



# APPENDIX



# KENT PROFILE AND VISION

**SPEAK OUT RESULTS AND SUMMARY  
KENT CORNUCOPIA DAYS**

**KENT SURVEY - FALL 2014  
SNAPSHOT OF RESULTS**



## King County Equity Project

Futurewise, El Centro de la Raza, InterIm CDA, OneAmerica

# SpeakOut Results and Summary

## Kent Cornucopia Days

*Event: July 11-13, 2014*

### Introduction

Kent's annual family festival, Kent Cornucopia Days, took place in Downtown Kent from Friday July 11<sup>th</sup> through Sunday July 13<sup>th</sup>, 2014. Futurewise and partners designed and implemented an interactive outreach booth, called a SpeakOut, about community issues for residents of Kent and other areas of King County.

The purpose of the SpeakOut was to gather input from the broader community about issues related to Kent's upcoming Comprehensive Plan. A SpeakOut designed to be a way to gather information and opinions from community members in an easy and convenient way.

The City of Kent provided a set of questions regarding housing, transportation, the environment, and quality of life. These questions correspond to issues the city staff is working as they update the Kent Comprehensive Plan. These questions were incorporated into the content of the SpeakOut panels, providing substance to the overarching theme of envisioning "Kent 2035." Participants were given a set of stickers and markers so that they could answer questions on large panels that were hanging in the booth.

The content of the questions allowed us to effectively gauge opinions, record meaningful comments, and compile quantitative data on the issues. Meanwhile, the interactive nature of the SpeakOut encouraged a high response rate and added to the fun, family-oriented atmosphere of the festival.





Throughout the weekend, the rate of participation varied with the number of people at the fair at any given time. Friday morning was, predictably, very slow, while Friday afternoon and evening were very busy. The weekend days were generally somewhat slow as well as the area was experiencing a heat wave. In total, at least 180 King County residents participated in the SpeakOut, including 101 residents of Kent.

Most of the participants were accompanied by many family members. When a participant began the survey, they were assigned a color based on their residence. King County was divided into the following areas: Kent, East of Kent, North of Kent, South of Kent, and Unincorporated King County. Because the same color was used for each question, at the end of the event we generated a list of geographically color-coded survey responses (with corresponding sticker colors). The number of participants by residence is shown below, divided into geographic locations.

## SpeakOut Topics

SpeakOut participants considered the following issues, and “voted” on panels with stickers, wrote in comments with colored markers, and drew their commute on a simplified graphic map of King County:

- Housing type and specific housing needs
- Quality of life/important community services and amenities
- County spending on air and water quality and green spaces
- Favorite outdoor recreational activities
- Route of daily commute (to job, school or other daily activity)
- Transportation issues, and potential improvements to public transit

While respondents were asked to answer every question, and to answer each question once (except in instances where multiple stickers were used, the results contain some degree of error stemming from incomplete surveys or multiple comments/votes by the same person. This is expected in such an informal outdoor setting with family members and other distractions. Because the questions are mostly inherently qualitative, the wording of comments was rarely identical. The data tables below group similar comments together, again meaning that errors exist due to the loss of exact language in some cases. Additionally, as noted above, in most cases a family was represented by one participant, so one sticker or comment represents several people in a household.

## SpeakOut Results

Results are summarized below and shown in detail in Attachment 1.

Despite uncertainties, some important trends can be identified in the data. The data below highlight Kent results. Similar data for participants from other cities in King County can be found in Attachment 1. This summary highlights the most frequent response for the pre-listed potential answers, as well as additions made by community members that turned out to be important feedback points.

## Location



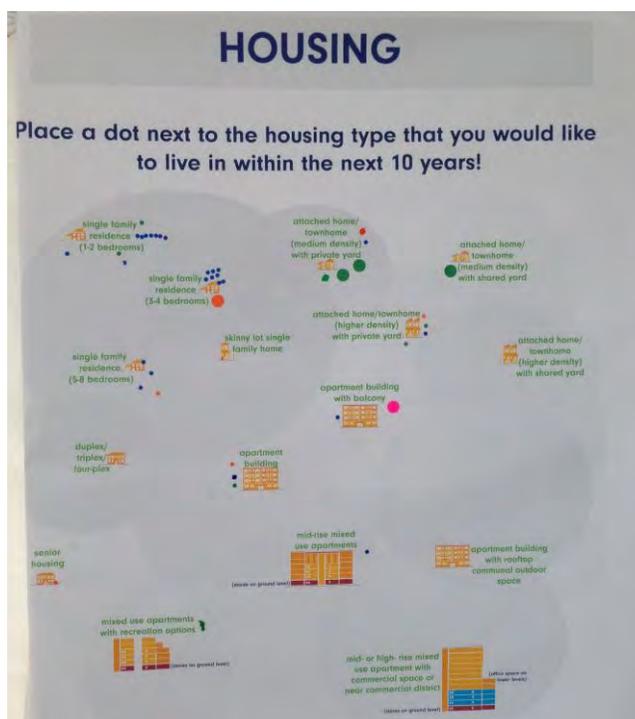
The first panel asked “Where do you live?” Participants from Kent were asked to put a sticker close to their home whereas other participants were asked to put stickers in boxes to identify their city or other home location.

The areas represented and number of respondents were:

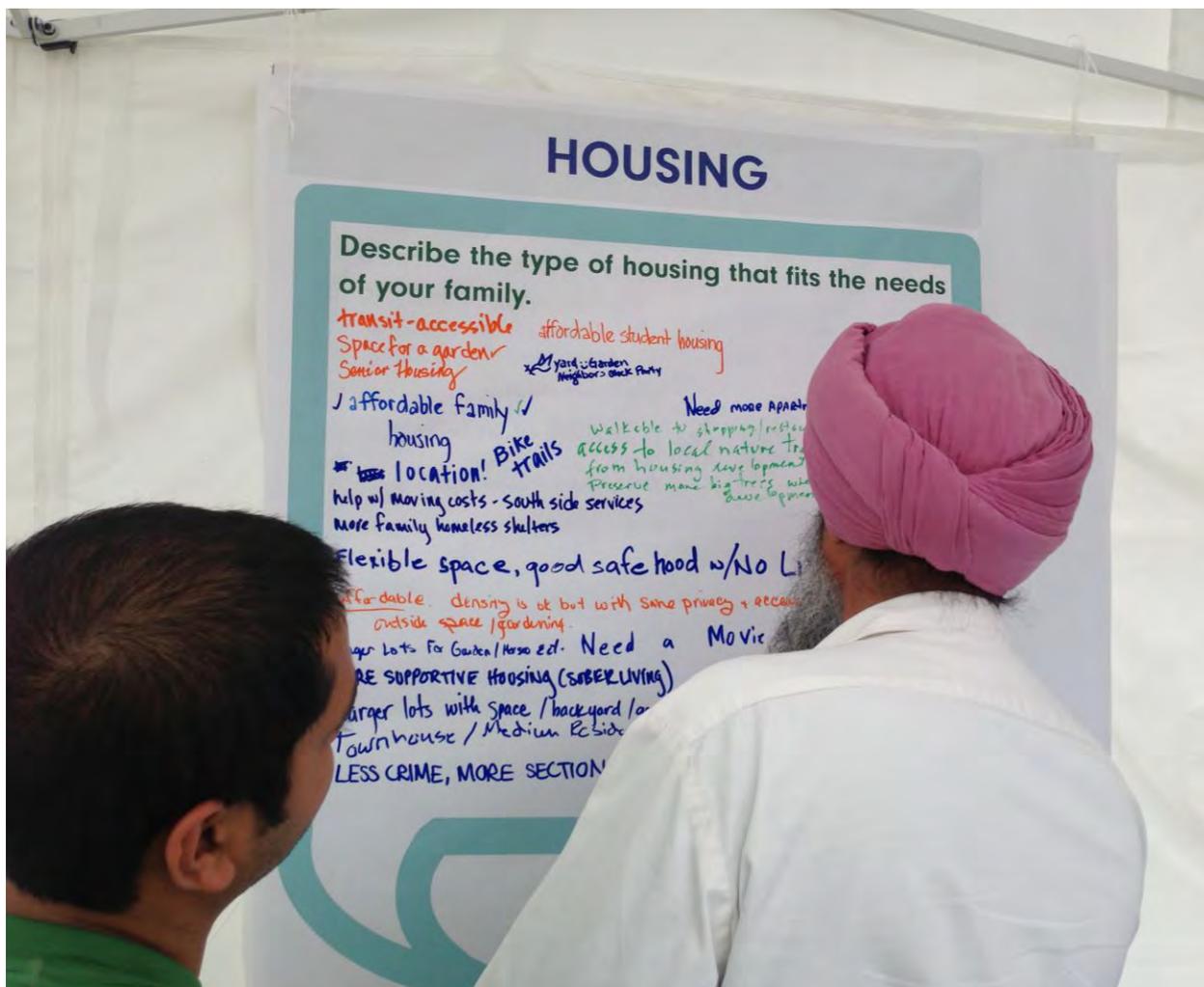
|  |     |
|--|-----|
| Kent (Blue)  | 101 |
| Auburn, Covington, Maple Valley, North Bend, Pacific (Green) | 28  |
| Bellevue, Burien, Renton, SeaTac, Seattle, Tukwila (Orange)  | 27  |
| Des Moines, Federal Way,                                     |     |
| Puyallup, Tacoma (Pink)                                      | 19  |
| Unincorporated King County (Yellow)                          | 5   |

## Type of housing

Next, participants were asked to describe the type of housing that they and their family would like to live in during the next ten years. This prompted participants to identify their current type of housing or to identify a change in housing they would like to make. 75% of Kent respondents (73 of 97) placed their sticker next to “single family home.” 66% of those who wanted to live in a single-family home identified 3-4 bedrooms as an ideal size. 12 participants wanted to live in apartment buildings and no one from Kent placed a dot next to skinny lot single family homes.



Importantly, participants did not favor the idea of shared outdoor space: of those who indicated townhomes or apartment buildings, no participants wanted a shared yard or shared rooftop space. Addenda included shared housing and SRO/boarding houses.



Participants were then asked to write comments about their specific housing needs. There were 133 total comments from Kent residents (some participants put check marks next to multiple comments, resulting in higher total response rate). The most common responses were related to affordability of family and senior housing (18%), desire for more yard or garden space (12%), improved safety (9.7%), and larger lot sizes (8.3%). These comments are roughly consistent with the selections of housing type above, where most respondents desired a 3-4 bedroom single family home.

### Quality of Life

Participants were asked to place stickers on their top two choices for quality of life features, including services, places, or recreation opportunities within their communities. It appeared that some people interpreted this question as an opportunity to point out things they love about their community, while others pointed out areas where they wanted to see improvement.

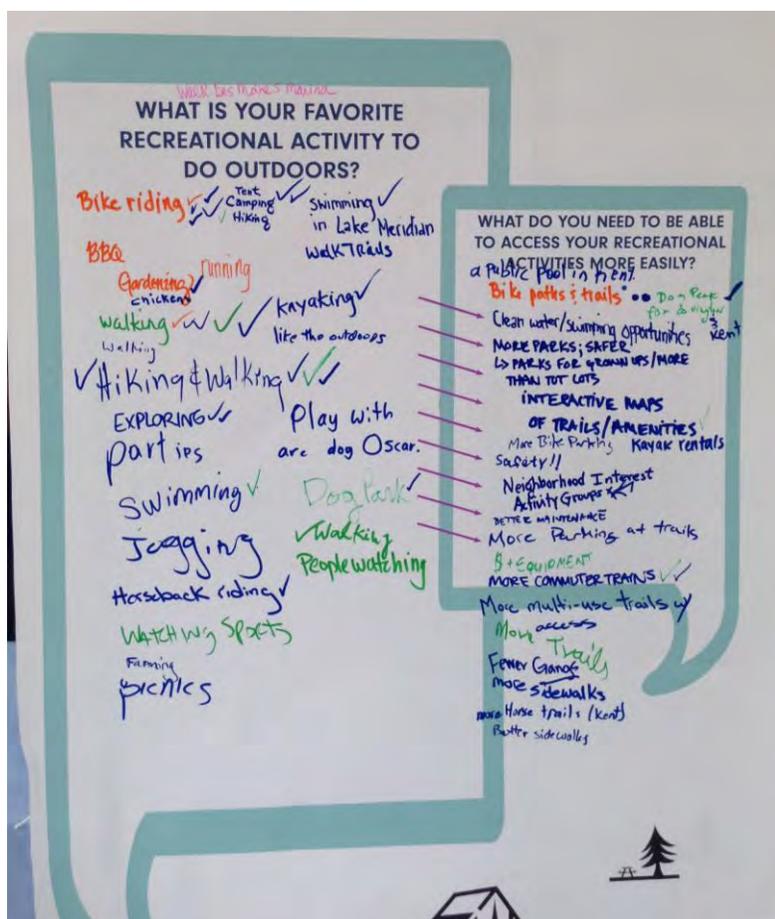
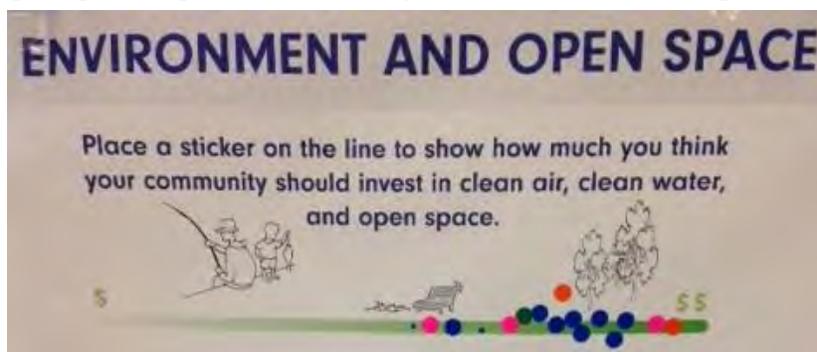
Overall, there were 218 responses from residents of Kent. The top five responses were, in order, safe communities (16%, great school system (13%, walking and biking trails (9.6%, air and water quality (7.8%, and living close to work (5.5%.

Other favored options included shopping within walking distance, transit options to get to work, access to health services, and access to good food. No participants from Kent prioritized energy efficient buildings and only two people supported a greater variety of housing options.



## Environment and Open Space

Participants were asked to place their sticker on a range between low investment and higher investment in environment and open space improvements. Sixty-nine Kent residents responded to this question. The distribution of stickers was divided into thirds, with the lowest third indicating favoring less investment, the middle third representing generally favoring continuing current levels of spending, and the top third favoring increased spending. Twenty-four people (35%) felt that current spending is appropriate, and 42 people (61%) thought that more money should be spent in this area.



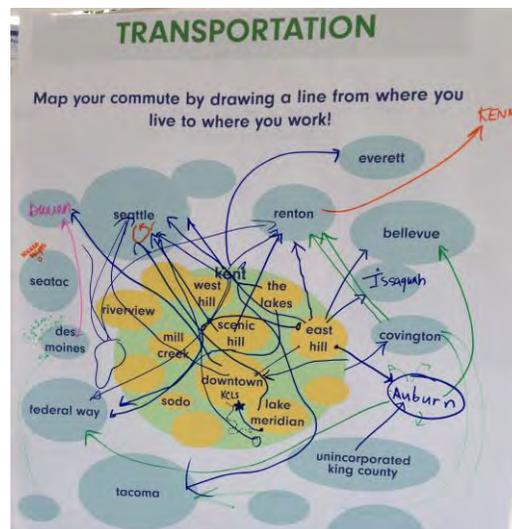
## Outdoor Recreation

Participants were asked to write down their favorite outdoor recreational activities: 40 of 110 (36%) respondents listed their favorite outdoor activity as walking, hiking and running, while 14 (13%) noted cycling was their favorite. A follow-up question asked what respondents needed to better access their favorite activity. 17 of 79 respondents (22%) requested trails, 11 people (14%) requested sidewalks, 6 (7.6%) wanted park maintenance, and 5 (6.3%) asked for bike lanes.

*Commute*

SpeakOut participants were asked to draw a line representing their most common commute on a simplified graphic of King County. It was explained verbally to respondents that the route could be to a workplace, to school, or to a place they regularly travel.

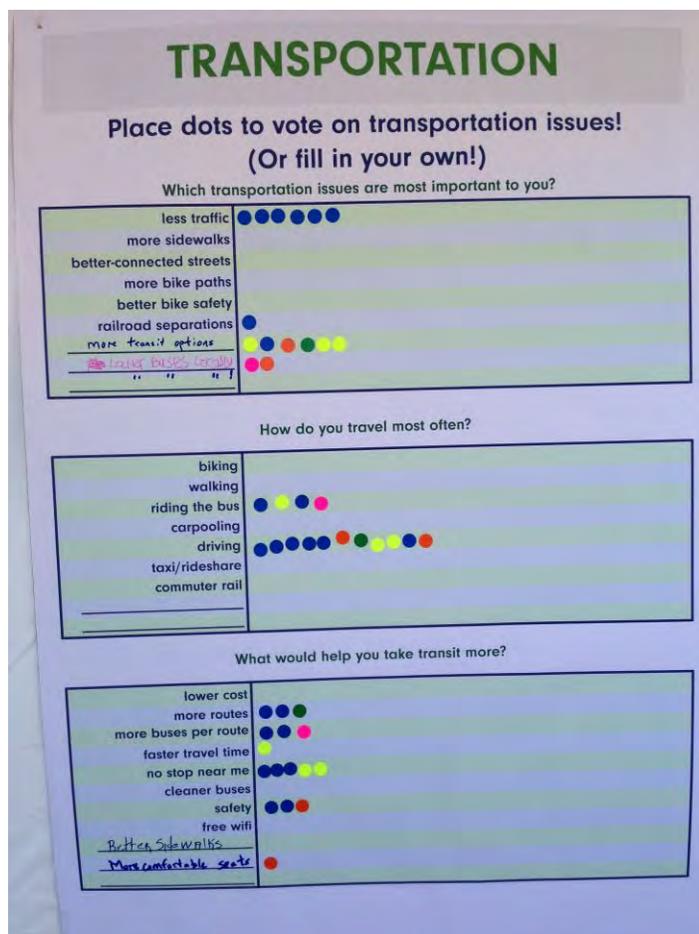
Of 73 commuters whose route began in Kent, 19 (26%) drew lines to Seattle, 11 (15%) to Renton, and another 11 within Kent.



*Transportation*

The final set of questions in the SpeakOut concerned transportation practices, concerns and potential improvements to public transit.

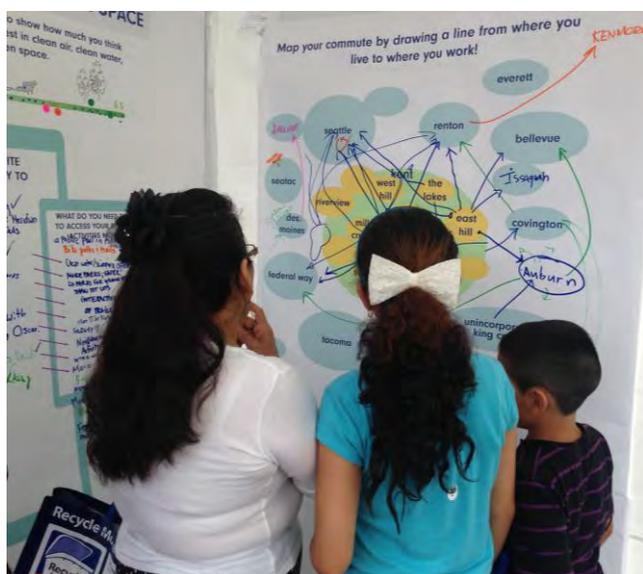
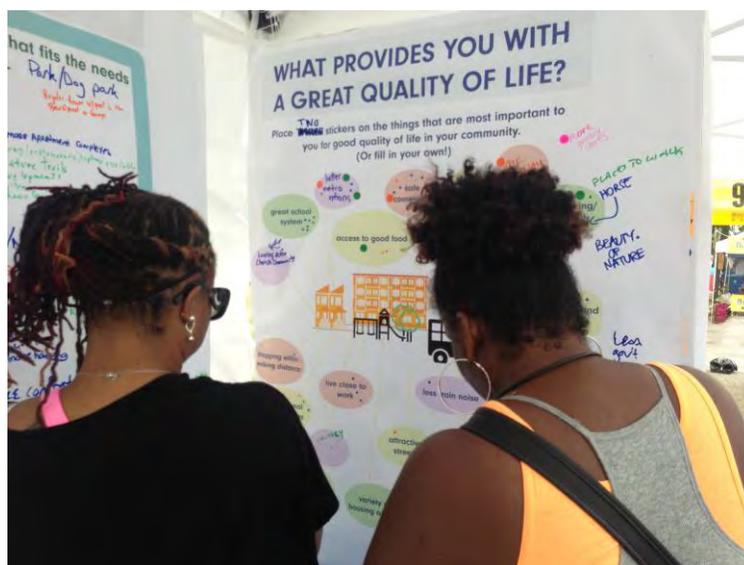
The questions prompted respondents to vote on what transportation issues were most important, how participants travel most often, and what might help participants take public transit more?



37 of 102 people (36%) cited traffic as the biggest transportation issue in Kent. 18 of 102 people (18%) agreed with a write-in comment that more transit options are needed. 56 of 101 respondents (55%) also said they commute by car most frequently, and 19 people (19%) ride the bus most frequently. It seems that expanded bus and train service is desired, as 25 of 108 people (24%) want more routes, and 13 of 108 (12%) want more buses per route. Write-in ideas included later hours for buses and trains, faster commute times and more stops in residential areas.

## Summary

The data collected at the SpeakOut shows a general trend of preferences for low-density development while also desiring high-density amenities and accessibility. Requests for less traffic congestion and more public transportation, sidewalks, and bike lanes show the need for easy access to work, school, shopping, and recreation. Residents of Kent value single-family homes on large lots and appreciate natural spaces for parks and trails. Responses on important city services varied from the need for affordable housing assistance and social services to quality of life services such as cleaning up litter and maintaining trails.



## Attachment 1: SpeakOut data by residence of respondent in order of questions in booth

**Housing: Place a dot next to the housing type that you would like to live in within the next 10 years!**

| Housing type   | Kent | Auburn, Covington, Maple Valley, North Bend, Pacific | Bellevue, Burien, Renton, SeaTac, Seattle, Tukwila | Des Moines, Federal Way, Puyallup, Tacoma | Unincorporated King County |
|--|------|--|--|---|----------------------------|
| Apartment building   | 2    | 2  | 2  | 1   | 0                          |
| Apartment building with balcony  | 6    | 1  | 2  | 0   | 0                          |
| Apartment building with rooftop communal outdoor space                                 | 0    | 0  | 0  | 0   | 0                          |
| Attached home/townhome (higher density) with private yard                              | 3    | 2  | 2  | 0   | 0                          |
| Attached home/townhome (higher density) with shared yard                               | 0    | 1  | 0  | 0   | 0                          |
| Attached home/townhome (medium density) with private yard                              | 3    | 4  | 1  | 0   | 0                          |
| Attached home/townhome (medium density) with shared yard                               | 0    | 1  | 0  | 0   | 0                          |
| Duplex/triplex/ four-plex  | 1    | 0  | 0  | 1   | 0                          |
| Mid or high rise mixed use apartment with commercial space or near commercial district | 0    | 0  | 1  | 1   | 0                          |
| Mid-rise mixed use apartments  | 3    | 1  | 1  | 2   | 0                          |
| Mixed use apartments with recreation options   | 1    | 1  | 0  | 0   | 0                          |
| Senior housing   | 3    | 0  | 1  | 0   | 0                          |
| Single family residence (1-2 bedrooms)   | 15   | 2  | 3  | 3   | 2                          |
| Single family residence (3-4 bedrooms)   | 48   | 11   | 8  | 4   | 3                          |
| Single family residence (5-8 bedrooms)   | 10   | 5  | 4  | 2   | 0                          |
| Skinny lot single family home  | 0    | 0  | 0  | 0   | 0                          |
| <b>Addenda:</b>  |      |  |  |   |                            |
| Shared house (6 bdrm)  | 1    | 0  | 0  | 0   | 0                          |
| Mobile Home/ Cabin   | 0    | 1  | 0  | 0   | 1                          |
| SRO/Boarding House   | 1    | 0  | 0  | 0   | 0                          |

**Housing: Describe the type of housing that fits the needs of your family**

| Housing Needs       | Kent | Auburn, Covington, Maple Valley, North Bend, Pacific | Bellevue, Burien, Renton, SeaTac, Seattle, Tukwila | Des Moines, Federal Way, Puyallup, Tacoma | Unincorporated King County | Additional Comments (Kent residents)  | Additional Comments (non-Kent residents)  |
|---------------------|------|--|--|---|----------------------------|---|---|
| ADA                 | 1    | 0  | 0  | 0   | 0                          | accessibility   |   |
| Affordability       | 24   | 7  | 6  | 4   | 3                          | Family housing (19), sr housing (4), rent/mortgage not more than 1/3 income | Family (6), senior (2), student housing, density okay but w/ private outdoor space, 1-2 BR (2), retirement housing          |
| Animal friendly     | 6    | 1  | 0  | 1   | 0                          |   |   |
| Apartment complex   | 1    | 0  | 0  | 0   | 1                          | More apartments   | One bedroom allows pets, 2 bedroom affordable and walkable  |
| Appliances          | 3    | 1  | 0  | 0   | 0                          | AC, W/D, Dishwasher   | AC  |
| Cleanliness         | 1    | 0  | 0  | 0   | 0                          | No litter   |   |
| Comfortable         | 3    | 0  | 0  | 0   | 0                          | Comfortable but affordable, small (2)                                       |   |
| Communal housing    | 1    | 0  | 0  | 0   | 0                          |   |   |
| Community           | 1    | 0  | 0  | 0   | 0                          |   |   |
| Costs               | 1    | 0  | 0  | 0   | 0                          | Help w/ moving costs, Southside services                                    |   |
| Development         | 1    | 0  | 0  | 0   | 0                          | Some, not too much  |   |
| Home/land ownership | 3    | 2  | 1  | 2   | 1                          |   | Privacy and land, acreage, land in unincorporated   |
| Homeless assistance | 1    | 0  | 0  | 0   | 0                          | More family homeless shelters   |   |
| Housing options     | 2    | 0  | 0  | 0   | 0                          | Flexible space  |   |
| Large lots          | 11   | 4  | 1  | 0   | 0                          |   |   |
| Location            | 5    | 1  | 2  | 2   | 0                          | Walking distance to parks (2), walking distance to downtown (2)             | Walkable to shopping and restaurants, walking distance to distinguished schools, walking distance to amenities, walkable to |

|                        |    |   |   |   |   |   |   |
|------------------------|----|---|---|---|---|---|---|
|                        |    |   |   |   |   |   | downtown  |
| Low income housing     | 1  | 0 | 0 | 0 | 0 |   |   |
| Mixed use              | 1  | 1 | 0 | 0 | 0 | Like platform   | Mixed family house w/ many bedrooms, wide open green spaces to walk/run/bike  |
| Outdoor spaces nearby  | 4  | 1 | 0 | 1 | 1 | Dog park, beautiful parks (2), open green spaces to walk, run, bike | Preserve big trees when developments go in, more beautiful parks,   |
| Quiet and peaceful     | 5  | 3 | 0 | 2 | 0 |   | Settled, private, quieter   |
| Retail                 | 2  | 1 | 0 | 0 | 0 | Non-Safeway grocery store, shopping and restaurants                 | Restaurants and shopping  |
| Safety                 | 13 | 2 | 1 | 0 | 0 |   | Low crime, safe neighborhood  |
| Schools                | 3  | 0 | 1 | 0 | 0 |   |   |
| Section 8 options      | 1  | 0 | 0 | 0 | 0 |   |   |
| Senior housing         | 0  | 0 | 1 | 0 | 0 |   |   |
| Sidewalks              | 2  | 1 | 0 | 0 | 0 | Repair, both sides of Rd.   | Both sides of Rd  |
| Single family house    | 8  | 4 | 4 | 1 | 1 | 3 bedroom, 1-2 bedroom, 4 bedroom 3 bath                            | Sun room, many bedrooms w/ room to run, new deck, downsize to 2BR, pool and garage, yard, small lot walkable to downtown, nice affordable 4 bed house |
| Supportive housing     | 2  | 2 | 0 | 1 | 0 | Sober living (2)  | Sober living in Covington, Tacoma   |
| Townhouse/multi-family | 1  | 0 | 0 | 1 | 0 |   | Multifamily okay  |
| Trails                 | 1  | 1 | 0 | 0 | 0 | Bike trails   | Access to nature trails from housing developments, access   |
| Transit                | 8  | 1 | 1 | 0 | 0 | Public transit (5), near light rail, bicycle to work (2)            | Access, space for a garden (2)  |
| Yard/garden            | 16 | 3 | 3 | 3 | 0 |   | Pool and garage,  |

## What Provides You with Great Quality of Life

Place stickers on the two top things that are most important to you for good quality of life in your community.

| Service or amenity               | Kent | Auburn, Covington, Maple Valley, North Bend, Pacific | Bellevue, Burien, Renton, SeaTac, Seattle, Tukwila | Des Moines, Federal Way, Puyallup, Tacoma | Unincorporated King County | Additional Comments (Kent residents) | Additional Comments (non-Kent residents) |
|----------------------------------|------|--|--|---|----------------------------|--------------------------------------|--|
| Access to good food              | 5    | 2  | 5  | 3   | 0                          |                                      |  |
| Attractive streets               | 5    | 1  | 3  | 1   | 0                          |                                      |  |
| Clean water and environment      | 17   | 3  | 2  | 2   | 1                          |                                      |  |
| Energy efficient buildings       | 0    | 1  | 2  | 3   | 0                          |                                      |  |
| Good cell coverage               | 5    | 2  | 0  | 1   | 0                          | And wifi                             |  |
| Good walking/biking trails       | 21   | 8  | 7  | 5   | 0                          | Horse trails, bike lanes (4)         | Places to walk, bike lanes               |
| Great access to health services  | 6    | 3  | 1  | 1   | 2                          | Social services                      |  |
| Great school system              | 29   | 8  | 7  | 1   | 1                          |                                      |  |
| Less train noise                 | 6    | 1  | 0  | 0   | 0                          |                                      |  |
| Live close to work               | 12   | 0  | 1  | 0   | 0                          |                                      |  |
| No graffiti/junk cars            | 5    | 2  | 0  | 1   | 1                          | Enforcement                          |  |
| Recreational opportunities       | 9    | 5  | 7  | 1   | 0                          |                                      |  |
| Safe community                   | 35   | 9  | 8  | 6   | 3                          |                                      |  |
| Shopping within walking distance | 10   | 8  | 2  | 1   | 0                          |                                      |  |
| Transit options to get to work   | 10   | 3  | 7  | 6   | 2                          |                                      |  |
| Variety of housing options       | 2    | 1  | 1  | 0   | 0                          |                                      |  |
| Variety of senior programs       | 4    | 0  | 0  | 1   | 0                          |                                      |  |
| Well-maintained public assets    | 7    | 0  | 3  | 1   | 0                          |                                      |  |
| <b>Addenda:</b>                  |      |  |  |   |                            |                                      |  |
| Air quality                      | 0    | 0  | 1  | 0   | 0                          |                                      |  |
| Bars walking distance            | 3    | 0  | 0  | 1   | 0                          |                                      |  |
| Better metro options             | 3    | 2  | 1  | 0   | 0                          |                                      |  |
| Better shopping downtown         | 1    | 0  | 0  | 0   | 0                          |                                      |  |
| Church community                 | 2    | 1  | 0  | 0   | 0                          |                                      |  |
| Free bus system 914/916          | 2    | 0  | 0  | 0   | 0                          |                                      |  |
| Good childcare                   | 1    | 0  | 0  | 0   | 0                          |                                      |  |

|   |   |   |   |   |   |                        |  |
|---|---|---|---|---|---|------------------------|--|
| options w/ work                                 |   |   |   |   |   |                        |  |
| Less gov't/ less corruption / low taxes         | 2 | 0 | 2 | 0 | 0 |                        |  |
| Library System                                  | 3 | 0 | 2 | 1 | 0 |                        |  |
| Longer trains at night                          | 2 | 0 | 0 | 0 | 0 |                        |  |
| More grocery stores                             | 3 | 0 | 0 | 1 | 0 | Other than Safeway (2) |  |
| More high tech jobs – less commuting to Seattle | 1 | 0 | 0 | 0 | 0 |                        |  |
| Nature/ views/ waterfront                       | 2 | 0 | 0 | 1 | 0 |                        |  |
| People  | 0 | 0 | 0 | 1 | 0 |                        |  |
| Privacy/quiet                                   | 1 | 3 | 0 | 1 | 1 |                        |  |
| Roads   | 5 | 0 | 1 | 0 | 0 |                        |  |

**Environment and Open Space: Place a sticker on the line to show how much you think your community should spend on clean air, clean water, and open space**

| Region of spending spectrum | Kent | Auburn, Covington, Maple Valley, North Bend, Pacific | Bellevue, Burien, Renton, SeaTac, Seattle, Tukwila | Des Moines, Federal Way, Puyallup, Tacoma | Unincorporated King County | Additional Comments (Kent residents)       | Additional Comments (non-Kent residents)            |
|-----------------------------|------|--|--|---|----------------------------|--|---|
| Lowest 3rd                  | 3    | 0  | 2  | 1   | 0                          | Do not sell river bend 9 hole course       |   |
| Middle 3rd                  | 24   | 6  | 5  | 4   | 3                          | Need more maintenance of plants they plant | Spend wisely, More on maintaining not on new spaces |
| Highest 3rd                 | 42   | 13   | 8  | 7   | 0                          | More on this but not more taxes            |   |

**Environment and Open Space: What is your favorite recreational activity to do outdoors?**

| Activity                       | Kent | Auburn,<br>Covington,<br>Maple Valley,<br>North Bend,<br>Pacific | Bellevue,<br>Burien, Renton,<br>SeaTac, Seattle,<br>Tukwila | Des Moines,<br>Federal Way,<br>Puyallup,<br>Tacoma | Unincorporated<br>King County |
|--------------------------------|------|--|---|--|-------------------------------|
| 4x4                            | 0    | 1  | 0   | 0  | 0                             |
| Airsoft                        | 1    | 0  | 0   | 0  | 0                             |
| Basketball                     | 0    | 1  | 0   | 0  | 0                             |
| Bike Riding                    | 14   | 2  | 2   | 2  | 2                             |
| Bird Watching                  | 0    | 1  | 0   | 0  | 0                             |
| Boating/water sports           | 0    | 0  | 0   | 1  | 0                             |
| Camping                        | 6    | 1  | 0   | 1  | 0                             |
| Enjoying outdoors/ open spaces | 1    | 0  | 1   | 0  | 1                             |
| Exercising                     | 2    | 0  | 0   | 0  | 0                             |
| Exploring                      | 3    | 0  | 0   | 0  | 0                             |
| Fishing                        | 2    | 0  | 0   | 0  | 1                             |
| Gardening/Farming              | 7    | 3  | 1   | 1  | 0                             |
| Geocaching                     | 1    | 0  | 0   | 0  | 0                             |
| Going to Park                  | 4    | 1  | 2   | 0  | 1                             |
| Golf                           | 2    | 1  | 0   | 0  | 0                             |
| Horseback Riding               | 2    | 0  | 0   | 0  | 0                             |
| Kayaking                       | 2    | 0  | 0   | 0  | 0                             |
| People Watching                | 0    | 0  | 1   | 0  | 0                             |
| Picnic/BBQ                     | 4    | 0  | 1   | 0  | 0                             |
| Playing Outside                | 2    | 0  | 0   | 0  | 0                             |
| Racing                         | 1    | 1  | 0   | 1  | 0                             |
| Sailing                        | 0    | 0  | 0   | 0  | 0                             |
| Soccer                         | 3    | 1  | 0   | 0  | 0                             |
| Softball                       | 2    | 0  | 0   | 0  | 0                             |
| Swimming                       | 5    | 3  | 0   | 0  | 0                             |
| Walking/Hiking/Running         | 40   | 11   | 8   | 10   | 7                             |
| Walking/Playing with dog       | 5    | 1  | 0   | 1  | 0                             |
| Watching Sports                | 0    | 1  | 0   | 0  | 0                             |
| Water Park                     | 1    | 1  | 1   | 0  | 0                             |
| Yard/Patio                     | 0    | 0  | 0   | 0  | 1                             |

**Environment and Open Space: What do you need to be able to access your recreational activity more easily?**

| Service                              | Kent | Auburn, Covington, Maple Valley, North Bend, Pacific | Bellevue, Burien, Renton, SeaTac, Seattle, Tukwila | Des Moines, Federal Way, Puyallup, Tacoma | Unin. King County | Additional Comments (Kent residents)                            | Additional Comments (non-Kent residents)  |
|--------------------------------------|------|--|--|---|-------------------|---|---|
| Better transit                       | 5    | 0  | 0  | 1   | 0                 | Buses, don't cut service (2), nicer bus drivers, 167            | Bus to water front  |
| Bike Parking                         | 0    | 2  | 0  | 0   | 0                 |   |   |
| Bike Paths and Trails                | 5    | 1  | 1  | 0   | 0                 | Bike lanes  | Further trails  |
| Clean water, swimming opportunities  | 2    | 0  | 0  | 0   | 0                 |   |   |
| Dog Park                             | 3    | 1  | 0  | 0   | 0                 | Off-leash parks   | Covington   |
| Drinking fountains                   | 1    | 0  | 1  | 0   | 0                 |   |   |
| Equipment                            | 1    | 1  | 0  | 0   | 0                 | Kayak rentals   |   |
| Golf courses                         | 1    | 1  | 0  | 0   | 0                 | more  | cheaper   |
| Interactive maps of Trails/Amenities | 2    | 1  | 0  | 0   | 0                 | Yearly maps   |   |
| Lakes                                | 1    | 1  | 0  | 2   | 0                 | Motorized lakes   | More boating access, cleaner  |
| Maintenance                          | 5    | 0  | 2  | 0   | 0                 | Clean campsites, trail maintenance                              | Trail maintenance   |
| Money                                | 1    | 1  | 0  | 0   | 0                 |   |   |
| Neighborhood Activity group          | 1    | 0  | 0  | 0   | 0                 |   |   |
| No homeless camps in public zones    | 2    | 0  | 0  | 0   | 0                 |   |   |
| Open spaces                          | 3    | 1  | 0  | 0   | 1                 | Smoke free space (2)  | Quiet fields,   |
| Parking                              | 0    | 0  | 1  | 0   | 1                 |   |   |
| Parks                                | 6    | 0  | 1  | 2   | 1                 | More/safer/not just tot lots, more hours, playgrounds (2)       | public rec areas, more  |
| Places to dance                      | 2    | 0  | 0  | 0   | 0                 |   |   |
| Public Pool                          | 2    | 0  | 0  | 0   | 0                 | Water parks   |   |
| Rec center                           | 1    | 0  | 0  | 0   | 0                 |   |   |
| Retirement                           | 0    | 0  | 0  | 0   | 1                 |   |   |
| Safety                               | 2    | 1  | 0  | 0   | 0                 | Fewer gangs   | Safe ball courts,   |
| Sidewalks                            | 11   | 1  | 0  | 4   |                   | Better, more, lighting, 132 <sup>nd</sup> St                    | West valley, lighting, more, trees/ safer feel  |
| Soccer fields                        | 3    | 0  | 0  | 0   | 0                 |   |   |
| Time                                 | 0    | 1  | 0  | 0   | 0                 |   |   |
| Trails                               | 17   | 5  | 3  | 6   | 3                 | More parking (2), more multi-use trails w/ access, horse trails | More trails, shaded, well lit, priority for open space, more, jeep trails, more/easier trails, more |

|                 |   |   |   |   |   |                                    |                   |
|-----------------|---|---|---|---|---|------------------------------------|-------------------|
| Waste           | 2 | 1 | 0 | 0 | 0 | Less trash, more yard waste pickup | Access to compost |
| Water fountains | 0 | 0 | 1 | 0 | 0 |                                    |                   |

**Transportation: Map your commute by drawing a line from where you live to where you work! (Or where you commute most often)**

**Commuters in Kent:**

|                               |    |
|-------------------------------|----|
| Lake Meridian To Covington    | 1  |
| Lake Meridian To Seattle      | 3  |
| Lake Meridian To Renton       | 1  |
| Lake Meridian To East Hill    | 1  |
| Lake Meridian To Puyallup     | 1  |
| Lake Meridian To Downtown     | 2  |
| Downtown To Seattle           | 4  |
| Downtown To West Hill         | 1  |
| Downtown To Surrounding       | 2  |
| Downtown To Renton            | 2  |
| Downtown To Burien            | 1  |
| East Hill To Downtown         | 4  |
| East Hill To Auburn           | 3  |
| East Hill To Tacoma           | 2  |
| East Hill To Edgewood         | 1  |
| East Hill To Puyallup         | 1  |
| East Hill To Unincorp. King   | 1  |
| East Hill To Issaquah         | 1  |
| East Hill To Bellevue         | 6  |
| East Hill To Everett          | 3  |
| East Hill To Renton           | 4  |
| East Hill To Lake Meridian    | 1  |
| East Hill To Federal Way      | 2  |
| East Hill To Seattle          | 8  |
| The Lakes To Federal Way      | 1  |
| The Lakes To Des Moines       | 1  |
| The Lakes To Bellevue         | 1  |
| The Lakes To Seattle          | 2  |
| Scenic Hill To Renton         | 1  |
| Scenic Hill To SeaTac         | 1  |
| Scenic Hill To Renton         | 1  |
| Scenic Hill To Seattle        | 2  |
| Riverview To SeaTac           | 1  |
| Riverview To Renton           | 1  |
| West Hill To Surrounding Area | 1  |
| West Hill To Downtown         | 1  |
| West Hill To Federal Way      | 1  |
| West Hill To Seattle          | 1  |
| West Hill To Renton           | 1  |
| Total (In Kent)               | 73 |

**Transportation: Map your commute by drawing a line from where you live to where you work! (Or where you commute most often)**

**Commuters Outside of Kent:**

| Commute                              | # commuters |
|--------------------------------------|-------------|
| Renton To Surrounding Area           | 1           |
| Renton To Seattle                    | 1           |
| Renton To Covington                  | 1           |
| Renton To Kent                       | 2           |
| Renton To Redmond                    | 1           |
| Renton To West Hill                  | 1           |
| Renton To Tacoma                     | 1           |
| Renton To SeaTac                     | 1           |
| Renton To Kenmore                    | 1           |
| Covington To Lake Meridian           | 2           |
| Covington To Downtown Kent           | 1           |
| Covington To Seattle                 | 3           |
| Covington To Renton                  | 2           |
| Covington To Tacoma                  | 1           |
| Covington To Des Moines              | 1           |
| Auburn To Seattle                    | 2           |
| Auburn To Renton                     | 3           |
| Auburn To East Hill                  | 1           |
| Auburn To Downtown Kent              | 1           |
| Auburn To Puyallup                   | 1           |
| Auburn To Unincorporated King County | 1           |
| Auburn To Redmond                    | 1           |
| Auburn To Everett                    | 1           |
| Auburn To Bellevue                   | 1           |
| Auburn To Federal Way                | 1           |
| Auburn To Surrounding Area           | 3           |
| Tacoma To Surrounding Area           | 1           |
| Tacoma To Auburn                     | 2           |
| Tacoma To Seattle                    | 2           |

| Commute                     | # commuters |
|-----------------------------|-------------|
| Tacoma To Redmond           | 1           |
| Tacoma To South Seattle     | 1           |
| Pacific To Tumwater         | 2           |
| Pacific To Kent             | 1           |
| Pacific To Tacoma           | 1           |
| Lakewood To Seattle         | 1           |
| Uninc King County To Auburn | 1           |
| Federal Way To Olympia      | 1           |
| SeaTac To Surrounding Area  | 1           |
| SeaTac To Seattle           | 1           |
| Burien To Bothell           | 1           |
| Burien To Seattle           | 1           |
| Burien To Tacoma            | 1           |
| Burien To Des Moines        | 1           |
| Seattle To SeaTac           | 1           |
| Seattle To Tacoma           | 1           |
| Seattle To Rainer           | 1           |
| Seattle To Everett          | 2           |
| Seattle To Federal Way      | 1           |
| Seattle To Downtown Kent    | 3           |
| Seattle To Surrounding Area | 3           |
| Bellevue To Auburn          | 1           |
| Bellevue To Downtown Kent   | 1           |
| Maple Valley To SeaTac      | 1           |
| Puyallup To Downtown Kent   | 1           |
| Des Moines To White Cedar   | 1           |
| Des Moines To Renton        | 1           |
| Des Moines To East Hill     | 1           |
| Des Moines To Seattle       | 1           |
| <b>Total (Outside Kent)</b> | <b>76</b>   |

### Transportation: What transportation issues are most important to you?

| Issue  | Kent | Auburn,<br>Covington,<br>Maple<br>Valley,<br>North Bend,<br>Pacific | Bellevue,<br>Burien,<br>Renton,<br>SeaTac,<br>Seattle,<br>Tukwila | Des<br>Moines,<br>Federal<br>Way,<br>Puyallup,<br>Tacoma | Unincorporated<br>King County | Additional<br>Comments<br>(Kent<br>residents) | Additional<br>Comments<br>(non-Kent<br>residents)               |
|--|------|---|---|--|-------------------------------|---|---|
| Less traffic   | 37   | 8   | 7   | 5  | 0                             |   |   |
| More sidewalks   | 10   | 4   | 3   | 2  | 0                             |   | Nature<br>park/trails,<br>Covington<br>Hills to lib<br>sidewalk |
| Better-connected<br>streets                                | 2    | 1   | 1   | 0  | 0                             |   |   |
| More bike paths  | 9    | 1   | 1   | 1  | 0                             |   |   |
| Better bike safety   | 5    | 1   | 2   | 0  | 0                             |   |   |
| Railroad<br>separations                                    | 4    | 2   | 0   | 0  | 0                             | safety  |   |
| <b>Addenda:</b>  |      |   |   |  |                               |   |   |
| More transit<br>options                                    | 18   | 4   | 9   | 3  | 4                             | Expand light<br>rail (2)                      | Weekend<br>options, light<br>rail, bike<br>racks on UA<br>buses |
| Later buses<br>locally                                     | 1    | 1   | 4   | 2  | 0                             |   |   |
| Daily trains   | 4    | 0   | 0   | 1  | 0                             |   |   |
| Better designed<br>Hwys                                    | 2    | 0   | 0   | 1  | 2                             |   |   |
| More housing<br>near transit                               | 1    | 0   | 0   | 1  | 0                             |   |   |
| More parking for<br>sounder/ more<br>times of<br>departure | 6    | 0   | 0   | 0  | 0                             |   |   |
| Slower Speeds  | 1    | 0   | 0   | 0  | 0                             | 88 <sup>th</sup> St                           |   |
| Infrastructure<br>maintenance                              | 1    | 0   | 0   | 0  | 0                             | Central Ave<br>tire damage,<br>crosswalks     |   |
| Reliability  | 0    | 1   | 0   | 0  | 0                             |   |   |
| Less lights  | 0    | 0   | 0   | 1  | 0                             |   |   |
| Safe Rts to<br>School (Nealy<br>O'Brian Russell)           | 1    | 0   | 0   | 0  | 0                             |   |   |

**Transportation: How do you travel most often?**

| <b>Transportation</b> | Kent | Auburn,<br>Covington, Maple<br>Valley, North<br>Bend, Pacific | Bellevue, Burien,<br>Renton, SeaTac,<br>Seattle, Tukwila | Des Moines,<br>Federal Way,<br>Puyallup, Tacoma | Unincorporated<br>King County |
|-----------------------|------|---|--|---|-------------------------------|
| Biking                | 3    | 1   | 2  | 1   | 0                             |
| Walking               | 10   | 0   | 3  | 0   | 0                             |
| Riding the bus        | 19   | 2   | 11   | 3   | 1                             |
| Carpooling            | 3    | 0   | 2  | 0   | 0                             |
| Driving               | 56   | 20  | 12   | 9   | 4                             |
| Taxi/rideshare        | 1    | 1   | 0  | 1   | 0                             |
| Commuter rail         | 7    | 1   | 0  | 1   | 1                             |
| <b>Addenda:</b>       |      |   |  |   |                               |
| Scooter               | 1    | 0   | 0  | 0   | 0                             |
| School bus            | 1    | 0   | 0  | 0   | 0                             |

### Transportation: What might help you to take transit more?

|  | Kent | Auburn,<br>Covington,<br>Maple<br>Valley,<br>North Bend,<br>Pacific | Bellevue,<br>Burien,<br>Renton,<br>SeaTac,<br>Seattle,<br>Tukwila | Des<br>Moines,<br>Federal<br>Way,<br>Puyallup,<br>Tacoma | Unincorporated<br>King County | Additional<br>Comments<br>(Kent<br>residents)           | Additional<br>Comments<br>(non-Kent<br>residents) |
|--|------|---|---|--|-------------------------------|---|---|
| Lower cost                                 | 12   | 4   | 3   | 0  | 0                             |   |   |
| More routes                                | 25   | 5   | 6   | 4  | 0                             | Intercity<br>buses, bus to<br>Wynco, bus<br>to Bellevue |   |
| More buses per<br>route                    | 13   | 1   | 2   | 2  | 0                             |   |   |
| Faster travel<br>time                      | 12   | 3   | 7   | 3  | 1                             |   |   |
| No stop near me                            | 10   | 3   | 0   | 0  | 6                             |   | More<br>Covington<br>bus stops                    |
| Cleaner buses                              | 2    | 2   | 1   | 0  | 0                             |   |   |
| safety                                     | 9    | 1   | 1   | 1  | 0                             |   |   |
| Free wifi                                  | 2    | 0   | 0   | 1  | 0                             |   |   |
| <b>Addenda:</b>                            |      |   |   |  |                               |   |   |
| Better Sidewalks                           | 2    | 1   | 0   | 0  | 0                             |   |   |
| ADA<br>accessibility                       | 1    | 0   | 1   | 0  | 0                             |   |   |
| Comfortable<br>seats                       | 1    | 0   | 2   | 0  | 0                             |   |   |
| Better bus<br>community<br>service         | 1    | 0   | 0   | 0  | 0                             |   |   |
| More train/bus<br>times                    | 9    | 2   | 0   | 0  | 0                             | Weekend<br>train  | Weekend<br>train                                  |
| Park and ride<br>light rail and<br>sounder | 6    | 1   | 0   | 1  | 0                             |   |   |
| Credit cards<br>accepted on<br>buses       | 0    | 1   | 0   | 0  | 0                             |   |   |
| Don't cut metro                            | 1    | 1   | 0   | 0  | 0                             |   |   |
| Don't cut<br>914/916                       | 1    | 0   | 1   | 0  | 0                             |   |   |
| Less crowded on<br>event days              | 0    | 1   | 0   | 0  | 0                             |   |   |
| Transfer passes<br>easier                  | 1    | 0   | 1   | 0  | 0                             |   |   |
| More people<br>taking transit              | 0    | 0   | 1   | 0  | 0                             |   |   |
| A different job                            | 0    | 1   | 0   | 0  | 0                             |   |   |



# Kent Survey – Fall 2014

## Snapshot of Results

*Draft results Dec 10, 2014*

### Introduction

The City of Kent created the *Kent 2035* survey (with input from Futurewise, El Centro de la Raza, and OneAmerica) to gather input from Kent citizens on a broad range of issues related to the City of Kent's long-range Comprehensive Plan. The City primarily deployed the survey online (459 respondents). Futurewise, El Centro de la Raza, OneAmerica and Mother Africa conducted the survey in the field using a printed copy (460 respondents). The survey was translated into Spanish, Russian, Vietnamese and Somali and interpreted into Arabic and Tigrinya and Somali

This report is a preliminary summary and analysis of the survey responses collected under these categories:

- **On-line respondents:** 459 respondents who took the online survey based on emails and other communications from the City of Kent.
- **Kent Food Bank:** 26 food bank visitors surveyed by Futurewise and El Centro de la Raza
- **Wilson Playfield:** 199 parents and relatives and friends viewing soccer games surveyed by El Centro de la Raza and Futurewise
- **Immigrants and refugees:** This grouping includes 158 immigrants and refugees surveyed by MotherAfrica, 16 immigrants and refugees surveyed by OneAmerica, and 13 Latino community members surveyed by El Centro de la Raza. These 187 surveys responses do *not* duplicate the surveys in the other categories.
- **Kent Senior Activity Center:** 65 seniors and center staff surveyed by Futurewise, El Centro de la Raza and OneAmerica

Most of the survey questions asked respondents to rate options. Two questions were open-ended in which participants wrote in answers (*not all survey respondents answered all questions.*)

As shown in the results below, some community priorities such as safety are a major concern for all Kent survey respondents. Other issues, however—such as housing—show differences between the groups surveyed.

## Race/Ethnicity and Age of Respondents

### Overall

#### Race/Ethnicity

- 55% of all respondents identified race as “White.”
- 22% identified race as “Black.”
- 8% identified race as “Hispanic.”
- 6% identified race as “Asian.”
- 6% identified race as “Other.”
- 2% identified race as “Pacific Islander.”
- 1% identified two or more races.
- 1% identified race as “American Indian.”

*As a note, this question was optional and was phrased as race/ethnicity, the responses are not 100% inclusive because the survey categories did not include a complete list of options that are typically available in the census.*

*Age – see graph to right*

### Online Respondents

#### Race/Ethnicity

- 76% identified race as “White.”
- 6% identified race as “Asian.”
- 5% identified race as “Black.”
- 5% identified two or more races.
- 4% identified race as “Hispanic.”
- 1% identified race as “American Indian.”
- 1% identified race as “Pacific Islander.”

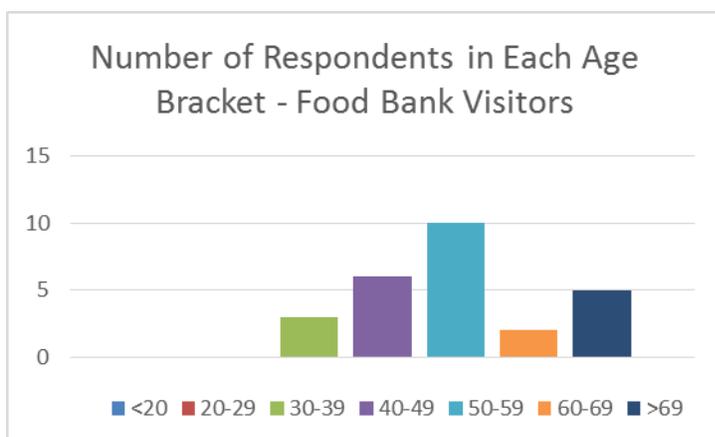
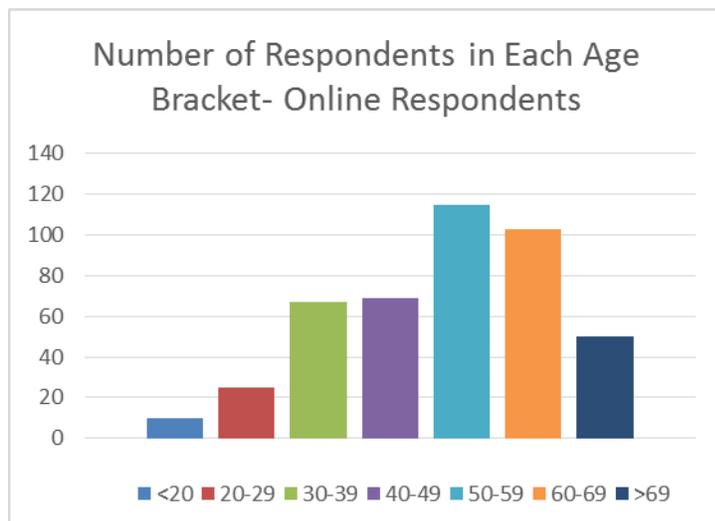
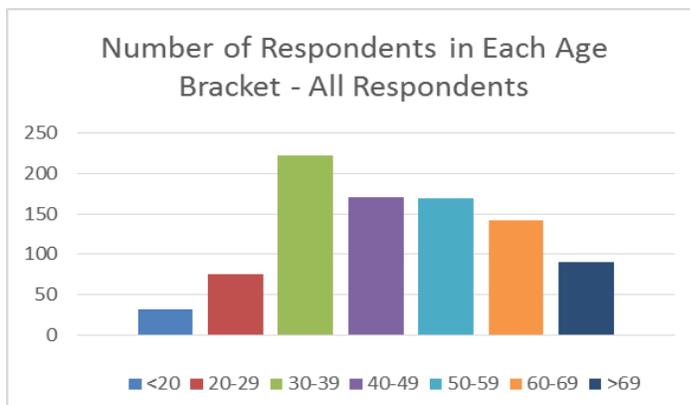
*Age – See graph at right.*

### Food Bank Visitors

#### Race/Ethnicity

- 54% identified race as “White.”
- 25% identified race as “Black.”
- 8% identified race as “Other.”
- 4% identified race as “Asian.”
- 4% identified race as “Hispanic.”
- 4% identified two or more races.
- 1 participant wrote in “Middle Eastern.”

*Age – See graph at right.*

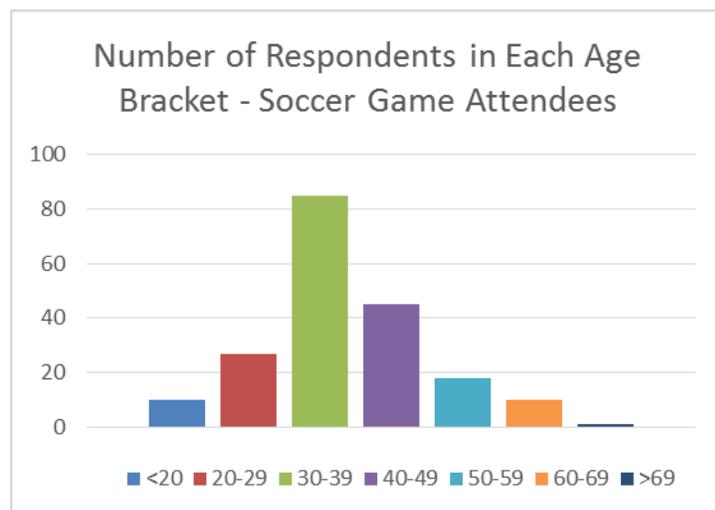


## Soccer Game Attendees

### Race/Ethnicity

- 44% identified race as “White.”
- 17% identified race as “Hispanic.”
- 12% identified race as “Asian.”
- 11% identified race as “Black.”
- 6% identified race as “Pacific Islander.”
- 5% identified two or more races.
- 4% identified race as “Other.”
- 1% identified race as “American Indian.”
- 2 participants wrote in “Middle Eastern.”

Age – See graph at right.

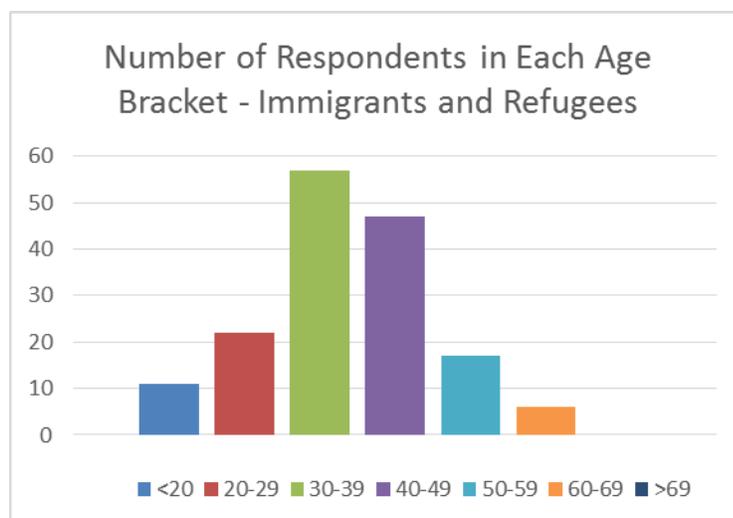


## Immigrants and Refugees

### Race/Ethnicity

- 84% identified race as “Black.”
- 14% identified race as “Other.”
- 1% identified race as “White.”
- 1% identified two or more races.
- Of those respondents who identified “Other,” 40% wrote in “Iraqi,” and 2% wrote in “Pakistani.”
- Of those respondents who identified “Black,” 14% added “Kenyan,” 12% added “Zambian,” 11% added “Sudanese,” 10% added “Somali (Bantu),” 9% added “Eritrea,” 8% added “Gambian,” 6% added “Somali,” 2% added “Senegalese,” and 1% added “Congo.”

Age – See graph at right.

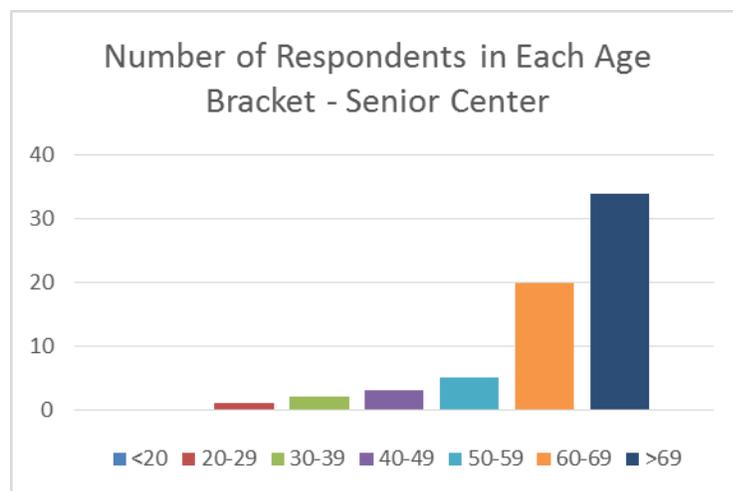


## Senior Activity Center (Seniors and Staff)

### Race/Ethnicity

- 83% of seniors and staff identified race as “White.”
- 5% identified race as “Black.”
- 5% identified race as “Asian.”
- 5% identified race as “Hispanic.”
- 2% identified race as “Pacific Islander.”

Age – See graph at right.

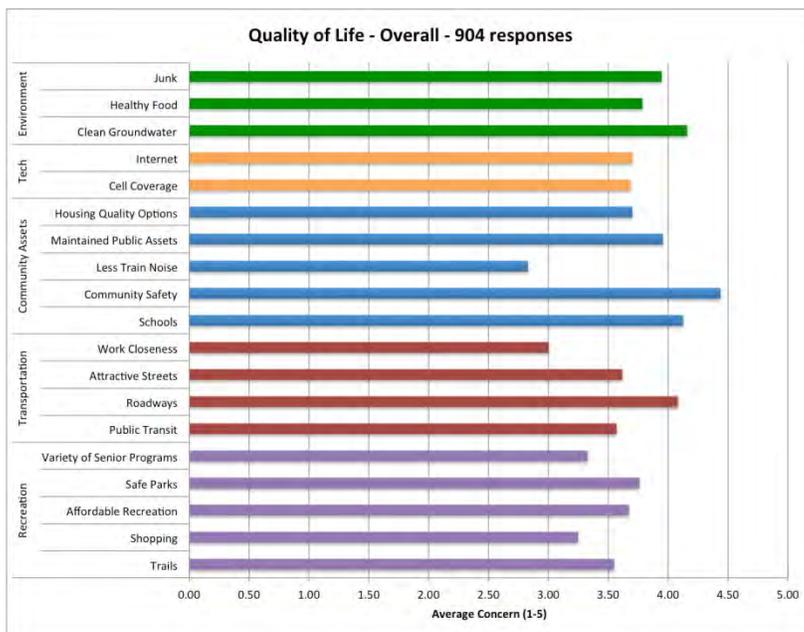


## Community Priorities for Quality of Life

1=Not Important, 2=Somewhat Important, 3=Important, 4=Very Important, 5=Essential

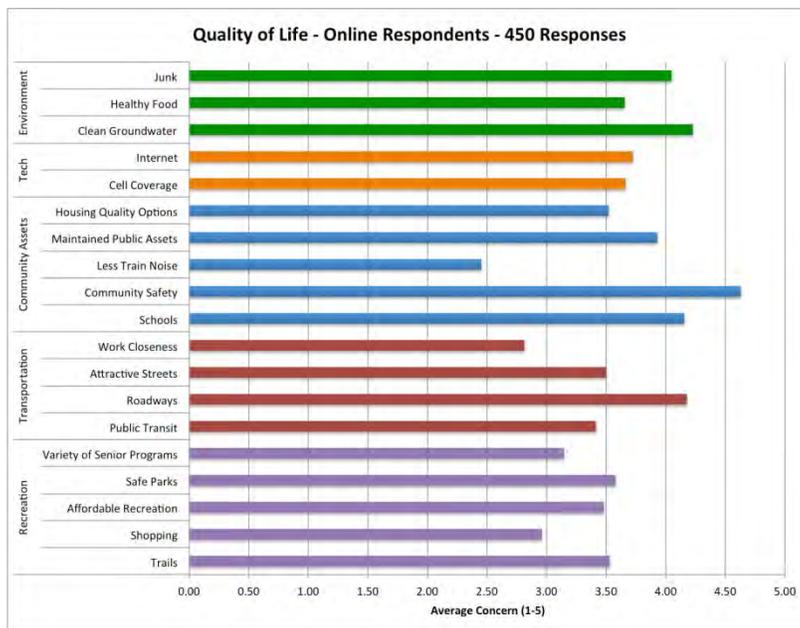
### Overall

Priorities for Kent citizens (all respondents) are community safety, clean groundwater, schools, and roadways. Maintained public assets, healthy food, safe parks, affordable recreation, less junk, quality housing options and attractive streets all ranked highly as well.



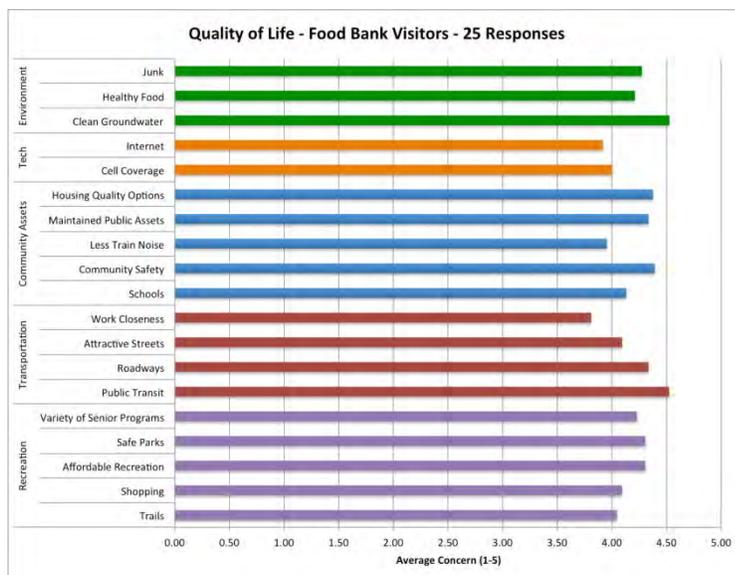
### Online Respondents

Community safety is the top priority for the online respondent group, with roadways, clean groundwater and schools ranked highly as well.



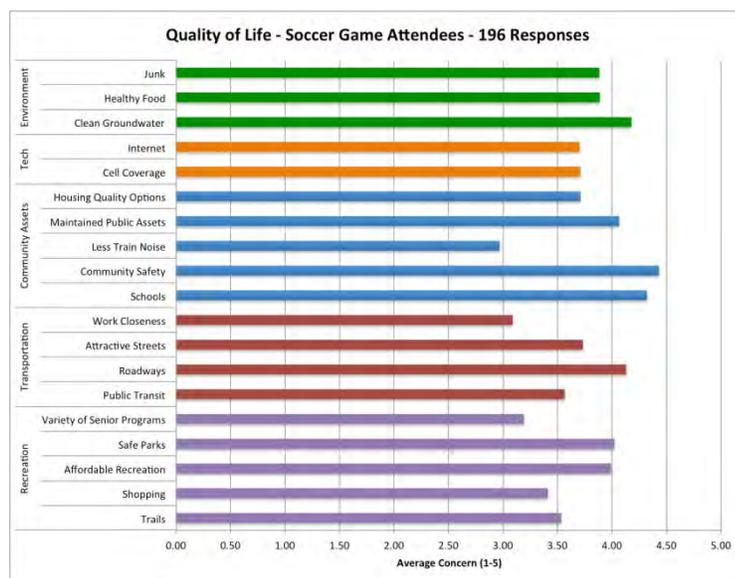
### Food Bank Visitors

Public transit and clean groundwater were the top priorities for food bank visitors, followed closely by community safety and quality housing options.



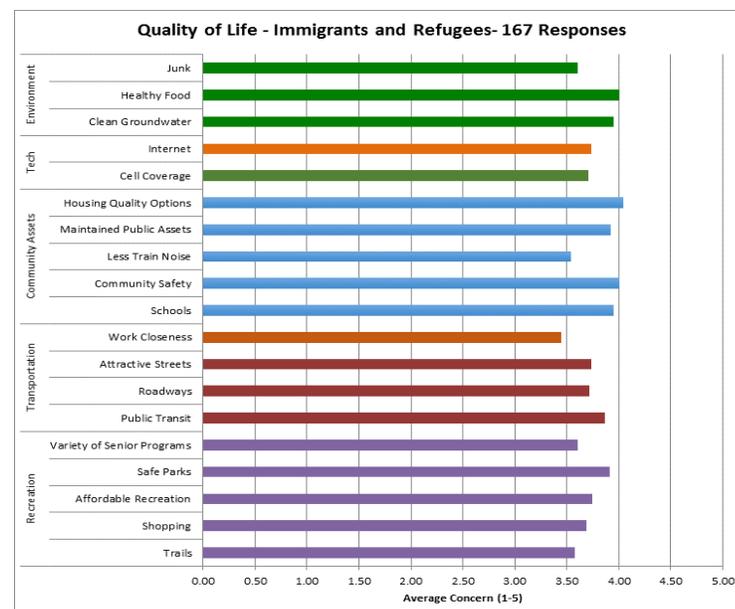
### Soccer Game Attendees

Soccer game attendees rated community safety as the highest priority, followed closely by schools, then clean groundwater and roadways.



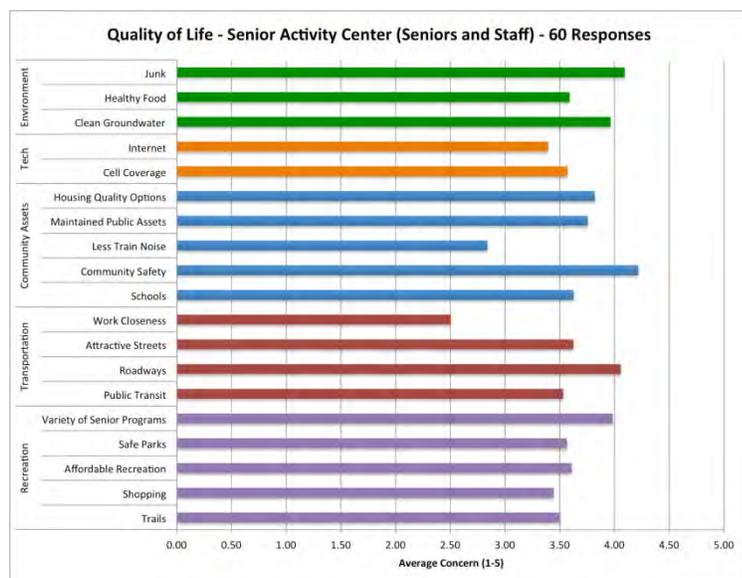
### Immigrants and refugees

For immigrant and refugee participants, quality housing options was the most important, followed closely by community safety, healthy food and schools. Recent immigrants more evenly distributed their priorities.



## Senior Activity Center (Seniors and Staff)

Seniors and Senior Activity Center staff chose community safety as the highest priority, followed closely by junk and roadways.



## Housing

The survey results show that respondent groups have different housing needs. Immigrants and refugee respondents and food bank visitors had the highest rate of response that they struggle to pay for housing relative to the other groups surveyed.

### Overall

- 39% struggle to pay for housing (rent plus utilities).
- 53% indicated single family homes with 3-4 bedrooms fit their family's needs.
- 8% indicated apartments fit their family's needs.

### Online Respondents

- 27% struggle to pay for housing (117 out of 443).
- 57% indicated single family homes (3-4 bedrooms) (253 out of 443) fit their family's needs.
- 3% indicated apartments (13 out of 445) fit their family's needs.

### Food Bank Visitors

- 82% struggle to pay for housing (18 out of 22 people).
- 68% indicated single family homes (bedrooms not defined) (15 out of 22 people) fit their family's needs.
- 14% indicated apartments (3 out of 22 people) fit their family's needs.

### Soccer Game Attendees

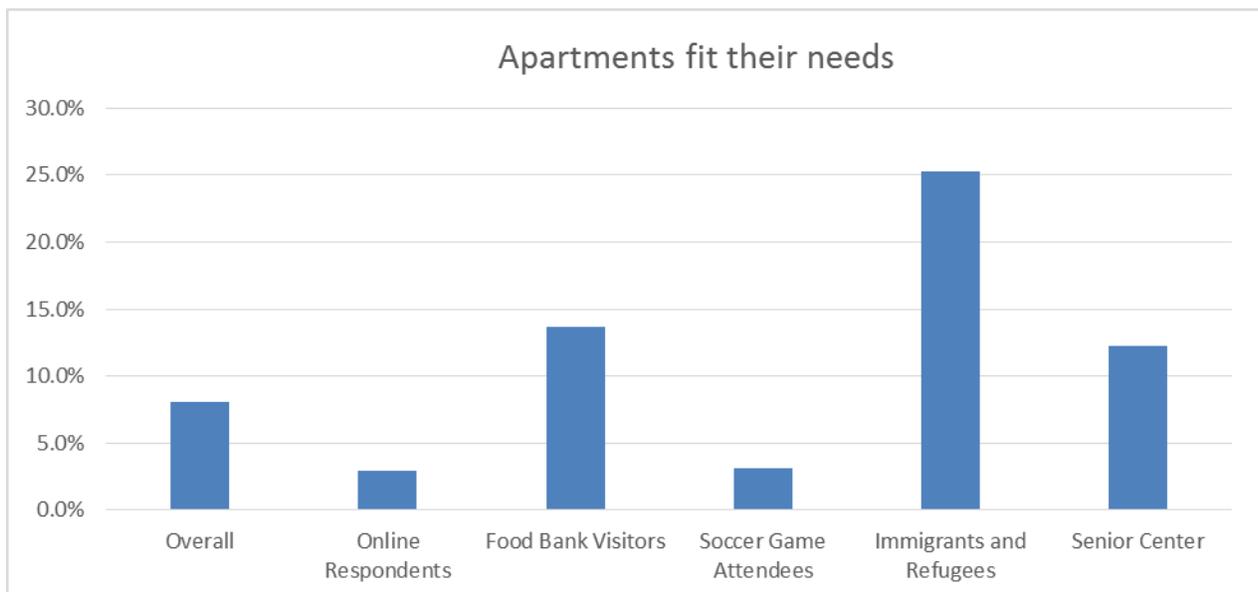
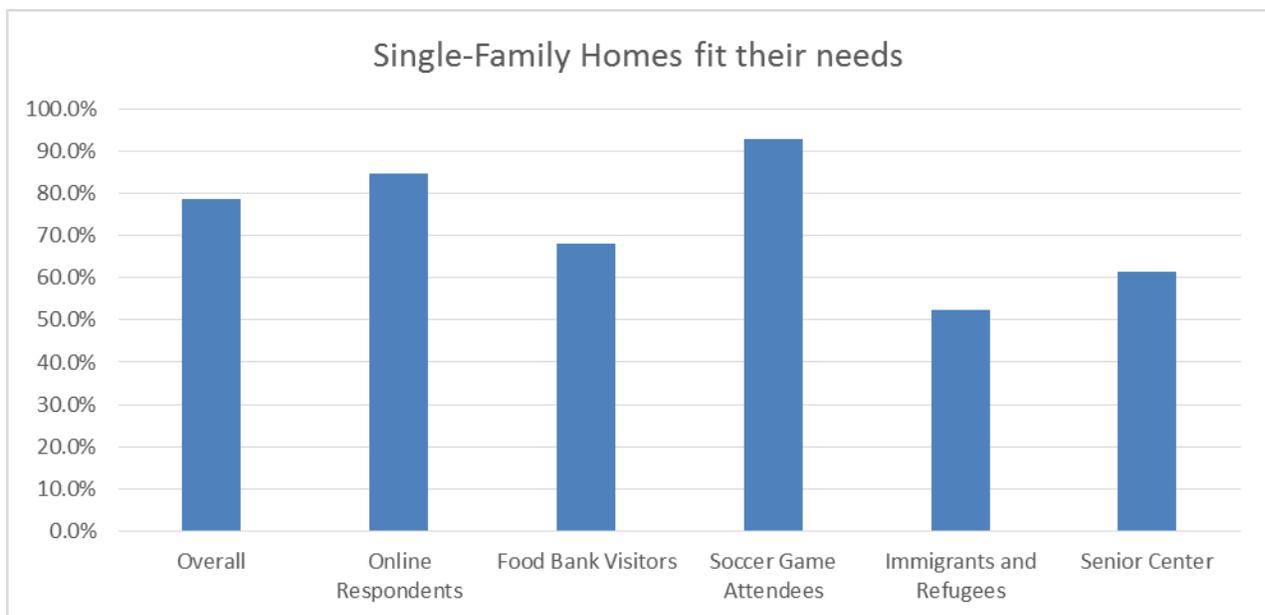
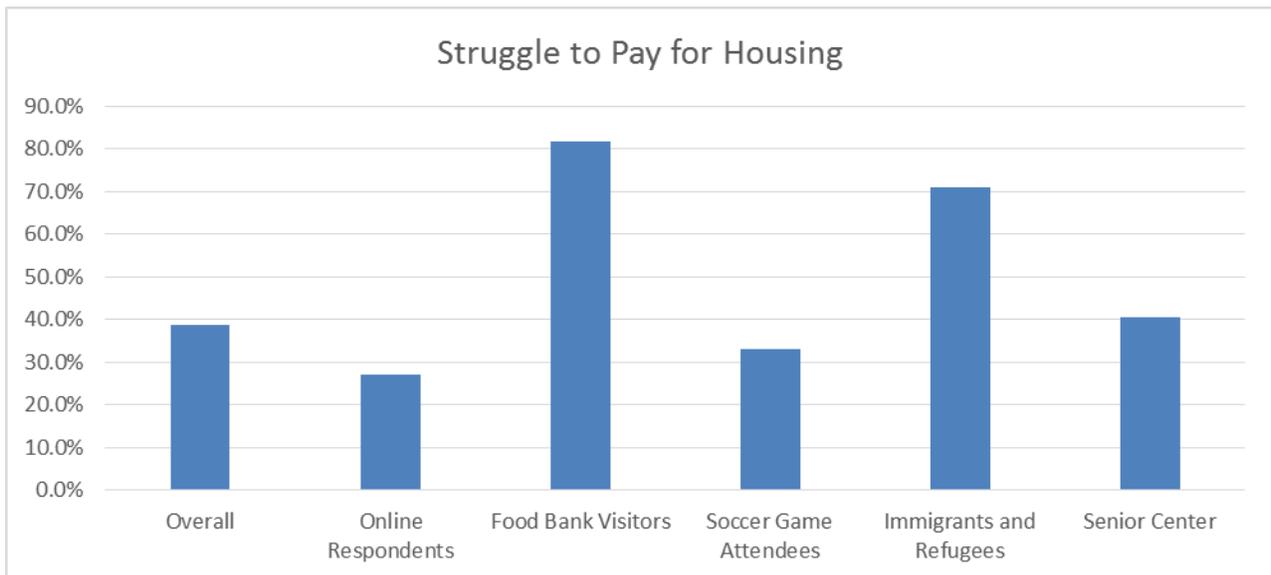
- 33% (61 out of 185) struggle to pay for housing.
- 74% indicated single family homes (3-4 bedrooms) (148 out of 192 people) fit their family's needs.
- 3% indicated apartments (only 6 out of 192) fit their family's needs.

### Immigrants and refugees

- 71% struggle to pay for housing (110 out of 155 people).
- 31% indicated single family homes with 3-4 bedrooms (51 out of 166 people) fit their family's needs.
- 25% indicated apartments (42 out of 166) fit their family's needs.

### Senior Activity Center (Seniors and Staff)

- 41% struggle to pay for housing (24 out of 59).
- 26% indicated single family homes with 3-4 bedrooms fit their family's needs, 8% indicated single family homes with 1-2 bedrooms fit their family's needs, 16% indicated single family homes with bedroom number unspecified fit their family's needs. A total of 35 out of 57 respondents identified single family homes of one type or another.
- 12% (7 out of 57) indicated apartments fit their family's needs.
- 14% (8 out of 57) indicated senior housing fit their family's needs



## Environment

The survey asked how often (never, sometimes, or always) respondents do activities “at home or in your daily life that affects the environment.”

### Overall

- 79% of all respondents always recycle glass, metal, plastic, etc.
- 51% of all respondents always recycle food waste.
- 31% of all respondents always use reusable bags.
- 10% of all respondents always take public transit.
- 14% of all respondents always grow their own food.

### Online Respondents

- 89% always recycle glass, metal, plastic etc. (400 out of 451).
- 56% always recycle food waste (251 out of 448).
- 33% always use reusable bags (146 out of 445).
- 6% always use public transit (28 out of 443).
- 16% always grow their own food (72 out of 444).

### Food Bank Visitors

- 70% always recycle glass, metal, plastic, etc. (16 out of 23).
- 43% always recycle food waste (9 out of 21).
- 52% always use reusable bags (12 out of 23).
- 46% always use public transit (10 out of 22).
- 14% always grow their own food (3 out of 22).

### Soccer Game Attendees

- 78% always recycle glass, metal, plastic, etc. (151 out of 193).
- 51% always recycle food waste (97 out of 189).
- 30% always use reusable bags (58 out of 192).
- 14% always take public transit (26 out of 189).
- 12% always grow their own food (22 out of 192).

### Immigrants and Refugees

- 48% always recycle glass, metal, plastic, etc. (75 out of 156).
- 34% always recycle food waste (50 out of 147).
- 22% always use reusable bags (35 out of 162).
- 10% always use public transit (16 out of 158).
- 8% always grow their own food (13 out of 158).

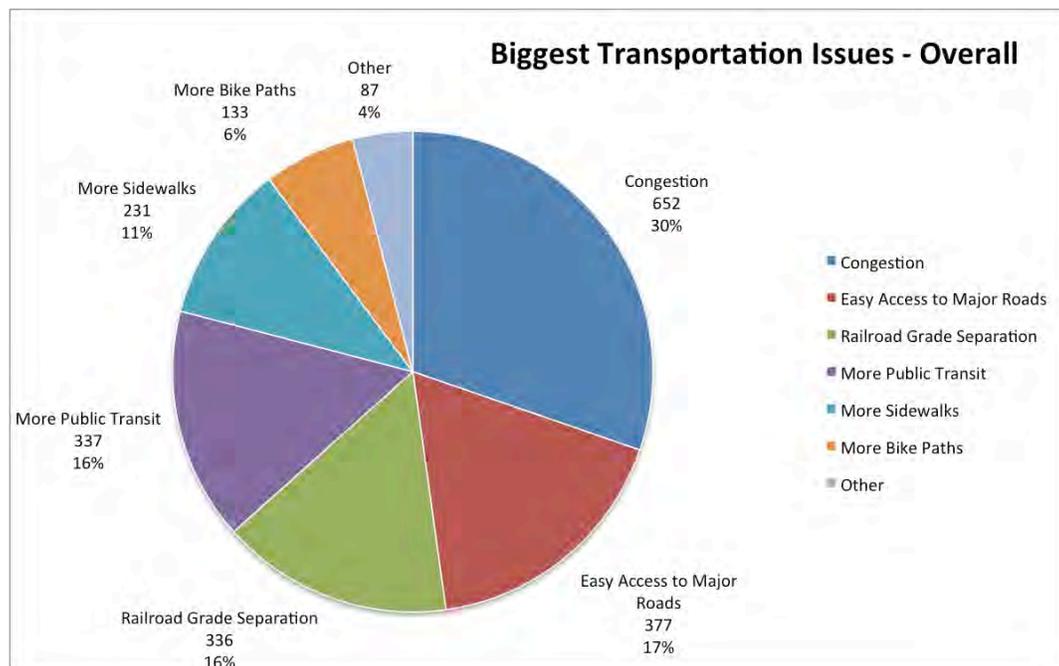
### Senior Activity Center (Seniors and Staff)

- 86% always recycle glass, metal, plastic, etc. (47 out of 55).
- 59% always recycle food waste (33 out of 56)
- 40% always use reusable bags (23 out of 57).
- 14% always use public transit (7 out of 51).
- 14% always grow their own food (7 out of 51).

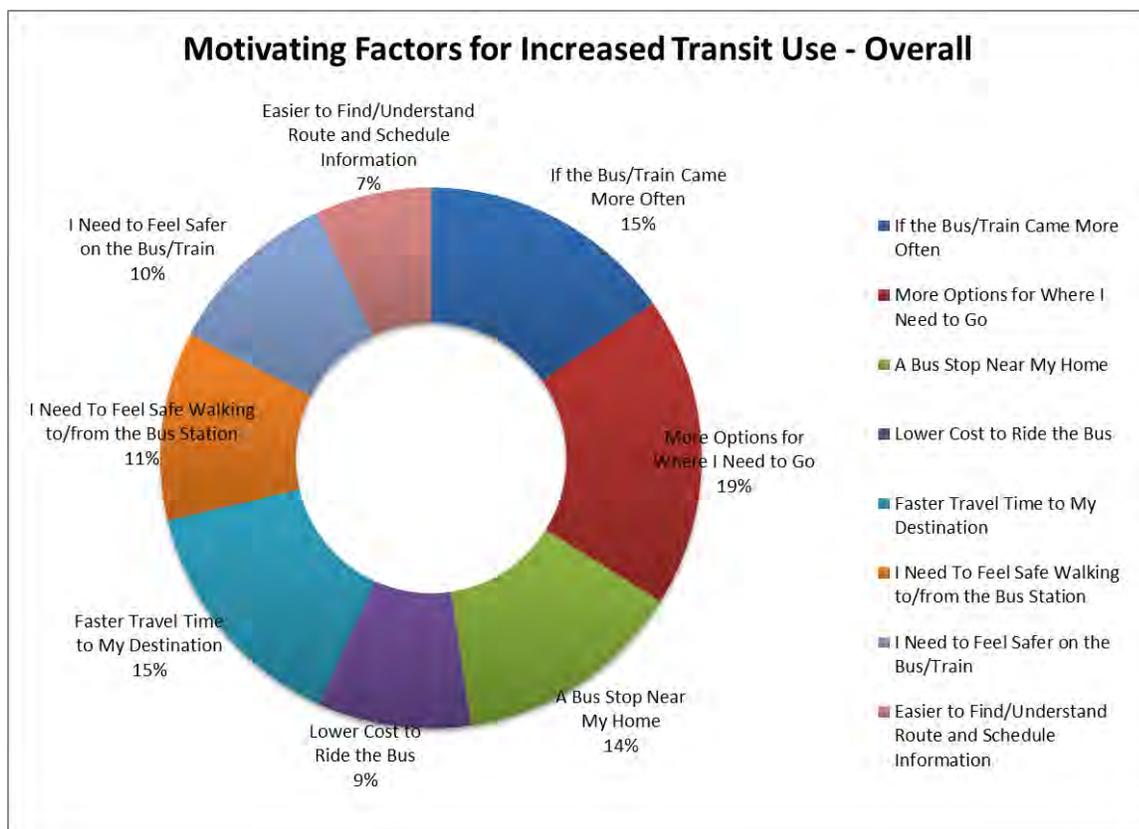
## Transportation

### Overall

Heavy traffic or congestion was identified as the primary transportation issue (30%) for the next five years. Other concerns that rated highly include easy access to major roads (17%), more public transit (16%), and railroad separation (16%).



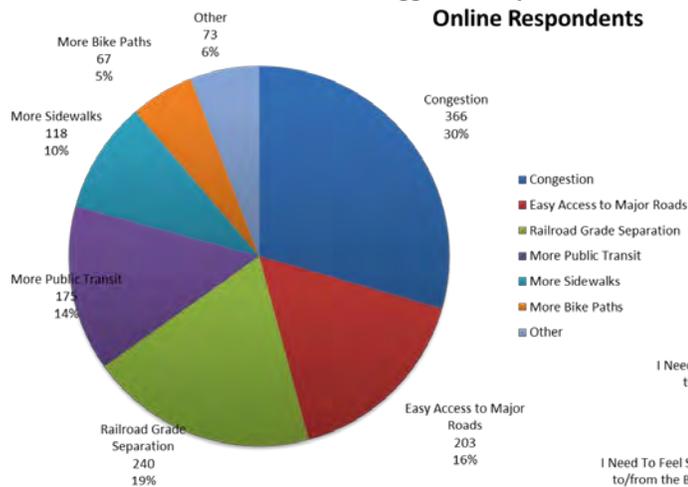
64% of all respondents indicated that their primary transportation mode is to drive alone. More options for where people need to go (19%) would help motivate the overall group to use transit more. Additionally, faster travel time and more frequent service were identified as motivators.



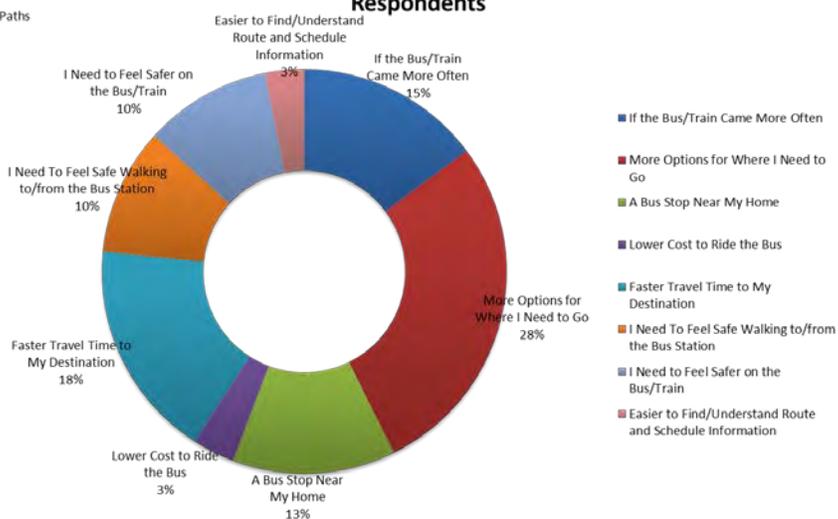
## Online Respondents

76% of online respondents drive alone (362 out of 474 people) as their primary mode of transportation. The biggest transportation issue for this group is congestion (30%). The next most important transportation issue is railroad grade separation, then easy access to major roads and more public transit. Increased ridership for public transit may result from providing more options where people want to go, as well as faster travel times.

**Biggest Transportation Issues - Online Respondents**



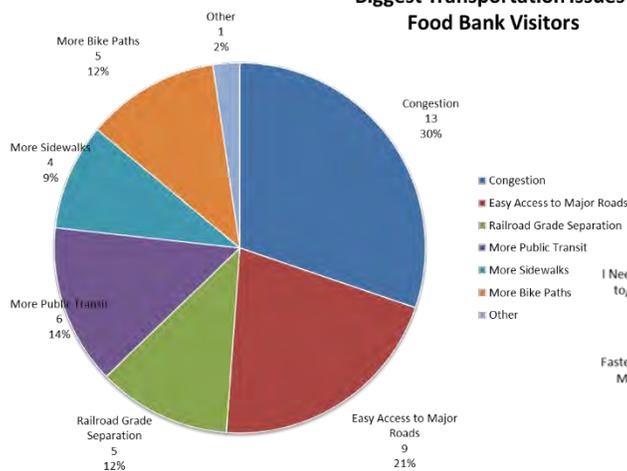
**Motivating Factors for Increased Transit Use - Online Respondents**



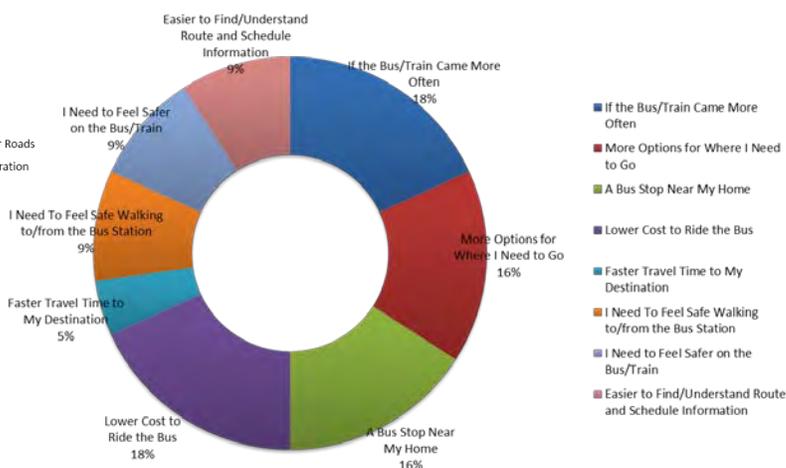
## Food Bank Visitors

Congestion is also the primary transportation issue for visitors to the food bank (30%). 35% drive alone (13 out of 37), while 27% walk and 27% ride the bus (10 out of 37 each). Lower cost and more frequent service would help this group take transit more. More options where people need to go and bus stops closer to homes would help as well.

**Biggest Transportation Issues- Food Bank Visitors**



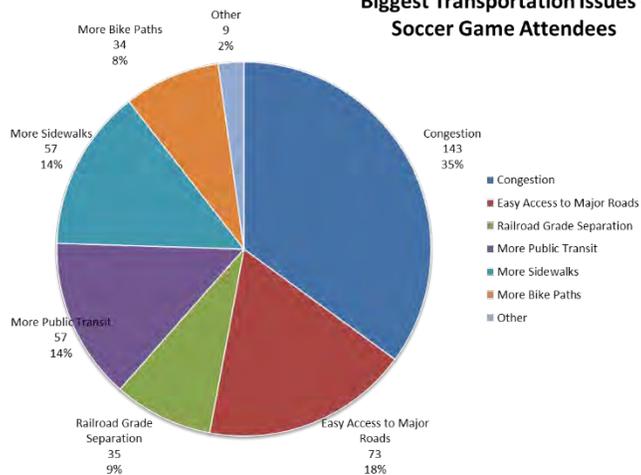
**Motivating Factors for Increased Transit Use - Food Bank Visitors**



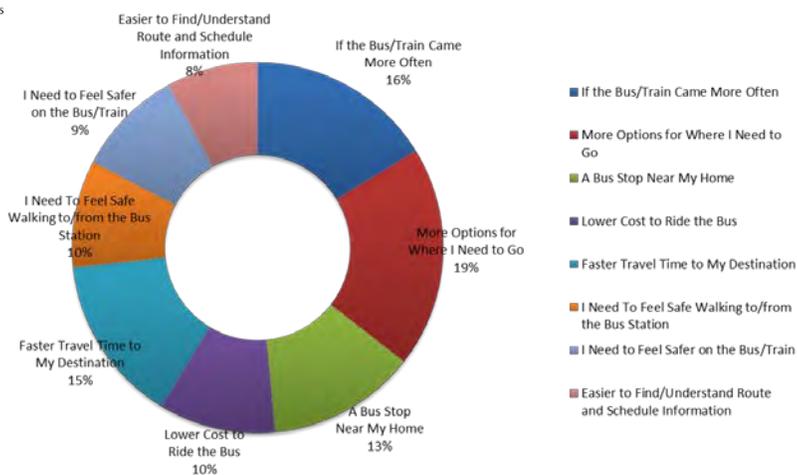
### Soccer Game Attendees

Congestion is again the primary transportation issue for attendees at soccer games (35%). 62% (143 out of 242) drive alone, and another 19% (45 out of 232) carpool. More options for where people need to go would help this group take transit more, followed closely by increased frequency and faster travel time.

**Biggest Transportation Issues - Soccer Game Attendees**



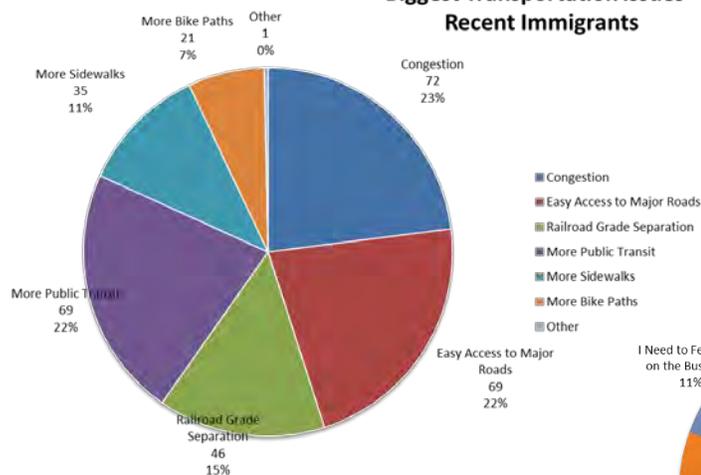
**Motivating Factors for Increased Transit Use - Soccer Game Attendees**



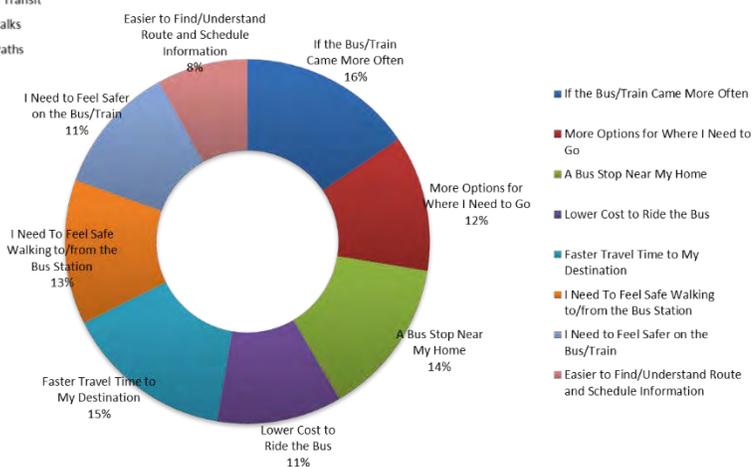
### Immigrants and refugees

The immigrant and refugee respondents prioritized easy access to major roads (22%) and more public transit (22%) along with congestion (22%) as the top transportation issues. 57% (123 out of 215) drive alone, while 18% (39 out of 215) take the bus. Frequency of service, faster travel times, and closer bus stops to homes would help this group take transit more often.

**Biggest Transportation Issues - Recent Immigrants**

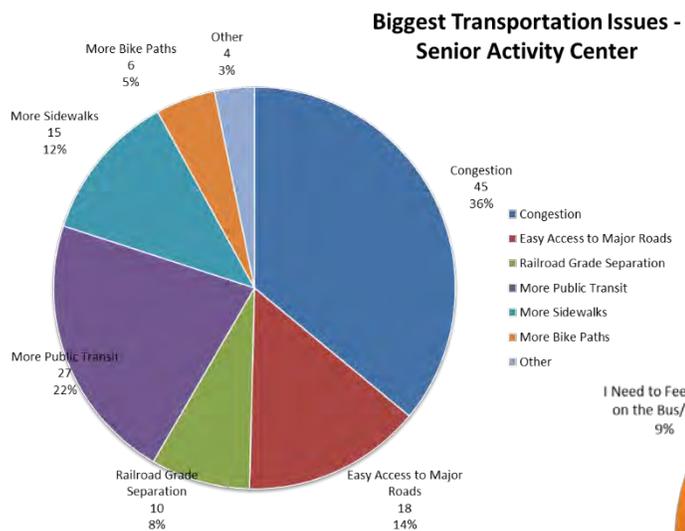


**Motivating Factors for Increased Transit Use - Immigrants and Refugees**

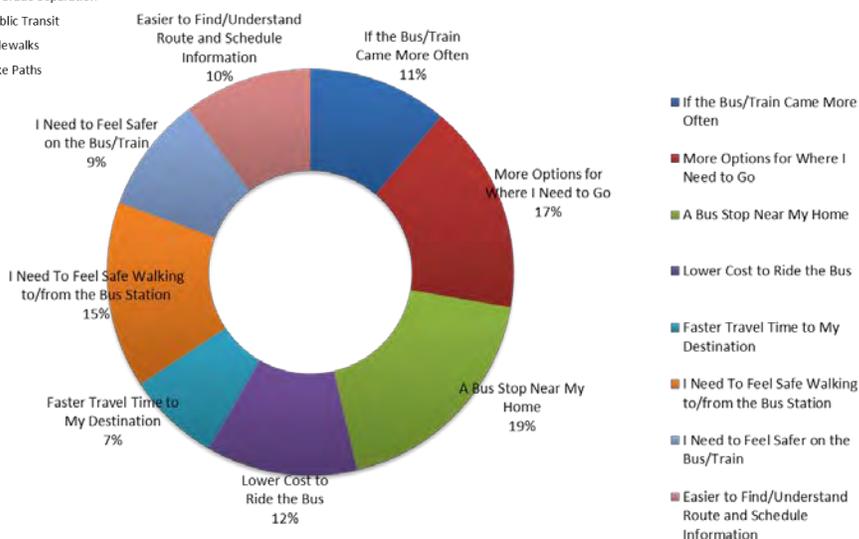


### Senior Activity Center (Seniors and Staff)

Congestion is once again the primary transportation issue for this group (36%). More public transit was also identified as a secondary priority in transportation. 58% of respondents (42 out of 73) drive alone, and 21% (15 out of 73) ride the bus. Bus stops closer to homes would help this group take transit more, as well as more options for where people need to go, as well as safety walking to and from stops.

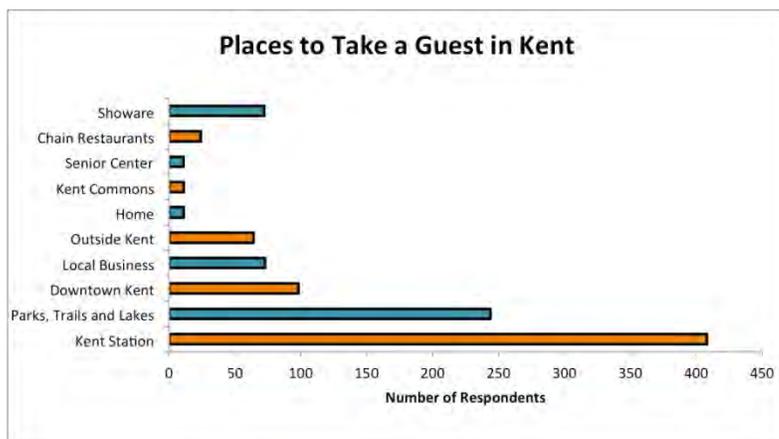


### Motivating Factors for Increased Transit Use - Senior Activity Center



### “Where would you take an out-of-town guest?”

In an open-ended question, Kent residents overwhelmingly indicated that they would take out-of-town guests to Kent Station, followed by parks, trails, and lakes.



There were four specific locations of parks/trails/lakes that respondents identified most frequently: Lake Meridian, Soos Creek Trail, Green River Trail and Lake Fenwick. For local businesses, there were four most identified: the farmers market, Maggies on Meeker, Mama Stortini's and the Carpinito farms.

### “What would make Kent a better place to live?”

Respondents were asked in an open ended question “What would make Kent a better place to Live.” Safety (174 responses) was mentioned most frequently, followed by the need for more beautification, cleanliness, and attractiveness (74 responses). There were also many concerns mentioned about the homeless population (52 responses)—ranging from a desire for fewer homeless people in Kent to desiring more services for them.

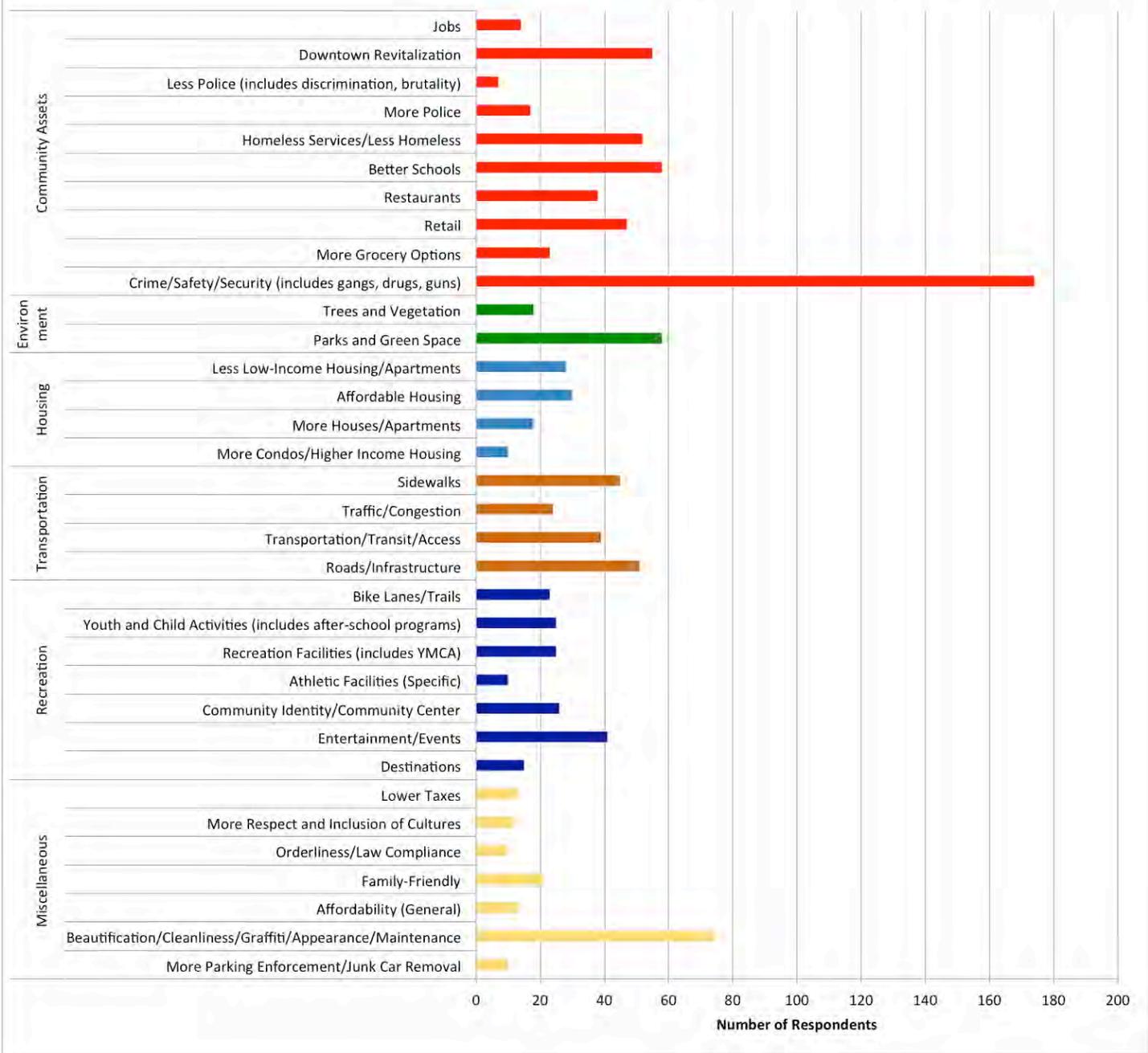
Many survey respondents also mentioned a need for downtown revitalization (55 responses), more grocery (23 responses) and retail (47 responses) options, as well as restaurant options (38 responses). Many responders asked for “something to do” and included ideas such as theaters and bars.

Similarly, survey respondents identified that Kent is not a “destination.” There appears to be a desire for the creation of a unique Kent identity (at least 15-20 responses). Additionally, sidewalks (45 responses) and roads/infrastructure (51 responses) were cited by many as being important for a better Kent.

The online survey respondents included over 20 comments stating a desire for fewer apartments and less low-income housing, and no comments requesting more housing besides condos/higher income. In contrast, the other survey respondents (Senior Activity Center, immigrant and refugee, soccer game attendees and food bank visitors) included many specific requests for apartments, and few requests for fewer apartments.

Overall, many respondents mentioned better schools (58 responses) as important for making Kent a better place to live.

### Categories of Comments for All Responders to "What would make Kent a better place to live?"



# LAND USE ELEMENT

## LAND USE ELEMENT BACKGROUND REPORT

## Land Use Element Background Report

### Urban Center

Kent's downtown has been a focus of the City's planning and policy development for some time. Over the past several decades, residents and business owners have made recommendations to the Mayor and City Council to improve the function of Kent's downtown as a city and regional Urban Center. The Downtown Plan adopted by the City Council in 1989 established a policy framework for creating a vibrant downtown community with an abundance of employment, housing, shopping and recreational opportunities. The City took important steps toward implementation of this plan when it adopted zoning changes in 1992, and in 1995, completed studies of downtown parking management and infrastructure capacity. The downtown Kent Strategic Action Plan, adopted in 1998 and updated in 2005, helped guide development within the downtown area. The Downtown Subarea Action Plan adopted in November, 2013, replaced the 1998/2005 Plan, and supports continued urbanization of downtown as a memorable, compact, livable community that is economically vital, environmentally sustainable and supported by a variety of transportation options.

The Council's policy direction for the downtown area was reaffirmed in September, 1992, when they elected to propose much of Downtown Kent as an Urban Center, pursuant to the Countywide Planning Policies (CPPs). The CPPs envision urban centers as areas of concentrated employment and housing that are served by high capacity transit. Past Buildable Lands Analyses showed the market trend in Downtown Kent had been slow to capitalize on the zoning district's openness to increased residential development. However, recent office, retail and entertainment developments are energizing the market interest. Other criteria for urban centers also are applicable to the downtown area. These include: convenient access to the Sound Transit commuter rail and other regional transit opportunities; a bicycle and pedestrian-oriented streetscape; zoning which encourages a mixture of uses at high densities with an emphasis on superior urban design; historic preservation and adaptive reuse of historic places; proximity to facilities to meet human services needs and a local commitment to fund infrastructure and public improvements in the area.

Collectively, goals for the Urban Center are placed in the context of the overall Land Use Element.

### Activity Centers

One of the fundamental themes behind many of the state, regional and local planning goals is the idea of using urban land more efficiently in order to reduce sprawl of residential and commercial development into rural areas. In the past decade, several commercial areas in Kent have seen a large amount of new development. These areas, which are located on East Hill, West Hill and in the Valley adjacent to Downtown, have an existing base of retail and office uses, and typically are surrounded by medium-density residential areas. The idea behind the Activity Center concept is to encourage more development in these areas, because infrastructure to support growth is already in place, and to allow a mixture of uses (residential and commercial) that brings housing closer to jobs and shopping, and that supports public transit. Allowing a mixture of uses in the community also will increase housing options.

### Housing

Accommodating the demand for housing may be the greatest land use challenge confronting the City of Kent. There are many factors that influence the development of housing in the community. These are explained in detail in the Housing Element. From a land use standpoint, the central issue is accommodating the City's housing target by supporting the diversity of households found in the community (i.e. household size, age, marital status, income, special needs) with housing types that are acceptable to the community, and that efficiently utilize the remaining land within the Kent Planning Area.

Since 1995, there have been some measurable successes in providing a housing balance. There is a balance in the number of single-family and multifamily dwelling units. New housing development has typically maximized allowable densities. However, there is a need to balance estate housing with housing that is affordable to young professionals and their families. Housing on large lots, while desirable, is not affordable for most families in Kent.

The Housing Element provides additional detail on income and housing costs in Kent.

## Commercial

Kent's major centers of commercial activity are located Downtown which is identified in the Downtown Subarea Action Plan and includes the Urban Center, on East Hill along the 104th Ave. S.E. corridor and along Pacific Highway on West Hill. At this time, opportunities exist for infill development of vacant and redevelopable properties within the Urban Center and within the larger Downtown area as defined in the Downtown Subarea Action Plan. Commercial developments located adjacent to major arterials west and north of the City Center and on East Hill and West Hill are composed of predominantly one-story buildings with large surface parking lots that are accessed by separate driveways from the arterials. At key points along these corridors, opportunities exist to develop pedestrian and transit-oriented Activity Centers. The Activity Centers would incorporate commercial, office and residential development.

## Environment

The major hydrologic feature in Kent is the Green River, which encompasses a system of associated creeks and wetlands. Some of the creeks in the Green River system flow through steep ravines into the valley floor. Other creeks flow at lower grades, but also contribute habitat. Significant fish and wildlife habitat areas within this system support local and regional fish and wildlife resources. Those water bodies or portions of water bodies not regulated by the Shoreline Master Program are protected through local Critical Areas regulations.

In 2002, the City of Kent began revising Critical Areas regulations as required by the GMA, using best available science standards tailored specifically for Kent. These regulations are being updated as part of the Comprehensive Plan Update process and will guide future development in protecting ecological functions and values of critical areas from cumulative adverse environmental impacts. Designated critical areas include critical aquifer recharge areas, frequently flooded areas, geologic hazard areas, wetlands, streams, wildlife and fisheries habitat. In addition to protecting and preserving critical areas through regulations, a number of other programs work cooperatively to form a systematic approach toward Kent's natural resource policies. These other programs include: stormwater regulations, environmental capital improvement projects, regional and inter-jurisdictional collaborative efforts.

As a complement to Critical Areas regulations, Kent's Shoreline Master Program provides for the management and protection of local shoreline resources by planning for reasonable and appropriate uses. The goals, policies and regulations in the Shoreline Master Program apply to activities in all lands and waters under the jurisdiction of the Shoreline Management Act (Chapter 90.58 RCW). The goals and policies of Kent's Shoreline Master Program are incorporated within the Comprehensive Plan (*see Chapter 10 Shoreline Element*).

The Utilities Element contains additional information on water and stormwater goals and policies.

## Resource Lands

Historically, the commercial agricultural lands in the Green River Valley have added to the City's economic support. Today, the majority of protected agricultural resource lands in the Valley are located south of Kent's municipal limits within King County's Lower Green River Agricultural Production District. There are a few designated "Agricultural Resource" lands within Kent whose development rights have been purchased and protected from conversion to a more intensive land use. Activities within the land use designation "Agricultural Support" (i.e. AG-S) will help sustain the agricultural community by providing land dedicated to the processing and retailing of local agricultural production.



# TRANSPORTATION ELEMENT

**CITY OF KENT COMPREHENSIVE PLAN UPDATE  
TRANSPORTATION ELEMENT TECHNICAL REPORT  
JANUARY 2015 (FEHR & PEERS)**

**MEMORANDUM  
FEBRUARY 16, 2015  
NON-MOTORIZED LOS DISCUSSION**

**MEMORANDUM  
JANUARY 30, 2015 REVIEW OF  
TRANSPORTATION IMPLICATIONS OF DOCKETS  
AND POTENTIAL LAND USE MAP AMENDMENTS**



# **City of Kent Comprehensive Plan Update Transportation Element Technical Report**

DRAFT

**Prepared for:**

**City of Kent**

January 2015

SE14-0368

## Table of Contents

- 1.0 INTRODUCTION**
- 2.0 EXISTING CONDITIONS**
  - 2.1 Existing Level Of Service Analysis
- 3.0 2035 LAND USE FORECAST**
  - 3.1 2035 Level of Service Analysis
- 4.0 PROJECT LIST**
  - 4.1 Intersection Improvements
  - 4.2 New Streets
  - 4.3 Street Widening
  - 4.4 Railroad Grade Separation
  - 4.5 Project List Summary
- 5.0 DOCKET REVIEW**

DRAFT

## List of Figures

- Figure 1. Study Corridors and Intersections
- Figure 2. Vehicle Volumes by Study Corridor
- Figure 3. Existing Level of Service
- Figure 4. 2035 Level of Service
- Figure 5. Recommended Projects

## List of Tables

- Table 1. Intersection Level of Service Criteria
- Table 2. Existing PM Peak Hour Auto Level of Service
- Table 3. City of Kent Land Use Forecasts
- Table 4. 2035 PM Peak Hour Auto Level of Service
- Table 5. 2008 TMP Project List
- Table 6. Completed Projects
- Table 7. Revised Project List – Intersection Improvements
- Table 8. Revised Project List – New Streets
- Table 9. Revised Project List – Street Widening
- Table 10. Revised Project List – Railroad Grade Separation
- Table 11. 2015 Project List

## 1.0 INTRODUCTION

This technical report supports the City of Kent's 2015 Transportation Element (TE) update. The report begins by summarizing the existing conditions of the roadway network. Next, the 2035 land use forecast is compared to other recent citywide forecasts. That land use forecast provides the foundation for the travel demand analysis of the 2035 roadway network. Based on the 2035 auto volume projections, this report documents recommended revisions to the City's project list as well as discusses potential additional changes that could come about based on the next Transportation Master Plan update. Lastly, this report includes a review of transportation implications of the proposed dockets.

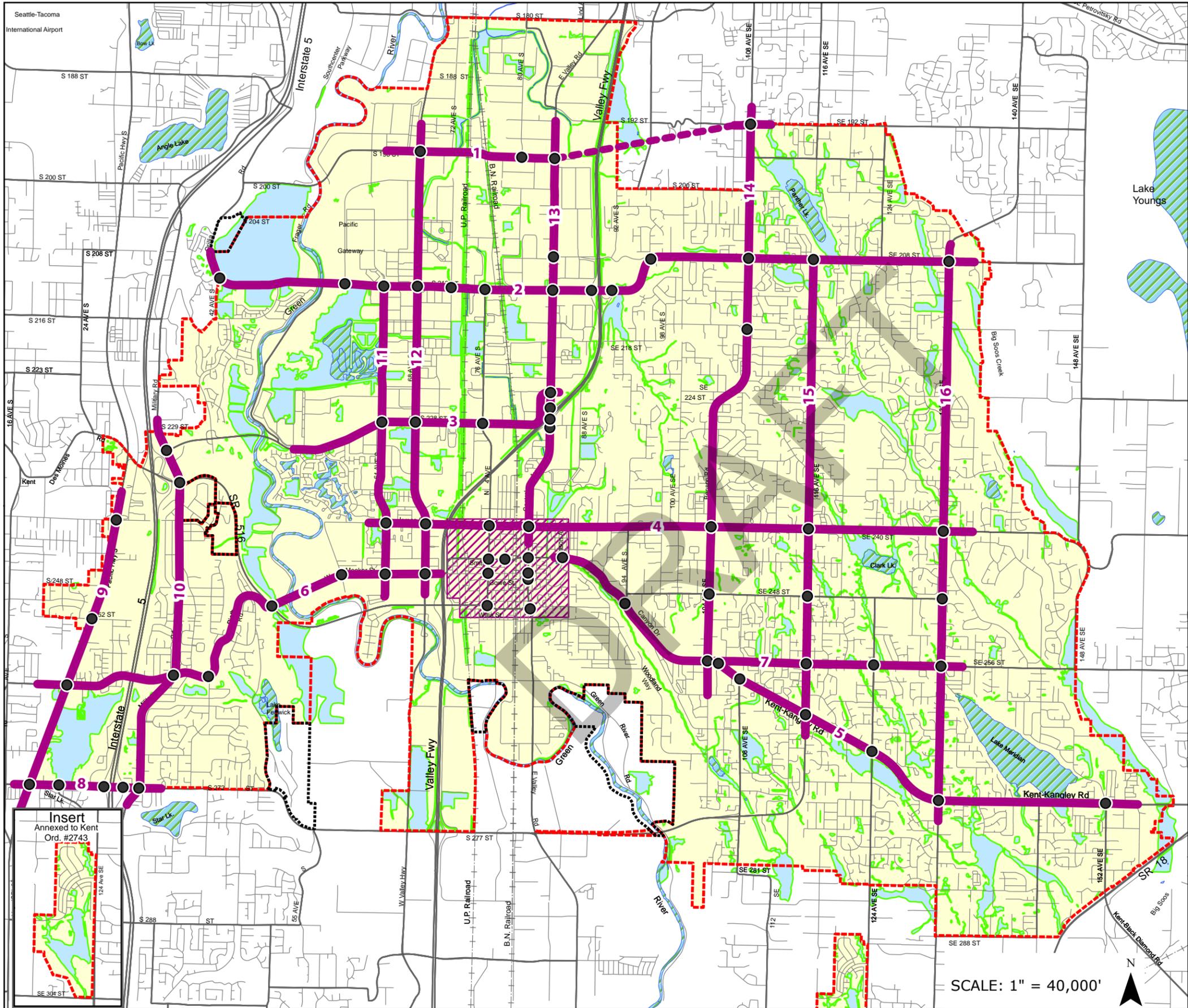
## 2.0 EXISTING CONDITIONS

In 2014, existing traffic conditions throughout the city were analyzed to determine how congestion patterns may have changed since the previous analysis was completed in 2006. The City of Kent collected PM peak hour traffic data in May 2014 at the intersections that were evaluated as part of the 2008 Transportation Master Plan (TMP) update. As with the 2006 analysis, the intersection counts were grouped into 16 corridors and a separate zone covering downtown, as shown in **Figure 1**. Intersections serving both a key north/south route and east/west route are included in more than one corridor.

**Figure 1. Study Corridors and Intersections**

# STUDY CORRIDOR AND INTERSECTION LOCATIONS

Figure 1



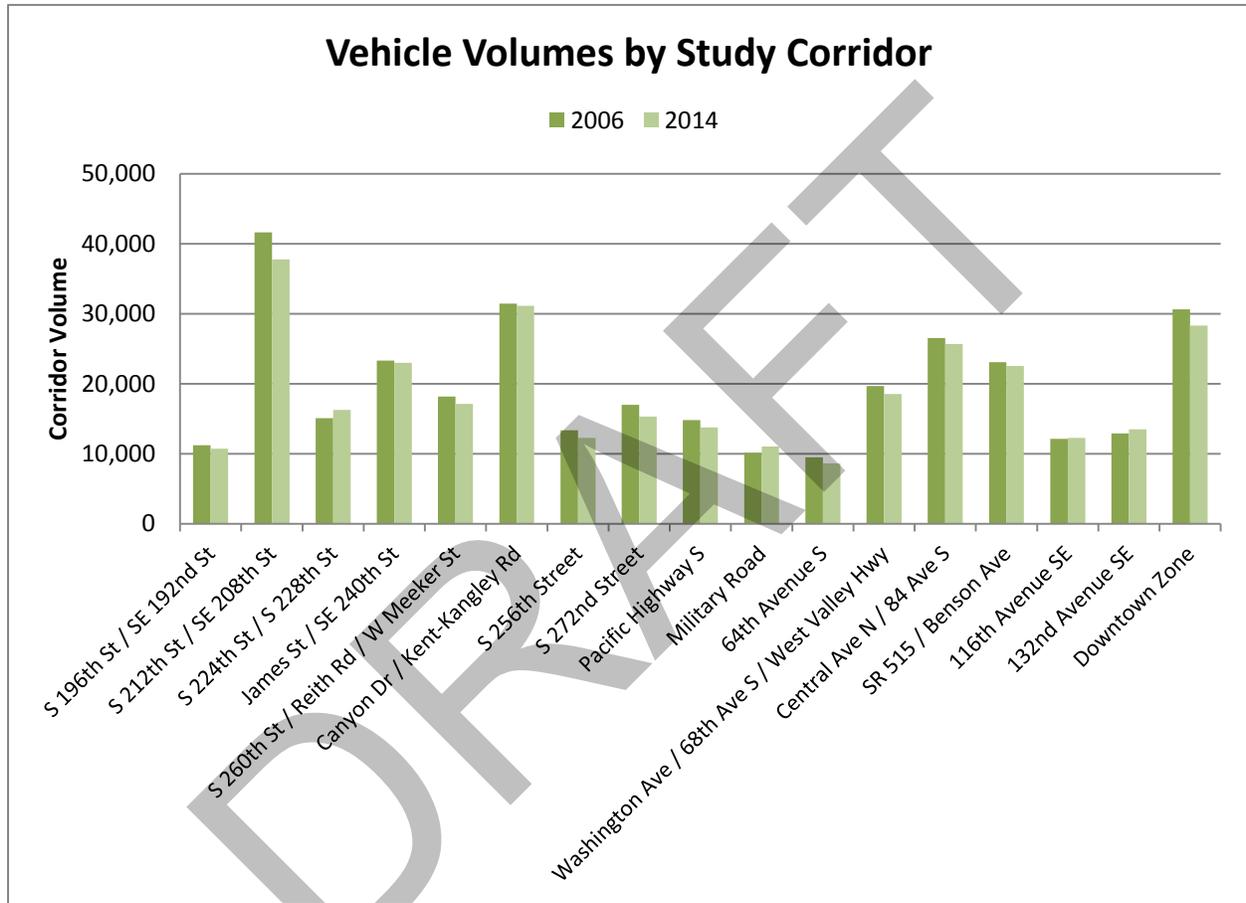
## LEGEND

- Study Intersection
- █ Study Corridor
- ▨ Downtown
- POTENTIAL ANNEXATION AREA
- - - CITY LIMITS

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.

The 2014 traffic counts were found to be lower than the 2006 counts on nearly every corridor, as shown in **Figure 2**. Citywide traffic volumes declined by about four percent between 2006 and 2014. This trend of lower traffic volumes is not unique to Kent; similar patterns have been observed around the region since traffic volumes peaked in 2006-2007.

**Figure 2. Vehicle Volumes by Study Corridor**



## 2.1 EXISTING LEVEL OF SERVICE ANALYSIS

Roadway level of service (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. 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 1** displays the Highway Capacity Manual (HCM) thresholds used to determine LOS at signalized and unsignalized intersections.

**TABLE 1. INTERSECTION LEVEL OF SERVICE CRITERIA**

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

Source: *Highway Capacity Manual*, 2010, Transportation Research Board.

The City of Kent calculates the LOS for key intersections along each corridor (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 more congested LOS as long as the overall corridor operation is maintained.

The City's adopted LOS standard requires that nearly all corridors operate at LOS E or better during the PM peak hour. The only exceptions are the Pacific Highway S corridor and the downtown zone which are allowed to operate at LOS F.

For this TE update, auto LOS analysis was completed using the 2014 vehicle counts. Auto LOS was calculated using the Synchro software package. In the downtown area, the SimTraffic module of Synchro was used to calculate intersection LOS. While Synchro is appropriate for determining LOS at relatively isolated intersections, the program does not always capture queuing and congestion between intersections, which is common in downtown Kent. For these conditions, traffic simulation tools such as SimTraffic produce more accurate results.

The results of the corridor LOS analysis are presented in **Table 2** and **Figure 3**. The analysis of 2014 conditions indicates that overall traffic congestion levels in Kent have remained about the same, or improved somewhat, since 2006 despite new growth in the city. The 2014 analysis indicates that all corridors are currently meeting the City's LOS standard.

**TABLE 2. EXISTING PM PEAK HOUR AUTO LEVEL OF SERVICE**

| Corridor ID | Location  | LOS Standard   | 2006 LOS | 2014 LOS |
|-------------|---|----------------|----------|----------|
| 1           | S 196th Street / SE 192nd Street                        | E              | D        | C        |
| 2           | S 212th Street / SE 208th Street                        | E              | C        | C        |
| 3           | S 224th Street / S 228th Street                         | E              | D        | C        |
| 4           | James Street / SE 240th Street                          | E              | D        | D        |
| 5           | S 260th Street / Reith Road / W Meeker Street           | E              | D        | D        |
| 6           | Canyon Drive / Kent-Kangley Road                        | E              | E        | C        |
| 7           | S 256th Street  | E              | E        | D        |
| 8           | S 272nd Street  | E              | F        | E        |
| 9           | Pacific Highway S                                       | F <sup>1</sup> | E        | D        |
| 10          | Military Road   | E              | E        | D        |
| 11          | 64th Avenue S   | E              | C        | C        |
| 12          | Washington Avenue / 68th Avenue S / West Valley Highway | E              | D        | D        |
| 13          | Central Avenue N/84 Avenue S                            | E              | D        | C        |
| 14          | SR 515/ Benson Avenue                                   | E              | E        | D        |
| 15          | 116th Avenue SE   | E              | D        | E        |
| 16          | 132nd Avenue SE   | E              | D        | D        |
| 17          | Downtown Zone   | F              | E        | C        |

Source: City of Kent Transportation Master Plan, 2008, and Fehr & Peers, 2014.

Notes: 1. WSDOT's level of service standard for this facility is LOS D.

**Figure 3. Existing Level of Service**

# EXISTING LEVEL OF SERVICE Figure 3

## LEGEND

Level of Service (LOS)

C

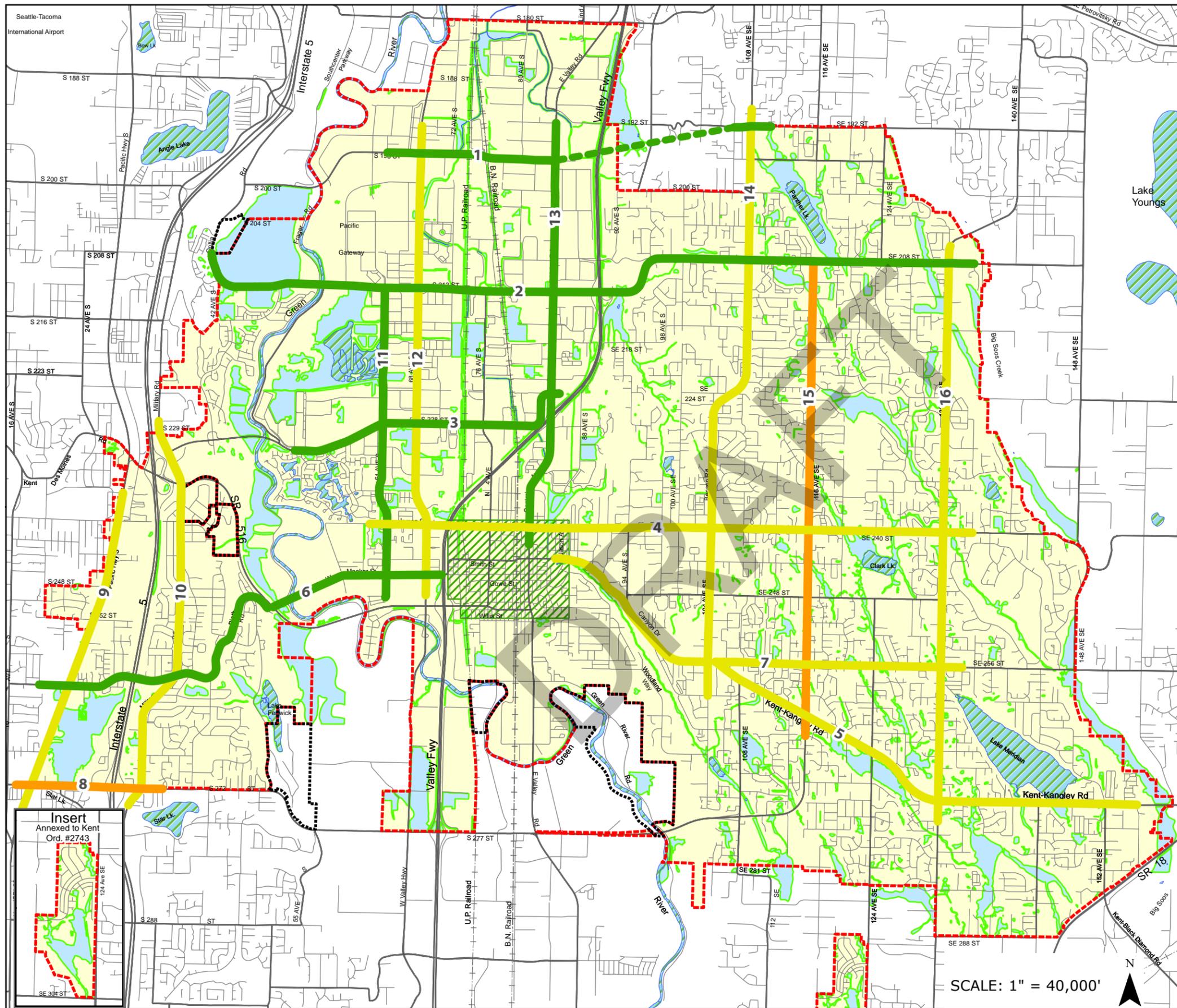
D

E

Downtown (LOS C)

POTENTIAL ANNEXATION AREA

CITY LIMITS



SCALE: 1" = 40,000'

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.



### 3.0 2035 LAND USE FORECAST

In preparation for the Comprehensive Plan update, the City developed 20-year land use forecasts. The forecasts project land use growth to the year 2035 based on the Puget Sound Regional Council's (PSRC) regional Land Use Target (LUT) forecasts. **Table 3** summarizes how the 2035 LUT forecast compares to previous land use forecasts.

**TABLE 3. CITY OF KENT LAND USE FORECASTS**

| Policy Document                                 | Forecast Year | Employment <sup>1</sup> | Households |
|---|---------------|-------------------------|------------|
| 2008 Transportation Master Plan (TMP)           | 2031          | 81,900                  | 48,400     |
| 2011 Midway Subarea Planned Action EIS Proposal | 2031          | 93,600                  | 68,900     |
| 2013 Downtown Subarea Action Plan EIS Proposal  | 2031          | 73,300                  | 57,100     |
| 2015 Comprehensive Plan Update                  | 2035          | 81,900                  | 53,500     |

Notes: 1. Employment totals do not include construction jobs.

Compared to the 2008 Transportation Master Plan, the 2035 LUT forecast includes the same number of jobs throughout the City, but roughly 5,100 more households. The 2035 LUT forecast is well below the employment and household figures assumed for the 2011 Midway Subarea Planned Action Environmental Impact Statement (EIS) Proposal. Therefore, the 2008 TMP and 2011 Midway Proposal forecasts bookend the 2035 LUT forecast. Both of these scenarios were analyzed in detail in the 2011 Midway EIS.

In addition to considering land use totals at the citywide level, the distribution of growth was compared to determine how traffic patterns may differ. 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. Each of the aforementioned forecasts was distributed at the K-zone level. The comparisons indicated that a new run of the Kent Travel Demand Model was warranted to explore how traffic distribution along the City's study corridors would differ between the land use scenarios. The City's travel demand model was used to forecast PM peak hour traffic volumes for the 2035 LUT forecast. The model focuses on the Kent Planning Area (city limits and Potential Annexation Area), and includes external zones that represent land uses for the greater Puget Sound region.<sup>1</sup> The updated model run was used to evaluate 2035 LOS, as described below.

<sup>1</sup> The 2011 Midway EIS included two network scenarios: the Baseline, which included a short list of known roadway projects, and the Preferred Network, which included a more extensive list of improvements based on the 2008 TMP needs assessment. The current modeling exercise assumes the Preferred Network.

### 3.1 2035 LEVEL OF SERVICE ANALYSIS

As stated in the previous section, the 2031 TMP and the 2031 Midway Proposal land use forecasts bookend the 2035 LUT forecast. Therefore, the auto LOS for the 2035 LUT forecast should fall within the LOS bookends developed for the 2031 TMP and 2031 Midway Proposal forecasts. That citywide analysis was conducted for the 2011 City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS.

Given the similarities between these forecasts, Fehr & Peers took a simplified approach to the LOS evaluation. To compare these three scenarios, projected auto volumes were compared at the intersection level. For each study intersection, the travel demand model's forecast of entering vehicles was compared among the three scenarios. Based on that relationship, the average delay at the intersection under the 2035 LUT forecast was estimated. The calculation assumes a linear relationship between the number of vehicles entering the intersection and the average delay of the intersection. As an example, consider an intersection with the following assumptions:

- 3,000 entering vehicles and 35 seconds of delay under the 2031 TMP forecast
- 5,000 entering vehicles and 45 seconds of delay under the 2031 Midway Proposal forecast

If the 2035 LUT forecast had 4,000 entering vehicles, the delay is estimated to be 40 seconds. This process was completed for each study intersection. A corridor average was calculated based on a weighting of the corridor intersection volumes. The results are shown in **Table 4** and **Figure 4**.

**TABLE 4. 2035 PM PEAK HOUR AUTO LEVEL OF SERVICE**

| Corridor ID | Location  | LOS Standard   | 2031 TMP | 2031 Midway Proposal | 2035 Land Use Target |
|-------------|---|----------------|----------|----------------------|----------------------|
| 1           | S 196th Street / SE 192nd Street                        | E              | D        | D                    | D                    |
| 2           | S 212th Street / SE 208th Street                        | E              | D        | E                    | D                    |
| 3           | S 224th Street / S 228th Street                         | E              | E        | E                    | E                    |
| 4           | James Street / SE 240th Street                          | E              | E        | E                    | E                    |
| 5           | S 260th Street / Reith Road / W Meeker Street           | E              | D        | F                    | D                    |
| 6           | Canyon Drive / Kent-Kangley Road                        | E              | E        | E                    | E                    |
| 7           | S 256th Street  | E              | D        | D                    | D                    |
| 8           | S 272nd Street  | E              | E        | F                    | E                    |
| 9           | Pacific Highway S                                       | F <sup>1</sup> | F        | F                    | F                    |
| 10          | Military Road   | E              | D        | E                    | D                    |
| 11          | 64th Avenue S   | E              | D        | D                    | D                    |
| 12          | Washington Avenue / 68th Avenue S / West Valley Highway | E              | E        | E                    | E                    |
| 13          | Central Avenue N/84 Avenue S                            | E              | D        | D                    | D                    |
| 14          | SR 515/ Benson Avenue                                   | E              | E        | E                    | E                    |
| 15          | 116th Avenue SE   | E              | D        | D                    | D                    |
| 16          | 132nd Avenue SE   | E              | D        | D                    | D                    |
| 17          | Downtown Zone   | F              | F        | F                    | F                    |

Source: City of Kent Transportation Master Plan, 2008, and Fehr & Peers, 2014.

Notes: 1. WSDOT's level of service standard for this facility is LOS D.

Though the average seconds of delay varies, the 2035 LUT scenario results in the same corridor LOS grades as were calculated for the 2031 TMP forecast. All corridors are expected to meet the City's LOS standards, assuming the Preferred Network is in place.

#### Figure 4. 2035 Level of Service



# 2035 LEVEL OF SERVICE Figure 4

## LEGEND

Level of Service (LOS)

D

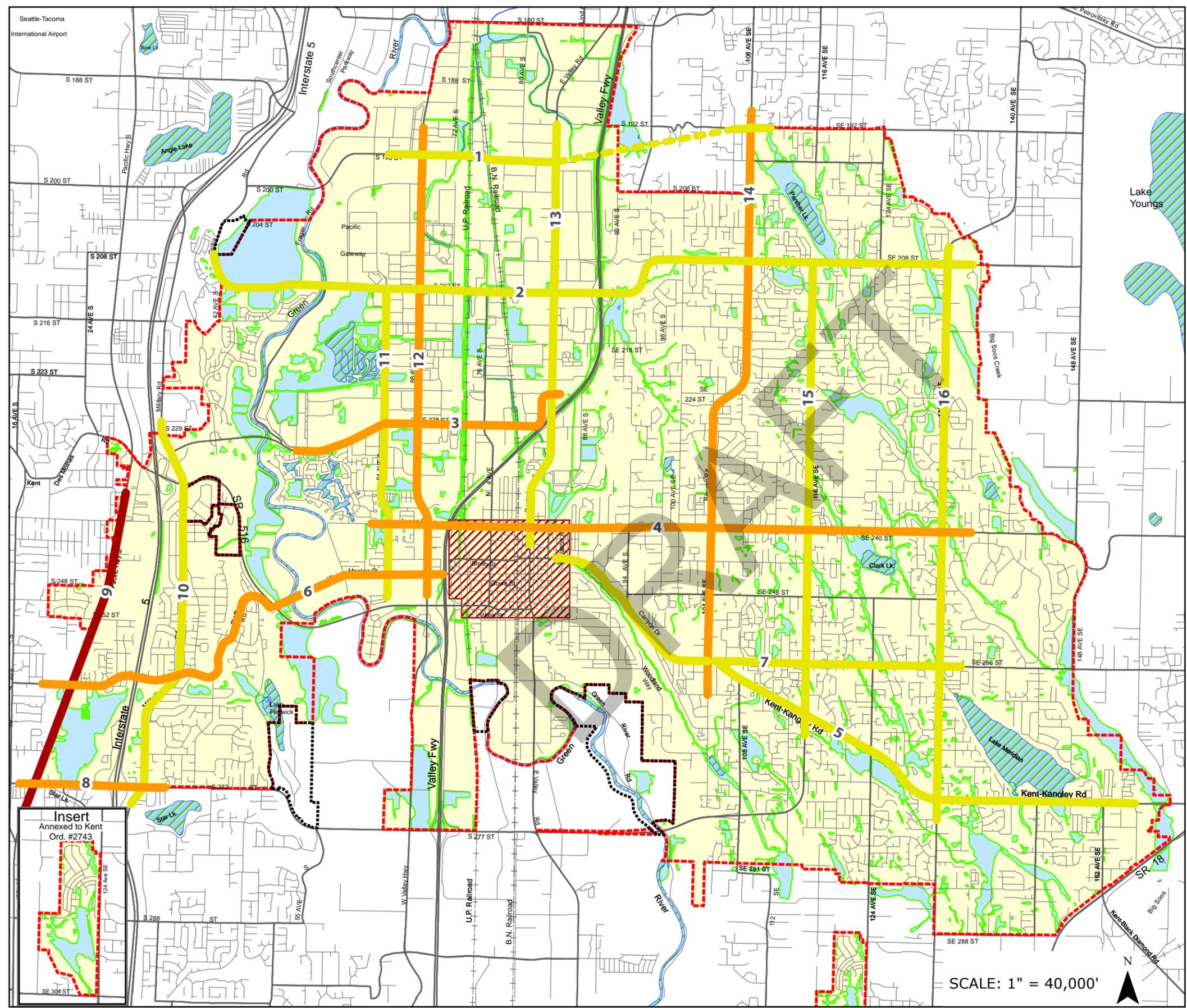
E

F

Downtown (LOS F)

POTENTIAL ANNEXATION AREA

CITY LIMITS



SCALE: 1" = 40,000'

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.



## 4.0 PROJECT LIST

Given that the base year conditions have changed little since the 2008 TMP was completed, and the 2035 LUT forecast is projected to be very similar to the 2031 TMP forecast, the 2008 TMP project list remains relevant to this Comprehensive Plan update. The 2008 project list included four types of improvements: intersection improvements, new streets, street widening, and railroad grade separations. The project list included 53 projects totaling nearly \$600 million. Of that total, the City's share was estimated to be approximately \$502 million. **Table 5** summarizes the type and cost of each project type in the 2008 TMP (all costs are in 2007 dollars). Street widening projects accounted for nearly half the total cost and railroad grade separations accounted for the next largest cost. Due to the high cost of railroad grade separation projects, they accounted for more than a quarter of the total project list cost, despite there being only six projects.

**TABLE 5. 2008 TMP PROJECT LIST**

| Type of Project           | Number of Projects | Cost (\$)            | City Share (\$)      |
|---------------------------|--------------------|----------------------|----------------------|
| Intersection Improvements | 23                 | 63,309,500           | 62,079,500           |
| New Streets               | 5                  | 84,715,000           | 42,827,000           |
| Street Widening           | 19                 | 288,895,000          | 235,151,000          |
| Railroad Grade Separation | 6                  | 162,300,000          | 162,300,000          |
| <b>Total</b>              | <b>53</b>          | <b>\$599,219,500</b> | <b>\$502,357,500</b> |

Source: City of Kent Transportation Master Plan, 2008.

Of the 53 projects recommended in the 2008 TMP, eleven have been completed. These projects are listed below in **Table 6**. The completed projects cost a total of \$47 million.

**TABLE 6. COMPLETED PROJECTS**

| <b>Project Number</b> | <b>Capital Project (Location and Description)</b>   | <b>Cost (\$)</b>    | <b>City Share (\$)</b> |
|-----------------------|---|---------------------|------------------------|
| I-8                   | S 212th St/SR 167 Northbound Ramp - Modify signal timing by making northbound right turn free.                      | 220,000             | 220,000                |
| I-10                  | 4th Ave N/Cloudy St - Provide northbound and southbound exclusive left turn lanes. Install traffic signal.          | 2,160,000           | 2,160,000              |
| I-12                  | Smith St/Lincoln Ave (Smart Growth Initiative) - Add eastbound left turn pocket.                                    | 1,990,500           | 1,990,500              |
| I-13                  | W Meeker St and W Smith St - Interconnect Interurban Trail crossing signals.  | 342,000             | 342,000                |
| N-4                   | S 228th St Corridor-Phase I (Military Rd S to 64th Ave S) - Construct new roadway with 5 lanes.                     | Completed by 2008   | Completed by 2008      |
| W-4                   | 84th Ave S (SR 167 to S 212th St) - Widen to 7 lanes.   | 5,106,000           | 5,106,000              |
| W-7                   | S 228th St Corridor-Phase I (Military Rd S from SR 516 to Bolger Road) - Widen to 5 lanes.                          | Completed by 2008   | Completed by 2008      |
| W-8                   | James St (Union Pacific Railroad to 4th Ave N) - Provide eastbound and westbound exclusive left turn lanes.         | 1,800,000           | 1,800,000              |
| W-14                  | SE 256th St-Phase II (SR 516 (Kent-Kangley Rd) to 116th Ave SE) - Construct a 5 lane roadway with bike lanes.       | 5,100,000           | 5,100,000              |
| W-16                  | S 277th St Corridor (116th Ave SE from Kent-Kangley Rd (SR 516) to SE 256th St) - Widen to 5 lanes with bike lanes. | 7,500,000           | 7,500,000              |
| R-4                   | S 228th St / Burlington Northern Santa Fe Railroad - Grade separation.  | 23,000,000          | 23,000,000             |
| <b>Total</b>          |   | <b>\$47,218,500</b> | <b>\$47,218,500</b>    |

Source: City of Kent, 2015.

In addition to the completed projects, two other projects were removed from the list:

- **I-4: SE 208th Street/SR 515-Benson – Add dual southbound left storage lane and modify signal phasing.** This project, with a cost of \$690,000, has committed funding and a bid for construction is expected in the near future.
- **I-21: I-5/272nd Street Interchange Reconstruction-Phase I – Provide transit and HOV direct access between S 272nd Street and I-5.** This project, with a cost of \$42,330,000, was envisioned as a partnership with Sound Transit and WSDOT. At this time, partner agency support for the project appears unlikely so it has been removed from the project list.

Two projects have been partially completed.

- **Project I-16: S 260<sup>th</sup> St/SR 99** – the westbound right turn pocket has been completed. That component has been removed from the revised project list.
- **Project I-22: S 272<sup>nd</sup> St/Military Rd** – the northbound dual left turn lanes have been completed.

All other projects from the 2008 TMP remain on the revised project list. **Figure 5** shows each project's location. The following four tables list the recommended projects by project type:

- Table 7: Revised Project List – Intersection Improvements
- Table 8: Revised Project List – New Streets
- Table 9: Revised Project List – Street Widening
- Table 10: Revised Project List – Railroad Grade Separation

**Figure 5. Recommended Projects**

DRAFT

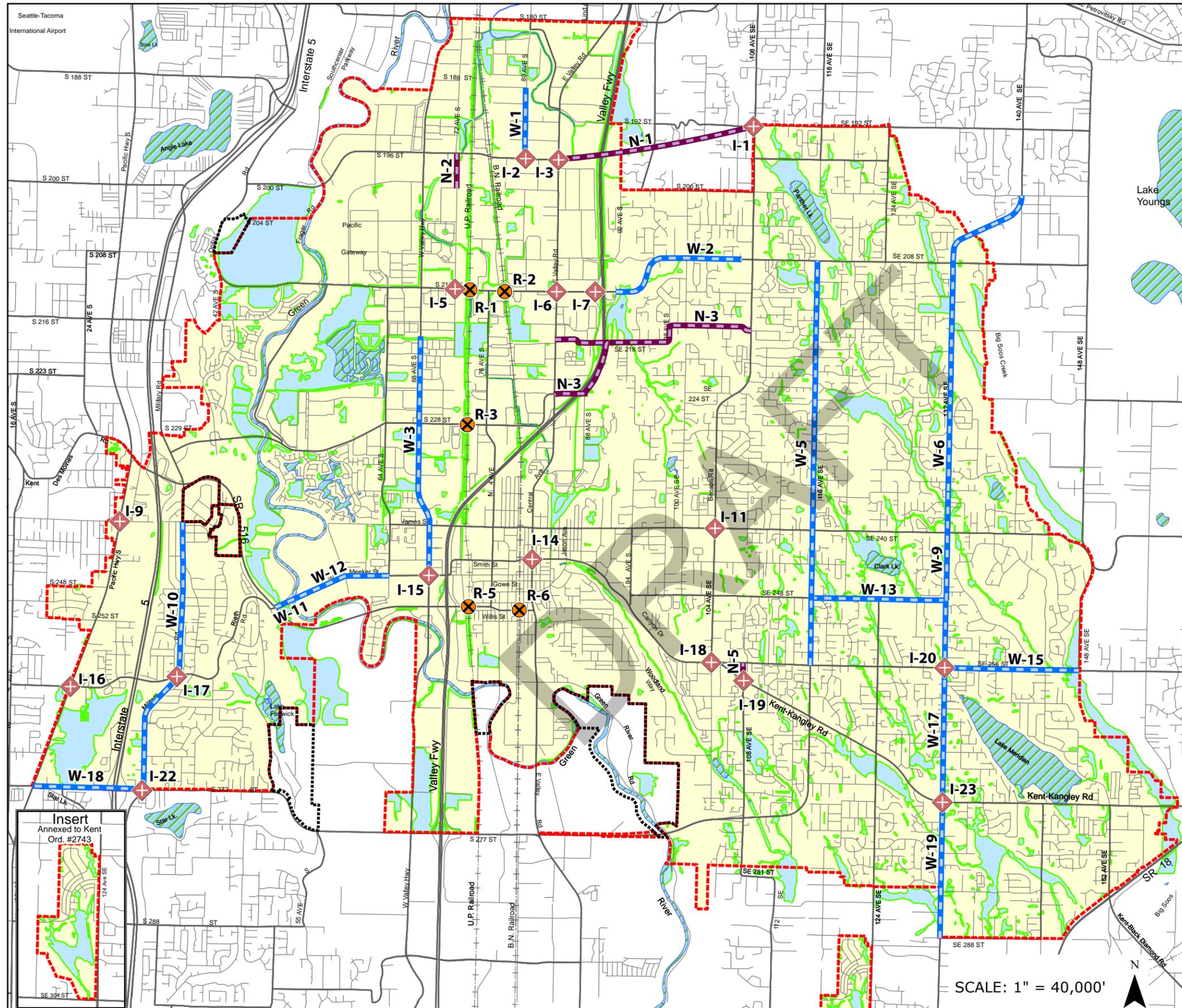


# PREFERRED STREET NETWORK

Figure 5

## LEGEND

-  Intersection Improvement
-  Railroad Grade Separation
-  New Street
-  Street Widening
-  POTENTIAL ANNEXATION AREA
-  CITY LIMITS



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.



## 4.1 INTERSECTION IMPROVEMENTS

**TABLE 7. REVISED PROJECT LIST – INTERSECTION IMPROVEMENTS**

**Table 7** lists 17 intersection improvements, totaling roughly \$15.6 million. Of that total, the City's share would be approximate \$15.0 million.

**TABLE 7. REVISED PROJECT LIST – INTERSECTION IMPROVEMENTS**

| Project Number | Capital Project (Location and Description)   | Cost (\$)              | City Share (\$)        |
|----------------|--|------------------------|------------------------|
| I-1            | SE 192nd St/SR515-Benson - Add southbound right turn pocket.   | 540,000                | 0                      |
| I-2            | S 196th St/80th Ave S - Change intersection phasing and lane approaches.   | 250,000                | 250,000                |
| I-3            | S 196th St/84th Ave S - Add eastbound right turn pocket and southbound dual left turn lanes.                               | 1,190,000              | 1,190,000              |
| I-5            | S 212th St/72nd Ave S - Add southbound dual left turn lanes.   | 330,000                | 330,000                |
| I-6            | S 212th St/84th Ave S - Extend eastbound left turn lane and add northbound and southbound dual left turn lanes.            | 1,710,000              | 1,710,000              |
| I-7            | S 212th St/SR 167 Southbound Ramp - Add southbound left turn lane.   | 400,000                | 400,000                |
| I-9            | S 240th St/SR 99 - Change signal phasing.  | 420,000                | 420,000                |
| I-11           | SE 240th St/SR 515 - Add dual northbound and southbound left turn lanes. Add northbound and southbound right turn pockets. | 1,650,000              | 1,650,000              |
| I-14           | Smith St/Central Ave - Revise southbound and northbound turn lane assignment.  | 20,000                 | 20,000                 |
| I-15           | Meeker St/Washington Ave - Modify signal phasing. Add eastbound and westbound right turn pockets.                          | 780,000                | 780,000                |
| I-16           | S 260th St/SR 99 - Add westbound dual left turn lane. Add eastbound right turn pocket.                                     | 1,180,000 <sup>1</sup> | 1,180,000 <sup>1</sup> |
| I-17           | Military Rd S/Reith Rd - Widen intersection to provide turn lanes on all approaches.                                       | 1,945,000              | 1,945,000              |

**TABLE 7. REVISED PROJECT LIST – INTERSECTION IMPROVEMENTS**

| <b>Project Number</b> | <b>Capital Project (Location and Description)</b>   | <b>Cost (\$)</b>       | <b>City Share (\$)</b> |
|-----------------------|---|------------------------|------------------------|
| I-18                  | SE 256th St/SR515-Benson - Add northbound right turn lane and change signal phasing.  | 550,000                | 550,000                |
| I-19                  | Kent-Kangley Rd/108th Ave SE - Add eastbound and westbound dual left turn lanes. Add eastbound right turn pocket. Change northbound right turn phasing.               | 1,410,000              | 1,410,000              |
| I-20                  | SE 256th Street and 132nd Ave SE - Extend northbound left, southbound left, and westbound left turn pockets. Construct new eastbound and southbound right turn lanes. | 302,000                | 302,000                |
| I-22                  | S 272nd St/Military Rd - Add a southbound through lane at intersection.   | 1,540,000 <sup>1</sup> | 1,540,000 <sup>1</sup> |
| I-23                  | Kent-Kangley Rd/132nd Ave SE - Add northbound and southbound dual left turn lanes.  | 1,360,000              | 1,360,000              |
| <b>Total</b>          |   | <b>\$15,577,000</b>    | <b>\$15,037,000</b>    |

Notes: 1. Portion of project already completed; remaining cost will be less than shown here.

## 4.2 NEW STREETS

**Table 8** lists four new street connections, estimated to cost \$84.7 million, of which \$42.8 million would be the City's responsibility.

**TABLE 8. REVISED PROJECT LIST – NEW STREETS**

| Project Number | Capital Project (Location and Description)   | Cost (\$)           | City Share (\$)     |
|----------------|--|---------------------|---------------------|
| N-1            | SE 192nd St (84th Ave SE to 108th Ave SE) - Create new roadway connection with 4-5 lanes and bicycle lanes.                                  | 45,200,000          | 14,329,000          |
| N-2            | 72nd Ave S (S 200th St to S 196th St) - Extend roadway to connect to S 196th St.   | 1,015,000           | 1,015,000           |
| N-3            | S 224th St (84th Ave S to 104th Ave SE (Benson Rd-SR 515)) - Extend roadway to connect to E Valley Hwy and widen existing road to 3-5 lanes. | 36,000,000          | 24,983,000          |
| N-5            | 108th Ave SE (SE Kent-Kangley Rd (SR 516) to SE 256th St) - Extend roadway connection to SE 256th St.  | 2,500,000           | 2,500,000           |
| <b>Total</b>   |  | <b>\$84,715,000</b> | <b>\$42,827,000</b> |

These street connection concepts were developed to ease congestion on existing roadways. Therefore, not completing the new connections would have LOS effects on alternate routes. To evaluate the repercussions, the travel demand model was used to predict which routes would see the highest increases in traffic absent the new connections. More detailed analysis could be completed in the next TMP update.

Two of the projects (N-1 and N-3) would construct new east-west connections across SR 167. If Project N-1 is not constructed, traffic would primarily divert to S 180th Street and SE 208th Street. The intersections most affected are expected to be the S 212th Way/SR 167 interchange and S 212th Way/96th Avenue S. The LOS on those intersections is likely to fall by at least one letter grade compared to the condition if Project N-1 were constructed. If Project N-3 is not constructed, intersections along S 212th Street are likely to be most affected, with LOS at 84th Avenue S and the SR 167 interchange falling by up to one letter grade.

Project N-2 would complete the 72nd Avenue S corridor north to S 196th Street, providing an alternate route to SR 181/West Valley Highway/68th Avenue S and 84th Avenue S. If this project were not completed, the LOS on the intersections of S 196th Street/W Valley Highway, S 196th Street/80th Avenue S, and S 196th Street/84th Avenue S is expected to fall by up to one letter grade.

Project N-5 would create a north-south connection along 108th Avenue SE between Kent-Kangley Road and SE 256th Street, and convert the section of SE 256th Street between Kent-Kangley Road and 108th Avenue SE to one-way westbound. This project would result in simpler operations at the SE 256th Street/Kent-Kangley Road intersection and the SE 256th Street/SR 515 intersection immediately to the west. Therefore, not completing the project would adversely affect LOS at those two intersections.

DRAFT

## 4.3 STREET WIDENING

There are 14 street widening projects on the revised project list, as shown in **Table 9**. These projects constitute the largest share of costs at \$269.4 million. The City's share is estimated to be \$215.6 million.

**TABLE 9. REVISED PROJECT LIST – STREET WIDENING**

| Project Number | Capital Project (Location and Description)  | Cost (\$)            | City Share (\$)      |
|----------------|---|----------------------|----------------------|
| W-1            | 80th Ave S Widening (S 196th St to S 188th St) - Widen to 5 lanes.  | 1,323,000            | 1,323,000            |
| W-2            | S 212th St (SR 167 to 108th Ave SE) - Widen to 5-6 lanes.   | 10,100,000           | 6,046,000            |
| W-3            | SR 181/West Valley Hwy/Washington Ave Widening (Meeker St north to 218th block) - Widen to 7 lanes.                 | 16,150,000           | 16,150,000           |
| W-5            | 116th Ave SE (SE 208th St to SE 256th St) - Widen to 5 lanes with bike lanes.                                       | 46,430,000           | 17,730,000           |
| W-6            | 132nd Ave SE (SE 200th St to SE 236th St) - Widen to 5 lanes with bike lanes.                                       | 20,990,000           | 0                    |
| W-9            | 132nd Ave SE-Phase III (SE 248th St to SE 236th St) - Widen to 5 lanes with bike lanes.                             | 11,950,000           | 11,950,000           |
| W-10           | Military Rd S (S 272nd St to S 240th St) - Widen to provide a center turn lane, bike lanes and sidewalks.           | 13,630,000           | 13,630,000           |
| W-11           | W Meeker St-Phase II (Lake Fenwick Road to east side of the Green River) - Widen to 5 lanes including a new bridge. | 70,000,000           | 70,000,000           |
| W-12           | W Meeker St Phase I (64th Ave S to Green River Bridge) - Widen to 5 lanes.  | 5,960,000            | 5,960,000            |
| W-13           | SE 248th St (116th Ave SE to 132nd Ave SE) - Construct a 3 lane roadway.  | 5,640,000            | 5,640,000            |
| W-15           | SE 256th St-Phase III (132nd Ave SE to 148th Ave SE) - Widen to 5 lanes with bike lanes.                            | 16,980,000           | 16,980,000           |
| W-17           | 132nd Ave SE-Phase II (Kent-Kangley Rd (SR 516) to SE 248th St) - Widen to 5 lanes with bike lanes.                 | 23,200,000           | 23,200,000           |
| W-18           | S 272nd St-Phase II (Pacific Hwy S to Military Rd S) - Add 2 HOV lanes and a center left-turn lane.                 | 13,916,000           | 13,916,000           |
| W-19           | 132nd Ave SE-Phase I (SE 288th St to Kent-Kangley Rd (SR 516)) - Widen to 5 lanes with bike lanes.                  | 13,120,000           | 13,120,000           |
| <b>Total</b>   |   | <b>\$269,389,000</b> | <b>\$215,645,000</b> |

The 2008 TMP included two projects along the 116th Avenue SE corridor: Project W-5 from SE 208th Street to SE 256th Street and Project W-16 from SE 256th Street to SR 516. Project W-16 has already been completed, bringing the corridor to five lanes with bicycle lanes between SE 256th Street and SR 516. This project benefited intersections that were forecast to operate at LOS E and F in the future absent the street widening. The intersections to the north (SE 208th Street, SE 240th Street, and SE 248th Street) were forecast to operate at LOS D or better without the roadway widening. Therefore, extending the five-lane cross-section to the north may not be necessary from a capacity perspective. However, regardless of capacity needs, improvements along the northern portion of the corridor are still recommended as a complete streets project to ensure all modes are accommodated. At this time, Project W-5 remains on the project list as envisioned in the 2008 TMP, but may be revised in a future TMP update pending further study. For example, additional study may indicate that acceptable operations can be maintained by widening the roadway to a three-lane cross section with bicycle lanes and sidewalks. This would provide more continuity of the non-motorized network, a modest increase in capacity with safety benefits, but at a lower cost.

The 2008 TMP also included street widening projects along the 132nd Avenue SE corridor: Projects W-6, W-9, W-17, and W-19. These projects would widen the corridor to five lanes with bicycle lanes from SE 208th Street to SE 288th Street. Based on the modeling completed for the 2031 TMP Baseline, this corridor is likely to operate acceptably without the five-lane cross-section. As with 116th Avenue SE, the 132nd Avenue SE projects remain on the current project list, but may be revised in a future TMP update. Potential changes would be based on more detailed study, but may include a three-lane cross-section rather than a five-lane cross-section, or a five-lane cross-section on only the most congested portion of the corridor south of SE 256th Street.

The S 260th Street/Reith Road/W Meeker Street corridor (Projects W-11 and W-12) was re-evaluated for this planning-level review of the project list. The findings indicated that the recommended intersection improvements alone would not bring the corridor to an acceptable level of service in the future, indicating some widening is necessary. Therefore, Projects W-11 and W-12 remain on the project list, although they will be studied at a more detailed level during the next TMP update.

## 4.4 RAILROAD GRADE SEPARATION

The Union Pacific Railroad (UPRR) and the Burlington Northern Santa Fe (BNSF) Railroad run parallel to one another in the north-south direction through the City of Kent. The arterials most affected by those grade crossings are S 212th Street, S 228th Street, and Willis Street (SR 516). An overpass of the BNSF Railroad at S 228th Street was completed in 2009 at a cost of roughly \$20 million. This leaves five railroad grade separation projects remaining on the project list, as shown in **Table 10**.

**TABLE 10. REVISED PROJECT LIST – RAILROAD GRADE SEPARATION**

| <b>Project Number</b> | <b>Capital Project (Location and Description)</b>                            | <b>Cost (\$)</b>     | <b>City Share (\$)</b> |
|-----------------------|--|----------------------|------------------------|
| R-1                   | S 212th St/Union Pacific Railroad - Grade Separation.                        | 33,000,000           | 33,000,000             |
| R-2                   | S 212th St/Burlington Northern Santa Fe Railroad - Grade Separation.         | 33,000,000           | 33,000,000             |
| R-3                   | S 228th St / Union Pacific Railroad - Grade Separation.                      | 24,200,000           | 24,200,000             |
| R-5                   | Willis St (SR 516)/Union Pacific Railroad - Grade Separation.                | 26,500,000           | 26,500,000             |
| R-6                   | Willis St (SR 516)/Burlington Northern Santa Fe Railroad - Grade Separation. | 22,600,000           | 22,600,000             |
| <b>Total</b>          |  | <b>\$139,300,000</b> | <b>\$139,300,000</b>   |

Source: City of Kent, 2015.

These grade separation projects provide substantial benefits to city streets, but they are expensive and generally require funding partners to meet the total project cost. Currently, approximately 46 trains travel through Kent on the BNSF Railroad on a daily basis. This results in a daily closure time of one hour and 14 minutes. The UPRR has approximately 19 closures per day, totaling 25 minutes in daily closure time.<sup>2</sup> These estimates reflect the lower bound of traffic delay. Actual delay is longer than the closure since it takes time for queues to dissipate once the road reopens.

During the development of the 2008 TMP, the City solicited feedback from the public on the most needed street projects. Railroad grade separation projects were the most often listed high priority need. In addition to widespread public support, the need for these projects has been documented by City studies of average delay, as cited above. In the next TMP update, the effects of each grade separation project could be studied further to determine which projects would provide the most benefit to the street system. This prioritization will ensure that limited financial resources are directed to the most needed projects.

<sup>2</sup> City of Kent, 2014.

## 4.5 PROJECT LIST SUMMARY

**Table 11** summarizes the revised 2015 project list. The list includes 40 projects totaling nearly \$509 million. The City's share of that total is estimated to be approximately \$413 million. As mentioned previously, this list may be revised further pending the next update of Kent's TMP.

**TABLE 11. 2015 PROJECT LIST**

| Type of Project           | Number of Projects | Cost (\$)            | City Share (\$)      |
|---------------------------|--------------------|----------------------|----------------------|
| Intersection Improvements | 17                 | 15,577,000           | 15,037,000           |
| New Streets               | 4                  | 84,715,000           | 42,827,000           |
| Street Widening           | 14                 | 269,389,000          | 215,645,000          |
| Railroad Grade Separation | 5                  | 139,300,000          | 139,300,000          |
| <b>Total</b>              | <b>40</b>          | <b>\$508,981,000</b> | <b>\$412,809,000</b> |

Source: Fehr & Peers, 2015.

DRAFT

## MEMORANDUM

Date: February 16 2015  
To: Monica Whitman, City of Kent  
From: Don Samdahl and Ariel Davis, Fehr & Peers  
**Subject: Non-Motorized LOS Discussion**

---

This memo addresses a question asked regarding the non-motorized LOS and its implications on impact fees and other funding needs. Initially, the non-motorized LOS was established as part of the DSAP process. It recognized the importance of non-motorized modes in downtown Kent and wanted to make sure that pedestrian and bicycle facilities were properly prioritized by the city and new development.

The multimodal LOS guidelines were expanded to the rest of the city in the comprehensive plan update. The LOS guidelines give emphasis to the non-motorized components already included in the TMP and do not identify any new facilities other than those that were previously identified. They are not fixed standards that must be met by new development before being approved, nor do they require the city to start making non-motorized projects the first priority. However, by creating these LOS policies, it is likely that the importance of implementing non-motorized projects will increase, but they do not prescribe any specific priorities.

The impact fee program can stay the way it is, since many of the non-motorized projects are already included as part of street projects in the impact fee project list. The city is making a good-faith effort to implement those projects as funds become available. When the impact fee program is updated in concert with the next TMP revision, it would be possible to modify the project list to include other non-motorized projects if the city desires.

Regarding concurrency, the city's current concurrency program is focused on implementing the TMP project list, which includes non-motorized projects. In the next update, we would recommend creating a more explicit multimodal concurrency program to bring the city into better compliance with the regional planning guidelines.

## MEMORANDUM

Date: January 30, 2015  
To: Monica Whitman and Charlene Anderson, City of Kent  
From: Don Samdahl, Fehr & Peers  
**Subject: Review of Transportation Implications of Dockets and Potential Land Use Map Amendments**

---

We have conducted a preliminary review of the proposed dockets and potential land use plan amendments documented in the January 20, 2015 memorandum from Charlene Anderson to the Land Use and Planning Board. Our review focused on potential implications of these proposals to the transportation system in the context of the Transportation Element. Since most of these proposals do not contain specific development assumptions, it is difficult to calculate traffic generation. We used our best judgment based on the likely mix of land uses to form some perspectives on the likely transportation impacts.

In summary, none of the land use proposals appear to have significant effects on the performance of the overall transportation system. Should these proposals be adopted, the land use changes can be incorporated into the travel model for more detailed analysis during the next Transportation Master Plan update.

The following table summarizes our review.

| <b>Land Use Proposal</b>                                   | <b>Comments</b>  |
|--|--|
| DKT-2014-4   | Relatively small parcel located along S 272nd St. Although S 272 <sup>nd</sup> St and Pacific Highway corridors are both very congested, the change in traffic is unlikely to substantially affect the level of service conditions in the area.  |
| DKT-2014-6   | Located at corner of Kent Kangley Rd and 116 <sup>th</sup> Ave SE. Proposed to rezone to commercial and likely construction of a pharmacy. The two affected corridors would be LOS D in 2035 and the proposed land use is unlikely to change those conditions. Property access would need to be examined given the heavy traffic at that corner.   |
| DKT-2014-7   | Proposal to change to multifamily housing along 88 <sup>th</sup> Ave SE. Likely development of up to 154 townhouses. This location is not adjacent to one of the transportation corridors, but the traffic from this development would access via 84 <sup>th</sup> Ave S, which operates at LOS D. Local street access would need to be analyzed.  |
| DKT-2014-8   | Proposed to change to transit-oriented commercial-residential within the Midway area. The Transportation Element included assumption of growth in Midway, so this change would likely be compatible with that analysis. More detailed analysis was prepared as part of the Midway EIS.   |
| Expand Commercial Opportunities in Industrial Area (A1-A4) | Would allow some commercial land uses in addition to current industrial uses. The intent appears to allow for commercial uses and service providers to support the large employment base in the industrial areas. While retail generates higher traffic volumes than industrial uses, the type of retail envisioned would be less likely to generate new trips from outside of the existing industrial area. The overall transportation impacts would therefore be fairly limited. |
| Eliminate Office Zone (B1)                                 | This change would make certain parcels on the East Hill more developable with mixed commercial uses. These would serve the nearby residential areas and offer more services to the neighborhoods. The transportation effects would likely be positive by creating commercial opportunities closer to residences.   |
| Eliminate the MA Zoning District (B2)                      | Affects a dispersed number of properties in the valley. This appears to be more of a housekeeping change in zoning that would likely have few changes in transportation conditions.  |
| Eliminate Gateway Commercial Zone (B3)                     | Located along 84 <sup>th</sup> Ave South to the north of SR 167. It seems that the land uses with the proposed change would continue to be auto-oriented commercial, which is consistent with the land uses analyzed in the Transportation Element. Without further analysis, it is difficult to assess the potential change in traffic generation.  |

# UTILITIES ELEMENT

## UTILITIES ELEMENT BACKGROUND REPORT

## Utilities Element Background Report

### Water

The service area of the City of Kent Water Utility encompasses 24 square miles and serves most of the incorporated City. Some small areas of unincorporated King County and the City of Auburn are also served by the City of Kent Water Utility. Adjacent franchise areas of neighboring water purveyors serve the remainder of Kent and the PAA. To the east, the service area boundary coincides with the boundary of Water District No. 111 and the Soos Creek Sewer and Water District. To the north, the service area boundary coincides with the mutual Kent/Renton and Kent/Tukwila city limits. To the west, it coincides with Highline Water District's boundary, and to the south, the City's service area boundary coincides with the City of Auburn and Lakehaven Utility District.

The principal sources of water supply for the City's municipal water system are Kent Springs and Clark Springs. During high demand periods, supplemental well facilities are activated. These sources meet current and near future peak day demands. To meet long-term demands, the City executed an agreement in 2002 to partner with Tacoma Water Utility, Covington Water District and Lakehaven Utility District in the Green River Second Supply Water Project. This additional water source will meet the City's long-term peak day demand projections identified in the Water System Plan.

In 2013, the Kent water system annual consumption was roughly 2.6 billion gallons, with average day demands of 6.2 million gallons per day and peak day usage of approximately 12.2 million gallons per day. Utilizing current land use and population projections for 2030, annual use would rise to approximately 3.6 billion gallons, or 9.9 million gallons per day. Existing water supply can produce roughly three times this amount, or 30 million gallons per day; however, additional storage reservoirs will be needed to deliver this water to customers.

Water system interties are presently available with the Highline Water District, the City of Tukwila, the City of Renton, the Soos Creek Sewer and Water District, Water District No. 111, and the City of Auburn. However, based on water use projections developed for the Water System Plan, these interties would only be required to serve as emergency back-up if problems with existing sources were to arise.

The water distribution system exists throughout the City's service area. Expansion will take place almost entirely through infill development, which will be accomplished primarily through developer extensions. Most of the remaining projects identified in the City's Comprehensive Water System Plan would be constructed to provide water service at existing levels of service. However, several key improvements to the system have been identified. Proposed projects include development of a new 640 pressure zone on the East Hill to improve water pressures at high elevations, a new reservoir on the West Hill to meet increasing storage demands and water main replacements, including upsizing older portions of the distribution system to improve capacity.

The Capital Improvement Projects (CIP) list developed for the Comprehensive Water System Plan was based on identifying: 1) system deficiencies via a hydraulic modeling analysis, 2) long-term maintenance and operations needs and 3) projects that are required to meet local, state and federal requirements. The existing water system has and continues to provide clean, safe and reliable water; however, improvements to the system are needed to improve it for future development and meet existing requirements. The costs of improvements to the water system range from \$150 million to \$160 million in 2008 dollars, and funding of these projects will be accomplished through a combination of water rate increases and bonding.

A Comprehensive Water System Plan update is required by the Washington State Department of Health (DOH) every six years. The City's most recent Water System Plan was submitted to DOH in 2008, and adopted by the City Council in 2011. Adjacent water utilities providing service to Kent homes and businesses include Soos Creek Water & Sewer, the City of Auburn, Lakehaven Utility District, Highline Water District, King County Water District #111 and the City of Renton. Service connections exist between the City of Kent and these service purveyors, and interlocal agreements ensure continuous service. A detailed inventory of current water system facilities, City water rights records and operating plans of adjacent service agencies are on file with the City of Kent Public Works Department.

## Sewer

The service area of the City of Kent Sewer Utility encompasses approximately 23 square miles and includes most of the incorporated City, as well as adjacent franchise areas within unincorporated King County. Since the existing collection system already serves most of the City's service area, expansion of this system will occur almost entirely by infill development, which will be accomplished primarily through developer extensions and local improvement districts. In general, the existing sewer system is sized based on standards which will carry peak flows generated by the service area for ultimate development. However, the City of Kent Comprehensive Sewerage Plan has identified various undersized lines, as well as others that require rehabilitation. King County Wastewater Treatment is responsible for interception, treatment, and disposal of wastewater from the City of Kent and communities throughout south and north King County. Wastewater from Kent is conveyed to the South Treatment Plant located in Renton. The City of Kent does not incur any direct capacity-related capital facilities requirements or costs for sanitary sewer treatment. King County pump stations in Pacific, Black Diamond, and three in the vicinity of the South Treatment Plant (Interurban and New Interurban) serve south King County.

King County is providing additional wastewater capacity to serve a growing population in the Puget Sound area through its Brightwater Treatment Plant. This plant is located near SR 9 and SR 522 just north of Woodinville. King County is also expanding the South Treatment Plant to handle additional flow from south and east King County. The Brightwater Treatment Plant is providing a capacity of 36 million gallons per day (mgd), and by 2040 treatment capacity will be expanded to 54 mgd. Expansion of the South Treatment Plant in the year 2029 will increase system capacity from 115 mgd to 135 mgd. Two conveyance improvements serving the South Treatment Plant are scheduled for completion both in the near-term and long-term. The improvements of Sections 1, 2 and 3 of the Parallel Auburn Interceptor were completed, and the planned three to five mgd expansion of effluent storage capacity is projected to be completed by 2029.

Adjacent sewer utilities providing service to Kent homes and businesses include Soos Creek Water & Sewer, the City of Auburn, Lakehaven Utility District, Midway Sewer District, the City of Tukwila and the City of Renton. Service connections exist between the City of Kent and these service purveyors, and interlocal agreements ensure continuous service. The City's sewer system has been designed and constructed in accordance with the growing needs of the City. Because Kent's sewer service area is not coincident with the city limits, the City uses the future saturated population for the actual area served by Kent sewer. Population forecasts are based on the Land Use Plan for ultimate build out in accordance with Department of Ecology requirements. The City of Kent Comprehensive Sewer Plan is on file with the Public Works Department.

## Surface Water Management

The majority of the City of Kent is located within the Green River watershed, with stormwater flowing either directly to the Green River or to the Green River via a tributary creek. A smaller portion of the City, generally located west of I-5, flows either to Bingamon, Massey or McSorley Creek, which all drain directly to Puget Sound. Significant creek systems draining to the Green River are:

**Johnson Creek;**

**Midway Creek;**

**Mullen Slough; Mill Creek (Auburn);**

**Mill Creek (Kent);**

**Springbrook Creek;**

**Garrison Creek;**

**Panther Creek;**

**Soos Creek;**

**Soosette Creek;**

**Meridian Valley Creek; and**

**The "Lake Meridian Outlet" Creek.**

The last three creeks listed are tributary to Big Soos Creek, which in turn drains to the Green River east of Auburn.

The stormwater system is comprised of an extensive network of ditches, pipes and stormwater quantity and quality control facilities which connect individual parcels with the City's surface water systems. The City also owns, operates and maintains several regional quantity and quality control facilities. These are the Green River Natural Resources Area (GRNRA), the Upper and Lower Mill Creek Detention Facilities, the 98th Ave. Garrison Creek Detention Facility, the Meridian Meadows Detention Facility, the S. 259th St. Detention Facility, White Horse Crossing Detention Facility, Massey Creek Detention Facility, the Horseshoe Acres Pump Station and the constructed wetland at Lake Fenwick.

The Drainage Master Plan (DMP) evaluated watersheds and drainage basins, analyzed open channel components (receiving water) for insufficient capacity, determined and prioritized projects needed to reduce flood risks, improve water quality, enhance fish passage and instream/riparian habitats, efficiently serve planned growth, determine alternative solutions to alleviate potential flooding and determine cost-effective solutions to the identified needs. Each project within the DMP was reviewed for multiple benefits then given a "High, Medium, or Low" ranking. Further details on each project are located in Chapter 7, Table 7-1 of the DMP. Total project costs range from \$52 million to \$67 million in 2008 dollars.

Specific requirements (level-of-service standards) for on-site stormwater management and stream protection are contained in the City's 2002 Surface Water Design Manual, which is a modified version of the 1998 King County Surface Water Design Manual. Portions of the stormwater system are improved to these standards as public and private development projects are constructed. These standards have been adjusted as necessary to meet equivalency requirements of the Washington State Department of Ecology Stormwater Management Manual for Western Washington.

The DMP encompasses Capital Improvement Program (CIP)-related projects for stormwater systems within the city limits. The 2008 DMP replaces the 1985 DMP and the Capital Improvement Programs completed individually for the Mill, Garrison, Springbrook Creek and Soos Creek Basin CIP in the 1990s. The 2008 DMP has incorporated elements of the CIP, such as flood conveyance needs for open channels, determination of replacement needs of the City's stormwater pipe system, drainage facility requirements of the Transportation Improvement Program (TIP) and levee repair and replacement needs for flood protection along the Green River. The DMP further recommends specific projects for enhancing critical areas and fish passage and addresses engineering staff needs to oversee such projects.

Program components of the DMP include compliance with the Washington State Department of Ecology (DOE)-mandated National Pollutant Discharge Elimination System (NPDES) Phase II Permit and Total Maximum Daily Load (TMDL) Programs. These federally mandated programs were included in the DMP to determine if there were deficiencies in the City's current operation and maintenance and monitoring programs and identify subsequent additional workload and staff requirements needed to fully meet the permit requirements. The DMP included recommendations to meet the required elements of the Lake Fenwick TMDL and NPDES Phase II Permit for tracking, monitoring, maintenance and operation elements including the necessary resources to meet these needs.

Critical area habitat protection is an important aspect of water quality, habitat protection and flood protection. To be successful in improving the water quality of the streams and open channel systems within the City, there is a continuing priority of protecting buffers along the main stream corridors. Section 8 of the DMP further discusses the needs of this program and provides areas of potential expansion of habitat protection. As properties become available, the City will continue to pursue grant funding and work toward the protection of habitat and water quality.

The nearly 325 miles of existing storm drainage pipelines form a connection of pipes, catch basins and manholes under the public right of ways with the ability to alleviate the surface flooding that would occur on the city streets. As these pipes age and reach the end of their service life, a replacement program has been established by the Public Works Operations and Maintenance staff to repair or replace segments of the pipes each year. During the life of the pipe system, segments may be targeted also for improvements before the end of the service life, usually due to inadequate capacity after increases in development. An analysis was completed of the existing storm drainage pipes within the City. A total length of 135,000 feet of 18" or larger diameter pipe was analyzed for capacity and 55,350 feet or 41 percent have failed to meet the minimum requirements for passing a 25-year storm event. These systems are noted within the DMP.

As a result of the 1998 listing of Chinook Salmon and Bull Trout and the 2007 listing of Steelhead under the Federal Endangered Species Act, the City has been participating in various regional salmon restoration efforts, including the U.S. Army Corps of Engineers Green/Duwamish Ecosystem Restoration Program and the Salmon Habitat Forums for Watershed Resource Inventory Areas (WRIA) 8 (Cedar/Lake Washington/Lake Sammamish) and 9 (Green Duwamish).

## Solid Waste

Solid Waste collection, transportation and disposal in Kent is governed by state and local regulations, an interlocal agreement with King County and collection contracts with solid waste providers. Through a competitive multi-year contract with the City, Republic Services provides comprehensive garbage, recyclables and yard and food waste collection services to residential, multifamily and commercial customers.

Kent has implemented mandatory garbage collection to curb illegal dumping, litter and accumulation of trash/garbage on private property.

The City's solid waste is ultimately taken to King County's Cedar Hills Landfill for disposal. As part of the Solid Waste Interlocal Agreement (ILA) with King County, Kent and other parties will develop plans and alternatives to waste disposal at Cedar Hills Landfill in advance of its closure in 2025; the information will be incorporated into the King County Comprehensive Solid Waste Management Plan.

Kent has entered into an interlocal agreement with King County Solid Waste and most other municipalities in the county to collectively manage solid waste. At the current rate, Cedar Hills, which is the last remaining landfill in the county, will last until 2030. Alternatives are identified in the King County Comprehensive Solid Waste Management Plan. Municipalities operating under this plan strive to divert as much waste from the landfill as possible. The residential sector in Kent is currently diverting just over 50 percent of the solid waste from the landfill through recycling and yard and food waste collection. Since 2010, participation in the yard and food waste collection program has increased from 36 percent to over 95 percent.

Kent residents are able to participate in the countywide Hazardous Waste Management program adopted by the King County Board of Health in 2010. Its mission is "to protect and enhance public health and environmental quality in King County by reducing the threat posed by the production, use, storage and disposal of hazardous materials."

## Electric Utilities

### Puget Sound Energy

Kent is served by Puget Sound Energy (PSE), a private electric utility whose operation and rates are governed by the Washington Utilities and Transportation Commission, the National Electric Reliability Corporation (NERC) and the Federal Energy Regulatory Commission (FERC).

#### Existing System

PSE is part of a Western-states regional coordination system and provides electric service to over 1.1 million customers in nine Washington State counties. Electricity is produced elsewhere and transported to switching stations in Kent and Renton through high-voltage transmission lines. As electricity nears its destination, the voltage is reduced and redistributed through lower-voltage transmission lines, distribution substations and smaller transformers.

PSE provides electrical service to approximately 57,300 electric customers in Kent. There are 230 kilovolt (kV) high-voltage transmission lines running north and south within the City of Kent that move bulk power from transmission stations in Renton and Kent. Both of those stations generally supply electrical energy to the southern half of King County, an area much larger than the City of Kent. Also within the City are several 115kV transmission lines and a number of neighborhood distribution substations. The 115kV lines also deliver electrical energy to other neighborhood substations in communities adjacent to Kent.

PSE imports electrical energy from generation sources in Canada, the Columbia River basin and other regions outside of PSE's service territory. Additionally, PSE has its own hydro, thermal, wind and solar power-generating facilities. There are also about 1,500 small, customer-owned generation facilities that are interconnected with PSE's system and can export surplus energy into the grid. The vast majority of these are solar panel installations. Although this provides a very small portion of PSE's electrical supply portfolio, the number of customer-owned installations increases every year.

PSE's Integrated Resource Plan is updated and filed with the Washington Utilities and Transportation Commission every two years. The current plan, which was submitted in May of 2013, details the energy resources needed to reliably meet customers' wintertime, peak-hour electric demand over the next 20 years. The plan, which will be updated in the fall of 2015, forecasted that PSE would have to acquire approximately 4,900 megawatts of new power-supply capacity

by 2033. This resource need is driven mainly by expiring purchased-power contracts and expected population and economic growth in the Puget Sound region. The IRP suggests that roughly half of the utility's long-term electric resource need can be met by energy efficiency and the renewal of transmission contracts. The rest of PSE's gap in long-term power resources, the IPR stated, is likely to be met most economically with added natural gas-fired resources.

### Future Projects

The capacity of individual electric lines depends on voltage, diameter of the wire and the clearance to objects below the line. To meet this demand, some new transmission lines and substations will need to be constructed, as well as existing ones rebuilt or maintained. Utility work is sometimes needed to comply with federal system reliability regulations. Specific construction that is anticipated includes the following:

- Autumn Glen neighborhood substation and the reconfiguration of the 115kV lines near the intersection of 104th Ave. S.E. and S.E. 272nd St.
- New 115kV line from the existing O'Brien substation north along the PSE right-of-way to S. 204th St. and then west to 68th Ave. S.E.
- Briscoe Park neighborhood substation located just outside the city limits of Kent in Tukwila. Although located in Tukwila, this substation will eventually serve customers in Kent.

### Natural Gas

Puget Sound Energy provides natural gas service to more than 750,000 customers in six Western Washington counties: Snohomish, King, Kittitas, Pierce, Thurston and Lewis. It is estimated that PSE currently serves over 26,800 gas customers within the City of Kent.

### Existing Distribution System

Natural gas comes from gas wells in the Rocky Mountains and in Canada and is transported through interstate pipelines by Williams Northwest Pipeline to Puget Sound Energy's gate stations.

Supply mains then transport the gas from the gate stations to district regulators where the pressure is reduced to less than 60 psig. The supply mains are made of welded steel pipe that has been coated and is cathodically protected to prevent corrosion. They range in size from 4" to 20".

Distribution mains are fed from the district regulators. They range in size from 1-1/4" to 8" and the pipe material typically is polyethylene (PE) or wrapped steel (STW).

Individual residential service lines are fed by the distribution mains and are typically 5/8" or 1-1/8" in diameter. Individual commercial and industrial service lines are typically 1-1/4", 2" or 4" in diameter.

### Future Facility Construction

PSE Gas System Integrity-Maintenance Planning has several DuPont manufactured main and service piping and STW main replacements planned for 2015. There will be several pipe investigations throughout the City to determine the exact location of the DuPont manufactured pipe. Identified DuPont manufactured piping in PSE's entire system will be ranked and replaced accordingly.

New projects can be developed in the future at any time due to:

- New or replacement of existing facilities to increase capacity requirements due to new building construction and conversion from alternate fuels.
- Main replacement to facilitate improved maintenance of facilities.
- Replacement or relocation of facilities due to municipal and state projects.

## Telecommunications

Telecommunications services include both switched and dedicated voice, data, video and other communication services delivered over the telephone and cable network on various mediums, including, but not limited to, wire, fiber optic or radio wave. Either regulated or non-regulated companies may provide these services. Cable service includes communication, information and entertainment services delivered over the cable system whether those services are provided in video, voice or data form. Telecommunication services follow growth and have capacity to match whatever growth occurs in Kent. With new technologies, telecommunications utilities project virtually limitless capacity within the planning horizon.

Through partnerships with franchised telecommunications companies, and completion of capital projects, the City has a robust conduit infrastructure that would enable and facilitate future fiber optic connectivity projects benefiting the City, its residents and businesses and project partners. The City participates in a connectivity consortium consisting of cities and other public partners that would construct and maintain a regional fiber-optic telecommunications system. This fiber-optic system would provide system redundancies, and enhance communications networks and emergency operations. At some point during the planning period, the telecommunications network will be updated to fiber optic, but the exact schedule and locations are not available.

## Cable and Satellite Television

The City of Kent has a non-exclusive franchise agreement with Comcast Corporation to construct, operate, and maintain a cable system in compliance with the Federal Communications Commission (FCC) regulations. Comcast's network provides high-definition television capacity and high-speed internet access through cable modems, and includes coaxial and fiber optic cabling systems deployed underground and overhead using utility poles leased from power and telephone companies. Future growth is most likely to occur relative to data/internet service, as more content becomes accessible online. These broadband services can be provided over fiber optic networks, cable networks or DSL telephone networks.

Satellite television competes directly with cable television by delivering hundreds of channels directly to mini-dishes installed in homes and businesses throughout Kent.

## Wireline and Wireless Communications

Multiple companies offer telecommunications services in Kent including integrated voice and data, and voice over internet telephony (VoIP) technology. Century Link, the Incumbent Local Exchange Carrier (ILEC) is now joined by several Competitive Local Exchange Carriers (CLECs) in providing more communications service options to Kent residents and businesses.

Because Washington Utilities and Trade Commission (WUTC) regulations require CenturyLink to provide adequate PTSN telecommunications service on demand, there are no limits to future capacity, although demand for land lines is declining. Additionally, VoIP telephone service should only be restricted by bandwidth constraints on fiber optic networks that provide this digital service.



# CAPITAL FACILITIES ELEMENT BACKGROUND REPORT

**KENT POLICE DEPARTMENT**

**KENT FIRE DEPARTMENT  
REGIONAL FIRE AUTHORITY**

## Capital Facilities Element Background Report

### POLICE

#### Police Services

**K-9:** The K-9 team consists of a sergeant and three officers. The generalist teams are used for a variety of applications. They are primarily used to locate suspects. This is done through tracking the suspects from crime scenes, performing building searches or searching areas. The generalist teams are also able to locate evidence that would have otherwise gone undetected. The use of the K9's also increases the safety of officers. The use of police dogs in these roles greatly enhances the ability of the Kent Police Department to aggressively fight crime.

**Traffic:** The Traffic Unit is tasked with providing safe and efficient vehicular, pedestrian and bicyclist movement throughout the City. The unit works to prevent and reduce injury and death related to vehicle collisions through aggressive traffic enforcement and education. Comprised of one sergeant, eight officers and one parking enforcement officer, the unit utilizes motorcycle, marked and unmarked traffic vehicles to conduct enforcement, respond to collisions and other traffic/parking related calls for service. The officers, who also serve as members of our Collision Analysis and Reconstructions Squad (CARS), respond to collisions that result in life threatening injuries or death. They utilize advanced investigative techniques and equipment to complete these complex investigations.

The Traffic Unit is actively engaged in community presentations and meetings, conducting training at the Kent Police Traffic School and partnering with the City's traffic engineers to address road design issues. They also partner with the Washington Traffic Safety Commission and neighboring agencies to conduct various traffic emphases, including DUI and speed patrols, illegal street racing, pedestrian crossing, seatbelt enforcement and others.

**Special Operations Unit (SOU):** The Special Operations Unit (SOU) is a team of four bicycle officers who are supervised by a patrol sergeant. The unit was formed to tackle issues and situations that are not as accessible to regular patrol officers in vehicles. These areas include bike trails, city parks and business venues.

This year bike officers concentrated most of their efforts in the downtown core of the City. Their focus was criminal behavior and quality of life issues. They worked closely with the downtown business association, parks department, public works department and Kent Corrections to clean up areas of illegal camps and dumped garbage, helping make the community safe and enjoyable for all.

Bicycle officers are the primary team that works on the police patrol boat and in the park at Lake Meridian during the summer months. They provide police services at community events including 4th of July Splash, Dragon Boat Races and Cornucopia Days. They provide marine enforcement and conduct safety inspections on Lake Meridian to educate the public and promote safe boating practices on the water.

In 2014 the SOU unit will be expanding to eight officers and a full-time sergeant. This will ensure better unit coverage and the ability to address many more of the criminal and quality of life issues in the City of Kent.

**Kent Civil Disturbance Unit (CDU):** The Kent Civil Disturbance Unit (CDU) is made up of 13 officers, two sergeants and one commander. The CDU is trained to effectively deal with large crowds and to minimize criminal behavior during civil unrest. The unit is a part-time team made up of officers from all different divisions of the police department.

Kent CDU is part of the regional Valley Civil Disturbance Unit (VCDU) which consists of officers from Renton PD, Tukwila PD, Federal Way PD, Auburn PD and Port of Seattle PD. Together the unit is able to bring over 90 officers together if there is civil unrest or a threat of civil unrest. VCDU is comprised of a command element, line officers, bike officers, a CUT team (specially equipped and trained to safely cut or dismantle protestor devices and chains) and SART (special munitions deployment team).

VCDU also partners with Bellevue PD, WA State Patrol, North Pierce Metro and local Homeland Security teams for training and large incidents that require more resources. An example was an operation in Tukwila where 160 CDU officers participated.

**SWAT:** The Kent Police Department participates in a regional SWAT team with five other agencies from the South King County area. Partners in the Valley SWAT team (VSWAT) include Renton PD, Tukwila PD, Federal Way PD, Auburn PD and Port of Seattle PD. This participation allows Kent PD to have access to one of the largest, best equipped and well trained teams in the state. VSWAT is comprised of six officers from each agency for a total of 36 tactical officers. Each agency also provides a Commander for oversight and leadership.

**Detectives:** The Detective Unit consists of two detective sergeants, 15 detectives and one six-month rotating detective position that is staffed by a patrol officer as a contractually bid position. One detective sergeant and eight detectives are responsible for investigating crimes against people; this unit includes a forensics expert who is responsible for the retrieval and analysis of technological evidence. The remaining personnel investigate crimes against property including burglaries, frauds and stolen vehicles. The rotating

detective position is often utilized for both types of investigations and gives patrol officers experience in the handling of cases on a more in-depth level than is possible while working in a patrol environment. The rotating detective then returns to their patrol crew and can help teach their co-workers the advanced investigative techniques that they have learned.

The Detective Unit includes one detective who is assigned to ensure that all sexually violent offenders residing in Kent have a current residential address on file. Detectives physically verify the residency of every offender within the city limits to ensure compliance.

**Special Investigations Unit (SIU):** Special Investigations Unit (SIU) uses covert investigative techniques to combat high impact offenders, identify and apprehend violent offenders and solve problems in the City. SIU focuses on gang activity, prostitution operations and narcotics investigations.

SIU has two members who are currently assigned part time to the FBI's Child Exploitation Task Force and one member who is assigned to the Homeland Security Investigations District 10 for Operation Community Shield. The unit also assists detectives with shooting investigations, homicides and robberies.

**Neighborhood Response Team (NRT):** Neighborhood Response Team addresses crime trends and neighborhood problems through intense interaction with community members, landlords and businesses. One way NRT addresses neighborhood problems is through the use of crime notification letters. These letters go out to the owners of nuisance properties.

**Community Education Unit (CEU):** Crime prevention is a vital component of the Intelligence Led Policing approach to law enforcement and is a powerful tool in accomplishing the department's mission. Community Education

Coordinators work closely with the Neighborhood Response Team, focusing on crime prevention and quality of life issues.

Providing police services outside of traditional methods, the unit focuses on crime prevention, traffic safety education, youth outreach, youth drug/alcohol prevention and other problem solving strategies working directly with Kent residents. The unit works with neighborhood block watches, businesses and schools to solve problems and enhance the effectiveness of the police department. These community partnerships improve communication and increase awareness, resulting in a reduction of crime.

Some of the outreach programs facilitated by CEU include graffiti cleanup events, block and business watch meetings and prescription drug take back program. Annual events for CEU include National Night Out, the Game of Life Youth Leadership Conference and Safety Street at Cornucopia Days. Through partnerships with the Kent Drug Free Coalition and the Washington Traffic Safety Commission, CEU focuses on DUI enforcement, alcohol compliance checks, school prevention programs and other environmental strategies that drive community change.

**Valley Narcotics Enforcement Team (VNET):** Valley Narcotics Enforcement Team (VNET) is a combination of seven local law enforcement jurisdictions including Auburn, Federal Way, Kent, Port of Seattle, Renton, Seattle and Tukwila - along with the Drug Enforcement Agency (DEA) on the federal level. Their focus is primarily mid- to upper-level drug trafficking organizations. VNET also includes one DEA group supervisor, two DEA federal agents, seven task force officers (detectives from local jurisdictions), one National Guard officer, two support staff and one King County prosecutor.

**Recruitment:** The department has taken several steps to pursue high quality police candidates to fill vacant positions due

to retirements, attrition and city growth. The recruiting officer is chosen to lead the review of hiring practices in order to attract well-qualified candidates, while also maintaining a focus on enhancing agency diversity. Our partnership with various community groups has been an integral part of attracting more candidates. The agency continues to hire both lateral experienced officers and entry-level officers to help maintain an agency that is well balanced with experience levels.

**Chaplaincy Program:** The Kent Police/Fire Chaplaincy Program has grown considerably since it began several years ago. The program has been a huge success for both residents and city employees. Historically, a full-time chaplain has facilitated the program, but in 2012 a part-time, volunteer chaplain was added to meet additional needs.

The chaplains are available to respond 24 hours a day and 7 days a week, to emergency scenes involving serious injury or death of a community member or city employee and their purpose is to bring short-term care and compassion to everyone involved.

The chaplain services have proven to be a valuable resource, far exceeding original expectations. In fact, chaplains instruct classes at the state basic academy so every new corrections officer in the state is trained on how to deal with critical incident stress management. Nationally recognized for their efforts, Kent's chaplains have been invited to speak at or facilitate state and national events.

**Records:** The Records Unit has two records supervisors and nine records specialists, who provide the public with non-emergency information services, distribute court orders, maintain case files, run criminal background checks for officers and maintain the police-reporting database. Walk-in services include case copies, fingerprinting and concealed pistol licensing.

**Evidence:** The Evidence Unit consists of one supervisor and two custodians. Besides documentation, storage and proper disposal, the supervisor is responsible for crime scene response, processing items for fingerprints and forwarding items to the Washington State Crime Lab for examination.

**Training:** The Training Unit includes one sergeant and a range master who provides training and maintains training records for more than 192 sworn and civilian employees. The Training Unit hosts several in-service training days per year. These consist of state required training classes such as first aid and dealing with the mentally ill. Also offered is specific training such as EVOG (Emergency Vehicle Operations Course), PIT (Precision Immobilization Technique) and rifle training. Kent also participates in regional training such as active shooter, SWAT and civil disturbance.

The Kent training facility also hosts regional training. Agencies from all around Washington and surrounding states come to attend classes taught by national training instructors. The courses range from interview and interrogation techniques to a variety of leadership courses. The facility also houses a five lane indoor shooting range where all sworn employees are required to pass a variety of courses in both handgun and rifle ranges at a level 10% higher than state standards.

**Volunteers in Police Service (VIPS):** VIPS volunteer their time under the guidance of staff members. Their primary activities involve disabled parking enforcement, graffiti removal, Hands of Friendship in-home visits, Citizen Patrol and fingerprinting services. They also assist with crowd or traffic control at public events such as Kent Cornucopia Days and the Fourth of July Splash. They assist with clerical work in the station, allowing patrol officers to handle calls

for service. VIPS are trained to assist with vehicle lockouts, stranded motorists and a number of other non-emergency related calls for services. These dedicated volunteers give thousands of hours of work to the Kent community every year and save the City tens of thousands of dollars.

**Corrections Division:** The Corrections Division is responsible for the booking and housing of all misdemeanor arrests made by the Kent and Maple Valley Police Departments. Felony arrests are held at the Kent Jail for a short time until they are transferred to the King County Jail.

The division consists of a commander, six sergeants, 17 officers and one civilian staff. There are also four contract employees from Occupational Health Services who staff the medical clinic and two contract employees from Consolidated Food Management who staff the full service kitchen.

**Corrections Volunteers:** Many community members volunteer their time to meet with inmates in an attempt to help them with alcohol, drug or other issues that impede their lives and cause them to return to jail. Hundreds of hours of volunteer services are donated by local church members and volunteers from Alcoholics Anonymous and Narcotics Anonymous organizations.

**Inmate Programs:** The Corrections Division has a sergeant and two officers to supervise inmate programs. Alternatives to incarceration include work release, supervised work crew, work crew and electronic home detention.

Work release inmates work at their personal job in the community and return to the facility during non-work hours. In 2014, the work release program will be offered to offenders with misdemeanor sentences from outside agency courts. Supervised work crew inmates are supervised by a

correctional officer and clean garbage from roadways, remove graffiti and clean up homeless camps within the community. Work crew inmates are assigned to work at local non-profit organizations. Participating non-profits include the Tahoma National Cemetery, Kent Police Department, Kent and Auburn Food Banks and the Kent Senior Center. Inmates on electronic home detention are restricted to their homes except to work and to attend treatment or school.

All inmates submit to a thorough screening process before being accepted to participate in any of the alternatives to incarceration.

## Kent Fire Department Regional Fire Authority

### Community Risk Types

**Urban (High-Risk) Service Area:** A geographic area or group of occupancy types where potential loss of life is high and fire has the potential to spread beyond the original unit or structure. These geographic areas have zoning and land uses that allow more than six dwelling units per acre with little or no separation between occupancies or contain commercial structures built prior to modern fire code. Six units per acre zoning with roadways and open space will net between 2.7 and 3 units per built acre of development and may produce population densities greater than 3,000 people per square mile.

**Suburban (Low to Moderate Risk) Service Area:** A geographic area or occupancy where potential loss of life is limited to a small number of occupants and property damage is unlikely to spread beyond the original structure. Buildings are small to large in size, and include detached single-family homes. These areas have a minimum zoning of R-4 (four homes per acre) and a maximum zoning of R-6, including communities of older rambler style homes with spacing between houses of 15 to 30 feet. Suburban (moderate) risk can also include commercial occupancies such as grocery stores, smaller strip malls, low hazard industrial/commercial, churches, schools and other associated buildings, but most commercial structures of any size or consequence have fire suppression and notification systems installed. Population density in the suburban (low to moderate risk) area generally range from 1,000 to 3,000 people per square mile.

**Rural (Low-Risk) Service Area:** A geographic area or occupancy with little potential for exposure risk and includes low-density residential areas located outside the designated Urban Growth Boundary. Zoning is less than 3 homes per acre. Population densities are typically less than 1,000 people per square mile.



220 4th Avenue | Kent, WA 98032 | [KentWa.gov](http://KentWa.gov)