-five (45) feet in height within forty (40) feet from the residential district.

70. New construction shall conform to applicable Federal Aviation Administration regulations, including Part 77, Federal Aviation Regulations, Objects Affecting Navigable Airspace, as presently constituted or as may be subsequently amended.

71. The transit-oriented community design review requirements of KCC 15.09.045 shall apply.

72. Design review for multifamily development is required as provided in KCC 15.09.045(D)

15.04.200 Mixed use overlay development standards.

	GC-MU	O-MU	CC-MU
Floor Area ratio	~~.40 for commercial uses. .50 for commercial uses combined with residential uses; provided, that commercial floor area may be increased by one (1) square foot for each square foot of residential floor area provided up to a maximum commercial FAR of .5 if parking is provided below grade, up to a maximum of 1.5.~~ Not Applicable	.40 for commercial uses. .50 for commercial uses combined with residential uses; provided, that commercial floor area may be increased by one (1) square foot for each square foot of residential floor area provided up to a maximum commercial FAR of .5 if parking is provided below grade, up to a maximum of 1.5.	.40 for commercial uses. .50 for commercial uses combined with residential uses; provided, that commercial floor area may be increased by one (1) square foot for each square foot of residential floor area provided up to a maximum commercial FAR of .5 if parking is provided below grade, up to a maximum of 1.5.
Site coverage	Forty (40) percent for commercial uses. Sixty (60) percent for commercial uses with residential uses; provided, that five (5) ~~twenty-five (25)~~ percent of the gross floor area is commercial ~~residential~~ use.	Forty (40) percent for commercial uses. Sixty (60) percent for commercial uses with residential uses; provided, that twenty-five (25) percent of the gross floor area is residential use.	Forty (40) percent for commercial uses. Sixty (60) percent for commercial uses with residential uses; provided, that twenty-five (25) percent of the gross floor area is residential use.
Height	~~Twenty-five~~Sixty-five (~~25~~65) feet. ~~; provided, that basic heights may be increased up to the maximum height of forty (40) feet. (1)~~	Twenty-five (25) feet; provided, that basic heights may be increased up to the maximum height of forty (40) feet. (1)	Twenty-five (25) feet; provided, that basic heights may be increased up to the maximum height of forty (40) feet. (1)
Front yard	Zero (0) feet; provided, that some setback may be required in the front yard to accommodate a sidewalk which shall be at least ten (10) feet in width.	Zero (0) feet; provided, that some setback may be required in the front yard to accommodate a sidewalk which shall be at least ten (10) feet in width.	Zero (0) feet; provided, that some setback may be required in the front yard to accommodate a sidewalk which shall be at least ten (10) feet in width.
Rear and side yard	Zero (0) feet; provided, that setbacks of at least twenty (20) feet will be required in any rear or side yards that are adjacent to a residential zoning district.	Zero (0) feet; provided, that setbacks of at least twenty (20) feet will be required in any rear or side yards that are adjacent to a residential zoning district.	Zero (0) feet; provided, that setbacks of at least twenty (20) feet will be required in any rear or side yards that are adjacent to a residential zoning district.

Off-street parking	~~Retail/office uses: Four (4) spaces per one thousand (1,000) square feet of floor area. (2) Residential uses (3)~~The off-street parking requirements of Ch. 15.05 KCC shall apply.	Retail/office uses: Four (4) spaces per one thousand (1,000) square feet of floor area. (2) Residential uses (3)	Retail/office uses: Four (4) spaces per one thousand (1,000) square feet of floor area. (2) Residential uses (3)
Design Review	Design review requirements of KCC 15.09.046, KCC 15.09.045(D), and KCC 15.09.045(F) shall apply.	Not applicable	Not applicable

(Ord. No. 3439, § 2, 2-2-99; Ord. No. 3440, § 6, 2-16-99; Ord. No. 3600, § 3, 5-7-02; Ord. No. 3612, § 3, 8-6-02)

15.04.205 Mixed use land use development standard conditions.

1. The following height modifications shall apply:

a. Five (5) foot increases for developments containing residential uses; provided, that twenty-five (25) percent of gross floor area is in residential use.

b. Five (5) foot increases for parking under the building.

c. Five (5) foot increases for using a pitched roof form.

d. Five (5) foot increase for stepping back from the top floor (minimum of five (5) feet).

2. The first three hundred (300) square feet of retail or office space that is a part of an individual residential unit is exempt.

3. The following parking requirements shall apply:

a. Studio: .75 per dwelling unit (du) without commercial uses; .50/du with commercial uses; provided, that twenty-five (25) percent of overall gross floor area is in commercial uses.

b. One-bedroom: 1.5/du without commercial uses; 1.0/du with commercial uses; provided, that twenty-five (25) percent of overall gross floor area is in commercial uses.

c. Two-bedroom: 2.0/du without commercial uses; 1.25/du with commercial uses; provided, that twenty-five (25) percent of overall gross floor area is in commercial uses.

(Ord. No. 3439, § 2, 2-2-99; Ord. No. 3600, § 3, 5-7-02; Ord. No. 3612, § 3, 8-6-02)

15.09.045 Administrative design review.

A. *Purpose and scope.* Administrative design review is an administrative process, the purpose of which is to implement and give effect to the comprehensive plan, its policies or parts thereof through the adoption of design criteria for development relative to site layout, landscape architecture, and exterior structure design. It is the intent of the city that this process will serve to aid applicants in understanding the principal expectations of the city concerning design, and encourage a diversity of imaginative solutions to development through the planning services division review and application of certain criteria. These criteria have been formulated to improve the design, siting, and construction of development projects so as to be compatible, both visually and otherwise, with the topographic, open space, urban, or suburban characteristics of the land or adjacent properties, while still maintaining allowable densities to be applied in a manner consistent with established land use policies, the comprehensive plan, this title, and community development goals of the city.

The adoption of design criteria is an element of the city's regulation of land use, which is statutorily authorized. Application of the multifamily design process to the design criteria adopted in this section is established as an administrative function delegated to the planning services division pursuant to RCW Title 35A; therefore, in implementing the administrative design review process, the planning director may adopt such rules and procedures as are necessary to provide for expeditious review of proposed projects. Further rules may be promulgated for additional administrative review.

B. *Application and review process.* Administrative design review process is classified as a Process II application and shall be subject to the applicable requirements of Chapter 12.01 KCC. The applicant must make application for the design review process on forms provided by the planning services division. Upon receipt of an application for design review, the planning director shall circulate the application to the public works director, building official, and the city administrator for review. Prior to making a final decision, the planning director shall review any comments submitted for consideration. In the administration of this process, the planning director may develop supplementary handbooks for the public, which shall pictorially illustrate and provide additional guidance on the interpretation of the criteria set forth in subsections (C) and (D) of this section, as well as a detailed explanation of the design review process.

C. *Residential design review.* In order to diminish the perception of bulk, and provide visual interest along residential home facades that face public areas, architectural design considerations shall be applied. Homes located within subdivisions and short subdivisions vested after March 22, 2007, or altered to comply with code amendments effective after March 22, 2007, shall be subject to residential design review. This design review shall be applied administratively as part of the building permit review process for each new home.

1. *Orientation of homes.* The entry facade of each dwelling unit shall be generally oriented toward the highest classification street from which access to the lot is allowed.

2. *Attached units.* A building that contains a grouping of attached units shall not exceed a two hundred (200) foot maximum length and shall be separated from other groups of attached units by a minimum fifteen (15) feet.

3. *Architecture.* Each dwelling unit facade that faces a public area shall, at a minimum, incorporate architectural elements as follows:

a. Two (2) elements of facade modulation and/or roofline variation;

b. The maximum horizontal facade length without one (1) element of either facade modulation or roofline variation shall be twenty (20) feet; and

c. Three (3) architectural detail elements.

4. *Garages.* Dwelling units within subdivisions and short subdivisions shall provide diminished garage doors according to the percentage and locations approved with the subdivision and short subdivision.

D. *Multifamily design review.* The planning services division shall use the following criteria in the evaluation and/or conditioning of applications under the multifamily design review process:

1. *Site design.*

a. The site plan for the development should be integrated with the surrounding neighborhood.

b. The site plan should take into consideration significant environmental considerations and the lay of the land.

c. The site plan should provide an open space network which will accommodate a wide variety of activities, both semipublic and private.

d. The site plan should accommodate vehicular access and parking in a manner which is convenient, yet does not allow the automobile to dominate the site.

e. The site plan should provide safe and convenient pedestrian circulation.

2. *Landscape design.*

a. The landscape plan should integrate with and enhance the surrounding neighborhood landscape.

b. The landscape plan should incorporate existing natural features of significance.

c. The landscape plan should enhance the planned open space network.

d. The landscape plan should enhance the parking and utility areas on the site.

e. The landscape plan should enhance building forms and orientation.

f. The landscape plan should indicate the use of plant species suited to the microclimate of the site and should provide for maintenance of these plants.

3. *Building design.*

a. The buildings in the development should, where appropriate, maintain neighborhood scale and density.

b. The buildings in the development should be oriented to provide for privacy of residents.

c. The exterior design of all buildings in the development should provide for individual unit identity.

E. *Multifamily transition areas.* Through the administrative design review process, specific multifamily transition area requirements may be waived or modified where the applicant demonstrates an alternative site plan which fulfills an equivalent function to the multifamily transition area requirements. Elements which may be evaluated under this process include general site layout, building placement and orientation, parking and maneuvering arrangements, landscaping, and other screening and buffering provisions.

1. *Required findings.* In order to modify or waive any multifamily transition area requirement, the planning director must find that all of the following criteria have been met:

a. The proposal will accomplish the same or better protection of an abutting single-family district from impacts of noise, traffic, light, and other environmental intrusions caused by the multifamily development.

b. The proposal will accomplish the same or better transition between the multifamily development and abutting streets, including adequate buffering of the multifamily development from the street, and vice versa.

c. The proposal is compatible with surrounding uses. Compatibility includes but is not limited to site layout, size, scale, mass, and provisions for screening and buffering. The planning director shall issue a report of his findings, conclusions, and determination for each proposal under this section.

F. *Mixed use design review.* The planning services division shall use the following criteria in the evaluation and/or conditioning of applications under the mixed use design review process when a project includes residential use:

1. The following criteria should apply to all mixed use with a residential component development:

a. Some common recreation space roofs, terraces, indoor rooms, courtyards.

b. Lighting features that are shielded, directing light downwards.

c. The residential portion of the building should incorporate residential details, such as window trim, trellises, balconies, and bay windows.

d. The residential component should have an obvious, generous entrance, within features suggesting a “front door” for example, a lobby, trellis, gate, archway, or courtyard.

2. The following criteria shall apply to mixed use development:

a. If the residential component is located away from the main street, a landscaped pedestrian path should be provided between the entrance and public sidewalk.

b. Although the commercial and residential components may have different architectural expressions, they should exhibit a number of elements that produce the effect of an integrated development.

c. Surface parking should be generously landscaped to serve as an amenity. Lighting fixtures should not exceed the height of the first floor.

3. The following criteria shall apply to mixed use buildings with a residential component:

a. Parking lots, if used, should be divided into small increments, separated by landscaping and structures, so that parking does not dominate the site.

b. Articulated by use of different materials, generous windows with low sill heights, “store” doors, canopies, and planters.

c. Residential floors should be expressed in an obvious manner, with stepbacks, change in materials or color, and overhangs.

d. Commercial signs should be contained within the first floor commercial base and not extend up into the residential floor facades.

G. *Transit-oriented community design review.* The planning services division shall use the following criteria in the evaluation or conditioning of applications under the transit-oriented community design review process:

1. The Midway Design Guidelines as an adopted element of the city’s regulation of land use, which is statutorily authorized, shall apply to all development with a land use plan map designation of transit-oriented community.

2. *Residential use design review.* In addition to the Midway Design Guidelines, the following design requirements apply to residential uses and development:

a. *Openings from the build-to line.* When a residential unit has direct access to the public domain, a ten (10) foot front yard shall be provided. When residential units have access through a main location, such as an atrium, courtyard or other main entryway, said access shall be at the build-to line.

b. *Open space.* Residential development shall provide not less than twenty (20) percent of the gross land area for common open space, which shall be:

i. Designed to provide either passive or active recreation;

ii. If under one (1) ownership, owner shall be responsible for maintenance;

iii. If held in common ownership by all owners of the development by means of a homeowners' association, said association shall be responsible for maintenance. If such open space is not maintained in a reasonable manner, the city shall have the right to provide for the maintenance thereof and bill the homeowners' association accordingly. If unpaid, such bills shall be a lien against the homeowners' association; or

iv. Dedicated for public use if accepted by the city legislative authority or other appropriate public agency.

c. *Storage of recreational vehicles.* The storage or parking of recreational vehicles shall be prohibited.

H. *Appeals.* The decision of the planning director to condition or reject any application under the administrative design review process is final unless an appeal is made by the applicant or any party of record to the hearing examiner within fourteen (14) calendar days of either the issuance of the director's conditional approval under this section of any application, or the director's written decision rejecting any application under this section. The appeal shall be conducted by the hearing examiner as an open record appeal hearing in accordance with the requirements of Chapters 2.32 and 12.01 KCC. The decision of the hearing examiner shall be final unless an appeal is made to the superior court within twenty-one (21) calendar days after the hearing examiner's notice of decision.

(Ord. No. 3409, § 58, 7-7-98; Ord. No. 3424, § 37, 11-17-98; Ord. No. 3830, § 20, 3-6-07; Ord. No. 4011, § 22, 12-13-11)

15.09.046 Downtown design review.

A. *Purpose and scope.*

1. Downtown design review is an administrative process, the purpose of which is to implement and give effect to the downtown plan, its policies or parts thereof, through the adoption of downtown design guidelines, as set forth in subsection (D) of this section, for development within the downtown planning area, which is bounded by State Route 167 to the west, Cloudy Street to the north, Kennebeck/Clark/Jason/Titus/Central Avenue to the east, and Willis Street to the south. The area, co-terminous with the downtown districts identified in the downtown strategic action plan, is shown on the map following this section.

It is the intent of the city that this process will serve to aid applicants in understanding the principal expectations of the city concerning development in the downtown planning area and encourage a diversity of imaginative solutions to development through the review and application of the downtown design guidelines. These guidelines have been formulated to ensure that the design, siting, and construction of development will provide a quality pedestrian-oriented urban environment in a manner consistent with established land use policies, the comprehensive plan, and the zoning code of the city.

2. The adoption of the downtown design guidelines is an element of the city's regulation of land use, which is statutorily authorized. The downtown design review process adopted herein is established as an administrative function delegated to the city's planning services office pursuant to RCW Title 35A. Therefore,

in implementing the downtown design review process, the planning manager may adopt such rules and procedures as are necessary to provide for review of proposed projects.

3. All development within the downtown planning area shall be subject to the provisions of this section.

4. The downtown design review process is distinct from the multifamily design review process set forth in KCC 15.09.045. Applications for multifamily development within the DC, DCE, and DLM zoning districts shall be subject to the provisions of KCC 15.09.045 in addition to the provisions of this section, except as provided in KCC 15.09.045(~~D~~E). However, the provisions of this section shall prevail in cases where a conflict may arise between the requirements of the two (2) sections.

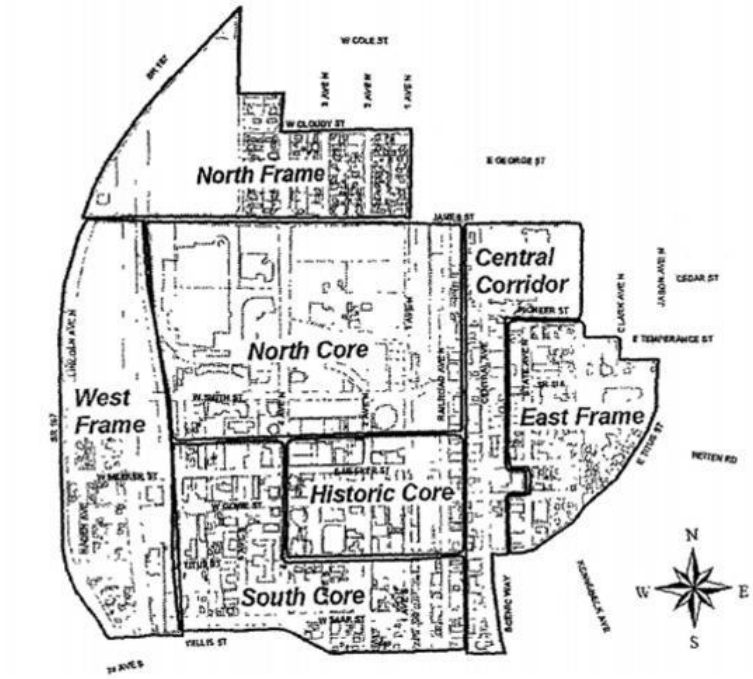
B. *Application and review process.* The downtown design review process is administrative and is conducted as part of the permit review process. The applicant must make application for the design review process on forms provided by planning services. Upon receipt of an application for design review, the planning manager shall circulate the application to the appropriate city departments and offices for review. Prior to issuing a final decision, the planning manager shall review any comments submitted for consideration. In the administration of this process, planning services may develop supplementary handbooks for the public, which shall pictorially illustrate and provide additional guidance on the interpretation of the criteria set forth in the downtown design guidelines.

C. *Design review committee.* There is hereby established the downtown design review committee, which shall make all final decisions on applications for downtown design review. The committee shall be comprised of three (3) members, who shall be appointed by the planning manager under the authority delegated to him under RCW Title 35A. The members shall serve at the pleasure of the planning manager. The planning manager shall, by administrative rule, establish the rules of procedure for the committee, which shall be made available to the public upon publication.

D. *Downtown design guidelines – Adoption.* The downtown design review committee shall use the downtown design guidelines in the evaluation and/or conditioning of applications under the downtown design review process. The downtown design guidelines, entitled “Kent Downtown Design Guidelines,” initially prepared by the city of Kent planning services in collaboration with MAKERS, Architecture and Urban Design and Mark Hinshaw of LMN Architecture, dated September 19, 2000, and subsequent amendments thereto are hereby adopted by this reference as authorized pursuant to RCW 35A.12.140 and shall be placed on file in the offices of the city clerk and planning services.

E. *Appeals.* The decision of the downtown administrative design review committee to approve, condition, or reject any application under the downtown design review process is final unless an appeal is made to the hearing examiner within fourteen (14) calendar days of either the issuance of the committee’s conditional approval or rejection of any application under this section. Appeals to the hearing examiner shall be conducted as set forth in Chapter 2.32 KCC. The decision of the hearing examiner shall be final, unless an appeal is made to the King County superior court, within twenty-one (21) calendar days of the date of the decision.

(Ord. No. 3050, § 10, 7-7-92; Ord. No. 3409, § 60, 7-7-98; Ord. No. 3424, § 38, 11-17-98; Ord. No. 3457, § 1, 5-4-99; Ord. No. 3525, § 1, 9-19-00; Ord. No. 3742, § 6, 4-19-05; Ord. No. 3988, § 4, 1-4-11)



KENT DOWNTOWN PLANNING AREA

S:\Permit\Plan\COMP_PLAN_AMENDMENTS\2012\CPA-2012-1 Downtown\Devregulations\Mixeduse_Coderevision.Doc

APPENDIX D: REVISED DRAFT DOWNTOWN SUBAREA ACTION PLAN (DSAP)

DRAFT

DOWNTOWN SUBAREA ACTION PLAN

CITY OF KENT – JUNE 2013

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CHAPTER ONE

INTRODUCTION

PURPOSE

Since the days when Kent was a valley agricultural community, Downtown Kent has served as the civic and commercial focus of the City. In recent decades, however, suburbanization has given rise to several outlying retail centers and regional shopping centers that have shifted economic activity away from Downtown. Recognizing the challenges urban sprawl has created for Downtown, the City has supported proactive planning and public improvements in an effort to maintain Downtown's vitality. The designation of Downtown as a regional urban center under the Growth Management Act (GMA) acknowledges Kent's commitment to the future of Downtown. Public buildings have been constructed, infrastructure improvements made, and a regional transportation system built over the past few decades have made Downtown attractive to private development. Ensuring Downtown Kent remains the heart and civic center of the community requires a great amount of planning, investment, and stubborn vigilance.

The City of Kent Downtown Subarea Action Plan (the Plan) pursues a dense, mixed-use urban center that complements transit, as described in the Comprehensive Plan, and as expressed in this document. By translating the Comprehensive Plan's general objectives into a redevelopment strategy consisting of an integrated set of civic actions, the Plan serves as a basis for developing the urban center and implementing the Comprehensive Plan. Grounded by an extensive community participation process, the Plan outlines methods for encouraging infill and redevelopment compatible with the economic, environmental, and planning goals of the community. The Plan also provides a framework for project-level planning and development supported by a Planned Action Ordinance and Infill Exemption discussed later in this chapter.

To ensure alignment with the Regional Growth Strategy, the Plan is updated under the guidance of the GMA (RCW 36.70A), King County Countywide Planning Policies (CPPs), and Puget Sound Regional Council's (PSRC) VISION 2040 and Transportation 2040. The Plan addresses the policy areas in VISION 2040. The Plan strives for a balance in jobs and housing targets through policies and action items to increase density and mix of uses. Diversity of housing options for all incomes is encouraged. New construction will employ environmentally-friendly development techniques. All modes of transportation are emphasized in the Plan by strengthening the pedestrian and bicycle connections to adjacent neighborhoods, regional trails, nearby parks, and the Sound Transit Commuter Transit Center. Design standards to increase the livability throughout Downtown focus on human scale of streets and structures. The economic development element supports the creation of jobs and bringing a mix of services and housing into the urban center.

The Plan intends to strengthen the link between this policy document and the Kent Comprehensive Plan, as well as acknowledge changes in Downtown that have occurred since the 2005 Downtown Strategic Action Plan (2005 DSAP). The Plan revises the goals, policies, and actions based on input from the community and leadership. In the current updates, the boundaries of the Downtown study area have expanded to acknowledge the connection these surrounding commercial and residential areas have with Downtown. The Downtown Design Guidelines will influence development within the expanded boundaries, ensuring design continuity with an emphasis on multimodal transportation options, pedestrian-friendly development, and environmental sustainability.

BACKGROUND

Downtown Kent was established as the commercial center of Kent in the early 1900's when it served as a market town for a thriving agricultural valley. The pattern of retail trade and office development has changed in Kent since that time. Suburbanization that has been occurring over the past 50 years has challenged the economic vitality of Downtown. Traffic created by a burgeoning suburban population has also not been kind to Downtown, congesting streets with pass-through commuters. With all the challenges, Downtown is the host for a variety of community activities and festivals, a walkable historic core, and civic services, providing an emotional reminder that Downtown is still the heart of the city.

This feeling of the prominence of Downtown has existed in Kent since the first downtown plan – the 1966 John Graham Plan – nearly a half century ago. At that time, the City sought to enhance the downtown core by rezoning properties and diverting through traffic. Many changes have occurred in Downtown since the Graham Plan was adopted. The City and the Kent Downtown Partnership (KDP) have worked diligently to maintain the vitality of the historic commercial core. To follow up on the 1966 John Graham Plan and local efforts, the 1989 Downtown Plan, 1997 Downtown Strategic Action Plan (DSAP), and 2005 DSAP Update outlined goals, policies, and actions to address the changes that were occurring in Downtown. These plans also attempted to direct change itself. It is this latter objective that drives the current update of the plan; that is, that change is not necessarily random or uncontrollable. By engaging the community, creating purposeful goals and actions, and diligently pursuing implementation, the future can be influenced.

The Plan is more than a collection of actionable strategies, however. It is a subarea plan, complete with goals and policies that address land use, transportation, parks and open space, economic development, urban design, and other elements. These goals and policies have been taken from a number of sources, including the Comprehensive Plan document, reviewed and revised by staff to reflect the vision for Downtown as expressed in the Planning Principles and community input.

Planned Action

The Downtown Subarea Action Plan provides the foundation for a Planned Action for a portion of Downtown. Planned Actions and their associated EIS process is a relatively new component of environmental law in Washington State that is gaining popularity as it becomes more well-known. The process is straightforward, and more and more cities are utilizing it as a proactive economic development incentive. Local jurisdictions with an adopted comprehensive plan can opt to develop a 20-year vision for a subarea or neighborhood and create a subarea plan based on a Planned Action EIS. The Planned Action EIS evaluates the significant adverse impacts and reasonable mitigation measures associated with the development proposed in the subarea plan. Whenever a Planned Action ordinance (PAO) is adopted, an agency reviewing any subsequent project proposal in the planning area must first determine that the project is consistent with the earlier subarea plan Planned Action EIS. Typically, this means that a submitted development proposal, or proposals, are

consistent with and do not exceed the thresholds of uses and intensities established in the PAO. The agency must also determine that the Planned Action EIS has adequately addressed the significant impacts of the development and identified mitigation measures. Consistency is determined by a review of four areas: (1) type of land use allowed, (2) level of development allowed, (3) infrastructure, and (4) character of the proposed development. The benefit of this approach is that project-level development proposals may have a streamlined amount of environmental review if they are consistent with the adopted PAO. The purpose of creating an integrated plan and environmental assessment process is to serve as an incentive for development that is consistent with the City's vision.

In 2002, the City of Kent adopted its first Planned Action Ordinance. The planned action area was located in downtown and included the area bounded by James Street on the north, Harrison Street on the south, 4th Avenue on the west, and 1st Avenue on the east. Today, this area is occupied by Kent Station, Town Square Park, and the proposed city center apartment project. The 2002 PAO anticipated a specific level of development (or capacity) which, over the 10-year period since ordinance adoption, has mostly been utilized by development of over a half million square feet of commercial, retail, and residential space.

The updated Downtown Subarea Action Plan and Supplemental EIS will provide the basis for a second generation of a Downtown PAO. Upon adoption, the new PAO will provide additional capacity for new Downtown development, and will allow projects which are consistent with the Plan to take advantage of a streamlined environmental review process.

Infill Exemption

The Downtown Subarea Action Plan and Supplemental EIS can be applied to an exemption under the State Environmental Policy Act (SEPA) for infill development where the existing density and intensity of use are lower than called for in the Plan. The infill exemption applies to residential, mixed-use, and non-retail commercial up to 65,000 square feet in size. Once adopted by the City, the SEPA infill exemption would apply to the Downtown Subarea Action Plan study areas outside the Planned Action area. Like the Planned Action, probable adverse environmental impacts that are considered in the subarea plan and Supplemental EIS, can take advantage of a streamlined environmental review process.

ORGANIZATION OF REPORT

The Downtown Subarea Action Plan is organized to aid both public and private interests in making decisions concerning development and investment in the Downtown. Chapter One - *Introduction* is a summary of the purpose, background, and the planned action process. Chapter Two – *Existing Conditions* considers the environment, demographics, potential growth estimates, and community services. Chapter Three – *The Vision* articulates today's vision for the Downtown and includes a summary of the City's community involvement efforts. Chapter Four – *Framework for Downtown* describes the Downtown districts with a focus on their strengths and potential, followed by a section on the goals, policies, and actions for Downtown and an associated Land Use Plan Map. There are several Appendices to the Plan that give additional details on anticipated housing and employment growth, results of the community outreach efforts, and the Supplemental EIS.

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CHAPTER TWO

EXISTING CONDITIONS

The examination of existing conditions provides the foundation to understand the opportunities and challenges within Downtown. This section examines the environmental conditions, followed by demographic and business conditions, growth estimates and expectations, and concludes with community services.

ENVIRONMENTAL

When Kent incorporated in 1890 it was 1.6 square miles in size. Today Kent is 34.5 square miles, and at its widest part, 8.5 miles across. The Downtown Subarea Action Plan's study area is less than 1 square mile (552 acres) and is primarily located within the boundaries of the historic town of Kent. Within the Downtown study area is the 302 acre (.47 square mile) Kent Regional Growth Center.[1] The Downtown study area stretches west of SR-167 to 64th Avenue South and east to Kennebeck Avenue North. The northern boundaries are approximately South 234th Street along Central Avenue and Cloudy Street with Willis Street (SR-516) forming the southern boundary (see Figure 2.1).

Downtown is an urban environment with vegetation consisting of ornamental landscapes associated with development, streetscapes, and parks. Downtown is intensely used with a mix of professional services, commercial activities, and civic and residential uses. Downtown is located on the Duwamish/Green River Valley, a seismic hazard area due to the potential for liquefaction of the river-valley floor during a prolonged seismic event. The Lower Mill Creek runs through the Downtown and portions of the creek are located in the 100-year floodplain. Mill

[1] The Regional Growth Strategy is presented in the Puget sound Regional Council's VISION 2040 and refined in the 2012 King County Countywide Planning Policies (CPPs). The Centers section of the CPPs contains a land use framework for an efficient and effective regional transit system. To be a designated Urban Center, the location must provide for mixed-use zoning, infrastructure, and concentrations of services and amenities to accommodate both housing and employment growth. Designated Urban Centers are the foundation for a regional high-capacity transit system.

Creek is also a salmonid-bearing stream. There are a couple of small isolated wetlands inventoried along SR-167. Inventoried creeks, rivers, wetlands, and FEMA flood zones within Downtown are illustrated in Figure 2.2.

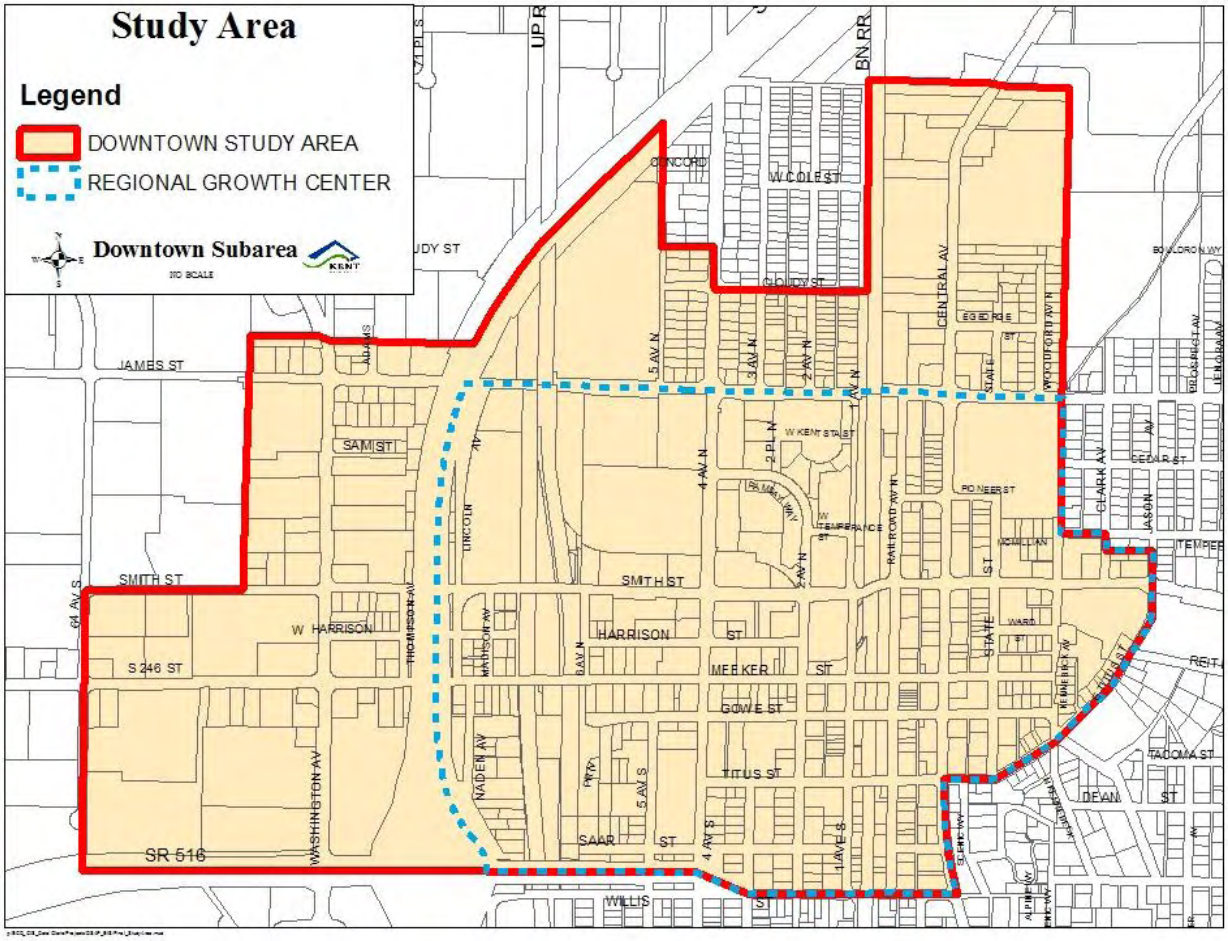
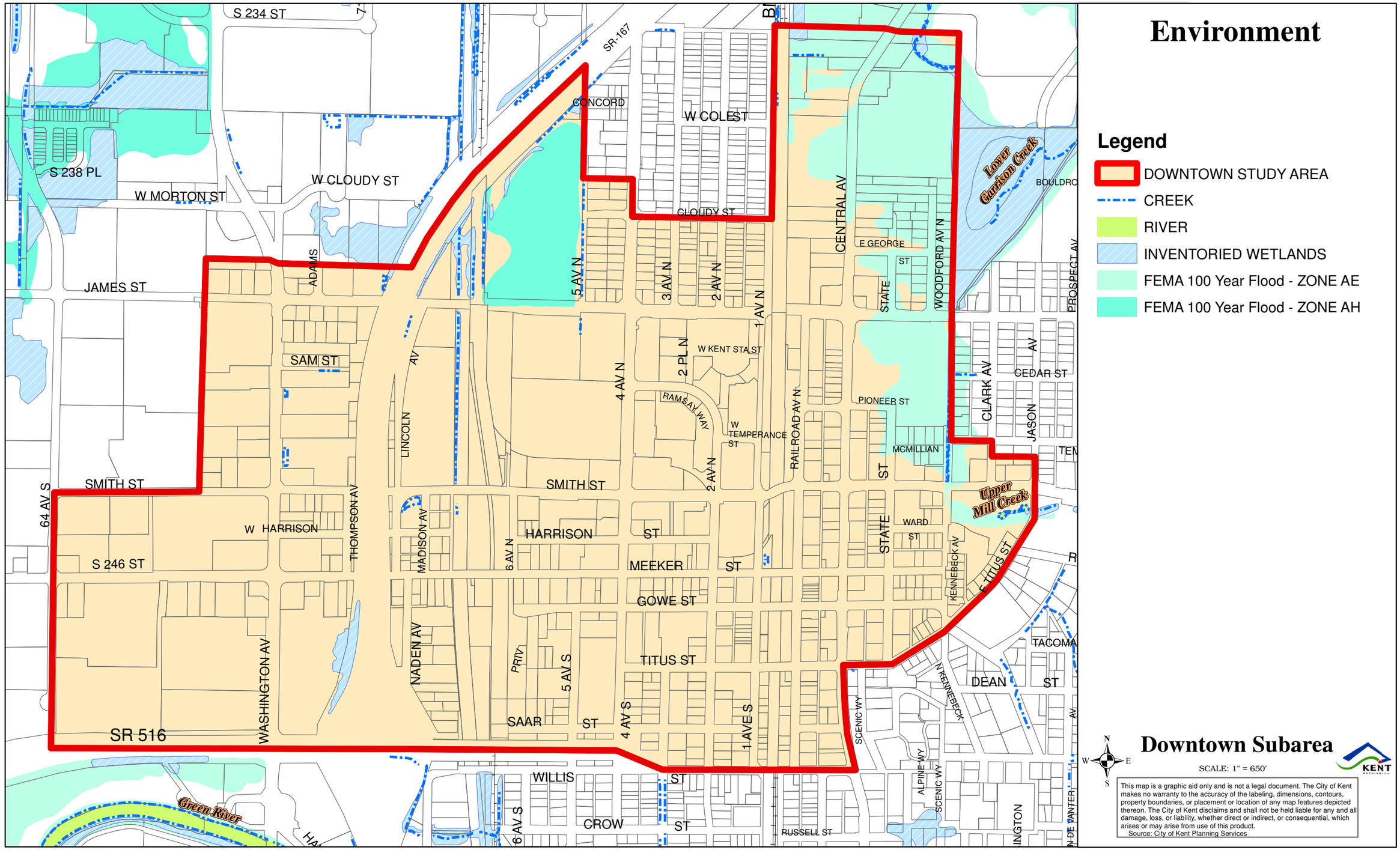


Figure 2.1: Downtown Study Area.

DEMOGRAPHICS AND ECONOMICS

Kent is a diverse and family-oriented community that contributes to the economic vitality of South King County and the Puget Sound Region as a whole. This section provides an overview of population and employment trends drawn from a variety of resources.



p:/ECD_GIS_Data/Gloria/Projects/DSAP_EIS/Final_CommunityServices.mxd

Figure 2.2

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POPULATION TRENDS

Kent is a fast-growing suburban city in South King County. The City of Kent is the third largest city in King County and the sixth largest in Washington with a 2013 population of xxx,xxx. There are 45,846 households in Kent (2013 OFM Population Estimate), with 53.3% of them owner-occupied, an average family size of 3.9 persons, and a median age of 33 years (2010 Census, adjusted to include the Panther Lake Annexation). Kent is an ethnically mixed community with 58.8% white, 0.6% American Indian, 10.8% African American, 16.2 Asian, 12.4 Latino, and 2.1% Pacific Islander. Much of the population growth over the years in Kent has been via annexations.

Understanding population trends in the Downtown has been made difficult because the 2010 Census has yet to release the population, age, ethnicity and household size data at smaller geographies useful to this effort. However, it is known that there has been no new housing built in the Downtown study area since the 2000 Census at which time the population was 2,173 with approximately 950 households. In Kent's Urban Center, the 2000 Census population was 922 with approximately 658 households (PSRC – 2002 Regional Growth Centers Report: Kent). Downtown is predominately commercial and service activities, and housing is reflected in several complexes that cater to seniors. There are little more than a dozen single-family and duplex housing types in the Downtown.

EMPLOYMENT TRENDS

Kent is an employment center that contributes to the regional economy an estimated 61,858 jobs with an average annual wage of $47,813.[2] In Downtown, there are an estimated 8,767 jobs.[3] Downtown employment is dominated by the services and government sectors (approximately 70%) as defined by the North American Industry Classification System.[4] Kent's Regional Growth Center, the core of the Downtown

[2] 2011 Puget Sound Regional Council - Covered Employment Estimates by Jurisdiction and by Major Section.

[3] 2006 PSRC – Covered Employment; baseline analysis for Kent's 2008 Transportation Master Plan.

[4] 2012 PSRC Covered Employment Estimates by Census Tract.

study area, contained some 3,014 employees in 2000.[5] Kent Station contributes additional retail, restaurant, and entertainment sector jobs. Green River Community College – Kent Campus, Kent Elementary, and Mill Creek Middle School contribute jobs as well as students to Downtown. Government and civic sector employment is prominent in Downtown with Kent City Hall and Police Station, the Senior Activity Center, Kent Commons Recreation Center, and Kent Library. The King County Maleng Regional Justice Center (RJC) employs over 700, and many nearby law firms, bondsman, and other services support the RJC. Another important employment sector in Downtown is health care and social services, including private offices and the Multicare Health Clinic.

ECONOMIC TRENDS

Since 2008 when the Economic Development Strategic Plan was adopted, multiple goals and actions have been accomplished including, Kent Station, ShoWare Center, Green River Community College, and 189 urban style apartment units under construction. In an effort to identify goals and strategies for the next five to ten years, Kent contracted with Community Attributes International (CAI) in 2011. The effort started with Kent staff and leadership, and a broad range of business and industry stakeholders. Collectively, they engaged in a variety of strategic planning activities and workshops to identify priorities and strategies for Kent. When asked, the business and industry stakeholders see the success of the Downtown Kent as important to the overall vitality of all economic sectors in Kent. The stakeholders support the overall strategic goal to: *Position Downtown as a complete community by integrating quality residential development and continuing to support Downtown as a destination.* Another Economic Forum is meeting later in June, 2013 and the additional information CAI gathers from the event will further their market analysis of Kent and the Downtown. These results and strategies will be included in the update of the Comprehensive Plan.

Analysis conducted by CAI found that in 2010, business in Downtown provided $38.2M (million) in taxable retail sales or 5.5% to the total sales profile within Kent. Leading the trend in Downtown was dining, at 26% of taxable sales compared to

[5] PSRC – 2002 Regional Growth Centers Report: Kent

19% citywide. [6] To grow the Downtown's economic success, the strategic economic planning effort identified two priorities:

- Establish Downtown as an active residential, retail, entertainment, and commercial hub, and
- Establish strong marketing campaign to reposition Downtown's image and increase business and consumer awareness of its assets.

GROWTH ESTIMATES & EXPECTATIONS

The Downtown Subarea Action Plan (the Plan) advances a sustainable approach to growth and future development. It is anticipated that the existing development potential in the Downtown will accommodate a substantial amount of future housing and employment growth. This section will focus on the planning horizons and assumptions of the Plan, forecast and target methodologies, and the population and employment forecasts.

PLANNING HORIZON & ASSUMPTIONS

Development potential in Downtown and the Regional Growth Center aligns with the regional direction of Puget Sound Regional Council's (PSRC) VISION 2040 and King County's Countywide Planning Policies (CPPs). The amount of development potential on vacant and redevelopable land in the Downtown, and the amount of housing and jobs growth, are estimates. The new growth will be supported by broad multimodal transportation choices, such as rapid mass transit, regional bike trails, and pedestrian access to retail, health services, and entertainment within easy walking distance. The minimum growth target Kent's Regional Growth Urban Center (i.e., Urban Center) would need to accommodate 2,975 households and 7,437 employees (Kent 2004 Comprehensive Plan). In 2006 there were 895 households and 5,371 employees in the Urban Center.[7]

Regional growth forecasts not finalized at this time. The Puget Sound Regional Council Transportation Policy Board is scheduled to endorse the Land Use Forecast

[6] Community Attributes International (CAI) March 2012: City of Kent Economic Development Plan – Themes, Goals and Priorities.
[7] 2010 Kent Comprehensive Plan EIS Update. Households were adjusted downward in the SEIS to reflect the difference in geography of the Meeker/Washington Center and Corridors Study and the Downtown Subarea Action Plan Study Area.

and Local Targets Representation sometime in mid-2013. PSRC provided the City preliminary draft forecast numbers in Forecast Area Zones (FAZ) that were used in this Plan and the Supplemental Environmental Impact Statement (SEIS). The City's 2006-2031 countywide Growth Targets were ratified in the 2012 Countywide Planning Policies (CPPs) and are incorporated herein.

METHODOLOGY & OUTCOMES

The methodology to determine development potential in Downtown used a modified Buildable Lands technique, adjusting the capacity based on local market factors. Vacant and redevelopable land was identified, density assumptions based on development standards were applied, and numbers of households and jobs were determined. The additional growth, plus existing households and jobs, represent future growth to 2031 among all alternative development scenarios. The results were compared to PSRC preliminary draft forecast numbers. Puget Sound Regional Council forecasts for Kent and the Downtown Subarea Action Plan to the year 2031 are illustrated in Table 2.1. For details on the City's methodology, data sources, and outcomes of potential employment and housing growth, refer to Appendix A.

Table 2.1
PSRC Draft Preliminary Household and Employment Forecasts 2031

City	Households	Employment
Kent	47,673	69,773
Downtown	3,596	6,470

Countywide Planning Policies (CPPs) provide a countywide vision that serves as a framework for planning efforts of jurisdictions, and one product of the CPPs is the jurisdictional growth targets. The Growth Management Planning Council (GMPC), a formal body consisting of elected officials from King County, is responsible for developing and adopting the Countywide Planning Policies (CPPs). On June 6, 2012, the GMPC approved the 2012 CPPs.[8] The CPPs housing and employment growth targets for Kent reflect the entire city and potential annexation area (PAA) (see Table 2.2). The update to Kent's Comprehensive Plan will determine the

[8] King County Council adopted Ordinance 17486 on December 3, 2012 and the King County cities ratified the 2012 CPPs March 4, 2013.

allocation of housing and employment growth targets in the Downtown Urban Center.

Table 2.2
King County Jurisdiction Growth Targets 2006-2031

City	Households	PAA Households	Employment	PAA Employment
Kent	9,270	90	13,280	210

DOWNTOWN GROWTH ALTERNATIVES

The Downtown Subarea Action Plan Supplemental EIS (DSAP SEIS) considers three (3) alternatives in housing and employment growth. All alternatives are consistent with GMA goals and the intent of VISION 2040 and the CPPs to promote compact growth in downtowns served by multiple transportation modes. The DSAP SEIS considers the citywide impacts expected from increased vehicle traffic, demand for parks services, and changes to land use patterns associated with the future proposed development that would be accommodated with the alternatives, together with mitigation measures for the Downtown. Below is a brief description of the alternatives followed by Table 2.3 Growth Alternatives for the Downtown Subarea Action Plan:

Alternative 1 – No Action: The No Action Alternative implements Kent's current Comprehensive Plan, the 2005 Downtown Strategic Action Plan, and zoning at growth levels consistent with assumptions in the Kent 2008 Transportation Master Plan (TMP). This alternative is required to be analyzed under SEPA. Generally, this alternative assumes more growth in jobs than households in Downtown and applies PSRC forecasts relative to development capacity analysis conducted by the city at the time of the TMP.

Alternative 2 – Moderate Growth: This alternative adopts the Downtown Subarea Action Plan, the Planned Action Ordinance, and Mixed Use/Residential Infill Exemption to facilitate and promote economic and housing growth opportunities and streamline permitting in Downtown. This alternative promotes more mixed-use development with a closer balance between housing and jobs (compared with

Alternatives 1 and 3) supported by non-motorized facilities and park amenities. Alternative 2 contains new actions to promote economic vitality, urban livability, pedestrian priority, enjoyable outdoor space, environmental sustainability, and neighborhood compatibility. Growth assumptions are revised based on policy choices and regional forecasts. Zoning Districts and Land Use Plan Maps of the Alternative 2 can be found the DSAP SEIS (see Appendix D). Refer to Chapter 4 - *Framework for Downtown* for a map of the Downtown Districts referred to below.

Zoning map and text amendments and a Comprehensive Plan land use map amendment are necessary to support this moderate growth alternative. Alternative 2 would amend the Comprehensive Plan and expand the Urban Center (UC) land use plan map designation to the West District and North District north of James Street, and amend the northern portion of the Central Avenue District where the Mixed-Use (MU) land use plan map designation would change to Industrial (I) based on the Limited Industrial District (M2) zoning district boundaries. Implementing zoning would also change with the addition of General Commercial Mixed-Use (GC-MU) in the majority of the West District, portions of the Central Avenue District between Titus and James Street, and portions of the North District north of James Street and west of 5th Street. Implementing zoning would also change a portion of the South District with the addition of Downtown Commercial Enterprise (DCE) along Meeker Street between 4th Avenue South and the Burlington Northern Santa Fe (BNSF) rail line. The SR-167 north-bound onramp from Willis Street will be have a land use plan map designation from Industrial (I) to Urban Center (UC) and rezoned from Limited Industrial District (M2) to Downtown Commercial Enterprise (DCE) to conform with city GIS mapping protocol.

<u>Alternative 3</u> – High Growth: This alternative assumes and adopts some elements of the Downtown Subarea Action Plan, the Planned Action Ordinance, and Mixed Use/Residential Infill Exemption, and adopts some of the Comprehensive Plan and zoning changes. This alternative assumes growth would be concentrated in the existing Urban Center where the DCE zoning district has few height restrictions except when it abuts single family residential. The West District would also provide capacity for growth from a more mixed-use land use pattern. Alternative 3 has an emphasis on employment rather than housing and its growth levels are based on a prior 2011 EIS.

Zoning map and text amendments and an amendment to the Comprehensive Plan Land Use Map are necessary to support this alternative. Alternative 3 would address mapping errors in the West and Central Avenue Districts where Land Use Plan Map designations do not support the existing zoning district (i.e., in the West District: Industrial [I] to Medium Density Multifamily [MDMF] and Mixed-Use [MU] to Medium Density Multifamily [MDMF] and in the Central Avenue District: Mixed-Use [MU] to Industrial [I]). Implementing zoning would change with the addition of General Commercial Mixed-Use (GC-MU) where the Comprehensive Plan Land Use Map designation is Mixed-Use (MU) in the West District. Alternative 3 would differ from Alternative 2 by not expanding the Urban Center (UC) land use plan map designation into the West District and north of James Street in the North District. Additionally there would be no change in zoning in the North District north of James or in the South District.

Table 2.3
Growth Alternatives for Downtown Subarea Action Plan

Growth Type	Base Year 2006*	Alternative 1 No Action	Alternative 2 Moderate Growth	Alternative 2 High Growth
Households	2,984	618	5,419	3,498
Employment	5,370	4,703	3,489	9,239
Total Activity Units	8,354	5,321	8,908	12,737

* The original base year estimates were prepared for the 2010 EIS Update for the Comprehensive Plan. The Downtown Subarea Action Plan boundaries have been modified and are 164 acres larger than originally considered. When considering the larger area of the Downtown Subarea Action Plan, total activity units are estimated to be 10,293 with a nearly even split between housing and employment. See the Downtown Subarea Action Plan SEIS for more information.

COMMUNITY SERVICES

Downtown Kent is served by local and regional services. There are also private organizations that provide services to individuals and families in need. This section gives an inventory of what is within Downtown and located nearby. The Downtown Community Services are illustrated in Figure 2.3.

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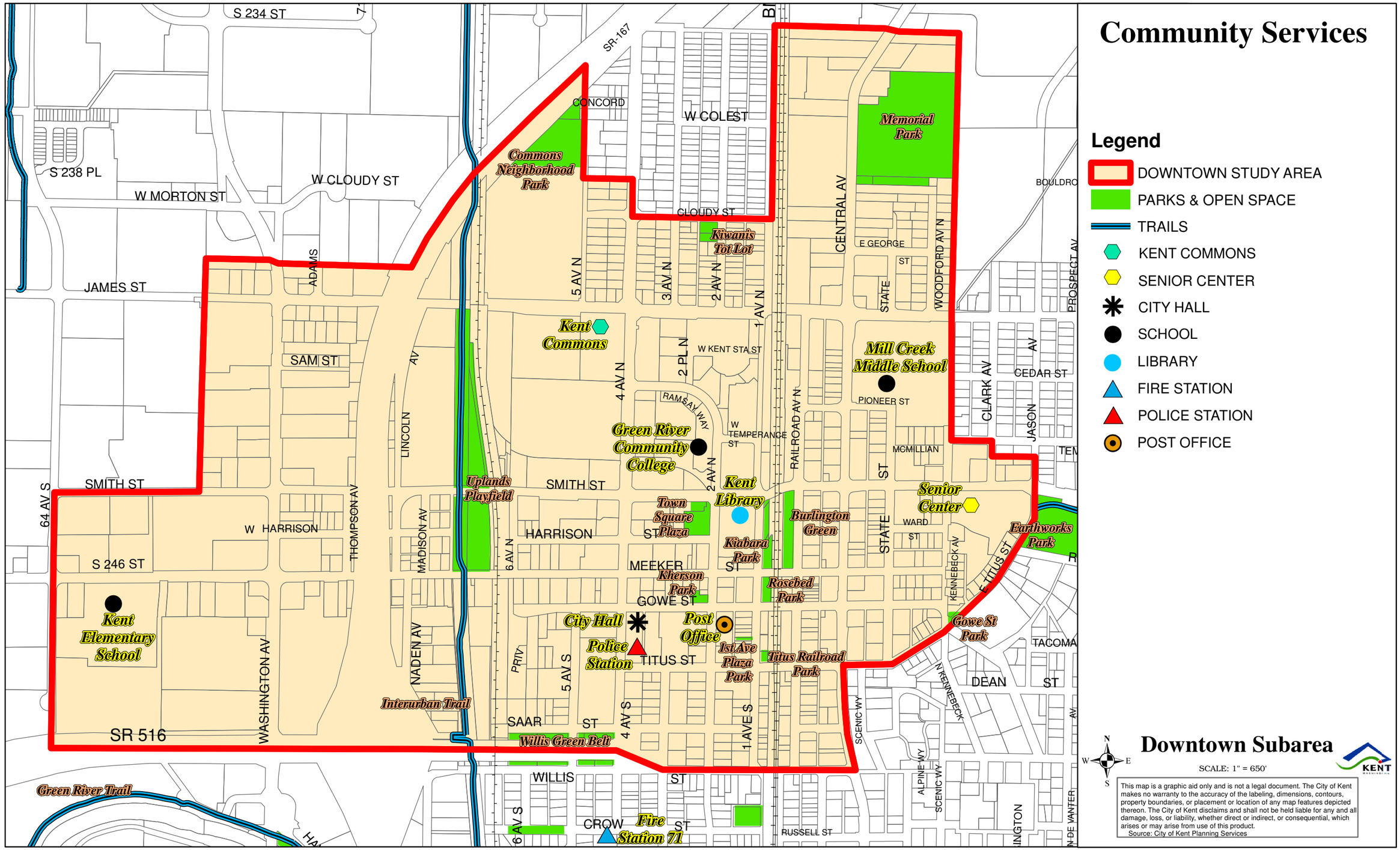
Community Services
Legend
DOWNTOWN STUDY AREA
PARKS & OPEN SPACE
TRAILS
KENT COMMONS
SENIOR CENTER
CITY HALL
SCHOOL
LIBRARY
FIRE STATION
POLICE STATION
POST OFFICE
Downtown Subarea
SCALE: 1" = 650'
This map is a graphic aid only and is not a legal document. The City of Kent makes no warranty to the accuracy of the labeling, dimensions, contours, property boundaries, or placement or location of any map features depicted thereon. The City of Kent disclaims and shall not be held liable for any and all damage, loss, or liability, whether direct or indirect, or consequential, which arises or may arise from use of this product.
Source: City of Kent Planning Services
Commons Neighborhood Park
Memorial Park
Kiwanis Tot Lot
Kent Commons
Mill Creek Middle School
Green River Community College
Uplands Playfield
Kent Library
Town Square Plaza
Burlington Green
Senior Center
Kiabara Park
Earthworks Park
Kherson Park
Rosebed Park
Gowe St Park
City Hall
Post Office
Police Station
1st Ave Plaza Park
Titus Railroad Park
Kent Elementary School
Interurban Trail
Willis Green Belt
Green River Trail
Fire Station 71
S 234 ST
S 238 PL
W MORTON ST
W CLOUDY ST
JAMES ST
SAM ST
SMITH ST
W HARRISON
S 246 ST
SR 516
SR-167
CONCORD
W COLEST
CLOUDY ST
5 AV N
3 AV N
2 AV N
1 AV N
4 AV N
2 PL N
W KENT STA ST
RAMSAY WAY
W TEMPERANCE ST
HARRISON ST
MEEKER ST
GOWE ST
TITUS ST
SAAR ST
WILLIS ST
CROW ST
RUSSELL ST
CENTRAL AV
E GEORGE ST
STATE
WOODFORD AV N
PIONEER ST
MCMILLIAN ST
WARD ST
CLARK AV
CEDAR ST
JASON
PROSPECT AV
BOULDRO
TACOMA
DEAN ST
N KENNEBECK
KENNEBECK AV
E TITUS ST
RAILROAD AV N
SCENIC WY
ALPINE WY
64 AV S
THOMPSON AV
MADISON AV
LINCOLN
ADAMS
WASHINGTON AV
NADEN AV
PRIV
5 AV S
4 AV S
1 AVE S
6 AV N
6 AV S
N-DE VANTER

Figure 2.3

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TRANSPORTATION

Transportation options vary within Downtown. Highways of statewide and regional significance traverse the study area (SR-167, SR-516, and Washington Avenue) as do the Union Pacific (UP) and BNSF railroads. Downtown has Principal and Minor Arterials running north and south through town. 4th Avenue South is designated as an industrial truck route. Downtown Kent is served by a variety of mass transit options. Sounder Commuter Rail provides nine (9) morning (2 Southbound and 7 Northbound) and nine (9) evening trains (7 Southbound and 2 Northbound). The Sounder Commuter Station located at Smith & Railroad is served by Sound Transit Express Bus Service and METRO bus service. Most streets in Downtown have sidewalks; bike lanes, sharrows, and the interurban trail also provide alternatives to motorized transportation to and within Downtown. The Kent 2008 Transportation Master Plan and the DSAP SEIS provide additional detail on the transportation resources and needs for Kent.

The high amount of vehicular traffic within Downtown impacts the pedestrian and bicyclist environment. Existing wide sidewalks and street trees mitigate the pedestrian experience along busy streets and provide a comfortable experience on streets less traveled. Those quiet streets are inviting for cafés and restaurants that provide seating for community socializing. The TMP, as well as the DSAP SEIS, identify several sidewalks within the study area that need to be upgraded. These documents also identify deficiencies in the bicycle network in Downtown. The upgrades to the sidewalks and bicycle network will be addressed in the TIP and CIP throughout this decade.

Both the TMP and the DSAP SEIS identify several transportation action items to improve the roads, sidewalk, and train traffic passing through the Downtown. The action items are concerned with maintenance, aesthetics, and safety. The City will continue to focus on creating stronger connections to important facilities within Downtown or to surrounding neighborhoods. The City will also continue to work toward solutions to the impacts the railroads have on the movement of traffic through the Downtown, and the noise to the community from the train horns.

POLICE & FIRE

Kent's Police Department provides a variety of patrol, investigative, and community education services. Police Headquarters is located on the City Hall campus at 232 Fourth Avenue South. There are six (6) substations, a training center, and a corrections facility serving the City of Kent and neighboring jurisdictions as appropriate. During the summer months, bike patrol provides additional coverage in the Regional Growth Center of the Downtown. The LOS standard for police response is six (6) minutes or less to scene from receipt of emergency call (2004 Kent Comprehensive Plan). The Kent Police Department has been periodically re-accredited by the nationally-recognized Commission on Accreditation for Law Enforcement Agencies.

In 2010, the Kent Fire Department merged with Fire District 74 to form the Kent Fire Department Regional Fire Authority. Since then it has expanded to serve the City of SeaTac. Fire Station 71 is located at 504 West Crow Street just south of the Downtown. It contains one engine and one aid car and is a very busy station, assisting Station 76 located in the industrial center. The Kent Fire Department has been accredited by the Center for Public Safety Excellence's Commission on Fire Accreditation International since 2004.

WATER & SEWER

Downtown is served by Kent-operated water and sewer service that was upgraded in the past 20 years. The 2010 Water System Plan and Draft 2012 Sewer Plan have been coordinated and interface with other City of Kent planning documents, especially the Kent 2004 Comprehensive Plan (and amendments thereto). Both plans are primarily based on ultimate development scenarios, and for the 2010 Water System Plan, fire flow needs are also considered.

Conservation has changed consumption of water. Behavioral changes and improved hardware solutions will likely continue to decrease the amount of average water consumption over time. The expectation of increased residential uses in Downtown was considered in the 2010 Water System Plan. While consumption is relatively stable due to conservation, impact from increased fire flow demand needs to be monitored. Firefighting requirements are 7,000 gpm for 4 hours. To ensure fire flow in Downtown, the 2010 Water System Plan identified pump station

improvement scheduled for 2014 to replenish fire storage capacity within 72 hours while delivering maximum daily demand and to deliver average daily demand when the largest source pump is off-line. These improvements are to ensure that when the system is functioning under stress, it can deliver. Under normal consumption, Kent's water service in Downtown can meet expected growth.

Downtown Kent had its first sewage collection and interceptor system in 1909. In 1967 Kent joined METRO (a.k.a. King County Wastewater Treatment Division) and converted the sewage lagoon into the Green River Natural Resource Area, a stormwater detention facility that also functions as wildlife habitat, fisheries enhancement, and recreational open space. Two METRO interceptor lines run through or along the Downtown's boundary, providing excellent service. The sewer mains in Downtown were some of the first to be upgraded, and the 2012 Draft Sewer Plan lists no rehabilitation or reconstruction projects in Downtown. The existing system was sized to accommodate the potential growth within the Downtown Commercial Enterprise (DCE), Downtown Commercial (DC), and General Commercial Mixed-Use (GC-MU) zoning districts.

EDUCATION

There are several schools within Downtown. Kent School District serves nearly the entire City of Kent and extends east to serve portions of Covington and unincorporated King County. Mill Creek Middle School (located at 620 N Central Avenue) and Kent Elementary School (located at 24700 64th Avenue South) are located within Downtown. The population they serve is as diverse as the community of Kent. Green River Community College, also located in downtown provides higher education opportunities at Kent Station.

Mill Creek Middle School was recently rebuilt using energy efficient building materials and techniques and has a building capacity of 700 students. It currently is over capacity, and serves 887 students attending 7th and 8th grades. Kent Technology Academy is a school within a school, which adds to the student population. The academy is open to all 7th and 8th graders within the Kent School District, and those who apply are selected by lottery. It is a project-based learning environment that uses technology in innovative and motivating ways to teach students. There are 50 different languages spoken at Mill Creek Middle School with 24% being Spanish, Somali, Punjabi and Arabic. There are several community groups that provide after-

school programs, including Kent Parks and Recreation, Latino Leadership Organization, and Communities in Schools which provides tutoring and mentoring.

Kent Elementary School has a capacity to serve 657 students. The programs include preschool for 3 and 4 year olds, and classes for grades K – 6. Kent Elementary is over capacity with 666 students attending school. There are over 30 languages spoken by the student population. The school provides Highly Capable Programs for 3rd through 6th graders. The after-school programs include Boeing After School Program, After School Energy, soccer, track, choir and many others.

Green River Community College opened a Kent Campus in 2005. Located within Kent Station, the campus is close to the Sounder Commuter Station and the transit center. The course work offered includes basic and pre-college classes, professional education, job skills training, and a variety of customized training, including small business counseling, business computers, and technology. In 2012, there were over 3,700 students attending the Kent Campus.

PARKS & OPEN SPACE

Downtown contains a variety of parks and recreational opportunities, ranging from baseball fields to tot lots. Many of these facilities are located along the periphery of the Downtown. In Downtown's center, there are a collection of small, somewhat linear parks adjacent to the BNSF rail line and a couple of small pocket parks scattered within the South and Historic Districts. Park and open space within Downtown totals 25.1 acres (see Table 2.4).

Table 2.4
Downtown Parks

Name	Acres	Park Classification
Kent Memorial Park	11.2	Athletic Complex
Uplands Playfield	7.5	Community Park
Commons Neighborhood Park	3.0	Neighborhood Park
Burlington Green	0.9	Community Park
Town Square Plaza	0.8	Community Park
Kaibara Park	0.5	Community Park
Kiwanis Tot Lot Park #2	0.4	Neighborhood Park
Rosebed Park	0.3	Community Park
Kherson Park	0.2	Community Park
Titus Railroad Park	0.1	Community Park
Gowe Street Park	0.1	Neighborhood Park
First Avenue Plaza Park	0.07	Community Park

There are notable parks and recreational facilities within Downtown. A new focal point is Town Square Plaza (located to the west across from the Kent Library along 2nd Avenue) with an interactive water feature that is a wonderful attraction for families or children of all ages throughout the summer. One of the attractions is a huge granite sphere balanced on a constant stream of water. The water allows children to easily rotate the heavy granite ball to their delight. Town Square Plaza is also the location for the popular Saturday Farmer's Market. Kent Commons Community Center (located at 525 4th Ave North) provides a variety of activities for all ages throughout the day and evening seven (7) days a week. Along with the ball courts, conditioning/weight room, and locker rooms, there are meeting rooms, reception halls and a kitchen facility. Kent Senior Activity Center (located at 600 E Smith St) provides meeting rooms for a variety of activities during the day and evening, and a full kitchen serving lunches five (5) days a week. Just outside the Downtown study area is the location of the Greater Kent Historical Society Museum. A collection of artifacts, furniture, and public art are housed within this historic home (circa 1908) located off Smith Street. The Interurban Trail runs through the middle of the Downtown and connects the cities of Auburn, Tukwila, Renton and Kent. Commuters and recreational cyclists use this facility regularly.

There are other recreational facilities within a little more than a mile or less from the center of Downtown (see Table 2.5). They can contribute to the recreational opportunities of those who live and work in Downtown. Riverbend Golf Complex has an 18 hole and a Par 3 course, covered driving range, and miniature golf. Russell Road Park is an athletic facility with five (5) lighted baseball/softball fields, a play area for smaller children, a jogging trail, and picnic shelter. The Mill Creek Earthworks Park is located just to the east of the Downtown and provides walking paths, picnic shelters, and the potential for much more on the 100 areas of open space that contains Mill Creek and the surrounding ravine. The Green River Trail is another bike and walking trail that hugs the Green River from Auburn to Tukwila and provides a cool riparian environment for pedestrians and bicyclists.

Table 2.5
Parks Near Downtown

Name	Size (in acres)	Classification	Distance from Downtown (in miles)
Riverbend Golf Complex	160.0	Recreation Facility	1.25
Mill Creek Earthworks Park	100.0	Natural Resource	0.6
Russell Road Park	30.4	Athletic Field	1.1

KING COUNTY REGIONAL JUSTICE CENTER

The Regional Justice Center (RJC) opened in March of 1997 and employs 300 corrections staff. The RJC also contains King County Superior and District Courts, King County Sheriff's Office, the Office of the King County Prosecuting Attorney, and various licensing offices for an additional 400 employees. In 2012, King County converted 22,000 square feet of existing offices into four (4) new court rooms. The facility draws jurors, visitors, and people doing business.

SOCIAL SERVICES

Kent is recognized as a leader in South King County in the human services arena. The city has been funding nonprofit human service agencies to provide services to its residents since 1974, allocating the maximum allowed of its federal Community Development Block Grant dollars to human services. In 1989, the city took a major

step by allocating one (1) percent of its general fund revenue to fund human services. Programs the city provides are home repair, adaptive recreation, senior center, and referral services.

There are 12 human service providers within Downtown. The services include food bank, health, education, youth programs, substance abuse and prevention counseling and fellowship, housing referrals, and a senior center (see Table 2.6).

Table 2.6
Downtown Human Service Providers

Name	Address
City of Kent Housing & Human Services	220 4th Avenue S.
The Alliance Center	515 W. Harrison Street
Catholic Community Services	1229 W. Smith Street
Health Point	403 E Meeker Street
Department of Social & Health Services	1313 W. Meeker Street, Suite 102
Kent Youth & Family Services	232 2nd Avenue S., Suite 201
Kent Senior Center	600 E. Smith Street
Valley Cities	325 W. Gowe Street
South End Fellowship – AA Hall	321 3rd Avenue S.
New Connections	412 W. Titus Street
Kent Police Department	220 4th Avenue S.
Social Security Office	321 Ramsay Way, Suite 401

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CHAPTER THREE

THE VISION

The Kent City Council recognized the uniqueness of downtown when it endorsed nine planning principles for the Downtown Subarea Action Plan update. According to these principles, the downtown is envisioned to be an "extraordinary place" that is the "Heart of Kent". Economic vitality is of utmost importance, and the vision calls for a complement of retail and service businesses that serve as the economic backbone of Downtown. Downtown is recognized as a desirable place to live with a variety of housing choices including stylish apartments and condominiums. Well-designed open spaces, convenient services and retail shops, and entertainment opportunities contribute to the neighborhood feel of Downtown. Transportation options give people choices to leave the automobile parked. The increasing population of Downtown supports existing businesses and creates a need for new ones, contributing to the economic vitality of downtown.

VENTURE DOWNTOWN IN 2030

If this plan is successful, what will Downtown Kent be like, say, 10 or 15 years in the future? What will it look like, feel like, and what will be the character of Downtown?

Downtown is a buzz of activity. There are as many people who live in Downtown as work here. Coming to Downtown to live are young people who like the convenience of hopping the Commuter Rail and older adults who are tired of taking care of the lawn. Businesses are thriving with a demand for a coffee in the morning and a bite to eat and some entertainment in the evening. There is a grocery to serve the new residents and to serve those who are passing through. Downtown no longer closes up at 5 p.m.; rather, it comes alive.

Downtown is where you get around easily by foot or bike, as well as automobile. Sidewalks and streets are designed with the pedestrian in mind, creating a

comfortable and safe feeling for those who walk or ride a bike. Downtown has great connections to the surrounding neighborhoods of North Park, Mill Creek, Scenic Hill, and South of Downtown. Well-designed gateways located around Downtown's perimeter announce that you have arrived. There is a strong connection between the west and east sides of Downtown along beautifully landscaped, well-lit, and clean underpasses that make the walk seem effortless and the drive pleasant.

Downtown is a gracious place to relax and play. Outdoor public spaces – like pocket parks, urban plazas, passageways, sidewalk cafes, and large and small green spaces – are very popular with residents and shoppers alike, adding another dimension to urban living. They provide a backdrop for community festivals, music, and farmers markets popular with everyone, even those who are here only to visit. There are clear signs directing you to the Interurban and Green River trails, and for those on the trail, directions to Downtown.

Downtown is a compatible neighbor. The transition from Downtown to its surrounding neighborhoods is gentle and gracious. Environmental quality and aesthetics are paramount. There is a set of development codes and urban design guidelines to encourage high quality building, landscaping, and site development. The convenience to specialty shops, services, entertainment, and transportation options is an attraction to those who want to live in a single-family home, but have easy access to all that an urban environment offers.

Downtown is built with sustainability in mind. The use of green technology and low impact development techniques is promoted. New development embraces LEED techniques. Stormwater is handled in creative ways, adding an attractive element to the landscape around new buildings. Electric vehicles have the ability to charge themselves in public and private facilities. Train noise is abated.

Historic Downtown is upgraded. The wonderful character of the streetscape remains intact, and the facades of the lovely turn-of-the-century buildings are well maintained – ready for another 100 years. Inside these structures you will find new interiors, wiring for internet, and upgraded infrastructure connecting to public services available in the street – all attractive to new businesses and residents alike.

Downtown is simply different from other areas of the City. It is, quite simply, a "special place".

PUBLIC OUTREACH

The update of the 2005 Downtown Strategic Action Plan (2005 DSAP) was initiated by the Kent City Council in the development of its strategic plan in 2011. Many of the actions listed in the 2005 DSAP had been accomplished – the development of Kent Station and Town Square Park, to name a couple of prominent ones. Certain other actions had become anachronistic or irrelevant. The 2005 DSAP needed to be refreshed in order to truly be a reliable guide for decision-making.

The public outreach effort was broad and utilized many different methods to find out what people thought (see Appendix B for details and results). One of the first steps in the update process was a series of staff-conducted interviews of 25 downtown stakeholders – merchants, property owners, realtors, business organization representatives, and shoppers. Interview questions touched on a wide range of issues including economic vitality, urban livability, public art and open space, transportation, and the like. A summary of results was published in September, 2011 and served as the basis for eight (8) Planning Principles which were adopted by the Kent City Council in June, 2012. These principles provide the framework and direction for the Downtown Subarea Action Plan update. These principles are:

1. Memorable Downtown Experience
2. Economic Vitality
3. Urban Livability
4. Pedestrian Priority
5. Enjoyable Outdoor Space
6. Neighborhood Compatibility
7. Environmental Sustainability
8. Commitment to Implementation

To guide development of the Plan update, a Downtown Steering Committee was created. This 13-member group evaluated the strengths and weaknesses of Downtown, offered their suggestions for improvements and public investment, and reviewed and rated potential actions for inclusion in the Plan. To connect the public-at-large with the workings of the steering committee, two online surveys were conducted. The first survey sought the public's ideas about potential changes to improve livability in Downtown; the second asked the public to rate the importance of proposed actions identified either in the first survey or by the Downtown Steering

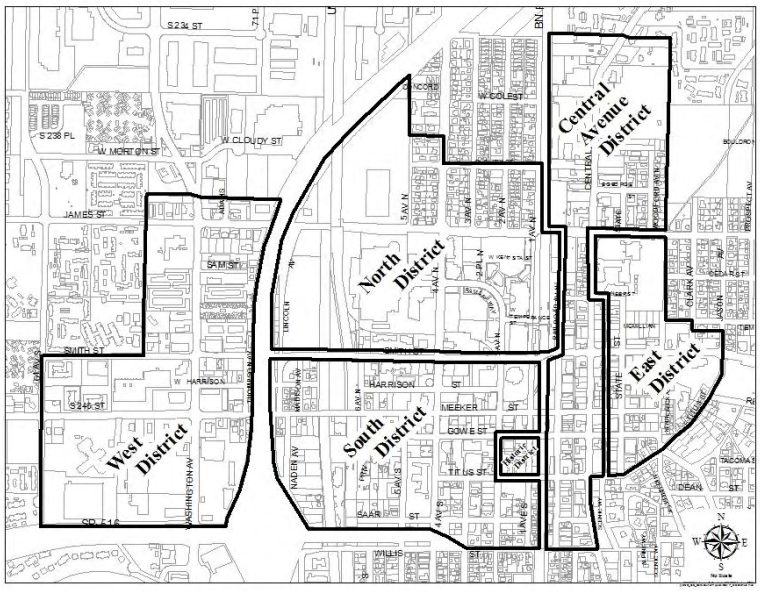
Committee itself. In total, over 500 responses were received from the two surveys. The results of the surveys helped inform the steering committee in its review and evaluation of proposed actions. Staff also assisted in this process and identified technical zoning actions that would help to attain plan goals.

CHAPTER FOUR

FRAMEWORK FOR DOWNTOWN

The study area for the Downtown Subarea Action Plan (the Plan) extends beyond boundaries previously studied. The expansion reflects the relevance of areas located west and north of current boundaries to the economic vitality of, and synergy with what is traditionally considered the Downtown. The downtown districts have distinct characteristics. The following descriptions of the districts illustrate their uniqueness and provide a brief description of redevelopment strategies based on action items identified in the goals, policies, and actions section. The goals, policies, and actions are the framework by which the 20-year vision for the Downtown will be implemented.

KENT DOWNTOWN DISTRICTS



The recent planning process modified existing downtown districts to reflect the expanded subarea and their distinct characteristics. These districts are the geographic foundation for the Downtown Subarea Action Plan (the Plan). This chapter describes the six downtown districts and highlights input received through the Steering Committee, meetings with neighborhood councils, and public surveys. The goals, policies, and actions are the result of this extensive community visioning effort, and are guided by principles outlined in the Growth Management Act, Kent's Comprehensive Plan, Vision 2040 and King County Countywide Planning Policies.

WEST DISTRICT

The West District is auto-oriented with Meeker Street, James Street and Washington Avenue moving the bulk of the vehicular traffic. Meeker Street and James Street are designated as Minor Arterials with three to five lanes moving traffic east/west. Washington Avenue is a Principal Arterial with five to six lanes of north/south traffic where it turns into the West Valley Highway cutting into the heart of Kent's industrial area. The auto-oriented nature of this district supports large and small strip shopping malls that contain a variety of retail and service-oriented businesses. There are auto sales, indoor storage, a mobile home park, an elementary school, and the U.S. Postal Service Distribution Center located within the West District. There are also a few multifamily residential uses along the edges of the district and some single-family structures converted into businesses that are the scattered remnants of historic uses in the Kent Valley. The West District is bordered long the south by SR-516 (which turns into Willis Street) and to the east the border is SR-167. James Street, Meeker Street and Willis Street traverse under SR-167 and connect this district with the rest of the Downtown Subarea.

The most prominent zoning district designation within the West District is General Commercial (GC), followed by General Commercial Mixed-Use (GC-MU). The purpose of GC is to provide a range of trade, service, entertainment, and recreational uses along certain major thoroughfares. With the mixed use overlay designation in the Comprehensive Plan, housing can also be allowed. There are also a Mobile Home Park (MHP) and two areas zoned Medium Density Multifamily Residential (MR-M). The Land Use Plan Map designation is primarily Mixed-Use (MU).

Most of the streets within the West District provide sidewalks, but few are tree lined and none have planter strips that provide separation between the pedestrian and

motorist. Thompson Avenue North and West Harrison Street are identified in the City of Kent Transportation Master Plan (TMP) as needing pedestrian improvements. There are existing bike lanes on Meeker Street and James Street west of Washington Avenue. However, the eastern portions of these two streets have been identified in the TMP as needing bike network improvements. Washington Avenue south of Meeker has also been identified as needing bicycle improvements. There are opportunities to increase the mix of uses by rezoning the majority of the district to General Commercial Mixed-Use (GC-MU). Increasing the allowed building height for GC-MU in Downtown would be an incentive for redevelopment. Additional housing within a walkable distance to existing commercial uses would reduce vehicular trips and support businesses.

NORTH DISTRICT

The North District is a diverse place with retail, offices, services, recreational, entertainment, and residential uses contained within its borders. Many of the newest developments in Downtown are contained within this district. James Street runs east/west and carries large volumes of traffic through the North District, as does Smith Street along the district's southern border. SR-167 is the western boundary of the North District and the Burlington Northern Santa Fe Railroad is the eastern boundary. Downtown Commercial Enterprise (DCE) is the dominant zoning district. The furthest northern edge of the district is a transitional area intended to buffer the single-family North Park Neighborhood from the more intense uses south of James Street. The zoning is DCE along James Street, transitioning to Multifamily Townhouse (MRT-16) along Cloudy Street.

Significant new developments have occurred within the North District, namely Kent Station which opened its doors in November, 2005. Kent Station is a new kind of shopping center, contemporary in design with an open-air, urban village feel. It is made up of 300,000 square feet of local, regional, and national merchants; a 14-screen state-of-the-art AMC theater; and Green River Community College has a 60,000 square foot satellite campus incorporated into the complex. In 2009, the ShoWare Center opened for the first season of the Seattle Thunderbirds hockey team. With a 6,200 seat capacity, the facility is also a venue for concerts, trade shows, graduations, and community events. Town Square Plaza – a mostly hard-surfaced urban park – opened in 2008 with a unique water fountain system that delights children of all ages, big and small. The plaza compliments the Kent King

County Library across the street, adds value to the new Platform Apartments being built to the west, and provides an attractive draw for patrons of Kent Station into Old Town. The development trend in the North District started in 1997 when the Regional Justice Center opened its doors to King County Superior and District Courts, King County Sheriff's Office and the Office of the King County Prosecuting Attorney. This facility brought a need for office space and services for the increase in employment into Downtown.

In an effort to protect the North Park neighborhood from the bustle of activities and traffic along James Street to the south, the 2005 DSAP rezoned the blocks along the south side of Cloudy Street. The zoning allows for a strong edge of high-quality mixed-use development along the north side of James Street, transitioning to multifamily residential townhouse development along Cloudy Street. There are a number of action items identified for this area. Downtown Design Guidelines apply to this portion of the Downtown. This part of the North Park Neighborhood will be designed for the pedestrian, filled with interest expressed in the urban form. Modifying existing regulations to support this pedestrian form is an action identified in the Plan. Expanding the mixed-use development to Cloudy Street along the edge of the ShoWare Center will complement the activities there and bring services and restaurants closer to the neighborhood. ShoWare and the area to the west are zoned Limited Industrial (M2). This zoning district is a historical remnant that worked when there were agricultural processing uses downtown in the 40's and 50's. Downtown has evolved and industrial uses no longer fit. Today, and looking toward the future, existing industrial uses should transition toward an urban form that connects with the vision for downtown Kent as a compact, mixed-use, vibrant neighborhood.

Many of the strategic actions identified in past downtown plans have been completed. There are, however, a few vexing issues. The first is the need to create a stronger visual connection from Kent Station to Old Town. The pedestrian facilities are in place along 2nd Avenue, but the distance between Kent Station and Old Town seems long because of gaps between retail activities. Also, there are few visual cues to tell a newcomer that there is something of interest two blocks away. There is also a need within the district for prominent gateways. Gateways will signal to those who travel along Central Avenue that they have arrived in Downtown. Another issue identified during the visioning process is along SR-167, where the unkempt, poorly-lit roadways crossing under the freeway can be a barrier for pedestrians and

the weedy embankments unattractive for motorists. The Sounder Station and METRO Transit Center were identified as needing improvements for safety and expansion of available parking.

CENTRAL AVENUE DISTRICT

Central Avenue comprises the Downtown's auto-oriented strip. As such, it provides a setting for convenience stores, large-lot enterprises, and fast food vendors. On the other hand, the District's collage of billboards, pole signs and under-maintained structures do not provide an attractive entrance into Downtown. For this reason, the Plan identifies a redevelopment target area beginning at the intersection of James Street south to Titus Street. The vision for this area is to shift the auto-oriented form of development to a mixed-use development that allows a diversity of commercial and residential uses at a greater density. Over time, the area would redevelop into a more pedestrian-friendly form, becoming a gateway into Downtown Kent rather than a passageway. This type of major arterial redevelopment has proven effective in areas such as Lake City Way in Seattle and Central Way in Kirkland.

Since the 2005 DSAP update, Central Avenue has been upgraded with new sidewalks along many sections of roadway, some utilities placed underground, turn pockets at James and Smith Streets expanded, and several intersections upgraded with new signals (i.e., James Street, Pioneer Street, East Meeker Street, East Gowe Street, Titus Street and Willis Street). Regrettably, some trees needed to be removed and the street environment still feels hostile to pedestrians traversing Central Avenue. The Plan identifies a set of actions to make Central Avenue more pedestrian-friendly and recognizes the need for prominent gateways at important entry points into Downtown. The Plan also recognizes the need to update the Downtown Design Guidelines to ensure a more aesthetically-pleasing architectural form within the Central Avenue District.

EAST DISTRICT

The East District includes a diverse mix of commercial activities and health care providers, interspersed with single and multiple-family residences. Mill Creek Middle School and Kent Senior Center are prominent facilities that draw people to the district. Mill Creek Earthworks Park, a unique park that functions as a stormwater detention dam and a modernist open space masterpiece, was designed by

Bauhaus master Herbert Bayer and lies immediately to the east of East Titus Street. The district is part of the Urban Center and is zoned Downtown Commercial Enterprise. James Street is the district's northern boundary, East Titus Street wraps it to the east and south, and State Street is primarily the western edge. Despite the development opportunity provided by the zoning and proximity to the Sounder Station, the East District remains much like it has been for decades.

Public input identified the East District as a bridge that connects the adjacent Mill Creek and Scenic Hill neighborhoods to Downtown. Improving access to the Downtown core was identified as a need, particularly across Central Avenue to the Sounder Station. Pedestrian improvements along East Gowe Street would provide a strong access route to Mill Creek Earthworks Park for residents and visitors. Ensuring safe routes to school continues to be a priority.

SOUTH DISTRICT

The area immediately south of Smith Street consists of a variety of businesses, banks, social services, churches, single-family houses, apartments, and senior housing. Kent City Hall and Police Station, plus a private school housed in a historic Kent School District building are the largest uses in this district. The Interurban Trail (located on Puget Sound Energy property) traverses north/south through the South District adjacent to Uplands Playfield. To the west of the Union Pacific Railroad tracks and north of Willis Street is a large tract of vacant land ready for a new use. The zoning is Downtown Commercial Enterprise and Downtown Commercial which allow a mix of uses and design guidelines that ensure new construction tucks up to the edge of the sidewalk, making a comfortable pedestrian-friendly streetscape.

Willis Street provides a pleasant greenbelt on the south and was identified in the 2005 DSAP for gateway enhancements at 4th and Willis. The uses within and along the southern edge of the South District frame the Downtown, and as such are critical to the image projected to visitors. Future development along this edge needs to be sympathetic to its critical role in projecting a good image. The railroads affect both the eastern and western margins of the district, and development along these edges is less substantial. The area is already an attractive in-town neighborhood because of good automobile and transit access, public services, and pleasant streets. For this reason, vacant and underdeveloped properties in the district form a mixed-use

redevelopment target area. Connections to the regional trail provide an amenity for local residents and bring visitors and commuters into Downtown. The parks along the railroad provide a lovely green buffer between activities in Downtown and rail traffic passing through, but do not provide the kind of urban respite attractive to residents, employees, and visitors. The community recognizes the need for green open space that enhances the livability of the Downtown.

Meeker Street – between 4th Avenue and Railroad – is part of the historic central business district of Kent and needs to be highlighted here. It is home to specialty shops, restaurants, offices, and housing and has walkable streetscape lined with trees and colorful planters. Traffic is slowed by angled parking. The recent economic downturn, however, has created challenges for commercial business along Meeker Street. There continues to be a perception that a stronger pedestrian connection along 2nd Avenue from Kent Station to Meeker Street is needed to regain economic vitality to the area. There is also the perception that property owners need to invest in their buildings. Simple maintenance or a full remodel that upgrades plumbing and wiring would help attract new tenants. The city can take action is to create incentives for redevelopment of properties along Meeker Street.

HISTORIC DISTRICT

The Historic District faces 1st and 2nd Avenues between Gowe and Titus. It is a charming place with lovely turn-of-the-century buildings, cozy sidewalks and mature street trees. Traffic is slow and the pedestrian is protected by parallel parking. The historic Post Office built in the 30's has a substantial presence along Gowe and fits well with its neighbors. The Historic District has a connection to Meeker Street – the two streets are considered by many as Downtown Kent. For the most part, the Historic District and Meeker Street in the South District have continuous storefronts that abut the sidewalk. There is street parking and the roads are narrow which slows traffic. The Historic District, however, contains a preponderance of Kent's historic commercial buildings that are listed on the state and local registry. Another difference between the Historic District and Meeker Street is that the buildings in the Historic District have been cared for over the years, many with substantial interior remodeling. Consequentially, the storefronts in the Historic District are filled with specialty shops, restaurants, spas, and night spots.

With all its charm and commercial success, the Historic District would benefit from an improved pedestrian connection with Kent Station. The district also would benefit from the creation of new public open space opportunities and additional parking. As part of the Urban Center, the zoning in the Historic District is Downtown Commercial which acknowledges the unique character of the district. The Downtown Design Guidelines also recognize the historic nature of the district.

DOWNTOWN GOALS – POLICIES - ACTIONS

The Downtown Subarea Action Plan (the Plan) is guided by Kent's Comprehensive Plan Framework polices and the goals and policies found within elements of the Comprehensive Plan. The Plan's vision for the Downtown also addresses the policy areas in VISION 2040. The Plan calls for compact development that expands housing opportunities, supports economic development and employment in Downtown, embraces multimodal transportation options, designs green streets and open spaces, and advances environmental sustainability. The following goals, policies, and actions are specific to the Downtown and are the result of extensive community visioning efforts and the Downtown Planning Principles established by the Kent City Council. They are consistent with the Growth Management Act, Countywide Planning Policies, VISION 2040, and Transportation 2040. These goals and policies set the stage for the actions that when implemented will achieve the goals. They are summarized in Table 4.1 at the end of this chapter.

Land Use Element

The vision for the Downtown is a dense, mixed-use urban center with a 'pedestrian first' orientation and a range of complementary uses. There are multiple options to get around that are attractive to the new urban resident, including commuter rail. Downtown Kent will be an extraordinary place for those who live, work, shop, or play there.

Overall Goal: To create a well designed, pedestrian-oriented, and economically vibrant urban center with a mix of uses and activities for those who live, work, or shop in Downtown Kent.

Policy LU-1: Focus a proportional amount of residential and employment citywide growth targets into the Urban Center in support of the Countywide Planning Policies and VISION 2040 growth strategy.

Policy LU-2: Encourage medium- and high-density development in Downtown through development regulations and design standards to provide an attractive, livable and high-quality residential mixed-use urban environment.

- Action LU-2.1: Expand the diversity and density of uses in Downtown to support a vibrant urban environment and ensure regulatory consistency.

a) Amend the Comprehensive Plan Land Use Plan Map and Zoning Districts Map to encourage a diversity of urban uses and building forms.

b) Amend the development regulations to increase allowable building height for General Commercial Mixed-Use (GC-MU) within Downtown to ensure a more dense mix of office, retail, and housing options.

- Action LU-2.2: Ensure development regulations support a livable, economically vibrant, and well designed Downtown.

a) Revise the *Mixed-Use Overlay Development Standards* to ensure that the form of infill development is in keeping with the community's vision, including minimizing the environmental impacts on adjacent residential uses.

b) Revise the multifamily development regulations to provide viable, urban-style housing options within Downtown.

c) Revise the Downtown Design Guidelines and development regulations where appropriate to reduce the visual impact of surface parking along pedestrian designated streets.

d) Revise the sign regulations to reinforce a pedestrian-oriented urban streetscape in Downtown (e.g., encourage blade signs, discourage sandwich board signs).

Urban Design Element

Downtown Kent is growing with Kent Station and ShoWare Center as examples of 21st Century Architectural design. The form and function of new public and private investment in Downtown is guided by policy direction in concert with development standards and design guidelines. Together they ensure an aesthetically pleasing urban environment that blends with surrounding neighborhoods and emphasizes the 'pedestrian first'.

Overall Goal: To create an aesthetically pleasing Downtown where building materials, details, and scale weave together into a rich architectural fabric; the public realm is comfortable and safe, projecting a 'pedestrian first' message; and this urban form is compatible with adjacent neighborhoods.

Policy UD-1: Maintain and enhance a strong 'pedestrian first' character throughout the Downtown where interest, comfort, and protection from traffic is created through the design of streets and sidewalks. Where appropriate, add street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, pavement treatments, or other softening treatments.

- Action UD-1.1: Apply appropriate Downtown Design Guidelines and updated development standards to the entire downtown consistent with the vision.

- Action UD-1.2: Revise the Downtown Design Guidelines 'Pedestrian Plan Overlay' to guide right-of-way use in a manner that will promote a safe, attractive environment for both motorized and non-motorized users.

- Action UD-1.3: Review and revise where necessary the programmatic documents and design manuals to ensure pedestrian and bike accessibility within and adjacent to Downtown is created, enhanced, or preserved.

    a. Develop standards for 'street-seats', identify appropriate locations within the pedestrian designated streets for their consideration, and establish a process for interested businesses to expand their business activities into parking spaces adjacent to their location.

- Action UD-1.4: Strengthen the pedestrian connection between Kent Station and Historic Downtown Kent through good design, public investments, and private efforts.

a) Install year-round street tree lighting between Kent Station and Historic Downtown.

b) Add seasonal planters and hanging baskets along 2nd Avenue between Kent Station and Historic Downtown.

c) Consider a covered pedestrian walkway along 2nd Avenue between Kent Station and Historic Downtown to provide a visual draw and weather protection in an effort to attract pedestrians day or night.

d) Work with Kent Downtown Partnership to ensure businesses and property owners promote pedestrian-oriented activities and visual interest along 2nd Avenue (i.e., generous entries, interesting and changing display windows, building decoration, and lighting).

- Action UD-1.5: Establish and promote a coordinated design standard for streetscape elements and lighting (i.e., benches, bike racks, trash containers, planters).

a) Establish a working group to review existing streetscape design standards and revise the standards as necessary.

b) Identify where to apply the streetscape design standards and implement them through a lasting mechanism.

- Action UD-1.6: Ensure that public streetscapes and private properties in Downtown are well maintained.

a) Establish and commit to a maintenance standard and schedule for the public streetscape.

b) Establish an initiative with the private sector to encourage a minimum maintenance standard of properties.

c) Work with Kent Downtown Partnership to encourage property owners associated with the organization to renovate and restore their buildings.

Policy UD-2: Consider the relationship of building intensity and design to support visual interest and pedestrian comfort and safety.

- Action UD-2.1: Revise the Downtown Design Guidelines and development regulations to promote ground floor building façade treatments and uses that will generate pedestrian interest and comfort (i.e., large windows, canopies, arcades, plazas and outdoor seating).

- Action UD-2.2: Encourage the use of durable, high quality building materials to lower maintenance and replacement needs and ensure the aesthetic appeal of new development.

- Action UD-2.3: Revise the Downtown Design Guidelines and development regulations to identify locations for continuous building facades, building setbacks, and historic preservation.

a) Incorporate design options to ensure the historic architectural character of the urban pedestrian streetscape is maintained while balancing preservation with renovation and redevelopment.

b) Consider the creation of design options to mitigate for the environmental effects of building height and bulk in areas where commercial mixed-use development abuts residential neighborhoods.

- Action UD-2.4: Establish development regulations to prohibit the development of new drive-through businesses located on Class A designated streets identified in the Design Guidelines.

Policy UD-3: Support connectivity between public spaces and semi-public spaces on private land in the Urban Center.

Housing Element

New housing will be stylish with a variety of housing choices, including apartments, condominiums, and townhouses. There is a commitment to create a balance of housing and jobs within the Urban Center supported by rapid mass transit, local services, entertainment, and parks. People living in downtown will create a vibrant new neighborhood.

Overall Goal: Provide for well designed and constructed medium- and high-density residential development that integrates into or is located near commercial activities, supports a livable pedestrian-oriented urban community, and adds to a variety of housing types for all income groups and special needs.

Policy H-1: Encourage a variety of quality urban residential housing types and densities in the Urban Center.

Policy H-2: Allow residential uses to occur in mixed-use structures or complexes or as stand-alone uses where appropriate.

- Action H-2.1: Provide incentives to residential development in mixed-use structures or complexes.

Transportation Element

The transportation system supports Kent's land use vision for the Downtown. Downtown exemplifies a complete street system, where all users are considered in the planning, construction, and maintenance of this interconnected network. The anticipated multimodal urban form will generate fewer auto trips than the suburban form of low density development. People living in Downtown will create a vibrant new neighborhood where the sidewalk and the pedestrian environment is increasingly important.

Overall Goal: To provide for a safe and efficient multimodal transportation system to and within Downtown, in support of the existing land uses, associated activities, and anticipated growth in households and employment.

Policy T-1: Enhance pedestrian circulation systems and bicycle routes in the Urban Center. Place emphasis also on pedestrian and bicycle circulation systems which link adjacent neighborhoods to the Urban Center.

- Action T-1.1: Establish levels-of-service (LOS) for multimodal facilities (i.e., sidewalks, bicycle infrastructure, transit service) which facilitate medium to high-density development and the associated residential and employment uses in Downtown.

- Action T-1.2: Evaluate and ensure pedestrian and bicycle connectivity between adjacent neighborhoods and the Downtown.

- Action T-1.3: Secure and design safe and attractive pedestrian connections through-out the Downtown and to adjacent residential neighborhoods.

a) Repair, beautify, and maintain Gowe Street east of Central Avenue to Temperance in an effort to enhance connectivity of the adjoining neighborhoods to Earthworks Park and the Downtown.

b) Program existing traffic signals at Willis/4th Avenue, James/2nd Avenue, Central/James Street, and Central/Smith Street to respond quickly to pedestrian activation.

c) Ensure that all City departments implementing the streetscape standards identified in the Downtown Design Guidelines pedestrian plan overlay coordinate to meet the aesthetic and functional expectations for public rights-of-way.

d) Plant and maintain street trees as identified in the Downtown Design Guidelines and fund a lifecycle replacement program.

e) Consider wherever practical replacing paved medians with decorative pavers, landscaping, or a pedestrian safe-haven whenever road improvements are made.

- Action T-1.4: Implement design solutions to transform Central Avenue into an attractive place that provides a sense of pedestrian safety.

a) Examine traffic speeds along Central Avenue and consider options to ensure a more pedestrian-friendly environment.

b) Install small physical urban design elements to the existing sidewalk along Central Avenue (i.e., planters, decorative bollards, etc.) to provide a sense of separation from vehicular traffic.

c) Create pedestrian refuges at intersections where there are opportunities to do so.

- Action T-1.5: Work with the Washington State Department of Transportation (WSDOT) to improve pedestrian safety and aesthetics of the underpasses of SR-167 along the east/west corridors of Willis, Meeker, and James Street in the Urban Center.

a) Establish regular clean-up and maintenance for all underpasses (i.e., trash, graffiti, lighting, bird management, weeding, etc.).

b) Make the existing west bound pedestrian facility at Willis/SR-167 safer by restriping, adding lane markers, and pedestrian lighting.

c) Install woody drought-resistant ornamental landscapes to provide seasonal color and interest on underpass embankments of Meeker and James Streets.

d) Establish an 'Adopt-a-Street' program for the maintenance of the SR-167 under-passes.

- Action T-1.6: Create prominent and distinctive pedestrian-friendly/auto-oriented gateways into Downtown.

a) Conduct an interdepartmental study, develop schematic design, and prioritize potential gateway locations.

b) Develop preliminary engineering design options and construction estimates for each recognized gateway location.

c) Appropriate funds for implementation of the priority gateways.

Policy T-2: Take actions to ensure that adequate public parking is available to support existing uses and facilitate future development in the Urban Center. This includes efficient management of on-street spaces and future development and enhancement of structured, off-street parking.

- Action T-2.1: Conduct a parking study to determine parking needs for all users, including public handicap-accessible parking, and implement recommendations of the study.

- Action T-3.2: Consider the location of additional parking structures be located adjacent to the railroad for the purpose of noise abatement.

Policy T-3: Reduce the impacts of heavy gauge rail on the economic vitality and livability of Downtown.

- Action T-3.1: Continue to work towards grade separation of vehicles and trains.

- Action T-3.2: Work with the railroads to establish a 'Quiet Zone' in Downtown.

- Action T-3.3: Conduct a noise study to determine the value and feasibility of soundproofing new construction along the rail tracks.

Parks Element

Well-designed and maintained public spaces in a busy urban environment offer many opportunities for respite and recreation. Open areas with trees for shade, paths to stroll along, and places to sit and gather with neighbors, friends, and co-workers make an important contribution to the livability of the Downtown. The parks and open space network, whether formal or informal, public or semi-public, is essential to a lively, successful, and healthy downtown.

Overall Goal: To encourage public spaces that enhance the experience and livability of Downtown and provide a stage for art and community events.

Policy P-1: Develop, maintain, and operate high-quality parks in Downtown.

- Action P-1.1: Improve parks and recreation facilities to achieve a safe, livable, and economically successful downtown.

a) Evaluate existing park assets to create attractive gathering places for all users and to further downtown livability.

b) Include public safety considerations in landscape design and maintenance practices.

c) Strengthen the pedestrian and bike connections to recreational facilities surrounding the Downtown (i.e., Green River Trail, Golf Course, Ice Rink, Interurban Trail, Earthworks Park, etc.).

d) Enhance the recreational value of Town Square Plaza as a gathering space.

Policy P-2: Look for opportunities to expand the presence of public spaces in the Urban Center, as well as ways to partner with the private sector to increase engagement between public spaces and their surrounding private interests.

- Action P-2.1: Study repositioning existing park assets to increase recreational opportunities in the Urban Center.

Policy P-3: Support cultural events and public art projects in Downtown.

- Action P-3.1: Pursue public art to enhance the Urban Center.

- Action P-3.2: Promote and support community events for cultural entertainment throughout the year (i.e., music festivals, art shows, plays, etc.).

Environmental Sustainability Element

Land use and transportation choices play a critical role in how growth impacts the environmental and social systems. There is a connection between human and ecosystem health when considering environmental sustainability. Success in attaining environmental sustainability will be achieved by ensuring the Urban Center develops into a compact vibrant community supported by broad transportation

options, built with energy efficient and sustainable building materials, and designed around resource conservation options.

Overall Goal: To integrate the natural and developed environments into a sustainable urban center with clean air and water, and a comfortable and secure place for people to live and work.

Policy ES-1: Reduce automobile dependency and greenhouse gas emissions by implementing growth management strategies that fully integrate land use and transportation within the Urban Center.

- Action ES-1.1: Investigate car-share and bike-share opportunities in the Urban Center to encourage car-free living.

Policy ES-2: Utilize best management practices and available technology to demonstrate effective environmental stewardship and long-term fiscal responsibility in city projects.

Policy ES-3: Encourage the wise use of renewable natural resources and support technology that reduces atmospheric pollutants that contribute to global atmospheric changes.

- Action ES-3.1: Establish minimum standards for electric vehicle chargers in residential development.

Policy ES-4: Utilize low impact development techniques in new development and redevelopment to improve water quality and reduce runoff from streets, parking lots and other impervious surfaces in an effort to maintain or restore the natural hydrology of the Green/Duwamish watershed.

- Action ES-4.1: Establish low impact development standards for development in Downtown.

Public Safety Element

A key to making a place livable is to ensure the safety of people and property. As the Downtown densities and uses increase over time, it is important to maintain adequate response times for public safety functions. Public safety services may be

delivered in a number of ways and will be further explored as the need arises. The design of the built environment can offer a feeling of safety.

Overall Goal: To provide the expected public safety services to the residents of a changing and growing Downtown.

Policy PS-1: Provide adequate fire and life safety services in the Downtown commensurate with increases in population and employment.

Policy PS-2: Enhance the feeling of personal safety along public rights-of-way, parks, and civic facilities in Downtown.

- Action PS-2.1: Identify key pedestrian routes in Downtown and ensure they are well-lighted.
- Action PS-2.2: Add pedestrian lighting to the mid-block passageway off 1st Avenue between Titus and Meeker Street.
- Action PS-2.3: Amend public civility laws to allow for more effective enforcement.
- Action PS-2.4: Work with Sound Transit to increase security at the Sounder Rail Station and Sounder Parking Garage.
- Action PS-2.5: Provide appropriate lighting in Downtown parks.

Utilities Element

Downtown growth will increase demand for utilities necessary to conduct business and maintain a household. The city and private providers will need to work together to ensure that adequate services are available for anticipated growth.

Overall Goal: To furnish the necessary infrastructure, in partnership with the semi-public suppliers, that attracts and supports the desired residential and employment growth within Downtown.

Policy U-1: Eliminate where possible the aesthetic and physical impacts to pedestrians caused by above ground utility equipment within the sidewalk.

Policy U-2: Establish 21st Century delivery systems for utilities within Downtown.

- Action U-2.1: Designate and underground utilities within Downtown.

- Action U-2.2: Develop a high speed fiber-optic internet system through public/private partnerships.

Economic Development Element

Downtown is a key asset to the Kent's business community, residents, and work force. The City has achieved multiple redevelopment goals. Kent Station is an exciting new entertainment and shopping destination and ShoWare attracts people from around the region. Proximity to Kent's manufacturing/industrial center, major freeways, and commuter rail service makes Downtown an attractive place to do business. Incorporating a strong residential component will position the Downtown as a complete community and ensure success for all in Downtown.

Overall Goal: Promote the economic health and the planned growth of Downtown through private/public partnerships, pursuit of incentives, and aggressive promotion.

Policy E-1: Promote and encourage retail uses which serve the residential population in, and adjacent to, the Urban Center.

Policy E-2: Actively support economic development opportunities through promotion, partnerships, and strategic planning efforts.

- Action E-2.1: Continue to work with the Kent Downtown Partnership in support of its efforts to revitalize the Downtown. Work cooperatively to:

a) Recruit additional anchor stores and key retailers into the Urban Center.

b) Recruit a diversity of businesses to create a synergy among uses that will increase business activity for all.

c) Encourage businesses to increase store hours into the evening.

d) Identify and promote an entertainment district within the Urban Center that encourages evening activity.

- Action E-2.2: Adopt and implement a Planned Action Ordinance and Infill Development Ordinance to facilitate redevelopment in Downtown.

- Action E-2.3: Propose development incentives for economic revitalization within an identified portion of the Downtown to stimulate property investment and create new space for businesses and other uses.

- Action E-2.4: Work with Sound Transit to develop retail along 2nd Avenue in front of the Sounder Parking Garage.

PolicyE-3: Provide voluntary incentives for the replication or protection of historic facades or other significant design features when redevelopment occurs.

Policy E-4: Encourage a balance of housing and employment opportunities within the Urban Center using a variety of tools.

- Action E-4.1: Expand existing residential development incentives to include all of the Downtown.

- Action E-4.2: Promote and encourage retail uses which serve the residential population in, and adjacent to, the Urban Center.

- Action E-4.3: Create site specific incentive packages for targeted commercial, residential and mixed-use development which can include infrastructure investments, marketing support, training, and real estate site advertising, among other possibilities.

Policy E-5: Work with business owners, property owners, and the brokerage community to better understand business operational needs to inform development initiatives and leasing strategies.

- Action E-5.1: Create interim strategies for vacant lots (i.e., clean-up, beautification, and interim activity-generating uses).

- Action E-5.2: Encourage businesses and landowners to improve the maintenance and aesthetics of properties in Historic Downtown.

LAND USE PLAN MAP

The Land Use Plan Map for the Downtown Subarea Action Plan establishes the framework for amendments to the City's official Zoning Districts Map (see Figure 4.1). All designations will be incorporated into the Kent Comprehensive Plan.

Figure 4.1 Phasing of Kent Downtown Subarea Action Plan Recommendations.

The action items that require a capital investment will be prioritized with city-wide projects. Funding sources will be identified and will include a variety of city sources, state and federal funds, and special funds such as Local Improvement Districts and Impact Fees.

RECOMMENDATION			Strategic Time Frame					
			0-2 yr	2-5 yr	5-10 yr	10-20 yr	Funding Implications	Considerations
LAND USE ELEMENT:								
1	Action LU-2.1: Expand the diversity and density of uses.						*Existing Staff*	
	a.	Amend the Land Use Plan and Zoning Districts Maps.					*Existing Staff*	
	b.	Increase height for General Commercial Mixed-Use .					*Existing Staff*	
2	Action LU-2.2: Ensure developmnet regulations support a livable, economically vibrant, and well designed Downtown.						*Existing Staff*	
	a.	Revise the Mixed-Use Overlay Development Standards.					*Existing Staff*	
	b.	Revise the multifamily development regulations.					*Existing Staff*	
	c.	Revise Design Guidelines and development regulations.					*Existing Staff*	
	d.	Review and revise the sign regulations.					*Existing Staff*	
URBAN DESIGN ELEMENT:								
3	Action UD-1.1: Apply Design Guidelines and development standards to the entire Downtown consistant with the vision.						*Existing Staff*	
4	Action UD-1.2: Revise Design Guidelines 'Pedestrian Plan Overlay'.						*Existing Staff*	
5	Action UD-1.3: Revise programmatic and design manuals to ensure pedestrian and bike accessibility.						*Existing Staff*	
	a.	Consider standards for 'street-seats'.					*Existing Staff*	
6	Action UD-1.4: Connect Kent Station and Historic Kent.							
	a.	Install year-round street tree lighting.					*$50 - $150K*	*$5K Annually*
	b.	Add seasonal planters and hanging baskets.					*$10K Annually*	
	c.	Consider a covered pedestrian walkway along 2nd Avenue.					*$1.6 - $2.2M*	*Maintenance Costs*
	d.	Promote pedestrian-oriented activities and visual interest.					*Existing Staff*	
7	Action UD-1.5: Establish a streetscape design standard.						*Existing Staff*	
	a.	Establish a working group to review streetscape standards.					*Existing Staff*	
	b.	Identify where to apply streetscape standards.					*Existing Staff*	
8	Action UD-1.6: Ensure that public streetscapes and private properties in Downtown are well maintained.						*Existing Staff*	
	a.	Maintain public streetscape.					*New 2 FTE*	
	b.	Encourage the private sector to maintain properties.					*Existing Staff*	
	c.	Work with KDP to encourage property owners to renovate and restore their buildings.					*Existing Staff*	
9	Action UD-2.1: Revise Design Guidelines and development regulations to promote 1st floor façade treatments and uses.						*Existing Staff*	
10	Action UD-2.2: Encourage use of high quality building materials.						*Existing Staff*	
11	Action UD-2.3: Revise Design Guidelines and development regulations to identify locations for continuous buildings.						*Existing Staff*	
	a.	Maintain historic architectural character of the urban pedestrian streetscape.					*Existing Staff*	
	b.	Consider design options to mitigate building height and bulk to adjacent residential neighborhoods.					*Existing Staff*	
12	Action UD-2.4: Establish regulations to prohibit the development of new drive-through businesses on Class A streets.						*Existing Staff*	

Figure 4.1 Phasing of Kent Downtown Subarea Action Plan Recommendations.

RECOMMENDATION			Strategic Time Frame					
			0-2 yr	2-5 yr	5-10 yr	10-20 yr	Funding Implications	Considerations
HOUSING ELEMENT:								
13	Action H-2.1: Provide incentives to residential development in mixed-use structures or complexes.						*Existing Staff*	
TRANSPORTATION ELEMENT:								
14	Action T-1.1: Establish LOS for multimodal facilities.							*Consultant*
15	Action T-1.2: Ensure pedestrian and bicycle connectivity.						*Existing Staff*	
16	Action T-1.3: Design safe & attractive pedestrian connections to adjacent neighborhoods.							
	a.	Repair& beautify Gowe St from Central to Temperance.					*$7M - $8M*	
	b.	Program existing traffic lights along Central.					*Existing Staff*	
	c.	Departments coordination when implementing standards.					*Existing Staff*	
	d.	Plant and maintain street trees, ensure lifecycle funds.					*$100K Annually*	
	e.	Beautifying paved medians with road improvements					*$200K Annually*	
17	Action T-1.4: Transform Central Ave into a place for pedestrians.						*Existing Staff*	
	a.	Examine traffic speeds along Central Ave.					*Existing Staff*	
	b.	Consider possible elements for pedestrian safety and comfort.						*Cost contingent on solutions*
	c.	Evaluate improvements to sidewalks at street corners.					*$150K*	
18	Action T-1.5: Work with WSDOT to improve pedestrian safety and aesthetics of the under-passes of SR-167.							
	a.	Clean up and maintain underpasses of SR-167.					*$50K Annually*	*New 1 FTE*
	b.	Explore pedestrain improvements at Willis/SR-167.					*Existing Staff*	
	c.	Install drought-resistant ornamental landscapes.					*$200K*	*$75K Annually*
	d.	Establish an 'Adopt-a-Street' program for the maintenance.					*Existing Staff*	
19	Action T-1.6: Create gateways into Downtown.						*Existing Staff*	
	a.	Design and prioritize potential gateway locations.					*$30K*	
	b.	Develop engineering design options and cost estimates.					*$50K Annually*	
	c.	Appropriate funds for implementation.					*$200K - $500K*	
20	Action T-2.1: Work towards train grade separation of vehicles.						*$25M*	
21	Action T-2.2: Work to establish a 'Quiet Zone'.						*$2M*	
22	Action T-2.3: Determine the value and feasibility of new construction soundproofing along the rail tracks.						*$25K - $40K*	
PARKS ELEMENT:								
23	Action P-1.1: Improve parks and recreation facilities to achieve a safe, livable, and economically successful Downtown.						*Existing Staff*	
	a.	Evaluate park assets to create attractive gathering places.					*Existing Staff*	
	b.	Include public safety considerations in landscape design.					*Existing Staff*	
	c.	Strengthen connections to surrounding recreational facilities.					*To be Determined*	
	d.	Enhance recreational value of Town Square Plaza.					*To be Determined*	
24	Action P-2.1: Study repositioning existing park assets to increase recreational opportunities.						*To be Determined*	
25	Action P-3.1: Pursue public art to enhance the Urban Center.						*Existing Staff*	
26	Action P-3.2: Promote and support community events.						*Existing Staff*	
ENVIRONMENTAL SUSTAINABILITY ELEMENT:								
27	Action ES-1.1: Investigate car- and bike-share opportunities.						*Existing Staff*	
28	Action ES-3.1: Standards for residential electric vehicle chargers.						*Existing Staff*	
29	Action ES-4.1: Establish low impact development standards.						*Existing Staff*	

Figure 4.1 Phasing of Kent Downtown Subarea Action Plan Recommendations.

RECOMMENDATION			Strategic Time Frame					
			0-2 yr	2-5 yr	5-10 yr	10-20 yr	Funding Implications	Considerations
PUBLIC SAFETY ELEMENT:								
30		Action PS-2.1: Ensure key pedestrian routes are well-lighted.					*$200K*	
31		Action PS-2.2: Add lighting to the 1st Ave mid-block passageway.					*$75K*	
32		Action PS-2.3: Amend public civility laws and enforce.					*Existing Staff*	
33		Action PS-2.4: Security at Sounder Rail Station and Garage.					*Existing Staff*	
34		Action PS-2.5: Appropriate lighting in Downtown parks.					*$100K*	
UTILITIES ELEMENT:								
35		Action U-2.1: Underground utilities in Downtown.					*$20M*	
36		Action U-2.2: Develop a high speed fiber-optic internet system.					*Existing Staff*	
37		Action U-3.1: Conduct & implement a parking study.					*$20K*	
38		Action U-3.2: Consider the locations for parking structures.					*Existing Staff*	
ECONOMIC ELEMENT:								
39		Action E-2.1: Work with the KDP to revitalize Downtown.					*Existing Staff*	
	a.	Recruit additional anchor stores and key retailers.					*Existing Staff*	
	b.	Recruit a diversity of businesses.					*Existing Staff*	
	c.	Encourage an increase of store hours into the evening.					*Existing Staff*	
	d.	Identify and promote an entertainment district.					*Existing Staff*	
40		Action E-2.2: Adopt and implement a Planned Action Ordinance and Infill Development Ordinance.					*Funded 2013-14 Budget*	
41		Action E-2.3: Propose development incentives for economic revitalization within an identified portion of Downtown.					*Existing Staff*	
42		Action E-2.4: Encourage Sound Transit to develop retail space along 2nd Ave in front of Transit Garage.					*Existing Staff*	
43		Action E-4.1: Expand existing residential development incentives.					*Existing Staff*	
44		Action E-4.2: Promote and encourage retail uses.					*Existing Staff*	
45		Action E-4.3: Create site specific incentive packages for targeted commercial, residential and mixed-use development.					*Existing Staff*	
46		Action E-5.1: Create interim strategies for vacant lots.					*Existing Staff*	
47		Action E-5.2: Encourage businesses and landowners to improve the maintenance and aesthetics of historic properties.					*Existing Staff*	

Figure 4.1 Phasing of Kent Downtown Subarea Action Plan Recommendations.

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APPENDIX A

HOUSING AND EMPLOYMENT GROWTH ANALYSIS

The City utilized various data resources and methodologies to predict future growth of households and employment. The Downtown Subarea Action Plan (the Plan) utilized the best available data to determine growth potential in Downtown and where to distribute growth targets. The data sources and methodologies used are explained below, followed by a breakdown of growth by housing type and job sector based on the Plan's vision.

DATA RESOURCES

Modeling for future growth relies on state, regional, and county agencies using numerous available data sources. The Washington State Office of Financial Management (OFM) has produced a statewide population forecast for 2040 using 2010 Census data. Those projections are utilized by Puget Sound Regional Council (PSRC) to model future growth to update Transportation 2040. The future growth in housing and employment will also be used by King County jurisdictions for their Comprehensive Plan updates. The Puget Sound Regional Council's Transportation Policy Board was scheduled to endorse the Land Use Forecast and Local Targets Representation in June 2013. Due to the complexity of the modeling, the final products are presently delayed. Updated existing household and employment numbers from PSRC were also not available at the time of this writing.

The Plan required existing and forecast data to complete the SEIS. The housing and employment data were derived from several previous planning efforts. The DEIS & FEIS City of Kent Comprehensive Plan Review and Midway Subarea Planned Action Environmental Impact Statement, completed September 2011, provided 2006 Baseline (a.k.a. existing) household and employment data as geo-coded point data based on address

and applied to Kzones.[1] It was determined that the existing point data were relevant to this effort due to the depth of the 2008 recession and slow local recovery made to date. Any new housing in Downtown was identified through the City's permit system. For the purpose of the project's SEIS and transportation model, no changes to existing household and employment data were made citywide.

The DEIS & FEIS also provided the Plan's data for the 'No Action' option and represents the 2031 Forecast data originated from PSRC and organized within the geography of PSRC Transportation Analysis Zones (TAZ) for the 2008 Transportation Master Plan (TMP) - adopted June 17, 2008 (Ordinance 3883). Distribution of the 2031 Forecast to the smaller geography of city-defined Kzones is accomplished mathematically based on percent of Kzone within a TAZ. The forecast numbers reflect market trends within the region and do not represent the capacity available to absorb households and employment.

Puget Sound Regional Council is responsible for the allocation of the region's growth targets that are tied to the regional growth strategy adopted in VISION 2040. It is anticipated that the central Puget Sound region will absorb an additional 1.5 million people and 1.2 million jobs by 2040. Kent's downtown Urban Center is intended to absorb the majority of residential growth; and along with the Manufacturing/Industrial Center, downtown will absorb the majority of jobs. The City's downtown planning preceded PSRC's forecast. To accommodate Kent's efforts, PSRC provided preliminary Draft Forecast Household and Employment numbers in Forecast Area Zones (FAZ). These numbers were compiled, analyzed, and distributed within Kzones and utilized in the subarea's considered alternatives.

METHODOLOGY

The methodology utilized to determine the existing households and employment differs from determining forecast and plan growth. The analysis was conducted using the City's Geographic Information System (GIS), a graphic analytical computer program that utilizes King County tax parcel shapefiles and their associated data to determine vacant and redevelopable property, impacts of

[1] Employment baseline data were provided by PSRC and originate from the Washington State Employment Security Department, 2005 extract. Household baseline data were extracted from housing permits submitted by the City of Kent as of 2005 and geo-coded by PSRC. PSRC relied on existing zoning and recent development to determine growth forecast to 2031. A Kzone is a geographic area used for transportation modeling.

environmentally sensitive areas on said property, and developable square footage that ultimately is calculated into number of dwelling units and employees.

The existing household and employment numbers were determined using point data from PSRC that fell within the downtown study area and adjusted for any new construction permits completed since 2006. Future buildout was determined using the Buildable Lands Program methodology to determine capacity for growth. The methodology is based upon land use intensity achieved by actual development within the previous five (5) years, and modified by the potential capacity based on market factors, economic probability of building height, and proposed development incentives. Staff slightly modified this buildout scenario and factored in the vision for Downtown to achieve compact, dense urban development and considered recent market trends to determine potential development capacity. An FAR 1 (floor area ratio) was used in the West District and an FAR 2 was used elsewhere in the downtown study area. 800 square feet per dwelling unit and 500 square feet per job were applied to all new and redevelopment, and the distribution of these activity units was again based on market trends anticipated to 2031. Additional capacity is available as the market increases demand for higher density of development.

The Draft Forecast Household and Employment numbers from PSRC were distributed into the City's Kzone geography and used in the transportation model. The distribution of the forecast numbers into the smaller geography of the Kzone is mathematically based on a percent Kzone within the larger geography of the FAZ. Staff reviewed the results and adjusted them according to existing land use and development potential. This same methodology was utilized when portions of the study area were not fully contained within a Kzone (see Figure 1). Where the study area consisted of a few tax parcels, the analysis was site-specific.

POTENTIAL GROWTH

The analysis of housing and employment growth was completed using the geography of the Downtown study area and the geography of the planned action study area. Housing and employment are broken down by sector. There is nearly a 50/50 split of housing and jobs. The Downtown study area for 2031 results in 55.5% housing and 44.5% employment (see Table 1). The planned action study area reverses the trend with 45.9% housing and 54.1% employment by 2031 (see Table 2). Generally, both study areas have a 72% growth in housing and 38% growth in

employment from the 2006 base year numbers.[2] There remains additional capacity for growth in all sectors based on demand. The Downtown Commercial Enterprise (DCE) zoning district allows unlimited building height. The present capacity analysis was based on an FAR 2 in DCE. Additional capacity can be attained in the DCE zone as market demand increases over time. The increased building height in the General Commercial Mixed-Use (GC-MU) zoning district may become attractive to property owners in the future, creating additional redevelopment capacity in Downtown.

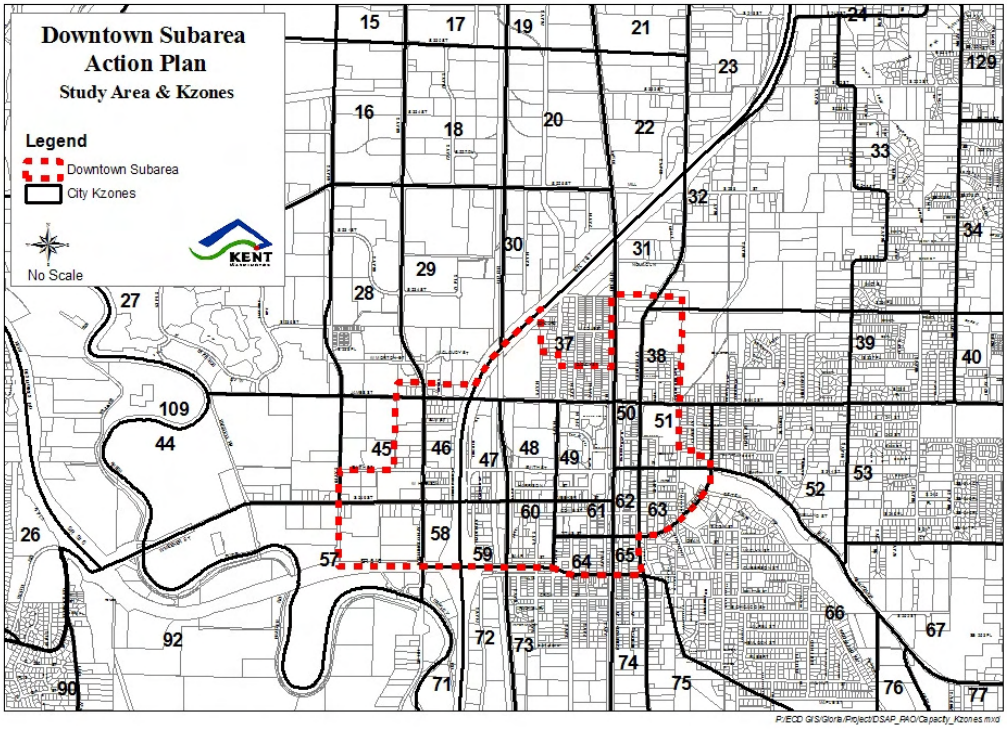

Figure 1: Downtown Subarea Study Area and Kent Kzones.

[2] Refer to the Downtown Subarea Action Plan Draft Supplemental EIS for additional information.

Table 1
2031 Downtown Subarea Growth by Kzone

KZONE	SFDU	MFDU	RETAIL	FIRES	GOV	SVC	EDU	WTCU	MANU	HOTEL
28	148	208	33	2	0	6	0	0	0	0
29	0	68	49	4	0	4	0	0	0	0
31	5	524	90	148	0	109	0	0	0	0
32	255	1689	99	13	0	19	0	0	0	0
37	268	748	37	67	0	94	0	0	0	0
38	331	543	105	57	0	16	0	0	0	0
45	0	1337	174	303	0	45	0	0	0	0
46	0	147	266	331	0	38	0	0	0	0
47	0	0	72	40	0	63	0	0	0	0
48	0	331	74	313	708	78	0	0	0	0
49	0	220	160	167	0	134	180	0	0	0
50	0	22	109	53	0	22	0	0	32	0
51	49	339	75	19	0	47	88	0	0	0
57	50	1962	265	233	322	82	0	0	0	0
58	0	20	136	11	0	15	0	0	0	0
59	0	482	15	197	0	119	0	0	0	100
60	0	414	59	165	0	42	0	0	0	0
61	0	67	197	286	513	17	0	0	0	0
62	0	34	128	38	0	27	0	0	0	0
63	17	247	182	455	50	107	0	6	0	0
64	11	30	25	67	0	11	0	0	0	0
65	4	91	74	8	0	32	0	0	14	0
TOTAL	1,138	9,523	2,426	2,977	1,593	1,125	268	6	46	100

TOTAL HOUSING	**10,661**
TOTAL EMPLOYMENT	**8,541**

Table 2
2031 Downtown Subarea Planned Action Growth by Kzone

KZONE	SFDU	MFDU	RETAIL	FIRE	GOV	SVC	EDU	WTCU	MANU	HOTEL
37	268	748	37	21	47	94	0	0	0	0
47	0	0	72	9	31	63	0	0	0	0
48	0	331	74	310	73	78	0	0	0	0
49	0	220	38	90	48	134	180	0	0	
59	0	482	15	141	56	119	0	0	0	100
60	0	414	59	149	16	42	0	0	0	
61	0	67	112	193	513	17	0	0	0	
64	11	30	19	67	6	11	0	0	0	
TOTAL	279	2,292	427	979	790	558	180	-	-	100

TOTAL HOUSING	**2,571**
TOTAL EMPLOYMENT	**3,034**

APPENDIX B

VENTURE DOWNTOWN KENT COMMUNITY ENGAGEMENT

A key to the update of the 2005 Downtown Strategic Action Plan (2005 DSAP) was to reach out to the community and engage them in an exploration of what was needed in Downtown Kent to ensure its success. Staff employed various methods to understand what was important, what was missing, and what needed to happen over the next 20 years to attain the vision the community had for the Downtown. This section provides additional details of the community engagement portion of the Downtown Subarea Action Plan (the Plan) effort, including the project's Planning Principles, responses to the staff-conducted interviews, and copies of the web surveys and response summaries. For full survey results, contact the City of Kent Economic and Community Development Department.

Community outreach engaged residents, stakeholders, and visitors to understand their thoughts and opinions about the future of Downtown Kent. The staff-conducted interviews provided the basis for eight (8) Planning Principles adopted by the Kent City Council in June, 2012. A Downtown Steering Committee was formed to guide the project over the course of a year starting in July, 2012. The 13-member committee included business owners, downtown business associations, developers, and citizens who frequent downtown. In July 2012, the city launched the VENTURE DOWNTOWN KENT website to ensure early and continuous information on the project's efforts and progress was accessible. Property owners, businesses, and tenants within the study area, and leadership of the surrounding neighborhood councils were notified by mail of the project's website and the City's interest in knowing what they thought about Downtown.

Based on the project's Planning Principles, the City created a survey to better understand what would make Downtown Kent a more livable place. The first survey was launched on the website in late July, 2012. There were 368 respondents

and over 16,000 words written about what the public thought about the Downtown. A second survey was created based on the responses from the first survey along with input from the Downtown Steering Committee, staff, and leadership. The second survey was launched in November, 2012. People who had responded to the first survey and provided the city with their email were notified of the second survey. The focus of the second survey was to rank possible action items intended to move the Downtown towards a livable, memorable, and economically thriving place. There were 200 respondents to the second survey. The results from the second survey informed the policies and action items found within the Framework for Downtown chapter.

Downtown Subarea Action Plan 2012 Update
Planning Principles

1. **Memorable Downtown Experience**
   The plan will help to make downtown Kent an extraordinary place whether one lives in downtown or comes to shop or visit. It is attractive and safe, with year-round activities that contribute to its interest. It is the heart of Kent.

2. **Economic Vitality**
   The plan's proposed actions will contribute to the economic vitality of the downtown. Downtown should provide a mix of service and retail businesses that are important to the local community, including those who reside in downtown. The success of business in downtown is key to the area's future growth.

3. **Urban Livability**
   The plan will recognize that downtown is a desirable place to live. A variety of housing choices are available, including stylish apartments and condominiums. With well-designed open spaces, convenient services, and entertainment opportunities close-by, downtown truly becomes its own neighborhood.

4. **Pedestrian Priority**
   The plan will strive to create a downtown where the built environment suggests a "pedestrian first" message. It will be easy, comfortable, and safe for those who walk or ride a bike, and there will be strong connections to surrounding neighborhoods.

5. **Enjoyable Outdoor Space**
   The plan will encourage a system of public as well as private outdoor spaces that enhances the downtown experience for people. Larger open spaces and small pocket parks combined with urban plazas, passageways, sidewalk cafes, and other outdoor opportunities add another dimension to urban living.

6. **Neighborhood Compatibility**
   The plan seeks to connect surrounding neighborhoods with the activities and opportunities of downtown. The transition in urban development from downtown to its surrounding neighborhoods should be gentle and gracious.

7. **Environmental Sustainability**
   The plan should seek to minimize adverse environmental impacts. Best practices for sustainable building and land management should be part of the plan.

8. **Commitment to Implementation**
   The downtown planning effort should include an implementation strategy that leads to the fulfillment of the vision.

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Summary of Interview Results:

DOWNTOWN KENT STAKEHOLDER INTERVIEWS

by
Fred N. Satterstrom, AICP
Planning Director
City of Kent

September 1, 2011

Downtown Kent Interviewees

Prior to undertaking an update of the City of Kent's Downtown Strategic Action Plan (DSAP), I decided to interview a number of stakeholders in order to get a better understanding of issues and expectations. Between April 28 and July 25, 2011, I interviewed 25 persons who I would categorize as "downtown stakeholders." Downtown stakeholders consisted of property owners, merchants, realtors, business organization representatives, and downtown shoppers as well as the Department directors of the City's Public Works and Parks Departments. The interview was built around 15 questions ranging from issues as broad as peoples' visions of downtown Kent in 20 years to specific questions about parking, public art, open space, economic vitality, redevelopment, etc. While the questions provided a common framework for each session, the interview itself generally came off as a friendly and free-flowing discussion of ideas and hopes.

I want to thank the persons listed below for participating in the interviews. I sensed a genuine enthusiasm in their willingness to take part. No one canceled an appointment with me and no one was late. It seemed like I touched upon one of their favorite subjects.

Barbara Smith, KDP Ex. Director
John Hinds, Kent Station Manager
Jeff Watling, Kent Parks Director
Tim LaPorte, Kent PW Director
Kirk Davis, GRCC
Bruce Anderson, Property owner
Todd Anderson, Property owner
Mike Miller, Valley Bank
Mike Hanis, H-I-P Law Firm
Sue Froyd, Merchant
Chad Gleason, Commercial Real Estate
Suzanne Cameron, Around-the-Clock
Dawn Colston, President, KDP
Mark Handman, Wild Wheat
Pat Ensign, Pat's Bar & Grill
Frankie Keyes, Property owner
Lark Ohta, Shopper
Dave Hokit, Curran Law Firm
Dana Beckley, Investor
Kent Morrill, Property owner
Mark Albertson, Albertson Law
Dee Smith
Rita Bailie
Barbara Hallock
Pauli Shaffer

What follows is a summary of over 50 hours of interviews. I apologize in advance for any key specific piece of information or insight I may have excluded.

SUMMARY OF RESPONSES TO QUESTIONS

1. What is your vision for downtown Kent 20 years into the future?

Overall, there is a fairly consistent vision for downtown Kent into the future. It is a positive vision of an economically vibrant and socially active downtown.

In physical terms, it is taller and more dense than it is today, with buildings ranging from 3 to 5 or 6 stories. Most describe this environment as pedestrian-scale. A few envision downtown with buildings as tall as 10 to 20 stories. Certain existing historic buildings have been retained, and the built environment is clean and well-maintained. Downtown streets are "pedestrian friendly," with safe and well lighted sidewalks.

From a use perspective, the most noticeable difference is that there are many people living in downtown. Urban residential living units, both apartments and condominiums, have become a smart housing choice for transit-oriented commuters or those who simply want urban amenities. These new residents now populate the streets both day and night. Residential use has occurred in a mixed-use configuration, where living units are situated above retail and professional office uses at the street or ground level. Much of the parking is structured because land values have escalated and structured parking is now cost-effective.

With new residents living in downtown, there are new customers for downtown retail businesses. As a result, certain uses which cater to these new residents – such as restaurants and specialty retail shops – have flourished. There is a wide mix of businesses, with different kinds of retail stores as well as a complement of professional and business offices. The regional draw of downtown has given rise to hotel and convention center space. Downtown open space and parks have a heightened importance; they play an integral role in the everyday life of downtown residents while providing an opportunity for businesses.

Downtown has become a "place to go," a "gathering place" for a socially diverse population. There is more night life in downtown, a product of new residents and the emergence of entertainment activities. In the words of one interviewee, downtown has become "a fun place to be."

Note: For a further discussion of how housing fits into the vision for downtown please see the answer to Question #7 on p. __.

2. What do you see as the main challenges to realizing your vision?

The economy played a role in responses to this question. The general optimism about downtown and its future was tempered to some degree by a slowed economy. Nevertheless, it was quickly noted that little could be done about the state of the economy and that there were other challenges over which there was more local control.

Several interviewees mentioned that Kent and its downtown have an image problem. They detected a negative regional view or impression of Kent that has to be overcome. The image problem is exacerbated by the number of vacancies in downtown storefronts, the unfinished Springboard garage, as well as the media's portrayal of Kent as an unsafe city. They felt it is a reputation that is undeserved and has to be dealt with through education, marketing, and other efforts.

A host of other issues were cited as posing a significant challenge to their vision. It was noted that there is competition from other cities for the same type of development – urban residential, entertainment, lifestyle shopping areas - that Kent covets. In order to attract certain development, Kent has to demonstrate that it has advantages and opportunities that other cities like Renton, Covington, and Federal Way do not. The circulation constraints of the two railroads in downtown with their attendant noise problem were cited as limiting factors. Further, some interviewees observed that certain property owners are unwilling to invest in improvements to their buildings; they would "rather keep it empty" than invest money in their buildings.

3. ***What are the opportunities you see that downtown Kent could capitalize on?***

In answering this question, everyone seemed to subscribe to the realtor's creed about success being related to "location, location, location." Downtown's location in the Kent community, centrally located on the Valley floor equidistant to East and West Hills, was cited as an asset. Kent's location in the region, located midway between Seattle and Tacoma with great accessibility by road, highway, transit, and rail, was recognized as important to downtown's ability to attract new businesses and residents. The commuter rail garage and transit center make downtown a hub of transportation.

Kent Station was cited many times as providing a "regional draw" to the area, something on which downtown should capitalize. Kent Station was seen as an attractive amenity as well as a shopping center, and further connections should be made to tie this area to the historic core. ShoWare Center, too, was seen as bringing visitors to the area who might not otherwise come here, providing a marketing opportunity for downtown businesses.

It was interesting to note how many times interviewees simply stated that it was great for Kent to have a downtown - a downtown district that everyone, without argument, agreed was the core area…the "heart" of the city, if you will. One person said, "You can't find it anywhere else in the city." Downtown has been around for

over 100 years, it's walkable, and has all the advantages of a shopping mall without the mall.

4. ***What do you feel could be done to increase the economic vitality of downtown? Are there "missing" uses in downtown?***

Responses to this question were all over the map. Some were rather simplistic like offering business training to merchants; others were more complex and daunting such as improving the image of downtown (and the City). There were a couple of themes, however, that threaded their way through responses. The first was to get people to live downtown through the development of market-rate condominiums and apartments. With a greater density of population living in downtown, there would be a greater demand for local goods and services. This demand would help existing businesses as well as create a market for new ones. The second theme was that the City would continue to be a partner in getting things done in downtown. It was felt the City could help economic development in downtown by partnering with KDP to recruit new and retain existing businesses, keeping its own operations in downtown, and making certain changes to ordinances and regulations to allow for the most beneficial use of downtown properties.

5. ***What redevelopment opportunities do you see?***

The most common response to this question was to redevelop the abandoned garage site at 4th Avenue and Smith Street, the former Springboard garage site. Virtually all those who mentioned this site felt it should be redeveloped with urban residential or mixed use. Residential condominiums were preferred, but market-rate, "quality" apartments were also a good alternative. Several interviewees felt the abandoned garage site had a blighting effect on the rest of downtown, further eroding the image of downtown as a viable place to do business.

Another potential site for redevelopment that was mentioned often is the area at the southwest corner of 2nd Avenue and Meeker Street where three buildings were burned to the ground in 2006. It was felt this site is a critical location in the center of downtown and it should have priority for redevelopment. Mixed use was thought to be a viable use for this site as well. Similarly, the City-owned properties along Naden Avenue were also thought to be a suitable area for mixed use.

There were several individual buildings or parcels that were thought to be ripe for redevelopment , including the BNSF train depot, 105 Building, Post Office Building, and the old IOOF Building.

6. ***Are there any uses currently located in downtown (or that could potentially locate here) that you would not want to see?***

Collectively, most interviewees were fairly tolerant or inclusive when it came to answering this question. One person offered the following: "Kent is so diverse that it requires unique uses to serve everyone." But, when prompted to think further

about it, they did have some preferences, and several interviewees stated they desired a "family friendly" downtown.

Among the uses that respondents did not want to see were adult entertainment uses, pawn shops, bail bonds, tattoo parlors, packaged liquor sales, and expansion of work release at the Regional Justice Center. Also, there was a general consensus that downtown already had enough senior and low-cost apartment units and "…too many second-hand stores." One person stated, facetiously I think, that they wanted "no more banks."

Though it was not asked, many offered suggestions on uses they wanted to see in downtown. At the top of the list was a grocery store (like Trader Joe's) that could provide food and other goods to those who lived downtown. Other uses that were high on the priority list were: good restaurants, wine shop, general merchandise store (department store), and entertainment opportunities.

7. ***Does housing fit into your vision of downtown Kent? If so, what does it look like and what importance is it to downtown?***

Nearly everyone was in agreement on the answer to this question. Yes, housing not only fit into their vision of a future downtown Kent but it was an essential element in that vision. It mattered little whether they were apartments or condominium units. But, they had to be "quality" units. In terms of building height, the housing structures were between 4 and 5 stories, some even said 10 to 11 stories, with mostly structured parking. There was a mix of styles and project sizes which helped to give them an identity. The addition of these residential units "…reshaped the look and feel of downtown."

The majority of interviewees felt that additional residents downtown would provide additional customers for downtown stores and restaurants, increase the sense of security (more eyes on the streets), and help to revitalize the downtown area. One stated, "Downtown residents are key to retail viability," while another offered, "It's not just a good thing, it's a critical thing."

8. ***How important is historic preservation to downtown? If you think it is important, what types of things would you like to see preserved?***

Responses to this question were quite divided. About half of all respondents thought that historic preservation was important, but didn't think there was a lot to preserve in downtown Kent that was architecturally significant. They felt some of the oldest buildings were not well-maintained, that it was costly to restore or retrofit such structures, that the buildings were susceptible to earthquake damage, and that historic preservation regulations may get in the way of their re-use. While some interviewees would "honor" the historic nature of these buildings, they may favor the development of a new project that requires the building's demolition. One person summed it up by saying each case should be considered on its own merits.

On the other side of the coin were those who felt that historic preservation was fundamental to "placemaking." They felt the preservation of certain areas or structures in downtown helped to define the community and added "charm" to the area. One person stated that history "cannot be re-created." Meeker Street and especially First Avenue (between Gowe and Titus Streets) were most often cited as the areas where preservation efforts should be concentrated. As far as buildings are concerned, the ones mentioned the most were Titusville Station, the Creamery building, and the Post Office.

9. ***Do you have a feel for what the current design standards are for new buildings in downtown? Looking at recent buildings (such as Kent Station and Valley Bank), do you think this type of building design is attractive or suitable?***

This question turned out to be a complicated one. It was intended to ferret out people's attitudes about the design of structures built under the City's downtown design guidelines. However, most of the respondents admitted they knew very little about the design standards but if Kent Station and Valley Bank were built in conformance with these guidelines, then their impression of the standards was positive.

Generally, those who were interviewed like the variety of building design that has occurred in downtown. They saw Valley Bank as more traditional in design and Kent Station as contemporary. While they see variety, they also see continuity. Several persons described downtown as "eclectic" in terms of building design and stated that different styles "created a synergy." Whether it was because of the downtown design guidelines or good project architects, the new construction in downtown seemed to meet or exceed their expectations.

10. ***What do you think of the current assortment of open spaces in downtown? Are these open spaces appropriate, sufficient? Are certain types of open spaces missing, in your opinion?***

There were as many opinions about downtown parks as there were interviews. Some felt the parks were wonderful and cozy while others felt they were "tired" and underutilized. Some thought there was a sufficient number of parks and open spaces, while some thought there needed to be more, perhaps even a larger "central park."

There were points of agreement among the respondents, however. Town Square Park was one of them. Most felt this park was a standout and helped to give an identity to downtown. All stated it was well maintained and highly utilized (especially in the summer), and some mentioned that it could benefit by a little more "green."

Other points of agreement included adding picnic tables to certain parks, such as the open spaces along the BNSF tracks. Benches was another. Several persons

thought there should be more benches in downtown, strategically located where pedestrians might wish to rest while shopping or walking around downtown.

There was a general acknowledgement that parks and open spaces are critical elements in the livability of downtown. If downtown Kent hopes to attract urban residents, it must have well-maintained, safe, and appropriate open spaces that lend themselves to a variety of activities.

11. Do you feel safe in downtown? If so, why? If not, why not?

Respondents generally stated they felt safe in downtown. In the words of one person, "downtown is no less safe than any other part of the City." The Police Department with its bicycle patrol of downtown were given high marks for helping to establish a safe environment. One person offered that he "…doesn't have to look over my shoulder" when walking around downtown.

Respondents were aware that Kent and its downtown are not necessarily viewed by the region as safe environs. This was thought to be more perception than reality.

There was an acknowledgment that time of day as well as area of downtown did make a difference in how safe people felt. For example, the transit station on Smith Street was cited by several interviewees as potentially unsafe, especially after dark. Also, certain alleys between Central and Railroad Avenue which were frequented by the homeless were to be avoided at night. Despite these reservations, most interviewees did not think these issues were much different than those in any other urban area.

Respondents felt two things might help as far as downtown safety is concerned. The first was lighting. Certain areas and streets in downtown could be better lighted, either by street lights or by lights on buildings. The second was more people downtown. Adding residential units in downtown would put more people and "eyes on the street," both day and night. Busier sidewalks and streets were thought to be safer.

12. Do you consider the public art in downtown to be an asset? Why or why not? Is it appropriate or sufficient?

If "beauty is in the eye of the beholder," then public art in downtown Kent falls into the same category. Responses to this question ran the spectrum from "there's not enough of it" to "it's a waste of money," from "it's a good start" to "it's better than nothing."

However, there were some points of agreement or consensus. Most felt that public art, if it were substantial enough, could create a draw to the area. Public art that "told Kent's story" was preferable to other art. Variety in artwork was favored, though several felt the murals – particularly those by Danny Pierce – should be expanded. It was noted that public art has not been vandalized (by graffiti) in the past and that it adds culture and identity to downtown.

13. What about transportation? Is traffic congestion a problem? Is there a lack of transit? What about parking?

There was a consensus in the answers to the first two parts of this question, regarding traffic and transit. The third part, regarding parking, sparked quite a different response.

As far as traffic congestion is concerned, most do not feel there is a substantial problem in downtown except for Central Avenue in the afternoon peak hour. This problem is exacerbated by the railroad tracks. Trains passing through the downtown, especially the freight trains which take a longer time to clear the crossing, back up traffic and impede local circulation. In the words of one respondent, the trains "do not make for a good neighbor" with their noise and potential for traffic delay. Nevertheless, the train problem was thought to be primarily a commuter peak hour problem and not generally a major, inhibiting factor for downtown shoppers.

Transit in downtown was viewed to be good. Whether it was Metro bus service, the shopper shuttle, or Sounder commuter rail service, interviewees felt positive about all forms of transit. Several thought this to be a key factor in attracting downtown residential development.

Responses to the parking issue varied considerably. There were those who felt there was no parking issue at all. In their opinion, there was adequate, convenient, and free parking within a short distance to any place in the downtown. They even felt that a parking problem was a "healthy" sign, where lots of customers were competing for a limited number of parking stalls. One person said that a parking problem "was a good problem to have" and another offered that "the sooner we can have a parking problem, the better." On the other side of this issue were a number of persons who felt there was a shortage of easy and convenient parking. The 2-hour limit on parking stalls in downtown was criticized as being too short to allow shoppers adequate time to have lunch and shop for goods and services. The parking problem varied depending on location in downtown. First Avenue and Kent Station were cited the most often; the vacant storefronts on Meeker Street were thought to alleviate any parking problem.

14. What about the street environment itself? Street trees? Street furniture? Street lights?

The streetscape needs some improvement was the consensus response to this question. Street lighting needed to be improved and expanded in certain areas of downtown; pedestrian-scale lighting was favored over taller, cobra-head lights. The general view was that there were not enough benches in downtown, and that the ones that do exist are not in the right places. There were not enough trash containers, and their design was criticized for being impractical. There were also not enough planters on the sidewalks, and several respondents expressed a desire

to bring the hanging planters back. These elements were thought to add a valuable aesthetic element to the overall shopping experience.

While most appreciated the trees in downtown and wanted them extended to areas that did not presently have them, there was a dissenting view. With street trees came the responsibility of dealing with leaves and the partial blockage of business signs.

15. Is the maintenance of buildings (or the lack thereof) a problem from your perspective? If this is a problem, what do you think could be done about it?

Most respondents feel there is a building maintenance problem in parts of downtown, particularly where there are vacant storefronts. It is perceived that property owners are unwilling to invest in buildings when they do not have tenants. This creates a vicious circle, since it is felt that potential tenants may be apprehensive about leasing in such areas. On Meeker Street, where there are considerable vacancies, the problem of building maintenance is pronounced. Some of these vacant storefronts do not screen the windows, and those on the sidewalk have a clear view of the deteriorating conditions inside the building. Several persons suggested window treatments that would screen this view and thereby improve the overall appearance of the building. Some suggested stronger measures be implemented. One of these was the adoption of minimum building maintenance standards, or incentives for the same.

It should be mentioned here that the abandoned garage site at 4th Avenue and Smith Street (currently the subject of a City-sponsored Request for Proposals) was singled out for its blighting effect on all of downtown, due largely to its prominent central location.

KENT WASHINGTON

Kent Downtown Subarea Plan - Survey #1

Select Language

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The Official Website of the City of Kent

Venture Downtown Survey

(Note: This survey takes 9 minutes to complete)

1. Are you a resident of Kent? (Select)

2. What is your age? (optional) (Select)

3. How often do you spend time in Downtown Kent? (Select)

4. Once you are in Downtown Kent, how do you get around town? (select all that apply)
   - ☐ Drive
   - ☐ Walk
   - ☐ Bike
   - Other: _____

5. As a pedestrian in Downtown, how important are the following factors in making that a safe and pleasant experience?

	Not Important				Very Important
Conditions of sidewalks	○ 1	○ 2	○ 3	○ 4	○ 5
Street lights	○ 1	○ 2	○ 3	○ 4	○ 5
Landscaping	○ 1	○ 2	○ 3	○ 4	○ 5
Well marked crosswalks	○ 1	○ 2	○ 3	○ 4	○ 5
Slower traffic speeds	○ 1	○ 2	○ 3	○ 4	○ 5
Traffic lights responsive to pedestrians	○ 1	○ 2	○ 3	○ 4	○ 5
Window shopping opportunities	○ 1	○ 2	○ 3	○ 4	○ 5

More bicycle police	○ 1	○ 2	○ 3	○ 4	○ 5
Other: _____	○ 1	○ 2	○ 3	○ 4	○ 5

6. Do you feel safe in Downtown Kent in the evening? (Select) Why? _____

7. Which of the following would cause you to spend more time Downtown? (select all that apply)
   - ☐ Shops open after 5 pm
   - ☐ Variety of restaurants
   - ☐ Small venues with entertainment
   - ☐ Events
   - ☐ Safe parks
   - ☐ Police presence
   - Other: _____

8. Could you see yourself someday living in Downtown Kent? (Select)

9. If you were thinking about living in Downtown Kent, how important are the following factors?

	Not Important				Very Important
Variety of Businesses and Services	○ 1	○ 2	○ 3	○ 4	○ 5
Quality of Architecture and Building Materials	○ 1	○ 2	○ 3	○ 4	○ 5
Variety of Housing Opportunities	○ 1	○ 2	○ 3	○ 4	○ 5
Open Green Park Space	○ 1	○ 2	○ 3	○ 4	○ 5
Tree Lined Streets	○ 1	○ 2	○ 3	○ 4	○ 5
Places to be with Friends	○ 1	○ 2	○ 3	○ 4	○ 5
Sidewalk Cafés	○ 1	○ 2	○ 3	○ 4	○ 5
Adequate Parking	○ 1	○ 2	○ 3	○ 4	○ 5
Efficient Traffic Flow	○ 1	○ 2	○ 3	○ 4	○ 5
Access to Public Transportation	○ 1	○ 2	○ 3	○ 4	○ 5
Variety of Entertainment and Events	○ 1	○ 2	○ 3	○ 4	○ 5
Quiet the Noise from Trains	○ 1	○ 2	○ 3	○ 4	○ 5

Redirect Commercial Trucks away from Downtown ○ 1 ○ 2 ○ 3 ○ 4 ○ 5

10. If you lived in Downtown Kent, what sort of housing would you want to live in?

(Select)

11. In your opinion, what big changes need to happen to make Downtown Kent an even better place than it is today?

12. If you would like to be informed of the progress of our downtown planning efforts, please give us your email address (optional):

Submit Form

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Kent Downtown Subarea Action Plan

Venture Downtown Survey #1 - Summary

368 Respondents

Field	Value	Count	Percent
Age	<20 yrs	4	1.1%
	>69	23	6.3%
	20-29	22	6.0%
	30-39	63	17.1%
	40-49	77	20.9%
	50-59	80	21.7%
	60-69	90	24.5%
Do you feel safe downtown in evening	(Select)	19	5.2%
	No	160	43.5%
	Yes	189	51.4%
How do you get around downtown	Bike	25	6.8%
	Drive	251	68.2%
	Walk	274	74.5%
How often do you spend time downtown	(Select)	4	1.1%
	Fairly Often	103	28.0%
	Nearly Daily	104	28.3%
	Occasionally	67	18.2%
	Often	64	17.4%
	Rarely	26	7.1%
Important Living Downtown Adequate Parking	1	3	0.8%
	2	14	3.8%
	3	37	10.1%
	4	97	26.4%
	5	170	46.2%
Important Living Downtown Architecture	1	9	2.4%
	2	11	3.0%
	3	58	15.8%
	4	115	31.3%
	5	131	35.6%
Important Living Downtown Business Variety	1	4	1.1%
	2	3	0.8%
	3	35	9.5%
	4	99	26.9%
	5	179	48.6%
Important Living Downtown Entertainment	1	10	2.7%
	2	12	3.3%
	3	68	18.5%
	4	108	29.3%
	5	121	32.9%

Important Living Downtown Green Space	1	4	1.1%
	2	19	5.2%
	3	50	13.6%
	4	109	29.6%
	5	141	38.3%
Important Living Downtown Places for Friends	1	1	0.3%
	2	11	3.0%
	3	35	9.5%
	4	121	32.9%
	5	155	42.1%
Important Living Downtown Redirect Trucks	1	19	5.2%
	2	33	9.0%
	3	48	13.0%
	4	85	23.1%
	5	135	36.7%
Important Living Downtown Sidewalk Cafes	1	12	3.3%
	2	14	3.8%
	3	56	15.2%
	4	95	25.8%
	5	145	39.4%
Important Living Downtown Traffic Flow	1	3	0.8%
	2	9	2.4%
	3	55	14.9%
	4	118	32.1%
	5	137	37.2%
Important Living Downtown Transportation	1	18	4.9%
	2	24	6.5%
	3	69	18.8%
	4	87	23.6%
	5	123	33.4%
Important Living Downtown Tree Lined Streets	1	10	2.7%
	2	38	10.3%
	3	81	22.0%
	4	92	25.0%
	5	102	27.7%
Important Living Downtown Variety Housing	1	12	3.3%
	2	10	2.7%
	3	62	16.8%
	4	110	29.9%
	5	123	33.4%
Important Ped Safety Factors Bicycle Police	1	18	4.9%
	2	30	8.2%
	3	108	29.3%
	4	93	25.3%

	5	102	27.7%
Important Ped Safety Factors Crosswalks	1	1	0.3%
	2	9	2.4%
	3	44	12.0%
	4	102	27.7%
	5	208	56.5%
Important Ped Safety Factors Landscaping	1	9	2.4%
	2	20	5.4%
	3	87	23.6%
	4	159	43.2%
	5	87	23.6%
Important Ped Safety Factors Other	1	2	0.5%
	2	1	0.3%
	3	7	1.9%
	4	9	2.4%
	5	40	10.9%
Important Ped Safety Factors Sidewalks	1	3	0.8%
	2	9	2.4%
	3	35	9.5%
	4	131	35.6%
	5	186	50.5%
Important Ped Safety Factors Slower Traffic	1	16	4.3%
	2	43	11.7%
	3	104	28.3%
	4	96	26.1%
	5	106	28.8%
Important Ped Safety Factors Street Lights	1	5	1.4%
	2	8	2.2%
	3	30	8.2%
	4	116	31.5%
	5	206	56.0%
Important Ped Safety Factors Traffic Lights	1	7	1.9%
	2	16	4.3%
	3	72	19.6%
	4	119	32.3%
	5	150	40.8%
Important Ped Safety Factors Window Shopping	1	13	3.5%
	2	30	8.2%
	3	75	20.4%
	4	122	33.2%
	5	123	33.4%
Living Downtown Quite the Train Noise	1	33	9.0%
	2	38	10.3%

	3	67	18.2%
	4	55	14.9%
	5	130	35.3%
Resident Of Kent	(Select)	0	0.0%
	No	71	19.3%
	Yes	297	80.7%
Someday living in downtown	(Select)	10	2.7%
	No	208	56.5%
	Yes	150	40.8%
Type of Housing Wanted Downtown	(Select)	27	7.3%
	Apartments or Condominiums over Ground-floor Retail	149	40.5%
	None of the above	49	13.3%
	Stand-alone Apartments or Condominiums	49	13.3%
	Townhouse	94	25.5%
Would spend more time downtown if	Events	192	52.2%
	Police presence	197	53.5%
	Safe parks	170	46.2%
	Shops open after 5 pm	241	65.5%
	Small venues with entertainment	200	54.3%
	Variety of restaurants	266	72.3%

Kent Downtown Subarea Action Plan
Unedited Community Comments from Survey #1

RESIDENT

No Age:

You need to re-think your survey. What is important to me DOES NOT MEAN I want the City of Kent to anything about. The City of Kent should provide basic services and let the free market economy and the citizens of Kent create the solutions.

Commuter traffic through James Street and Central Avenue (East Valley Highway) need improvement. I try to avoid downtown Kent at these times because of the high volume of traffic on these streets.

Incentives to get empty nesters, retirees, and singles to live downtown and develop a vibrant and eclectic community.

it seems to me there needs to be creatvie mix of business perhaps a way to encouage small entrepreneurs to sell their wares. It needs people ineracting with each other in all sorts of activities to eat to play to make things together and for the city to stimulate and reach out to help that happen

needs all of the above answers

Restrictions on building height. I grew up in Ballard and in recent years the construction of huge highrise living spaces that have no street setback have totally ruined the ambiance of the small area.

< 20:

Kent Station and Historic district need to be better connected. The plaza currently serves more to separate the area than function, as I presume it was intended, like a "town green." It seems to me the biggest obstacles to that are pedestrian unfriendly W Smith and the fact that the plaza is surrounded by streets, instead of buildings.

Patrol needs to be spread out more and increased. More clean and safe parks. More cheaper places to go. More events. More local band performances.

Safety Guards and Police Officers need to regulate gang activity. Being in Kent after it gets dark is a bit frightening- I would never let my kids or my family be down there during that time of night.

20-29:

more quality restaurants

High rises

I think Kent is extremely diverse and we need to embrace that. Rather than trying to create another U-village we need a diverse place that is acceptable and affordable to all cultures in the Kent Valley. Kent Station shouldn't just be for white rich folks.

Maybe a renovation - some of the older businesses are not appealing and look so run down... I think it would really benefit the city as a whole.

More areas like Kent Station

Some parts of downtown Kent look really run down and almost on the trashy side. It would be nice to make the city look not so run down and give it some life again. I would also like to feel safer and have more cops that are out to protect.

The buildings need to be renovated, so it feels cleaner and newer in historic downtown. Right now, there is too much contrast between Kent station and the Historic district. We also need more resources for the homeless community. If we can offer them better shelters and places to eat and clean up, they will not come around begging for money. They are wonderful people and are definitely part of our community, so we should find a way to help them out rather than pushing them out.

The security downtown is pitiful. I've been assaulted and nearly mugged by mentally unstable homeless junkies at the bus stations, and I won't even go near the library anymore as it constantly reeks of body odor, piss, and pot smoke.

There needs renters for all the vacant space. The vacant space gives it a depressing atmosphere so it is more lively.

There needs to be more effort to reduce crime. In the evening there are a lot of young gang members loitering around downtown. As a female, I don't feel safe walking around downtown at night, away from Kent Station. There is great police and security presence at Kent Station, but not throughout the rest of downtown. We need a facility for the homeless near downtown, so they wouldn't be forced to sleep on the sidewalks on near store-fronts. As it is now I would never consider living in downtown.

Some parts of downtown Kent look really run down and almost on the trashy side. It would be nice to make the city look not so run down and give it some life again. I would also like to feel safer and have more cops that are out to protect.

There needs to be more shops and restaurants. Also, it would be nice to have bike lanes and places to safely park and lock up my bike while I enjoy down town Kent.

Better nightlife and more things to do inside in the winter.

30-39:

get rid of loiters outside of library, encourage more businesses to rent space downtown, make roads more pedestrian friendly with overpasses or better lights

More police officers, specifically the bike cops

Where the "Parking Garage" structure was taken down, put in it's place a really NICE park w/ green space and a Big Toy for my kids. The part of the park that exists is nice but gets boring after 10-20 minutes.

more shopping & restaurants

I currently live in the north park neighborhood just north of kent station-- I walk my child and dog through downtown everyday. The intersection of james and fourth is a very busy one for pedestrians and it needs to be better patrolled by police. I am super aware of my surroundings when I walk through and have been nearly hit many many times when I had the right of way with a pedestrian light. Also-- codes being enforced in the northpark neighborhood would make the neighborhood look better. When trying to entice people to buy townhomes/condos in downtown there needs to be assistance in making the existing neighborhoods look better. In Northpark our sidewalks are old and crumbling, there is no curb and drainage could be improved. changes in making our neighborhood look better will help "sell" the downtown area to higher priced condos/townhomes. The majority of residence in our neighborhood want to help and make our neighborhood look better. I hope that as kent's downtown vision is created we do not forget to work with the existing residence in the neighborhood in making the current living spaces more enticing before adding more housing to the mix. Forgetting about the North Park neighborhood as well as the neighborhoods near the police station and south of willis will not make the down town as a whole a valuable place to live.

There needs to be some revitalization of downtown Kent. The place doesn't have a lot of great shopping--it's mostly small ethnic markets and little trinket stores. Something more like Kent Station would be really great--I spend a lot of time at Kent Station, and would spend more time in Downtown Kent if it were more like Kent Station, because I like giving my money to local establishments (versus national chains), and I visit Wild Wheat quite often. But I have no interest in bead shops, overpriced yoga/pilates, used bookstores, etc. I think our downtown should look more more like First Avenue, with the restaurants and the bars--it's the only street that has people on it after 5 pm. Some trendier shopping would be good, too. Antiques stores just don't cut it.

Kent has a large homeless problem. As a parent I don't feel comfortable taking my kids to the library due to this or even some of the parks. There is also a lot of adolescents that hang around in groups smoking and making general disturbances. There seems to be a lot of graffiti and gang activity also. The older part of downtown needs to be torn down and rebuilt. The outer architecture should reflect the history of older kent but the buildings need to be built to current standards and allowed to be higher.

Apartments or condos need to be high end and above market rentals in order to attract people more likely to spend money at businesses and be involved in the community. I'd be concerned if the housing is below market rates as it is more likely to result in problems now being faced by many apartment communities on the East Hill.

Better lighting, and that includes not just sidewalks, but also all adjacent areas. No dark alleys, doorways, etc. Businesses other than Mexican restaurants and thrift shops would be good too.

There is a huge disconnect between Kent Station and ShoWare and Sound Transit. We can't even think of parking at Kent Station for games, which makes us avoid Kent Station BEFORE games, even for food. Kent Station could do more to attract the people who ride Sound Transit.

Unfortunately there seems to be a sizable transient presence. Just going to the library, I feel slightly unsafe walking from the parking lot to the doors. Once inside, it is lovely, but outside is unpleasant. I don't currently feel safe enough to walk around by myself (I'm a young woman) given the people who mill around. I also would not think about going there in the dark alone. I don't know what the answer to this is but it is a serious issue.

All the violence & gangs bring the city down. I currently live here and hate that almost nightly there is break-ins & thefts all over. Our neighborhood has been a HUGE target lately and makes me want to move out of here. We live in one of the nicest parts of the City but the garbage comes to our part to steal from. Also all the homes in downtown Kent need to be updated & have nicer quality homes built. Because the homes are all small & run down/rentals it brings in unnecessary garbage & detracts from what a beautiful city we have here.

Better traffic flow patters. East hill is getting horrendus for traffic and the on ramp to 167 by Washington Ave. More old school houses like a small town environment. Build up the town better using the vacant lot across from Shari's by golf course. Get rid of trailer parks. Perhaps another over pass over the tracks near kent staion that goes directly up to East hill.

I think having more free activities in the park would be a good thing, to help build a better sense of community. There should also be more independent shops and restaurants. Kent Station is mostly geared for teenagers and upper-middle class stay-at-home moms. There is little to interest someone in their early 30s, like me.

More variety of businesses, restaurants and shops open later, enhanced police presence, more community events.

The surrounding parks need to be cleaned up. Not necessarily in downtown Kent, but on the East Hill.

Modifications to traffic flow.

Silence the trains at least at night. No one wants to live with constant noise day and night. As a home owner living near the train it will be the primary reason I move.

Assume that downtown will flourish, and tackle the infrastructure problems (many of which you've got listed above) that would prevent us from being able to support more businesses and consumers

coming downtown. I don't see us attracting a fancy grocery store and a slew of fun retail shops/sidewalk cafes when it's obvious that we can't handle increased parking and traffic demands. I think downtown is looking fantastic. I love the parks, public art, farmers market, I even love the hanging flower baskets! But those aren't the things Whole Foods or PCC will take into consideration, so any real growth is going to require some serious planning & investment.

Better integration of old Kent downtown and Kent Station. Sounder and rail station should not mess up car traffic as badly as it does during rush hour.

Bigger variety of retailers and restaurants like Barnes and Noble

get rid of the gangs and hoodlums

-Grocery Store is needed.

I feel like Downtown Kent really needs to have more of a core downtown area. It seems that right now there's only Kent Station and the Historic area...but other than that there's just a bunch of rundown/empty/random lots that just give downtown Kent a really depressing feeling. I really do think it has a lot of potential and would love nothing more than to see the area turn into a vibrant downtown area where I can walk with my family and feel safe and have fun/healthy things to see and do. I'd love to see a nice grocery store too. It's so sad to me that Safeway is the only option...which is why I choose to grocery shop elsewhere. I'd be more inclined to grocery shop and do my other errands in Downtown Kent if there were better options, especially if they were within walking distance to Kent Station/historic area and if I felt safe walking with my son.

I have been living above a retail store off meeker for 2 years and recently it's become so overwhelming all the people sleeping between cars and in every doorway. It scars me walking behind the library (where I have to park my car) seeing the amount of homeless people and the belongings stashed in bushes and the smells. I have an 8 year d son and I'm considering moving because it seems to be increasing in people and the cder weather will bring them to sneak inside the building Iive in and sleep in the stairwells and next to the dumpsters out back.

I love living in Kent. The downtown area is great but a little on the limited side. When I think of "downtown" I think of Kent station and Showare Center. Most of the shops at Kent Station are on the expensive side (the clothing ones). I think more variety of shops and restaurants would make this area better.

I'd personally like to see better bicycle infrastructure, but having a more pedestrian friendly design is probably more important. The giant oceans of parking aren't conducive at all to actually walking around. You park, do one thing, get in car, drive to another place, park, do another thing, etc.

It seems the homeless population has increased. There is a beautiful park downtown with water but I don't always feel safe ther with the transient population. If the rest of downtown Kent was like Kent Station that would be PERFECT!

It would be nice to see more parks and community events like movies in the park.

Kent is well positioned to become a successful transition town. Kent has all the right ingredients - Farms, commuter rail, education, high tech and local entrepreneurs. This combined in the right way could create a resilient sustainable core. I suggest bringing elements of permaculture to any new development. Integrating local food production, reclamation of compostable materials, and use of alternative energy systems. I also believe Kent should have a business incubator to attract and retain more start-ups, may be in cooperation with Green River Community College or another university. I think a creating a cycle of start up support and moving these businesses at maturation to our existing stock of business and industry buildings, retaining them because we have also built a community they would not want to leave.

Modern buildings with attractive grounds and storefronts.

More restaurants!

Per all your questions, ask yourself, what does Bellevue have?

Programs to get & keep youth off the streets and engaged in safe & healthy activities. Our kids need low cost or free places to hang out, where they can avoid getting into crime, gangs, and unhealthy activities (drugs, sex, etc.), and where they can access services if they need them. The increase in small crimes in the Scenic Hill neighborhood seems to be perpetrated primarily by young people - if they had places to go and things to do that were more positive, I think that would help prevent some of them from getting into crime as a method of getting things they want and of occupying their time.

The homes next to Showare scare people, and the motel/crackhouse next to the train tracks is awful. Replacing some of the dilapidated housing would be #1. Driving out/relocating the residents that cause the issues and make the neighborhood look unsafe would benefit everyone. Following the model of downtown Renton is key.

Traffic congestion must be relieved for getting in/out of downtown. This hinges largely on east/west routes that are not subject to railway traffic.

Upgrades to existing structures, more things to do with family and friends, safer feel

Why go to Seattle or Renton or Tukwila when everything I need is home in Kent. That is the easiest way for me to put it. I really like the variety at the landing in renton and really wish Kent Station had the same while still being unique. I think fixing up some of the older broken down parts of kent would be good while keeping its charm I remember as a child. My husband and I are always looking for new restaurants close to home and are tired of fast food and would love to see a larger variety downtown.

get rid of the gangs and hoodlums

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Silence the trains at least at night. No one wants to live with constant noise day and night. As a home owner living near the train it will be the primary reason I move.

40-49:

As mentioned above - the homeless issue needs to be addressed plus the landlords need to be a little more picky about the type of business that they allow. We have some great shops but also some really sketchy shops. BUT don't become just another mall - don't run the small businesses out of town.

Better atmosphere and culture that is less violent and less lower income. Raise rents, remove old crime-ridden apartments, increase family atmosphere, discourage and PUNISH graffiti offenders, discourage baggy-pants wearing thugs by having a heavily patrolled downtown, and allow trees to mature WITHOUT cutting them down once they get to a majestic age.

Bringing in residences along with increased police presence would create more people being out and about during the day and evening, enhancing the feeling of safety and community. The train noise is an issue, buildings would require extra sound proofing and vibration damping.

Clean up Central Avenue and for the Love of God lure a real pub somewhere in downtown. Good enough food, excellent beer, and good service is not difficult but is apparently impossible in Kent. The blue print is in Seattle and Renton (Whistle Stop, The Collins, The Pine Box, etc.). It's impossible to get a selection of good beers in this town.

Close Ramsay Way to vehicle traffic. Enforce speed limit, get reputation for strict enforcement downtown(like some Eastern cities). Encourage street vendors and performers to add variety and some sort of freshness to downtown offerings. Educate downtown businesses that it is their responsibility to maintain their storefronts and sidewalks. I never see downtown merchants cleaning in front of their stores, and many could use some cleaning. We need some live music venues and place to go after a ShoWare visit to wind down. Offer incentive for someone to develop interurban trail cafe to bring bike traffic and tax dollars to Kent, this would also act as a mini Kent Visitor Center.

Don't be afraid of a little density. Kent Station (both the train platform, and the shopping center) is the best thing that has happened to Kent. Optimize its benefits by including some denser housing downtown, with some ground floor retail on the best arterials (though it should not be a requirement elsewhere). This should include primarily market rate housing at first to create the demand for downtown living - then workforce and affordable housing components could be addressed as part of additional development. Not the other way around. The other concern would be changing the perceived crime problem. The blocks directly east of the train platform, and to some degree the garage and platform/transit plaza itself, have become a breeding ground for drug transactions day and night. Either we could put a zoning plan afoot to redevelop that area along Central between James and Willis with more density (probably more commercial than residential given proximity to tracks), or dramatically increase police presence. Perception is reality, and this contributes to a currently unfavorable perception of downtown safety. Kent Station got us off to a great start. The "bones" are there for something great to grow into over the next 10-20 years if we can plan carefully.

High end condos above retail space. Higher end townhouses. No low income housing. Something needs to be done about the homeless people. It keeps people away from the library, parks,shops, etc. Good restaurants.

Revitalization, need more businesses and restaurants. I bypass downtown to go to Kent Station because of the variety of restaurants and shopping - downtown needs more of what Kent Station offers. The area where the parking garage was going to be built isn't even being utilized. What is happening there? What will you build there now that the parking garage has been removed?

More variety of shopping/venues--more ethnic variety, [maybe really good and affordable Italian, Middle-Eastern, Filipino restaurants--authentic, not "trendy" chain-styles], places that understand many of our folks have food allergies and can adapt to their needs; a grocery like Trader Joe's or an excellent gluten-free bakery. A whole lot more green space or at least some good landscaping plans.

I moved to Kent 2.5 years ago. Living here, the most appealing aspects are:

The biggest thing is more parking we need a public parking garage. To make it Easier to get to events. I live on the Est hill and really like it.

Bike paths and trail systems to link various areas of downtown Kent. (Turn Meeker and Gowe into 1 way traffic with single lane for bikers - Dreaming big!!)
Family centers - aquatice center/YMCA etc

Better integration of historical downtown Kent and Kent Station. Perhaps sandwich historical Kent between Kent Station and new shopping center to south and/or east?

We need parking that lasts for longer than 2 hours. Two hours is not enough time to have lunch and go shopping with friends. If you want more people in old downtown Kent, you need to make parking options better. There is nothing worse than spending money in locally owned businesses and supporting the neighborhood than finding a parking ticket on your car when you go back to it. I rarely go to Kent Station, so I don't want to park there and walk 4 blocks to visit the stores and restaurants that I prefer. Even increasing the time to 4 or 5 hours would leave parking for shoppers available and hinder commuters from parking on the streets.

I am open to lifting the height limit on buildings to 4-6 stories, to create a denser environment. We need more living quarters and a variety of businesses to encourage folks to move downtown. A grocery store, that people can walk to, is a must!

first off let me appluad you on the the Showware center and Kent station! I really enjoy Kent station and the old downtown area by the wild wheat and it would be great if they somehow flowed together more. I love small busines and that areas charm and could use a lift i think... what about allowing some street vendors and street musicians in that area? there is a parking garage in old tacoma in the antique area that allows kids and artist to paint the walls and floors on the weekend and it is an amazing thing to go and watch. the artist and taggers appreciate that they have a place to do it and as a result they are responsable and play by the rules. people love to watch peole being creative..

Make it safer. I do not feel safe being in downtown Kent after dark at all. I have lived in Kent my entire 40 years (East Hill area) and crime is horriable in all areas. The transit station should have not been built so close to Kent Station Shopping. I refuse to take my family to Kent Station after dark.

Less homeless

better pedestrian access, better information on activities/events, more events

Link old downtown Kent to Kent Station. Clearly marked, featured and inviting entrances to old Downtown area. For people driving, giant steel archways over roads from Kent Station, from 4th from Central and HWY 516.

Police presence and beautification of shops. It would be nice to take back the library from the vagrants too. More food and less crafts at farmers market. Get a big name store, like Trader Joes to move in. Kent does not need another thrift store or apartment complex.

We need a Whole Foods or Trader Joe's.

There doesn't really need to be big changes to Downtown Kent, other than affordable housing. People want to live in Kent because it is the way it is, not because we are trying to become like Downtown Seattle.

Except for Kent Station, there are not enough stores or businesses downtown. Weed need critical mass, fewer vacant storefronts, and more shops that appeal to a greater audience (not just a quilting or skating audience, for example. Restaurants and shops often in the evenings would also be nice. Downtown Kent has seen some big improvements, but there are still opportunities -- cleaning up the debris left by the homeless on street corners, picking up litter and drug and alcohol paraphernalia left in parks, parking lots, etc.

City council needs to share vision with residents, businesses, and property owners. Housing crash and affordability issues need to be resolved. Tax base broadened. City budgets are not stable. Schools need improvement to draw in families.

I think it's a fine place as it is. Just seems quite deserted after work hours.

quality retails stores, safety, business friendly

Downtown has extremely limited parking. Any new structure would require adequate parking to be a part of the construction. However, the new planned apartments with retail below will not have enough spaces for the apartment occupants, let alone any retail visitors. Having two bedroom apartments, and allowing for only one parking space per unit is ridiculous, then to only have twenty some spaces for retail? Where will these workers park? Where will shoppers park? Where will the remaining 100 or so tennants park. They surely cant all run around moving their cars every two hours in what is the only available parking in downtown. It is a huge deterent for attracting dedicated workers, as well as why many people do no come into the main downtown area. The city, because it can do what it wants, did not abide by the same restrictions as any other buiding owner would have to. How can the city continue to grow and expect to be a "destination" without some dedicated parking?

expand outward from kent station, showare is an awesome place and it would be cool to have some kind of park/shopping/entertainment all in one place although that would be hard to do because of the existing housing etc. Overall I love kent station, I really never go to the downtown area, nothing really interests me there, it seems like it needs to be updated.

Fewer epty store fronts. More shopping opportunities downtown.

From a resident's interpretation:
Have the carosel running during the day AND evening THROUGH the holidays, as well as through the summer. We have a lot of active parents with small children in this community and the carosel IS a great resource the city isn't putting to good use.

Higher income shops, housing, and jobs that would attract a different crowd. Kent Station is a great start. It would be nice to be able to hang out after work or on the weekends at restaurants or coffee shops that have a welcoming feel to them. There are many businesses in old downtown do not feel enviting.

I think first we need to get a good quality grocer in downtown that would start bringing the people in a bit more- then we add the housing- condos- preferable middle to higher end living- add these above some store front shops that could be beneficial to all would be nice. They have these situations in many cities now- West Seattle/Renton/and many other areas. That would be a huge boost to downtown Kent and bring in the people. We have great public transpiration access and we should build close by and utilize that positive. The existing storefronts need a facelift. Some building owners have done this already and it looks so much nicer. When a street looks run down it is a big turnoff as opposed to a street filled with quaint old buildings that have been kept up with nice flowers and plants along the sidewalks.

It feels like a place that is made for adults. However, the plaza by Kent Station and Library is an improvement in the area of family friendliness. We like to do things with our kids, and anticipate wanting to do things with future grandkids. Things that would make downtown Kent better for us would be a great water park (we love the Federal Way indoor pools/park that is part of their Parks and Recreation center). Would love to see more trees/shade in or by the plaza by the Library. We'd like to see the parking lots improved around Kent Station. We don't know if the gravel lots behind Kent Station are part of the KS property, but would like to see those paved, and improved access in and out of those lots. We were disappointed to hear the parking garage at KS is at capacity and that there was consideration of charging for parking there. For those of us who go to Kent Station for activities or shopping, paid parking would be a disincentive on busy days.

It needs to feel clean and safe. If you venture outside of Kent Station after dark or in the morning, it does not feel safe at all. There are too many drunks and crowds of homeless people at the water park and in old downtown. I can easily walk downtown from my house on Scenic Hill, but I don't feel safe downtown after dark anymore. I constantly see people urinate (and worse) on the streets, even in broad daylight. I can't imagine anyone wanting to open a business in downtown Kent until this problem gets under control. Downtown kent could really be great if we could make it feel safe.

It would be nice to see some specialty stores and cafes in the older part of town and feel safe to visit. One can get tired of the same old offerings. Puyallup has done a great job with their downtown. I will drive to Puyallup just to experience their downtown. I would hang out in Kent more often if it looked more inviting and I felt safe.

I've lived in Kent all my life and there have been so many changes to downtown Kent. It used to be fun to shop on Meeker St at the Golden Blend, JC Penney and Ben Franklin and the antique shops. We need more shops to keep people enticed to go there. Some kind of "anchor" stores. Too many come and go. Shops like a Bartell, a book store, and other variety shops would give folks more to come down there for. We've got a good choice of restaurants, (unfortunately Bittersweet closed), so let's get more shopping and parking and make it more of a destination area.

Keeping commercial vehicles out of the Downtown core is really important. Semi traffic down Central, thru Kent to Auburn is too much and holds up traffic, not to mention that the traffic lanes between James and Willis are very narrow making it dangerous to drive side-by-side. Bike lanes would be really great since so many bicyclist travel through the city on the Interurban Trail. Maybe they would stay if we were more bike friendly.

Kent needs to encourage more small business owners to move in downtown. Especially ethnic diverse businesses and restaurants. People would come downtown and stay several hours at a time if there were more places to dine, drink and watch live music. Maybe an art gallery or two would also be fabulous! Kent Station is a great start at improving Kent, but downtown is in sad shape and needs a cosmetic facelift to attract more people. I do hope that the historical part of Kent is preserved and maybe a theme downtown based on that would be the trick!!

make some of the side streets oneway so it i easier to park and make the fronts of the buildings more inviting with lights and landscape

More events like live music, weekend markets and even daily markets in the summer.

More green spaces. The new water park is nice, but there's no shade around and it's concrete. Arts - galleries, businesses, and things with more high-quality art.
More variety and upscale shopping. Particularly when it comes to living downtown, you need to have the "basics" close at hand. Such as full service grocery store within walking distance. Safway on Washington is too far and the small enthnic stores, while great, do not serve all needs. Other things like laundry/dry cleaning, hardware, an honest to goodness butcher shop, etc. And while we are on the subject of food, an upscale grocery store anywhere in Kent such as Whole Foods or PCC is desperatly needed. As is more upscale dining. Not upscale chain restaurants like Dukes or Ram, which are great for Kent Station, but a variety of smaller venues with good food, seasonal menus that change frequently, etc. I certainly don't mind paying higher prices for great food!!

Needs more parking, sometimes there is nowhere to park! Needs police presence, specially on weekends. Needs more events to happen for people to go down there besides eating and watching a movie. Maybe more family oriented stuff. Better stores like Barnes & Noble, Starbucks too. Housing wise, accessibility to transportation, lighted sidewalks, facilities so that it will be a place where everything is there, no need to go far. Thanks!

Positive - Grocery is the Future. Supercenters are more efficient have more variety and provide better pricing. Walmart or a Costco is needed. Costco is great for employees. Costco provides 1% profit sharing for employees with employee shopping discounts. A happy employee is a happy place to shop at. Negative - A mixed-use development are the WORST!!! The only shops that are in there are 7-Eleven type shops, an overprices Hair and Nail center, a Video Store, a cheap clothing or boutiqe store with OVERPRICED Rent and prices for customers. One of the WORST solutions to promote tax revenue and comfortable living. Positive - Hotels bring are doing HUGE investments right now considering the lack of jobs available. Hotels are going to great over the next 5 years considering how many people are moving around to find work. Hotels pay huge Water and Energy taxes to move in and to sustain. Positive - YOU NEED TO HAVE A PLACE FOR THE 13-18 year olds. KEEP THE KIDS ACTIVE AND OFF THE STREET MAKES A SAFER AND HEALTHIER ENVIRONMENT. Negative - Ice Skating rings are a drain on the Water. Too expensive to run and a waste of the most important natural resource we have on our planet. Negative with a Positive. Many vacant retail shops on Meeker Street. P-The Building need a Face Lift. Positive - If you want to increase housing, it's best in a Historical Community. People that buy homes in Historical Communities have a preservation mindset. You need an Enclosure for the people at Kent Station standing outside in the rain waiting for their train. Just to name a few things.

Safer pedestrian access from the core to the radius neighborhoods (within 1/2 mile of core). It has been improving, but lighting combined with heavy traffic can make for dangerous pedestrian travel. Reduction in train noise would be very helpful as it can be very uncomfortable being near the core when the trains blow through town.

The downtown area currently has a limited selection of clothing stores especially mens clothing. For downtown Kent to be more of a live/work/play area we need a grocery store with good selection. Kent commons has some limited fitness opportunities. Better marked routes to the Interurban and Green River bike trails.

The homeless/transient population needs to improve. Whether they are harmless or not, their presence envokes fear in some people and makes the downtown area less desireable.

The old train station -- the *original* Kent Station, should be renovated, perhaps into a restaurant. (I'm thinking of Bert Grant's brewpub in Yakima -- the first in Washington state -- as an example.) The current parking lot could be converted into more of a square. Even turning this into a railway museum would be an improvement from the negative space it is today.

There are a lot of questionable people in the library, the parking lots, on the sidewalks and in the housing areas near Downtown and up on 104th. It's also very rundown, and while I'd like to check out Canyon park, I've heard it's a bad place to go. I occasionally go to the Farmer's Market and sometimes to a movie at Kent Station. But when I go to the movies at night, I don't walk through certain parts of Kent Station because people have told me it's unsafe and I believe them since there are a lot of loiterers. I also used to go to GRCC for a few classes, but when I swung by there a few months ago to pick up some paperwork for a continuing ed class I noticed they also had acquired the kind of "guard station" attitude you get working in an undesirable area. Maybe it's the presence of the Social Security administration (with all their guards and only one allowable way in). Maybe if you worked to make it safer (word gets around), with less dark places, safer parks, fewer alleys. And more useful stores (little boutiques like Apple and Ann Taylor are great for occasional shopping, but Target/Walmart/Safeway and Home Depot are where you can never find parking because of the sheer volume of people inside) I'd rethink my objections.

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More variety and upscale shopping. Particularly when it comes to living downtown, you need to have the "basics" close at hand. Such as full service grocery store within walking distance. Safway on Washington is too far and the small enthnic stores, while great, do not serve all needs. Other things like laundry/dry cleaning, hardware, an honest to goodness butcher shop, etc. And while we are on the subject of food, an upscale grocery store anywhere in Kent such as Whole Foods or PCC is desperatly needed. As is more upscale dining. Not upscale chain restaurants like Dukes or Ram, which are great for Kent Station, but a variety of smaller venues with good food, seasonal menus that change frequently, etc. I certainly don't mind paying higher prices for great food!!

We need to turn around the downtown mental state that it is old and not a place to go. We need new ownership of shops and buildings to bring in incentive to change and grow. We need to control homelessness, we need to add activities and we need to start acting like we are a big city- we are no longer the farming town south of Seattle.

The homeless/transient population needs to improve. Whether they are harmless or not, their presence envokes fear in some people and makes the downtown area less desireable.
Safer pedestrian access from the core to the radius neighborhoods (within 1/2 mile of core). It has been improving, but lighting combined with heavy traffic can make for dangerous pedestrian travel. Reduction in train noise would be very helpful as it can be very uncomfortable being near the core when the trains blow through town.

Have the carosel running during the day AND evening THROUGH the holidays, as well as through the summer. We have a lot of active parents with small children in this community and the carosel IS a great resource the city isn't putting to good use.

More information about the jail; what time of day are prisoners released, what kind of prisoners are in there, when are visiting hours and should I be afraid of the visitors too? Where do criminals or soon-to-be-charged criminals park to go to court there? City of Kent should consider cameras at the Kent Station to better deter bad behavior.

More events like live music, weekend markets and even daily markets in the summer.

50-59:

Add free and low cost activities for kids and youth. A youth center would be a great addition and is much needed.

An array of ethnic businesses, restaurants and entertainment

Better place than it is today? What part of downtown Kent are you referring to? Other than Kent Station during early morning daylight hours only, most of it looks like some third world hellhole, complete with all the human trash that inhabits those third world hellholes. You want to make Downtown Kent "an even better place than it is today"? Get rid of the trash by any means necessary.

Business infill, a drugstore, maybe a closer grocery store, LOTS more restaurants - more breakfast/lunch places as well as dinner venues. We are lacking daily-type stores for everyone to visit. Nail stores are great but not a daily go-to place; need haircutters for everyone. What about a candy store? There also are not any near cleaners. What about a shoe store??

a better police presents around the library and adjacent park by the railroad tracks

control and removal of the gangs is number 1. I no longer even go to cornacopia days because of the gang activity - it is not safe. Revitalization of downtown is number 2. outside of the kent station, intimate pilates & rain & co and wild wheat - our city doesn't have much to offer. A grocery would be good - like an italian market or a mom and pop store that we could support.

Control Homeless population and street crimes

convenient parking for historic district, perhaps Harrison street could be a one-way street with angle parking on either side. Or pedicab service from outlying parking areas. Live performance community theatre would be awesome! It could also serve as a venue for smaller concerts and stage acts that don't require a place as big as Showare (about the size of the Met Theatre in Spokane).

Downtown Kent just seems so dark and run down. Tired is the best way to describe. I don't know how you fix this. I like Kent Station but that is limited. I like that we have ShoWare - an ice rink - a place to hit some balls (golf or baseball). I do ride a bike and fear very few streets but prefer the quieter ones. I take the train to work or ride the trail to Tukwila / Seattle by bike. Kent is perfectly located. I like that we are a city that is actually trying and I appreciate it. On a narrow minded point - religious refugees - I'm tired of them. I am willing to help those who want to help themselves, but not those trying to have me conform to them.

Downtown Kent needs better grocery shopping, ideally an upscale market like Trader Joes -- preferably in the blank space currently between Smith and Meeker, and a year-round indoor farmer's and flea market like the public market at Pike Place in Seattle to draw train commuters to stick around and do their marketing, and to make living in downtown more plausible.

draw crowds away from kent statopn and into othe neighborhoods.

Either shoot Kent with some finacial development dollars, or just shoot(kill) it.

Eliminate low quality signage + storefront design - establish + enforce guidelines for these

get rid of homeless and halfway house, too many of them came out from jail and hanging around down town. (put them some where else.)

get something built in the area that was partial built and torn down. More places open on Sundays and until 8 or 9. Not sure how you would get Kent Station/ Showare people to walk a few blocks to the downtown area. Perhaps a very well lit pedestrian pathway that is lined with art/plants/ enjoyable thing to look at (benches and such.) Make more parking for 3+ hours..a movie and dinner can take a while.

I do not go downtown in the evenings especially on a Friday night or weekends. Too much fighting and yelling between people going on. I would like to be able to stroll in the evening do some shopping and not worry about a gang of people chasing each other. Thanks!

need to connect Historic downtown with Kent Station. Need a smooth transition between the two.

Less gangs, less crime, no homeless shelters, no halfway / recovery houses, better street lighting, police presence

More police presence in the parking area. Less kids in the shadows after dark. Makes me scared!! Better parking. Have to park a long distance from where I need to be. More/better handicap parking would help.

More shopping, more available FREE parking, rerouting major traffic around town rather than through the center, lower speed limits and better timed traffic lights. Pedestrian crossing OVER train tracks to prevent fatalities, better crossing barriers at train tracks.

More streets like Meeker and 1st. More restaurants. At least one rail underpass or flyover near downtown.

Needs some type of grocery store/specialty grocery store (in line with Whole Foods),clothing stores to draw women and young teens, at least one nice/large restaurant, ice cream/candy store, and finally,an allergy or ENT specialist at Kent MultiCare would be an added bonus--then I wouldn't have to travel to Auburn or Renton or Covington.

Old downtown needs to be revitalized. Needs an anchor store.

Other than the Common's there really isn't a lot TO downtown. We need to attract more businesses. I know-DUH! :-)

Require a minimum stardard for old homes, duplexes, businesses, etc.so the city doesn't look so run down in places. Do not build more apartments downtown or anywhere else in Kent for that matter. Bring in permanent residents rather than transient we currently have!!
Revitalize Meeker Street and First Avenue with more restaurants,shops,doctors offices or any type of business that brings people to the area.

The Station is great. Downtown is not bad, just dark and the parks are usually fill of homeless people. Most shops are closed early also so nor need to go down there in the evenings.

Upgrade the Historic area and less emphasis on the big venue called Kent Station. It is too commercial and crowded.

We need a higher quality of stores and restaurants.

We need the business we have to stay open till 9 or 10 pm, we need to attract more resturants like Federal Way has, we need real stores like department stores, shoe stores, not antiques which are fine for a few, bed & bath, home goods, you name it, Kent needs it.

I've lived in the Kent Scenic Hill area for over 20 years . Since that time, the quantity of rail traffic has increased. With the increased number of trails, comes the increase in the noise every time the trains approach and pass through intersections. Living almost two miles away, this noise actually wakes me from my sleep. Sometimes the horns blast for the entire passage through Kent. With the possibility of further rail increase by coal-carrying trains will only make matters worse. I cannot see any quality living space being preferred by possible tenants until the noise from the trains is substantially reduced. In addition, this noise affects every business and event in downtown Kent. To improve the quality and livability of Kent, I feel this is a major issue that must be fixed.

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The main streets with their shops need curb appeal. Streets like central and smith should draw people in to our city. They now look shabby and uninviting. Kent station does great business because it looks inviting and people want to walk around there.i am not opposed to taller buildings in downtown. Living in a condo in a tall building with great views and access to shops and the transit center would be desirable. The trains are really loud, and with all of the precautions kent takes at crossings, there must be a way to minimize the whistle noise. Condos right by the tracks will be noisy if they don't find a way to quiet some of the trains. There needs to be a solution to the amount of transients/homeless people around the library and core area. It would be uncomfortable to have children of an age to go to the library alone spending time around so many adults who are homeless. Adults can handle themselves, but children are more vulnerable. Also, we need to seek solutions to the needs of the homeless for their sake. It is sad that we can't find ways to fill the empty business areas. When meeker emporium left, i thought it was due to high rent. That area has been emtpy all this time since, when it seems that it would have paid to lower the rent. I know lots of people who made plans to come eat breakfast in downtown kent and then go to meeker emporium. Not just the emporium lost out, but the restaurants as well. Tacoma is having some kind of revival of their empty areas with arts groups. I hope the city checks into what creative ideas other communities have. I always feel bad for our old downtown area. A few places do well, but it is hard to get people to roam over from kent street station. Get the feeder roads updated and fill up those empty business areas with something fun like tacoma is doing as a start.

The train noise is pretty rough and the streets on the outlying areas surrounding Kent Station are in disrepair. It is very unsightly. I also have noticed an increase in drug and gang activity in my direct neighborhood (south of Willis between Central and West Valley). The scariest part of Kent is going to a 7/11 late at night.

I don't feel safe going to Safeway downtown Kent past 7:00 pm. Too much "riff raft" hangs out there! You need to have someone patrol handicap parking in Kent!! This is a HUGE abuse and I see it EVERY WHERE! I will apply for that job and it would bring HUGE revenue to the city! We need a Trader Joe in Kent! Natures Market is TOO expensive! How about a Round Table Pizza downtown, we need another pizza place regardless of what kind! And NOT "cheap fast food" pizza. Implement a teen curfew (18 and under)at the Kent Station, no "hanging out!" To many idiots hang out there and it is very uncomfortable for age 45+ to mingle down there! We don't need the skate park down there either!

Police presence.

Old Town Kent is a diamond in the rough. It needs to be revitalized, the shopping mall is ok but it doesn't have the same or attactiveness that a walkable, beautified Old Town would have. Think of Old Town Bellevue, or Wallingford or Greenlake or Ballard. Much much better places to be. I've heard over and over again from my friends and neighbors how much they wish the area between Meeker and Harrison from 4th to 1st could be revitalized - turned into a vibrant shopping and eating local. Don't put more malls or high rise condos in that area -please- help those businesses out by making it an attactive place to gather for folks.

The image of Kent. Surrounding communities find Kent undesirable and unsafe. Start with cleaning up the landscape by becoming a Tree City USA

Cycling lanes away from cars. Central square with restaurants / fountain / trails / benches

To be honest - lower taxes. Fix the traffic problems, get the trains off the city street like they did in Renton by West Valley Hwy. The trains are huge problem at rush hour. Plus I'm tired of pedestrians walking out in the middle of the road whenever they want (think west on James Street past the Commons). Just scarey down there at times, and actually all over Kent. We'll be looking to move out of Kent/King County ASAP. Reasons: Crime, traffic, high taxes, neighbors, noise, too much Seattle influence on everything (especially taxes), housing market here will never bounce back and my home will never be worth what I paid for it 8 years ago, sick of paying for everyone else! I'm taxed to death with everything, I can barely afford my own stuff let alone paying for people that won't get a job.

More variety of shops: Men clothing stores, special type grocery store (Trader Joes), book/music store, Top Pot doughnut store.

Limit the signage that bussinesses can put up.

More shopping. Target, Costco, Bookstore. Additionally, having shops located close enough to park in one place and walk.

Help support the local independent shops and restraunts so they can stay in buisness. Make it more attractive to pull in tourists.

Parking longer than 2 hours. I can't get a haircut & Color, or a massage & haircut within two hours.

Retail spaces filled with a variety of different businesses.

The KDP is doing a great job of making mid-town look nice. Our first impression is horrible, however. We need to make the portals of Kent vital and beautiful to draw people into mid town. I used to love Broadway (years ago) when it was a mix between restaurants and bars with music that flowed out onto the street and funky fun shops that were open late into the night so you could go to a restaurant and still wander the shops after you ate. We need a mix of shops. We need mensware, a childrens store, a good shoe store. If I had one wish it would be something unique for Kent. I know it's an over the top example but San Antonio made a restaurant area on rivers. The river was created and the restaurants followed. It gave them a personality that tourists travel to see from far and wide. SF has it's trolleys, Memphis has it's music and ducks, Charleston has it's architecture and the pineapple symbol, Napa it's wine and Tacoma it's glass. With a little creativity I think Kent can come up with that

special thing that makes it unique. The best idea I've seen in a while for a city was in Louisville. They have bike racks everywhere that you can put your credit card into and it unlocks a bike you can use to get around town on. With our bike trails I think this would be great. You are charged by the hour for it's use and if you don't bring it back your card is charged for it.

More shops open on Sundays, more places to take children for entertainment

#1 - Commercial rail traffic must be separated from street traffic.

Needs to be more pedestrian friendly

better shopping beyond kent station. More and better restaurants. A competitor for grocery shopping, e.g., trader joes or PCC.

More shopping, more available FREE parking, rerouting major traffic around town rather than through the center, lower speed limits and better timed traffic lights. Pedestrian crossing OVER train tracks to prevent fatalities, better crossing barriers at train tracks.

Indoor Water park like FedWay that is open year around. Mega play land indoor for rainy season like bouncy place at supermall and with play structors like in our parks today. We need places to burn energy for our kids during 9 months of rain. We can pay a user fee to help with costs. Way too much crime at Sound Transit's Kent Station, we need many more Cops at this transit hub and at the retail side of Kent Station where over flow crime occurs. All of Metro & Sound Transit's big facilities are MAJOR crime hubs, we avoid Sound Transit's Kent Station WITHOUT EXCEPTION, 24/7/365.

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Business infill, a drugstore, maybe a closer grocery store, LOTS more restaurants - more breakfast/lunch places as well as dinner venues. We are lacking daily-type stores for everyone to visit. Nail stores are great but not a daily go-to place; need haircutters for everyone. What about a candy store? There also are not any near cleaners. What about a shoe store??

The Station is great. Downtown is not bad, just dark and the parks are usually fill of homeless people. Most shops are closed early also so nor need to go down there in the evenings.

60-69:

I often leave the area to shop. I buy at discount stores and like quality goods. I would LOVE to have more options for grocery shopping such as Whole Foods and/or Trader Joes. It is a shame that QFC decided Kent was not a profitable place to be.

We need a Whole Foods or Trader Joe"s. Property owner should do more to support small businesses. I prefer and support independent businesses and non chain restaurants downtown. It's a disappointment that so many small businesses have been forced out of business.

I do not go to downtown Kent. What I need is on the east hill of kent. I have lived in my house for 22 years and only went to Pennys went it was there. Downtown Kent is old and needs to be updated. I would go to the Starbucks but it is not a drive thru.

Renew the older parts of the downtown areas left behind by the new development. Close or sell Showare to stop the defecit spending on that facility. Improve transportation to the valley from the East Hill. Stop collecting taxes for a fire department that is no longer your responsibility.

acces to clean bathrooms, available drinking water, garbage cans, seating for elderly, better crosswalks, slower traffic speeds, removal of garbage off of streets, removal of weeds or tree branches that make walking in sidewalk difficult, occassional police prescence to discourage speeding and encourage cars to stop at crosswalks and fill in low spots with gravel to prevent falls . Discourage public intoxication

Is 'Downtown' the older part of Kent, excluding Kent Station? Mammas and Wild Wheat are the only restaurants that draw me to historic Kent. I miss Bittersweet. There needs to be a good 'lunch' spot. I miss Mark's Square and have not been to the new bakery there. I just noticed it a week or so ago. If I think if historic Kent now I think of some 'antique or second hand stores', Mamma's,Blue Iris Beads and Shindig Martini Bar. I go to Sumner for their little shops such as the A Picket Fence, Alley on Main, New England Saltbox, Simple Tidings Kitchen store. Maybe an old fashioned Ice Cream, Soda shop....where you could sit and chat with a friend and have coffee or ice cream and maybe a piece of homemade pie?? What are some options? You would have to have people drawn to the area for a new business to survive but without the business you won't get the people.....?

Difficult to say. Kent Station and the AMC Theatre, along with the Showare have been tremendous boosts for our city . The downtown core, Meeker between First and Fourth in particular, need a facelift. I know there have been discussions in the past regarding closing it partially to just foot traffic with perhaps cobblestones. This was also in conjunction with two large retail stores anchoring each end - like a Macy's, Nordstrom's or Kohls. Of course this was like 25 or so years ago and I don't exactly know why it was scrapped - loss of interest by the major retailers maybe. But I still thought the idea if closing off even a block to make a plaza might perk things up and invite more walkers in the core area which has been so sorely lacking. Just a rambling old thought from a longtime resident.

Stores that I would need. A hardware store like ACE. Trader Joe's, A gift store that has a great buyer...something like, Home Goods or Pier 1 or World Market. A drugstore. I don't think there is a baby store... . It would be great to have a YMCA or a place for kids to hang out. How about a place where people can meet and play board games or cards. How about a Comedy Club or a stage for plays and performances. More spots like the fireplace to sit read and watch people! A place to rent bikes. A place on the Green River to take a boat trip to Tukwila near the Mall. A compacr Nursery similar to the West Seattle Nursery.

Housing and performance venues (music, theater, etc.)

HAVE THE TRAINS NOT USE THE TRAIN NOISE AS MUCH.

Less homeless loitering, multi condos over businesses which stay open later, desirable businesses, tech businesses, less low rent occupancy to make better quality housing desirable, good lighting, secured parking for residents.

more opportunities to shop and eat in downtown Kent, yet keep our quiet streets and older buildings that give Kent its comfortable feel.

Redevelopment efforts in the historic downtown to replace structures that burned or are outmoded.

More parking; better variety of restaurants; interesting shops

something needs to be done about traffic. Its bad enough with the trains, but even if you don't get stuck behind one, it takes forever to get anywhere. It takes anywhere from 20 minutes to a half hour to get through town. Also, I'm afraid to park my car downtown for fear it will be broken in to.

The first need is residential and larger businesses (workplaces) to get people downtown during the day and night.

Parking is always a problem in downtown. I would suggest making Meeker street between 2nd and 4th avenues

There needs to be an upscale food center, so that we would have more choices than just Safeway.

There needs to be a grocery store and Target.

More activity and diverse business especially after 5 pm

The City needs to promote downtown with more community activities possible updated the Kent Commons for more Civic functions or the use of the middle schools auditorium. More attention to the aesthetics of the area most of Central ave & old town look run downed other that the station the city looks old & uninviting .That's not to change all the store front but a theme needs to take over. For far to long the city just looks blah there is no link to the small parts of downtown and the neighborhoods of North Park or South Kent or East Hill. Have the business owners & city owned to take pride of their property Clean up the Graffiti from Train Station Area the buildings along the Train tracks from St Route 167 thru town.

Traffic is horrible. We need an under or over the track road--James or Willis? And more parking. I especially avoid Kent when anything is at Showare!

More housing, more retail shops, Trader Joe's or equivelent, better maintenance of sidewalks and trees (please take out the magnolias). Fill the empty spaces and develop the "fire" area on 2nd and Meeker, the NW corner of 2nd and Meeker and the former Penny's building. More venues like Airways and the new bakery. Businesses staying open after 5 p.m. We need to maintain our landscaping in DT Kent as well or better than we maintain our parks.

quiet train noise. Get people living in the city core and provide full services within walking distance(grocery, salons, bars, hardware, etc)

Upgrade the historic area and tie it to Kent Station. More stores in historic area with more pleasant streets that are tree lined. More cohesiveness in downtown area with some upscale amenities.

So many stores are out of business it looks like a very depressed area. Several of the stores that are there cater to kids or the poor. The historic area is so depressed it's an embarrassment. We used to enjoy going downtown but not anymore.

The Downtown/valley portion of Kent has an over abundance of housing for the lower income levels. There needs to be more of a balance. I would love to see condominiums with retail on the ground floor included with larger retail stores. Ideally this (Kent Station North?)could be built on the west side of James between the ShoWare Center and Central Avenue.

The homeless problem is worse everyday. I am in the library quite often and sometimes I do not even feel safe going in there. It's even worse outside and in the park across the street. Somethings needs to be done.

There are too many empty storefronts on "main street" of Kent. I was a client of a service that was on 1st Street, the bldg was so old and uncomfortable. The sidewalks were not kept, you had to be careful walking. Even during the daytime there are quiet a few "homeless men" roaming around the parks. They haven't bothered me, but it does make me feel uneasy.

VARIETY IN SHOPPING OPTIONS

Variety of businesses; more restaurants, especially ethnic ones; more shops open in evening

We need a drugstore, and an ice cream parlor! If there were more restaurants in downtown area that would be great too. There are too many places like nail salons or antique stores, need shoe stores, a closer grocery store, and evening events.

Year round monthly gatherings in parks and Kent Station.

You really need to get Trader Joe's to move in. That would bring people in (we drive allt he way to Burien every 2 weeks) and it would encourage people to live downtown.

Down town Condos with views.Two bedrooms and two baths.Parking.

I think adding a Trader Joe's would bring more people to downtown Kent.I live at the Lakes and the only grocery store is Safeway on Washington. I do not like to go to East Hill to shop because of the traffic and you you have to get in your car to go from one strip mall to another. I do go to the Burien Tradder Joe's, (I'm single) I like what they sell and the smaller portion they offer. I'd rather spend my money in Kent.

I'm not even sure what is considered "Downtown Kent". I never venture over east of the railroad tracks because Central is kinda scary in the evening and there is nothing there that interests me. To me "Downtown" is the Kent Station area and the older area to the south along Meeker and First avenue. I think that the changes need to be made to connect these two areas so that people can walk, shop and live there. Finishing the condo/apartment/retail project where the parking garage was would be a major step in that direction.

Lacking money and transportation, I seldom go there--no reason. My daughter takes me to Blue Iris Beads but we found the sidewalks too difficult to transit. I have a motorize weelchair now, and I worry about those sidewalks.

More Police (bike/foot patrol)!

options! Restaurants, lots of restaurants, traditional types. Shops, how about a JC Penneys. Hair and nails shops. Thanks for asking.

Revitalize the many small busnesses that have left town

Right now the crime rate is way up in scenic hill, east hill and other residential areas, and it is causing the value of the homes in these areas to go down and than in 10 years you will be dealing with slums as if homes are going for less than $200,000 and 2 or 3 families living in them or the whole area becomes rental.....these will be the people within walking distance and will not have the money to spent on shopping etc.....the parks in downtown Kent have been taken over by the drug sellers, and the library area, parks, library parking lot, ...spend time off and on for several months .....most families with children would prefer to go to covington beacause of the negative activity....

Stop development immediatlely adjacent to Kent Kangley and James Street. They are the only way off the East Hill. The transit center, Kent Station and the money loosing auditorium are in the wrong place. Don't pile in more stuff there unless you can figure out a way to handle traffic. We drive in and through this town. We have to because we live in the area and have to work, shop, go to medical appointments, run errands Etc. both in Kent and other surrounding communities. We cant get to Tacoma, Burien, SeaTac, Renton, Federal Way, Des Moines with out going through Downtown Kent. Putting it bluntly you have built a hell of a mess.

The stores need to stay open later at night so people can come downtown and shop at least till 9pm or 10pm, they also need to be aware of their competitors pricing and not charge and arm and a leg for their wares. A lot of my friends don't shop in downtown or eat because of prices, we need more resturants in Kent like they have in Federal Way that's where most of us go to eat out, we need to encourage business to come to Kent with outlets that will draw more people downtown, would like to see more than one bakery in the downtown area, their prices for most of us are unrealistic way too high to purchase from them, I quess they arn't in tune with the economy.

Better parking. More upscale restaurants

The Downtown/valley portion of Kent has an over abundance of housing for the lower income levels. There needs to be more of a balance. I would love to see condominiums with retail on the ground floor included with larger retail stores. Ideally this (Kent Station North?)could be built on the west side of James between the ShoWare Center and Central Avenue.

Most important is Owner Occupied housing in Downtown Kent. Owner Occupied reinforces a more stable community with less transience than Renters. Low rent housing brings transient families with little "community investment". Children from rental housing burden our schools since their parents offer little tax support for schools and education. Transience also hurts children who shuffle through schools with little continuity of curriculum. Higher end rentals or owner occupied housing would bring those who might commute to Seattle via bus or train. Commercial lots just North of Kent Station should be Cottage Housing. We need a Trader Joe's and Metropolitan Market near Kent Station so downtown residents can walk to shop for groceries. Services like shoe repair, hair salons, cleaners etc are within walking distance in Old Town Kent. Design Continuity in store fronts in Old Town Kent would create cohesiveness. Retailers would have incentives to upgrade their store displays and merchandise. All amenities should enhance our "walking score".

Up date the front of the vacant store.It makes the city,especially the center of Meeker st.,look like a city on the way out. Carolyn Ayers

Control traffic, increased police presence, variety of venues, increased lighting, welcoming presence with pleasant, well-groomed open spaces and good landscaping, safe places to walk around the area, especially around the transit areas.

Clean up (redevelop) the neighborhoods to the north and south of the downtown area. Get rid of all the advertising boards sitting in the sidewalks that make it look like a cheap hamlet. Clean up the area and give it some class. Keep junk out of the sidewalk area and streets. Make it an attractive place for people to live. Plant flowers next to the buildings and between the sidewalks and the street. Keep restaurants and stores open until at least 9:00. Cater to adults rather than teens and 20-somethings.

There are too many empty storefronts on "main street" of Kent. I was a client of a service that was on 1st Street, the bldg was so old and uncomfortable. The sidewalks were not kept, you had to be careful walking. Even during the daytime there are quiet a few "homeless men" roaming around the parks. They haven't bothered me, but it does make me feel uneasy.

Better parking near shops. More fun shops that keep pricing down so more is affordable.

More coverage/shelters for our weather especially in the park area where a lot of events

Develop the vacant lot where the old parking structure was started.

Housing combined with retail

Attract new businesses somehow.

Market-rate housing.

More of the same!

Get the old part of town to come together with Kent Station

Clean up Meeker Street - blend it (the old) with the Kent Station via paths and pedestrian friendly walks (some covered and some open) with shopping and a customer encouraging environment. Keep the high rise appartments and buildings in and around the Kent Station. The high density area boarding the historical neighborhoods should be buildings and architecture that complement the homes in that area and do not destroy their neighborhoods and envirnoment. Have tree lined streets in the historical neighborhoods flow to the central area. Small neighborhood parks/green areas to encourage families to gather. If appartments and condos are built in the core area, have individual play areas/courtyards contained within the complex. Buildings and shopping to encourage middle class population to want to live/shop in Kent.

Not safe enough.....too much crime!

More Variety

Better shopping. Kent Station isn't my kind of place. Too many young people, noise, and chains. The "real" downtown Kent could be if it had more boutique shops for browsing. I was just in Michigan over the weekend, and fell in love with several small towns wth thriving downtown areas. One-off coffee shops (not chains), bakeries, special-interest shops, antique stores, toy stores, some boutique clothing stores. No chains in sight. They felt really livable and the kind of place you'd spend an afternoon meeting friends and supporting local merchants.

Instead of scattered development, development in cohesive pods, with a variety in them then move outward.

Taking care of the homeless and more police presence to handle all of the panhandlers that are appearing all over Kent.

Reduce volume of traffic, reduce crime and increase police presence. Better aesthetics, ie trees, grass, flowers,more pedestrian friendly. Maybe some streets closed to traffic completely.

Find the homeless a place away from the library. Easier and safe bicycling. More parking at low cost. More attractive buildings without destroying historical buildings.

>69:

There needs to be more upscale businesses, restaurants, etc. that will draw people to downtown. What is there now doesn't offer too much to me. It is a shame that we can't get a retail business that is popular to go into the old Penney's store.

Downtown Kent needs to have more and nicer landscaping. Needs more gardeners to make walking along the sidewalks and driving through Kent's downtown more pleasant. Business/property owners need to take better care of their property. Sidewalks need replacing in places. Needs a general clean-up (spruce up). Downtown Kent looks uninviting. Keep the homeless people out of the parks, library,

and in general - out of the whole downtown. More condos and apartments for working people and senior citizens. Do something with the vacant lot on Meeker. Make downtown Kent more upscale. If there is a problem with people feeling safe at night in downtown Kent, have a higher police presence. Keep drugs and other illicit activity off the streets, and let it be known that Kent doesn't tolerate these activities(step up the police patrol).

There are only a few locations that even look like the city cares about maintaining its property. For heavens sake, doesn't the city have rules about property owners being responsible for maintaining their property. Has anyone ever looked at the overgrown weeds on privately owned property within one or two blocks of downtown. Trash, weeds, unkept buildings; looking like a ghetto. What business would want to be anywhere near this environment and who would want to live in or near.

Clean it up. Bring in some worthwhile businesses. It now looks worse than a street in some 3rd world country

options! Restaurants, lots of restaurants, traditional types. Shops, how about a JC Penneys. Hair and nails shops. Thanks for asking.

Lacking money and transportation, I seldom go there--no reason. My daughter takes me to Blue Iris Beads but we found the sidewalks too difficult to transit. I have a motorize weelchair now, and I worry about those sidewalks.

Right now the crime rate is way up in scenic hill, east hill and other residential areas, and it is causing the value of the homes in these areas to go down and than in 10 years you will be dealing with slums as if homes are going for less than $200,000 and 2 or 3 families living in them or the whole area becomes rental.....these will be the people within walking distance and will not have the money to spent on shopping etc.....the parks in downtown Kent have been taken over by the drug sellers, and the library area, parks, library parking lot, ...spend time off and on for several months .....most families with children would prefer to go to covington beacause of the negative activity....

More Police (bike/foot patrol)!

We need additional residents with dollars to spend on services and products.

Revitalize the many small busnesses that have left town

Down town Condos with views.Two bedrooms and two baths.Parking.

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NON-RESIDENTS

20-29:

More housing affordable to the local workforce should be available, so people can afford to live and work in Downtown Kent. People dependent on transit to get around should be able to afford to live in downtown Kent.

Clean up the ghetto presence, eliminate gangs, etc. Take back the city before it gets worse than it already is.

Downtown Kent needs more variety of restaurants open during the day and night. I would also love to see Kent clean up the downtown to really accentuate it's historic charm.

30-39:

Improve safety. Cut down on homeless. Eliminate all of the feces all over downtown. Enforce public drinking and intoxication laws.

Get rid of the transients and mental health clients that wander around, drinking and causing alarm when they approach you.

More options for day to day living, such as a grocery store. More quality dining options for the evening.

Have a modern look like downtown Bellevue.

more businesses that are varied, not just thrift stores. Activities, restaurants, bars and music venues. Activities and shopping that I could engage in either after work, or if I lived downtown on a full time basis.

Creating connection (as planned) between historic downtown and Kent Station would help a lot.

All areas of downtown need to be safe including the intersection of Central & Smith to the historical district of old downtown. Right now, I only feel safe in the Kent Station area.

Railroad crossings need to be grade-separated. Central Ave is a traffic disaster--especially at Smith. Banish vagrants/homeless/beggars--been approached too many times and some get mean when you turn them away. Better parking. More higher-end shopping--similar to Downtown Bellevue and Redmond Town Square.

Significant public investment in improving asethetics and livability.

Expand Kent Station North with commercial businesses, restaurants, retail, and modern living

40-49:

Get rid of the transients.

Continue with the retail growth of Kent Station and move the homeless and thugs out of the downtown core. The library attracts many unsavory types that detract from the experience of downtown Kent

Get the parking garage eyesore developed, convince a Trader Joes to come here - economic deveploment work on this. At least another grocery store somewhere in town

Small businesses that provide a needed service. Change of attitude from owners to stay open later. More food choices and a few more upper scale pubs to compliment each other. Storefronts that are attractive and consistent. Some buildings either need to go away or get cleaned up. Clear out the folks who are not helping the image. Town Square Plaza and the library are attracting the wrong crowd. Time to get those people headed somewhere else.

transport for pedestrians, food carts - there is plenty of foot traffic at train/bus station, enough critical mass of people to support food carts. If they hang out a little longer, and have ways around town and back to train/bus (like a loop bus or trolly)they would stick around and spend money.

A drug store like Bartells

By far the biggest issue is the homeless population and the general trashiness. Economic development, like fewer empty store fronts, would also be a big help. But I don't think that's realistic if the type of people who would support shops and restaurants are too scared or disgusted to walk in the area.

Clean it up and make it more pedestrian friendly. I'm 50 years old and am thinking about a place I want to retire. I would love to be able to retire to a condo or townhouse somewhere nearby that I feel is safe and convenient for walking to where ever I need to go. Right now Kent does't feel like that kind of place. I currently live in Covington and although they have made downtown a mess they have great access to medical and dental

facilities, I don't know of any major medical facilities in downtown Kent. I think Kent has the potential of being a great place for baby boomers who can't afford places like Seattle, Mercer Island, or Bellevue a nice place to retire to if you can somehow make the investment now for the near future.

Kent station has taken over DT Kent and the old businesses in town suffer from it. I'm not sure if there is a tax break for the older businesses in DT not at Kent Station but there should be or businesses choosing to reside in Kent Station need to pay more. The lighting in old DT is the biggest factor I see. People do not want to walk down here at night because there are so many dark corners and alleys full of hiding places for the homeless. It is just human nature to fear this whether or not things happen...which they do. I've thought about this much since I work here and know the area well. First, more lighting near the parks by the railroad tracks with a constant presence of police. And when I say lighting, I don't mean a few street lights. The parks need to have every space lite so there's nowhere to hide. Okay, here's my crazy idea. There are properties that are vacant both west and east of the main DT portion of Meeker street. Buy those and make parking lots out of them. Close off Meeker from 4th going east to 1st. Make this area similar to Pioneer Square in seattle. Where businesses can have outdoor seating. Make a law there is no pan handling or loitering in this area whatsoever. Now the crazy crazy idea. In Las Vegas there is an area that has an overhead show, I believe it's called Pioneer District??? If that could somehow, even just a portion of meeker, be implimented into the development of the area, people would come. As time goes on, eventually that whole section of closed off meeker would become the hottest spot in Washington to spend the evening. Especially, with the assurance it was safe. And I would call it, "The Meeker District." Further, with the overhead show, a smaller version could be put in the park over by Spiros, in between the buildings. Old downtown is rich with culture and can thrive just like Kent Station but it will never happen without some drastic moves like my ideas. Not saying mine are the best but the old saying, "If you build it, they will come," is truer than ever in DT Kent's future. Oh and just one more thing, there been a push for a town branding going around that says, "Kent, the town that smiles." How about we continue to push the original saying I heard when I came here, "Kent! A great place to live, work and play!" LOL...the town that smiles...LOL...That guys bike taxi business would thrive with my ideas!

More street lights, wider sidewalks, police presence at night, Starbucks in Kent Station.

Stop putting in low-income draws (like the rehab center and low-income apartments). Attract more software/internet companies, which would increase upscale demographics. Kent station seems to be doing a good job - if downtown could attract cute, diverse shops, I think you'd see better pedestrian traffic.

There are too many social services in the downtown core. The businesses that are currently there have a very difficult time keeping their areas clean and safe. I don't want to shop where transients have been making their beds at night. If the downtown was cleaner, more businesses would flourish and there would be a more eclectic stable of places to go. Throwing a couple of police bikes downtown will not solve the problem. Help the businesses out by doing something substantial to eliminate the chronic problem downtown that has plagued this area as long as I've known. I would not start a business here with this climate.

50-59:

Elevate the train tracks above the roadways to decrease the traffic interuption througout the day. The trains traveling through Kent is the number one deterant for me to go to Kent.

Keep going with revitalizing the core downtown area! When JC Penney's moved out and was replaced by a second hand clothing store it felt very "ghetto" to me. Please keep current businesses in business and attract new shop owners. Encourage more unique boutique type shops. More cities are closing their core areas to traffic and creating plazas that encourage foot traffic and bicyclists. A stronger sense of community(where residents are meeting their neighbors) is developed making our city more attractive to those considering relocation to the Kent area.

keep the empty store fronts occupied. nothing says old and rundown than empty vacant stores. bring in more upscale business, restaurants and events. kent station/showare center is a good start. bring updated looks to existing business' so the area has a look of cohesiveness.

Kent is currently on the right path to development to bring residents to the downtown core by offering walkable streets, restaurants, nightlife, etc. Kent Station provides a great atmosphere already, but old Kent needs a complete renovation with new vibrant shops and owners that currently operating in a killer envornment with a lot of potential. Let's get some "new" interest and investment in the area and create a jazz alley feel with small outstanding bistros, coffee houses, pubs, etc.

Something needs to be done about the homeless people. They ask our customers for money and make them feel uncomfortable. They should not feed them in the park. They sleep there and make downtown look horrible.

The houses south of downtown need to be upgraded. The freight trains have to be moved before that, though, but we need the trains, just not downtown. Keep the Sounder, that's one of the main reasons I come downtown so often.

There needs to be a complete drug store in the downtown area - not having to go to Rite Aid on Washington if you are on foot.

To promote good health and well being of families living in large apartment complex's, it has been my life long experience that having a large park adjecent to these type of complexes that offers a place for kids to play Basketball, Baseball, Handball etc. will help promote a healthy enviroment for children to grow up in, and help make family happier about living in Kent. Such an area should also include trees around it parimeter, and possibly a couple of benches for parents to sit at. In the 40's, 50's and 60's many large apartment complexes were built ajoing an elementary school, so that kids could walk to school, and have a place to play after school or on weekends. Some of those same apartment complexes built so long ago, are still around today.

Keep going with revitalizing the core downtown area! When JC Penney's moved out and was replaced by a second hand clothing store it felt very "ghetto" to me. Please keep current businesses in business and attract new shop owners. Encourage more unique boutique type shops. More cities are closing their core areas to traffic and creating plazas that encourage foot traffic and bicyclists. A stronger sense of community(where residents are meeting their neighbors) is developed making our city more attractive to those considering relocation to the Kent area.

Jazz clubs would be nice. A butcher shop with seafood. A few more non starbucks type coffe houses. Another bakery open for breakfast like wild wheat is. More police presence at the transit station.

More police at night and enforce the no showare parking at Kent Station. My wife and I come to Kent Station often to eat at Duke's, Mama Stortine's... The last three times we came down to eat there were events at Showare. The Kent station lot was clearly marked no event parking but people continue to park at Kent Station for events. My wife and I now do not try to dine at Kent Station in the evening due to the last three times not being able to park. We left and ate in Federal Way. I've talked with others and they have experienced the same problem.

I work in Kent and drive through it every week day. As I sit, frustrated in traffic, I often catch myself growling, "This town is going NOWHERE until they get rid of these train crossings." Though I know they are very expensive and not easy to build, The One Biggest Change that would improve downtown Kent as far as I'm concerned is to have one or two more east-west corridors with grade separations from the RR tracks. People who need to drive through could easily drive through. People who wanted to be in town could more easily get betweeen the tracks to their north-south "corridor" and have less congestion when they get there. They all could stop planning an extra 10-20 minutes into their trips just in case they get stopped by a train, or two, or (yes, it can happen!) three.

Faster X-ing on Willis and 2nd. Complete Kent Station in gravel parking lot behind BOA.

More police presence in the parking area. Less kids in the shadows after dark. Makes me scared!! Better parking. Have to park a long distance from where I need to be. More/better handicap parking would help.

Clean up the crime. Get people to shop in the historic area & not just support Kent Station.

The houses south of downtown need to be upgraded. The freight trains have to be moved before that, though, but we need the trains, just not downtown. Keep the Sounder, that's one of the main reasons I come downtown so often.

60-69:

Kent is really a good place to shop.....The "Historic" area is great. The Wild Wheat anchors that area down. The City Frame shop is really nice too. We need more specialty stores that would give that area some "identification". Think Levenworth Wa. where they developed a theme to the city. Kent Station has great choices, it just doesn't seem safe at night if you are not in a group. Keep up the good work!

Need direct connection between Kent Station and downtown - perhaps a bridge-cross over from the parking garage to Library side of street to create better pedestrian flow to and from the Sounder/Bus transit areas and to better connect the Kent Station area to downtown.

Definitely need a large dose of residential development to bring round-the-clock activity to the downtown area. Also need a grocery store and some retail that carries men's clothing and items of interest to men. Enough already on the women's and teen stores!

Instill a sense of pride in the area by the individuals using and living here. It seems our transient population considers many parts of downtown their own private bathroom, and that deters families and older residents from using the areas.

>69

I would never want to live in the downtown area of any city or town.

I live in the Fairwood area but I come to Kent almost every week (as opposed to Renton). I use the Senior Center. I shop at Carpinitos and eat at Kent station and see a movie on occasion. PLEASE find a way to get a Trader Joe's in Kent. They have the best food at reasonable prices and there is not one anywhere handy -- Burien, West Seattle and Issaquah. I have no reason to go to any of these places on a regular basis. With so many empty commercial locations I would think it would be easily possible. The one in Burien is in a dumpy strip mall and no one seems to mind.

Additional Comments

If I knew Kent when I purchased a home 6 years ago, I wouldn't have chosen Kent as a city to live. Unfortunately, I can't sell now.

If more housing is being put in downtown then walking distance grocery will help alot. Safeway is close, but the walking time might be too much for busy people or for refridgerated items.

If we have apartments or condos and retail at the ground-floor, it will be nice but not too high like bellevue. if the buildings are too high, it makes downtown kent out of place.

In addition, I feel very uneasy about visiting the library. I was treated "poorly" by a man hanging outside the doors asking for money and when I ignored him, he made terrible remarks to me (he did not look homeless). I refuse to go to the library when there are a lot of people hanging outside the doors. I will drive to other KCLS libraries for materials.

In general, the flat "Anvil of God" desert-like parking lots have to go. Again, they're killing the life of the place.

It would be great if there was a designated place for "Saturday Market" to have them around from Friday afternoon through Sunday and more than three months; Saturday Markets have great gift ideas for the holidays.

Keep up the looks, appearance of bldgs, parks, sidewalks, etc.

-Leverage the surrounding neighborhoods like Mill Creek, Scenic Hill... Encourage folks to walk downtown. Downtown Kent is a nice flat area with sidewalks to walk. Make a "walk downtown" route map. Figure out a loop that puts people through the downtown area and keeps them on sidewalks. Make a "flyer" that shows the different routes through downtown and the length of all of the walks.

-Leverage the surrounding neighborhoods like Mill Creek, Scenic Hill... Encourage folks to walk downtown. Downtown Kent is a nice flat area with sidewalks to walk. Make a "walk downtown" route map. Figure out a loop that puts people through the downtown area and keeps them on sidewalks. Make a "flyer" that shows the different routes through downtown and the length of all of the walks.

Lighting/sidewalks/groceries/and.....skyscraper towers full of job opportunities!!! Industry is off-shoring to cheaper labor countries, capitalize on attracting service based industries (think no cost/stream-lined permitting, acquired and donated land (free to lease for 50 years) to build on and discount tax rates--Please think intelligent and long-term, including revenues and quality of environment). Stop being the anchor armpit of S. King Co
Men's clothing shops; Restaurants that serve healthy breakfast (e.i., vegetarian, turkey and egg white alternatives); decent brunch.

More destination locations. The AMC theater and ShoWare center are good starts, but more is needed.

More parking added to the Kent Station garage or another garage built. Especially when the lot that's currently being used for parking by the fountain is turned into retail/living space with it's TEN (unbelievable, seriously???) parking spots is completed.

More well-known establishments would draw people to the area.

Multi-use housing that attracks a med-high income. No more low-income housing!

Need a grocery store, would like a natural foods grocery store. Whole Foods? Trader Joe's? Could be smaller store, but able to get organic type staples--if I lived there. And I would love to live there...close to trains, buses, library, my church (HSP), city offices, etc

Once in a great while I attend a movie.

Park and open spaces are very open-the empty lot where the parking garage was, would be a nice park (though having more residents in that space is important).

Prior to the previously mentioned ideas happening, it is vital to complete the parking garage project west of the park.

-Promote Downtown Activities. It looks like the First Ave Block party was last Friday (where was the advertising/communication for this event?) Downtown is also a great place to go for breakfast - Nashville's, Wild Wheat, Maggie's (something that is not available at Kent Station).

Sell the auditorium down town. Stop bleeding money and using the economy for an excuse.

Start paying attention to the essential infrastructure and services. There are few marked cross walks on the major streets on the East Hill. We live four blocks east of QFC but we usually drive because there are no obvious corner to corner crosings of 240th until 132nd street. Paint a few.

Stop subsidizing or limit the populations that cannot or do not contribute to the Kent tax revenue. It tends to bring an undesireable element. In fact, why should it become the cities burden when organizations/churches make the choice to support these populations on a permanent basis? I do not see or hear examples of them giving back. In fact, they probably add to the issue of homelessness and abandoned pets.

thank you for giving me a chance to tell my apinion.

That is my rant for the day.....

The 105 Building on Smith seems like an ideal target of opportunity for a public market-- if it were renovated to support multiple shops/booths inside and had direct pass-through pedestrian access to the train platform vendors that were open on weekday mornings (especially coffee and quick breakfast vendors) could do very well, and flower and vegetable stands would do good business in the afternoons and evenings.

The area around the transit part of Kent Station is a bummer. All of the transit is on the west side of the tracks. You have to climb 3 flights of stairs or walk around a chainlink fence to get to Kent Station. Good transit-oriented development would have more than a cold storage facility and a tattoo parlor next to the major transit hub.

The trains that come through are a big turn off with all the noise it brings - day and evening. I live about a mile from downtown and I can hear the cargo trains at night - windows open or closed.

There needs to be better pedestrian flow between Kent Station and the rest of the downtown area -- right now there is not much of a 'bridge' of interest between the South end of Kent Station (which is sadly dominated by its parking lots) and Meeker Street, except on Saturday mornings when the farmer's market is a going concern. If there were food and merchandise vendor carts regularly stationed in the park opposite the library that might be one good way to encourage better pedestrian flow. Also putting in ground level retail in the empty lot beyond the park, preferably including a cafe that opens directly onto the park and has cafe tables out on the edge of the park in good weather, would help create a bridge toward Meeker.

There needs to be regulation on the type of businesses within the zoning guidelines that come into downtown. Otherwise, we end up with 5 tattoo parlors, thrift shops or quick cash businesses on one block. Not to mention rehab centers along main streets and multiple transition and flop houses in a neighborhood.

Trains too noisy....too many

What you need to do is Clean up traffic flow on Central to and from the 167. Either clean up flow on Kent Kanley and James, or make 212th a major, wider thoroughfare. Another option would be to figure out a way to make a circuferential road aroud the mess useing exiting roads and avoid the profusion of stoplights that have cropped upon the original main roads over the last few years.

You have asked for my e-mail address so you can inform me about downtown planning efforts. I didn't provide it because I don't like what I see and I don't know what to do about it. If you asked me for my e-mail address to tell me what you our planning for the rest of us I would have provided it.

Apartments with secure entry to an inside hallway would make people feel safe in their own homes and be convenient to the freeway and transit. Behind Kent station, there are so many buildings that are abandoned. This could be prime real estate for apartment-type buildings.

are held. Open areas are nice but May and June are not always great clear days. What about events being held in Oct, Nov and Dec.....halloween activities, thanksgiving, xmas. If it is raining, how many would still come if they cannot get under some type of cover somewhere.

Attract higher quality retail/services

b. Modifications to the intersection at Central and James to incorporate a 100' (or so) right hand turn lane on Southbound Central Ave.

By the same token, *something* has to go into the SW corner of Meeker and 2nd, and it would be really good to get the building in the NW corner into use, too.

c. Placing a northbound and/or southbound 167 exit ramp at Meeker or James St. Seems there is ample room to do this at least on Meeker (Northbound). This would help reduce the massive mile+ backup from the Central Ave off ramp to E Smith, affecting all the arterials in-between.

-Celebrate the history of the historic buildings

d. If possible getting whoever owns the tracks to fix the road on East Smith so cars don't feel like they will break their axle going faster than 2mph.

David Sucher's "3 Rules" from his book "City Comforts" are applicable. Rule 1: Build to the sidewalk (i.e., property line); Rule 2: Make the building front "permeable" (i.e., no blank walls); Rule 3: Prohibit parking lots in front of the building. So, for example, the parking lots in an L shape surrounding the Wells Fargo building should have *something* else on the streetfronts. The empty space there kills the flow.

-Do something to encourage the night life in downtown. Do some kind of promotion for the bars, pubs, and restaurants, like a downtown pub night. Have some type of incentive for patrons to visit multiple locations over a particulat night/month. Maybe have some type of card that if they visit three different locations and get their card stamped at three downtown places they can be entered in a drawing for a prize.

Downtown Kent will end up with the same traffic and visual impairments as Ballard if the restrictions on building are not enforced. Height restrictions and set back rules keep an area inviting.

e. Vastly improving the pedestrian flow across Railroad and E Smith. There is literally a block long area from Railroad Avenue to the tracks where pedestrians bail across the road, most notably after getting off the train but also from the bus area. In fact I don't believe there is even a crossing sign there.

Enforce upkeep/appearance of vacant storefronts

f. Expanded accessible parking for Wells Fargo on E Smith and 4th ave. As the existing lot is perpetually full traffic often is blocked from people turning onto 4th from Smith, turning from 4th (Southbound) into the lot, and people traveling North on 4th.

g. A stoplight on the northern side of Kent Station. Lack of one causes vehicles to traverse completely around Kent Station. Since the throughway that runs behind Kent Station (East) isn't advertised as such traffic gets dumped back onto Central Ave.

get more bussinesses. check downtown Bellevue. we can do better than what we become right now.

Having lived in this area all my life, I remember Kent as an industrial and fairly rough part of town. It has come a long way and is quite inviting now. Keep up the good work.

I enjoy the concerts in the summertime, and the park across the street when there's an event going on.

I recommend the "Walkable Town Center" posts at the following site: http://www.placemakers.com/tag/town-center/ I'm also a strong supporter of design principles similar to Christopher Alexander's "A Pattern Language."

I visit Kent Station mostly for the restaurants and the Mac Store. I also shop the clothing and other stores but not often.

I work hard for my money and volunteer my time and give money where it is appreciated as well as license my pets. I walk when I can and try to buy local. I recycle and use a recycled bag when I shop. Geesh! I am tired of people being so used to handouts that they feel they are entitled to free services. This not where I want my tax dollars to go.

i.e. Housing above retail shops with small/tiny parks or greenscape tucked inbetween for sitting and visiting, larger parks on the perimeter. As well as retail shops, hobby shops that teach classes, galleries (painting, oil/water, pottery,glassworks)that have guest artists,fabric stories, knitting stores, all that have classes. The old cracker barrell, pot belly stove general store, think Port Gamble; part store,and part museum in the old town part. Fill up empty spaces with reduced rent and taxes for an incentive to get started and be able to keep going. Lots of restaurants, coffee shops, soda fountains, with drug store (good prices on presciptions would draw people). Then the modern elements in the sleek buildings. Computer classes for anyone, but seniors especially. Reasonable priced furniture stores, shop with refinishing, and/or reupholstering. Ask the 30's, 40's, 50's what they would like to see downtown. What would draw them; sports shops, bicycle, motorcycle, fitness, taverns.?...(this one I hesitate on) Then the Children; indoor science experience, maybe sponsored by Green River College, science and early education majors. They could sponsor/charge for classes in dance, movement, health... What else.....Enforce signage, quality, placement etc., upkeep of exterior of the building around the entrance at least,no one wants to go through a run down dirty entrance and see what is inside.....PARKING, PARKING - PARKING There is so much more but I've been long enough.

2. The pavilion that houses the farmer's market is underutilized. Even when open outside of Saturday it doesn't field a lot of traffic. How about Sun – Fri or just Sun or whatever make it a place for food carts. Hopefully this would downsize the amount of traffic around gas stations and comparable areas to a downtown destination.

2. Improve historic downtown. Currently it's a hodge podge of empty store fronts and businesses that don't relate. Why not make it a destination place for antiques or vintage shopping? Or fill it with quirky one of a kind shops. How about a speciality food district?

3. Seeing if anything can be done to purchase / replace the warehouse eyesores on 1st Ave S that block the view of Kent Station. Yes, it's probably a noise buffer but so fugly.

3. Improve the historic home area that surrounds both sides of downtown. Run down apartments and duplexes are ruining the face of Downtown. They need to be elimanted and replaced with somthing that fits the character of the neighborhood. At the same time owners of historic homes need to be encouraged to preserve and update. Perhaps the city could offer grants?

4. Adding an entrance / entryway to the Library on E Smith to do a better job of incorporating that building into the surrounding environment.

5. Trees along Central and bottom portion of E Smith. Greedily I'd ask for Washington too. Not sure if any of these locations are considered downtown.

A "big city" does not have to have these traits on a large scale and residents are going to have to realize they have to help their community become a better place by getting engaged and have a voice. Become educated with the process.

a bookstore like UW Bookstore

A dog park would be great. The one on 3rd and Bell St in Seattle is an excellent example.

A lot of the businesses look drab, like there is no investment in their appearance.

a. Optimally a train tunnel through the downtown core for the Easternmost tracks along Railroad Ave.

Also, MORE activities for the youth. It seems the youth have no parental supervision and they need a central location to hang out. Like a patrolled skate park. The community center is great, but has no appeal for kids with nothing to do.

An ice cream parlor. A garden nursery shop. Trader Joes would be spectacular..but parking could be a problem. Pet grooming shop. French bakery.

Another thing that would help draw people downtown in the evenings and on weekends is more activities right in downtown. Using existing buildings that do not have current tenants as temporary community center space for arts classes, craft classes, knitting or quilting group meetings, book group meetings, games and game tournaments -- bridge, backgammon, poker, roleplaying game tournaments, wargame tournaments, or even for social dance classes, square dance classes, yoga classes, etc. would give people a reason to be downtown and would give local retailers more of a reason to be open evenings and Sundays to cater to those people. Basically, it's important to fill the empty eyesockets of buildings that have no occupants, and renovate buildings that are not currently usable, and fill in empty lots with attractive retail and community gathering places. Right now, while there are plenty of attractive places to go downtown (the library, Airways Brewing, Wild Wheat Cafe, Maggie's Cafe) they are too widely separated by blank space and unoccupied buildings or buildings that are not in any way friendly to pedestrian browsing to get a real pedestrian flow going. Downtown needs better density of interesting destinations.

Traffic flow

Convenience of accessing businesses

Sense of community

Sense of history and preservation

Safety

Changes I'm in favor of:

Seeing Kent expand & modernize west of Central with one exception- The historic homes scattered around downtown, (not just the Mill Creek neighborhood,) even those south of Willis, should be encouraged to preserve the aesthetic. And the new buildings should be encouraged to architecturally compliment the old buildings. Kent is charming. I would like to see that charm enhanced, maximized and become a draw to the community.

A lot of people might be mad at me for saying this but it needs to be dealt with. - The streets and sidewalks of the neighborhoods surrounding downtown need to be redone. Do I want to pay for it? Of course not. Our house is on 4 lots. Ouch! Meanwhile, the risk of someone tripping & getting hurt on many of the sidewalks is very high. And the old sidewalks, drainage, holy streets, etc... impact our property values. This needs to happen. I understand that the houses will each take on the expense of sidewalks and the city will have to fund the streets. It needs to get put into the plans.

We used to be Kent and have recently been annexed to Auburn. our hearts are still with Kent and are employed in Kent. but the east hill is poorly maintained especially the new event center area & carriage mall area.

Too much signage is low class and takes away from the natural beauty of a building.

Id like to see a day shelter for homeless women, children or families to be able to use to help ease their lack of places to accommodate their needs for telephones and internet access and meals, showers etc. A resource center for those families in Kent who need a hand up to get back on their feet. Possibly the use of the old Panther Lake Elementary for such a day center would be wonderful.

Raze Meeker street old town and revamp, get fire dept. to fix up their dumpy building and clean up lot or develope Meeker and 2nd at burnt lot.

For pedestrians, maps on kiosks or poles telling what retail and restaurants are where. Maybe a pole with various arrows pointing the way to old downtown Kent. I feel Kent station is a success. Let's make old Downtown part of that success. I like the unique non big box stores there.

Trader Joes, hint, hint.....

Next would be service type businesses to meet the needs of the residents and workers.

a one way,one lane street traveling east. This would free up space on the south side of the street to add more parking where all the empty storefronts are.ie.(The old Kent Cafe, Old Ben franklin building etc). Respectively,

Marina Serena

Another thing would be the ongoing improvement to nearby schools and their reputations, as some families may not want to move to that area if they don't want their kids going to those schools.

One other thing would be if a clean, well run, and honest grocer were to set up shop within easy walking distance to current and planned downtown housing.

I was actually looking forward to the new condos, that never materialized.... a friend's parents had placed a down payment on 2 units and I was going to sublease one. Had even toyed with the idea of

getting my own unit.

#2 - A light-rail line that that goes up the Green River valley from Auburn or even Puyallup to Renton and eventually Bellevue/Redmond.

#3 - A paved bike path that parallels the light-rail idea (in #2) above.

Maintenance workers driving around in city owned trucks, two or three city employees, just driving around, 5 mph, visiting, stopping, look in bed of truck, get back in turn corner, stop again.

-There are too many empty buildings and vacant lots in the historic part of town. Either incentivize the district to be rebuilt, or tear it down and extend Kent Station. As it stands it is a real embarrassment.

-How about apartment projects like Renton's Landing has?? Not just the one dinky one going up on the old parking lot. More mixed use buildings with better landscaping and public areas.

Oh, the one thing this region lacks is a city with a square that is lined with shopping/restaurants. Westlake Center sort of fits that bill, but really, a public park/fountain with eateries around it can't go wrong... can it? Perhaps we are just too built up to restart...

We need to find a way to build new retail buildings at 2nd and Meeker, on the northwest corner as well as the southwest corner. There must be some way for the City to have influence to make it profitable for these two properties to be developed. We also need to find a long term tenant for the old JC Penny building.

Create a special district where property owners would contribute toward a fund and we could employ a manager (Like John Hinds) who would oversee the old downtown in much the same way as John manages Kent Station. I know that this has been proposed before..long ago before Kent Station. Lots of resistance then, probably lots now too, but some of the building ownerships have changed and if it were introduced very skillfully perhaps this could happen. As it is now we flownder, we have no control as to the types of business that we attract and no support for a new business to help them get started.

KDP has limited influence because of it's structure and cannot serve the same purpose as a manager. We need KDP as well as the manager position and they could certainly work together very well.

Meeker Law Building has been very successful -- so retail on street level and offices above seems like a good way to go for new development.

I work hard for my money and volunteer my time and give money where it is appreciated as well as license my pets. I walk when I can and try to buy local. I recycle and use a recycled bag when I shop. Geesh! I am tired of people being so used to handouts that they feel they are entitled to free services. This not where I want my tax dollars to go.

A "big city" does not have to have these traits on a large scale and residents are going to have to realize they have to help their community become a better place by getting engaged and have a voice. Become educated with the process.

Keep up the looks, appearance of bldgs, parks, sidewalks, etc.

The area around the transit part of Kent Station is a bummer. All of the transit is on the west side of the tracks. You have to climb 3 flights of stairs or walk around a chainlink fence to get to Kent Station. Good transit-oriented development would have more than a cold storage facility and a tattoo parlor next to the major transit hub.

are held. Open areas are nice but May and June are not always great clear days. What about events being held in Oct, Nov and Dec.....halloween activities, thanksgiving, xmas. If it is raining, how many would still come if they cannot get under some type of cover somewhere.

In addition, I feel very uneasy about visiting the library. I was treated "poorly" by a man hanging outside the doors asking for money and when I ignored him, he made terrible remarks to me (he did not look homeless). I refuse to go to the library when there are a lot of people hanging outside the doors. I will drive to other KCLS libraries for materials.

END OF REPORT

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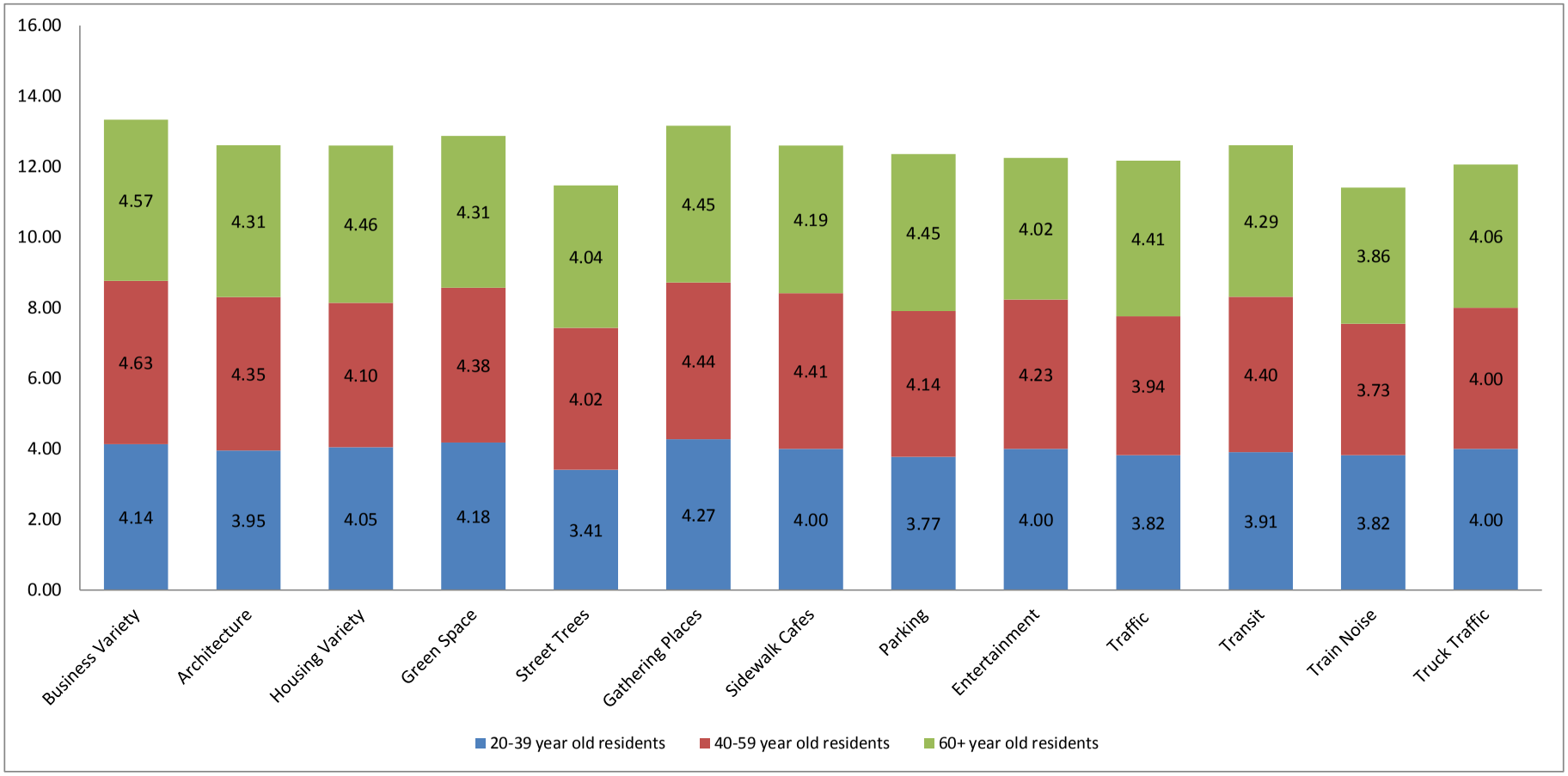
Community Survey #1 Results - Kent Residents' Considerations for Living Downtown by Age



Average of responses ranked 1 to 5 on importance

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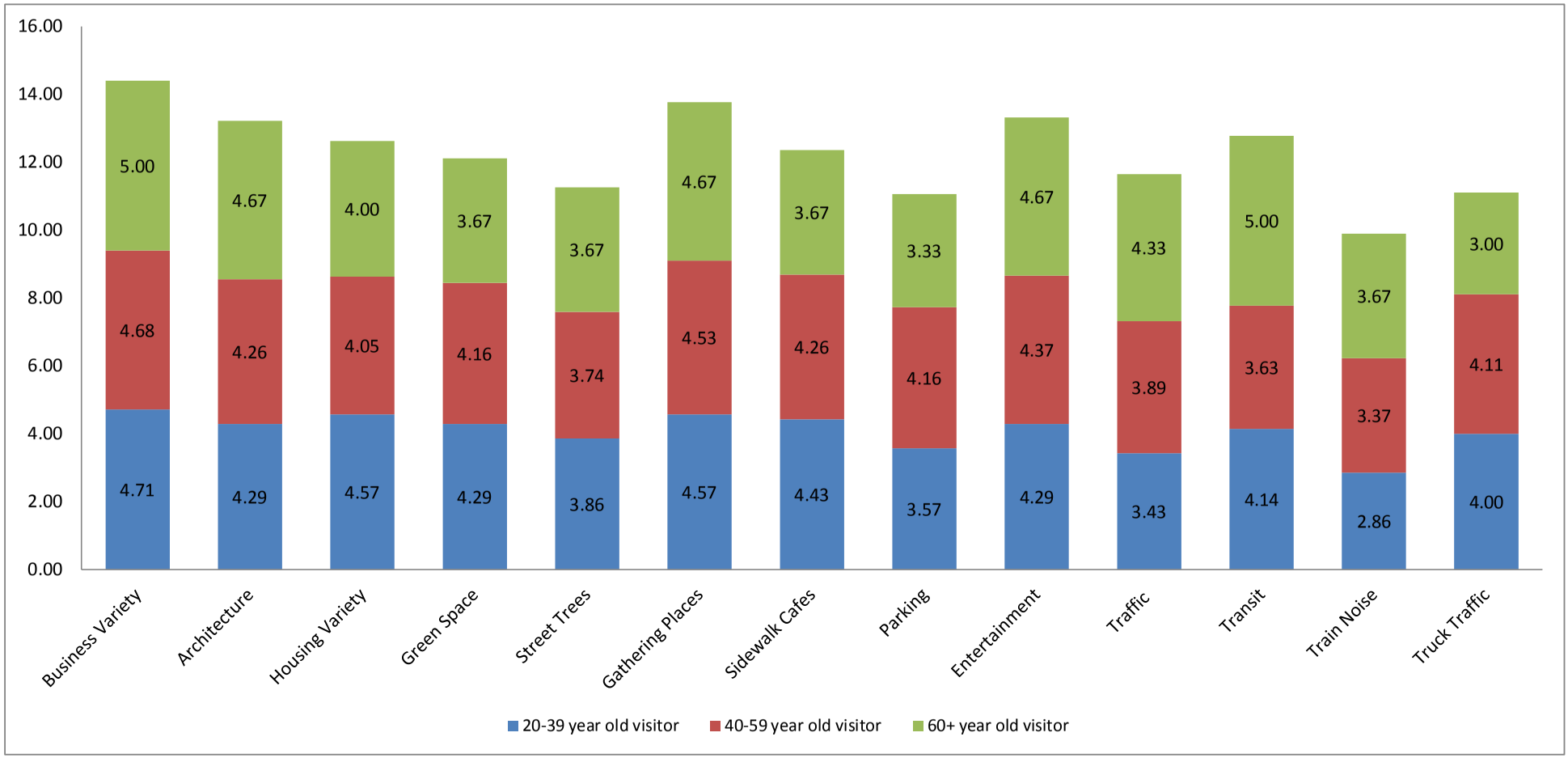
Community Survey #1 Results - Non-Kent Residents' Considerations for Living Downtown by Age



Responses ranked 1 to 5 on importance to visitor

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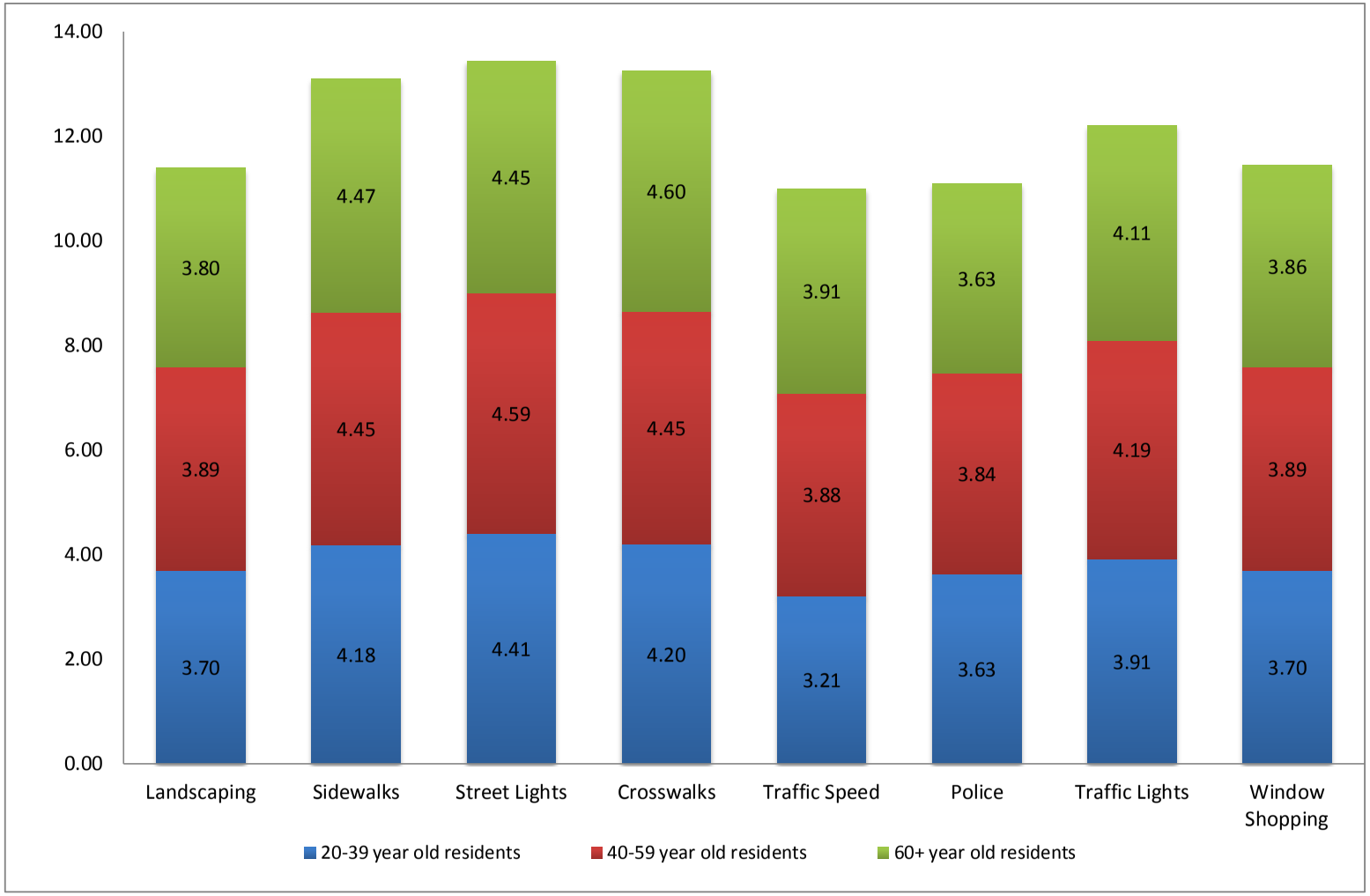
Community Survey #1 Results - Kent Residents' Value for a Pedestrian Experience by Age Group



Average of responses ranked 1 to 5 on importance

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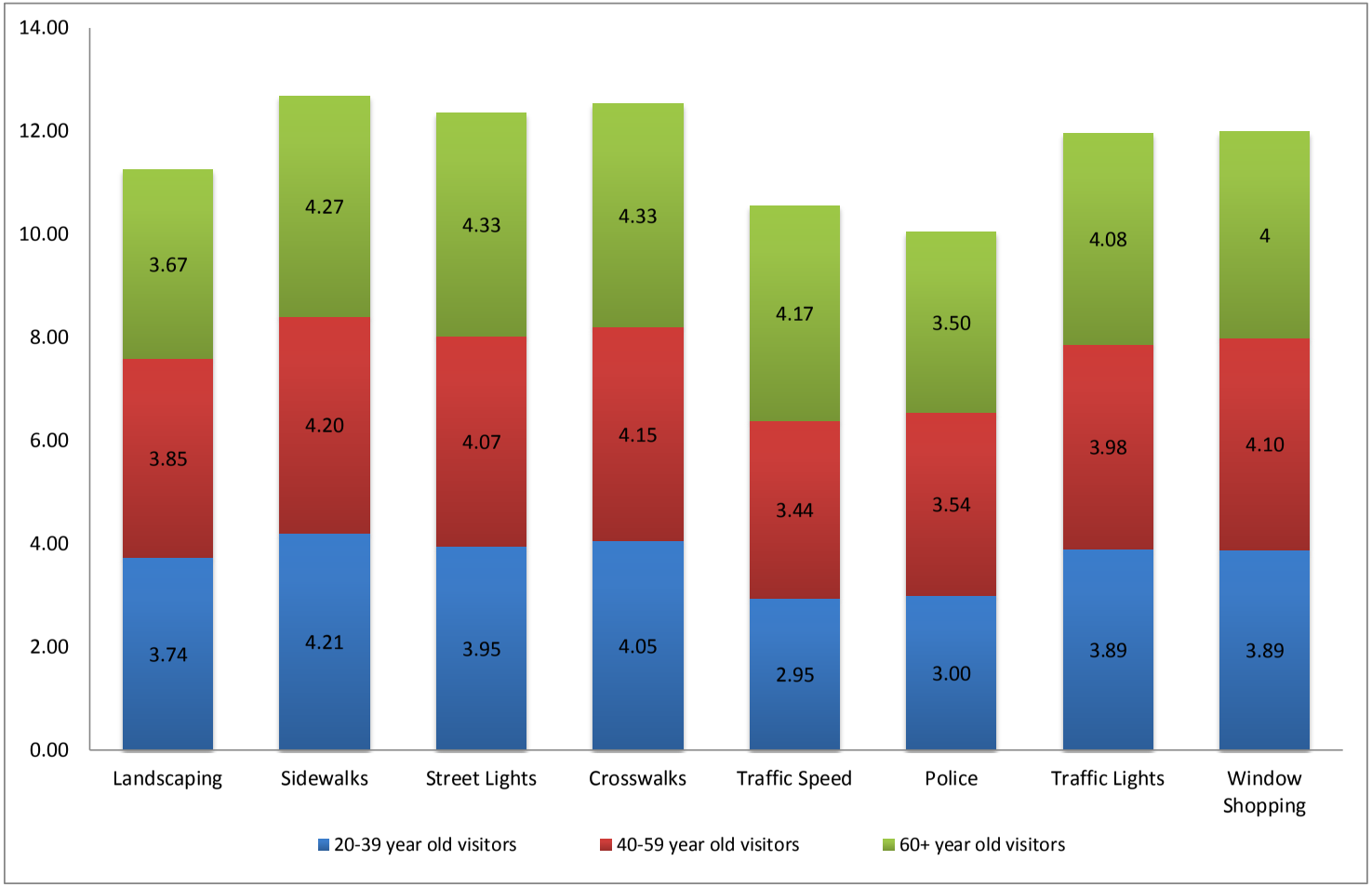
Community Survey #1 Results - Non-Kent Residents' Value for a Pedestrian Experience by Age Group



Average of responses ranked 1 to 5 on scale of importance

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Downtown Subarea Action Plan

Venture Downtown Kent
Community Survey #2
Potential Downtown Kent ACTIONS

The following statements represent potential ACTIONS the City, non-profits, business owners or property owners may take to further Downtown Kent.

How would you prioritize the following ACTIONS?

Rank the ACTIONS below using a scale of 1 through 10 where

1 is the Lowest Importance and 10 is the Highest Importance.

Rank the ACTIONS below in the small box.

This survey should take 5-7 minutes.

Design & Beautification

1. Strengthen the pedestrian connection between Kent Station and Historic Downtown
2. Add seasonal planters and hanging baskets in Downtown
3. Add more benches in Downtown
4. Establish a coordinated design of waste containers, benches, and pedestrian lighting
5. Increase maintenance of the sidewalks, planters, and street trees
6. Make Central Avenue more attractive for pedestrians
7. Renovate and modernize buildings in Historic Downtown
8. Increase artwork in Downtown

Parks & Open Space

1. Explore opportunities to expand the size of Kaibara Park
2. Redesign Kaibara and Rose Garden parks to be more welcoming and safe
3. Add more lighting in Downtown parks
4. Add more year-round community events in Downtown parks
5. Add more seating, trees, planters, and activities in Town Square Plaza
6. Create a strong pedestrian connection between Downtown and Earthworks Park

Transportation & Connectivity

1. Improve pedestrian connections of the adjacent residential neighborhoods to Downtown
2. Add planters and bollards along the sidewalks of Central Ave for pedestrian safety
3. Ensure traffic signals along Central, Smith, and James respond quickly to pedestrians
4. Increase on-street handicapped parking in Downtown
5. Add bike lanes along SR-516/Willis
6. Create prominent, noteworthy gateways into Downtown
7. Clean-up and beautify the SR-167 underpasses in Downtown
8. Add pedestrian lighting within Downtown alleyways
9. Conduct a parking study to determine parking needs in Downtown
10. Work with the railroads to lessen train noise in Downtown

Zoning & Land Use Policy

1. Ensure new construction fits the architectural style of Historic Downtown
2. Encourage blade signs in Downtown
3. Discourage sandwich board signs in Downtown
4. Do not allow new drive-thru businesses in the Downtown Core
5. Allow a mix of uses (i.e., retail + residential) in the entire Downtown study area
6. Enforce health, safety, and building codes
7. Establish Building Codes to increase sound-reduction for buildings next to railroad lines
8. Establish building maintenance regulations to address mildew, rot, etc.
9. Expand the use of Downtown Design Guidelines in strategic locations of the study area
10. Allow stand-alone multifamily housing in the Downtown study area

Safety

1. Add surveillance cameras at the Commuter Rail Station and METRO Transit Center
2. Enforce public intoxication laws
3. Find a solution to homelessness in Downtown
4. Increase lighting along streets, alleys, and parks

Economic Development

1. Continue to support the Kent Downtown Partnership and its efforts to revitalize Downtown
2. Recruit additional anchor stores, key retailers and support services for Downtown residents
3. Encourage businesses to increase store hours into the evening
4. Encourage building aesthetics and maintenance of properties in Historic Downtown
5. Encourage boutique and cottage retailers in Downtown

Bold Ideas

1. Close Meeker (between 4th & 2nd) to vehicular traffic and create a pedestrian mall
2. Make Meeker and Harrison (between 4th & 2nd) a one-way couplet with angle parking
3. Create a large (2-5 acre) central green park
4. Make the Green River a public asset accessible for recreation and connected to Downtown
5. Create a new livable community west of SR-167
6. Build a high speed fiber-optic internet system in Downtown

Parking Lot of Ideas

1. Create an *Entertainment District* (possibly along the Meeker pedestrian plaza or 1st)
2. Recruit better and diverse businesses and more high-end restaurants
3. Encourage market rate housing in Downtown
4. Provide public restrooms in Downtown
5. Assess the potential for a performing arts venue

If you want to be kept appraised of this project, please provide your email address.

Thank you! The results of this exercise will be considered for inclusion in the Downtown Subarea Action Plan.

Downtown Subarea Action Plan
Downtown Steering Committee Survey #2 Results
Potential ACTION Items

Responses Ranked 1 to 10 on a Scale of Importance

Color Coding	
	Very Important
	Moderately Important
	Not Important

Design & Beautification

		Median
1.	Create a strong visual connection to Kent Station with Historic Downtown	9
2.	Plant and maintain street trees	7
3.	Add seasonal planters and hanging baskets	6
4.	Create a coordinated streetscape (i.e., waste containers, benches, pedestrian lighting, etc.)	6
5.	Increase streetscape maintenance	6
6.	Add more bike racks	2
7.	Clean-up Central Ave	8
8.	Re-purpose historic BNSF train station	3
9.	Renovate buildings in Historic Downtown	7
10.	Install Kiosks with map of Downtown & list of current activities	3
11.	Celebrate existing Art and increase Art in Downtown	5
12.	Replace asphalt paved medians with pavers or landscaping	6
13.	Gateways should have a consistent image but reflect the different parts of Downtown	7
14.	Activate mid-block pedestrian connections (i.e., lighting, artwork, etc.)	7

Parks & Open Space

		Median
1.	Make small parks feel more connected to each other	3
2.	Explore vacating a portion of 1st Ave to expand Kaibara Park & connect to Town Square Plaza	5
3.	Open-up Downtown parks to the street to make more welcoming and safe	7
4.	Add more lighting to parks for safety	8
5.	Add more year-round community events	7
6.	Make Downtown parks attractive gathering places for visitors & residents	7
7.	Expand teen activities	4
8.	Town Square Plaza needs more seating, trees & diversity of activities	6
9.	Town Square Plaza needs to feel more enclosed and separated from streets (i.e., planters with seating)	3
10.	Connect Downtown to Earthworks/Canyon Park	4
11.	Make Canyon Park trails more accessible and safe	6

Color Coding	
	Very Important
	Moderately Important
	Not Important

Transportation & Connectivity

		Median
1.	Improve pedestrian connections to the adjacent residential	7
2.	Improve sidewalks within adjacent residential neighborhoods	7
3.	Ensure speed limit (30 MPH) on Central Ave is enforced	3
4.	Add bollards and planters along Central for pedestrian safety	6
5.	Time signals along Central, Smith, James to respond to pedestrians	7
6.	Increase on-street handicapped parking	5
7.	Maintain sidewalks (i.e., remove branches, leaves, garbage, fix heaved sidewalks)	7
8.	Allow some parking spaces to be closed off for outdoor dining purposes	9
9.	Add bike lane along SR-516	6
10.	Create GATEWAYS into Downtown	
	○ Central/James	8
	○ Central/Meeker	8
	○ James/SR-167 underpass	7
	○ Meeker/SR-167 underpass	8
	○ Willis/4th	7
11.	Clean-up & beautify SR-167 underpasses at Meeker & James	7
12.	Add pedestrian lighting within alley-ways	7
13.	Improve design of METRO bus shelters	4
14.	Conduct a parking study	4
15.	Work with railroads to create noise-free zone	4

Zoning & Land Use Policy

		Median
1.	Ensure modern structures fit the architectural style of Historic Downtown	8
2.	Encourage blade signs & discourage sandwich board signs	9
3.	Eliminate drive-thru businesses in Downtown Core, and no	7
4.	Look for greater opportunities for mixed-use development	8
5.	Enforce codes for safety and health on buildings	8
6.	Create sound-reduction building codes for buildings next to railroad lines	6
7.	Strengthen existing building maintenance regulations	7
8.	Apply Design Guidelines in all of the Downtown Subarea	8
9.	Revisit Design Guidelines to ensure they reflect the expanded Downtown Subarea	7
10.	Allow stand alone multi-family in Downtown Subarea mixed-use zoning districts	8

Safety

		Median
1.	Add surveillance cameras at Commuter Rail Station	9
2.	Enforce public intoxication laws	9
3.	Find a solution to homelessness in parks, library, and alleyways	10
4.	Increase lighting along streets, alleys, and parks to feel safer	9

Color Coding	
	Very Important
	Moderately Important
	Not Important

Economic Development

		Median
1.	Continue in look for incentives for compact residential development	7
2.	Continue to support the Kent Downtown Partnership and its efforts to revitalize Downtown	10
3.	Recruit support services for Downtown residents	7
4.	Recruit key use such as a grocery store	9
5.	Encourage stores to maximize hours of operation	8
6.	Recruit anchor stores and develop new retail on Meeker Street	9
7.	Encourage building and landowners to improve maintenance and aesthetics of properties in Historic Downtown	7
8.	Focus on small business needs and encourage boutique and cottage retail	7
9.	Pursue incentives to assist landlords improve properties	8

Bold Ideas

		Median
1.	Close Meeker and create a pedestrian mall	2
2.	Make Meeker and Harrison a one-way couplet with more parking	4
3.	Create a signature central green park	5
4.	Make the Green River a public asset like San Antonio River Walk	8
5.	Create new livable community west of SR-167	7

Ideas On-Hold

		Median
1.	Control window displays	4
2.	Create incentives to invest in building upgrades	7
3.	Create an *Entertainment District* (on Meeker pedestrian plaza)	8
4.	Bring in better businesses, more high-end restaurants, diversity, less chains	7
5.	No dark alleys or doorways	9
6.	Extend business hours later into the evening	7
7.	Create high-end rentals vs. below market housing	8
8.	Historic District needs an anchor retail store	8
9.	More teen activities & shops	5
10.	Provide public restrooms in Downtown	5
11.	Assess the potential for a performing arts venue	7

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Downtown Subarea Action Plan

Community Survey #2 Results - Potential ACTION Items

Responses Ranked 1 to 10 on a Scale of Importance

Color Coding	
	Very Important
	Moderately Important
	Not Important

Design & Beautification

		Median
1.	Strengthen the pedestrian connection between Kent Station and Historic Downtown	8
2.	Add seasonal planters and hanging baskets in Downtown	5
3.	Add more benches in Downtown	4
4.	Establish a coordinated design of waste containers, benches, and pedestrian lighting	5
5.	Increase maintenance of the sidewalks, planters, and street trees	6
6.	Make Central Avenue more attractive for pedestrians	7
7.	Renovate and modernize buildings in Historic Downtown	6.5
8.	Increase artwork in Downtown	3

Parks & Open Space

		Median
1.	Explore opportunities to expand the size of Kaibara Park	4
2.	Redesign Kaibara and Rose Garden parks to be more welcoming and safe	5
3.	Add more lighting in Downtown parks	7
4.	Add more year-round community events in Downtown parks	6
5.	Add more seating, trees, planters, and activities in Town Square Plaza	6
6.	Create a strong pedestrian connection between Downtown and Earthworks Park	5

Transportation & Connectivity

		Median
1.	Improve pedestrian connections of the adjacent residential neighborhoods to Downtown	6
2.	Add planters and bollards along the sidewalks of Central Ave for pedestrian safety	5
3.	Ensure traffic signals along Central, Smith, and James respond quickly to pedestrians	5.5
4.	Increase on-street handicapped parking in Downtown	4

Color Coding	
	Very Important
	Moderately Important
	Not Important

Transportation & Connectivity

		Median
1.	Add bike lanes along SR-516/Willis	4
2.	Create prominent, noteworthy gateways into Downtown	6
3.	Clean-up and beautify the SR-167 underpasses in Downtown	6
4.	Add pedestrian lighting within Downtown alleyways	6
5.	Conduct a parking study to determine parking needs in Downtown	5
6.	Work with the railroads to lessen train noise in Downtown	5

Zoning & Land Use Policy

		Median
1.	Ensure new construction fits the architectural style of Historic Downtown	7
2.	Encourage blade signs in Downtown	3
3.	Discourage sandwich board signs in Downtown	3
4.	Do not allow new drive-thru businesses in the Downtown Core	5
5.	Allow a mix of uses (i.e., retail + residential) in the entire Downtown study area	8
6.	Enforce health, safety, and building codes	8
7.	Establish Building Codes to increase sound-reduction for buildings next to railroad lines	5
8.	Establish building maintenance regulations to address mildew, rot, etc.	7
9.	Expand the use of Downtown Design Guidelines in strategic locations of the study area	5
10.	Allow stand-alone multifamily housing in the Downtown study area	4

Safety

		Median
1.	Add surveillance cameras at the Commuter Rail Station and METRO Transit Center	8
2.	Enforce public intoxication laws	8
3.	Find a solution to homelessness in Downtown	8
4.	Increase lighting along streets, alleys, and parks	9

Color Coding	
	Very Important
	Moderately Important
	Not Important

Economic Development

		Median
1.	Continue to support the Kent Downtown Partnership and its efforts to revitalize Downtown	8
2.	Recruit additional anchor stores, key retailers and support services for Downtown residents	9
3.	Encourage businesses to increase store hours into the evening	7
4.	Encourage building aesthetics and maintenance of properties in Historic Downtown	8
5.	Encourage boutique and cottage retailers in Downtown	8

Bold Ideas

		Median
1.	Close Meeker (between 4th & 2nd) to vehicular traffic and create a pedestrian mall	4
2.	Make Meeker and Harrison (between 4th & 2nd) a one-way couplet with angle parking	3
3.	Create a large (2-5 acre) central green park	5
4.	Make the Green River a public asset accessible for recreation and connected to Downtown	6
5.	Create a new livable community west of SR-167	5
6.	Build a high speed fiber-optic internet system in Downtown	5

Parking Lot of Ideas

		Median
1.	Create an *Entertainment District* (possibly along the Meeker pedestrian plaza or 1st)	6
2.	Recruit better and diverse businesses and more high-end restaurants	8
3.	Encourage market rate housing in Downtown	5
4.	Provide public restrooms in Downtown	5
5.	Assess the potential for a performing arts venue	5

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