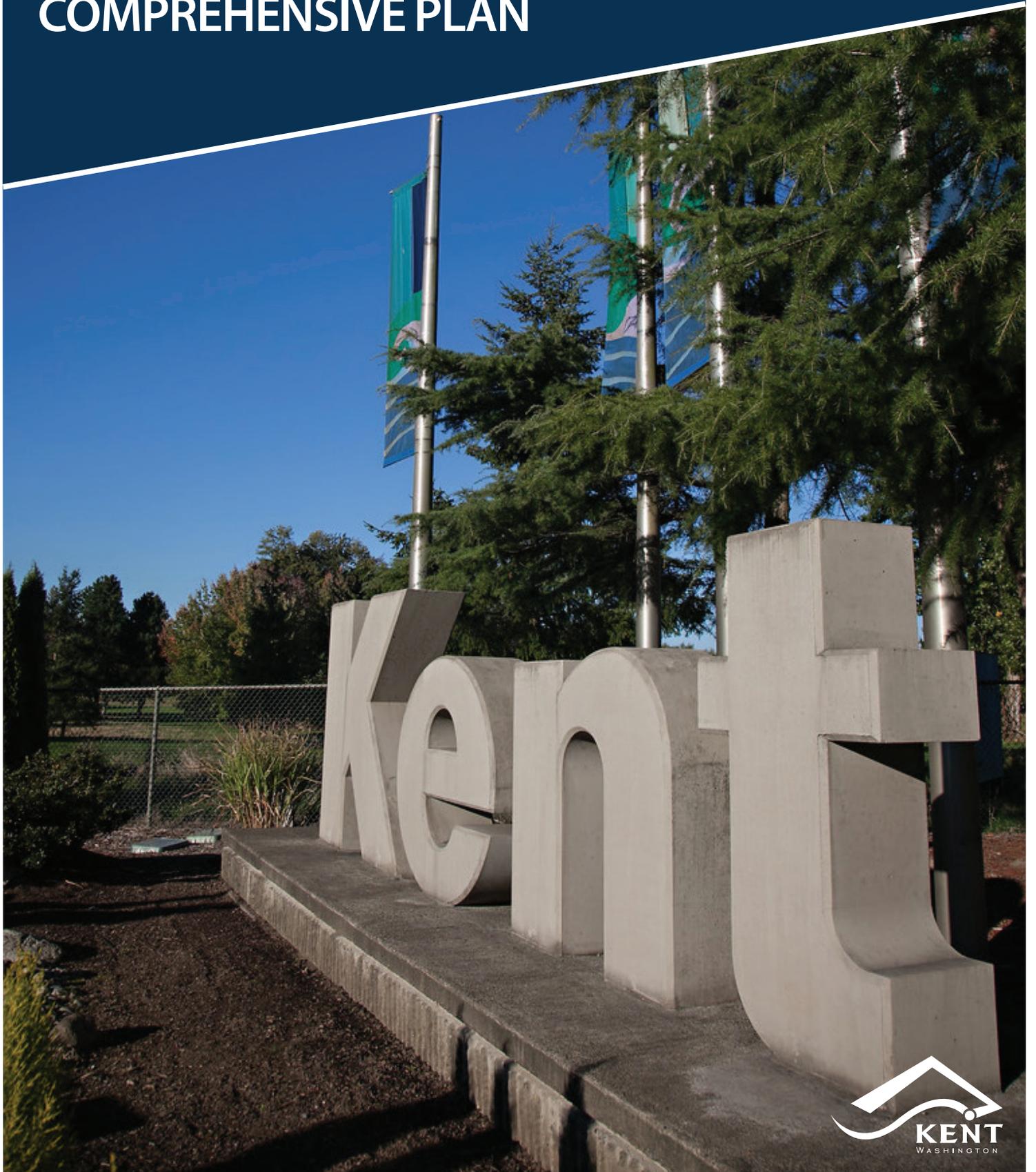


CITY OF KENT

COMPREHENSIVE PLAN



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“Bringing the World Home” is the result of a campaign initiated by the Lodging Tax Advisory Committee to market Kent. The proposed branding and marketing slogan captures the diversity in Kent businesses, trade, school districts and residents.



CHAPTER ONE

KENT PROFILE AND VISION

What you will find in this chapter:

- An introduction to the Plan;
- A description of how the Plan was developed;
- The organization of the Plan;
- Population and employment data; and
- Vision and framework policies.

Purpose Statement:

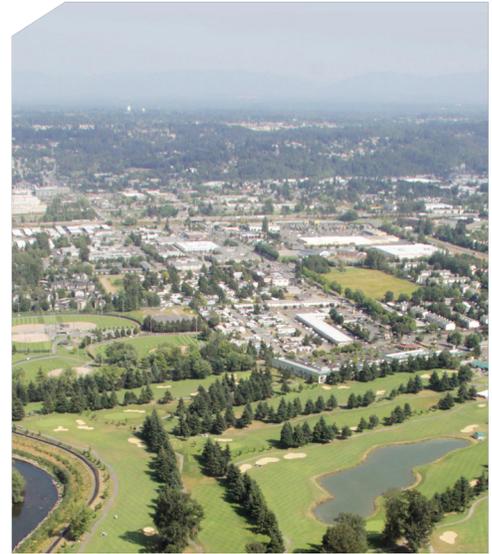
Introduce the Kent Comprehensive Plan and provide the City’s community profile, context and vision for 2035.

Introduction

Welcome to the Kent Comprehensive Plan (the Plan). Citywide, Kent is Bringing the World Home. What is that place called “home?” The Plan describes the vision for 2035 and provides goals and policies for achieving it through the following:

- Jobs and services
- Economic choices
- Locations for categories of land uses
- Housing
- Parks and recreational opportunities
- System for getting around
- Ways of communicating
- Natural resources
- Utilities you depend on
- Aesthetic values
- Sustainable funding for desired goods and services

The Plan is used by staff, elected officials and others in making decisions regarding funding of capital facilities and projects, implementing development regulations and developing future neighborhood or specific department master plans. Furthermore, the Plan provides to the community and other public agencies a clear expression of the City’s choices for accommodating growth and implementing the vision for 2035.



How the Plan was Developed

The foundation of the Plan is the City of Kent Strategic Plan which was developed by the City Council and describes the vision for Kent in 2025; this vision is carried forward to the year 2035. The Strategic Plan identifies five goals and several objectives for supporting the community values.

The Plan also satisfies the requirements of the State’s Growth Management Act (GMA) (RCW 36.70A) which identifies 13 planning goals that guide development and adoption of local comprehensive plans and development regulations and includes the goals and policies of the Shoreline Management Act. These goals are not prioritized in the GMA. Furthermore, the Puget Sound Regional Council adopted Multicounty Planning Policies (MPPs) as part of VISION 2040. VISION 2040 uses the concept of people, prosperity and planet in presenting the regional strategy for accommodating the 5 million people expected to live in the region by 2040. The MPPs are regional guidelines and principles used in certifying local policies and plans. Consistent with VISION 2040, the City’s comprehensive plan advances a sustainable approach to growth and future development and has been updated based on residential and employment targets that align with VISION 2040. Additionally, as required by the GMA, jurisdictions within King County ratified the King County Countywide Planning Policies (CPPs) as a framework for development of consistent county and city comprehensive plans to meet state and regional goals.

By completing surveys, sending in comments, talking to Kent’s elected officials and participating in workshops and public hearings, residents of Kent and other interested parties also contributed extensively to development of the Kent Comprehensive Plan.



Organization of the Plan

The Plan includes eight elements required by GMA: Land Use, Housing, Capital Facilities, Utilities, Transportation, Economic Development, Shoreline, as well as Parks and Recreation. Kent adds an additional element related to Human Services. Each element identifies its purpose and key issues, describes its systems and includes goals, policies, maps and other graphics to tell its story and manner of achieving the City's vision. References in the element and appendices provide additional analyses and details for the element.

Each element has been deemed consistent with state, regional and countywide goals and policies, other elements in the Plan and the plans of adjacent jurisdictions. Consistency in this context means that the plan is not in conflict with these other plans and policies.

Public Participation



During the preparation of this Comprehensive Plan update there were many opportunities for public involvement. There was a customized Create Kent 2035 web presence and survey launched in August, 2014, at National Night Out. Not only did staff distribute the survey at the numerous National Night Out events but they also advertised the survey through Neighborhood Council e-mail lists, business cards and posters around City Hall, to downtown businesses and the downtown library. Staff also attended service club meetings and other community events to solicit public comments on the update to the Comprehensive Plan.

It was especially fortuitous that the City partnered with Futurewise, El Centro de la Raza, Interlm CDA and OneAmerica on a SpeakOut during Kent Cornucopia Days where over 100 Kent residents participated. Futurewise and partners also translated the survey into

Spanish, Russian, Somali and Vietnamese, as well as compiled the results from over 900 responses to the survey. Additionally, Futurewise and Mother Africa successfully engaged the immigrant and refugee community in four workshops to discuss issues relevant to the participants and to provide training on engaging with public and elected officials. See the Background Report for SpeakOut and Survey results.

The results of the survey indicate that community safety is the overall top priority as well as the most important element of making Kent a better place to live. Beautification, cleanliness and attractiveness placed second in making Kent more livable.

Community Profile

History

Kent's roots stretch back to 1890, the year it was incorporated with a population of 763 people. Kent was a major grower of hops and berries, and at one time, it was considered the Lettuce Capital of the World. Dairy farming was also an important sector of Kent's early economy. In 1899, the first can of Carnation Milk was produced in Kent.

In the 1950's, industrial production began to develop on Kent's valley floor. In 1963, completion of the Howard Hanson Dam, a flood-storage facility, hastened further economic change in the Valley. With the dam, Kent was transformed from a rural community with farm land that was routinely flooded by the Green River each winter into the industrial powerhouse it is today.

Today

From its roots in hops and lettuce farming to today's aerospace and high-tech manufacturing, Kent has come a long way since it was first incorporated. Now a hub of innovation with an official OFM population estimate of 121,400 as of April 1, 2014 (see *Table 1.1*), Kent is a globally connected community. In 2015, Kent celebrates its 125th anniversary. Kent is also part of the fourth largest warehousing and distribution center in the nation, is the sixth largest city in Washington and is the third largest city in King County.

A culturally rich destination, Kent features captivating neighborhoods, award-winning parks, exceptional school districts and nationally accredited police and fire departments. In recent years, Kent has experienced impressive economic growth, and is nationally known as a prime location for manufacturing. By the year 2035, Kent is planning for growth to approximately 54,000 households and 82,000 jobs (see Table 1.2).

The data in this Community Profile highlight population and growth targets, ethnicity, household character and employment. The data will be used in drafting each of the individual elements of the Plan, and additional finer-grained detail also may be incorporated within the individual elements.

TABLE 1.1
POPULATION RANKING

Seattle	640,500
Spokane	212,300
Tacoma	200,900
Vancouver	167,400
Bellevue	134,400
Kent	121,400

Source: April 1, 2014 OFM official estimate

TABLE 1.2
GROWTH FORECASTS

	HOUSEHOLDS	JOBS
PSRC Forecasts 2035	53,549	81,854
2010 Baseline (2010 Census for HH; Jobs are Calculated from PSRC data)	42,793	61,654
Growth Targets 2035 (Countywide Planning Policies, as extended for 2006 - 2035)	10,858 (housing units)	15,648

Ethnicity

Kent is an ethnically diverse community (see Table 1.3). Kent School District students speak over 100 different languages at home (see Table 1.4). This diversity creates a vibrancy that can be seen in small businesses and local cultural festivals.

TABLE 1.3
RACE AND ETHNICITY CHARACTERISTICS

SUBJECT	ESTIMATE	PERCENT
RACE		
Total population	120,964	120,964
One race	113,245	93.6%
Two or more races	7,719	6.4%
One race		
White	70,901	58.6%
Black or African American	11,237	9.3%
American Indian and Alaska Native	757	0.6%
Asian	20,197	16.7%
Native Hawaiian and Other Pacific Islander	3,840	3.2%
Some other race	6,313	5.2%
Two or more races	7,719	6.4%
White and Black or African American	1,595	1.3%
White and American Indian and Alaska Native	911	0.8%
White and Asian	1,410	1.2%
Black or African American and American Indian and Alaska Native	85	0.1%
Race alone or in combination with one or more other races		
Total population	120,964	120,964
White	76,526	63.3%
Black or African American	13,976	11.6%
American Indian and Alaska Native	1,968	1.6%
Asian	23,817	19.7%
Native Hawaiian and Other Pacific Islander	5,266	4.4%
Some other race	7,680	6.3%



TABLE 1.3
RACE AND ETHNICITY CHARACTERISTICS (CONT.)

HISPANIC OR LATINO AND RACE		
Total population	120,964	120,964
Hispanic or Latino (of any race)	20,354	16.8%
Mexican	16,594	13.7%
Puerto Rican	383	0.3%
Cuban	177	0.1%
Other Hispanic or Latino	3,200	2.6%
Not Hispanic or Latino	100,610	83.2%
White alone	59,035	48.8%
Black or African American alone	10,886	9.0%
American Indian and Alaska Native alone	728	0.6%
Asian alone	19,981	16.5%
Native Hawaiian and Other Pacific Islander alone	3,840	3.2%
Some other race alone	269	0.2%
Two or more races	5,871	4.9%
Two races including Some other race	289	0.2%
Two races excluding Some other race, and Three or more races	5,582	4.6%

Source: 2010-2012 American Community Survey 3-Year Estimates

For more information on understanding race and Hispanic origin data, please see the Census 2010 Brief entitled, Overview of Race and Hispanic Origin: 2010, issued March 2011

TABLE 1.4
LANGUAGE SPOKEN AT HOME

SUBJECT	ESTIMATE	PERCENT
LANGUAGE SPOKEN AT HOME		
Population 5 years and over	111,120	100%
English only	66,063	59.5%
Language other than English	45,057	40.5%
Speak English less than "very well"	20,955	18.9%
Spanish	14,488	13.0%
Speak English less than "very well"	6,923	6.2%
Other Indo-European languages	11,121	10.0%
Speak English less than "very well"	5,392	4.9%
Asian and Pacific Islander languages	15,726	14.2%
Speak English less than "very well"	7,408	6.7%
Other languages	3,722	3.3%
Speak English less than "very well"	1,232	1.1%

Source: 2010-2012 American Community Survey 3-Year Estimates

Household Character

The age of Kent’s population represents growing families (see Table 1.5). The housing mix is nearly evenly split between single-family and multiple-family housing (see Table 1.6). Almost 84% of those over 25 years of age in Kent have completed their high school education (see Table 1.7). Recent household income statistics show a mean household income level of \$67,853 (see Table 1.8).

TABLE 1.5
AGE OF POPULATION

Under 5 years	8.1%	5 to 9 years	7.0%
10 to 14 years	7.1%	15 to 19 years	7.2%
20 to 24 years	7.8%	25 to 29 years	7.9%
30 to 34 years	7.0%	35 to 39 years	7.3%
40 to 44 years	6.9%	45 to 49 years	7.5%
50 to 54 years	7.0%	55 to 59 years	4.8%
60 to 64 years	4.8%	65 to 69 years	3.6%
70 to 74 years	1.9%	75 to 79 years	1.5%
80 to 84 years	1.2%	85 years and over	1.3%

Source: 2010-2012 American Community Survey 3-Year Estimates

TABLE 1.6
HOUSING MIX

UNITS IN STRUCTURE	
Total Housing Units	44,932
1-unit detached	47.4%
1-unit, attached	5.3%
2 units	1.4%
3 or more units	41.8%
3 or 4 units	5.2%
5 to 9 units	12.1%
10 to 19 units	12.9%
20 or more units	11.7%
Mobile home	3.8%
Boat, RV, Van, Etc.	0.3%

Source: 2010-2012 American Community Survey 3-Year Estimates



TABLE 1.7
EDUCATION

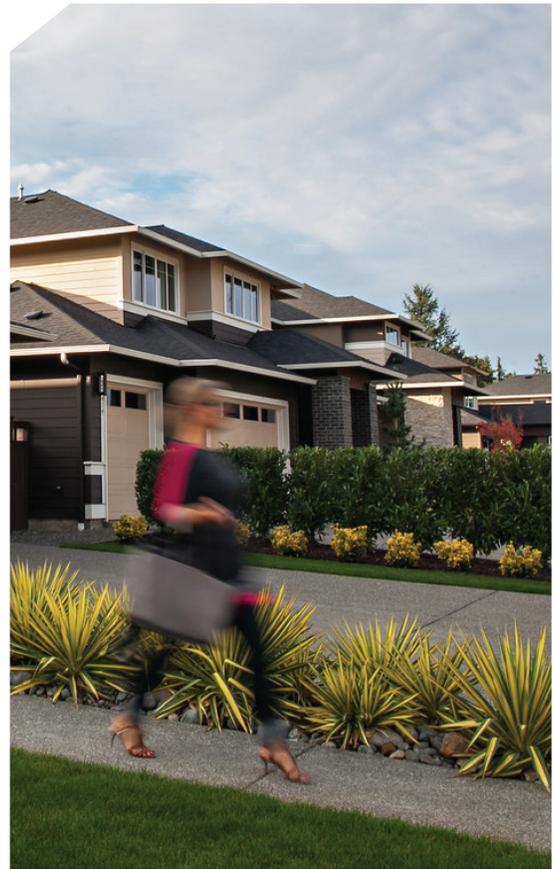
SUBJECT	ESTIMATE	PERCENT
SCHOOL ENROLLMENT		
Population 3 years and over enrolled in school	31,286	31,286
Nursery school, preschool	1,256	4.0%
Kindergarten	1,586	5.1%
Elementary school (grades 1-8)	13,836	44.2%
High school (grades 9-12)	6,789	21.7%
College or graduate school	7,819	25.0%
EDUCATIONAL ATTAINMENT		
Population 25 years and over	75,934	75,934
Less than 9th grade	6,350	8.4%
9th to 12th grade, no diploma	6,193	8.2%
High school graduate (includes equivalency)	20,136	26.5%
Some college, no degree	17,984	23.7%
Associate's degree	7,062	9.3%
Bachelor's degree	13,317	17.5%
Graduate or professional degree	4,892	6.4%
Percent high school graduate or higher	(X)	83.5%
Percent bachelor's degree or higher	(X)	24.0%

Source: 2010-2012 American Community Survey 3-Year Estimates
An '(X)' means that the estimate is not applicable or not available.

TABLE 1.8
HOUSEHOLD INCOME

SUBJECT	ESTIMATE	PERCENT
INCOME AND BENEFITS (IN 2012 INFLATION-ADJUSTED DOLLARS)		
Total households	41,854	41,854
Less than \$10,000	2,470	5.9%
\$10,000 to \$14,999	1,757	4.2%
\$15,000 to \$24,999	4,706	11.2%
\$25,000 to \$34,999	4,112	9.8%
\$35,000 to \$49,999	5,815	13.9%
\$50,000 to \$74,999	8,134	19.4%
\$75,000 to \$99,999	5,681	13.6%
\$100,000 to \$149,999	6,138	14.7%
\$150,000 to \$199,999	2,095	5.0%
\$200,000 or more	946	2.3%
Median household income (dollars)	55,244	(X)
Mean household income (dollars)	67,853	(X)

Source: 2010-2012 American Community Survey 3-Year Estimates
An '(X)' means that the estimate is not applicable or not available.



Employment

Kent is a regional employment center. The current employment trends and future forecast illustrate the importance of Kent to the economic health of the region (see Table 1.9).

TABLE 1.9
EMPLOYMENT TRENDS (FORECAST BY SECTOR)

SUBJECT	EMPLOYMENT BY YEAR		
	2010	2025	2035
EMPLOYMENT SECTOR			
Manufacturing – Wholesale Trade, Transportation and Utilities (WTU)	29,705	33,069	36,960
Retail – Food Services	9,095	11,036	12,333
Finance, Insurance and Real Estate (FIRE) - Services	16,628	22,529	25,178
Government – Higher Education	3,606	3,934	4,191
Education K-12	2,620	2,949	3,192
Total Employment	61,654	73,517	81,854

Source: Puget Sound Regional Council – April 14, 2014 Land Use Targets developed by counties and municipalities to align with the VISION 2040 regional growth strategy in place as of December 2013.

Vision and Framework Guidance

In preparation for Kent's first comprehensive plan adopted under the State's 1990 Growth Management Act, the Kent City Council in September 1992 passed Resolution No. 1325 which adopted local goals to be used as the policy framework for the Plan. With this update, the Plan uses the following planning guidance in the development of goals and policies in each element. The planning guidance is consistent with the state, regional and countywide goals and policies.

Vision

**Kent is a safe, connected and beautiful city,
culturally vibrant with richly diverse urban centers.**

Urban Growth

Foster a growth pattern that accommodates 20 years of projected population and employment growth in compact, safe and vibrant neighborhoods and jobs centers.

Transportation

Provide a safe, reliable and balanced multimodal transportation system for all users that will support current and projected growth using context-sensitive design.

Public Facilities and Services

Provide a full range of public facilities and services to support the envisioned urban growth pattern in a sustainable manner.

Housing

Encourage diverse housing opportunities that are affordable to all income levels and household needs.

Urban Design

Support an urban design strategy and development pattern that create places that attract people and promote active lifestyles.

Human Services

Invest in the delivery of human services programs which are essential to the community's growth, vitality and health.

Economic Development

Foster businesses that economically and socially enrich neighborhoods, growth centers and the overall community.

Natural Resource Industries

Promote, support and protect natural resource-based industries, such as agricultural industries that provide local access to healthy foods.

Open Space and Recreation

Practice responsible stewardship of parks, significant open spaces, recreational facilities and corridors to provide active and passive recreational opportunities for all persons in the community.

Historic Preservation

Preserve and enhance Kent's cultural, physical and environmental heritage as a means of sustaining vibrant and unique places that are the roots of the community.

Environment

Protect and enhance a sustainable natural environment, including critical areas, endangered species and aquatic habitat, air and water quality and large-scale natural resources.

Property Rights

Protect private property rights from arbitrary and discriminatory actions while considering the public's interest.

Permits

Establish a fair, timely, efficient and predictable permit process.

Community Involvement

Provide for culturally competent and accessible public participation in the development and amendment of City plans and regulatory actions.



CHAPTER TWO

LAND USE ELEMENT

What you will find in this chapter:

- Foundation and framework for the Element;
- How anticipated future growth of households and employment can be accommodated; and
- Goals and policies for vibrant commercial centers, well-designed neighborhoods and job centers and consideration of healthy environment and lifestyles.

Purpose Statement:

Foster a growth pattern that ensures Kent is a safe, connected and beautiful city, culturally vibrant with richly diverse urban centers.

Purpose

The Land Use Element guides the general distribution and location of various land uses, as well as the scheduling of capital improvement expenditures. It also will guide the character of the development pattern which has impacts on aesthetics, mobility, housing, environmental and public health, and economic development. Finally, the Land Use Element provides the internal consistency among all the elements which translates into coordinated growth for the City of Kent.

Issues

Creating Places

What is that place called home? What attracts people to Kent and what keeps them here? As the City accommodates growth, it must be creating vibrant places.

Coordination with Adjacent Jurisdictions

The City must coordinate with adjacent jurisdictions to ensure land use decisions of one jurisdiction are not adversely affecting other jurisdictions.

Communication

Open, interactive and transparent communication with Kent residents and businesses creates our City.

Background

The Growth Management Act (GMA) is concerned with the conservation and wise use of our lands and infrastructure; that growth occurs in a compact and livable urban form; the creation of a sustainable economy; and the opportunity for the residents of the state to enjoy a healthy lifestyle. State, regional and county land use policies provide the statutory framework for the Land Use policies and how they relate to other chapters in the Comprehensive Plan (the Plan); how the City identifies Kent's Potential Annexation Area; and the need to coordinate with surrounding jurisdictions and regional agencies.

The GMA requires cities to inventory, designate and protect critical areas and resource lands through development regulations. Kent's Critical Areas Ordinance, Shoreline Master Program and development regulations protecting Agricultural Resource Lands fulfill those GMA requirements.

Existing Zoning Pattern

The City of Kent has five general categories of land use plan map designations: agricultural, single-family residential, multi-family residential, commercial and industrial. Within each of these general categories, there are several zoning districts which allow varying levels of land uses, bulk and scale of development. *Table LU.1* shows the land area of each of these zoning categories and *Figure LU-1* shows the distribution of these zoning districts.

TABLE LU.1
2015 CITY OF KENT LAND USE DESIGNATIONS

SUBJECT	LAND USE	AREA (ACRES)	% OF TOTAL AREA	ALLOWED ZONING
AGRICULTURAL	AG-R	53.5	0.3	A-10
	AG-S	223.7	1.0	AG
	Subtotal	277.2	1.3	
SF RESIDENTIAL	US	1,580.2	7.4	SR-1
	SF-3	252.9	1.2	SR-3
	SF-4.5	2,301.5	10.8	SR-4.5
	SF-6	6,797.9	31.9	SR-4.5, SR-6
	SF-8	630.1	3.0	SR-4.5, SR-6, SR-8
	MHP	158.8	0.7	MHP
	Subtotal	11,721.3	54.9	
MF RESIDENTIAL	LDMF	818.7	3.8	SR-8, MR-D, MR-G, MRT-12, MRT-16, MHP
	MDMF	840.4	3.9	MR-D, MR-M, MR-H, MRT-12, MRT-16, MHP
	Subtotal	1,659.1	7.8	
COMMERCIAL	MU	677.9	3.2	GC, CC, MRT-16, M2 (legacy)
	NS	15.9	0.1	NCC, MRT-12, MRT-16
	C	563.6	2.6	GC, CC, CM-1, CM-2, MRT-12, MRT-16
	UC	492.0	2.3	DC, DCE, GC, MRT-12, MRT-16, MR-M, MHP
	TOC	294.3	1.4	MTC-1, MTC-2, MCR, MHP
	Subtotal	2,043.7	9.6	
INDUSTRIAL	I	2,281.6	10.7	M1, M2, M3, M1-C
	MIC	1,992.9	9.3	M2, M3, M1-C
	Subtotal	4,274.5	20.0	
PARK & OPEN SPACE	OS	1,362.3	6.4	All
TOTAL		21,338.1	100.0	

Potential Annexation Area

Kent's Potential Annexation Area (PAA) identifies areas within the unincorporated King County Urban Growth Area (UGA) that the City has committed to annex. There have been 13.6 square miles annexed into Kent since the PAA was established. There is approximately nine-tenths of a square mile remaining to be annexed. Kent city limits and the PAA together form the Planning Area for the City's Land Use Plan Map (see *Figure LU-2*).

Critical Areas and Resource Lands

The City of Kent contains numerous areas that can be identified and characterized as critical or environmentally sensitive. Such areas within the city include wetlands, streams, wildlife and fisheries habitat, geologic hazard areas, frequently flooded areas and critical aquifer recharge areas. Designated "Resource Lands" within Kent are agricultural in nature and are considered to have long-term commercial significance. The development rights for the Agricultural Resource Lands in Kent were purchased under King County's Agricultural Preservation Program during the 1980's, ensuring they will remain in agricultural land use in perpetuity.

The City has adopted policies and development regulations to protect critical areas. The Green River, a notable natural feature in Kent, is considered a Shoreline of Statewide Significance and falls under the jurisdiction of the City's Shoreline Master Program (SMP). Other water bodies subject to SMP policies and regulations are Lake Meridian, Lake Fenwick, the Green River Natural Resources Area, Panther Lake and portions of Big Soos Creek, Jenkins Creek and Springbrook Creek. (see *Figure LU-3*).

The other significant natural resources in Kent are protected by the Critical Areas Ordinance. The approximate location and extent of critical areas within the city are shown on the City's critical areas inventory maps. These maps are used for informational purposes and as a general guide only; the actual presence or absence, type, extent, boundaries and classification of critical areas on a specific site shall be identified in the field by a qualified professional and confirmed by the department, according to the procedures, definitions and criteria established by the Critical Areas Ordinance.

There are regulatory constraints placed on Agricultural Resource Land. When the development rights are purchased from Agricultural Resource Land, covenants dictate uses and some development standards. Because Agricultural Resource Land is protected for farming only, the GMA requires that adjacent property owners who propose development must be notified of the protected status of the Agricultural Resource Lands to ensure there are no conflicts between land uses. Kent's Agricultural Resource Land and the County's Lower Green River Agricultural Production District are illustrated in *Figure LU-4*.

FIGURE LU-1
ZONING
DISTRICTS

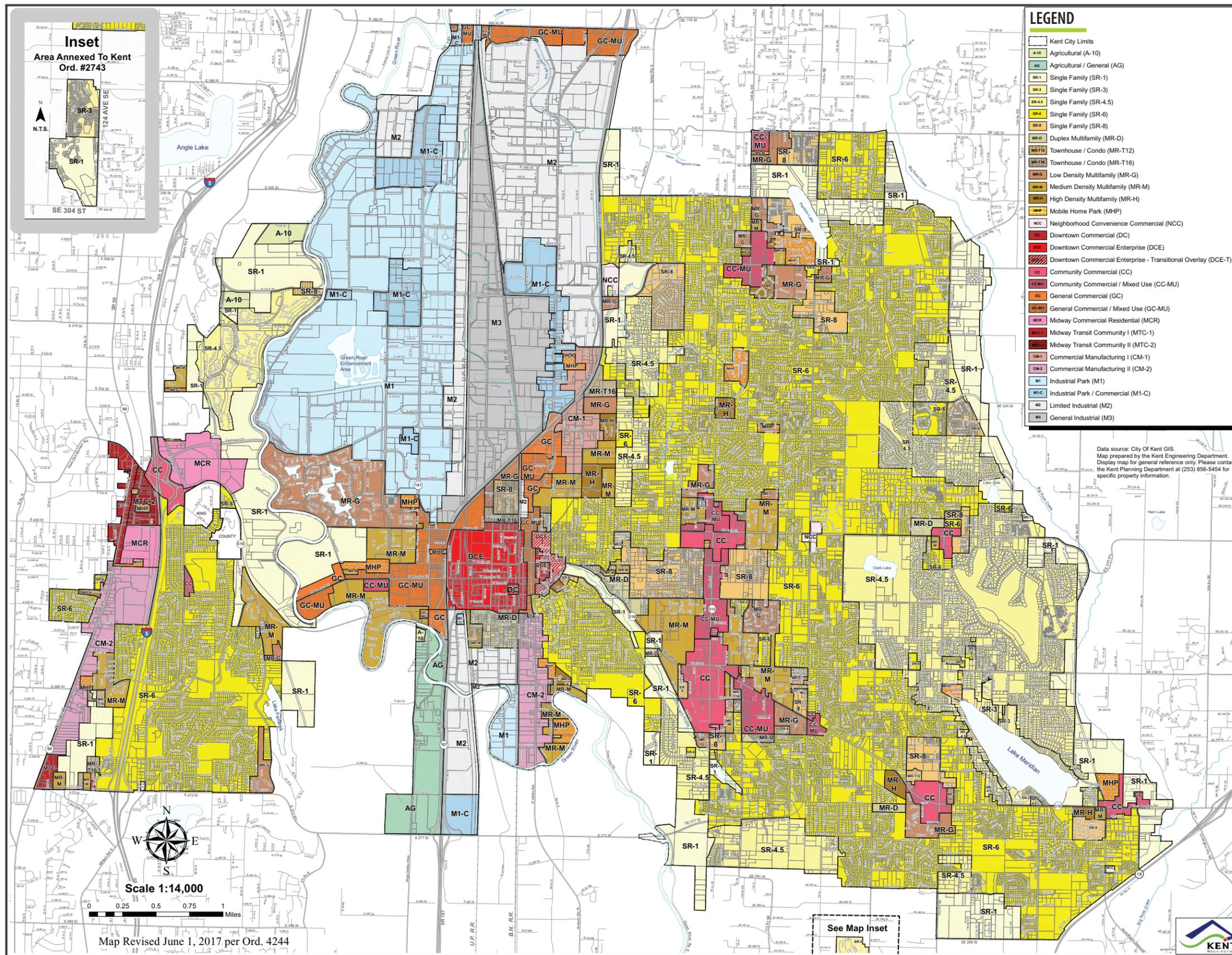
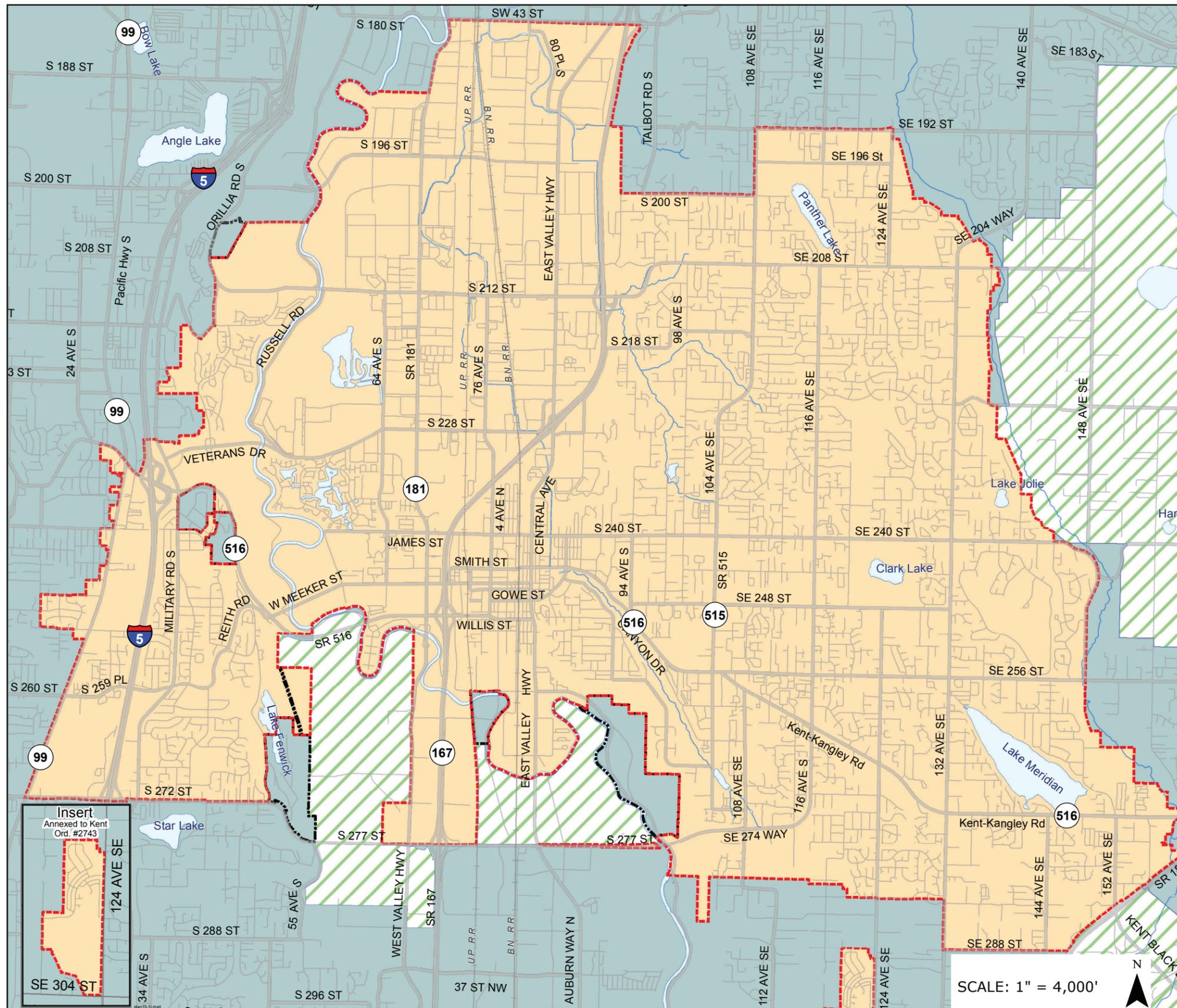


FIGURE LU-2
POTENTIAL ANNEXATION AREA

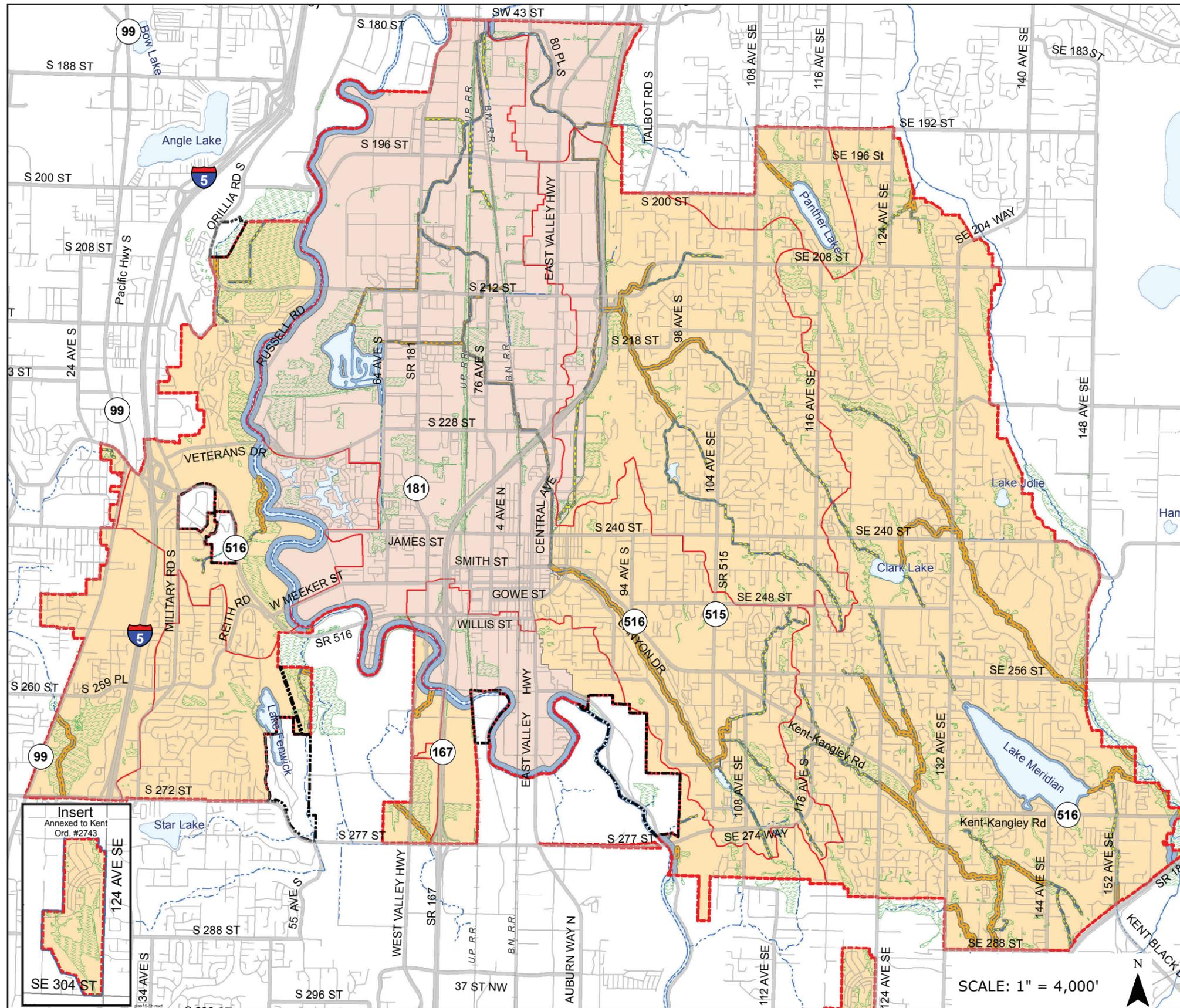
LEGEND

-  POTENTIAL ANNEXATION AREA
-  CITY LIMITS
-  RURAL GROWTH AREA
-  URBAN GROWTH AREA



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FIGURE LU-3
STREAM CLASSIFICATION
AND BUFFERS



LEGEND

- POTENTIAL ANNEXATION AREA
- CITY LIMITS
- WATERSHED BOUNDARY
- SHORELINES—CLASS 1
 OTHER SHORELINES INCLUDE LAKE FENWICK,
 GREEN RIVER NATURAL RESOURCES AREA
 AND LAKE MERIDIAN
- SALMONID—CLASS 2
- NON-SALMONID—CLASS 3
- INVENTORIED WETLANDS
- VALLEY OVERLAY

SCALE: 1" = 4,000'



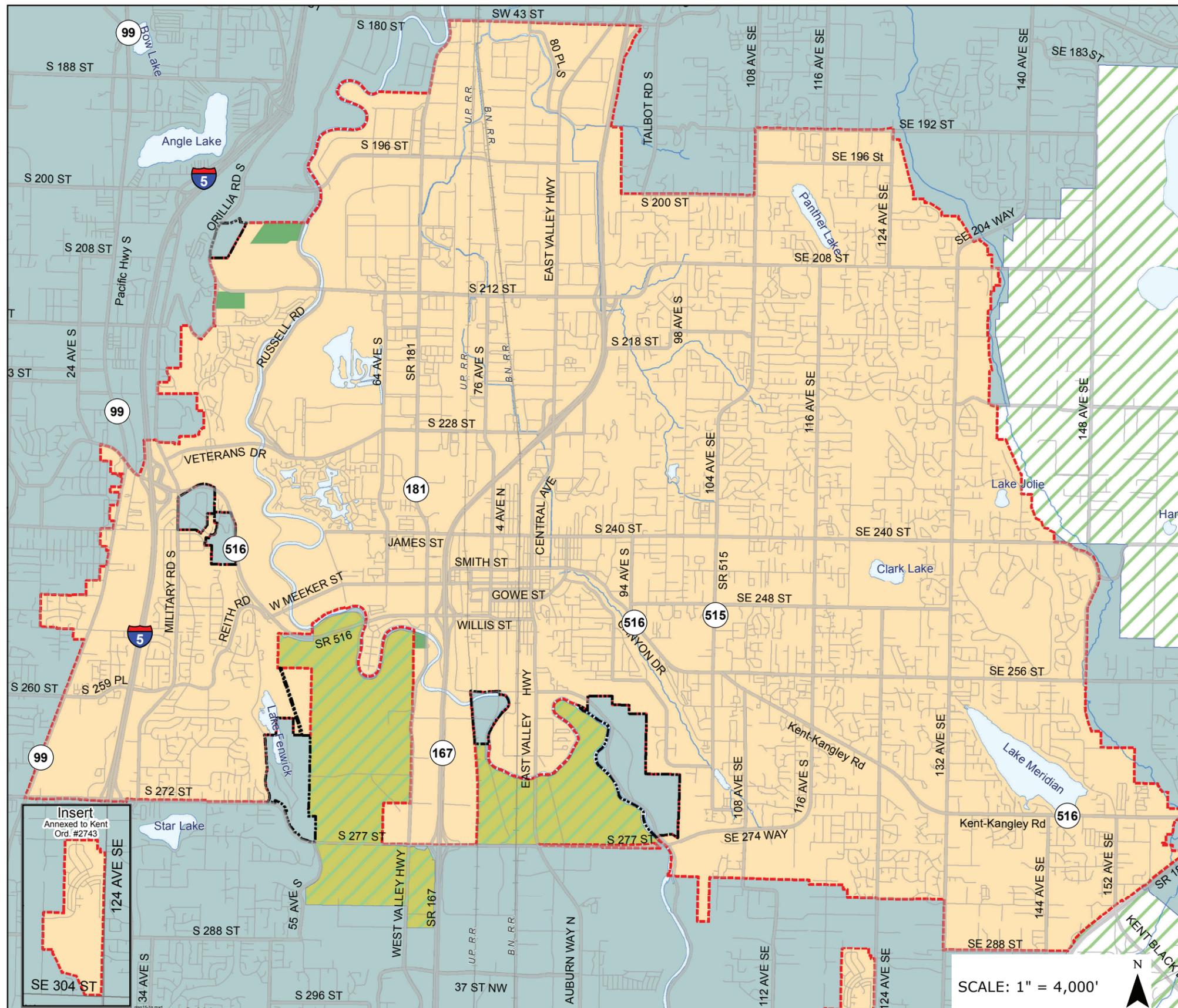
Insert
 Annexed to Kent
 Ord. #2743

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FIGURE LU-4
AGRICULTURAL
RESOURCE LANDS

LEGEND

-  POTENTIAL ANNEXATION AREA
-  CITY LIMITS
-  RURAL GROWTH AREA
-  URBAN GROWTH AREA
-  KENT AGRICULTURAL RESOURCE LAND
-  LOWER GREEN RIVER AGRICULTURAL PRODUCTION DISTRICT



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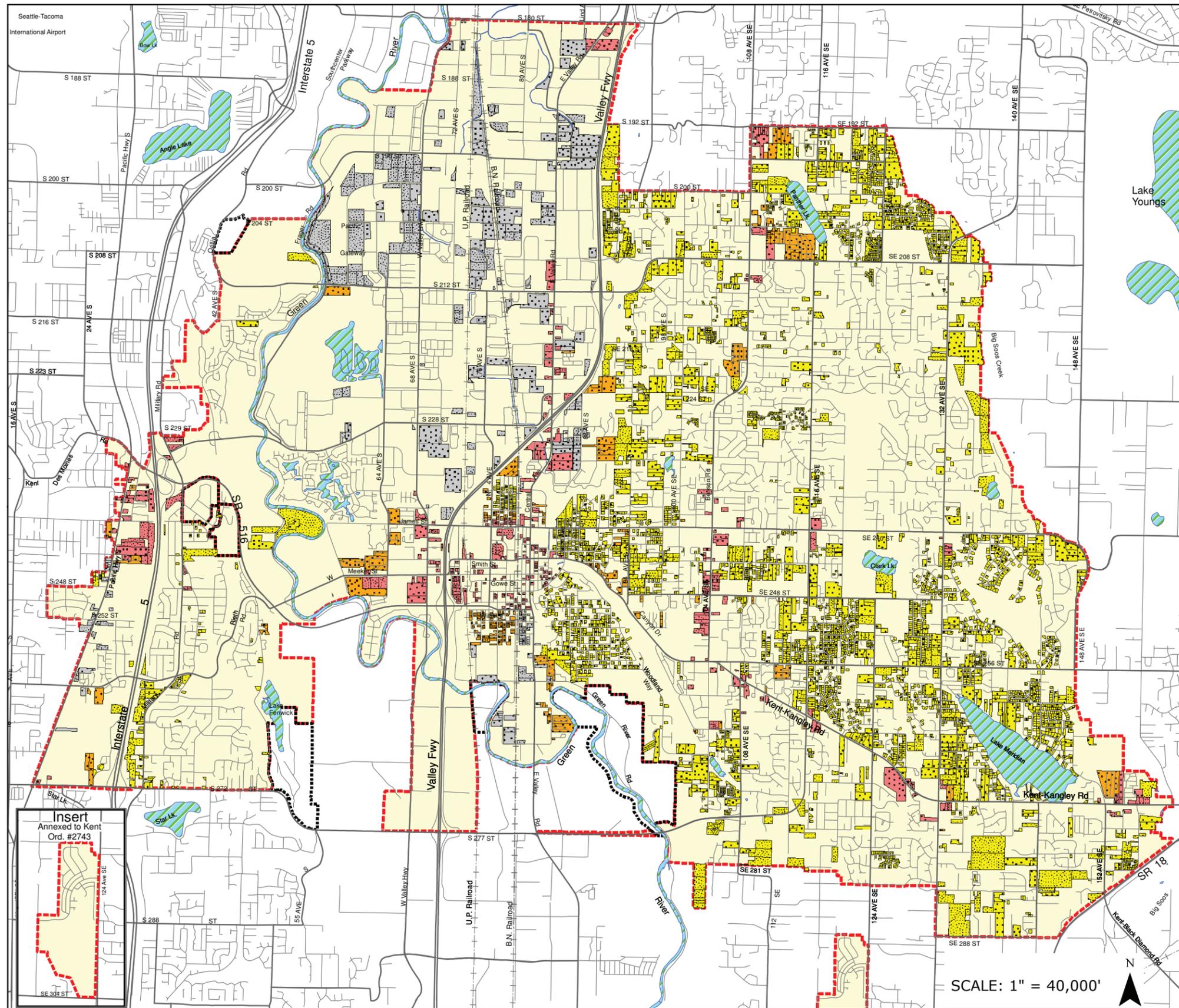


FIGURE LU-5
VACANT AND REDEVELOPABLE LAND

LEGEND

- CITY LIMITS
- POTENTIAL ANNEXATION AREA
- DEVELOPMENT STATUS**
- COMMERCIAL-REDEVELOPABLE
- COMMERCIAL-VACANT
- INDUSTRIAL-REDEVELOPABLE
- INDUSTRIAL-VACANT
- MULTIFAMILY-REDEVELOPABLE
- MULTIFAMILY-VACANT
- SINGLE-FAMILY-REDEVELOPABLE
- SINGLE-FAMILY-VACANT

SCALE: 1" = 40,000'



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Analysis of Development Capacity

The GMA requires jurisdictions to plan for and accommodate the forecasted 20-year growth of households and employment. Working with the State and local jurisdictions, the Countywide Planning Policies (CPPs) established household and employment targets for 2031. Because the GMA planning horizon is to 2035, Kent extended the CPPs growth target on a calculated straight line out an additional four years from the 2031 targets.

A critical component of determining future development potential is the analysis of development capacity. Development capacity refers to an estimate of the amount of development which could be accommodated on vacant and re-developable land based on existing zoning and environmental constraints. It serves as a benchmark from which to gauge to what extent current land use and zoning policies can accommodate growth.

The 2014 methodology to estimate capacity for household and employment is based on the Buildable Lands Program (RCW 36.70A.215). Under Buildable Lands, the City is required to conduct a review and evaluation of the current supply of “lands suitable for development” and to evaluate the effectiveness of local plans and regulations. The Buildable Lands Program collects annual data to determine the amount and density of recent development, an inventory of the land supply suitable for development and an assessment of the ability to accommodate expected growth for the remainder of the 20-year planning horizon.

Figure LU-5 shows the location and extent of vacant and re-developable sites in Kent. Table LU.2 summarizes the household and employment capacity for the Kent Planning Area based on Buildable Lands Analysis, and provides the existing household and employment as of 2010.

TABLE LU.2
KENT PLANNING AREA 2010 AND 2012 RESIDENTIAL AND EMPLOYMENT CAPACITY

ACTIVITY TYPE	2010 EXISTING	2012 CAPACITY*	TOTAL
Households	42,793	10,732	53,525
Employment	61,654	23,283	84,937

*Source: 2014 King County Buildable Lands Report

Evaluation of Development Capacity & Growth Targets

As stated in the Kent Profile and Vision chapter, the Kent Planning Area’s growth target for residential from the King County Countywide Planning Policies (CPPs) is 9,360 housing units, and its employment target is 13,490 jobs to the year 2031. The planning horizon for Kent’s Comprehensive Plan is 2035 which required a mathematical extension of CPPs targets, although these targets may be adjusted during the next countywide target update process. The result is a residential 2035 target of 10,858 housing units and an employment target of 15,648 jobs.

TABLE LU.3
EVALUATION OF HOUSING & EMPLOYMENT CAPACITY TO MEET TARGETS FOR CITY OF KENT

Residential Target	10,858 housing units
Residential Capacity	10,732 housing units
Employment Target	15,648 jobs
Employment Capacity	23,283 jobs

Targets are not inherently a reflection of market trends in a specific city. Over the next two decades Sound Transit will continue to expand the Link Light Rail which could dramatically shape the communities with stations. Midway (the Kent-Des Moines area along the SR 99/I-5 corridor) is slated to have a rail station by 2023. Midway is also an area that had no new developments from which to predictably calculate capacity in the 2014 Buildable Lands Analysis. Similarly the capacity in Kent’s Downtown Urban Center is difficult to predict out to 2035. The Downtown Subarea Action Plan adopted on November 19, 2013, is based upon a moderate growth scenario of 8,908 activity units (5,419 households and 3,489 jobs). Within the plan’s expanded urban center of 550 acres is the 142-acre planned action area with an envisioned density of

about 39.5 units per acre. As Downtown and Midway continue to develop into the compact mixed-use centers envisioned in their subarea plans, there will be a clearer picture of the capacity to accommodate the growth targets; those capacity numbers then can be incorporated into the next plan update. The City believes there is substantial capacity in both of these areas to accommodate the 2035 targets.¹

Summary

The Land Use Element provides the vision for the City's growth for the next twenty (20) years. The vision is established in both the land use map and the land use goals and policies. It reflects the state, regional, and local policy framework previously identified, as well as the City's policy documents and capacity analysis. More importantly, it reflects the preferences and views of the citizens as they were expressed in the City's public participation process.

Goals and Policies

The land use goals and policies cover a broad spectrum of issues. However, it is important to note that all of the goals and policies function together as a coherent and comprehensive vision of future growth in the community. This is reflected in the Purpose Statement for this Element.

Urban Growth

The Land Use Element provides the overall comprehensive vision of future growth for the community. As mandated by the Growth Management Act, it is fundamentally important to establish the policy framework for managing this growth, particularly with regard to controlling and discouraging urban sprawl. The following goals and policies establish and reinforce that framework.

Goal LU-1

Kent will ensure a land use pattern that provides overall densities in the Planning Area that are adequate to efficiently support a range of public facilities and urban services.

Policy LU-1.1: Establish land use map designations that accommodate a portion of the City's overall growth targets into Kent's Potential Annexation Area.

Policy LU-1.2: Do not extend any urban services to adjacent Unincorporated King County Rural Areas.

Policy LU-1.3: Monitor household and employment growth trends and consider changes to the land use plan map and development regulations to ensure Kent meets the density on net buildable acreage allowed by the zoning district designation.

Goal LU-2

Kent will locate public facilities and services with sensitivity to community needs and environmental conditions.

Policy LU-2.1: Work with regional and state entities when public capital facilities are considered for location in or near the City to ensure that impacts and benefits are equitably dispersed.

Policy LU-2.2: Promote and support public transit, bicycle and pedestrian circulation within compact urban settings.

Policy LU-2.3: Give funding priority to capital facility projects that are consistent with the City's Land Use Element and support projected housing and employment growth targets.

Policy LU-2.4: Via a public participation process, allow certain public and private infrastructure, community open space and social service facilities that serve the general population the freedom to locate throughout the City.

¹ Land Use Scenario 4.0 in the Midway Subarea Plan adopted on December 13, 2011 anticipated a light rail station, with transit-oriented development and future capacity for 11,821 housing units and 9,481 jobs in the Midway Subarea. The Downtown Subarea Action Plan adopted on November 19, 2013 looks toward a dense, mixed-use urban center that complements transit. The plan expanded the downtown subarea to approximately 550 acres and considered different growth alternatives ranging from 5,285 – 20,001 for households and 23,496 – 30,076 for jobs from the 2006 base year to 2031.

Urban Land Use

Downtown Kent is the heart of Kent. The Downtown Planning Area contains Kent's Urban Center as recognized by Countywide Planning Policies and the Puget Sound Regional Council, and affirmed by the Downtown Subarea Action Plan (DSAP). There are other urban nodes and corridors in Kent that contain a mix of residential and commercial uses. The Midway Subarea Plan focuses on an important node that by 2035 will contain a light rail station near Highline Community College. The following goals and policies reflect community values and are consistent with the Plan's framework.

Goal LU-3

Kent will focus household and employment growth in the Urban Center and designated Activity Centers to provide adequate land and densities to accommodate a large portion of the adopted 20-year housing target of 10,858 new dwelling units and 15,648 new jobs within Kent's Planning Area.

Policy LU-3.1: Encourage mixed-use development that combines retail, office, or residential uses to provide a diverse and economically vibrant Urban Center and designated Activity Centers.

Policy LU-3.2: Encourage medium- and high-density residential development in the Urban Center that supports high-capacity transit and is affordable to all ranges of income.

Policy LU-3.3: Utilize the Downtown Subarea Action Plan and Downtown Design Guidelines to ensure development in the Urban Center is attractive, constructed with high-quality materials, maximizes livability and reinforces a sense of place.

Policy LU-3.4: Designate Activity Centers in areas that currently contain concentrations of commercial development with surrounding medium-density housing, are supported by transit, or have an existing subarea plan.

Policy LU-3.5: Periodically evaluate household and employment forecasts to ensure that land use policies based on previous assumptions are current.

Policy LU-3.6: Monitor economic trends and consider land use changes and incentives to maintain the vitality of the Urban Center and designated Activity Centers.

Goal LU-4

Kent will plan and finance transportation and other public infrastructure that support medium- and high-density mixed-use development of the Urban Center and designated Activity Centers.

Policy LU-4.1: Establish transportation levels of service (LOS) that facilitate medium- to high-density development in the Urban Center and designated Activity Centers consistent with concurrency requirements.

Policy LU-4.2: Focus future public transportation investments in the Urban Center and designated Activity Centers.

Policy LU-4.3: Enhance pedestrian circulation systems and bicycle lanes in the Urban Center and designated Activity Centers with an emphasis on circulation systems that link adjacent neighborhoods to centers.

Policy LU-4.4: Take actions to ensure that adequate public parking is available to facilitate development in the Urban Center and designated Activity Centers, and monitor the effectiveness of actions taken.

Policy LU-4.5: Plan and finance City water and sewer systems to support medium and high-density development in the Urban Center and designated Activity Centers, and work with outside purveyors where necessary.

Policy LU-4.6: Redesign existing downtown parks, and expand the system where feasible, to maximize recreational opportunities for residents, employees and visitors in the Urban Center in support of a healthy lifestyle.

Policy LU-4.7: Ensure designated Activity Centers provide recreational opportunities for a diversity of residents, employees and visitors to support a healthy lifestyle and create a livable community.

Policy LU-4.8: Designate a portion of Midway as an Activity Center to ensure that local and regional infrastructure investments are captured in order to prepare and transform the neighborhood into a dense mixed-use center served by Sound Transit Link Light Rail.

Goal LU-5

Kent will emphasize the importance of good design, pedestrian-first, and healthy living for development in the Urban Center and designated Activity Centers.

Policy LU-5.1: Adopt and maintain policies, codes and land use patterns that promote walking, biking, public transportation and social interaction to increase public health and sense of place.

Policy LU-5.2: Ensure that the street standards in the Kent Construction and Design Standards support and are consistent with the Downtown Subarea Action Plan and Downtown Design Guidelines.

Policy LU-5.3: Ensure that the Kent Construction and Design Standards support the community vision for designated Activity Centers, including enhanced pedestrian and cyclist circulation, public transit opportunities and an emphasis on aesthetics and public safety.

Policy LU-5.4: Continue to undertake beautification projects in the Urban Center and designated Activity Centers, including pedestrian amenities, street trees, art and parks.

Policy LU-5.5: Implement design review for development in designated Activity Centers.

Policy LU-5.6: Encourage development of public or semi-public spaces for retail, office or residential areas in designated Activity Centers.

Policy LU-5.7: Develop site and parking design standards in designated Activity Centers that support public transit and are pedestrian-friendly.

Policy LU-5.8: Promote food security, local food production and public health by encouraging locally-based food production, distribution and choice through urban agriculture, community gardens, farmers markets, food access initiatives and shared resources.

Housing

There are many factors that influence the development of housing in Kent. The central issue is how to accommodate the City's 2035 housing target while supporting the diversity of households found in the community (e.g., household size, age, ethnicity, marital status, income, special needs). There is also a desire to balance jobs and housing in the Urban Center and designated Activity Centers. Additional factors that influence housing are detailed in the Housing Element. The following goals and policies create a framework to support a wide variety of housing choices as Kent grows:

Goal LU-6

Kent will provide adequate land and densities to accommodate the 20-year housing target of 10,858 new dwelling units within the Kent Planning Area.

Policy LU-6.1: Evaluate, monitor and modify, if necessary, existing land use plan map designations to ensure adequate capacity to accommodate 20 years of household and employment growth.

Policy LU-6.2: Establish flexible regulatory methods, such as shadow platting and minimum densities, to ensure future land division that supports urban densities.

Policy LU-6.3: Locate housing opportunities with a variety of densities within close proximity to employment, shopping, transit, human and community services.

Goal LU-7

Kent will provide opportunities for a variety of housing types, options and densities throughout the City to meet the community's changing demographics.

Policy LU-7.1: Ensure residential development achieves a substantial portion of the allowable maximum density on the net buildable acreage.

Policy LU-7.2: Allow and encourage urban density residential development in the designated Urban Center and designated Activity Centers.

Policy LU-7.3: Allow and encourage a variety of multifamily housing forms and densities within designated commercial mixed-use land use areas.

Policy LU-7.4: Allow a diversity of single-family housing forms and strategies in all residential districts (e.g., accessory dwellings, reduced lot size, cottage or cluster housing), subject to design and development standards, to ensure minimal impact to surrounding properties.

Policy LU-7.5: Allow attached single-family housing within multifamily land use areas (e.g., MRT-12 and MRT-16), and as demonstration projects in mixed-use land use areas.

Goal LU-8

Kent will revise development regulations to encourage single-family and multifamily development that is more flexible and innovative in terms of building design, street standards for private roads and site design.

Policy LU-8.1: Support the achievement of allowable density in single-family developments through flexibility and creativity in site design.

Policy LU-8.2: Establish residential streetscape patterns that foster more opportunities for healthy living and community interaction.

Policy LU-8.3: Develop design standards for high-quality, compact, innovative single-family housing to ensure such housing integrates well into surrounding neighborhoods.

Policy LU-8.4: Allow more flexibility in single-family and multifamily residential setbacks, vehicle access and parking, particularly on small lots, to encourage more compact infill development and innovative site design.

Policy LU-8.5: Lay out neighborhoods that are oriented to the pedestrian, provide natural surveillance of public and semi-public places and foster a sense of community by orientation of buildings, limiting block lengths, encouraging continuity of streets among neighborhoods, connectivity to public spaces and safe pedestrian, cyclist and vehicular movement.

Policy LU-8.6: Establish design standards and parking requirements for accessory dwelling units to ensure that the neighborhood character is maintained.

Policy LU-8.7: Integrate multifamily housing with the surrounding neighborhood, through site design, architectural features common to adjacent single-family design, pedestrian connectivity and landscaping.

Policy LU-8.8: Adopt minimum density requirements for residential development.

Commercial

Kent consists of dispersed commercial nodes and corridors that serve the surrounding residents. Opportunities exist for infill development of vacant and re-developable properties throughout the City. The following goals and policies will contribute to economic vitality throughout the City.

Goal LU-9

Kent will promote orderly and efficient commercial growth within existing commercial districts in order to maintain and strengthen commercial activity, and maximize the use of existing public facility investments.

Policy LU-9.1: Develop regulatory incentives to encourage infill development in existing commercial areas.

Policy LU-9.2: Develop City investment incentives to encourage infill development in existing commercial areas, which may include improved sidewalks, bike lanes, lighting and outdoor public spaces.

Goal LU-10

Kent will examine the City's commercial districts based on regional, community and neighborhood needs to support economic vitality and livability.

Policy LU-10.1: Examine commercial nodes, corridors and subareas for existing attributes and opportunities to revitalize the commercial uses, connect with surrounding residential neighborhoods and support multimodal transportation facilities.

Policy LU-10.2: Ensure opportunities for residential development within existing business districts to provide support for shops, services and employment within walking distance.

Policy LU-10.3: Ensure in the Neighborhood Convenience Commercial (NCC) zoning district that all new development and redevelopment will employ building and site design elements that will minimize impacts to surrounding residential uses, include pedestrian-oriented amenities and develop with minimum parking provisions.

Policy LU-10.4: Promote redevelopment of existing commercial properties by limiting the conversion of additional residential land use plan map designations to commercial land use plan map designations.

Policy LU-10.5: Establish guidelines for design of edges where commercial and mixed-uses abut single-family and medium- to low-density multifamily residential uses.

Goal LU-11

Kent will provide attractive, walkable, commercial areas that are focal points of community activity.

Policy LU-11.1: Establish design standards for commercial and mixed-use development that are complementary to the surrounding neighborhoods and accommodate transit, pedestrians and cyclists.

Policy LU-11.2: Revise Kent Design and Construction Standards to ensure the public streetscape associated with commercial and mixed-use development is attractive, safe and supports transit, pedestrians and cyclists.

Policy LU-11.3: Prepare comprehensive multimodal streetscape plans for commercial nodes and corridors to create a safe and inviting pedestrian environment.

Policy LU-11.4: Establish additional gateways into and within Kent.

Policy LU-11.5: Consider neighborhood urban centers where appropriate to add convenient commercial opportunities and gathering places.

Manufacturing/Industrial

The Kent North Valley Industrial Area is over six square miles in size and represents nearly 20 percent of Kent's land base. This area provides a significant amount of manufacturing, industrial or other related employment. During the Great Recession of 2008, dozens of companies provided over 28,000 jobs in the North Valley Industrial Area. The City anticipates that by 2035, approximately 49,500 jobs will locate in the North Valley Industrial Area. Analysis indicates there is substantial capacity to accommodate the anticipated growth, which includes office parks, bulk retail and commercial activities along with manufacturing, warehousing and distribution.

Kent has designated 3.1 square miles as Manufacturing/Industrial Center (MIC). The MIC meets the Countywide Planning Policies (CPPs) key components for a manufacturing center designation. At the lowest point during the Great Recession, the MIC provided over 12,000 jobs. In 2010 according to the Puget Sound Regional Council's Monitoring Report, the MIC had over 15,000 jobs and today that number is growing. The MIC is located in the North Valley Industrial Area, which is an extremely important part of both the City's and the region's economic and employment base.

Goal LU-12

Kent will support the Industrial area and Manufacturing/Industrial Center for manufacturing, warehousing and related land uses.

Policy LU-12.1: Ensure the Manufacturing/Industrial Center boundaries reflect accessibility to truck and rail corridors.

Policy LU-12.2: Discourage and limit land uses other than manufacturing, high technology and warehousing within the boundaries of the Manufacturing/Industrial Center.

Policy LU-12.3: Provide for a mix of land uses that are compatible with manufacturing, industrial and warehouse uses, such as office, retail and service in the area designated Industrial.

Policy LU-12.4: Complete a comprehensive subarea plan for the Manufacturing/Industrial Center that will establish a Kent-specific vision and strategy for accommodating growth consistent with the regional growth strategy.

Goal LU-13

Kent will plan and finance in the Manufacturing/Industrial Center those transportation and infrastructure systems that can accommodate high-intensity manufacturing, industrial and warehouse uses.

Policy LU-13.1: Work with the Regional Transit Authority and King County to facilitate mobility to and within the Manufacturing/Industrial Center for goods, services and employees.

Policy LU-13.2: Upgrade water, sanitary sewer and stormwater management facilities as necessary to support development in the Manufacturing/Industrial Center.

Goal LU-14

Kent will utilize development standards in the areas designated Manufacturing/Industrial Center and Industrial to mitigate the impact of development, create an attractive employment center and support multimodal transportation alternatives.

Policy LU-14.1: Support commute trip reduction goals and multimodal forms of transportation via development standards pertaining to building setbacks, location of parking, parking standards, as well as amenities for pedestrians and bicyclists.

Policy LU-14.2: Utilize development standards that create an attractive streetscape, including street trees and pedestrian-scaled amenities.

Policy LU-14.3: Mitigate the overall size and scale of large projects through such means as sensitive massing, articulation and organization of building, the use of color and materials and the use of landscaped screening.

Policy LU-14.4: Utilize development standards and code enforcement that support a distinctive and orderly character along the Sound Transit Corridor.

Policy LU-14.5: Where appropriate, encourage context-sensitive design for the development or redevelopment of live-work units on smaller parcels within or adjacent to industrial districts.

Policy LU-14.6: When new development, re-development or maintenance of industrial and built retail complexes occur adjacent to environmentally sensitive areas, require landscaping improvements that will maintain or strengthen existing aesthetic qualities and environmental functions.

Policy LU-14.7: Design industrial and bulk retail developments in consideration of human scale.

Parking

While parking may be linked to mobility, it is considered a land use issue because it is integral to land development patterns. Whether it is commercial, industrial or housing development, all must accommodate the vehicle by providing parking. The goals and policies found in this section apply to all forms of development and are intended to promote land development patterns that are less auto-dependent and that better support travel options. They recognize that compact large- and small-scale site design close to services and transit will reduce vehicular trips by supporting transit, ridesharing, bicycling or walking.

Goal LU-15

Promote a reasonable balance between parking supply and parking demand.

Policy LU-15.1: Develop parking ratios that take into account existing parking supply, minimums and maximums, land use intensity, transit and ride-sharing goals.

Policy LU-15.2: Incorporate ground-level retail or service facilities into any parking structures that are constructed within the Downtown Urban Center.

Policy LU-15.3: Provide an option for developers to construct the minimum number of parking spaces on-site or pay an in-lieu fee to cover the cost of the City's construction and operation of parking at an off-site location.

Policy LU-15.4: Evaluate and re-evaluate the parking requirements for all uses within the Urban Center and designated Activity Centers in accordance with the following factors:

- the potential of shared parking and transit facilities in proximity to the site;
- the employee profile of a proposed site, including the number and type of employees and the anticipated shifts;
- the potential for "capture" trips that will tend to reduce individual site parking requirements due to the aggregation of uses within concentrated areas;
- the Institute of Transportation Engineers Parking Generation report and other publications that provide parking generation indices; and
- any studies of similar specific uses conducted either by the City or the applicant.

Policy LU-15.5: Develop bicycle parking standards for remodeled and new commercial, office or industrial development.

Natural Resources

Kent's natural environment resides in the Green River Valley and adjacent hillsides and plateaus, which together provide a unique and distinctive character to the City of Kent. Urban development has altered this environment, and the City is addressing the impacts. In consort with the GMA, Kent has established Critical Areas regulations and the Shoreline Master Plan to guide future development in and near sensitive areas. Kent also participates with federal, state and tribal governments, and other major stakeholders in the Puget Sound region, to identify early actions and develop long-range strategies to conserve and restore critical natural resources. Preservation of open space, fish and wildlife habitat and other critical areas occurs through the development process using Sensitive Area Easements. City stormwater is monitored for water quality conditions, and problems that are identified are addressed through capital improvement projects. Preservation and restoration of native plant materials, particularly near streams and wetlands, are considered for new development to enhance environmental quality for fish and wildlife habitat.

Kent is committed to a multi-faceted approach toward the protection and enhancement of local and regional natural resources. As such, the City will continue to protect natural resources through the promulgation of development standards, enhancement of natural resources through a variety of capital improvement programs and opportunities to support regional efforts to preserve our resources for future generations.

Goal LU-16

Kent will coordinate with surrounding jurisdictions, regional and federal entities to retain the unique character and sense of place provided by the City's natural features. The coordination may include approaches and standards for the conservation and enhancement of terrestrial and aquatic habitat and recreational opportunities, protection of cultural resources and water quality and provision of open space.

Policy LU-16.1: Ensure the City's regulations designating and protecting critical areas are consistent with the Growth Management Act.

Policy LU-16.2: Coordinate with King County to produce critical area maps of the Potential Annexation Area that are consistent with the City of Kent Critical Areas Maps.

Policy LU-16.3: When jurisdictional boundaries are involved, coordinate wetland protection and enhancement plans and actions with adjacent jurisdictions and the Muckleshoot Indian Tribe.

Goal LU-17

Kent will recognize the significant role the natural environment plays in shaping a sustainable community by contributing to human health, environmental justice and economic vitality.

Policy LU-17.1: Protect and enhance environmentally sensitive areas through City regulations, programmatic plans and capital improvement programs that encourage well-designed land use patterns such as higher urban density, clustering and planned unit development.

Policy LU-17.2: Conserve energy resources, improve air and water quality and support healthy lifestyles by establishing well-designed, compact mixed-use land use patterns that provide convenient opportunities for travel by transit, foot and bicycle.

Policy LU-17.3: Develop strategies and utilize funding opportunities to protect environmentally sensitive areas that contribute to wildlife habitat, open space and the livability of Kent.

Policy LU-17.4: Identify and mitigate unavoidable negative impacts of public actions that disproportionately affect people of color and low-income populations.

Policy LU-17.5: Ensure that the City's environmental policies and regulations comply with state and federal environmental protection regulations regarding air and water quality, hazardous materials, noise and protection of wildlife and fisheries resources and habitat.

Policy LU-17.6: Protect and enhance environmental quality via maintenance of accurate and up-to-date environmental data, and by City support of environmental management programs, park master programs and environmental education and incentive programs.

Policy LU-17.7: Minimize the loss of vegetation as new development occurs. Continue to recognize the value of trees and other vegetation in increasing the livability of Kent.

Policy LU-17.8: Protect established greenbelts to preserve existing natural vegetation in geologically hazardous areas, along stream banks and wetlands.

Goal LU-18

Kent will ensure that uses, densities and development patterns on lands adjacent to the shorelines of the Green River support the goals and policies of the City of Kent's Shoreline Master Program and the Green-Duwamish Watershed Nonpoint Action Plan.

Policy LU-18.1: Protect the quality and quantity of groundwater used for water supply in accordance with the City of Kent Water Quality Program recommendations.

Policy LU-18.2: Maintain rivers and streams in their natural state. Rehabilitate degraded channels and banks via public programs and in conjunction with proposed new development.

Goal LU-19

Establish Urban Separators to protect ecologically sensitive areas and to create open space corridors that provide visual, recreational and wildlife benefits within and between urban growth areas.

Policy LU-19.1: Ensure Urban Separators are low-density areas of no greater than one dwelling unit per acre.

Policy LU-19.2: Link Urban Separators within the City of Kent to those of adjacent cities and unincorporated King County.

Policy LU-19.3: Provide open space linkages within or to designated Urban Separators when new development occurs.

Policy LU-19.4: Coordinate with appropriate agencies and adjacent cities to create a regional approach to Urban Separators.

Policy LU-19.5: Inventory local- and county-designated Urban Separators in an effort to manage development regulations.

Policy LU-19.6: Encourage well-designed land use patterns, including clustering of housing units, zero lot lines and other techniques to protect and enhance Urban Separators.

Essential Public Facilities

The City of Kent has established siting criteria for essential public facilities, which are defined by the State in RCW 36.70A.200(1) to "include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020." Although the City does not have an airport within its jurisdictional boundaries, residents and businesses in Kent are served by the Seattle-Tacoma International Airport located north of the Midway area on Kent's West Hill. The continued viability of the airport is important to economic development of the region, including Kent, and the travel convenience for Kent residents. The following goals and policies reaffirm Kent's commitment to a fair process for locating essential public facilities.

Goal LU-20

The City shall participate in a cooperative inter-jurisdictional process to determine siting of essential public facilities of a county-wide, regional or state-wide nature.

Policy LU-20.1: Proposals for siting essential public facilities within the City of Kent or within the City's growth boundary shall be reviewed for consistency with the City's Comprehensive Plan during the initial stages of the proposal process.

Policy LU-20.2: When warranted by the special character of the essential facility, the City shall apply the regulations and criteria of Kent Zoning Code Section 15.04.150, Special use combining district, to applications for siting such facilities to ensure adequate review, including public participation. Conditions of approval, including design conditions, shall be imposed upon such uses in the interest of the welfare of the City and the protection of the environment.

Policy LU-20.3: In the principally permitted or conditional use sections of the zoning code, the City shall establish, as appropriate, locations and development standards for essential public facilities that do not warrant consideration through the special use combining district regulations. Such facilities shall include but not be limited to small inpatient facilities and group homes.

Goal LU-21

The City shall participate in a cooperative inter-jurisdictional process to resolve issues of mitigation for any disproportionate financial burden that may fall on the jurisdiction that becomes the site of a facility of a state-wide, regional or county-wide nature.

Goal LU-22

Where appropriate, protect the viability of Seattle-Tacoma International Airport through development regulations consistent with RCW 36.70.547, Washington State Department of Transportation Aviation Airport and Land Use Compatibility guidelines, Federal Aviation Regulation Part 77 guidance and other best management practices.

Land Use Plan Map

The Land Use Plan map is a vital part of the Land Use Element and the Comprehensive Plan as a whole, because it establishes the framework for amendments to the City's official zoning map. It also establishes the land use and zoning framework to be used as land currently in the Potential Annexation Area is annexed into the City.

Definition of Map Designations

There are several different Land Use Plan map designations. They relate to various types of land uses, such as residential, commercial, industrial and the like. These designations are found on the Land Use Plan map (*Figure LU-6*) and are explained below. One needs to bear in mind, however, that there are certain types of land uses that need relative freedom of location and, thus, should not be restricted to certain districts. These types of uses may be allowed via general conditional use permit in many of the listed districts, whether residential, commercial or industrial. The uses include utility, transportation and communication facilities; schools; public facilities; open space uses such as cemeteries, golf course and so forth; and retirement homes, convalescent facilities and certain other welfare facilities.

Single-Family Residential (SF)

The Single-family Residential designation allows single-family residential development at varying densities and housing forms (e.g. cottage and cluster). In the city limits, there are four single-family designations: SF-3, SF-4.5, SF-6 and SF-8. These designations allow development of up to 3, 4.5, 6, and 8 dwelling units per acre, respectively, and could accommodate lower densities as well.

In the unincorporated area, there are two single-family designations: Urban Residential, Low (UR-1) allows one dwelling unit per acre, and Urban Residential, Medium (UR-4-12) allows development at a range of 4 to 12 units per acre.

Multifamily Residential (MF)

Multifamily Residential areas allow multifamily and single-family residential development at varying densities and housing types. In the city limits, there are two designations: Low Density Multifamily (LDMF) and Medium Density Multifamily (MDMF). The Low Density Multifamily designation allows densities of up to 16 dwelling units per acre, while the Medium Density Multifamily designation allows densities of 17-40 dwelling units per acre. In Kent's PAA of Unincorporated King County, a multifamily designation of Urban Residential, High (UR12+) allows 18-48 dwelling units per acre.

Urban Center (UC)

This designation identifies a portion of the Downtown area as an Urban Center. This designation allows high-density, mixed-use development. Retail, office, multifamily residential and public facility land uses are permitted outright.

Mobile Home Park (MHP)

The Mobile Home Park designation allows mobile and manufactured homes and recreational vehicles within existing commercial mobile home parks.

Mixed-Use (MU)

The Mixed-Use (MU) designation allows retail, office and multifamily residential uses together in the same area. The MU designation is distinguished from the Urban Center designation in that the mixed-use areas do not allow as much density as the Urban Center area. All residential development within a mixed-use area must be a component of a retail or office development. The MU designation also allows legacy M2 Limited Industrial zoning west of Central Avenue North.

Neighborhood Services (NS)

Neighborhood Services allows for small nodal areas of retail and personal service activities to provide everyday convenient goods to residential areas.

Commercial (C)

Commercial areas allow a variety of retail, office and service uses located along major thoroughfares that serve local residential neighborhoods or serve regional clients and customers and consists of a contiguous strip of commercial activities. Many areas on the Land Use Plan map, that were previously designated for commercial uses, now are designated as Mixed-Use areas.

Manufacturing/Industrial Center (MIC)

The Manufacturing/Industrial Center is an area reserved for manufacturing, industrial and advanced technology uses, or those uses closely related to industrial development such as warehousing. Office uses related to the primary land use is permitted, but they are otherwise limited. Retail uses are also permitted, but limited in the Manufacturing/Industrial Center.

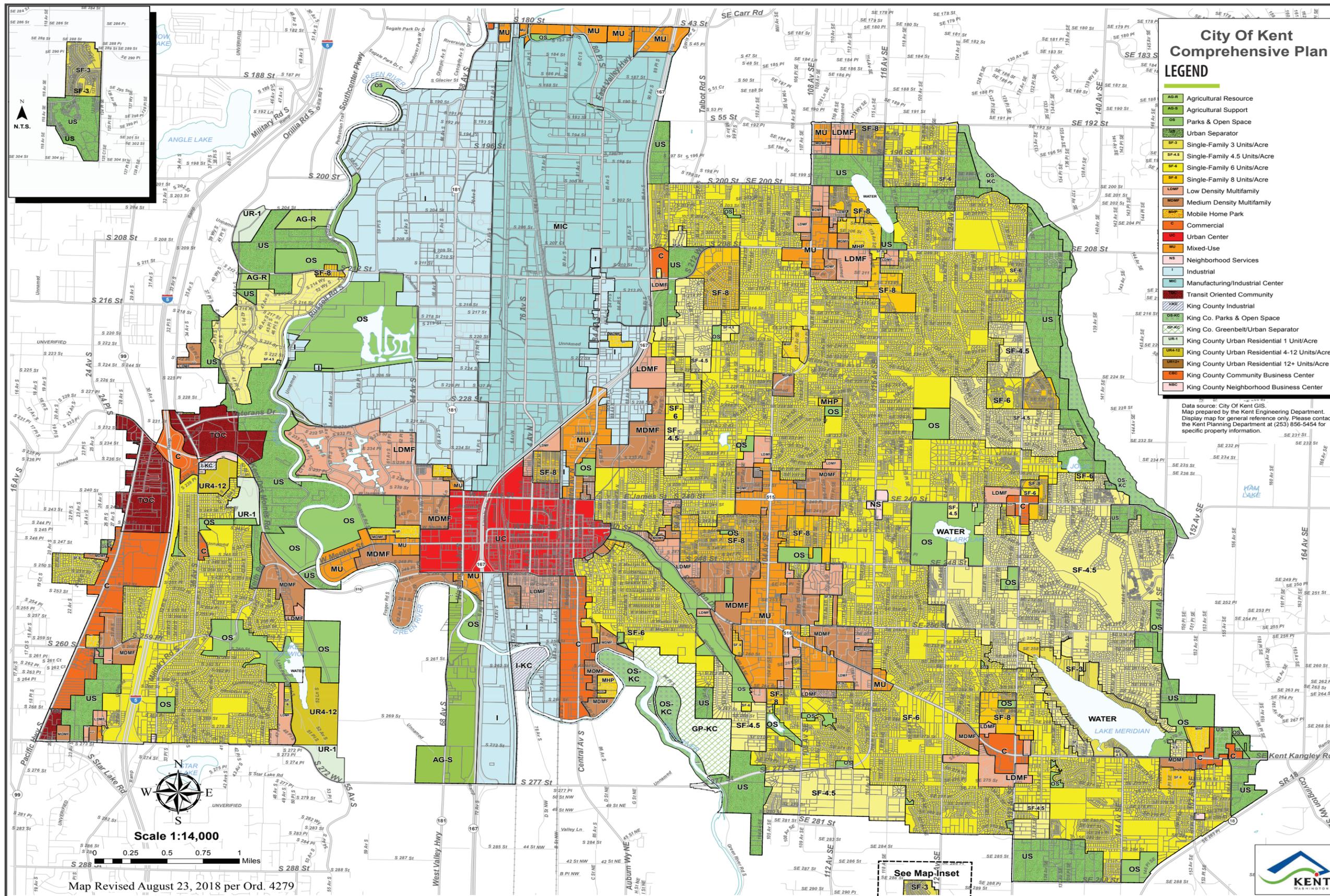
Industrial (I)

The Industrial designation is an area for manufacturing and warehouse uses. However, office and business park development is allowed in this area, as are certain types of retail uses which serve the surrounding manufacturing and office park uses, and bulk retail.

Transit-Oriented Community (TOC)

The Transit-Oriented Community allows retail, office and multifamily residential uses together in the same area or as a stand-alone use. This area allows high-density uses in support of high-capacity transit investments.

FIGURE LU-6
LAND USE PLAN



Agricultural Resource (AG-R)

The Agricultural Resource designation is for land reserved for long-term agricultural use. Single-family residential uses may also be allowed, but at very low densities.

Agricultural Support (AG-S)

The Agricultural Support designation is reserved for agriculturally related industrial and retail uses near areas designated for long-term agricultural use.

Urban Separator (US)

The Urban Separator designation is reserved for low-density lands that define community or municipal identities and boundaries, protect adjacent resource lands, rural areas and environmentally sensitive areas and create open space corridors within and between urban areas that provide environmental, visual, recreational and wildlife benefits.

Park and Open Space (OS)

The Park and Open Space designation represents publicly owned land that is either large active park area or undeveloped or developed passive recreational open space land that may have environmental sensitivities.

Related Information:

**Midway Subarea Plan
Downtown Subarea Action Plan**





CHAPTER THREE

HOUSING ELEMENT

What you will find in this chapter:

- An inventory and analysis of existing and projected housing needs;
- A statement of goals, policies and objectives for the preservation, improvement and development of housing;
- Identification of sufficient land for housing, including but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities; and
- Adequate provisions for existing and projected housing needs of all economic segments of the community.

Purpose Statement:

Encourage diverse housing opportunities that are affordable to all income levels and household needs.

Purpose

Healthy and strong neighborhoods with an adequate supply of quality and affordable housing are fundamental to the well-being of Kent and its residents. Beyond simply fulfilling a basic need for shelter, adequate and affordable housing provides many more benefits. Studies show that children in stable housing do better in school and are less likely to experience disruption in their education due to moves. Living in decent, affordable housing also provides individuals and families with a sense of economic security and the ability to focus on their needs. There needs to be a wide range of housing types to make housing affordable for every household in Kent regardless of income.

An adequate supply of a variety of housing types and prices is also important to Kent's employment base and its economic vitality. A mix of homes affordable to a range of income levels can attract and help retain a diverse employment base in the community, support the local workforce so they can live close to their jobs and support economic development objectives. Shorter commutes allow workers to spend more time with their families while benefiting from reductions in traffic congestion, air pollution and expenditures on roads.

The Housing Element considers the inventory and condition of existing housing stock and future housing needs. It addresses the provision of housing types to accommodate the lifestyles and economic needs of the community. The term affordable housing as used in this document refers to housing that places a cost burden on the resident regardless of household income. The City's housing policies and development regulations (zoning, building codes, etc.) establish how the development and construction of housing will take place in the community. However, unlike the other services discussed in this Comprehensive Plan, the City does not directly provide housing. The Housing Element sets the conditions under which the private housing industry will operate, and establishes goals and policies to meet the community's housing needs and to achieve the community's goals.

The Comprehensive Plan Land Use Element and zoning code provide for a variety of residential land uses to accommodate the City's targets as adopted in the King County Countywide Planning Policies. The zoning code includes provisions for flexible lot sizes, Planned Unit Development incentives, accessory dwelling units city-wide, as well as transit-oriented development standards for the Midway and Downtown Subareas. Housing-related issues are also addressed in the City's 2013-2018 Human Services Master Plan and the Consolidated Plan, providing a framework for implementing housing, human services and community development activities. Additionally, the City maintains a Subsidized Housing Inventory that is periodically updated. It is a moment in time count of the various types of subsidized units within the City. The number and type of dwelling are established by the owners and the data are subject to change at any given time. At any given time, roughly 25 percent of Kent's rental housing units are subsidized. As of 2014 there were a total of 3,094 subsidized units in the City.

Issues

Demographics, Economics and Special Needs

A mix of homes affordable to a range of income levels, ages, lifestyles and special needs can attract and help retain a diverse employment base in the community, support the local workforce so they can live close to their jobs and support economic development objectives.

Housing Stock

Aging housing stock can be an important source of affordable housing for low-income families.

Community Context

Age distribution is an important indicator for determining the future demand for housing types in the City. Traditional assumptions are that the young adult population (20 to 34 years old) has a propensity for choosing apartments, low to moderate priced condominiums, and smaller single-family units. The adult population (35 to 65 years old) is the primary market for moderate to high-end apartments, condominiums and larger single-family homes. This age group traditionally has higher incomes and larger household sizes. The senior population (65 years and older) generates demand for low to moderate cost apartments and condominiums, group quarters and mobile homes.

Table H.1**SEX AND AGE**

KENT, WA	ESTIMATE
SEX AND AGE	
Total population	124,410
Male	62,995
Female	61,415
Under 5 years	7,530
5 to 9 years	9,374
10 to 14 years	7,412
15 to 19 years	8,642
20 to 24 years	8,557
25 to 34 years	22,300
35 to 44 years	15,601
45 to 54 years	18,512
55 to 59 years	7,543
60 to 64 years	6,820
65 to 74 years	7,526
75 to 84 years	2,721
85 years and over	1,872
Median age (years)	34.3

2010-2012 American Community Survey 3-Year Estimates



Demographics

The City's population growth over the past 25 years has been primarily a result of annexations but the number of new housing units has also contributed to population growth. The forecast for 2035 is for a 25 percent increase in the number of households in Kent resulting in an additional 20,000 residents from the 2014 State OFM population estimate. Significant changes include an increase in the number of family households in the City and the racial composition of the City shifting from a non-Hispanic white majority to a majority minority community. Over 27 percent of the population is foreign born. A large proportion of residents living in Kent are young, middle class families that seek a variety of housing options that are affordable and located strategically to access the region. As noted in the Land Use Element as well as the 2012 Buildable Lands Report, the City has sufficient capacity to accommodate the growth targets for 2035.

Household Characteristics

In 2012, there were a total of 41,481 dwelling units in the city, an increase of a little over 5,000 units due primarily to the Panther Lake annexation. Kent's housing stock is comprised of approximately 50% single-family and 50% multi-family housing. It should be noted that over 40% of the housing stock is more than 30 years old and may be in need of repair or rehabilitation.

The Midway Subarea Plan and the Downtown Subarea Action Plan both encourage transit-oriented development. The Downtown Planned Action Ordinance proposes new SEPA threshold levels below which no SEPA review is required. Kent has also adopted increased SEPA thresholds for the rest of the City, providing categorical exemptions to the maximum allowed by the State.

According to the King County Countywide Planning Policies Goal CPP-H-1, there is a countywide need for housing supply as follows: 16 percent for those earning 50-80 percent of Area Median Income, or AMI (moderate), 12 percent for those earning 30-50 percent of AMI (low), and 12 percent for those earning 30 percent and below AMI (very-low). Kent will focus on preserving and enhancing existing housing to maintain the affordability while encouraging development of housing for residents at 120 percent + of median income. Additionally the City will continue to collaborate with other partners to construct housing affordable to those making less than 30 percent AMI. Currently approximately 50 percent of households are paying less than 30 percent of their income for housing resulting in the more affordable housing being occupied by households that could afford to pay a greater percentage of their income toward housing costs. This forces households with lower incomes into overcrowding, overpayment or substandard housing. These housing problems are defined and shown below.

Overcrowding refers to a household where there are more members than habitable rooms in a home. Overcrowding falls into two groups: moderate (1.0 to 1.5 person per room) and severe (more than 1.5 persons per room).

Overburdened refers to a household that pays more than 30 percent of household income towards housing. According to federal definitions, overburdened falls into two categories: moderate (pays 30-50 percent) and severe (pays more than 50 percent of income) toward housing.

Substandard Housing refers to a home with significant need to replace or repair utilities (plumbing, electrical, heating, etc.) or make major structural repairs to roofing, walls, foundations, and other major components.

TABLE H.2
AFFORDABLE RENTAL UNITS

HOUSING OCCUPANCY IN KENT		
Total Housing Units	Occupied Housing Units	Renter Occupied Housing Units
36,379	34,060	17,011

NUMBER OF RENTER-OCCUPIED UNITS BY GROSS RENT					
% of Area Median Income (AMI)	< 30% AMI	31-50% AMI	51-80% AMI	81-120% AMI	Over 120% AMI
Monthly Rent	\$0-\$500	\$500-\$849	\$850-\$1370	\$1370-\$1999	\$2000 or more
Renter-Occupied Units	1,660	4,898	7,690	2,339	424

PERCENT OF RENTER-OCCUPIED UNITS BY GROSS RENT						
% of Area Median Income (AMI)	< 30% AMI	31-50% AMI	All Units Under 50% AMI	51-80% AMI	81-120% AMI	Over 120% AMI
Monthly Rent	\$0-\$500	\$500-\$849	\$850	\$850-1370	\$1370-\$1999	\$2000 or more
% of Total Renter-Occupied Units	9.8%	28.8%	38.5%	45.2%	13.8%	2.5%

Data Source: 2006-2010 ACS Data

TABLE H.3

HOUSING NEEDS SUMMARY TABLES

H3.1. Housing Problems (Households with only one of the problems defined above)

	RENTER OCCUPIED					OWNER OCCUPIED				
	≤ 30% OF HAMFI*	> 30% BUT ≤ 50% OF HAMFI	> 50% BUT ≤ 80% OF HAMFI	> 80% BUT ≤ 100% OF HAMFI	TOTAL	≤ 30% OF HAMFI	> 30% BUT ≤ 50% OF HAMFI	> 50% BUT ≤ 80% OF HAMFI	> 80% BUT ≤ 100% OF HAMFI	TOTAL
Substandard Housing	50	105	-	-	155	15	-	55	-	70
Overcrowded - Severe	305	240	65	40	650	55	-	20	50	125
Overcrowded - Moderate	580	605	275	45	1,505	-	50	35	55	140
Overburdened - Severe	3,300	775	155	-	4,230	850	765	610	250	2,475
Overburdened - Moderate	655	1,960	960	225	3,800	180	525	830	1,245	2,780
Zero/negative income – Housing burden not computed	295	-	-	-	295	85	-	-	-	85

Data Source: 2009-2013 CHAS *Housing and Urban Development (HUD) Area Median Family Income

H3.2 Housing Problems (Households with one or more housing problems in table H3.1)

	RENTER OCCUPIED					OWNER OCCUPIED				
	≤ 30% OF HAMFI*	> 30% BUT ≤ 50% OF HAMFI	> 50% BUT ≤ 80% OF HAMFI	> 80% BUT ≤ 100% OF HAMFI	TOTAL	≤ 30% OF HAMFI	> 30% BUT ≤ 50% OF HAMFI	> 50% BUT ≤ 80% OF HAMFI	> 80% BUT ≤ 100% OF HAMFI	TOTAL
At least one of the four severe housing problems in table H3.1.	4,235	1,725	500	90	6,550	920	815	720	355	2,810
None of the four severe housing problems in table H3.1.	1,240	2,530	2,555	1,965	8,290	350	1,075	1,850	2,660	5,935
Zero/negative income – Housing burden not computed.	295	-	-	-	295	85	-	-	-	85

Data Source: 2009-2013 CHAS

H3.3 Housing Cost Burden > 30% HUD Area Median Family Income (HAMFI)

	RENTER OCCUPIED				OWNER OCCUPIED			
	HOUSE-HOLD INCOME IS ≤ 30% OF HAMFI	HOUSE-HOLD INCOME IS > 30% BUT ≤ 50% OF HAMFI	HOUSE-HOLD INCOME IS > 50% BUT ≤ 80% OF HAMFI	TOTAL	HOUSE-HOLD INCOME IS ≤ 30% OF HAMFI	HOUSE-HOLD INCOME IS > 30% BUT ≤ 50% OF HAMFI	HOUSE-HOLD INCOME IS > 50% BUT ≤ 80% OF HAMFI	TOTAL
Small Family (2 persons, neither person 62 years or over, or 3 or 4 persons)	2,310	1,475	435	4,220	275	435	720	1,430
Large Family (5 or more persons)	680	515	135	1,330	125	230	155	510
Elderly Family (2 persons, with either or both age 62 or over)	135	115	45	295	115	130	145	-
Elderly non-family	760	385	50	1,195	300	295	160	755
Other household type (non-elderly nonfamily)	1,005	1,075	460	2,540	290	240	300	830
Total need by income	4,890	3,565	1,125	9,580	1,105	1,330	1,480	3,525

Data Source: 2009-2013 CHAS

TABLE H.4
TOTAL HOUSEHOLDS TABLE

	≤ 30% OF HAMFI	> 30% BUT ≤ 50% OF HAMFI	> 50% BUT ≤ 80% OF HAMFI	> 80% BUT ≤ 100% OF HAMFI	> 100% OF HAMFI
Total Households	7,130	6,145	5,620	5,070	16,220
Small Family (2 persons, neither person 62 years or over, or 3 or 4 persons)	3,020	2,260	2,020	2,080	8,745
Large Family (5 or more persons)	895	880	850	840	1,825
Household with at least 1 person age 62-74 but no one age 75+	1,195	980	950	995	2,495
Household with at least 1 person age 75+	730	700	385	425	690
Household with 1 or more children age 6 or younger	2,119	1,540	1,170	840	2,585

Homelessness

The City has recognized for many years the impact of homelessness on the community and its residents. Homelessness impacts individuals, families, children and youth. The reasons for and causes of homelessness are numerous. Nationally there has been an emphasis on addressing chronic homelessness particularly for single adults. 2012 saw a call from national leaders to focus on the plight of homeless veterans, particularly those returning from Iraq and Afghanistan. The recent recession has created an increasing number of homeless in Kent as well as in the balance of the county. Unemployment coupled with the high cost of rent, utilities and food in the region made it difficult for some families to maintain their housing. The difficulty in determining accurate numbers rests in the fact that many families share housing, double up with grandparents or couch surf with family and friends.

An increased focus on homeless prevention, including activities such as partnerships with landlords, eviction prevention education and funding for emergency rental assistance can help prevent homelessness. While short-term emergency and transitional housing will continue to be a necessary service for people in need in our community, prevention of homelessness is less traumatic for people in crisis and less costly for funders.

The recession also caused a decrease in funding levels. The decreased funding coupled with the increased need resulted in a more visual presence of the homeless particularly in urban centers. Kent, like its neighbors, saw more street homeless in the downtown area. Addressing the needs of the chronically homeless who struggle with mental health or addiction issues is difficult. Best practices, such as Housing First, are expensive programs. These types of programs offer the best results with positive long term outcomes.

Economic Characteristics

Assessing income groups is a major component of evaluating housing affordability.

According to the American Community Survey 2010-2012, the median household income in Kent was \$55,244 per year. The Median Family Income (MFI) is established by the U.S. Department of Housing and Urban Development:

- Very Low-Income: 50 percent or less of the area MFI;
- Low-Income: between 51 and 80 percent of the area MFI;
- Moderate-Income: between 81 and 120 percent of the area MFI;
- Upper-Income: greater than 120 percent of the area MFI.

The income distribution of the City of Kent based on 2010-2012 ACS Survey 3-Year Estimates is presented in *Table H.5*. In 2010, it is estimated that:

- Thirteen percent of the households earned less than 30 percent of AMI annually;
- Twelve percent earned less than 50 percent of AMI annually;
- Nineteen percent earned less than 80 percent of AMI annually;
- Eight percent earned less than 100 percent of AMI;
- Twelve percent earned less than 120 percent of AMI;
- Thirty-five percent of households earned over 120 percent of AMI.

TABLE H.5
HOUSEHOLD INCOME

INCOME AND BENEFITS (IN 2012 INFLATION-ADJUSTED DOLLARS)		
TOTAL HOUSEHOLDS	41,854	41,854
Less than \$10,000	2,470	5.9%
\$10,000 to \$14,999	1,757	4.2%
\$15,000 to \$24,999	4,706	11.2%
\$25,000 to \$34,999	4,112	9.8%
\$35,000 to \$49,999	5,815	13.9%
\$50,000 to \$74,999	8,134	19.4%
\$75,000 to \$99,999	5,681	13.6%
\$100,000 to \$149,999	6,138	14.7%
\$150,000 to \$199,999	2,095	5.0%
\$200,000 or more	946	2.3%
Median household income (dollars)	55,244	(X)
Mean household income (dollars)	67,853	(X)

With earnings	34,809	83.2%
Mean earnings (dollars)	68,397	(X)
With Social Security	8,814	21.1%
Mean Social Security income (dollars)	17,378	(X)
With retirement income	5,891	14.1%
Mean retirement income (dollars)	19,937	(X)
With Supplemental Security Income	2,409	5.8%
Mean Supplemental Security Income (dollars)	9,250	(X)
With cash public assistance income	2,442	5.8%
Mean cash public assistance income (dollars)	4,262	(X)
With Food Stamp/SNAP benefits in the past 12 months	8,571	20.5%
FAMILIES	27,902	27,902
Less than \$10,000	1,678	6.0%
\$10,000 to \$14,999	882	3.2%
\$15,000 to \$24,999	2,712	9.7%
\$25,000 to \$34,999	2,047	7.3%
\$35,000 to \$49,999	3,640	13.0%
\$50,000 to \$74,999	5,295	19.0%
\$75,000 to \$99,999	4,323	15.5%
\$100,000 to \$149,999	4,903	17.6%
\$150,000 to \$199,999	1,684	6.0%
\$200,000 or more	738	2.6%
Median family income (dollars)	63,523	(X)
Mean family income (dollars)	73,640	(X)
Per capita income (dollars)	24,206	(X)
NONFAMILY HOUSEHOLDS	13,952	13,952
Median nonfamily income (dollars)	39,174	(X)
Mean nonfamily income (dollars)	51,256	(X)
Median earnings for workers (dollars)	30,858	(X)
Median earnings for male full-time, year-round workers (dollars)	50,006	(X)
Median earnings for female full-time, year-round workers (dollars)	39,117	(X)

Data Source: ACS 2010-2012.

An (X) means that the estimate is not applicable or not available.

An (X) means that the estimate is not applicable or not available.

Goals and Policies

Goal H-1

Preserve and improve existing housing.

Policy H-1.1: Monitor and enforce building and property maintenance code standards in residential neighborhoods.

Policy H-1.2: Promote the repair, revitalization and rehabilitation of residential structures that have fallen into disrepair.

Policy H-1.3: Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing values and neighborhood quality.

Policy H-1.4: Provide a high quality of services to maintain the appearance of neighborhoods and quality of life of residents.

Policy H-1.5: Pursue comprehensive neighborhood preservation strategies for portions of the community that need reinvestment.

Policy H 1.6: Promote additional funding for rehabilitation, energy efficiency and weatherization by supporting legislation at the state and federal level to expand these programs.

Program 1 - Code Enforcement

The enforcement of existing property maintenance codes is a primary means to preserve housing and the quality of neighborhoods. The Code Enforcement Program is responsible for enforcing City ordinances affecting property maintenance, building conditions and other housing and neighborhood issues. The Code Enforcement Program handles approximately 65 complaints a month for these types of violations.

Program Objective: Continue to conduct inspections on a complaint basis through the City's Code Enforcement Program and increase outreach to homeowners and renters to work towards greater understanding of the importance of code compliance.

Program 2 - The Home Repair Program

The Home Repair Program will offer homeowners the opportunity to apply for small grants to complete improvement projects on their properties. The program provides assistance for very low income households, offering grants up to \$10,000 to allow residents to address code enforcement violations, health and safety concerns and energy efficiency. The grant program also provides funding to residents to complete exterior and interior home repairs as well as perform architectural modifications to achieve Americans with Disabilities Act (ADA) compliance or reasonable accommodation for residents with disabilities.

Program Objective: Address property, structural and energy/water conservation improvements for low income homeowners in the City. The City anticipates that 80 projects will be assisted annually based on funding availability.

Program 3 - Monitor and Preserve Affordable Housing

The City will continue to keep an inventory of affordable housing units and promote, through the Housing and Human Services Division, the use of additional affordable housing assistance programs, as appropriate, to preserve existing affordable units that are at risk of converting to market-rate. The City will facilitate discussions between developers and local banks to meet their obligations pursuant to the Community Reinvestment Act (CRA) providing favorable financing to developers involved in projects designed to provide lower and moderate-income housing opportunities. Additionally the City will advocate for developers interested in rehabilitating affordable housing units with the Housing Finance Commission and King County Housing Finance program.

Program Objective: Maintain a list of affordable units throughout the City. The Housing and Human Services Division

will continue to pursue partnership opportunities with nonprofits to preserve and expand affordable housing in the City.

Program 4 – Energy Efficient Design

The City will review ordinances and recommend changes where necessary to encourage energy efficient housing design and practices that are consistent with state regulations. The City provides information on their website and will continue to periodically update their literature regarding energy conservation, including solar power, energy efficient insulation and subsidies available from utility companies, and encourage homeowners and landlords to incorporate these features into construction and remodeling projects. When possible the City will encourage energy conservation devices including, but not limited to lighting, water heater treatments and solar energy systems for all new and existing residential projects. The City will encourage maximum utilization of federal, state and local government programs, including the King County Home Weatherization Program and the City of Kent Energy Efficiency Program that are intended to help homeowners implement energy conservation measures. As part of the Home Repair Program, outlined above, residents can apply for loans to increase the energy efficiency of their home.

Program Objective: Maintain and distribute literature on energy conservation, including solar power, additional insulation and subsidies available from utility companies, and encourage homeowners and landlords to incorporate these features into construction and remodeling projects. Encourage energy conservation devices, including but not limited to lighting, water heater treatments and solar energy systems for all residential projects. Encourage maximum utilization of federal, state, and local government programs, such as the King County Weatherization Program, that assist homeowners in providing energy conservation measures. Continue to provide information on grant programs available through the City and encourage residents to use the programs to implement energy efficient design.

Goal H-2

Encourage a variety of housing types.

Policy H-2.1: Provide adequate sites and zoning to encourage and facilitate a range of housing to address the regional fair share allocation.

Policy H-2.2: Encourage infill development and recycling of land to provide adequate residential sites.

Policy H-2.3: Facilitate and encourage the development of affordable housing for seniors, large families and other identified special housing needs.

Policy H-2.4: Assist private and nonprofit developers in providing affordable housing to low-income residents and special needs groups.

Program 5 – Housing Opportunity Sites

The Comprehensive Plan Land Use Element and zoning code provide for a variety of residential land uses to accommodate the City's targets as adopted in the King County Countywide Planning Policies. The zoning code includes provisions for flexible lot sizes, Planned Unit Development incentives, accessory dwelling units city-wide, as well as transit-oriented development standards for the Midway and Downtown Subareas. To encourage and facilitate the development of a variety of housing types, the City will provide information on housing opportunity sites identified in the Housing Element and any additional areas of the City to interested developers.

Program Objective: Continue to facilitate the redevelopment of underutilized sites through various outreach methods

to the development community. Provide information to interested developers and on the City's website about potential residential opportunity sites.

Goal H-3

Provide housing assistance where needed.

Policy H-3.1: Use public financial resources, as feasible, to support the provision of housing for lower income households, seniors and special needs groups.

Policy H-3.2: Provide rental assistance to address existing housing problems and provide homeownership assistance to expand housing opportunities.

Policy H-3.3: Support the preservation of multi-family units, government subsidized housing and other sources of affordable housing.

Policy H-3.4: Further public-private partnerships to develop, rehabilitate and maintain affordable housing.

Policy H-3.5: Consider investments in capital infrastructure projects that reduce private costs for the construction of affordable housing by nonprofit housing providers targeted to those making less than 30 percent AMI.

Program 6 - Section 8 Rental Assistance

The Section 8 program provides rent subsidies to very-low-income households who overpay for housing. Prospective renters secure housing from HUD-registered apartments that accept the certificates. HUD then pays the landlords the difference between what the tenant can afford (30 percent of their income) and the payment standard negotiated for the community. The City's Housing and Human Services Division keeps records on the number of households in Kent that participate in the Section 8 program either through project-based housing or the housing vouchers. On average, there are approximately 1,300 vouchers used in Kent and 757 project-based units. The Housing and Human Services Division regularly refers and provides general qualification and program information to interested individuals. While the City is not directly responsible for the administration of this program, staff can direct residents to the King County Housing Authority website and provide information on the program on the City website.

Program Objective: Continue to provide assistance to households through continued participation in the Section 8 program and encourage rental property owners to register their units with the Housing Authority. The Housing and Human Services Division will continue to monitor the number of residents accessing the program and units available for rent.

Goal H-4

Remove governmental constraints.

Policy H-4.1: Review development fees annually to ensure that fees and exactions do not unduly constrain the production and maintenance of housing.

Policy H-4.2: Provide for streamlined, timely and coordinated processing of residential projects to minimize holding costs and encourage housing production.

Policy H-4.3: Utilize density bonuses, fee reductions or other regulatory incentives to minimize the effect of governmental constraints on housing affordability, particularly in neighborhoods with proximity to transit, employment or educational opportunities.

Policy H-4.4: Utilize the Housing Authority as a tool to provide sites and assist in the development of affordable housing.

Policy H-4.5: Explore collaborations with other South King County jurisdictions to assess housing needs, coordinate funding, increase capacity and find cost efficiencies.

Program 7 - Remove Development Constraints

City staff will periodically review the development standards for residential zones to identify standards that may constrain the development of housing opportunities for all income levels and housing for special groups, such as disabled individuals. The City of Kent is committed to working with developers to build diverse housing, which may require modifications to constraining standards. Staff will continue to, on a case by case basis, identify ways that standards can be relaxed if it is determined that such requirements are in any way impeding the development of affordable housing or housing for disabled residents. The City will also continue to provide development standard modifications, streamlined processing for applications related to the creation of housing opportunities for all income levels and will offer fee modifications for projects proposing affordable units that are required to apply for variations to the existing development standards.

Program Objective: Review development standards annually, to ensure that the development of lower income housing can occur.

Program 8 - Planned Unit Developments

The Planned Unit Development (PUD) process provides developers with the opportunity to plan creative projects that are not constrained by the literal application of zoning codes. The PUD application process allows for flexibility in site development standards and encourages innovative and imaginative land use concepts. The standards of the base zone apply in Planned Unit Developments; however, density, setbacks and open space requirements are calculated on a project-wide basis.

Program Objective: Continue to encourage Planned Unit Developments as a means to provide affordable housing through creative land use techniques. Inform developers of the density incentives under the program.

Program 9 - Streamline Processing

The City continues to monitor permit processing times to ensure the fastest possible turnaround for applications. The City modified the application packet to simplify and streamline the application process. The City has also been digitizing property data to provide more reliable information to the public in a more cost-effective manner using KIVA permit software. This includes zoning, general plan, land use, property owner information, prior planning cases, county assessor maps and digital aerial photographs for each parcel. The City's Comprehensive Plan Land Use map and Zoning Districts map have also been digitized using enhanced geographic information system technology.

Program Objective: Continue to monitor permit processing times and investigate ways to streamline the process. Continue to digitize information including building permits and the zoning code.

Program 10 - Prioritize Housing Program Activities

The City prioritizes housing program activities to address identified housing needs. Specifically, priority has been given to use of rehabilitation grant monies to maintain Kent's stable yet aging housing stock. The City uses Community Development Block Grant (CDBG) to assist in improvements to the City's existing housing stock. The City recognizes that housing priorities shift over time as housing needs change. The characteristics of the City's current housing need have been identified through the housing needs assessment, specifically the analysis of the special needs groups. Based on the needs analysis in the Housing Element, there is a need to provide affordable rental units for large families and housing for those at or above 120 percent of the median income. The City will also prioritize its program activities to meet the needs of other special needs groups, including extremely-low-income households and people with disabilities including developmental disabilities.

Program Objective: Identify housing needs and prioritize housing program activities to meet those needs through annual updates to the City's Consolidated Plan.

Program 11 - Planning and Development Fees

The City conducts annual internal reviews of planning and development fees to ensure that the fees are not excessive and are appropriate to cover the cost of services provided. Kent also streamlines the permitting process for residential projects, to minimize the holding and labor costs assumed by the project applicant.

Program Objective: Continue to conduct annual reviews of planning and development fees.

Goal H-5

Promote equal housing opportunities.

Policy H-5.1: Encourage the use of barrier-free architecture in new housing developments.

Program 12 - Reasonable Accommodation for Persons with Disabilities

Pursuant to the Washington Law Against Discrimination, RCW 49.60.030, the City of Kent is obligated to remove potential and actual governmental constraints upon the maintenance, improvement or development of housing for all income levels and for persons with disabilities. The Fair Housing Act, as amended in 1988, requires that cities and counties provide reasonable accommodation to rules, policies, practices and procedures where such accommodation may be necessary to afford individuals with disabilities equal housing opportunities. Reasonable accommodation provides a basis for residents with disabilities to request flexibility in the application of land use and zoning regulations or, in some instances, even a waiver from the local government of certain restrictions or requirements to ensure equal access to housing opportunities. Cities and counties are required to consider requests for accommodations related to housing for people with disabilities and provide the accommodation when it is determined to be “reasonable” based on fair housing laws and case law interpreting the statutes.

The City of Kent encourages and promotes accessible housing for persons with disabilities. This includes the retrofitting of existing dwelling units and enforcement of the State accessibility standards for new residential construction. The City is committed to assisting residents in need of reasonable accommodation and offers financial assistance through the Home Repair Program, and will continue to direct eligible residents to apply for ADA services.

Applicants can apply for grants to complete improvement projects that remove constraints to their living facilities. In general, City staff takes into account the provisions of the ADA in the review and approval of housing projects and grants modifications and deviations from the Municipal Code to accommodate the needs of persons with disabilities.

Program Objective: Administer the Home Repair Program to assist disabled households with architectural modifications to their homes and continue to implement the provisions of the ADA.

Related Information:

Consolidated Plan for Housing and Community Development



CHAPTER FOUR

TRANSPORTATION ELEMENT

What you will find in this chapter:

- A description of the existing transportation network in Kent;
- A discussion of how transportation planning, economic development and land use are entwined;
- A discussion of how demands made of the transportation network is managed; and
- Goals and policies for providing adequate transportation levels of service.

Purpose Statement:

Provide a safe, reliable and balanced multimodal transportation system for all users that will support current and projected growth using context-sensitive design.

Purpose

The Transportation Element (TE) establishes Kent’s transportation goals and policies for the 20-year planning horizon to 2035. It provides direction for transportation decisions regarding plan updates, including:

- The Six-Year Transportation Improvement Program (TIP);
- The Six-Year Capital Improvement Program (CIP);
- The biennial budget; and
- The Design and Construction Standards.

The TE is key to achieving Kent’s overall goal of providing a balanced, multimodal transportation system that supports current and projected land use and provides an adequate level of transportation service. It also provides guidance for development review and approval, land use and zoning decisions and continuing transportation and maintenance programs.

The TE establishes a basis for decision-making that is consistent with the Growth Management Act (GMA), King County’s Countywide Planning Policies (CPP) and the Puget Sound Regional Council’s (PSRC) Transportation 2040. The requirements of each of these plans are fulfilled by the City of Kent Transportation Master Plan (TMP) and the TE *Technical Report*.

The TMP is the City’s blueprint for long-range transportation planning in Kent. It functions as the overarching guide for the continued development of the City’s transportation system. The plan identifies key assets and improvement needs. The TE *Technical Report* includes a detailed update to the TMP of current land use assumptions, travel demand forecasts, and project list to inform the Comprehensive Plan. The TMP¹, Midway Subarea Plan, Downtown Subarea Action Plan (DSAP) Update, Commute Trip Reduction Plan, the annually-updated six-year TIP, six-year CIP and the budget are all adopted by reference in the Kent Comprehensive Plan.

The TE is multimodal; it addresses all forms of transportation in Kent. This includes the street network, truck and rail traffic, non-motorized travel and transit. Evaluating all modes uniformly has enabled the City to address future network needs in a comprehensive and balanced manner.

The TE also supports community livability and economic vitality by addressing connections for people and places, and streetscape design that complements surrounding land uses. Furthermore, transportation facilities are an essential part of the City’s public realm and as such need to balance a variety of goals and objectives. The goals and policies in this element generally pertain to moving people and goods.

Issues

Physical and Geographic Features

Steep hills, a river valley, two national rail lines and multiple regional highways are crucial, if not determinative, features of our landscape that profoundly influence our transportation system.

Coordination of Transportation Systems

The City is heavily reliant upon regional transportation providers including the State, Ports, Sound Transit and King County Metro. This integration with regional systems means levels of service for the City’s transportation system are affected by levels of service in adjacent jurisdictions.

Encouraging Multimodality

Land use policies encourage development patterns of mixed use activity centers and high residential densities downtown. This supports a shift in travel modes from single occupant vehicles to transit and non-motorized travel.

Quality of Life

Quality of life for residents in Kent is significantly impacted by how well the transportation system functions for cyclists, pedestrians, transit users, motorists, truck and rail traffic. Businesses, like residents, also make locational choices in response to the nature of public environments, such as roads and streetscapes.



¹Contents of the City of Kent Non-motorized Transportation Study and Transit Master Plan are summarized in the TMP.

System Rehabilitation, Replacement and Retrofit

To provide adequate safety and efficiency of the transportation system, ongoing maintenance is required in addition to expanding infrastructure.

Balance of Scarce Resources

There is limited funding at the local, state and federal level to satisfy competing priorities. Public streets serve many functions in our communities, and levels of service and maintenance of roads must be balanced in full consideration of the City's many interests.



Transportation and Land Use

The TE supports the City's Land Use Element. It demonstrates how the City will improve upon the existing transportation network, as well as address deficiencies, maintenance and accommodate projected growth over the next 20 years. The City's land use forecasts for the year 2035 are based on regional forecasts from the Office of Financial Management (OFM) and the Puget Sound Regional Council (PSRC). By 2035, the City of Kent is projected to have 81,900 jobs and 53,500 households. To plan for the transportation needs associated with this growth, the new households and jobs are assigned to more than 300 traffic analysis zones based on the availability of vacant and re-developable land. The City's travel demand model uses that growth distribution to forecast traffic volumes throughout the City. Details of this analysis can be found in the TE *Technical Report*.



Transportation and Land Use Goals and Policies

Goal T-1

Coordinate land use and transportation planning to meet forecasted demand and policies of the City consistent with the Growth Management Act.

Policy T-1.1: Locate commercial, industrial, multifamily and other uses that generate high levels of traffic in designated activity centers around intersections of principal or minor arterials, or around freeway interchanges.

Policy T-1.2: Coordinate new commercial and residential development in Kent with transportation projects to assure that transportation facility capacity is sufficient to accommodate the new development, or a financial commitment is in place to meet the adopted standard within six years.

Policy T-1.3: Balance travel efficiency, safety and quality of life in residential areas through context-sensitive design.

Policy T-1.4: Adopt and maintain policies, codes and land use patterns that promote walking, biking, public transportation and social interaction to increase public health and sense of place.

Policy T-1.5: Incorporate street trees in transportation facility planning to enhance neighborhood aesthetics, improve air quality and provide traffic calming.

Policy T-1.6: Beautify Kent streetscapes to reflect quality and integrated design supportive of businesses and a livable, vibrant community.

Policy T-1.7: Coordinate with BNSF Railroad, UP Railroad, Washington Utilities and Trade Commission (WUTC) and Sound Transit to ensure maximum transportation utility on both roads and rails.

Policy T-1.8: Coordinate transportation operations, planning and improvements with the State, the County, neighboring jurisdictions and all transportation planning agencies to ensure the City's interests are well represented in regional planning strategies, policies and projects.

CONCURRENCY

Transportation and other capital facilities must be in place by the time they are needed to accommodate growth.

The Economic Development Plan for the City of Kent was adopted in August 2014 by the City Council. There is department-wide responsibility for implementation of the Plan.

The Plan's strategy for "placemaking & gateways" is a strong collaborative area for Parks, Economic and Community Development, and Public Works.

For more, refer to the Economic Development Element.

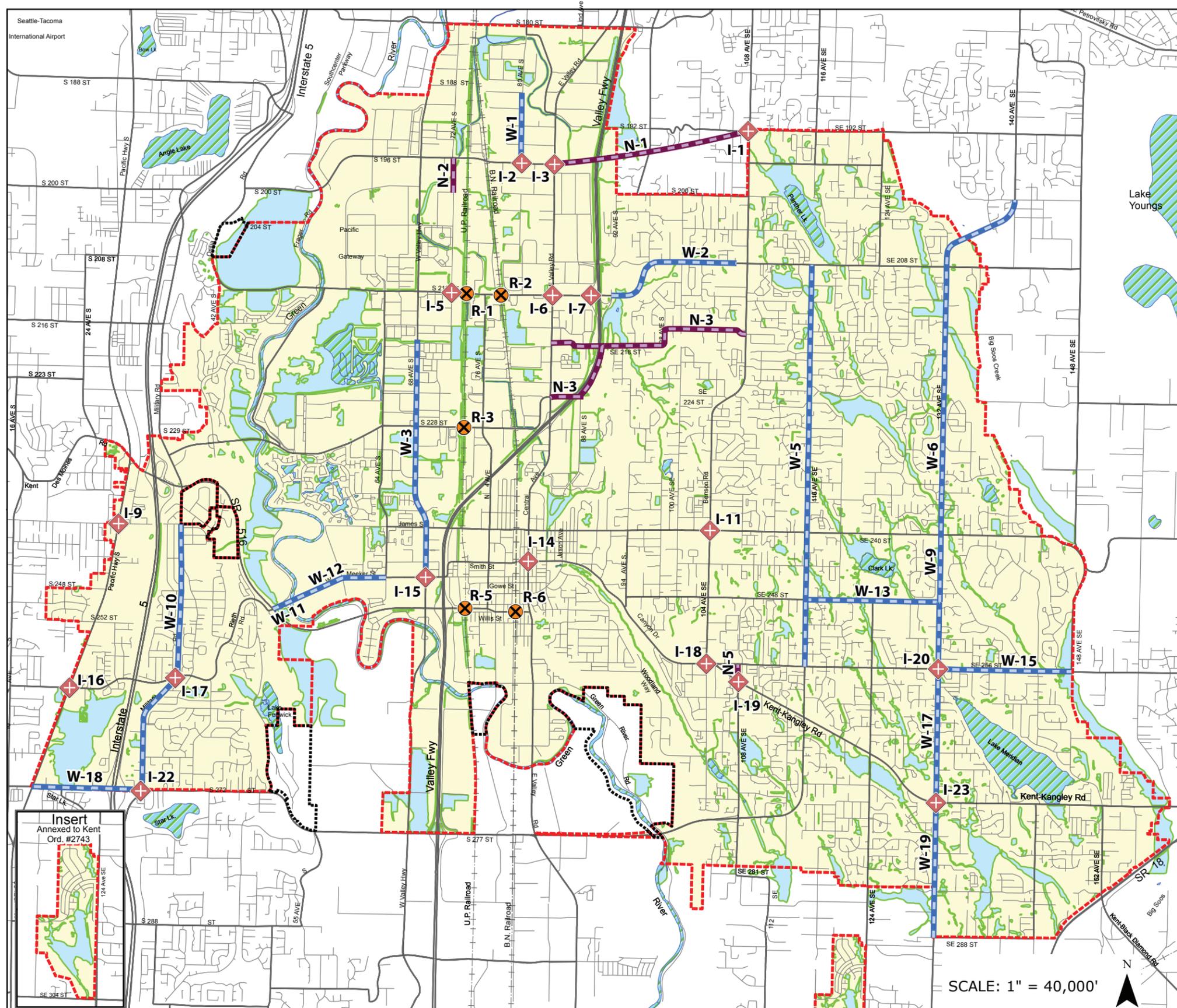


FIGURE-1
PREFERRED
STREET NETWORK

LEGEND

- INTERSECTION IMPROVEMENT
- RAILROAD GRADE SEPARATION
- NEW STREET
- STREET WIDENING
- POTENTIAL ANNEXATION AREA
- CITY LIMITS

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Policy T-1.9: Coordinate with the County and neighboring jurisdictions to implement concurrency strategies and provide for mitigation of shared traffic impacts through street improvements, signal improvements, intelligent transportation systems improvements, transit system improvements or transportation demand management strategies.

Policy T-1.10: Consider incorporating multiple modes into the City's concurrency program during the next update of the Transportation Master Plan.

Policy T-1.11: Establish minimum and maximum parking ratio requirements consistent with the transportation and land use objectives of the Comprehensive Plan. Allow for a reduction in Parking of up to 20 percent of the minimum standard of off-street parking stalls for businesses which have an approved CTR program filed with the City.

Policy T-1.12: Plan for land use patterns and transportation systems that minimize air pollution and greenhouse gas emissions. Furthermore, ensure that transportation-related improvement projects comply with state and federal guidelines for air and water quality.

Street System

The City of Kent is served by an extensive street network that provides the primary means of transportation for all modes of travel within the City – personal vehicle, freight, public transit, walking and biking. Streets are also part of the public realm used for parking, festivals, marches and other events. To develop a citywide plan and policies that will guide the maintenance and improvement of this vital infrastructure system, Kent analyzed existing street conditions. The findings from this analysis may be found in the 2008 TMP and the TE *Technical Report*. Key components of the analysis include:

- Examining the infrastructure of the street network and determining the role of each street in that network; the inter-relationship with adjacent state highways and regional arterials; and local land use context,
- Evaluating how well the existing street network operates,
- Evaluating the forecasted traffic conditions for the future street network and
- Identifying the preferred future street network and the improvement projects for that network.

The street network operates as a system and handles a wide variety of modal users including those with special transportation needs (e.g., persons with disabilities, the elderly, youth and low-income populations). It is important to define the role(s) that any particular road should play in serving the flow of traffic through the network and accommodating other modes as needed. Street functional classifications are established in the 2008 TMP to balance and recognize differing needs of vehicles, businesses, residents and non-motorized travelers. Functional classification also defines the character of service that a road is intended to provide. Specific standards for streets and roadways are detailed in Kent's Construction Standards – Section 6, Standards for Streets and Roadways.

The Transportation Element *Technical Report* illustrates the City's recommended project list through 2035 which includes four types of improvements: intersection improvements, new streets, street widening and railroad grade separations. The list includes 40 projects totaling nearly \$509 million.

Right-Size Parking Policy Pilot Project

In August, 2013, the City of Kent was approved for a pilot project under the King County Metro Right Size Parking (RSP) Project. The RSP is a three-year grant project funded by the Federal Highway Administration's Value Pricing Pilot Program. The overarching goal of the RSP project is to foster livable communities by optimizing the allocation of parking resources. More specifically, the purpose is to impart data and strategies to help developers, jurisdictions and neighborhoods accurately project the optimum amount of parking for new multifamily developments. The amount of parking is optimized ("right-sized") when it strikes a balance between supply and demand.

Kent's pilot project had several deliverables consistent with implementation of Downtown Subarea Action Plan objectives:

- Inventory of on- and off-street parking supply and utilization in Downtown
- Recommendations for parking management
- Recommendations for parking code alternatives

Kent began implementing some of the recommendations in 2014, including shared parking, consistent parking signage and striping and new parking hours. These strategies and other future implementation measures should help improve traffic management within the downtown area.

Street Goals and Policies

Goal T-2

Provide a balanced transportation system that recognizes the need for major road improvements to accommodate multiple travel modes. Create a comprehensive street system that provides reasonable and safe circulation for all users throughout the City.

Policy T-2.1: Assign a functional classification to each street in the City based on factors including travel demand of motorized and non-motorized traffic, access to adjacent land use and connectivity of the transportation network.

Policy T-2.2: Coordinate implementation of street construction standards for each functional classification with policies in the Transportation Element to provide attractive, safe facilities that complement the adjacent land use and support emergency response and operation.

Policy T-2.3: Prepare for, respond to, mitigate and recover from disasters as provided for in the City of Kent Comprehensive Emergency Management Plan.

CONTEXT-SENSITIVE DESIGN

Context-Sensitive Design is a model for transportation project development. Proposed transportation projects must be planned not only for their physical aspects as a facility serving specific transportation objectives, but also for their effects on the aesthetic, social, economic and environmental values, needs, constraints and opportunities in a larger community setting.

Level of Service (LOS)

There are a variety of ways to determine transportation level of service and the City may decide to adopt a different measurement with the next update of the Transportation Master Plan. Currently, the City's roadway level of service (LOS) is a measure of the traffic operational performance of a transportation facility. 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. The City of Kent analyzes intersections along 16 corridors and within a separate zone covering Downtown—this analysis includes a total of 71 intersections. The City of Kent calculates the LOS operation for key corridor intersections (in seconds of delay) during the PM peak period and then calculates an average based on a weighting of the corridor intersection volumes. This method provides a corridor-wide result, allowing some intersections to operate at a congested LOS as long as the overall corridor operation is maintained. 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.

The City works closely with multiple stakeholders to ensure that state and regional projects that benefit Kent continue to be a priority. Because state and regional transportation facilities are not within the City's control, construction of projects to mitigate impacts of development cannot be guaranteed. Furthermore, further widening of SR 99, a Highway of Statewide Significance, is unlikely. The operation of SR 99 is highly dependent upon travel conditions along I-5, the effects of the SR 509 project, and the Link Light Rail project. The City will do more detailed analysis of Pacific Highway South during the next major update of the Transportation Master Plan.

The existing LOS analysis was recently updated using 2014 traffic volumes. The evaluation found that all corridors meet Kent's LOS standard. An evaluation of projected 2035 traffic volumes was also conducted. Traffic operations are expected to be very similar to the forecasts developed for the year 2031 during the 2008 TMP process. Details may be found in the *TE Technical Report*.

Using the LOS analysis, the 2008 TMP street project list was reviewed and revised for this TE update. Since the TMP was adopted in 2008, ten projects have been completed in full and two have been partially completed. Other projects are identified for potential revisions during the next full TMP update. The revised project list includes 17 intersection improvements, 4 new street connections, 14 street widenings and 5 railroad grade separations. In total, these 40 projects are estimated to cost \$509 million (in 2007 dollars). Of that total, roughly \$413 million are expected to be the City's responsibility. A complete discussion is included in the *TE Technical Report*.

LOS Goals and Policies

Goal T-3

Develop strategies to improve smooth traffic flows in areas experiencing extreme congestion by employing strategies that better accommodate various modes of travel including automobiles, freight, transit, trains, pedestrian and bicycle modes.

Street LOS

Policy T-3.1: Develop a system of level-of-service standards that promote growth where appropriate while preserving and maintaining the existing transportation system.

Policy T-3.2: Establish a network of heavy commercial freight routes to ensure the mobility of goods and services, as well as of people, and to improve the reliability of freight mobility.

Policy T-3.3: Ensure reliable traffic flow and mobility on arterial roads, especially on regional through routes, while protecting local neighborhood roads from increased traffic volumes.

Policy T-3.4: For Highways of Statewide Significance, monitor performance, evaluate improvement strategies and facilitate coordination between the State, neighboring jurisdictions and the City when establishing LOS standards. Furthermore, ensure that land use policies and regulations are consistent with the controlled-access requirements of the Washington State Department of Transportation (WSDOT).

HOW ARE PROJECTS SELECTED

Level of service (LOS) is just one measure that is evaluated for projects included in the TE, Technical Report and TMP. The TMP is the foundation for the TE and included extensive stakeholder outreach and input. Safety, preservation, freight movement, transit mobility, pedestrian and bicycle mobility, accessibility, environmental preservation, neighborhood protection, cost effectiveness, funding availability and project readiness were considered at the time the TMP project list was developed.

Pedestrian LOS

Policy T-3.5: Establish 'pedestrian priority areas' based on the 'highest' and 'high' Pedestrian Priority Index (PPI) scores as defined in the Kent Transportation Master Plan (TMP) (*Figure 6-6*).

Policy T-3.6: Within the designated pedestrian priority areas, provide sidewalks or upgrade sidewalk conditions on both sides of streets as designated in the plan.

Policy T-3.7: Along designated 'medium' priority pedestrian streets (*Figure 6-7*): provide sidewalks or upgrade sidewalk conditions on at least one side of streets as designated in the plan.

Bicycle LOS

Policy T-3.8: Provide bicycle facilities consistent with the bicycle routes called for in the TMP (*Figure 6-11*). Bicycle facilities include roadway restriping to create bicycle lanes and designation of shared bicycle routes.

Policy T-3.9: Provide adequate bicycle crossing of arterial or collector streets.

Transit LOS

Policy T-3.10: Along designated Regional and Local Primary Transit Network (PTN) routes identified in the TMP (Figures 7-5 and 7-6), work with King County Metro and Sound Transit to:

- a. Increase or maintain high peak and all-day service frequencies (specified by route in Table 7-5).
- b. Provide high level of transit stop amenities, including pads, bus shelters, pedestrian access and transit speed and reliability.

Non-Motorized Transportation

The City of Kent is committed to providing the benefits of walking and cycling to all residents by supporting pedestrian and bicycle travel as a safe, efficient, desirable and accessible mode throughout the City's neighborhoods. In 2007, the City prepared the Non-Motorized Transportation Study (NMTS) to identify critical gaps in the City's pedestrian and bicycle transportation system. The contents of the NMTS were then integrated into the Non-Motorized System Chapter of the TMP.

The Non-Motorized System Chapter of the TMP evaluates how well the existing pedestrian and bicycle systems operate, identifies pedestrian and bicycle needs and a future non-motorized network and provides a prioritized list of projects to achieve the future network. The projects consist of:

- (1) missing sidewalk segments, curb ramps and infrastructure repairs, prioritized by need and funding feasibility;
- (2) bike network improvements assumed to occur with roadway improvements described in the Street System Chapter;
- (3) new bike lanes, shared-lane routes and shared-use paths that would expand the existing system of non-motorized neighborhood connections;
- (4) future studies to determine how to connect various corridors that are important for bike network completion but physically constrained; and
- (5) traffic control recommendations to facilitate biking in Downtown Kent.

Additional non-motorized projects and strategies were identified in the Midway Subarea Plan and the Downtown Subarea Action Plan (DSAP) update and will be incorporated into the next TMP update.

Non-Motorized Goals and Policies

Goal T-4

Improve the non-motorized transportation system for both internal circulation and linkages to regional travel, and promote the use of non-motorized transportation.

Policy T-4.1: Provide non-motorized facilities within all areas of the City.

Policy T-4.2: Establish a network of bicycle routes within the City to connect those land uses likely to produce significant concentrations of bicycle usage. Work with interested parties in the planning of such a network.

Policy T-4.3: Create a Non-Motorized Transportation Plan for the City of Kent to define specific goals and priorities for the non-motorized transportation system.

Transit

The City of Kent collaborates with the region's transit providers to ensure convenient transit service for its residents and workers. New capital investments in transit-focused projects and improved transit service are integral in meeting the City's land use goals and reducing the cost of maintaining roadway level of service.

The Transit System Chapter of the TMP describes existing transit service and facilities², identifies community needs and observed gaps in service and recommends service improvements to local circulation within Kent and that connect Kent residents to other communities. Also included in the chapter is a discussion of transit-supportive goals and policies related to land use designations, parking policies and the then-existing Downtown Strategic Action Plan.

² The Kent TMP was originally published in June 2008. Transit service summarized in this document (Transportation Element) reflects the September 2014 KC Metro service revisions and the most recent round of Sound Transit service changes (2013).

King County Metro (KC Metro) provides regional, South County-specific routes and local Dial-a-Ride (DART) bus service within the City of Kent. Eight different KC Metro routes provide regional services to destinations within King, Snohomish and Pierce Counties. There are ten local and South County routes providing connections within the City of Kent and to other South King County communities such as Renton, Auburn, Tukwila, Des Moines, Covington and Federal Way. Additionally, Sound Transit operates three regional express bus routes through Kent that connect to SeaTac and Redmond. The Sounder commuter rail serves the Kent Transit Center with connections to communities between Seattle and Tacoma. The Kent Transit Center provides 994 park-and-ride spaces for transit riders.

During the TMP process, community input and a technical gaps analysis identified recommendations for transit service and infrastructure improvements. Service recommendations are categorized by one of three route types:

- Primary Transit Network (PTN) – provides frequent service (typically 15 minutes or better) over a long service span in markets where there is high demand for travel throughout the day. It is narrowly focused on the densest corridors in the region where potential ridership is highest. It can also be used as a policy tool to help focus transit-oriented development around corridors where transit can be provided cost-effectively.
- Local Urban Service – provides all-day service at lower frequencies (20 to 60 minutes) in lower density areas. These services should provide connections from moderately dense areas to PTN services as well as local destinations.
- Specialized Commute Service – runs at very specific high-demand times and only operates at times of day and in the direction of peak demand. Most Sound Transit service within Kent is included in this category.

The TMP transit recommendations focus on near- and long-term improvements for PTN and Local Urban Services. In some cases, recommendations would enhance existing Specialized Commuter Services, creating all-day PTN service to address the need for reverse-commute travel and off-peak connections. Short-term recommendations include infrastructure improvements to bus shelters and sidewalk connections.

Transit Goals and Policies

Goal T-5

Work with regional transit providers to provide frequent, coordinated and comprehensive public transit services and facilities in all residential and employment areas in the Kent Planning Area. (Public transit services and facilities include train service, bus service, vanpool services, vanship services, Dial-A-Ride, Access, park-and-ride lots, car-sharing services, as well as marketing/promotional activities for all the above).

Policy T-5.1: Emphasize transit investments that provide mobility and access within the community and make it possible for citizens to access local services and support local businesses while reducing auto-dependent travel.

Policy T-5.2: Work with Washington State Department of Transportation and regional transit providers to identify appropriate sites for a network of park-and-ride lots that feed into the regional transit system.

Policy T-5.3: Implement Kent's Transit System Plan as identified in the Transportation Master Plan.

Policy T-5.4: Foster transit-oriented development opportunities and leverage public and private funds to achieve other City objectives related to economic development and housing.

Policy T-5.5: Work with regional transit providers to provide a high level of transit stop amenities, including pads, bus shelters, pedestrian access, safety and visibility features such as lighting, and transit speed and reliability.

FIGURE T-2
BICYCLE
SYSTEM MAP

LEGEND

EXISTING SYSTEM

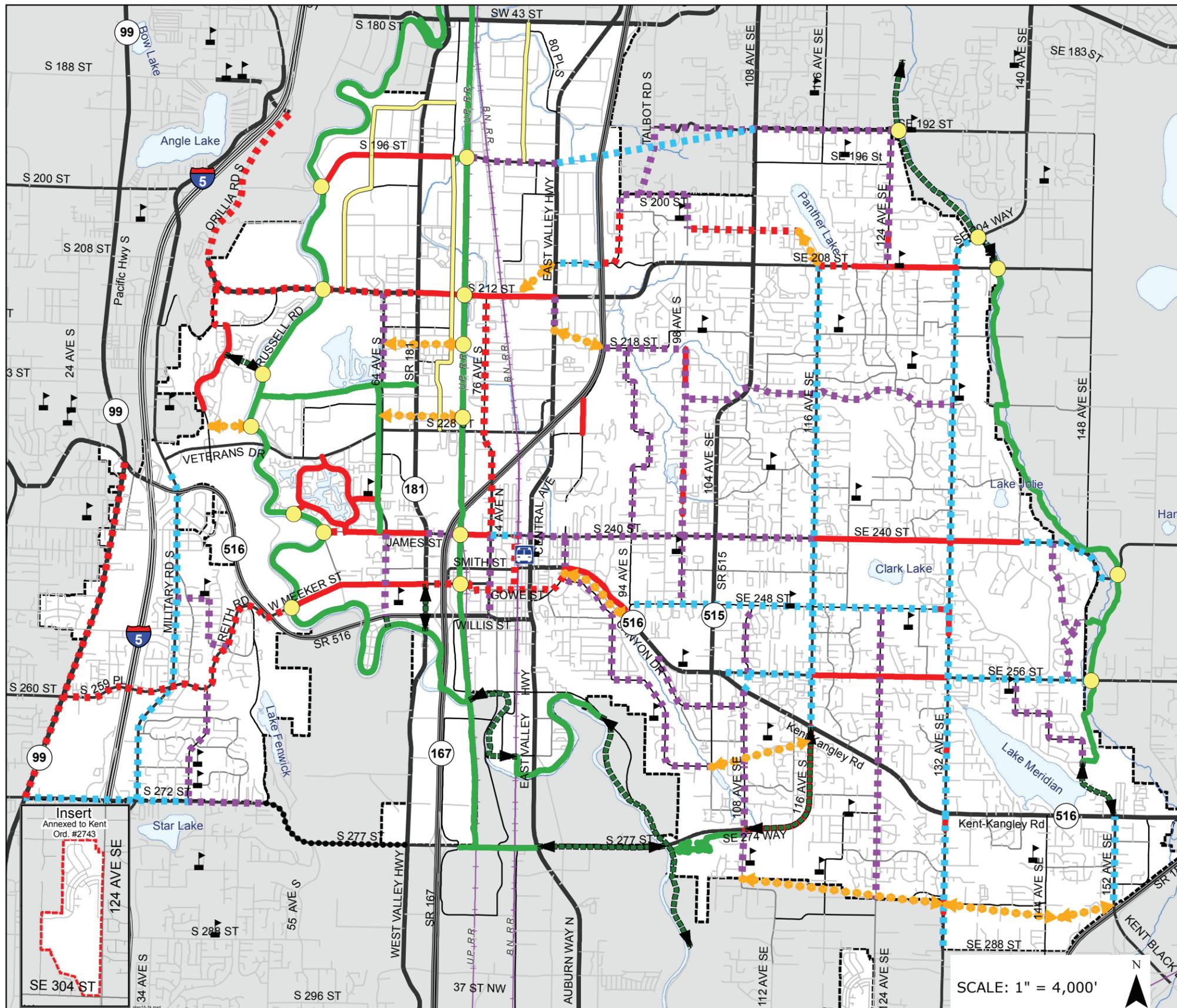
- BIKE LANES
- SHOULDER LANE
- SHARED USE PATH
- SHARED USE PATH JUNCTIONS

NMTP OPTIONS

- ▶ SHARED USE PATH EXTENSION
- - - SHARED TRAVEL LANE
- ROUTES FOR FURTHER STUDY

NEW BIKE LANES

- - - POSSIBLE RE-STRIPING
- - - PART OF FUTURE STREET IMPROVEMENT
- ▶▶▶▶ ALTERNATE ROUTE STUDIES
- ▲ SCHOOL
- RAILROAD
- 🚊 KENT TRANSIT CENTER



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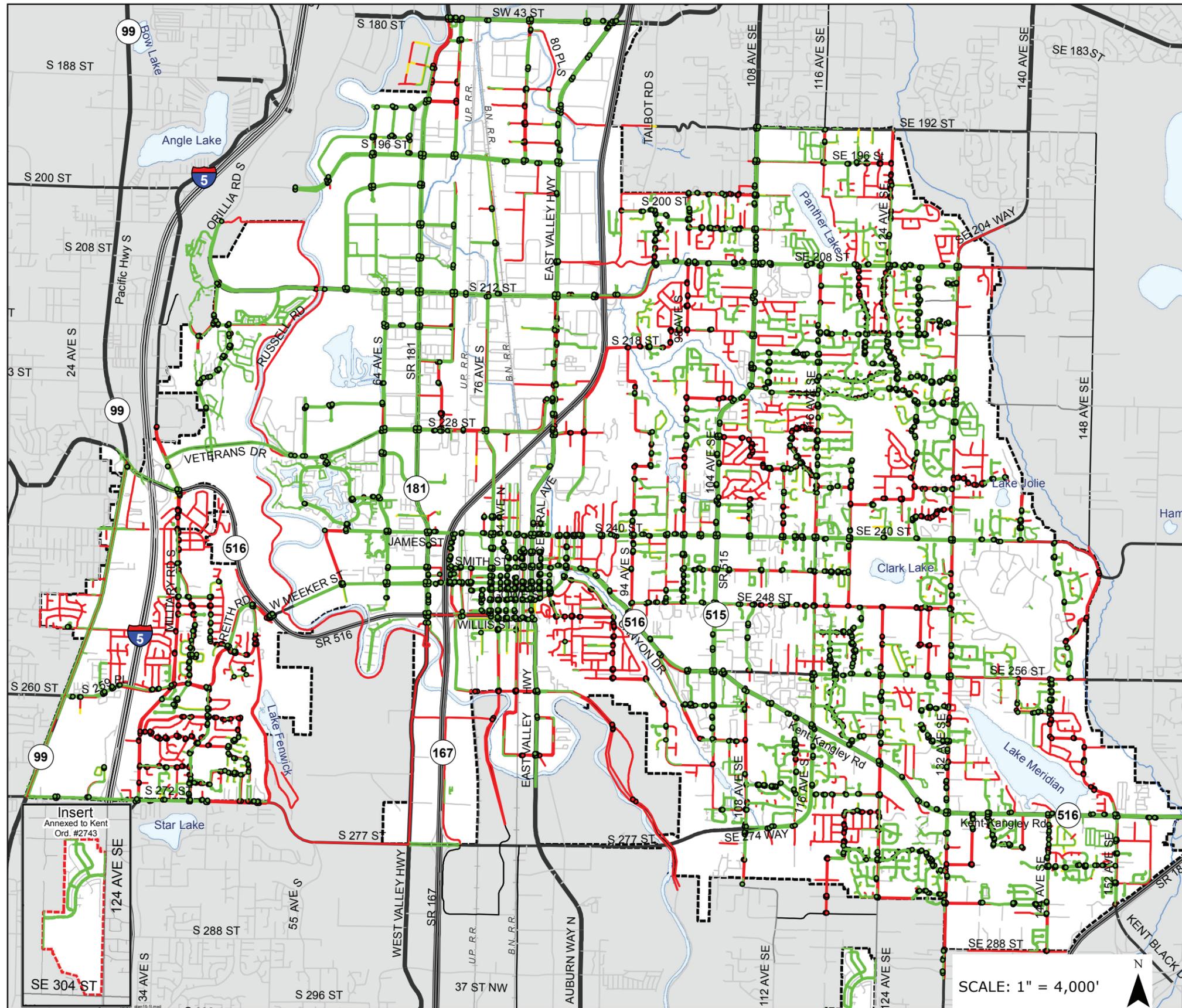


FIGURE T-3
EXISTING & MISSING
SIDEWALK & CURB RAMPS

LEGEND

- CURB RAMP
- MISSING CURB RAMP
- SIDEWALK
- SIDEWALK ON ONE SIDE OF STREET
- MISSING SIDEWALK

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Transportation Demand Management

Using the existing network of streets more efficiently is a fiscally sound way to improve traffic conditions and safety. Transportation demand management (TDM) policies and strategies are designed to reduce automobile travel and shift some vehicle trips to non-peak periods (before or after the commute hours). Transportation system management (TSM) is the practice of improving the flow of traffic without relying on major capacity expansions or new roadways. The City of Kent's efforts in implementing TDM and TSM are detailed in the Managing Demand chapter of the TMP.

Kent's TDM activities are directed at employers, workers, business owners, residents and visitors. In compliance with the Washington State Clean Air Act, Kent has enacted a local Commute Trip Reduction (CTR) ordinance, requiring that all employers in the City with more than 100 full-time employees traveling to work in the morning peak commute hours develop a CTR program. Kent's CTR program provides information and connections for employees to a variety of alternative commute options including flex schedules, compressed work weeks, telecommuting, transit and ridesharing. The City also actively coordinates with transit organizations that administer marketing campaigns such as Wheel Options, Rideshare and the Commuter Challenge. Currently, 31 CTR worksites participate in the program, making Kent's program the fourth largest in King County following Seattle, Bellevue and Redmond.

The TMP recommends the City:

- continue to promote alternative commute methods (particularly through ride-matching programs that link carpool, vanpool and van-share participants),
- encourage businesses in the community to voluntarily participate in the CTR program, and
- review and update the CTR Ordinance as appropriate to meet the needs of employers and the community.

TSM techniques, which make more efficient use of the existing transportation system, can reduce the need for costly system capacity expansion projects. These techniques can also be used to improve LOS when travel corridors approach the adopted LOS standard. TSM techniques identified in the TMP include the following:

- Rechannelization/restriping, adding turn lanes, adding/increasing number of intersection through lanes,
- Business Access and Transit (BAT) lanes,
- Signal interconnect and optimization,
- Turn movement restrictions,
- Access Management, and
- Intelligent Transportation Systems (ITS).

The City is incorporating appropriate TSM techniques as part of its ongoing transportation program.

Transportation Demand Management Goals and Policies

Goal T-6

Use Transportation Demand Management techniques to achieve efficient use of transportation infrastructure and to help meet the City's land use objectives.

Policy T-6.1: Work with major institutions, Activity Centers and employers through the City's Commute Trip Reduction Program and the promotion of alternatives to single occupancy vehicle (SOV) use to reduce congestion, improve air quality and enhance safety.

Policy T-6.2: Promote measures to increase the use of high-occupancy vehicles, public transit and non-motorized travel modes among employers located within the City who are not required to comply with commute trip reduction.

Related Information:

TE Technical Report

City of Kent 2008 Transportation Master Plan

Right-Size Parking Pilot Project

City of Kent Comprehensive Emergency Management Plan, May 2010

6-Year Transportation Improvement Program



CHAPTER FIVE

PARKS AND RECREATION ELEMENT

What you will find in this chapter:

- A description of how and why parks and recreation facilities are planned;
- A discussion of existing conditions and trends impacting parks and recreation services;
- A discussion of current and proposed approaches to measuring Levels of Service; and
- Goals and policies related to the provision of parks and recreation facilities.

Purpose Statement:

Practice responsible stewardship of parks, significant open spaces, recreational facilities and corridors to provide active and passive recreational opportunities for all persons in the community.

Purpose

Although the Parks and Recreation Element is a newer requirement under the Growth Management Act, Kent has long maintained a park and open space element, because park and recreational opportunities are viewed as an integral part of the City and essential to the quality of life for its residents.

The Parks and Recreation Element of the City's Comprehensive Plan is intended as an overview of the City's planning efforts related to the provision of parks and recreation facilities. It, combined with the other elements of the Comprehensive Plan, describes the City's goals and priorities in a general way.

The Comprehensive Plan is a useful and mandated city planning document; it is supplemented by a number of other city planning efforts, including the Park and Open Space Plan (P&OS Plan). The P&OS Plan fleshes out the basic policies covered in this Parks and Recreation Element, as it can go into far greater detail. It is also updated on a different schedule than the Comprehensive Plan. The last P&OS Plan update was adopted in 2016.



Issues

Decreasing Resources

For reasons discussed in detail elsewhere in this Plan, the City continues to face revenue shortfalls. These shortfalls have hit parks capital funds hard, exacerbating a capital maintenance backlog that had begun long before the 2008 recession.

Aging Infrastructure

Each category of park asset has a typical expected lifetime, along with its own typical amount of routine maintenance and typical amount of capital maintenance. The latest park amenity inventory indicated that 71 percent of Kent's parks have at least one amenity that is near or at the end of its useful life. That translates to a capital maintenance backlog of over \$60 million.

Changing Demographics

Kent's population is growing and changing. The park system needs to respond to those changes in order to remain relevant to its community.

Change In Recreational Trends

Recreational trends have changed and continue to change. As the City focuses on renovation of its existing facilities, they need to respond better to changes in recreational trends in order to remain relevant to the community.

Change In Focus

With the City's lower revenues, the fact that a percentage of that revenue is going toward debt retirement and the aging park infrastructure, the primary focus for the Parks capital program has been on redevelopment, or, what we're calling "making better use of what we have."



Parks Planning In Kent

The Parks and Recreation Element works in concert with the Park and Open Space (P&OS) Plan, which provides direction for the planning, acquisition, development and renovation of parks, open space and recreational facilities. The P&OS Plan was updated in 2016.

Since the previous update of the P&OS Plan, fiscal realities for many local governments have changed significantly. Kent has been no exception. While we still aspire to a system that provides a high level of service to the community, our current budget realities require an entirely new approach to planning and maintaining our park system.

Built on great bones, Kent's park system was forged through thoughtful planning and community commitment. Over the past several years, investment into the park system has waned, and many park amenities are aging and in need of repair or replacement. During the economic recovery of the last few years, the City has managed to make a number of improvements to its park system. Recent projects include an expanded playground at Lake Meridian Park (2011); new playground and park improvements at Tudor Square Park (2012), Turnkey Park (2013) and Green Tree Park (2014); planting improvements at Service Club Ballfields (2013); the replacement of synthetic turf at Wilson Sports Fields (2014), the addition of exercise equipment to West Fenwick Park (2015) and trail improvements at the Riverview property (2015). With considerable assistance from grants, the City has also managed to make some significant strategic acquisitions: the Huse, Matinjussi and Van Dyke properties in the Panther Lake area (2012); and continued assemblage at Clark Lake Park (2013) and Morrill Meadows Park (2014).

All the property acquisitions and several of the park improvements were funded either entirely or primarily through grants. The playground improvements also benefited from the use of in-house labor and contributions made by volunteers.

The use of in-house labor, grants and volunteers can certainly help leverage limited financial resources, but it's simply not feasible to rely heavily on these sources for the basic renovations and improvements needed to keep a park system vibrant and relevant to its community.

The Role of Parks and Open Space in the City

Parks and open space contribute to a healthy, livable city in multiple ways. We know that people value parks and open space for the opportunity to walk a dog, learn to ride a bike, play organized sports, explore a trail or engage in a wide variety of other recreational activities. These activities lead to positive health benefits by providing contact with nature, along with opportunities for physical activity and social interaction. Well-designed and maintained parks also contribute to the economic development of a community by providing popular amenities that people look for when deciding where they want to live and work. Healthy open space provides habitat, cleans the air and absorbs storm water run-off.

Relationship to Other Plans

Recreation and Conservation Funding Board's Manual 2

The Recreation and Conservation Funding Board, or RCO, is a state agency tasked with distributing a number of state and federal grant funds. These grant funds are dedicated to the acquisition, development and redevelopment of recreational facilities across Washington state.

Eligibility for these funds is based, in part, on having a state-approved parks comprehensive plan, which must be updated every six years. Kent's 2010 Parks and Open Space Plan met the state's requirement and, as a result, qualified Kent to receive the \$1,809,959 it has received in RCO funding since 2010. The 2016 update sets up the City for the next cycles of RCO funding opportunities.

Because the P&OS plan is related to the Parks and Recreation Element of the City's Comprehensive Plan, the RCO's grant requirements impact not only the contents of the P&OS plan but also those of the Parks and Recreation Element.

Washington's 2013 State Comprehensive Outdoor Recreation Plan

Washington's State Comprehensive Outdoor Recreation Plan, commonly referred to as SCORP, provides a statewide look at recreation, with a focus on recreation on public lands. It examines trends in recreation, identifies current issues and sets recommendations for ways to improve outdoor recreation in the state. It also sets the priorities for RCO funding. To receive RCO funding, a project must be consistent with the goals laid out in SCORP.

Public Outreach

City staff, assisted by the newly formed Parks Commission, reached out to the public over the summer of 2015 in a variety of ways, as they prepared the update of the Park & Open Space Plan. Staff and Commissioners attended several community events, and invited attendees to participate in an informal survey about the park system. They handed out hundreds of reminder cards with the web address of the on-line survey, in order to make taking the survey as convenient as possible. The survey was framed around the question, "What do parks do for you?" It asked participants how they use the parks and what their priorities for their local parks are. A total of 225 people filled out the survey.

A second, more formal, survey was mailed to randomly selected residents in late summer. That survey was designed to provide statistically valid results, and was done by a professional survey consulting firm. That survey received 603 responses.

The informal survey served as an initial parks plan-related conversation with Kent residents that provided lots of opportunity for in-depth comments. It contained a large number of open-ended questions, and its online presence helped people feel free to spend as much time on their answers as they wanted. The formal survey that followed asked much more focused questions, but had the advantage of being structured so that its results were statistically valid. The combination of surveys provided a much broader array of input than either one alone could have provided.

The surveys showed people generally feel good about the park system, tend to use the park nearest where they live and expressed a willingness to fund capital maintenance and park upgrades with tax dollars. The full results of both surveys are included in the P&OS Plan.

Administration of the Parks Element and its Policies

Policy that guides the funding and operation of Kent's park system is administered by the Director of the Kent Parks, Recreation and Community Services Department. Policy direction is set by the three-member Parks Committee of the Kent City Council. The City's 16-member Parks Commission advises the Council on most park- and recreation-related matters. The City's 12-member Arts Commission, appointed by the Mayor and confirmed by Council, advises the Council and approves public art and cultural programming.

Existing Conditions and Trends

Every large planning effort needs to consider its context. Part of doing so involves analyzing and accounting for current and anticipated trends. This effort is no exception. Significant trends in Kent, and their impact on parks and recreational facility planning, include decreasing resources, aging infrastructure and changing demographics.

Decreasing Resources

The City continues to face revenue shortfalls. These shortfalls have hit parks capital funds hard, exacerbating a capital maintenance backlog that had begun long before the 2008 recession. During the parks facilities assessment work that was last updated in 2012, the City's parks capital maintenance backlog was determined to be over \$60 million. Based on a recent update of the Park Asset Inventory, that backlog has continued to grow. One of the larger questions addressed in the 2016 Park & Open Space Plan is how to respond to this trend. Options include identifying new sources of revenue, partnering with other agencies and organizations and adjusting the size of the park system.

Aging Infrastructure

Kent's park system has a long and proud history. Kent's first park, Rosebed Park, was opened in 1906. Over 100 years later, our system continues to receive good reviews, locally and nationally. One indication of our reputation is that we consistently attract regional and national athletic tournaments because players enjoy playing on our well-maintained grass fields.

What's the difference between routine maintenance and capital maintenance?

Most people are aware that many cities, including Kent, have park maintenance employees on their staff. These employees are generally responsible for:

- Routine maintenance tasks, including such things as mowing grass, cleaning restrooms and emptying trash.
- Minor construction projects, such as making repairs to plumbing and roofs and filling in potholes in parking lots, as well as repairing pathways and trails in the parks.

This work is considered routine maintenance and is funded through the city's operations budget.

Larger projects, such as building a new restroom building, repaving a park's parking lot, or replacing worn-out athletic fields' synthetic turf, are considered capital maintenance projects, are contracted out to construction firms and are paid for through the Parks capital budget.

That reputation is something of which we are proud. Unfortunately, not all of our assets have aged as well as some of our grass fields. Even at our most popular sports field sites, there are assets that are in desperate need of re-investment. For example, at Kent Memorial Park, the restroom building is in near-constant need of repair, be it from a leak in the aged roof or problems with the crumbling plumbing system. At Hogan Park (formerly Russell Road Park), the parking lots have been patched so many times that it is getting increasingly difficult to patch the patches.



Each category of park asset has a typical expected lifetime, along with its own typical amount of routine maintenance and typical amount of capital maintenance. The expected lifetime of a restroom building, and the amount of maintenance required to keep it functioning, are entirely different from that of, say, a playground, whose expected lifetime and maintenance are different from that of a grass athletic field. What they all have in common is the fact that they all have finite life expectancies, and they all require continuing investments throughout the course of their lifetimes. Not surprisingly, both routine and capital maintenance costs increase as assets age, with older assets requiring more frequent maintenance than their newer counterparts.

In 2012, Parks updated its Asset Inventory, which assessed the condition of every park asset valued over \$10,000. The analysis looked at 240 assets. The scores ranged from 1 (nearing the end of its useful life) to 5 (functionally new). Seventy-nine assets (32 percent of the total) were ranked 1 or 2. Sixty-three percent of Kent’s parks contained at least one asset ranked 1 or 2. The list was updated again in 2015. It found that 96 assets (40 percent of the total) were ranked 1 or 2, and 71 percent of parks have at least one asset ranked 1 or 2.

The 2012 analysis identified a capital maintenance backlog of over \$60 million. From 2010 through 2014, the City spent approximately \$5.7 million on parks redevelopment projects. At that rate of investment, it would take 52 years to complete the projects on our list of assets waiting to be repaired or replaced.

Changing Demographics

Kent’s population has changed significantly over the past two decades, and continues to change. At the time of the 2010 Parks and Open Space Plan (P&OS Plan) update, the City’s population stood at 88,380. Shortly after the plan was adopted, the City annexed the area known as Panther Lake. Kent’s 2015 official Office of Financial Management population is estimated to be 122,900.

It’s not just the number of residents that has changed. The City has become increasingly racially and culturally diverse.

Kent has an increasing population of foreign-born residents, including a sizeable population who does not speak English. The Kent School District’s website reports that their student population comes from families speaking 137 languages.

In addition, the numbers show that our population is getting older. In 2000, 7.4 percent of Kent’s population was over 65. The 2014 data show that population at 9.4 percent. These changes to Kent’s population reflect the fact that the current City of Kent is not the same as the suburban Kent that the park system was created to serve.

In addition to Kent’s increasing population and diversity, we know that recreation trends are also changing. The Washington State Comprehensive Outdoor Recreation Plan Executive Summary 2013-2018 observed that, “The most notable increase in participation is for ‘picnicking, barbecuing, and cooking out,’” which went from the ninth-ranked activity in 2002 to the



top-ranked activity in 2012.” The plan documents a number of recreational activities that have significantly increased or decreased in popularity over the past several years.

The above changes will need to guide and inform the reinvestment effort, so that the park system can be transformed in ways that will better suit our changing circumstances.

As the community changes, the City must make changes to how we engage the community in conversations regarding their recreational needs and priorities. The old-style “town hall” type of public meeting isn’t as effective as it used to be. The City continues to look at new and innovative ways to engage residents, in order to get as broad a representation of thoughts and ideas as possible.

Change in Focus

The City’s last period of park facility expansion included the construction of Service Club Ball Fields, Wilson Playfields, Arbor Heights 360 Park and Town Square Plaza. Funds for these projects were provided by councilmanic bonds. The City is still paying on these bonds, with the last of the bonds expected to be paid off by 2024.

With the City’s lower revenues, the fact that a percentage of that revenue is going toward debt retirement and the aging park infrastructure, the primary focus in the past several years for the Parks capital program has been on redevelopment. This approach points to something more than just replacing worn-out assets with identical ones. “Making better use of what we have” reflects the shift to a performance-based focus that prioritizes getting more recreational value out of our park spaces in every redevelopment project. That may mean reconfiguring a worn-out parking lot in a high-use park with a more efficient design that creates more spaces, or it may mean replacing an underused sport court with a different kind of sport court that better addresses current recreation trends. By making better use of what we have, the City can provide more and better recreational opportunities for more users without needing to construct a lot of additional parks. In the 2016 P&OS Plan, additional parks are proposed only in neighborhoods where there are lower concentrations of parks compared to other City neighborhoods.

The Three Legs of the Parks Capital Program “Stool”

A parks capital program is made up of three primary categories, including acquisition, development and redevelopment. All three categories are important, but a budget needs to find the right balance of investment among the three categories that’s appropriate to the system’s needs and the community’s priorities.

“Acquisition” is about obtaining new park land, and is most commonly achieved through purchase of private property. “Development” refers to the design and construction of new parks. “Redevelopment” can include either the refurbishment or replacement of worn-out facilities through capital maintenance or

the re-imagining of park amenities—or even entire parks—based on changes in recreation trends and local demographics.

The City of Kent has been acquiring and developing parks for several decades. It has gotten well behind in its reinvestment into its system. The 2016 P&OS Plan lays out a road map to reimagine the system so that it will be well-positioned to serve the community with a primary focus on redevelopment and a few strategic acquisitions and new parks.

The discussion will be focused very clearly on the park system, the community and what the community’s desires and priorities are for the future of the system.

Park Inventory and Classification

The 2010 P&OS Plan update counted 1,434 acres of park and open space land and 59 parks. The 2016 inventory includes 54 developed parks and a total of 1,095.6 acres of developed and undeveloped land.

The numbers appear to indicate that the system has shrunk, when the City has actually added acres to the park property inventory. What’s the explanation for this seeming contradiction? There are four factors that explain the differing numbers between 2010’s count and today’s.

- a. The City has acquired 72.57 acres of new park land since 2010. These were all strategic acquisitions that contributed to long-term assemblages and system goals.
- b. We have built no new parks since 2010. That park plan update signaled a change in direction from system expansion to a focus on “taking care of what we have.”
- c. During the facilities assessment process the parks department undertook in 2012, the department took another look at how it defined “park”. In addition to revising park categories, the City de-listed a handful of properties that, according to any objective measure, didn't function as parks and had little potential for ever serving that role well.
- d. An administrative decision was made to discontinue counting the 310 acre Green River Natural Resources Area (GRNRA) as a park. Because its primary function is to capture and detain storm water, which makes large portions of the property inaccessible to the public, and because it is stewarded by the City's Public Works Department, it was felt that it distorted any discussion on parks acreage in Kent by including a property whose recreational functions are secondary to its public works functions. Reclassifying the GRNRA doesn't take away the enjoyment people have when they use the property for recreation, but it does better reflect the collection of properties stewarded by the City for the primary purpose of recreation.

The ultimate result is that while the park system has seen minor growth in acreage since 2010, the numbers don't reflect the growth, nor do the numbers explain the performance-based approach to park planning that is consistent with fiscal realities.

A Call To Action

Our system is seeing remarkable challenges to its continued viability. The challenges come from a variety of sources, primarily the growth of our community and years of reduced resources. The park system is aging and while improvements are being made, they are modest when compared to the needs of the system. A backlog of work needed to replace dilapidated park features dwarfs the resources available to do the work.

Meeting the community's park and recreation needs now and into the future requires a call to action.

Using the City Council's vision as its starting point, the 2016 P&OS Plan lays out a number of park-system-specific goals to help implement the Council's vision.

The four primary goals of the Plan include:

Quality Public Spaces: Provide a high quality park system that promotes Kent as a livable city.

Sustainable Funding: Implement a funding model that adequately supports a Level of Service that reflects the community's priorities.

Performance-Based Approach: Plan and maintain the system with the help of a performance-based set of assessment tools.

Transformation Through Reinvestment: Reinvest in the existing system to successfully transform it into a vibrant and relevant urban park system.

Park Performance Tiers

This plan acknowledges the traditional approach to categorizing parks, and continues using it. Categorizing parks in terms of their roles—neighborhood park, community park, athletic facility, etc.—is a useful tool, because of its established use.

The 2016 P&OS plan creates another level of categorizing parks that focuses on the functional relationships between certain groups of parks and how well they perform in their roles within the system. We're calling this park categorization Park Performance Tiers, based on each park's Current and Potential Recreational Value scores. *Continued on Page 85.*

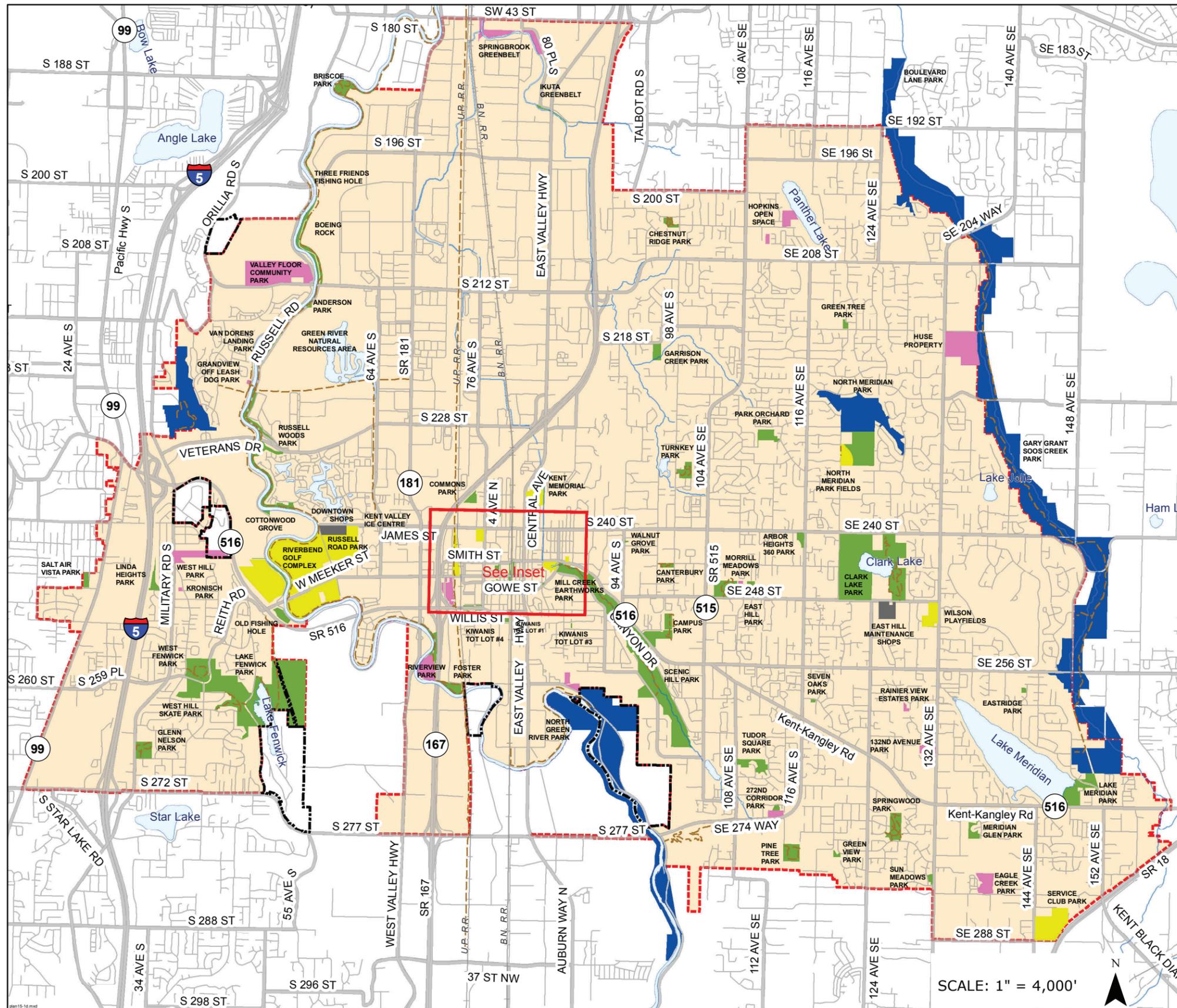
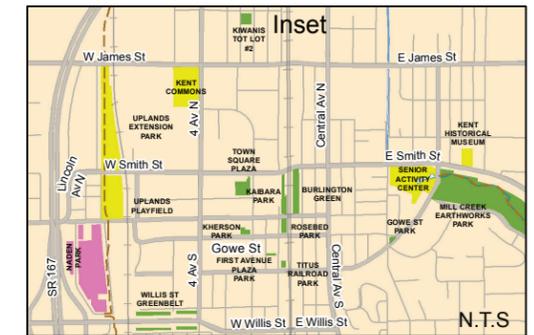


FIGURE P-1
PARKS AND RECREATION FACILITIES

LEGEND

- POTENTIAL ANNEXATION AREA
- CITY LIMITS
- PARKS
- RECREATION FACILITIES
- MAINTENANCE FACILITIES
- UNDEVELOPED
- NON-KENT PARK
- TRAILS



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The Tiers in this performance-based ranking system are as follows:

Tier 6 – These parks will be the jewels of the Kent park system. They are likely to be part of a Park corridor and have good bike/pedestrian connectivity. Eight Kent parks have the Potential Recreational Value to earn this ranking. No Kent parks currently have this ranking.

Recreational Value Range: 17 or above

Target Classifications: Community, Community/Natural Resource, Community/Outdoor Rec Facility, Special Use

Current Parks in Tier 6: 0

Potential Parks in Tier 6: 10

Tier 5 – These are very high-performing parks, generally Community parks and Outdoor Rec Facilities such as athletic fields.

Recreational Value Range: Greater than or equal to 12 and Less than 17

Target Classifications: Community, Community/Natural Resource, Special Use, Outdoor Rec Facility

Current Parks in Tier 5: 1

Potential Parks in Tier 5: 10

Tier 4 – These are parks that are performing well and can include parks of all of the classifications seen in Tier 5 and 6. This tier will also include some high-performing Neighborhood parks that fill service area gaps.

Recreational Value Range: Greater than or equal to 7 and Less than 12

Target Classifications: Community, Community/Natural Resource, Community/Outdoor Rec Facility, Neighborhood, Special Use Parks

Current Parks in Tier 4: 8

Potential Parks in Tier 4: 18

Tier 3 – Tier 3 parks are well-functioning neighborhood parks or special use parks like skate or bike parks.

Recreational Value Range: Greater than 4 and Less than 7

Target Classifications: Neighborhood, Special Use

Current Parks in Tier 3: 8

Potential Parks in Tier 3: 15

Tier 2 – Tier 2 parks include small Tot Lots and Trailheads. Lower-performing neighborhood parks also fall in this Tier.

Recreational Value Range: Greater than 2 or Less than or equal to 4

Target Classifications: Special Use such as Pocket or Neighborhood

Current Parks in Tier 2: 15

Potential Parks in Tier 2: 13

Tier 1 – Tier 1 parks are the system's lowest-scoring parks. They may include well-performing Open Space or poorly-performing parks in other categories.

Recreational Value Range: 2 or Less

Target Classifications: Special Use such as Pocket or Natural Resource/Open Space

Current Parks in Tier 1: 23

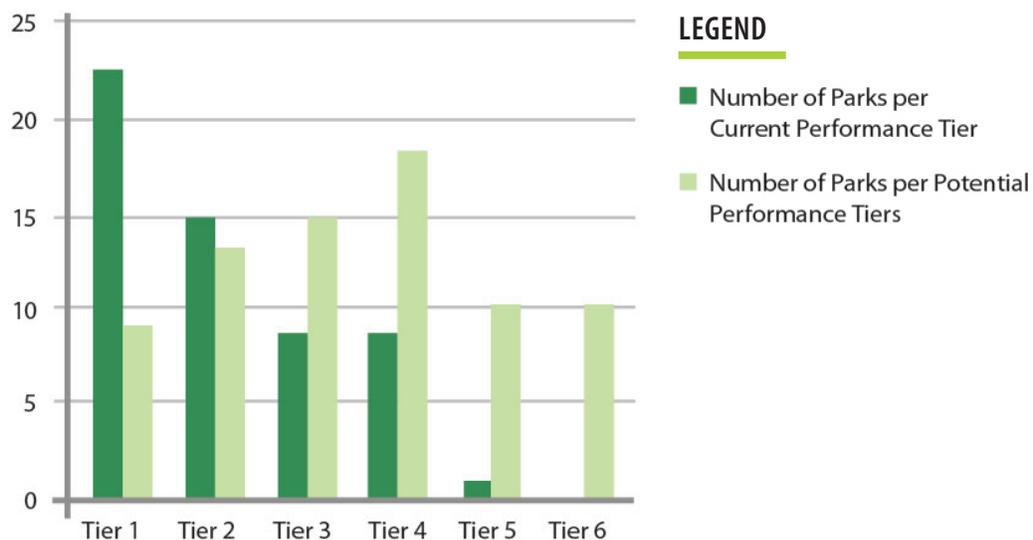
Potential Parks in Tier 1: 9

Because there is no practical reason to establish a performance cap on the tier system, it does not include a cap. Currently Kent's highest performing park ranks as a Tier 5. The City has eight parks whose Potential Recreational Value indicate their potential as Tier 6 parks. Depending on long-range assemblage and redevelopment opportunities, some of Kent's parks could eventually achieve even higher rankings.

Below is a comparison of Kent’s parks’ current performance tiers versus their potential performance tiers.

Table P.1

Current Performance Tiers versus Potential Performance Tiers



	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5	Tier 6
Current	23	15	8	8	1	0
Potential	9	13	15	18	10	10

The graph above shows that the majority of Kent’s parks are underperforming and that, with additional investment, the park system has the ability to provide significantly more Recreational Value to the community.

Other Local Recreation Facilities

The City is not the only provider of recreational opportunities in Kent There are school playgrounds and sports fields, private gyms and other recreational sites owned by other organizations. All these facilities are valued components of Kent's recreational "menu," and they all have important roles to play in the community. They're largely not discussed in this document, because the City has no authority to plan, manage or improve those sites. However, the City’s Parks Department does work with outside departments and agencies on joint efforts and will continue to pursue such opportunities when they're consistent with City Council goals and direction.

Levels of Service

One of the jobs of a parks and open space plan is to set the City’s Level of Service for their park system and provide recommendations for maintaining or adjusting that Level of Service. This section will discuss a new approach to that important measure.

“Level of Service”, or LOS, is a measure meant to describe to a community how much of a particular service residents are getting for their tax dollars. For example, the LOS for emergency services usually tells people how long they can typically expect to wait for emergency responses to their calls to 911, or how long they will usually wait to get through a given intersection during rush hour. LOS is also used to establish goals for that good or service, according to the overall priorities and resources of the community.

Establishing a Level of Service for a park system can be a bit trickier.

It's been widely shown that parks and recreation facilities provide immense value to a community. Organizations like the American Planning Association, the Trust for Public Land and the Urban Institute tell us that neighborhoods with well-used and well-maintained parks tend to have higher values and lower crime rates than comparable neighborhoods without parks. The Centers for Disease Control and the National Center for Biotechnology have produced research demonstrating that parks have positive impacts on physical and mental health. Again and again, surveys show that people consider local parks an important public amenity.

But, how many parks are enough? Communities all over the country have struggled and continue to struggle to answer that question.

New Level of Service Measure

The new Level of Service measurement for the Kent parks system was created by looking at the Current Recreational Value of the existing Kent parks inventory, the condition of assets and parks as a whole and the Potential Recreational Value of current and yet-to-be-developed parks.

The comparison of Current Recreational Value to Potential Recreational Value provides an indication of the degree to which current parks are performing to their potential. Looking at the Potential Recreational Value of undeveloped properties shows how much developing these properties will add to the City's park system's Level of Service. Dividing the Current Recreational Value per 1000 residents provides a current Level of Service measure for Kent's park system. Looking at the Potential Recreational Value per 1000 residents illustrates the potential LOS that Kent's park system has.

Kent's Level Of Service Under The New Approach

Below is a table comparing the old and new methods of measuring Level of Service for 1993, 2003, 2015, and estimated for 2035 (based on growth estimates used for the Comprehensive Plan).

Table P.2
Kent's Population

		1993	2003	2015	2035
Kent's Population	-	41,000	84,275	122,900	138,156
Acreage Per 1000 Residents	Old LOS	20.72	15.98	8.91	7.93
Recreational Amenities Per 1000 Residents	-	???	2.44*	2.11	???
Recreational Value Per 1000 Residents	New LOS	???	???	1.62	???

*Estimate based on 2002 Park Map

Currently, the Level of Service for Kent's park system is 1.62 per the new LOS approach. This is the new baseline measurement for future parks plans to compare against. Whether the LOS goes up or down will be determined by the level of investment in the park system.

The table shows that using the old acres-per-thousand-residents approach, system LOS has been steadily dropping since 1993. In order to achieve the same LOS in 2015 that Kent enjoyed in 1993, the City would need to acquire hundreds of acres of new park land. Given current fiscal realities, that's not a realistic goal.

Level Of Service By City Region

Assessing the citywide Level of Service is critical for planning; but, for a city the size of Kent, it is also useful to measure LOS by city region. The 2016 P&OS plan breaks Kent into five geographic regions: Downtown, Green River, West Hill, East Hill North and East Hill South. Below is a table that summarizes LOS in each city region.

Table P.3
LOS Per Region

REGION	POPULATION	CURRENT AMENITIES	CURRENT RECREATIONAL VALUE (RV)	POTENTIAL RECREATIONAL VALUE	LEVEL OF SERVICE (RV PER 1000 PEOPLE)	POTENTIAL LEVEL OF SERVICE
Downtown	3,662.00	49.75	37.65	125.50	10.28	34.27
Green River	16,041.00	66.75	49.40	166.00	3.08	10.35
East Hill South	43,786.00	89.25	70.70	192.25	1.61	4.39
West Hill	16,125.00	29.25	21.75	83.25	1.35	5.16
East Hill North	42,162.50	24.50	19.63	98.00	0.47	2.32
Total in 2016*	122,900.00	259.50	199.13	665.00	1.62	5.41
Estimated 2035**	138,156.00	-	-	-	1.44	4.81

* Regional counts do not add up to total city population because they were obtained from different sources.

**Assumes no change to recreational value of the system.

The new performance-based Level of Service will allow parks staff to track how much Recreational Value Kent’s Park System is providing. Performance-based LOS is a tool that has the potential to link what is in our parks, the level at which they are funded, where capital investments are made, how maintenance hours are expended and acquisition and surplus priorities. These are exciting possibilities from a park planning perspective, but at the same time this is a new system that will be beta tested over the life of the 2016 P&OS Plan. Changes are likely as staff learns how to use this new planning tool.

Goals and Policies

The following goals and policies lay out priorities related to the continuing development and stewardship of the City’s park and open space system over the coming years.

Overall Goal

Encourage and provide local public opportunities for physical activity, connecting to nature, community engagement and life-enrichment through the strategic development and thoughtful stewardship of park land and recreational facilities, professional programming, preservation of natural areas, and the optimum utilization of available community resources.

I. Park & Recreation Facilities Goals and Policies

Maintain and steward a high-quality park and recreation system designed to appeal to a diverse range of abilities, ages and interests.

Goal P&OS-1

Promote the provision of quality recreational opportunities throughout the City.

Policy P&OS-1.1: Work with other departments to encourage new single-family and multifamily residential, and commercial developments, to provide recreation elements.

Policy P&OS-1.2: When acquiring, planning, developing or redeveloping park properties, recognize that the different areas of the City have different recreational needs (e.g., the parks needs for the downtown area are different from those on, say, East Hill) and establish a protocol for incorporating consideration of those different needs into the various decision-making processes.

Policy P&OS-1.3: Where appropriate, initiate with other private and public interests joint development ventures that meet recreational needs and achieve City of Kent strategic goals.

Goal P&OS-2

Develop, maintain and operate a high-quality system of indoor facilities designed to appeal to a diverse range of abilities, ages and interests.

Policy P&OS-2.1: Manage existing multiple-use indoor community centers that provide indoor recreational and gathering opportunities for a wide range of ages, abilities and interests on a year-round basis.

Policy P&OS-2.2: Continue to seek strategic partnerships with other public and private agencies to provide indoor recreational opportunities, particularly in underserved areas of the City.

Goal P&OS-3

Where appropriate, possibly in conjunction with other public or private organizations, develop and operate specialized park and recreational enterprises that meet the interest of populations who are able and willing to finance, maintain or operate them.

Policy P&OS-3.1: Where appropriate and economically feasible (i.e., self-supporting), develop and operate specialized and special interest recreational facilities like golf, ice skating, disc golf, mountain biking and off-leash parks.

Goal P&OS-4

Further develop the performance-based approach to stewarding park and recreation facilities that is introduced in the 2016 Park & Open Space Plan.

Policy P&OS-4.1: Prior to acquiring, surplus and/or developing a potential park or recreational facility, carefully evaluate its potential contribution to the system, and only proceed if the potential action is considered to be complementary to the system and can contribute to the system's overall performance.

Policy P&OS-4.2: Prior to renovating a park asset or redeveloping a park, carefully evaluate its current and potential contribution to the system, and only proceed if the potential investment is considered to be complementary to the system and can contribute to the system's overall performance.

Policy P&OS-4.3: Periodically evaluate the entire system in terms of each park's and facility's performance. Consider recommending the repurposing of any asset or property whose current and potential recreational value is not expected to contribute to the system's overall performance.

Goal P&OS-5

Despite having multiple water bodies in its jurisdiction, the City has limited public water access. Work with other public and private entities to preserve and increase waterfront access and facilities.

Policy P&OS-5.1: Work with other public and private agencies to acquire, develop and preserve additional shoreline access for waterfront fishing, wading, swimming, scenic viewing and other related recreational activities and pursuits, especially on the Green River, Lake Fenwick, Clark Lake, Lake Meridian and Panther Lake.

Policy P&OS-5.2: For any public or private waterfront projects, work with the property owner or project representative to find ways to include public access, including access to scenic views of the water.

II. Open Space Goals and Policies

The City of Kent contains significant public open spaces and greenways. Through careful and thoughtful stewardship of these properties, the City can improve urban habitat and pedestrian connectivity and increase the public's appreciation and understanding of the importance of these spaces in the urban setting.

Goal P&OS-6

Thoughtfully and strategically acquire and manage public open space to improve wildlife habitat and other environmental benefits as well as non-motorized connectivity and other complementary recreational benefits.

Policy P&OS-6.1: Seek to improve greenway corridors within the Kent area.

Policy P&OS-6.2: Increase linkages of trails and other existing or planned connections with greenways and open space, particularly along the Green River, Mill Creek, Garrison Creek and Soos Creek corridors; around Lake Fenwick, Clark Lake, Lake Meridian, Panther Lake and Lake Youngs; and around significant wetland and floodways such as the Green River Natural Resource Area.

Goal P&OS-7

Continue to develop an urban forestry management program that balances environmental benefits with recreation and public safety priorities.

Policy P&OS-7.1: Connect people to nature and improve the quality of life in Kent by restoring and enhancing the urban ecosystem.

Policy P&OS-7.2: Galvanize the community around urban ecosystem restoration and stewardship through a volunteer restoration program.

III. Trail and Corridor System Goals and Policies

Develop a high-quality system of multipurpose park trails and corridors that create important linkages or provide access to desirable destinations, including significant environmental features, public facilities, developed neighborhoods, employment centers and commercial areas.

Goal P&OS-8

Continue to work with other departments and agencies to develop and improve a comprehensive system of multipurpose off-road and on-road trails that link park and recreational resources with residential areas, public facilities, commercial and employment centers both within Kent and within the region.

Policy P&OS-8.1: Seek opportunities to develop trail “missing links” along existing routes, including the Puget Power rights-of-way, Soos Creek Trail, Mill Creek Trail, Lake Fenwick Trail, Green River Trail, Frager Road and the Interurban Trail.

Policy P&OS-8.2: Work with other city departments to create a comprehensive system of on-road trails to improve connectivity for the bicycle commuter, recreational and touring enthusiasts using scenic, collector and local road rights-of-way and alignments. Special emphasis should be placed on increasing east-west connectivity.

Policy P&OS-8.3: Work with neighboring cities, King County and other appropriate jurisdictions to connect Kent trails to other community and regional trail facilities like the Green River, Interurban, Frager Road and Soos Creek Trails.

Policy P&OS-8.4: Extend trails through natural area corridors like the Green River, Mill Creek, Garrison Creek and Soos Creek, and around natural features like Lake Fenwick, Clark Lake, Lake Meridian and Panther Lake in order to provide a high-quality, diverse public access to Kent’s environmental resources.

Goal P&OS-9

Furnish trail corridors, trailheads and other supporting sites with amenities to improve comfort, safety and overall user experience.

Policy P&OS-9.1: Improve accessibility to trails by siting trailheads and appropriate improvements in high-visibility locations.

Policy P&OS-9.2: Design and develop trail improvements that are easy to maintain and easy to access by maintenance, security and other appropriate personnel, equipment and vehicles.

IV. Historic and Cultural Resources Goals and Policies

Through sensitive design, preservation and interpretation, the park system can help educate the public regarding Kent's rich cultural and historical legacy.

Goal P&OS-10

Preserve, enhance and incorporate historic and cultural resources and multi-cultural interests into the park and recreational system.

Policy P&OS-10.1: Identify and incorporate significant historic and cultural resource lands, sites, artifacts and facilities into the park system when feasible.

Policy P&OS-10.2: Work with the Kent Historical Society and other cultural resource groups to incorporate community activities and interpretation of historic homes and sites into the park and recreation system.

V. Cultural Arts Programs and Resources Goals and Policies

Develop high-quality, diversified cultural arts facilities and programs that increase community awareness, attendance and other opportunities for participation.

Goal P&OS-11

Work with the arts community to utilize local resources and talents to increase public access to artwork and programs.

Policy P&OS-11.1: Support successful collaborations among the Arts Commission, business community, service groups, cultural organizations, schools, arts patrons and artists to utilize artistic resources and talents to the optimum degree possible.

Policy P&OS-11.2: Develop strategies that will support and assist local artists and art organizations. Where appropriate, develop and support policies and programs that encourage or provide incentives to attract and retain artists and artwork within the Kent community.

**Goal P&OS-12**

Acquire and display public artwork to furnish public facilities and other areas and thereby increase public access and appreciation.

Policy P&OS-12.1: Acquire public artwork including paintings, sculptures, exhibits and other media for indoor and outdoor display in order to expand access by residents and to furnish public places in an appropriate manner.

Policy P&OS-12.2: Develop strategies that will support capital and operations funding for public artwork within parks and facilities.

VI. Facility Design Goals and Policies

Design and develop facilities that are welcoming to Kent's diverse community, are attractive, safe and easy to maintain, with life-cycle features that account for long-term costs and benefits.

Goal P&OS-13

Design park and recreational indoor and outdoor facilities to be accessible to a wide range of physical capabilities, skill levels, age groups, income levels and activity interests.

Policy P&OS-13.1: Look for opportunities to incorporate the principles of inclusive design in any new construction.

Policy P&OS-13.2: When designing new recreational facilities, reach out to the public to learn their priorities, needs and desires for the improvements, and use public input to inform the design.

Goal P&OS-14

Design and develop park and recreational facilities to be of low-maintenance materials.

Policy P&OS-14.1: Design and develop facilities that are of low-maintenance and high-quality materials to reduce overall facility maintenance and operation requirements and costs.

Policy P&OS-14.2: Incorporate maintenance considerations early in the process in all designs for parks and recreational facilities.

Goal P&OS-15

Design for a safe and welcoming park environment.

Policy P&OS-15.1: Using the Crime Prevention through Environmental Design (CPTED) and other design and development standards and practices, seek opportunities to improve park safety and security features for users, department personnel and the public at large.

VII. Fiscal Coordination Goals and Policies

Adhere to cost-effective, sustainable and efficient methods of acquiring, developing, renovating, operating and maintaining facilities and programs that provide high quality and relevant recreational benefits to the public. Provide options for long-term financial sustainability to help ensure an enduring, vibrant and viable park and recreation system.

Goal P&OS-16

Investigate proven and practical methods of financing park and recreational requirements, including joint ventures with other public agencies and private organizations and private donations.

Policy P&OS-16.1: Investigate various public financing options that may contribute to a long-term, sustainable approach to finance a vibrant, relevant, safe and attractive park and recreation system.

Policy P&OS-16.2: Where feasible and desirable, consider joint ventures with King County, Kent, Highline and Federal Way School Districts, regional, state, federal and other public agencies and private organizations to acquire, develop and manage regional facilities (i.e., swimming pool, off-leash park, etc.).

Policy P&OS-16.3: Maintain and work with foundations and non-profits to investigate grants and solicit donations to provide secondary support for facility development, acquisition, maintenance, programs, services and operating needs.

Related Information:

City of Kent 2016 Park & Open Space Plan



CHAPTER SIX

UTILITIES ELEMENT

What you will find in this chapter:

- A description of the utility systems and providers in the City of Kent;
- Goals and policies for providing utility services to Kent's residents; and
- Strategies for implementing the City's policies and working with private utility providers.

Purpose Statement:

Provide utility services and facilities to support the envisioned urban growth pattern.

Purpose

Utility facilities and services that are addressed in this Element include electricity, natural gas, domestic water, storm, sewer, solid waste and telecommunications. Availability of these facilities and services affects the health, safety and general welfare of the Kent community, as well as whether, how and when growth occurs.

Both City- and non-City-owned utilities operating within Kent are described in this Element, and relevant comprehensive utility plans are adopted by reference. These comprehensive utility plans provide additional details on the availability of services to meet the growth strategy, forecasts and targets adopted under the Puget Sound Regional Council's Vision 2040 and the King County Countywide Planning Policies.

Issues

Coordination of Service Providers

The City-managed utilities must coordinate with providers of utility services outside of the City service areas. Neighboring water and sewer districts may include service areas within the city limits of Kent. These districts have completed concurrency analyses on their systems and provide for planned growth through infrastructure upgrades that are funded through service rates.

Concurrency and Implications for Growth

Utility projects and other capital facilities must be in place to accommodate growth.

Keeping the Telecommunications System Current

Telecommunication systems and services change rapidly. The City needs to keep pace with the technical and electronic expectations of public service users.

System Sustainability, Rehabilitation, Replacement and Retrofit

To maintain sustainable utilities, it is necessary to plan and implement maintenance and replacement of utility infrastructure. Utility system improvements are designed to meet federal, state and local requirements.

Regional Coordination for Landfill

The City participates in a regional effort to divert waste from the landfill, with an intent to keep the Cedar Hills operational to 2030.

Environmental Sustainability

Utility planning and operations require environmental protection efforts to preserve the quality of the natural environment including preservation and enhancement of fish habitat.

Climate Change

As additional scientific information is identified regarding climate change, the City will evaluate the potential impacts to its existing utilities. Kent's primary sources of municipal water supply are not snow pack dependent. Utilities will follow Greenhouse Gas Reduction policies adopted by the City.

Funding

Public utilities are funded by the rate payers. When applicable, the City will apply for grants to help offset the cost of large capital projects.

KENT UTILITY PROVIDERS

Water

City of Kent
 City of Auburn
 City of Renton
 Highline Water District
 King County Water District No. 111
 Lakehaven Utility District
 Soos Creek Water & Sewer District

Sewer

City of Kent
 City of Auburn
 City of Tukwila
 Lakehaven Utility District
 Midway Sewer District
 Soos Creek Water & Sewer District

Surface Water

City of Kent

Electricity

Puget Sound Energy

Natural Gas

Puget Sound Energy

Telecommunications

AT&T Broadband

CenturyLink

Comcast

System Descriptions

Water

The service area of the City of Kent Water Utility encompasses 24 square miles and serves most of the incorporated City, as well as small areas of unincorporated King County and the City of Auburn. Adjacent franchise areas of neighboring water purveyors serve the remainder of Kent and the PAA.

Current and near future peak day demands for water are met through Kent Springs, Clark Springs and supplemental well facilities. To meet long-term demands, the City executed a partnership agreement for an additional water source. Although existing water supply can meet the needs of projected growth to 2030 as outlined in the Comprehensive Water System Plan adopted by the City Council in 2011, additional storage reservoirs will be needed to deliver this water to customers. A Comprehensive Water System Plan update is required by the Washington State Department of Health (DOH) every six years. The Plan is adopted by reference as part of the Comprehensive Plan.

Proposed water system 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 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.

Water supply service areas and facilities serving Kent's Planning Area are illustrated in *Figure U-1*.

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.

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 population forecast 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 Sewerage Plan, which is adopted by reference as part of the Comprehensive 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. King County is providing additional wastewater capacity to serve a growing population in the Puget Sound area through its Brightwater Treatment Plant and is also expanding the South Treatment Plant to handle additional flow from south and east King County. The City of Kent does not incur any direct capacity-related capital facilities requirements or costs for sanitary sewer treatment.

Service connections and interlocal agreements ensuring continuous service exist between the City of Kent and adjacent sewer utilities providing service to Kent homes and businesses. *Figure U-2* illustrates the locations of the sanitary sewer service areas and facilities.

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. The two main tributaries that convey stormwater from Kent to the Green River are Big Soos Creek on the East Hill and Springbrook Creek in the valley. Mill Creek and Garrison Creek flow into Springbrook Creek in the northern area of the valley in Kent. A smaller portion of the City, generally located west of I-5, flows either to Bingamon, Massey or McSorley Creeks, which drain directly to Puget Sound. These watersheds are shown in *Figure U-3*. The City's Clark Springs water supply properties are located in the Rock Creek watershed, which flows into the Cedar River and then on to Lake Washington.

The stormwater system is comprised of a nearly 325-mile network of ditches, pipes and stormwater quantity and quality control facilities that connect individual parcels with the City's surface water systems. The City also owns, operates and

maintains several regional quantity and quality control facilities. The City has established a replacement program to repair or replace segments of the pipes each year. Segments also may be targeted for improvements before the end of the service life, usually due to inadequate capacity after increases in development. An analysis of the existing storm drainage pipes within the City indicated approximately 41 percent have failed to meet the minimum requirements for passing a 25-year storm event. These systems are noted within the 2009 Drainage Master Plan (DMP).

The DMP included an evaluation of watersheds and drainage basins, analysis of open channel components (receiving water) for insufficient capacity and a determination and prioritization of projects needed to reduce flood risks, improve water quality, enhance fish passage and instream/riparian habitats and efficiently serve planned growth in a cost-effective way. 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.

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. 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.

As a result of the 1999 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).

The City is also an active participant in the Technical and Advisory Committees for the King County Flood Control District, which constructs, operates and maintains the levees along the Green River and other areas of King County.

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.

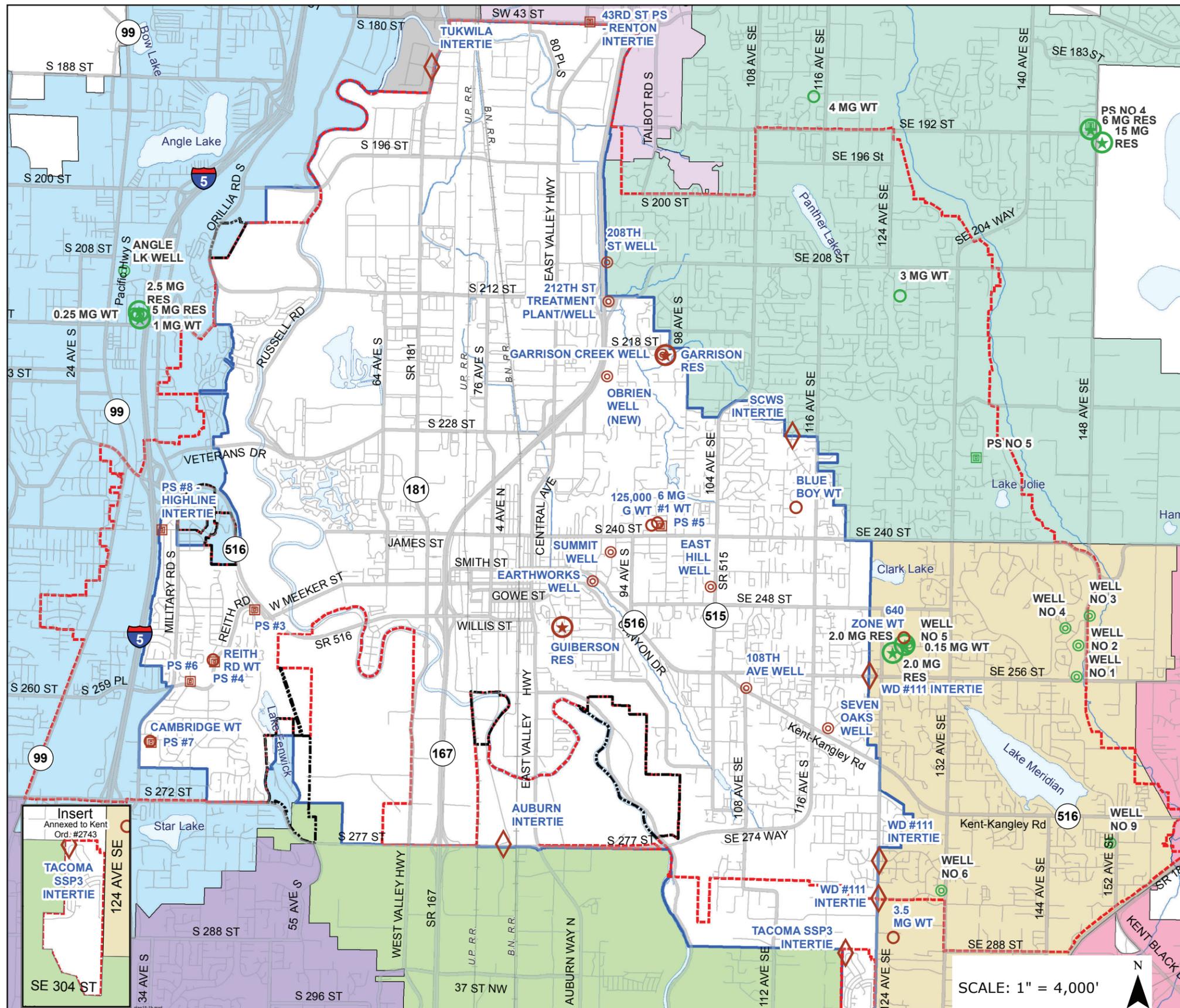
Kent has implemented mandatory garbage collection to curb illegal dumping, litter and accumulation of trash/garbage on private property.

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."

FIGURE U-1
WATER SUPPLY SERVICE
AREAS AND FACILITIES



LEGEND

- POTENTIAL ANNEXATION AREA
- CITY LIMITS
- KENT WATER FRANCHISE

KENT FACILITIES

- WELL
- ★ RESERVOIR
- WATER TANK
- PUMP STATION
- ◇ INTERTIE

OTHER AGENCY FACILITIES

- WELL
- ★ RESERVOIR
- WATER TANK
- PUMP STATION

WATER DISTRICTS

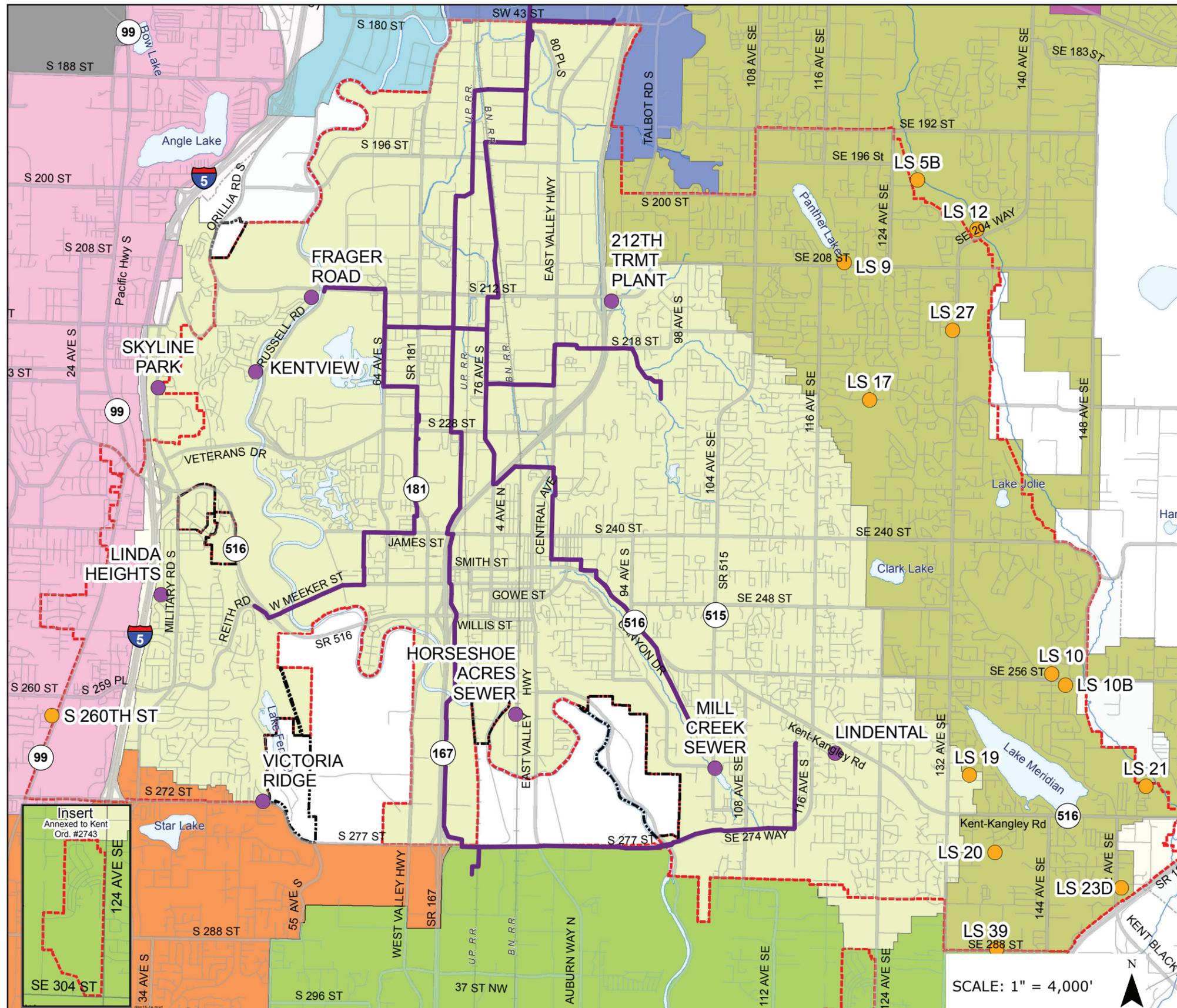
- AUBURN WATER DISTRICT
- COVINGTON WATER DISTRICT
- HIGHLINE WATER DISTRICT
- LAKEHAVEN WATER DISTRICT
- RENTON WATER DISTRICT
- SOOS CREEK WATER DISTRICT
- TUKWILA WATER DISTRICT
- DISTRICT #111

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SCALE: 1" = 4,000'



FIGURE U-2
SEWER SERVICE AREAS AND FACILITIES



LEGEND

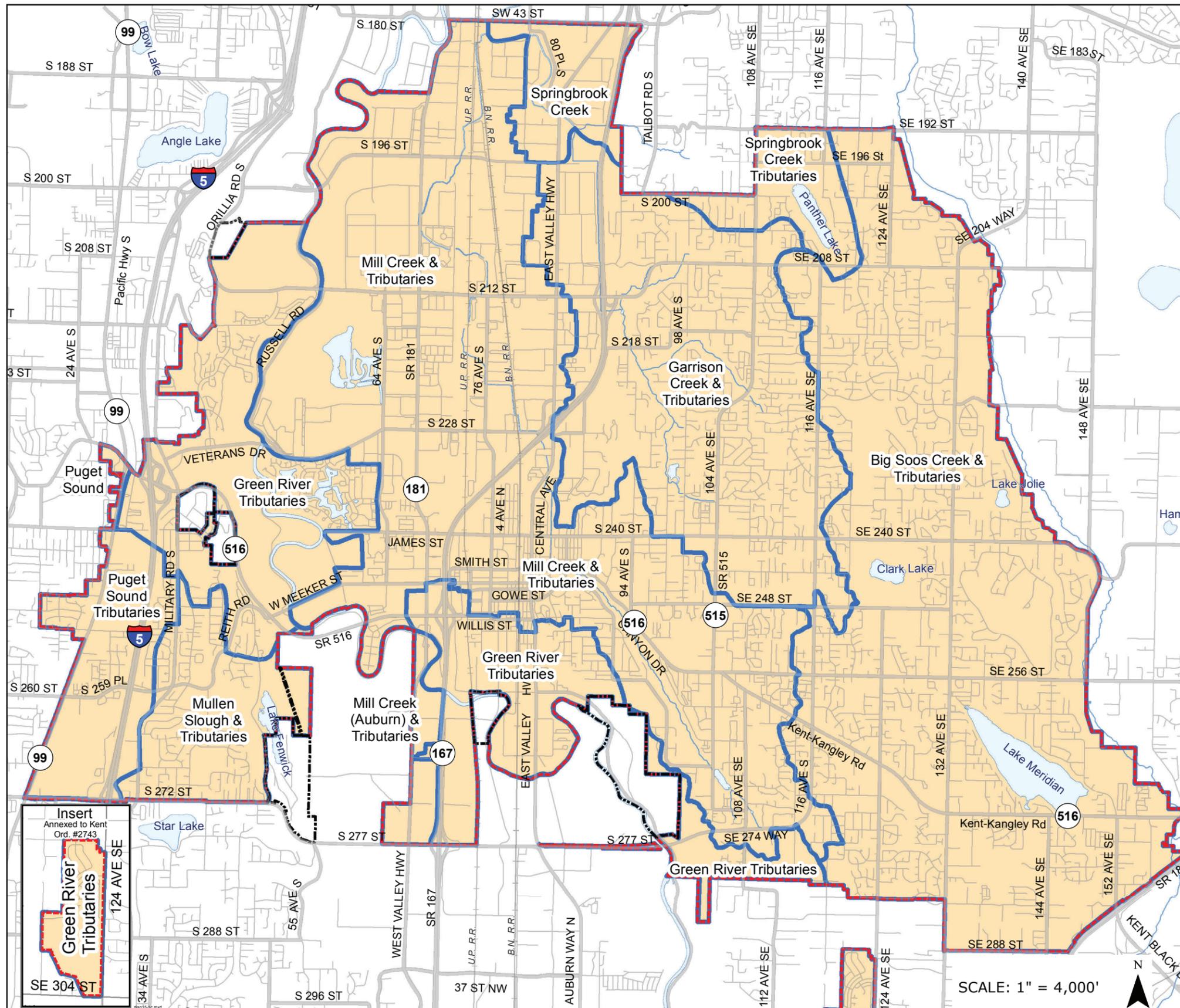
- KENT PUMP STATION
- OTHER AGENCY PUMP STATION
- METRO COLLECTOR
- POTENTIAL ANNEXATION AREA
- CITY LIMITS
- AUBURN SEWER
- CEDAR RIVER SEWER
- CEDAR RIVER WSD
- LAKEHAVEN UTILITY DISTRICT
- MIDWAY SEWER DISTRICT
- RENTON SEWER & WATER
- SEWER DISTRICT #23
- SOOS CREEK SEWER & WATER
- TUKWILA SEWER DISTRICT
- CITY OF KENT SEWER SERVICE AREA

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FIGURE U-3
STORM DRAINAGE
SERVICE AREA

LEGEND

-  POTENTIAL ANNEXATION AREA
-  CITY LIMITS
-  WATERSHED BOUNDARY
-  SERVICE AREA



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Electricity

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). Electricity is produced elsewhere and transported to switching stations in Kent and Renton through high-voltage transmission lines, then 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. Also within the City are several 115kV transmission lines and a number of neighborhood distribution substations.

PSE also has its own hydro, thermal, wind and solar power-generating facilities. Additionally, there are 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.

PSE's 2013 Integrated Resource Plan forecasted that PSE would have to acquire approximately 4,900 megawatts of new power-supply capacity by 2033. Roughly half of the need can be met by energy efficiency and the renewal of transmission contracts. The rest is likely to be met most economically with added natural gas-fired resources.

Some new transmission lines and substations will need to be constructed, as well as existing ones rebuilt or maintained. 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. It is estimated that PSE currently serves over 26,800 gas customers within the City of Kent.

Natural gas is transported through interstate pipelines to Puget Sound Energy's gate stations. From the gate stations, the natural gas is transported through supply mains and district regulators to distribution mains which feed individual residential service lines.

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:

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

Telecommunications

As telecommunications technologies have evolved, convergence of these technologies has occurred, resulting in multiple communication services migrating into consolidated networks.

Telecommunications in Kent include both wired and wireless telephone services, cable and satellite television and high-speed broadband technology. Through partnerships with franchised telecommunications companies, internal public works projects 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 has joined a connectivity consortium of cities and other public partners that would construct and maintain a regional fiber-optic telecommunications system. This fiber-optic system would provide redundancies, enhance communications networks and emergency operations.

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 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 both underground and overhead using utility poles leased from power and telephone companies. Comcast has provided the City of Kent with the capability to broadcast live from City Hall on the Government Access Channel (i.e., Kent TV21).

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

Many companies offer telecommunications services including integrated voice and data, and voice over internet telephony (VoIP) technology. CenturyLink, 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.

With expansion of telecommunications infrastructure, new technologies and competition, telecommunications utilities are expected to meet voice, video and broadband demands during the planning period.

Goals and Policies

Water and Sewer

Goal U-1

Ensure that public utilities services throughout the City and other areas receiving such services are adequate to accommodate anticipated growth without significantly degrading the levels-of-service for existing customers.

Policy U-1.1: Coordinate the planning and provision of public utilities services and facilities with other agencies providing such services to Kent homes and businesses.

Policy U-1.2: Consider existing demand units in assessing levels-of-service for future provision of services and facilities.

Goal U-2

Provide water to the City's existing customers and for future development consistent with the short and long range goals of the City.

Policy U-2.1: Identify capital improvement projects needed to meet the potable water supply and fire protection needs of current customers and the forecast for future demand within the areas served by the City of Kent Water System.

Policy U-2.2: Ensure system capacity (i.e. sources, pump stations transmission mains, etc.) is sufficient to meet current and projected peak day demand and fire flow conditions.

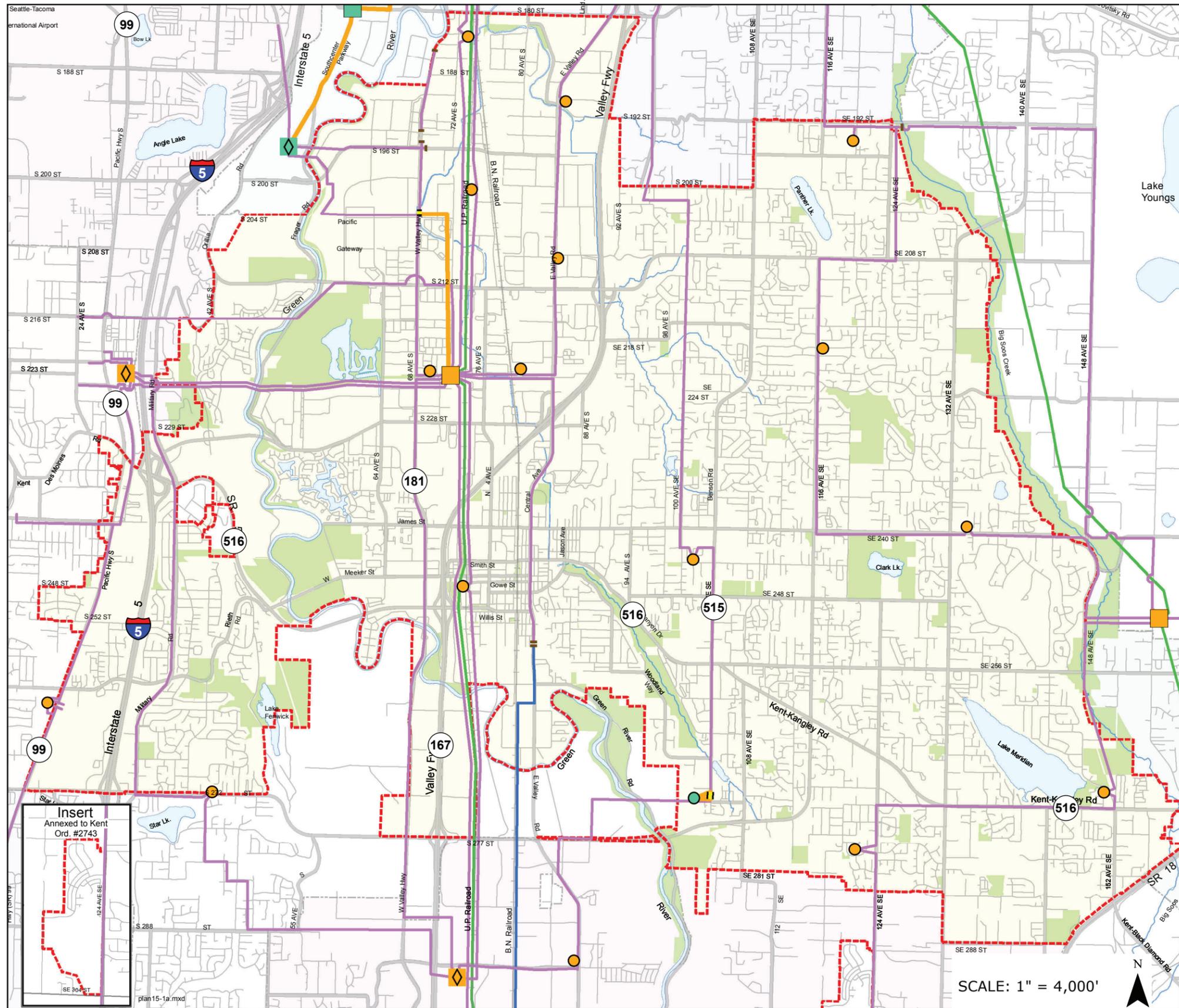


FIGURE U-4
EXISTED AND PROPOSED
PSE ELECTRIC FACILITIES

LEGEND

- CITY LIMITS
- EXISTING**
- DISTRIBUTION SUB
- TRAN SUB
- ◆ TRAN SWITCH STATION
- 115kV
- 230kV
- 55kV
- END
- PROPOSED**
- DISTRIBUTION SUB
- SUBSTATION
- ◆ TRAN SWITCH STATION
- 115kV PSE
- REMOVE TRANSMISSION

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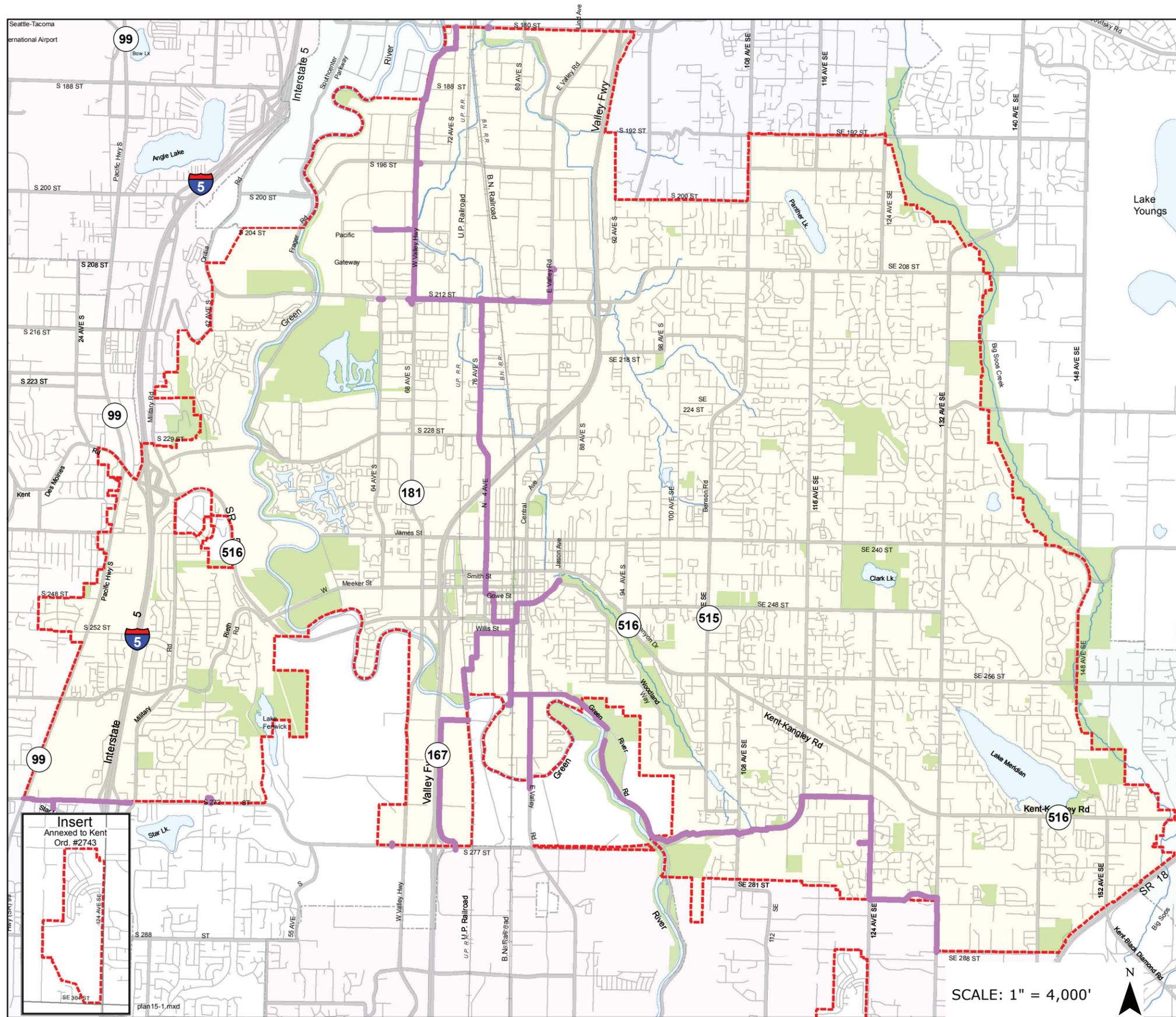


FIGURE U-5
EXISTING PSE
GAS FACILITIES

LEGEND

- HIGH PRESSURE
- CITY LIMITS

SCALE: 1" = 4,000'



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Goal U-3

Protect public health and safety by providing an adequate supply of water to the City's customers.

Policy U-3.1: Maintain a stringent water quality monitoring and cross-connection control program consistent with current federal and state drinking water regulations.

Policy U-3.2: Ensure staff is continuously available to respond to water system issues and emergencies.

Goal U-4

The City of Kent recognizes a clean water supply as a critical and finite resource and will secure the health and safety of the customers through protection of existing and future groundwater resources from contamination.

Policy U-4.1: Track and provide comments on land use applications within wellhead protection areas. Follow up on all of those identified as creating potential risk to the water supply until protections are in place or are determined to not affect the water system.

Policy U-4.2: Identify land uses within the Wellhead Protection Area that are identified as potential contaminant sources in the Wellhead Protection Program. Provide comments to applicable regulatory agencies related to the protection and sustainability of the City's groundwater resources.

Policy U-4.3: Educate residents, businesses and the owners of identified potential contaminant sources in wellhead protection areas about aquifer protection.

Policy U-4.4: Encourage the use of Best Management Practices in land management activities to reduce the use of pesticides and fertilizers.

Policy U-4.5: Promote the use of native landscaping to reduce the need for pesticide and fertilizer application.

Goal U-5

Maintain the economic vitality of the City by ensuring ample water supply is available to meet existing and future customer needs, and future development as projected to meet the short and long range goals of the City.

Goal U-6

Meet Water Use Efficiency Goals and implement additional water conservation measures to ensure the efficient use of water resources.

Policy U-6.1: Implement, evaluate and monitor measures to meet the City's adopted Water Use Efficiency Goals.

Policy U-6.2: Develop and implement on-going educational activities regarding water conservation as identified in the Water System Plan. This includes but is not limited to the annual Water Festival, speaking at public forums and classrooms, booths at fairs and theme shows, utility billing inserts, natural yard care programs and utilizing the City's website.

Policy U-6.3: Provide rebates for low water use toilets and washing machines as they apply to the Water Use Efficiency Goals.

Policy U-6.4: Promote the use of native and drought resistant plants in landscaping in public and private projects to reduce the need for irrigation.

Policy U-6.5: Include consumptive water use data on customer bills to encourage water conservation.

Policy U-6.6: Develop and implement a water rate structure that promotes the efficient use of water.

Surface Water Management

Goal U-7

Foster recognition of the significant role played by natural features and systems in the appropriate siting, design and provision of public utility services.

Policy U-7.1: Educate City staff, developers and other citizens on the interaction between natural features and systems, such as wetlands, streams and geologically hazardous areas, and the provision of public utility services.

Goal U-8

Coordinate with individuals and organizations to create a long-term, sustainable strategy for local and regional natural resource protection.

Policy U-8.1: Continue to participate in regional and Water Resource Inventory Area planning efforts to support the conservation of listed species.

Policy U-8.2: Continue to participate in local and county-wide flood control efforts to support the improvement, repair and maintenance of flood control facilities.

Goal U-9

Support environmental quality in capital improvement programs, implementation programs and public facility designs to ensure that local land use management and public service provision is consistent with the City's overall natural resource goals.

Policy U-9.1: Continue a periodic storm drainage/environmental inspection program to ensure constant maintenance and upkeep of storm systems and ongoing protection of general environmental processes and compliance with local, state and federal regulation.

Policy U-9.2: Work cooperatively with tribal, federal, state and local jurisdictions, as well as major stakeholders, to conserve and work towards recovery of ESA-listed threatened and endangered species.

Policy U-9.3: Promote LEED-certified construction and use of recycled or recyclable materials in public utility provision, public facilities and capital improvements.

Goal U-10

Protect and enhance natural resources for multiple benefits, including recreation, fish and wildlife resources and habitat, flood protection, water supply and open space.

Policy U-10.1: Maintain the quantity and quality of wetlands and other natural resources.

Policy U-10.2: Maintain rivers and streams in their natural state. Rehabilitate degraded channels and banks via public programs and in conjunction with proposed new development.

Policy U-10.3: On a regular basis, evaluate the adequacy of the existing public facilities' operating plans, regulations and maintenance practices in relation to goals for water resource and fisheries and wildlife resource protection. When necessary, modify these plans, regulations and practices to achieve resource protection goals.

Policy U-10.4: Protect the habitat of native and migratory wildlife by encouraging open space conservation of beneficial habitat through public capital improvement projects.

Goal U-11

Implement and maintain a stormwater management program that assures compliance with the requirements of the Western Washington Phase II Municipal Stormwater Permit which is part of the National Pollutant Discharge Elimination Program administered by the Washington State Department of Ecology.

Policy U-11.1: Use all known, available and reasonable methods of prevention, control and treatment to prevent and control pollution of waters of the State of Washington.

Policy U-11.2: Implement an education program aimed at residents, businesses, industries, elected officials, policy makers, planning staff and other employees of the City. The goal of the education program is to reduce or eliminate behaviors and practices that cause or contribute to adverse stormwater impacts.

Policy U-11.3: Provide ongoing opportunities for public involvement through advisory councils, watershed committees, participation in developing rate-structures, stewardship programs, environmental activities or other similar activities.

Policy U-11.4: Develop and implement an operations and maintenance program that includes a training component and has the ultimate goal of preventing or reducing pollutant runoff from municipal operations.

Policy U-11.5: Develop a comprehensive long-term stormwater monitoring program. The monitoring program will include two components: stormwater monitoring and targeted Stormwater Management Program effectiveness monitoring.

Goal U-12

Encourage environmental sensitivity and low-impact development principles in the design and construction of all projects where feasible.

Policy U-12.1: Encourage participation in low-impact development and environmentally sensitive builder programs.

Policy U-12.2: Adopt development standards that minimize environmental impacts of development through an appropriate balance of regulations and incentives. Incentives could be tied to compliance with criteria applied throughout the development process.

Policy U-12.3: Set public facility projects of the City as an example by incorporating techniques of low-impact development design, construction, operation and maintenance.

Goal U-13

Promote low-impact development and limited disturbance of natural hydrological systems, so that water quantity and quality are protected throughout the development process and occupation of the site.

Policy U-13.1: Establish site design criteria so natural hydrological systems will function with minimum or no modification.

Policy U-13.2: Promote the use of rain gardens, open ditches or swales and pervious driveways and parking areas in site design to maximize infiltration of stormwater and minimize runoff into environmentally critical areas.

Policy U-13.3: Promote inclusion of passive rainwater collection systems in site and architectural design for non-potable water (gray-water) storage and use, thereby saving potable (drinking) water for ingestion.

Goal U-14

Implement and maintain a stormwater management system that reduces flood risk.

Policy U-14.1: Work with the King County Flood Control District to gain and maintain levee accreditation from the Federal Emergency Management Agency (FEMA) where appropriate.

Policy U-14.2: Ensure new development and redevelopment meets the flow control requirements of the Kent Surface Water Design Manual.

Solid Waste

Goal U-15

Reduce the solid waste stream, encouraging and increasing reuse, recycling, yard and food waste diversion.

Policy U-15.1: Continue comprehensive public education and outreach programs that promote recycling, composting, purchase and use of environmentally preferable products and other waste diversion and prevention measures.

Policy U-15.2: Support and promote product stewardship to divert waste from the Cedar Hills Landfill.

Goal U-16

Maintain a comprehensive solid waste management program that includes environmental responsibility and sustainability, competitive rates and customer service excellence for Kent's residential, multifamily and commercial customers.

Policy U-16.1: Continue to competitively bid solid waste and recycling collection services and technical assistance contracts when current contracts expire.

Policy U-16.2: Consider innovative solid waste and recycling programs to reduce carbon, methane and other greenhouse gas emissions and limit accumulation of garbage in Kent's residential neighborhoods.

Policy U-16.3: Monitor solid waste providers for adequacy of service and compliance with the service contracts.

Goal U-17

Encourage and actively participate in a uniform regional approach to solid waste management.

Policy U-17.1: Continue to participate in the Metropolitan Solid Waste Advisory Committee (MSWAC).

Policy U-17.2: Continue to support waste reduction and recycling programs in City facilities and in the City at large, to meet state and county waste reduction and recycling goals.

Electricity

Goal U-18

Promote electrical service on demand within the Kent Planning Area consistent with a utility's public service obligations.

Policy U-18.1: Underground new electrical transmission and distribution lines, and where feasible existing transmission and distribution lines.

Policy U-18.2: Cooperate with private enterprise, the City and utility providers to provide electric utility facilities sufficient to support economic development and regional service needs.

Natural Gas

Goal U-19

Promote expansion and delivery of natural gas service within the Kent Planning Area by allowing access to alternative sources of fuel.

Policy U-19.1: Coordinate land use and facility planning to allow eventual siting and construction of natural gas distribution lines within new or reconstructed rights-of-way.

Policy U-19.2: Utilize system design practices that minimize the number and duration of interruptions to customer service.

Telecommunications

Goal U-20

Provide telecommunication infrastructure to serve growth and development in a manner consistent with Kent’s vision, as outlined in the Vision and Framework Guidance and the City Council’s Strategic Plan.

Goal U-21

Complement private sector incumbent fiber build-out initiatives to support continued connectivity build-out in under-served locations throughout Kent.

Goal U-22

Continue to participate in and provide support to public sector collaborations like the Connected Community Consortium in an effort to support the continued proliferation of last-mile fiber distribution.

Related Information:

- City of Kent 2009 Drainage Master Plan
- City of Kent 2011 Water System Plan
- City of Kent 2000 Comprehensive Sewer Plan
- City of Auburn 1983 Comprehensive Water Plan
- City of Auburn 2009 Comprehensive Sewer Plan
- City of Renton 2005 Water System Plan
- City of Renton 2004 Wastewater Management Plan
- City of Tukwila 2005 Comprehensive Sewer System Plan
- Highline Water District 2008 Comprehensive Water System Plan
- King County Water District No. 111 2007 Water Comprehensive Plan
- Lakehaven Utility District 2009 Comprehensive Wastewater System Plan
- Lakehaven Utility District 2008 Comprehensive Water System Plan
- Lakehaven Utility District 2009 Comprehensive Wastewater System Plan
- Midway Sewer District 2008 Comprehensive Sewer System Plan
- Soos Creek Water & Sewer District 2012 Water Comprehensive Plan
- Soos Creek Water & Sewer District 2012 Sewer Comprehensive Plan
- Making our Watershed Fit for a King, WRIA 9 Salmon Habitat Plan 2005
- Lake Washington/Cedar/Sammamish (WRIA 8) Chinook Salmon Conservation Plan 2005
- King County 2001 Comprehensive Solid Waste Management Plan



CHAPTER SEVEN

HUMAN SERVICES ELEMENT

What you will find in this chapter:

- Demographic, economic and social trends;
- Statement of goals and policies to provide a framework defining the City's role in contributing to the social development of the community; and
- Goals that support the provision of services to assist those in need and opportunities to encourage a healthy community.

Purpose Statement:

Invest in the delivery of human services programs which are essential to the community's growth, vitality and health.

Purpose

Kent will be a place where children, individuals and families can thrive, where neighbors care for each other and where our residents share the responsibility of ensuring a safe and healthy community for all.

A healthy city depends on the health and well-being of its residents. Human services programs are essential to the health, growth and vitality of the Kent community. Programs assist individuals and families meet their basic needs and create a pathway to self-sufficiency. By investing in the delivery of these services to Kent residents, the City of Kent is working to promote building a healthy community. Housing and Human Services invests in the community to create measurable, sustainable change and to improve the lives of its residents. Investments are focused in order to generate the greatest possible impact. They address the issues that matter most to our community and are targeted in order to deliver meaningful results.

To achieve community impact, investments are made in a variety of ways:

- **Meeting Community Basics**
Ensuring that people facing hardship have access to resources to help meet immediate or basic needs.
- **Increasing Self-Reliance**
Helping individuals break out of the cycle of poverty by improving access to services and removing barriers to employment.
- **Strengthening Children and Families**
Providing children, youth and families with community resources needed to support their positive development, including early intervention and prevention services.
- **Building a Safer Community**
Providing resources and services that reduce violence, crime and neglect in our community.
- **Improving Health and Well-Being**
Providing access to services that allow individuals to improve their mental and physical health, overall well-being and ability to live independently.
- **Improving and Integrating Systems**
Leading efforts to ensure that human services systems meet demands and expectations by increasing capacity, utilizing technology, coordinating efforts and sharing resources.

The City of Kent is one of the most diverse communities in the State of Washington. As the City continues to strive to meet the needs and expectations of an increasingly culturally and ethnically varied population, a better understanding of cultural differences and their relationship to quality service – respect, inclusiveness and sensitivity – becomes essential. Serving diverse populations is not a “one size fits all” process. Diversity includes all differences, not just those that indicate racial or ethnic distinctions. Diversity transcends racial and ethnic distinctions to include groups, their members and affiliations. The concept of diversity also refers to differences in lifestyles, beliefs, economic status, etc.

Community Context

The demographic changes that have taken place in Kent and the surrounding cities have had a broad impact on the provision of human services. It is evident that segments of Kent’s population are growing more rapidly than others. Census 2010 data and the subsequent American Community Survey data indicate that while the percentage of minorities in Seattle remained relatively flat, it skyrocketed in the suburbs south of the city limits, including Kent. The shift happened as people of color moved out of Seattle’s historically lower-income and diverse neighborhoods, joining waves of immigrants who continue to relocate and settle in South King County. While Seattle is scarcely more diverse than it was ten years ago, Kent and several other South King County cities are now communities where minorities either comprise a majority of the population or very close to it.

This trend is sometimes referred to as the suburbanization of poverty and its prevalence in South King County drew the attention of the Brookings Institution, a think tank based in Washington D.C. that conducts research and education in the social sciences. Kent and the surrounding cities are now home to a wide variety of people living in poverty. According to research conducted by Brookings, 68 percent of the poor in the three counties surrounding Seattle now live in the suburbs, particularly in South King County. The suburbanization of poverty is now a defining characteristic of the Kent community and it appears to be increasing across the nation.

As the suburbanization of poverty trend continues, Kent's population will become increasingly diverse, challenging our already overburdened service delivery systems to deliver culturally and linguistically competent services. Individuals and families will continue to need accessible transportation, health care, child and dependent care. Housing cost in part fuels this growth and, although housing in Kent is less expensive than other parts of King County, it is still not affordable for many (defined as a threshold of 30 percent of income). Kent has a large inventory of old housing, both apartments and single-family homes. This housing stock is in need of upkeep and improvements in order to maintain an appropriate level of livability. Low-income households are too often crowded in older apartments not intended for their family size, and home ownership opportunities are limited for working families.

Additional challenges related to the suburbanization of poverty include the development of health disparities. People living in poverty are more likely to have underlying contributors to conditions that adversely affect health – factors such as poor diet, tobacco use, physical inactivity, drug and alcohol use and adverse childhood experiences. The leading causes of death and disability are shaped in large part by the places where people live, learn, work and play. Therefore, to improve the health of Kent's residents, more attention must be focused on community features that affect health - such as decent housing, access to healthy food, transportation, parks, living wage jobs and social cohesion. The economy and quality of life depend on the ability of everyone to contribute. By investing in human services that are accessible to all, the City is working to remove barriers that limit the ability of some to fulfill their potential.

Regional efforts in South King County are critical for high priority issues such as housing, transportation and human services. While the migration of low-income individuals and families to South King County is well documented, the proportion of public funds has not followed. Additionally, simply moving the resources will not solve the fundamental problems associated with poverty in the region. Kent and other South King County cities do not have the necessary infrastructure to meet the needs because public policy has not kept pace with the rise of poverty in the suburbs. While there is no simple solution to this issue, it is critical that any approach to system change must be addressed at a regional level, including local partners in every part of the process.



Issues

Demographics, Economics and Special Needs

The needs of Kent residents are varied and range from the need for one-time assistance to the need for more complex, ongoing case management. It is critical to provide a continuum of human services programs that meet residents where they are, prevent them from requiring more intensive services later and guide them toward a path of self-sufficiency.

Kent's History in Human Services

Kent is recognized as a leader in South King County in the human services arena. The City has been funding nonprofit human service agencies to provide services to its residents since 1974. In 1989, the City took a major step in its funding efforts by allocating one percent of its general fund revenue to fund human services. This nearly doubled the amount of funding in the first year. In addition, the City has consistently allocated the maximum allowable of its Federal Community Development Block Grant dollars to human services.

The City of Kent Human Services Commission was established by the City Council in 1986. The Commission serves in an advisory capacity to the Mayor, City Council and Chief Administrative Officer on setting priorities, evaluating and making recommendations on funding requests, evaluating and reviewing human service agencies and responding to City actions affecting the availability and quality of human services in Kent. Commissioners take an active part in promoting community awareness and education on human services issues. In 1989 the City created the Office of Housing and Human Services (now Housing and Human Services).

In 2011 (for the 2012 budget) Human Services requested a budget adjustment of \$95,000 due to a significant decrease in the human services one percent funding allocation. The decrease occurred when a number of factors converged that had the potential to drastically reduce the City's investment in human services. As a result the Human Services Commission was charged with developing a new, more stable funding strategy. Beginning in 2013, the City shifted to a per capita rate with a Consumer Price Index (CPI) escalator. The CPI will not exceed three percent or drop below zero percent. In 2013 the rate was established at \$6.96.

City's Role in Human Services

Housing and Human Services, a division of Kent's Parks, Recreation & Community Services Department, is responsible for human services planning at both the local and regional levels, facilitating human services activities and funding through the Human Services Commission. Housing and Human Services also operates the City's Home Repair program, funded entirely by Federal Community Development Block Grant money.

City of Kent staff provides leadership in human services as a planner, facilitator, educator and funder. The City plans for human service needs by assessing the current state of the community, as well as anticipating future needs. The City facilitates and convenes community partnerships to address emerging issues. The City educates others on the resources available and the value of these services. Kent funds programs through both General Fund dollars and Federal Community Development Block Grant dollars to support and enhance existing services, as well as to address emergent needs.

Housing and Human Services invests in the community to create measurable, sustainable change and to improve the lives of its residents. Investments are focused in order to generate the greatest impacts.

Volunteers from the community who comprise the City's Human Services Commission determine the City's community investments using the following criteria:

- address the City's funding priorities;
- are of high quality and fiscally sound with a track-record of achieving measurable results;
- reflect the continuum of human service needs;
- are collaborative in nature;
- provide an opportunity to leverage other resources for the greatest impact; and
- are accessible to all residents who need to access services.

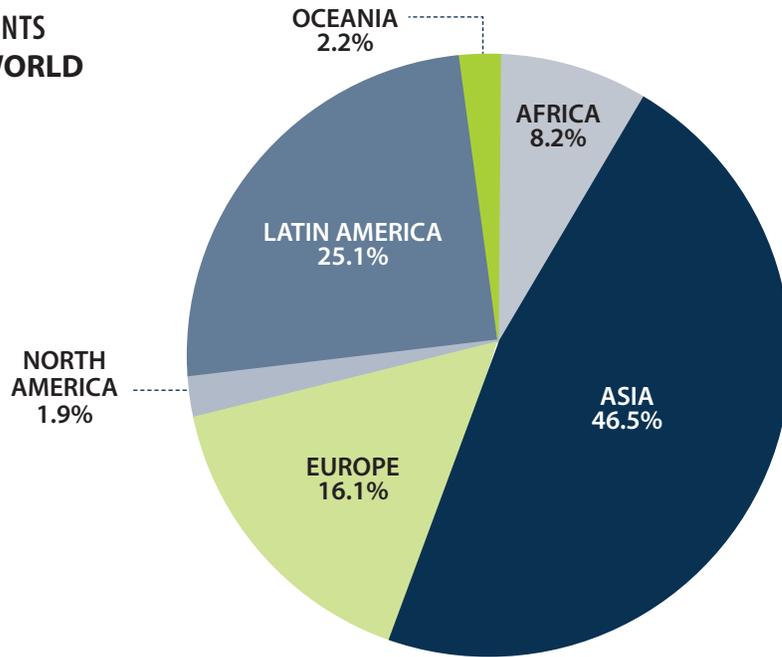
The City's investments in the community are not only monetary in nature, but are also evidenced through the dedication of staff time and resources to community initiatives that will benefit the greater Kent community. Several divisions of the Parks, Recreation, and Community Services Department are involved in providing human service programs and assistance. The department provides a variety of education, recreation, prevention and intervention services for children, youth, seniors and people with disabilities. Other divisions within the City of Kent also play important roles in the provision of human services. The City's Neighborhood Program was created to promote and sustain an environment that is responsive to resident involvement while building partnerships between the City and its residents. The Police Department coordinates a very successful Youth Board that exists to educate and raise awareness of youth issues through youth-driven activities, including having a positive influence on peers toward making healthy choices, and community based projects focused on drug and alcohol prevention.

Data

In 2010-2012 there were approximately 42,000 households in Kent. The average household size was 2.9 people.

Seventy-three percent of the people living in Kent were native residents of the United States. Twenty-seven percent of Kent’s residents were foreign born. Of the foreign-born Kent residents, 47 percent were naturalized U.S. citizens and 93 percent entered the country prior to the year 2010. Foreign-born residents of Kent come from many different parts of the world.

Figure HS-1
FOREIGN-BORN RESIDENTS
REGIONS OF THE WORLD



Source: 2010-2012 American Community Survey Data

Table HS.1
RACIAL DIVERSITY

	MORE THAN ONE RACE	OTHER	ASIAN/PACIFIC ISLANDER	NATIVE AMERICAN	BLACK	WHITE
1990	0*	1.2%	4.4%	1.4%	3.8%	89.2%
2000	5.4%	9.8%	10.2%	1%	8.2%	70.8%
2010	6.6%	8.5%	17.1%	1%	11.3%	55.5%

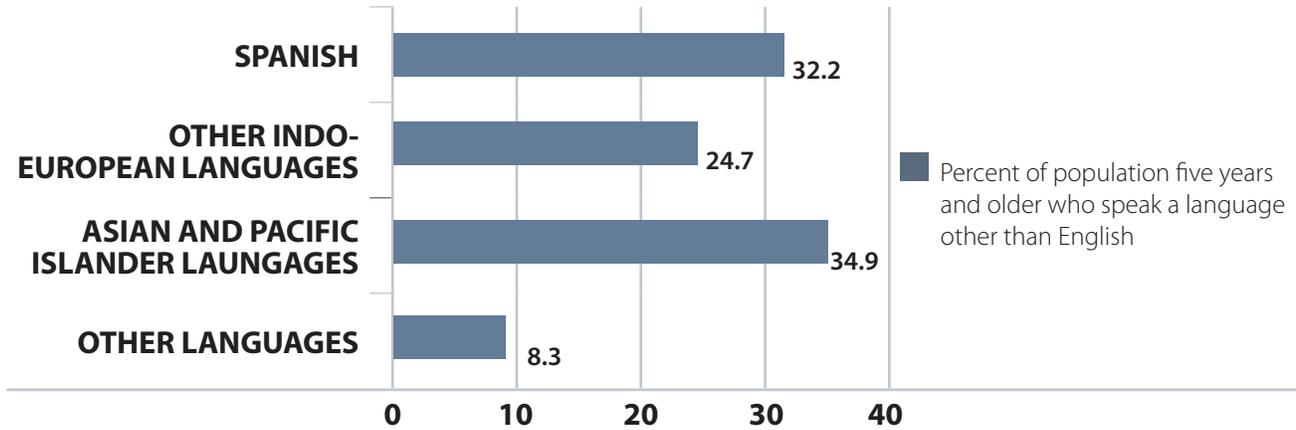
*More than one race was not an option in the 1990 Census

Source: 1990, 2000, 2010 US Census Data

Among people at least five years old living in Kent in 2010-2012, 41 percent spoke a language other than English at home. Of those speaking a language other than English at home, 32 percent spoke Spanish and 68 percent some other language. Forty-seven percent reported that they did not speak English “very well.”

Figure HS-2

POPULATION SPEAKING LANGUAGE OTHER THAN ENGLISH



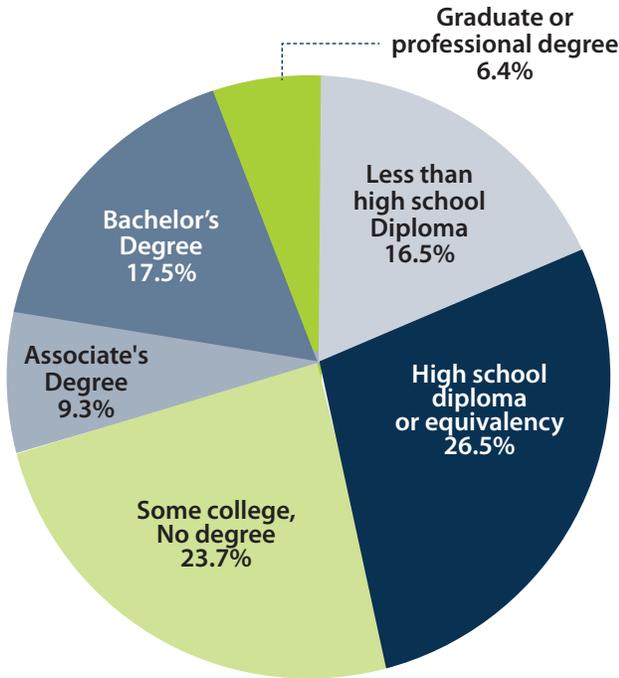
2010-2012 American Community Survey 3-Year Estimates

Education

In 2010-2012, 27 percent of people 25 years and over had a high school diploma or equivalency and 24 percent had a bachelor's degree or higher. Seventeen percent were dropouts; they were not enrolled in school and had not graduated from high school.

Figure HS-3

EDUCATIONAL ATTAINMENT OF PEOPLE IN KENT



2010-2012 American Community Survey 3-Year Estimates

Table HS.2
EDUCATIONAL ATTAINMENT

SUBJECT	TOTAL		MALE		FEMALE	
	ESTIMATE	MARGIN OF ERROR	ESTIMATE	MARGIN OF ERROR	ESTIMATE	MARGIN OF ERROR
POPULATION 18 TO 24 YEARS	12,712	+/-1,073	6,059	+/-766	6,653	+/-779
Less than high school graduate	17.4%	+/-3.9	18.2%	+/-5.4	16.8%	+/-4.9
High school graduate (includes equivalency)	27.9%	+/-4.5	33.3%	+/-7.3	23.0%	+/-5.5
Some college or Associate's degree	47.9%	+/-5.5	42.5%	+/-7.2	52.7%	+/-6.6
Bachelor's degree or higher	6.8%	+/-2.4	6.0%	+/-3.4	7.5%	+/-2.9
POPULATION 25 YEARS AND OVER	75,934	+/-1,582	36,730	+/-1,184	39,204	+/-1,191
Less than 9th grade	8.4%	+/-1.1	8.6%	+/-1.4	8.1%	+/-1.3
9th to 12th grade, no diploma	8.2%	+/-0.9	8.5%	+/-1.4	7.8%	+/-1.2
High school graduate (includes equivalency)	26.5%	+/-1.5	26.1%	+/-2.0	26.9%	+/-2.2
Some college, no degree	23.7%	+/-1.5	23.8%	+/-2.0	23.6%	+/-2.0
Associate's degree	9.3%	+/-0.9	9.2%	+/-1.3	9.4%	+/-1.2
Bachelor's degree	17.5%	+/-1.4	17.6%	+/-1.9	17.5%	+/-2.0
Graduate or professional degree	6.4%	+/-0.8	6.2%	+/-1.0	6.7%	+/-1.1
Percent high school graduate or higher	83.5%	+/-1.2	82.9%	+/-1.7	84.0%	+/-1.6
Percent bachelor's degree or higher	24.0%	+/-1.4	23.8%	+/-1.8	24.1%	+/-2.1
POPULATION 25 TO 34 YEARS	18,062	+/-1,311	8,888	+/-851	9,174	+/-876
High school graduate or higher	81.0%	+/-3.7	79.5%	+/-5.4	82.5%	+/-3.8
Bachelor's degree or higher	20.8%	+/-2.8	20.1%	+/-4.3	21.6%	+/-3.6
POPULATION 35 TO 44 YEARS	17,173	+/-1,235	8,230	+/-705	8,943	+/-802
High school graduate or higher	79.5%	+/-2.9	78.7%	+/-4.5	80.3%	+/-4.1
Bachelor's degree or higher	25.2%	+/-3.2	20.2%	+/-3.6	29.7%	+/-4.6
POPULATION 45 TO 64 YEARS	29,170	+/-1,233	14,873	+/-782	14,297	+/-775
High school graduate or higher	87.6%	+/-2.4	86.4%	+/-3.0	88.8%	+/-2.8
Bachelor's degree or higher	26.0%	+/-2.6	26.4%	+/-3.0	25.5%	+/-3.4
POPULATION 65 YEARS AND OVER	11,529	+/-590	4,739	+/-425	6,790	+/-515
High school graduate or higher	82.9%	+/-3.0	85.6%	+/-3.8	81.1%	+/-4.3
Bachelor's degree or higher	22.1%	+/-2.7	28.8%	+/-4.8	17.4%	+/-3.1

EDUCATIONAL ATTAINMENT (CONT'D)

POVERTY RATE FOR THE POPULATION 25 YEARS AND OVER FOR WHOM POVERTY STATUS IS DETERMINED BY EDUCATIONAL ATTAINMENT LEVEL						
Less than high school graduate	32.2%	+/-5.3	26.0%	+/-6.4	38.4%	+/-6.4
High school graduate (includes equivalency)	13.9%	+/-3.4	11.4%	+/-4.0	16.1%	+/-4.2
Some college or Associate's degree	10.4%	+/-1.9	9.8%	+/-2.5	10.9%	+/-2.6
Bachelor's degree or higher	4.8%	+/-1.8	4.7%	+/-2.7	4.9%	+/-2.4
MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS)						
Population 25 years and over with earnings	36,231	+/-1,353	41,689	+/-1,885	30,642	+/-1,438
Less than high school graduate	23,785	+/-3,519	27,171	+/-3,597	14,035	+/-2,876
High school graduate (includes equivalency)	30,570	+/-2,453	37,137	+/-3,457	25,731	+/-3,073
Some college or Associate's degree	35,906	+/-1,429	41,128	+/-3,396	31,451	+/-1,829
Bachelor's degree	53,131	+/-2,181	65,766	+/-3,989	39,857	+/-5,945
Graduate or professional degree	65,873	+/-7,549	92,149	+/-23,593	58,197	+/-7,696
PERCENT IMPUTED						
Educational attainment	6.0%	(X)	(X)	(X)	(X)	(X)

2010-2012 American Community Survey 3-Year Estimates

Kent School District

The increasing diversity in Kent is even more pronounced when examining school statistics. Kent School District is the fourth largest school district in the State of Washington. Currently, the district consists of four large comprehensive high schools, six middle schools, twenty-eight elementary schools and two academies. Kent School District benefits from a wealth of diversity as at least 138 languages are spoken within its boundaries, with the top five languages other than English including: Spanish, Russian, Somali, Punjabi and Vietnamese.

Ten Years of Change

Over the past ten years, the Kent School District has seen increased enrollment as well as a shift in student population demographics.

Table HS.3

KENT SCHOOL DISTRICT STUDENT DEMOGRAPHICS

2001-2002		2012-2013	
Student Enrollment:	26,670	Student Enrollment	27,539
Male:	51.6%	Male:	52.3%
Female:	48.3%	Female:	47.7%
Caucasian:	68.7%	Caucasian:	39.5%
Asian/Pacific Islander:	13.6%	Asian/Pacific Islander:	17.1%
African American:	9.5%	African American:	11.9%
Hispanic	6.8%	Hispanic:	19.8%
American Indian:	1.2%	American Indian:	0.7%

KENT SCHOOL DISTRICT STUDENT DEMOGRAPHICS (CONT'D) 2013-2014

ENROLLMENT		
October 2013 Student Count		27,688
May 2014 Student Count		27,484
GENDER (OCTOBER 2013)		
Male	14,513	52.4%
Female	13,175	47.6%
RACE/ETHNICITY (OCTOBER 2013)		
American Indian/Alaskan Native	156	0.6%
Asian/Pacific Islander	5,446	19.7%
Asian	4,799	17.3%
Native Hawaiian / Other Pacific Islander	647	2.3%
Black / African American	3,377	12.2%
Hispanic / Latino of any race(s)	5,779	20.9%
White	10,459	37.8%
Two or More Races	2,471	8.9%
SPECIAL PROGRAMS		
Free or Reduced-Price Meals (May 2014)	14,399	52.4%
Special Education (May 2014)	2,996	10.9%
Transitional Bilingual (May 2014)	4,918	17.9%
Migrant (May 2014)	39	0.1%
Section 504 (May 2014)	1,095	4.0%
Foster Care (May 2014)	146	0.5%
OTHER INFORMATION (MORE INFO)		
Unexcused Absence Rate (2013-14)	348	0.4%
Adjusted 4-Year Cohort Graduation Rate (Class of 2013)		78.7%
Adjusted 5-year Cohort Graduation Rate (Class of 2012)		82.8%

Source: Office of Superintendent of Public Instruction

While the Kent School District serves the majority of Kent residents, several neighborhoods have children and youth who attend schools in nearby Federal Way. The demographics of the two school districts are similar in many ways. Sixty seven percent of Federal Way Public Schools students are an ethnicity other than white. 60 percent live in or near the federal poverty level (based on free and reduced lunch figures). Sixteen percent are transitional/bilingual English Language Learners. Over 112 languages are spoken in the district.

Table HS.4**WASHINGTON STATE PUBLIC SCHOOLS STUDENT DEMOGRAPHICS
2013-2014**

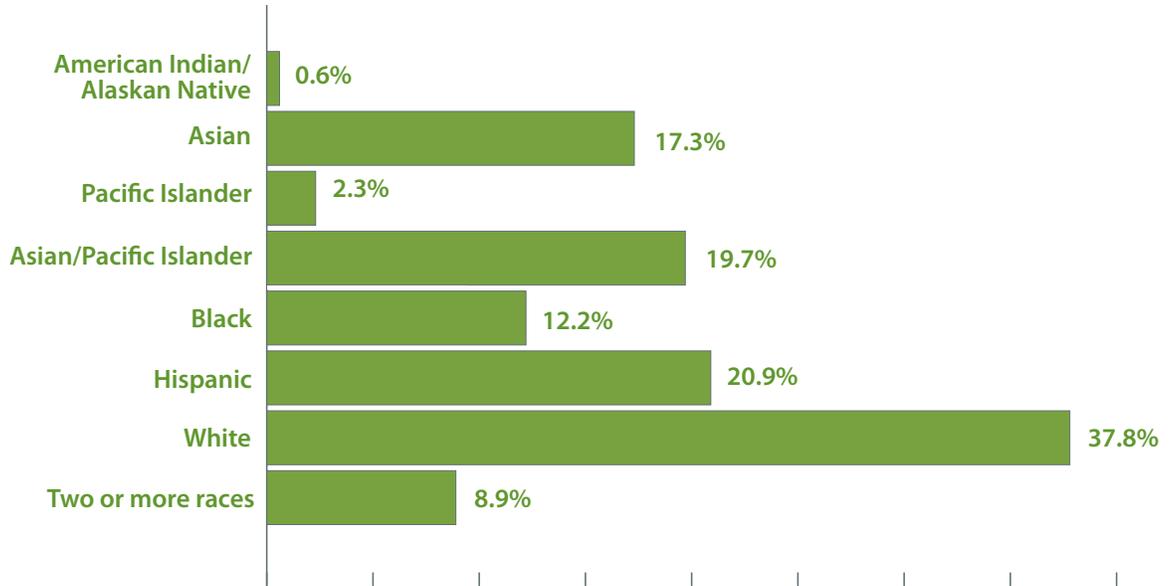
ENROLLMENT		
October 2013 Student Count		1,056,809
May 2014 Student Count		1,055,517
GENDER (OCTOBER 2013)		
Male	544,860	51.6%
Female	511,949	48.4%
RACE/ETHNICITY (OCTOBER 2013)		
American Indian/Alaskan Native	16,417	1.6%
Asian/Pacific Islander	85,686	8.1%
Asian	75,587	7.2%
Native Hawaiian / Other Pacific Islander	10,099	1.0%
Black / African American	47,840	4.5%
Hispanic / Latino of any race(s)	222,493	21.1%
White	612,836	58.0%
Two or More Races	71,463	6.8%
SPECIAL PROGRAMS		
Free or Reduced-Price Meals (May 2014)	484,363	45.9%
Special Education (May 2014)	139,601	13.2%
Transitional Bilingual (May 2014)	102,339	9.7%
Migrant (May 2014)	20,295	1.9%
Section 504 (May 2014)	25,591	2.4%
Foster Care (May 2014)	7,914	0.7%
OTHER INFORMATION (MORE INFO)		
Unexcused Absence Rate (2013-14)	525,714	0.5%
Adjusted 4-Year Cohort Graduation Rate (Class of 2013)		76.0%
Adjusted 5-year Cohort Graduation Rate (Class of 2012)		78.8%

Source: Office of Superintendent of Public Instruction

The race/ethnicity makeup of students as of October 2013 is shown in *Figure HS-4*.

Figure HS-4

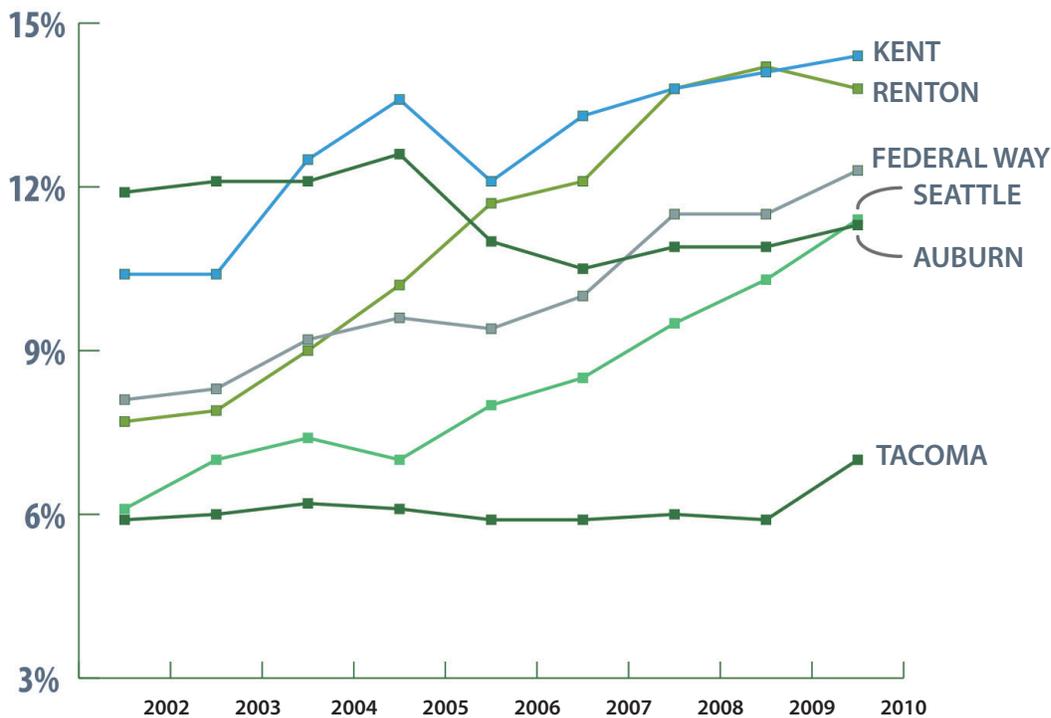
KENT SCHOOL DISTRICT RACE/ETHNICITY



Source: Office of Superintendent of Public Instruction 2013-2014 Report Card.

Figure HS-5

CENTER FOR EDUCATION AND DATA RESEARCH (CEDR) PERCENTAGE OF ENGLISH LANGUAGE LEARNERS



Source: Kent School District's State of the District 2011-2012.

Health Indicators

The following selected indicators from Public Health's Communities Count data released in 2012 and early 2013 illustrate important factors for healthy communities. The data refer to South King County as a region, and will be generally applicable to challenges faced by the City of Kent:

- Thirteen percent of adults experience "food insecurity", reporting that household food money did not last the whole month. Of those reporting food insecurity, 38 percent were Latino, 21 percent African American, 13 percent were Multiple Race, 6 percent Asian and 7 percent white.
- Fifteen percent of adults in South King County reported that their household could not afford to eat balanced meals or went hungry during the past 12 months. This compares to 9 percent of King County residents on average.
- Households with children in South King County are far more likely to experience food hardship than those without children (18 percent compared to 8 percent).
- At 27.7 per 1,000, West Kent had one of the highest teen birth rates in King County. All neighborhoods and cities with teen birth rates greater than the King County average were found in South King County and South Seattle. These areas had teen birth rates 1.5 to almost 3 times higher than the county average.

Homelessness

Spotlight on Homeless Families:

The City of Kent is experiencing increasing numbers of homeless individuals. The One-Night Count, conducted annually by the Seattle-King County Homeless Coalition and Operation Nightwatch, conducted their annual count of people sleeping outside in January 2014. Sixty-three people were found on the streets, a smaller number than anticipated. Fifty-four persons were counted in 2013 and 104 were counted in 2012.

In addition to the homeless individuals sleeping outside, many homeless people are not visible – many families are in "doubled up" housing conditions, in shelter or in hotels. Since the beginning of the recession in 2007 the number of homeless children in the Kent School District has been between 400 and 500. The Kent School District had 420 homeless students in the 2012-13 school year.

In April 2012 King County launched the Coordinated Entry "Family Housing Connections" system for all families county-wide experiencing homelessness. Families searching for housing use a single entry point facilitated by 2-1-1. All families are served through Catholic Community Services who uses the full range of housing providers to place the family. During the first year of the project a number of issues have emerged and planners are working on the best strategies to resolve the issues.

Goals and Policies

Goal HS-1

Build safe and healthy communities through mutually supportive connections, building on the strengths and assets of all residents.

Policy HS-1.1: Provide children, youth and families with community resources needed to support their positive development, including early intervention and prevention services.

Policy HS-1.2: Provide resources and services that reduce violence, crime and neglect in our community.

Policy HS-1.3: Support efforts to strengthen neighborhoods and ensure individuals and families feel connected to their community and build support systems within neighborhoods.

Policy HS-1.4: Increase community participation from traditionally under-represented populations, including youth, persons of color, immigrants and non-native English speakers.

Goal HS-2

Support residents in attaining their maximum level of self-reliance.

Policy HS-2.1: Ensure that people facing hardship have access to resources to help meet immediate or basic needs.

Policy HS-2.2: Improve access to services that allow individuals to improve their mental and physical health, overall well-being and ability to live independently.

Policy HS-2.3: Promote access to jobs and services, especially for lower-income individuals, when planning local and regional transportation systems and economic development activities.

Goal HS-3

Build community collaborations and seek strategic approaches to meet the needs of Kent residents.

Policy HS-3.1: Lead efforts to improve the ability of human services systems to meet demands and expectations by increasing capacity, utilizing technology, coordinating efforts and leveraging resources.

Policy HS-3.2: Collaborate with churches, employers, businesses, schools and nonprofit agencies in the community.

Policy HS-3.3: Encourage collaborative partnerships between the City and the school districts to align resources to accomplish mutual goals that meet the needs of children and families.

Goal HS-4

Support equal access to services, through a service network that meets needs across age, ability, culture and language.

Policy HS-4.1: Promote services that respect the diversity and dignity of individuals and families and are accessible to all members of the community.

Policy HS-4.2: Encourage service enhancements that build capacity to better meet the needs of the community, reduce barriers through service design and are responsive to changing needs.

Policy HS-4.3: Ensure that services are equally accessible and responsive to a wide range of individuals, cultures and family structures and are free of discrimination and prejudice.

Goal HS-5

Oversee city resources with consistent ethical stewardship, fairness in allocating funds and strong accountability for ensuring services are effective.

Policy HS-5.1: Provide funds to nonprofit human services providers to improve the quality of life for low- and moderate- income residents.

Policy HS-5.2: Continue the City's active participation in subregional and regional planning efforts related to human services.

Policy HS-5.3: Support new and existing human services programs, and coordinate policies, legislation and funding at the local, regional, state and federal levels.

Related Information

2013-2018 Human Services Master Plan



CHAPTER EIGHT

ECONOMIC DEVELOPMENT ELEMENT

What you will find in this chapter:

- A short summary and analysis of the local economy's strengths, weaknesses and issue areas;
- A description of the City's approved strategies and breakdown of planned activities to foster economic growth and development; and
- Brief reference information descriptive of the local economy's composition and a list of resources for additional and supporting data.

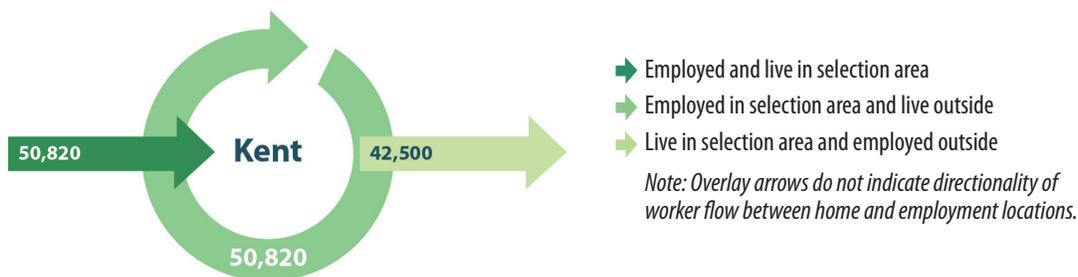
Purpose Statement:

Foster businesses that economically and socially enrich neighborhoods, growth centers and the overall community.

Purpose

The Economic Development Element describes Kent's existing business community, industrial clusters, growth prospects, its competitive advantages and disadvantages and provides an overview of strategies for economic growth. The purpose of economic development is to foster conditions for economic growth throughout Kent.

This Element outlines the Plan's municipal-centered strategies for community enrichment through building vibrant and diverse urban places. It also reflects the City Council's vision of "a safe, connected and beautiful city, culturally vibrant with richly diverse urban centers" articulated in the City of Kent's Economic Development Plan adopted in August 2014.



Source: US Census Bureau, OnTheMap Application, 2011, Inflow/Outflow Analysis

Issues

Telling Kent's Story

Development of a brand and marketing strategy can help a city better understand itself and communicate its strengths to potential residents and businesses.

Creating Conditions for Growth

Building a vital, growing city means creating multifaceted and engaging streets, parks and plazas. Kent's commercial centers and corridors will need updating to accommodate development and population growth.

Welcoming and Supporting Businesses

Advancing and maintaining the City's favorable perception amongst businesses impacts investment decisions, local employment and quality of life.

Collaborating to Foster Innovation

Collaboration between public institutions and private employers is often needed to advance common economic or public interests. Increasing local competitiveness in areas such as environmental sustainability or broadband technologies will require city government engagement and leadership.

Promoting Opportunities for Kent's Residents

The City needs to consider both demand and supply issues in workforce development. Working with educators and businesses to ensure better than adequate experiential learning and training opportunities supports firm retention and growth. Equally important, strengthening business within Kent serves residents' needs to gain employment.

40K & 50K (approximate):

Number of residents leaving Kent and number of workers arriving in Kent every workday, respectively.

16.4%: Percentage of Kent residents who also worked in Kent in 2011.

13.7%: Percentage of jobs located in Kent recorded as held by Kent residents.

21.7%: The percentage of commuters who live in Kent and report to work in Seattle.

Top cities for in-commuting:

Seattle (7.7%)

Auburn (5.4%)

Tacoma (4.4%)

Renton (4.2%)

Federal Way (4.1%).

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011).

ECONOMY-AT-A-GLANCE

Median Family Income: \$58,477

Covered Employment: 63,900

Retail Sales Per Capita: \$17,865

Total Firms (2007): 8,094

Housing Units (2010): 36,424

Median Age (2010): 33 years old

Total Population: 123,000

Source: Economic Development Plan

TOP EMPLOYERS 2014

Kent School District; Boeing; REI; Exotic Metals Forming Co; City of Kent; Carlisle Interconnect Technologies; Hexcel; King County; Columbia Distributing; Sysco; Oberto; Starbucks; Alaska Airlines; Flow; Omax Corporation; Blue Origin

Local Economy Overview

The City of Kent's local economic performance is intricately tied to the Seattle-Tacoma metropolitan area. The Kent Valley's flat lands formed by volcanic lahars—whose fertile soils once grew lettuce and other cash crops—in the late 20th century gave ground for the development of extensive and nationally significant manufacturing, warehousing and distribution operations. Served by two railroads (the Union Pacific and the Burlington Northern Santa Fe), the I-5 interstate and equally close to the Ports of Seattle and Tacoma, the Kent Industrial Valley is the second largest manufacturing and warehouse center on the West Coast. Kent's jurisdiction encompasses over 45 million square feet of industrial and commercial space within the Kent Industrial Valley with more than 7,500 firms and over 60,000 jobs.

Remarkably, every workday morning nearly 40,000 residents depart Kent for work while nearly as many arrive in Kent for their jobs. The tens of thousands of primary jobs in manufacturing, wholesale and trade sectors that are located in Kent also comprise a base to the Puget Sound's regional economic strength. In fact, the regional land use and transportation planning agency, Puget Sound Regional Council, designated the area as a "Manufacturing Industrial Center." Manufacturing, wholesale trade, transportation and warehousing account for approximately 44 percent of Kent's overall employment (by comparison, these three major sectors account for about 19 percent of the region's overall employment). Many manufacturing firms in Kent are counted among the most advanced in the United States with local legacies in aerospace, outer space and defense research and development.

Kent's central location within the larger labor market, relative lower housing and transportation costs and its high quality services—especially the well-regarded Kent School District—are defining, desirable qualities for attracting new residents. Workers in higher wage sectors like information, business management, finance and professional, scientific and technical services comprise 12.5 percent of Kent's outbound commuters. An important factor for the City of Kent's fiscal stability given current state and regional tax policies is the continued choice by these thousands of workers to invest their housing dollars in Kent and shop locally.

Figure E-1
Building Permit History

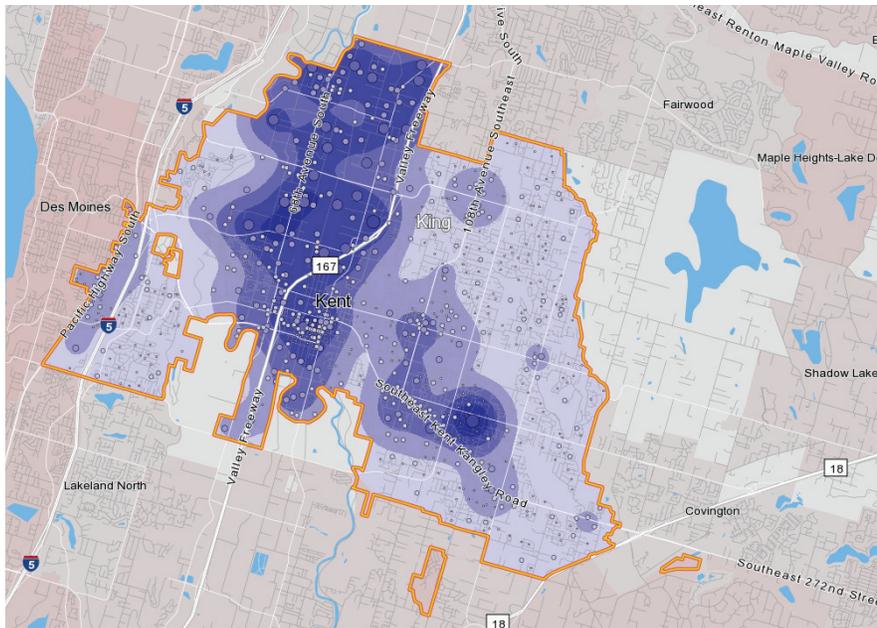
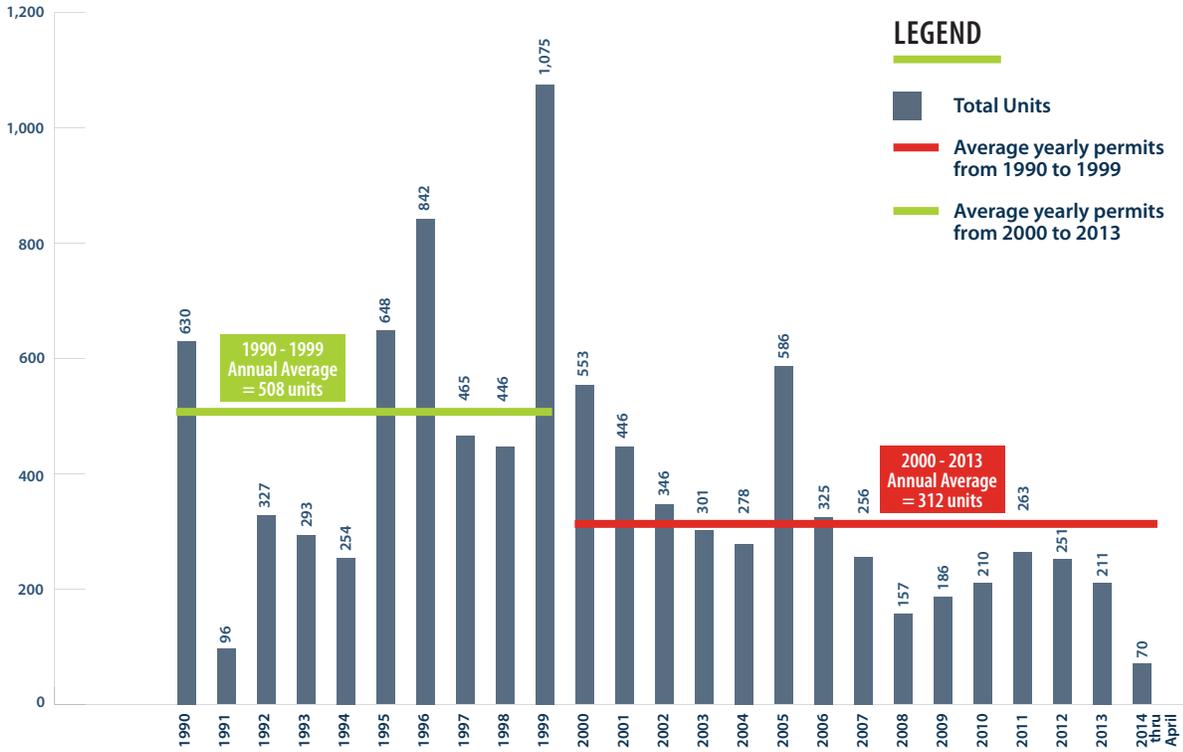


FIGURE E-2
Employment Density



Goals and Key Strategies

The five goals from the Economic Development Plan associate with six major strategic areas for action. The five goals are:

Goal E-1

Develop & Implement a Sustainable Funding Model

Continue to prioritize public services, execute new fund reserve policies and identify and implement efficiencies.

Goal E-2

Create Neighborhood Urban Centers

Identify and develop niches unique to Kent.

Goal E-3

Create Connections for People and Places

Create connections for people and places by improving and expanding trails and roadways and establishing welcoming entries into Kent.

Goal E-4

Foster Inclusiveness

Broaden opportunities to celebrate and showcase the diversity of our community and ultimately promote inclusiveness.

Goal E-5

Beautify Kent

Update design standards for residential, commercial and downtown Kent to include a plan for a “Green Kent” for better use of the City’s assets.





Key Strategies

These five goals are furthered by City actions within six key strategic areas. The six strategies described below are complementary. Greater specificity as to implementable strategies and descriptive actions are available in the City of Kent Economic Development Plan.

City Image and Branding

Making the case for Kent to businesses and attracting new residents means promoting the City's existing industry strengths and public amenities, such as the ShoWare Center, downtown shopping and the significant presence of industry business leaders like REI, Boeing, Amazon and Starbucks. Leveraging existing assets to improve outsider perceptions and telling the story of Kent's development depends on execution and focused communication to media outlets. Equally important is substantiating the City's image and ensuring the brand matches authentic qualities of place. All municipal activities should consider and use the City's brand.

Place-Making and Gateways

Creating conditions for economic growth requires attentiveness by local government officials to how their actions, decisions and interpretations of rules are influencing the built environment. Investments in high quality urban design and consistent programming in the public realm add to the overall attractiveness and competitiveness of Kent as a location for businesses. Beautifying commercial corridors and centers in the course of transportation projects, designating key gateways and connections for added investment and accommodating population growth will contribute to resident quality of life and capacity for growth. Adequately factoring the need for these new amenities and public spaces into transportation and land use choices will be important for Kent's future development.

Business Climate

Advancing and maintaining the City's favorable perception amongst business and industry leaders depends upon clear rules and transparency in decision-making processes. It also demands active listening and creativity from staff persons in all positions. Involving businesses in transportation and land use planning activities that will impact their operations is especially critical. Before feedback is collected from businesses there should always be discussion and communication as to how information will later be utilized in decision-making. To foster a favorable business climate, the City can also take proactive steps to collect and present data valuable to developers and firms.

Industrial Cluster Growth & Retention

The Kent Industrial Valley is an epicenter for much of Puget Sound’s advanced manufacturing activity. Consequently, the clustering of firms and establishments in Kent largely reflects those of the Seattle-Tacoma-Bellevue MSA with leading employers in retail and outerwear, logistics, aerospace, food processing and establishments in related sectors. Investments in outdoor recreation amenities, sponsoring of thematically related industry cluster activities or networking events, provision of incentives to regional industrial clusters and continued support for the Center for Advanced Manufacturing in Puget Sound (CAMPS) are all example actions in support of retaining and growing businesses within these major clusters.

Kent Industrial Valley: Regional Innovator

Positioning the Kent Industrial Valley (KIV) for increased visitation and a wider range of user activities—like retail—is essential for the City’s fiscal stability and raising the profile of the industrial and commercial zones to companies at the cutting edge of innovation. Raising the amenity level in the KIV benefits the quality of life of Kent’s residents, and increasingly supports local employers’ missions. Expanding allowable zoned uses, improving the pedestrian experience along major roads and supporting development of state-of-the-art infrastructure are important undertakings for keeping the valley current and competitive for development of office and industrial campuses.

Work Force

Facilitating workforce training and the creation of higher education opportunities are vital economic development functions. City staff may serve as conduits between educators and employers to ensure curriculums are current to industry demands and new trends. Strong workforce relationships and the ability to articulate local educational strengths are important for building confidence amongst employers about their Kent business investments. The City may either directly support residents in receiving education, or may provide indirect support through aid and assistance to organizations and institutions that work with educators.

Related Information

Economic Development Council of Seattle and King County Data Center
Workforce Development Council of Seattle and King County
Washington Department of Commerce
City of Kent Economic Development Plan
Puget Sound Regional Council’s Economic Strategy
Kent Chamber of Commerce
King County: Data and Reports



CHAPTER NINE

CAPITAL FACILITIES ELEMENT

What you will find in this chapter:

- An inventory of existing public capital facilities, including their location and capacity;
- A forecast of future needs for public capital facilities, their proposed locations and capacities;
- A financing plan for the public capital facilities, including funding capacities and sources of public money; and
- Goals and policies for providing public capital facilities to meet adopted levels of service, including adjusting the land use element if funding falls short of meeting the needs.

Purpose Statement:

Provide sustainable funding for desired public goods and services.

Purpose

Under the Growth Management Act, the City is required to include a capital facilities element in its Comprehensive Plan. The Capital Facilities Element describes how public facilities and services will be provided and financed. Capital facilities planning helps local jurisdictions manage their limited funds to provide the greatest value to residents and take full advantage of available funding opportunities.

A key concept of capital facilities planning is concurrency. That is, specific public facilities will be available when the impacts of development occur, or a financial commitment is in place to provide the facilities within six years of the development, called “concurrency.” Concurrency of the transportation system is required by the Growth Management Act. In addition to maintaining adequate levels of service on City-provided facilities, the City of Kent must coordinate with special purpose districts and regional providers on providing adequate levels of service for forecasted growth.

Issues

Place-Making

Capital facilities can contribute to the look and feel of places, including their vibrancy or their decline.

Safety

The public expects capital facilities and services to maintain or enhance their safety, including the perception of safety.

Levels of Service

The City’s level of service for capital facilities needs to reflect an increasingly urban environment.

Impacts on Low-Income Communities and People of Color

Public facilities, services, safety and opportunities for success should be accessible to all members of the community.

Sustainability, Rehabilitation, Replacement and Retrofit

To maintain sustainable public facilities and services, it is necessary to plan and implement maintenance and replacement of infrastructure.

Climate Change

As additional scientific information is identified regarding climate change, the City will evaluate the potential impacts to its existing public facilities and services.

Funding

Public facilities and services may be funded by the rate payers or via capital facilities budgets. When applicable, grants may also help offset the cost of large capital projects.

“Public facilities” include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities and schools.

RCW 36.70A.030.12

“Public services” include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection and other governmental services.

RCW 36.70A.030.13

Capital budgeting: Cities must make capital budget decisions in conformance with its comprehensive plan.

RCW 36.70A.120

Capital facility or improvement: Capital facilities have an expected useful life of at least five years and a cost of at least \$25,000.

Capital Facilities Planning

Capital facilities planning in Kent is separated into two categories:

General Government Funds, which include funds for general capital needs such as streets and transportation, buildings, parks and trails and other improvements.

Enterprise Funds, which include funds for which fees are received in exchange for specific goods and services. These include water, sewer, storm drainage and the Riverbend Golf Complex.

General Government Facilities Funds

General government facilities are designed, built and operated for the general public, unlike enterprise funds, which serve specific fee-paying customers. Any person may drive on city streets, walk on a trail, play in a city park, etc.

Kent organizes its general government facilities needs into similar programmatic categories, which are referred to as funds. There are four categories of funds, which illustrate the focus of the City’s capital planning and spending. All phases of a capital project are included in capital planning, from plan and project development, preliminary engineering, right-of-way acquisition, permitting and construction engineering to construction.

The **Street Operating Fund** is specifically identified for transportation and street improvements, and includes arterial asphalt overlays, residential streets, curbs and gutters, sidewalks, illumination and safety guard rails. Funding for the program’s projects is primarily through grants, local improvement districts (LIDs), motor vehicle excise tax, business and occupation tax and utility tax.

not provided for elsewhere. Funding comes from grants, real estate excise tax and a portion of sales tax revenues.

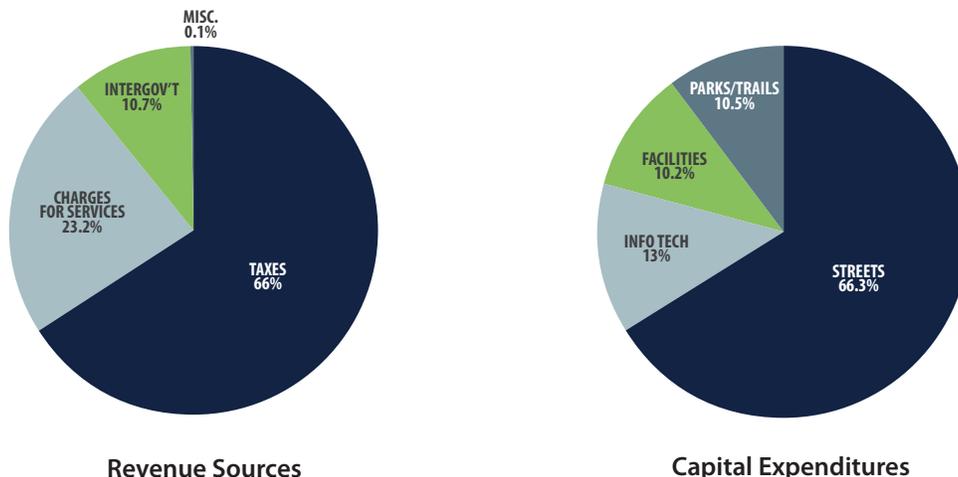
The **Capital Improvement Fund** is for the acquisition and development of land for parks and recreational facilities, including the planning and engineering costs associated with the projects. This fund is also designated for maintenance and repair projects and other capital projects

The **Information Technology Fund** provides for the hardware and software to support the technology needs of the City. Primary funding is from internal computer and network fees and cable utility tax, after operating expenses have been paid.

The **Facilities Fund** is for government buildings, such as the City Hall campus, Kent Commons, Senior Activity Center and the maintenance shop. Primary funding is from internal square footage fees, after operating expenses have been paid.

General government sources of revenue for capital expenditures and allocation percentages by funding category are shown in *Figure CF.1*.

Figure CF-1
GENERAL GOVERNMENT CAPITAL SOURCES AND USES
2015 GENERAL GOVERNMENT FUNDS

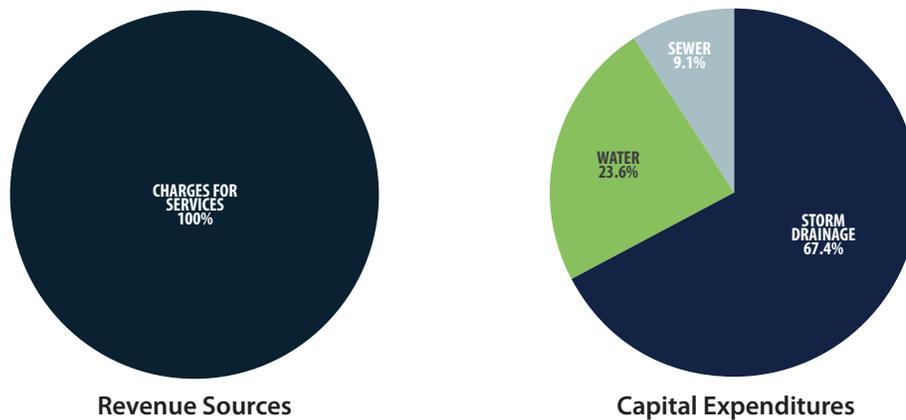


Enterprise Facilities Fund

Enterprise Funds are supported by revenues generated by user fees and charges. Developer contributions supplement the Water, Sewer and Storm Drainage Funds. Enterprise funds are used by public agencies to account for operations that are financed and operated in a manner similar to private business enterprises. They are established as fully self-supporting operations with revenues provided primarily from fees, charges or contracts for services, and require periodic determination of revenues earned, expenses incurred and net income for capital maintenance, public policy, management control and accountability.

In order to provide for the short-term and long-term operating and capital needs of the water, sewer and storm drainage utilities, the City evaluates and utilizes a combination of revenue sources such as utility rates, bonds, loans, grants, developer contributions, Public Works Trust Fund loans and local improvement districts (LIDs). An example of enterprise capital sources of funds and expenditures is illustrated in *Figure CF.2*.

Figure CF-2
ENTERPRISE CAPITAL SOURCES AND USES
2015 ENTERPRISE FUNDS



Water Fund: Approximately 59 percent of the area of the City is served by Kent's Water Utility. The remainder of the City is served by other districts. Available revenue sources include bonds, local improvement districts, Trust Fund loans, rate increases and developer contributions.

Sewer Fund: Approximately 69 percent of the area of the City is served by Kent's Sewer Utility. The remainder of the City is either not served or served by other districts. Available revenue sources include bonds, local improvement districts, rate increases and developer contributions.

Storm Drainage Fund: This fund accounts for operations and capital improvements for the management of the City's storm drainage and surface water. Storm Drainage capital projects are required to correct deficiencies and to meet federal, state and local mandates. Required infrastructure is paid for by developers, interlocal agreements and grants, but the largest fund contribution comes from the utility's ratepayers.

Riverbend Golf Complex Fund: This is a publicly-owned facility funded by user fees. An enterprise fund may be used to report any activity for which a fee is charged to users for goods or services. The City has chosen to use the enterprise fund structure to provide transparent accounting of user fee revenues and operation, maintenance and improvement costs of the municipal golf facilities. The difference between the Riverbend Golf Complex Fund and other utility enterprise funds is that the golf fund serves voluntary customers as opposed to the users of water, sewer and storm drainage funds, who have no choice in service provider. While the Golf Complex is not expected to meet its capital and operating needs in the short term, elected officials and city staff are actively pursuing a multi-faceted solution in right-sizing golf facilities. Once these activities are completed, the Golf Complex is expected to be in a stable position to meet ongoing capital and operating needs.

Capital Facilities and Services

Police and Corrections

The Kent Police Department (KPD) provides police services, corrections services and has law enforcement authority within the city limits of Kent.

Vision Statement

To be the most respected and effective police department in the region.

Mission Statement

The Kent Police Department partners with our community to:

- Aggressively fight crime,
- Impartially protect rights and
- Identify and solve problems.

Table CF.1

CURRENT POLICE FACILITIES INVENTORY - 2015

FACILITY NAME	LOCATION	CAPACITY (IN SQUARE FEET)
Police Headquarters	232 Fourth Ave. S.	18,000
Police W. Hill Substation	25440 Pacific Hwy. S.	1,174
Evidence Area-City Hall	220 Fourth Ave. S.	1,250
Police North Substation	20676 72nd Ave. S.	132
Police E. Hill Substation	24611 116th Ave. S.E.	840
Police Training Center	24611 116th Ave. S.E.	4,185
Police Firing Range	24611 116th Ave. S.E.	4,685
Police Panther Lake Substation	20700 108th Ave. S.E.	1,400
Detective Unit Offices	400 W. Gowe St.	6,226

The Kent Police took occupancy of the current police headquarters in 1991. The building previously served as the Kent Library and was remodeled to be a temporary facility until a permanent police headquarters could be built. Twenty-four years later, the department has vastly outgrown the headquarters. In an effort to mitigate the overcrowding and meet the need for increased service, the department established off-site work stations and outside storage facilities.

Table CF.2

CURRENT CORRECTIONAL FACILITIES INVENTORY - 2015

FACILITY NAME	LOCATION	CAPACITY
Correctional Facility	1230 Central Ave. S.	21,000 square feet 100 cell beds/ 30 work release beds
Corrections Annex	8309 S. 259th St.	3,053 square feet

The City of Kent Correctional Facility (CKCF) has a capacity of 100 cell beds and 30 work release beds (130 beds total). The Kent Police Department has focused efforts to address the increasing demands for jail capacity. The CKCF Programs Division added day reporting and work time credit programs to the existing electronic home detention, work release and work time credit programs for non-violent offenders.

Analysis of Demand for Facilities and Services

Police Calls for Service

The level of police service provided by the Kent Police Department in terms of call response is contingent on the number of officers available at any given time to respond to 911 calls. The Department has a level of service goal of four minutes or less for response to emergency and priority 1 calls to 911. This standard is based on historical data related to shooting incidents and particularly active shooter incidents over the last decade. The data indicate that 69 percent of all active shooter incidents are completed within five minutes.¹ These emergency incidents require that police officers both stop the actions that are causing the risk to life and facilitate emergency medical services in a time frame that assures a high survival rate of those injured. Research indicates that brain death begins within the first 4-6 minutes of someone not breathing.² Arriving within the first four minutes of these incidents assures that lifesaving intervention can be provided in time to assure the highest likelihood for survival.

The following data show our response time to calls from emergency (E) calls through priority (4) or routine calls for service.

- **Priority E** calls are emergency calls and are the highest priority. This category represents a confirmed emergency, which could result in loss of life and/or property. This category represents the greatest potential for officers to encounter immediate danger. Current average is a 2.66 minute response time.
- **Priority 1** represents a potential emergency which could result in loss of life and/or property; personnel safety may be at risk or seriously jeopardized. Current average is a 3.92 minute response time.
- **Priority 2** represents a minimal hazard with considerably less potential for life and/or property loss and minimal risk to officers. Current average is a 8.26 minute response time.
- **Priority 3** represents a low hazard, non-life-threatening situation with minimal risk of property loss. Current average is an 11.22 minute response time.
- **Priority 4** represents police reports or cold calls which require a non-code response. Current average is a 15.54 minute response time.

Currently the average response time to emergency and priority 1 calls for service is 3.29 minutes and the department is meeting its level of service standard. However, there is reasonable concern that as population and calls for service continue to grow, response times will increase.

Currently the Kent Police Department is authorized for 148 sworn police officers, which allows for 1.19 officers per thousand population. Amongst our comparable cities (Auburn, Bellevue, Everett, Kirkland, Federal Way, Renton and Vancouver) the average officer per 1000 population percentage is 1.42 officers per 1000.³ The department seeks to increase the number of officers to a level commensurate with our comparable cities, thus allowing for enhanced level of service. This represents an increase of sworn police officers to 177 officers from the current 148, with a projected growth to 196 sworn police officers by 2035.⁴

¹ US Department of Justice, FBI Study – *A Study of Active Shooter Incidents in the United States between 2000-2013*, Washington DC 2014

² The American Heart Association Data on brain death and permanent death.

³ 2011 Police Comparable Data Analysis, Kent Police Officers Association, 2011

⁴ Puget Sound Regional Council Forecasts for 2035/2014 OFM Average of 2.58 population per household

Meeting the Needs

Police Headquarters

Police services are centered around the main police headquarters that serves the entire City and supports the required staff, many of whom operate on a patrol basis throughout the City. The police department took occupancy of the existing 18,000 square foot police headquarters in 1991. At the time the City's population was 61,281 and the department had 86 sworn police officers. Currently the headquarters houses 126 sworn police officers in addition to 22 full-time and 3 part-time civilian support staff. Police headquarters provides both designated and temporary work space, meeting rooms, common areas, locker rooms, storage space, utility space, temporary holding cells, electrical and utility space, evidence storage space and records storage space. Another 18 sworn police officers that make up the detectives unit have been housed off-site due to lack of space. Additionally, the department maintains temporary off-site evidence storage that represents approximately 2,500 square feet of space. Ideally, the 18 officers would be housed in police headquarters and permanent evidence storage facilities should be obtained.

Although both city population and the number of police department employees have nearly doubled since 1991, there has been no increase in facility space at police headquarters.

The police department seeks the construction of a new police headquarters. An initial space needs assessment and cost analysis was completed in March of 2014, which identified the need for a headquarters that provided 47,770 square feet of space at a cost of \$34,044,544.⁵ This analysis accounted for both the immediate need (6-year plan) and the anticipated long term need (20-year plan).

The anticipated cost of a police headquarters far exceeds current funding levels. Current police funding is primarily directed toward current operating and maintenance costs. There are no identified capital budget funds. It is proposed that the City pursue funding via a bond measure (*see Table C.3*).

Failure to pass the bond measure would significantly impact the police department's ability to maintain the current level of service. Police Department administration would seek solutions to mitigate this impact, but without increased facilities the end result would likely necessitate the consideration of reduction in the level of police service standards.

Corrections Facility Capacity and Infrastructure Update

The City of Kent Corrections Facility (CKCF) was constructed in 1986 and was initially designed for 48 inmates (beds). Currently the 2100 square foot facility has a 100-bed capacity with an additional 30 beds designated for work release inmates. The facility faces both a capacity deficit and significant infrastructure needs.

Capacity Issues: Over the past several years, the jail inmate population has seen significant increases in both female inmates and inmates who require maximum security status/crisis cells due to violent tendencies or mental disorders.

A review of CKCF jail population data indicates that from 2010 to March of 2015 the average percentage of inmate population requiring maximum security status or crisis cell status was 11.15 inmates. The CKCF currently has six cells suitable for maximum security status/crisis cell inmates, a 47 percent deficit. In order to meet the current need, maximum security status/crisis cells would need to be increased by five cells.

The CKCF facility has 19 beds available to house female inmates. A review of jail population data indicates that from 2010 to March of 2015 the average female inmate daily population was 25, equating to a 24 percent deficit of bed space. In order to meet the current need, female bed space should be increased by five female cells.

In addition to inmate capacity, CKCF is currently undersized to provide adequate work space for the 23 corrections officers and one civilian support staff. Although significant work has been done since 1986 to more than double jail bed capacity, virtually no space has been added to accommodate the increase in corrections personnel working in the facility.

The police department seeks to complete construction of additional female jail beds and maximum security status/crisis cells to meet the current level of service requirements. In October of 2014, a CKCF space needs assessment was conducted which indicated that an increase of 4,100 square feet would be required to meet the increased demand for female bed space, maximum security status/crisis cells and modestly expanded work space. The estimated cost for construction is \$1.4 Million.⁶

⁵ *Police Space and Cost Estimate*, David A. Clark Architects, PLLC

⁶ *Proposed Addition, Kent Corrections*, Dave A. Clark Architects, PLLC, 2014

Infrastructure Issues: The 30-year-old CKCF is in immediate need of infrastructure updates. Both the plumbing system and electrical wiring of the facility routinely fail and are in need of replacement. The video recording system at the jail is outdated and poses significant safety and liability concerns. The master control panel software is outdated and in need of upgraded software and hardware.

Although final cost estimates have not been obtained, initial consultation with the City of Kent Facilities Department indicates that the estimated costs for each infrastructure project would be as follows:

- Plumbing \$200,000
 - Electrical Wiring \$100,000
 - Camera System Replacement \$ 40,000
 - Master Control Panel \$ 45,000
- Total \$385,000

The police department would seek to fund both the capacity projects and infrastructure updates out of existing funding sources (see Table CF.3).

Table CF.3
6-YEAR AND 20-YEAR CAPITAL PROJECT LIST

PROJECT AND COST/REVENUE	2015	2016	2017	2018	2019	2020	2021-2035	TOTAL
CAPACITY PROJECTS (Projects Required to Meet LOS)								
PROJECT 1 – Police Headquarters								
Cost \$34.04 Million REVENUE SOURCE – Public Safety Bond	\$0	\$0	\$8.51 Million	\$8.51 Million	\$8.51 Million	\$8.51 Million	\$0	\$34.04 Million
PROJECT 2 – CKCF Bed Capacity Increase								
Cost \$1.4 Million REVENUE SOURCE – Jail Capacity Fund	\$0	\$0	\$350K	\$350K	\$350K	\$350K	\$0	\$1.4 Million
NON-CAPACITY PROJECTS								
PROJECT 3 – CKCF Plumbing								
Cost \$200,000 REVENUE SOURCE – School Zone Speed Camera Fund	\$0	\$40K	\$40K	\$40K	\$40K	\$40K	\$0	\$200K
PROJECT 4 – CKCF Electrical Wiring								
Cost \$100,000 REVENUE SOURCE – School Zone Speed Camera Fund	\$0	\$50K	\$50K	\$0	\$0	\$0	\$0	\$100K
PROJECT 5 – CKCF Camera System Replacement								
Cost \$40,000 REVENUE SOURCE – School Zone Speed Camera Fund	\$0	\$40K	\$0	\$0	\$0	\$0	\$0	\$40K

PROJECT 6 – CKCF Master Control Panel								
Cost \$45,0000								
REVENUE SOURCE – School Zone Speed Camera Fund	\$0	\$45K	\$0	\$0	\$0	\$0	\$0	\$45K
COST AND REVENUE SUMMARY								
CAPACITY PROJECTS	\$0	\$0	\$8.86 Million	\$8.86 Million	\$8.86 Million	\$8.86 Million	\$0	\$35.44 Million
NON-CAPACITY PROJECTS	\$0	\$175K	\$90K	\$40K	\$40K	\$40K	\$0	\$385K

Goals and Policies

Police and Correction Services

Goal CF-1

Ensure that residents, visitors and businesses in Kent continue to feel safe throughout our community.

Policy CF-1.1: Establish, maintain and monitor effective services and programs with the goal of increasing the sense of safety throughout our community. Such services and programs should be consistent with other Comprehensive Plan goals and policies.

Goal CF-2

Establish, maintain and strengthen community relationships through direct contact opportunities, community awareness, education and volunteer programs.

Policy CF-2.1: Establish and maintain direct contact between representatives of the Police Department and concerned citizens, community groups, schools, business operators, local media and human services providers.

Policy CF-2.2: Establish and maintain community education programs that promote the awareness of public safety, community-based crime prevention, domestic violence prevention, alcohol and substance abuse and available human services for impacted populations.

Policy CF-2.3: Establish and maintain volunteer programs that meet the Police Department objectives of increasing community awareness, involvement, public safety and crime prevention.

Goal CF-3

Maintain responsive, quality patrol service throughout Kent’s service area and other areas requiring response capability assistance.

Policy CF-3.1: Consider average response times as a level-of-service measure in assessing needs for patrol service improvements.

Policy CF-3.2: Maintain or improve annually calculated average response times to emergency calls, where potential loss of life or confirmed hazards exist.

Policy CF-3.3: Maintain or improve annually calculated average response times to non-emergency calls, where no immediate danger or potential loss of life is indicated.

Policy CF-3.4: Coordinate with the City Information Technology Department and the Valley Communications Center to improve response times.

Policy CF-3.5: Periodically evaluate the effectiveness of existing patrol practices, and research best practices as appropriate.

Policy CF-3.6: Provide staff training as needed to incorporate best practices that will improve responsiveness of patrol services.

Policy CF-3.7: To improve long-term patrol service effectiveness, work with various members of the community to improve staff awareness of localized issues and community resources.

Goal CF-4

Provide effective and professional investigation services.

Policy CF-4.1: Consider annually calculated crime clearance rates as a level-of-service measure in assessing needs for patrol service improvements.

Policy CF-4.2: Maintain or improve annually calculated Part I crime clearance rates, which is a measure of the rate of arrests or clearances for reported crimes.

Policy CF-4.3: Periodically evaluate the effectiveness of existing investigations practices, and research best practices as appropriate.

Policy CF-4.4: Provide staff training as needed to incorporate best practices that will improve responsiveness of investigations services.

Policy CF-4.5: To improve long-term investigations service effectiveness, work with various members of the community to improve staff awareness of localized issues and community resources.

Goal CF-5

Provide effective corrections services that protect the community and reduce repeat offenses among corrections clients.

Policy CF-5.1: Coordinate with the Kent Municipal Court to ensure appropriate correctional processes and facilities are available for criminal offenders.

Policy CF-5.2: Maintain or improve facilities available for the incarceration of criminal offenders. If additional facilities capacity is necessary, coordinate with other agencies to locate and provide appropriate facilities for the purposes of incarceration.

Policy CF-5.3: Establish and maintain effective alternatives to incarceration for lesser criminal offenses.

Policy CF-5.4: Periodically evaluate the effectiveness of existing corrections practices, and research best practices as appropriate.

Policy CF-5.5: Provide staff training as needed to incorporate best practices that will improve responsiveness of corrections services.

Policy CF-5.6: Acquire and maintain accreditation through the American Corrections Association.

Kent Fire Department Regional Fire Authority

The Kent Fire Department Regional Fire Authority (KFDRFA) is an all-hazards emergency response agency established as an independent municipal corporation under chapter 52.26 RCW in April of 2010. The KFDRFA's service area is irregular in shape, running east and west from 2 to 12 miles and north and south from 4 to 13 miles. Total service area is approximately 60 square miles including the City of Kent's 34 square miles. The cities of SeaTac, Covington and King County Fire District 37 make up the balance of the service area.

Demand for service in 2014 exceeded 22,000 emergency incidents. Service to these incidents was provided through a total staff of 260.8 personnel: 225 uniformed and 35.8 non-uniformed civilian employees. Emergency response personnel work 48-hour shifts at 11 fire stations distributed strategically across the service area. On a daily basis, the City of Kent receives emergency services from resources in 10 of 11 fire stations. At any given time, minimum on duty emergency staff is 40 firefighter/EMTs.

KFDRFA Fire Based Services

Response services:

Include fire, basic life support (BLS) and hazardous materials response.

Rescue services:

Include confined space, high and low angle rope rescue and swift water rescue.

Prevention services:

Include land use and building plan review, fire permit issuance, building inspections, fire code enforcement and fire investigations.

Public education services:

Include education in fire and life safety, injury and fall prevention and emergency management planning and education.

Specialized services:

The FD-CARES (Community, Assistance, Referrals & Education Services) Division is focused on connecting people who have health and welfare issues with appropriate public and private services to improve patient service and reduce the impact of frequent requests for medical aid.

KFDRFA Capital Facilities and Equipment Plan

As a separate municipal corporation, the KFDRFA developed and adopted its own Capital Facilities and Equipment Plan (CF&EP) adopted by reference in this document. The purpose of the CF&EP is to identify capital resources necessary for the Kent Fire Department Regional Fire Authority (KFDRFA), to achieve and sustain adopted levels of service concurrently with the next 20 years of anticipated development and population growth. *Table CF.4* shows the KFDRFA's facilities, equipment and size serving the Kent Planning Area.

Table CF.4

**KENT FIRE DEPARTMENT REGIONAL FIRE AUTHORITY
CURRENT FACILITIES INVENTORY (2015)**

FACILITY	LOCATION	EQUIPMENT/ SERVICES	SIZE (SQ. FT.)
FIRE STATIONS			
STATION 70	407 Washington Ave. N.	· No services	3,464
STATION 71	504 W. Crow St.	· Aid 70 – Staffing Dependent · Aid 71 · Engine 71 · CARES 71 · Boat 71 – Surface Water Rescue	10,858
STATION 72	25620 140th Ave. S.E.	· Engine 72 · Tender 72 · Reserve Engine	7,772
STATION 73	26520 Military Rd. S.	· Engine 73 · Fire Investigators · Reserve Aid Car · Reserve Engine	13,000
STATION 74	24611 116th Ave. S.E.	· Aid 74 · Battalion 74 – E. Battalion · Ladder 74 · Engine 74 – Staffing Dependent · Reserve Battalion · Rescue 74	17,053

STATION 75	15635 S.E. 272nd St.	<ul style="list-style-type: none"> · Engine 75 · Haz-Mat 75 · Decon 75 · Mobile Generator · 4 Wheel ATV 75 	12,425
STATION 76	20676 72nd Ave. S.	<ul style="list-style-type: none"> · Engine 76 · Haz Mat 76 · Battalion 76 – Central Battalion 	13,104
STATION 77	20717 132nd Ave. S.E.	<ul style="list-style-type: none"> · Engine 77 · Reserve Engine · Reserve Ladder Truck · Training Engine 	15,900
STATION 78	17820 S.E. 259th St. O/S Kent City Limits but provides services to areas of Kent	<ul style="list-style-type: none"> · Engine 78 · MCI Unit · Reserve Engine 	17,685
FIRE PREVENTION			
FIRE PREVENTION	400 W. Gowe St., Suite 414	<ul style="list-style-type: none"> · Fire Marshal · Code Enforcement · Development Services · Fire Investigations · Public Education 	5,000
TRAINING			
POLICE/ FIRE TRAINING CENTER	24543 116th Ave. S.E.		9,600
TRAINING ANNEX	24611 116th Ave. S.E.	<ul style="list-style-type: none"> · Information Technology Unit 	1,152
DRILL TOWER	24543 116th Ave. S.E.		4,652
MAINTENANCE			
FLEET MAINTENANCE FACILITY	20678 72nd Ave. S.		10,865
EMERGENCY MANAGEMENT AND LOGISTICS			
OFFICE OF EMERGENCY MANAGEMENT	24425 116th Ave. S.E.	<ul style="list-style-type: none"> · 4 Wheel ATV 	2,860
LOGISTICS WAREHOUSE	8320 S. 208 St., Suite H-110		20,000
TOTAL			165,390⁷

⁷ Includes 5000 square feet utilized by Fire Prevention and owned by City of Kent.

Level of Service Standard

Community Risk Types within City of Kent

The KFDRFA maintains a “Standard of Cover” document as part of their accreditation process through the Center for Public Safety. The Standard of Cover is the “Standard” or Level of Service (LOS) to which the fire department will deliver services to the community. The continuum of time of fire service performance to adopted level of service standard includes three components measured at the 90th percentile (9 out of 10 times) of performance:

- **Dispatch time:** The time interval from when a 9-1-1 call is answered and appropriate resources dispatched through alerts to firefighters;
- **Turnout time:** The time interval that begins when audible or visual notification is received by firefighters from the 9-1-1 center and ends when firefighters have donned appropriate protective equipment and safely seat-belted themselves in their response vehicle ready to drive; and
- **Travel time:** The time interval that begins when a response unit begins to move in route to the emergency incident location and ends when the unit arrives at the addressed location.

Benchmark for: Fire, Haz-Mat, Rescue Level of Service 90% performance expectations

- **Urban Service Area:**
 - Dispatch (1:10) + Turnout (1:55) + Drive Time (4:15) = 7 minutes 20 seconds
- **Suburban Service Area:**
 - Dispatch (1:10) + Turnout (1:55) + Drive Time (4:35) = 7 minutes 40 seconds
- **Rural Service Area:**
 - Dispatch (1:10) + Turnout (1:55) + Drive Time (5:30) = 8 minutes 35 seconds

Benchmark for: Minimum First Alarm Arrival Objectives (first three units) 90% performance

- **Urban Service Area:**
 - Dispatch (1:10) + Turnout (1:55) + Drive Time (6:30) = 9 minutes 35 seconds
- **Suburban Service Area:**
 - Dispatch (1:10) + Turnout (1:55) + Drive Time (6:45) = 9 minutes 50 seconds
- **Rural Service Area:**
 - Dispatch (1:10) + Turnout (1:55) + Drive Time (7:00) = 10 minutes 05 seconds

Full First Alarm Arrival Objectives 90% performance

- **Urban Service Area:**
 - Dispatch (1:10) + Turnout (1:55) + Drive Time (8:55) = 12 minutes 00 seconds
- **Suburban Service Area:**
 - Dispatch (1:10) + Turnout (1:55) + Drive Time (8:55) = 12 minutes 00 seconds
- **Rural Service Area:**
 - Dispatch (1:10) + Turnout (1:55) + Drive Time (9:55) = 13 minutes 00 seconds

Level of Service Capacity Analysis

Fire service resources are impacted by service demand. To achieve level of service standards, fire service resources being called upon to deliver service must be available at least as often as they are expected to achieve a given performance measure. This level of service capacity measure is referred to as “unit reliability.” If a unit is called upon so often that availability of that unit, from its assigned fire station, falls below 90 percent of the time, it is no longer reliable to the level of service standard. The KFDRFA measures unit reliability by hour of day against the following requirements:

Minimum Hourly Unit Reliability⁸

- Urban Service Area: Units are available from assigned station 90 percent of the time.
- Suburban Service Area: Units are available from assigned station 90 percent of the time.
- Rural Service Area: Units are available from assigned station 90 percent of the time.

As unit reliability falls below 90 percent, additional units are then needed to provide additional service capacity. Service capacity at each fire station is then limited by the space available to house fire service units and staff. The more hours each day that a unit’s reliability falls below 90 percent, the more often that unit is unavailable to provide emergency services. When this happens, units from fire stations farther away respond in place of the unreliable resource, leaving this next-up resource’s home area without service. This ripple effect, caused by a single unit’s sub-standard reliability, then begins to affect response times and levels of service throughout the total service area of the KFDRFA. Therefore, in planning for future resource needs, the KFDRFA utilizes unit reliability measures to evaluate unit and station capacity to maintain concurrency with future development.

To better relate community growth with future demands on service and the associated impacts to unit reliability, the KFDRFA has developed a “Fire Concurrency Management Plan” that identifies factors that predict future impacts of new development by property type (see Table CF.5).

Table CF.5

PROJECTED INCREASE IN EMERGENCY INCIDENTS – KENT GROWTH (2035)

STRUCTURE TYPE	INCIDENTS PER UNIT PER YEAR	PROJECTED NEW KENT DWELLING UNITS ⁹	PROJECTED INCREASE TO ANNUAL INCIDENT WORKLOAD
Single-family/Duplex/MH	0.19	3,299	627
Multifamily	0.14	4,032	564
Non-residential	<i>Incidents Per Square Feet Per Year</i> 0.04	<i>Projected New Square Feet</i> 11,500,000 ¹⁰	460
TOTAL			1,651

Future Resource Needs

If unit reliability is adequate but response standards are not met, other factors must be considered. Impacts of traffic density also have a significant influence on response time; even though a unit or a station has adequate reliability, drive time of emergency response units can be increased by traffic congestion. These factors have been considered in the KFDRFA’s planning documents. To assure fire service concurrency to the KFDRFA level of service standards, three additional fire stations and their associated equipment are needed within the City of Kent over the next 20 years. A complete listing of resource needs and locations are found in the KFDRFA Capital Facilities and Equipment Plan.

⁸Unit reliability measures a unit’s ability to meet level of service objectives. Measure above 90% indicates reserve capacity, 90% or below, resource exhaustion is occurring.

⁹Ratio of Single Family to Multi-Family is estimated at 55% MF and 45% SF based upon total Household Targets of 53,664 projected by 2035 (LUT HH). This target assumes 7,331 new dwelling units compared to April 2014 inventory of 46,333 units (source Washington OFM). This estimate assumes a modest annual growth rate of 0.79%.

¹⁰Based upon 80% of the low commercial growth projections contained in the KFDRFA Capital Facilities and Equipment Plan.

Table CF.6

6-YEAR AND 20-YEAR CAPITAL PROJECT LIST - FIRE¹¹

	2015	2016	2017	2018	2019	2020	2021-2035	TOTAL
CAPACITY PROJECTS - SUMMARY OF NEW CONSTRUCTION COSTS								
407 Washington	-	-	-	\$651	\$2,173	\$3,578	\$1,086	\$7,488
Benson	\$565	\$429	\$765	\$2,574	\$699	-	-	\$5,032
Riverview	-	-	-	-	-	-	\$4,711	\$4,711
75 Move	-	-	-	-	-	-	\$9,961	\$9,961
Total	\$565	\$429	\$765	\$3,225	\$2,872	\$3,578	\$15,758	\$27,192
NON-CAPACITY PROJECT COSTS - NECESSARY TO MAINTAIN EXISTING ASSETS								
407 Washington	-	-	-	-	-	-	-	-
Station 71	\$10	-	-	-	-	\$26	\$94	\$130
Station 72	\$27	-	-	-	\$22	-	\$27	\$76
Station 73	\$21	\$15	-	-	-	-	\$171	\$207
Station 74	\$67	\$15	-	-	-	-	\$174	\$256
Station 75	\$42	-	\$25	\$35	-	-	\$102	\$204
Station 76	\$15	\$24	\$30	\$5	-	-	\$134	\$208
Station 77	\$36	-	-	-	-	-	\$69	\$105
Station 78	-	-	-	\$10	-	-	\$78	\$88
Benson Station	-	-	-	-	-	-	\$40	\$40
Total	\$218	\$54	\$55	\$50	\$22	\$26	\$889	\$1,314
KDFRFA REVENUE SOURCES								
Annual Taxes to Capital	\$218	\$54	\$320	\$2,275	\$2,275	\$2,275	\$647	\$8,064
Voter-Approved Bonds	-	-	-	-	-	-	-	-
Councilmanic Bonds	-	-	-	-	-	-	-	-
Sale of Surplus Property	-	-	-	-	-	-	-	-
Covington LOS/Impact fees	\$565	\$404	-	-	-	-	\$1,000	\$1,969
Kent LOS/Impact fees	-	\$25	\$500	\$1,000	\$619	\$1,329	\$15,000	\$18,473
SUMMARY OF REVENUE LESS EXPENSES								
Expenses	\$783	\$483	\$820	\$3,275	\$2,894	\$3,604	\$16,647	\$28,506
Revenue	\$783	\$483	\$820	\$3,275	\$2,894	\$3,604	\$16,647	\$28,506
Unfunded Balance	-	-	-	-	-	-	-	-

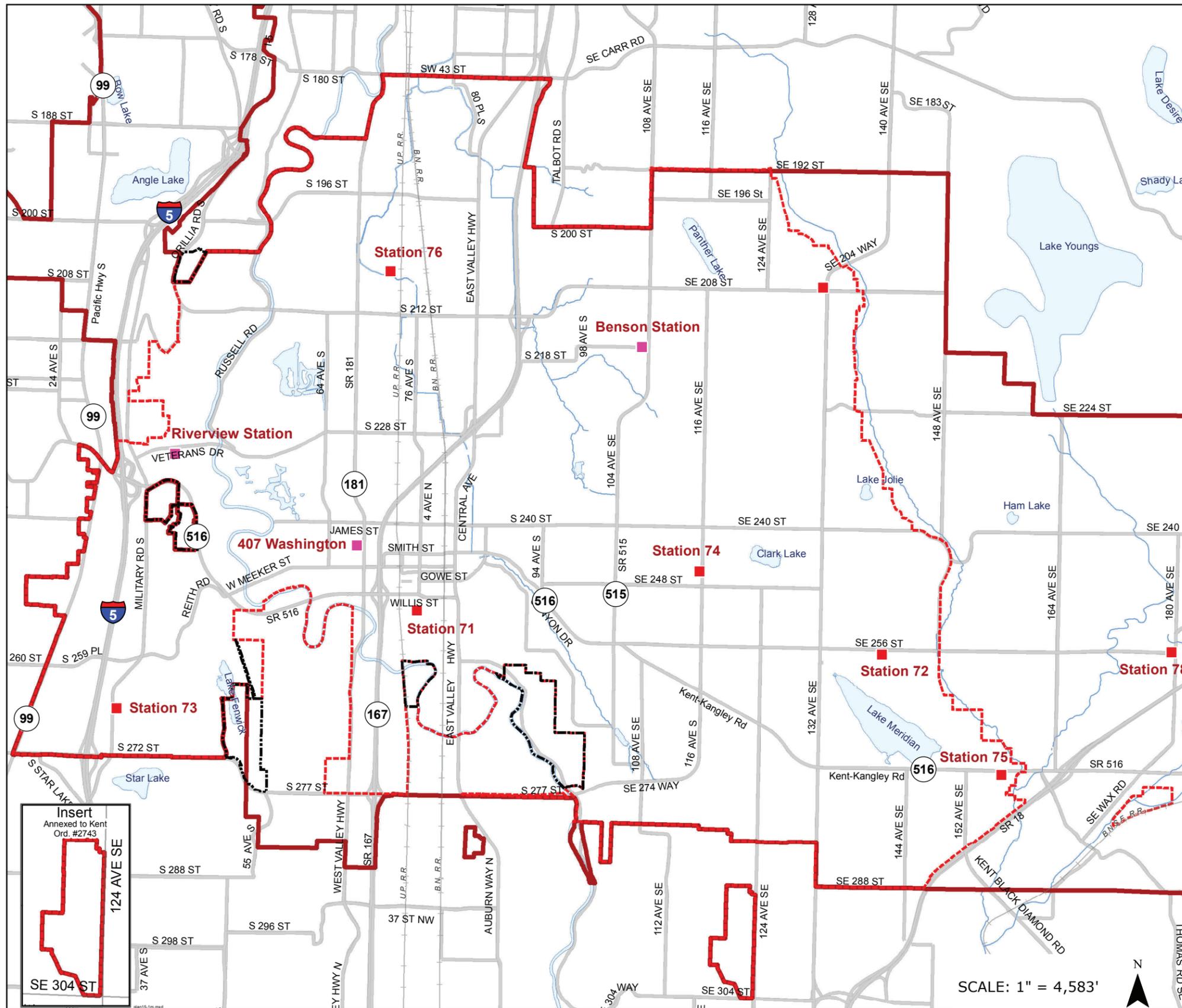
¹¹Cost does not include fire apparatus for new fire stations. These costs are found within the KDFRFA Capital Facilities and Equipment Plan. Current 2015 cost of a fully outfitted fire engine is \$850,000. New fire engines will be required for new 407 Washington, Benson and Riverview fire stations. Total apparatus cost for these new stations will be \$2,550,000.

FIGURE CF-3

EXISTING AND PROPOSED FIRE STATIONS

LEGEND

- EXISTING
- PROPOSED
- POTENTIAL ANNEXATION AREA
- CITY LIMITS
- KENT REGIONAL FIRE AUTHORITY



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Goals and Policies

Kent Fire Department Regional Fire Authority

Goal CF-6

Maintain fire service concurrency through long range planning and mitigation efforts that predict and mitigate the direct impacts of future development upon the KFDRFA’s ability to deliver fire and life safety services in accordance with its adopted level of service standards.

Policy CF-6.1: Recognize that regional economic vitality depends upon orderly growth and support community growth through development; participate in the orderly growth of the Kent community necessary in maintaining concurrency of fire and life safety services.

Policy CF-6.2: Evaluate all new development proposed to occur, identify any adverse impacts that may affect the KFDRFA’s ability to maintain level of service standards and apply the mitigations outlined in the KFDRFA Mitigation and Level of Service Policy as necessary to maintain fire service concurrency with new development.

Policy CF-6.3: Work cooperatively with the City of Kent to coordinate long range planning efforts that support fire service concurrency.

Parks

The City of Kent Parks, Recreation and Community Services Department:

- manages parks and open space resources, as well as the Senior Activity Center, Kent Commons and Riverbend Golf Complex;
- manages other facilities and buildings necessary to the administrative and maintenance functions of the City;
- provides a wide range of recreational programs throughout the facilities; and
- administers funding in support of a variety of community service activities.

Details for community service activities can be found in the Human Services Element, the Housing Element and the Consolidated Plan for Housing and Community Development. The Park & Open Space Plan and the Parks and Recreation Element of the Comprehensive Plan provide greater detail about facilities and LOS standards.

Facilities Management

Table CF.7

FACILITIES MANAGEMENT

CURRENT FACILITIES INVENTORY – 2015

FACILITY	LOCATION	SIZE/AMOUNT (SQUARE FEET)
TYPE 1 - ADMINISTRATION		
Centennial Center	400 W. Gowe St.	71,600
City Hall	220 4th Ave. S.	33,000
TOTAL TYPE 1		104,600
TYPE 2 - INFORMATION TECHNOLOGY		
City Hall Annex	302 W. Gowe St.	4,600
TOTAL TYPE 2		4,600

FACILITY	LOCATION	SIZE/AMOUNT (SQURE FEET)
<u>TYPE 3 - MAINTENANCE FACILITY</u>		
Russell Rd. Shops	5821 S. 240th St.	26,158
East Hill Maintenance Facility	12607 S.E. 248th St.	840
East Hill Maintenance Trailers	12607 S.E. 248th St.	2,040
Total Type 3		29,038
<u>TYPE 4 - POLICE</u>		
Police Headquarters	220 4th Ave. S.	18,000
Police and Fire Training	2461 1116th Ave. S.E.	8,369
Woodmont Substation	26226 Pacific Hwy. S.	1,174
Panther Lake Substation	10842 S.E. 208th St.	1,400
East Hill Police Substation	24611 116th Ave. S.E.	840
Firing Range	24611 116th Ave. S.E.	4,685
Corrections	1230 Central Ave. S.	21,000
Corrections Annex	8323 S. 259th St.	3,053
Total Type 4		58,521
<u>TYPE 5 - NATURAL RESOURCES</u>		
Natural Resources Building	22306 Russell Rd. S.	1,960
Total Type 5		1,960
<u>TYPE 6 - HISTORICAL BUILDING</u>		
Historical Society	855 E. Smith St.	3,720
Neely Soames House	5311 S. 237th Pl.	2,256
Total Type 6		5,976
<u>TYPE 7 - RECREATION</u>		
Kent Commons	525 4th Ave. N.	50,000
Kent Memorial Park	850 Central Ave. N.	3,000
Kent Pool	25316 101st Ave. S.E.	16,000
Senior Center	600 E. Smith St.	21,000
Total Type 7		90,000
<u>TYPE 8 - GOLF</u>		
Driving Range	2030 W. Meeker St.	1,800
Par 3	2020 W. Meeker St.	1,380
Riverbend 18 Hole	2019 W. Meeker St.	11,296
Total Type 8		14,476
<u>TYPE 9 - COURT</u>		
Municipal Court	1220 Central Ave. S.	15,000
Total Type 9		15,000
<u>TYPE 10 - FIRE</u>		
Fire Burn Tower	24611 116th Ave. S.E.	3,957
Fire Headquarters	24611 116th Ave. S.E.	6,324
Station 74	24611 116th Ave. S.E.	14,000
Station 75	15635 S.E. 272nd St.	10,621
Total Type 10		34,902
TOTAL ALL TYPES		359,073

Table CF.8

**FACILITIES MANAGEMENT
6-YEAR AND 20-YEAR CAPITAL PROJECT LIST**

PROJECT AND COST/REVENUE (THOUSANDS \$)	2015	2016	2017	2018	2019	2020	2021- 2035	TOTAL
CAPACITY PROJECTS (Projects Required to Meet LOS) - None								
NON-CAPACITY PROJECTS (Other Projects Needed for Maintenance and Operations)								
PROJECT 1 – HVAC								
Cost	200	100	100	100	100	100	2,592	3,292
Facilities Revenues	200	100	100	100	100	100	2,592	3,292
PROJECT 2 – Emergency Repairs								
Cost	100	100	100	70	100	100	1,400	2,000
Facilities Revenues	100	100	100	70	100	100	1,400	2,000
PROJECT 3 – Kitchen Equipment								
Cost	45	40	25	20	20	30	350	530
Facilities Revenues	45	40	25	20	20	30	350	530
PROJECT 4 – Roof Repairs								
Cost	500	0	0	35	195	145	1,145	2,020
Facilities Revenues	500	0	0	35	195	145	1,145	2,020
PROJECT 5 – Kent Pool Lifecycles								
Cost	25	25	25	25	25	25	350	500
Facilities Revenues	25	25	25	25	25	25	350	500
PROJECT 6 – Centennial Reseal								
Cost	45	45	45	50	-	-	185	370
Facilities Revenues	45	45	45	50	-	-	185	370
PROJECT 7 – Fire Alarm Upgrades								
Cost	20	-	-	-	-	-	-	20
Facilities Revenues	20	-	-	-	-	-	-	20
PROJECT 8 – Parking Lot Lifecycle								
Cost								
Facilities Revenues	9.5	195	130	-	-	-	685	1,020
	9.5	195	130	-	-	-	685	1,020

PROJECT AND COST/REVENUE (THOUSANDS \$)	2015	2016	2017	2018	2019	2020	2021- 2035	TOTAL
PROJECT 9 – Floor Covering								
Replacements								
Cost	150	-	-	200	60	100	940	1,450
Facilities Revenues	150	-	-	200	60	100	940	1,450
PROJECT 10 – Racquet Ball Wall								
Repairs								
Cost	40	-	-	-	-	-	-	40
Facilities Revenues	40	-	-	-	-	-	-	40
PROJECT 11 – City Hall Elevator								
Doors								
Cost	-	-	-	-	-	-	-	-
Facilities Revenues	-	-	-	-	-	-	-	-
PROJECT 12 – City Hall Council								
Chambers Renovation								
Cost	-	-	-	-	-	-	-	-
Facilities Revenues	-	-	-	-	-	-	-	-
PROJECT 13 – Facilities Card								
Access								
Cost	-	36	75	-	-	-	-	111
Facilities Revenues	-	36	75	-	-	-	-	111
PROJECT 14 – Corrections								
Portable Backup Connection								
Cost	-	-	-	-	-	-	-	-
Facilities Revenues	-	-	-	-	-	-	-	-
PROJECT 15 – Tenant Requested								
Renovations								
Cost	-	-	-	-	-	-	-	-
Facilities Revenues	-	-	-	-	-	-	-	-
COST AND REVENUE SUMMARY								
Capacity Projects	-	-	-	-	-	-	-	-
Non-Capacity Projects	\$1,134.5	\$541	\$500	\$500	\$500	\$500	\$7,647	\$11,322.5
TOTAL COSTS	\$1,134.5	\$541	\$500	\$500	\$500	\$500	\$7,647	\$11,322.5
Facilities Fund Balance	\$500							
Facilities Revenues	\$634.5	\$541	\$500	\$500	\$500	\$500	\$7,647	\$11,322.5
TOTAL REVENUES	\$1,134.5	\$541	\$500	\$500	\$500	\$500	\$7,647	\$11,322.5

Table CF.9

**PARKS
FACILITIES INVENTORY – 2015**

FACILITY	LOCATION	SIZE/AMOUNT (ACRES/SQUARE FEET)
Neighborhood Parks Total NP	various	98.3 acres
Community Parks Total CP	various	94.35 acres
Golf Course (holes/1000) Total GC	Riverbend Golf Course	167.00 acres
Natural Resource Total NR	various	409.69 acres
Recreation Facilities - Indoor Total RF-I	various	142,130 square feet on 13.55 acres
Recreation Facilities - Outdoor Total O	various	119.23 acres
Undeveloped Total U	various	127.27 acres
Special Use Total SU	various	28.91 acres
Trail Total T	various	37.34 acres
TOTAL TYPES		1095.64 acres

Source: Kent Parks Inventory, 2015

Table CF.9.1

PARKS – CITYWIDE FACILITIES INVENTORY* - 2016 PARK & OPEN SPACE PLAN

	TIER 1	TIER 2	TIER 3	TIER 4	TIER 5	TIER 6
Current	23	15	8	8	1	0
Potential	9	13	15	18	10	10

Source: 2016 Park & Open Space Plan

*The new tiered Level of Service measurement for the Kent parks system was created by looking at the current recreational value of the existing Kent parks inventory, the condition of assets and parks as a whole, and the potential recreational value of current and yet-to-be-developed parks. Tier 6 parks are the jewels of the system and Tier 1 parks are the system’s lowest-performing parks.

Table CF.10

LEVEL OF SERVICE UNDER OLD AND NEW MEASURES

		1993	2003	2015	2035
KENT'S POPULATION		41,000	84,275	122,900	138,156
Acreage Per 1,000 Residents	Old LOS	20.72	15.98	8.91	7.9 ¹
Recreational Amenities Per 1,000 Residents		???	2.44 ²	2.11	???
Recreational Value Per 1,000 Residents	New LOS	???	???	1.62	1.45 ¹

Source: 2016 Park & Open Space Plan

¹ Assuming no investment toward expansion

² Estimate based on 2002 Park Map

³ Data unavailable

Table CF.11
LOS BY CITY REGION

REGION	POPULATION	CURRENT AMENITIES	CURRENT RECREATIONAL VALUE (RV)	POTENTIAL RECREATIONAL VALUE	LEVEL OF SERVICE (RV PER 1000 PEOPLE)	POTENTIAL LEVEL OF SERVICE
Downtown	3,662.00	49.75	37.65	125.50	10.28	34.27
Green River	16,041.00	66.75	49.40	166.00	3.08	10.35
East Hill South	43,786.00	89.25	70.70	192.25	1.61	4.39
West Hill	16,125.00	29.25	21.75	83.25	1.35	5.16
East Hill North	42,162.50	24.50	19.63	98.00	0.47	2.32
Total in 2016*	122,900.00	259.50	199.13	665.00	1.62	5.41
Estimated 2035**	138,156.00	-	-	-	1.44	4.81

* Regional counts do not add up to total city population because they were obtained from different sources.

**Assumes no change to recreational value of the system.

Table CF.12
6-YEAR AND 20-YEAR CAPITAL PROJECT LIST – PARKS

SUMMARY – ALL PROJECTS								
FINANCIAL SOURCES AND USES (AMOUNTS IN THOUSANDS)	TOTAL REQUEST	2015	2016	2017	2018	2019	2020	BEYOND
Capital Uses								
Land, Land Rights	6,445.4	250.0	255.0	260.1	265.3	270.6	276.0	4,868.0
Buildings, Building Improvements	-	-	-	-	-	-	-	-
Site Improvements	134,597.3	6,060.8	6,455.2	10,684.2	8,822.6	9,303.9	7,456.6	85,814.0
Vehicles, Equipment, & Other	7,951.6	465.0	345.0	345.0	345.0	345.0	345.0	5,762.0
Artwork	-	-	-	-	-	-	-	-
Project Management	4,132.7	175.0	175.0	175.0	175.0	175.0	175.0	3,083.0
TOTAL USES	153,127.0	6,950.8	7,230.2	11,464.3	9,607.9	10,094.5	8,252.6	99,527.0
Capital Sources								
Federal Grant	-	-	-	-	-	-	-	-
WA State Grant	996.5	-	125.0	871.5	-	-	-	-
King County Grant	-	-	-	-	-	-	-	-
King County Levy	1,185.0	232.0	235.0	237.0	239.0	242.0	-	-
Other Grant	-	-	-	-	-	-	-	-
Gas Tax	189.0	9.0	9.0	9.0	9.0	9.0	9.0	135.0
Donations/Contributions	-	-	-	-	-	-	-	-
Revenue Bonds	-	-	-	-	-	-	-	-
LTGO Bonds	-	-	-	-	-	-	-	-
Voted Bonds	-	-	-	-	-	-	-	-
General Fund Revenues	120.0	120.0	-	-	-	-	-	-

6-YEAR AND 20-YEAR CAPITAL PROJECT LIST – PARKS (CONTINUED)

Youth & Teen Revenues	-	-	-	-	-	-	-	-	-
CIP Revenues	6,300.0	300.0	300.0	300.0	300.0	300.0	300.0	300.0	4,500.0
CIP REET 2 Revenues	27,350.0	500.0	500.0	1,000.0	950.0	900.0	900.0	900.0	22,600.0
Facilities Revenues	-	-	-	-	-	-	-	-	-
Sources to be determined	116,986.5	5,789.8	6,061.2	9,046.8	8,109.9	8,643.5	7,043.6	72,292.0	
TOTAL SOURCES	153,127.0	6,950.8	7,230.2	11,464.3	9,607.9	10,094.5	8,252.6	99,527.0	
Operating Needs									
Ongoing Operating Needs	-	-	-	-	-	-	-	-	-
TOTAL OPERATING	-	-	-	-	-	-	-	-	-
	TOTAL REQUEST	2015	2016	2017	2018	2019	2020	BEYOND	
Existing Capacity	106,870.9	4,996.8	5,367.0	9,571.1	7,684.3	8,139.8	6,266.2	64,846.0	
New Capacity	37,717.5	1,464.0	1,493.3	1,523.1	1,553.6	1,584.7	1,616.4	28,482.0	
Programmatic	8,538.6	490.0	370.0	370.0	370.0	370.0	370.0	6,199.0	
TOTAL	153,127.0	6,950.8	7,230.2	11,464.3	9,607.9	10,094.5	8,252.6	99,527.0	

TAB #	PROJECT NAME	TOTAL	2015	2016	2017	2018	2019	2020	BEYOND
Tab - 1	Community Parks Reinvestment Program	8,729.0	409.2	411.0	412.2	413.4	415.2	270.0	6,398.0
Tab - 1.1	Community Parks Reinvestment Program - Unfunded	16,457.5	1,138.9	1,167.8	1,198.1	1,229.1	1,260.2	1,438.9	9,024.5
Tab - 2	Neighborhood Park Reinvestment Program	3,801.5	272.8	274.0	274.8	275.6	276.8	180.0	2,247.5
Tab - 2.1	Neighborhood Park Reinvestment Program - Unfunded	2,047.4	137.1	144.9	153.3	161.9	170.8	169.7	1,109.7
Tab - 3	ShoWare	6,300.0	300.0	300.0	300.0	300.0	300.0	300.0	4,500.0
Tab - 4	GreenKent	353.1	15.0	15.0	15.0	15.0	15.0	15.0	263.1
Tab - 5	Adopt-A-Park	590.6	25.0	25.0	25.0	25.0	25.0	25.0	440.6
Tab - 6	Eagle Scout Volunteer Program	234.3	10.0	10.0	10.0	10.0	10.0	10.0	174.3
Tab - 7	Park and Open Space Plan	120.0	120.0	-	-	-	-	-	-
Tab - 7.1	Park and Open Space Plan - Unfunded	467.8	-	-	-	-	-	-	467.8
Tab - 8	Path and Trails	3,897.3	9.0	9.0	9.0	9.0	9.0	9.0	3,843.3
Tab - 8.1	Path and Trails - Unfunded	12,922.6	1,043.1	1,064.8	1,086.2	1,108.1	1,130.5	1,153.3	6,336.6
Tab - 9	Master Plans - Unfunded	591.0	25.0	25.0	25.0	25.0	25.0	25.0	441.0
Tab - 10	Architect/Engineering - Unfunded	472.8	20.0	20.0	20.0	20.0	20.0	20.0	352.8
Tab - 11	Lake Meridian Park Phase 1	1,750.0	-	-	500.0	450.0	400.0	400.0	-
Tab - 12	Kent Valley Loop Trail Implementation - Unfunded	550.0	250.0	150.0	150.0	-	-	-	-

TAB #	PROJECT NAME	TOTAL	2015	2016	2017	2018	2019	2020	BEYOND
Tab - 13	Van Dorens Park Renovation - Unfunded	2,143.0	-	125.0	2,018.0	-	-	-	-
Tab - 14	Russell Rd. Field Conversion - Unfunded	1,993.0	-	250.0	1,743.0	-	-	-	-
Tab - 15	Kent Memorial Park Renovation - Unfunded	932.0	-	-	121.0	811.0	-	-	-
Tab - 16	Lake Fenwick Park Phase 1 - Unfunded	1,285.0	-	-	100.0	1,185.0	-	-	-
Tab - 17	Springwood Park Improvements - Unfunded	2,800.0	-	-	-	200.0	2,600.0	-	-
Tab - 20	West Fenwick Phase 2 Park Renovation - Unfunded	731.0	-	-	-	-	-	731.0	-
Tab - 21	Mill Creek Earthworks Redevelopment - Unfunded	1,021.0	-	-	-	-	-	-	1,021.0
Tab - 18	Strategic Development	3,318.0	-	-	-	-	-	-	3,318.0
Tab - 18.1	Strategic Development - Unfunded	27,954.2	1,214.0	1,238.3	1,263.0	1,288.3	1,314.1	1,340.4	20,296.1
Tab - 19	Strategic Acquisitions - Unfunded	6,445.4	250.0	255.0	260.1	265.3	270.6	276.0	4,868.4
Tab - 22	Athletic Fields	6,050.3	-	-	-	-	-	-	6,050.3
Tab - 22.1	Athletic Fields - Unfunded	21,177.9	1,711.7	1,745.5	1,780.4	1,816.0	1,852.4	1,889.4	10,382.4
Tab - 23	Strategic Redevelopment - Unfunded	17,991.4	-	-	-	-	-	-	17,991.4
	TOTAL	153,127.0	6,950.8	7,230.2	11,464.3	9,607.9	10,094.5	8,252.6	99,526.7

SUMMARY - FUNDED PROJECTS ONLY

Financial Sources and Uses (Amounts in thousands)

Capital Uses	TOTAL REQUEST	2015	2016	2017	2018	2019	2020	BEYOND
Land, Land Rights	-	-	-	-	-	-	-	
Buildings, Bldg Improvements	-	-	-	-	-	-	-	
Site Improvements	24,591.3	566.0	569.0	1,071.0	1,023.0	976.0	734.0	19,652.0
Vehicles, Equipment & Other	6,420.0	420.0	300.0	300.0	300.0	300.0	300.0	4,500.0
Artwork	-	-	-	-	-	-	-	
Project Management*	4,132.7	175.0	175.0	175.0	175.0	175.0	175.0	3,083.0
TOTAL USES	35,144.0	1,161.0	1,044.0	1,546.0	1,498.0	1,451.0	1,209.0	27,235.0

Capital Sources								
Federal Grant	-	-	-	-	-	-	-	
WA State Grant	-	-	-	-	-	-	-	
King County Grant	-	-	-	-	-	-	-	
King County Levy	1,185.0	232.0	235.0	237.0	239.0	242.0	-	
Other Grant	-	-	-	-	-	-	-	
Gas Tax	189.0	9.0	9.0	9.0	9.0	9.0	9.0	135.0
Donations/Contributions	-	-	-	-	-	-	-	
Revenue Bonds	-	-	-	-	-	-	-	
LTGO Bonds	-	-	-	-	-	-	-	
Voted Bonds	-	-	-	-	-	-	-	
General Fund Revenues	120.0	120.0	-	-	-	-	-	
Youth & Teen Revenues	-	-	-	-	-	-	-	
CIP Revenues	6,300.0	300.0	300.0	300.0	300.0	300.0	300.0	4,500.0
CIP REET 2 Revenues	27,350.0	500.0	500.0	1,000.0	950.0	900.0	900.0	22,600.0
Facilities Revenues	-	-	-	-	-	-	-	
Sources to be determined	-	-	-	-	-	-	-	
TOTAL SOURCES	35,144.0	1,161.0	1,044.0	1,546.0	1,498.0	1,451.0	1,209.0	27,235.0
Operating Needs								
Ongoing Operating Needs	-	-	-	-	-	-	-	
TOTAL OPERATING	-	-	-	-	-	-	-	
By Project Type								
Existing Capacity	24,228.1	691.0	694.0	1,196.0	1,148.0	1,101.0	859.0	18,539.0
New Capacity	3,318.0	-	-	-	-	-	-	3,318.0
Programmatic	7,598.0	470.0	350.0	350.0	350.0	350.0	350.0	5,378.0
TOTAL	35,144.0	1,161.0	1,044.0	1,546.0	1,498.0	1,451.0	1,209.0	27,235.0

SUMMARY - UNFUNDED PROJECTS ONLY								
<i>Financial Sources and Uses (Amounts in thousands)</i>								
Capital Uses	TOTAL REQUEST	2015	2016	2017	2018	2019	2020	BEYOND
Land, Land Rights	6,445.4	250.0	255.0	260.1	265.3	270.6	276.0	4,868.0
Buildings, Bldg Improvements	-	-	-	-	-	-	-	-
Site Improvements	110,006.0	5,494.8	5,886.2	9,613.2	7,799.6	8,327.9	6,722.6	66,162.0
Vehicles, Equipment & Other	1,531.6	45.0	45.0	45.0	45.0	45.0	45.0	1,262.0
Artwork	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-
TOTAL USES	117,983.0	5,789.8	6,186.2	9,918.3	8,109.9	8,643.5	7,043.6	72,292.0
Capital Sources								
Federal Grant	-	-	-	-	-	-	-	-
WA State Grant	996.5	-	125.0	871.5	-	-	-	-
King County Grant	-	-	-	-	-	-	-	-
King County Levy	-	-	-	-	-	-	-	-
Other Grant	-	-	-	-	-	-	-	-
Gas Tax	-	-	-	-	-	-	-	-
Donations/Contributions	-	-	-	-	-	-	-	-
Revenue Bonds	-	-	-	-	-	-	-	-
LTGO Bonds	-	-	-	-	-	-	-	-
Voted Bonds	-	-	-	-	-	-	-	-
General Fund Revenues	-	-	-	-	-	-	-	-
Capital Uses								
Youth & Teen Revenues	-	-	-	-	-	-	-	-
CIP Revenues	-	-	-	-	-	-	-	-
CIP REET 2 Revenues	-	-	-	-	-	-	-	-
Facilities Revenues	-	-	-	-	-	-	-	-
Sources to be determined	116,986.5	5,789.8	6,061.2	9,046.8	8,109.9	8,643.5	7,043.6	72,292.0
TOTAL SOURCES	117,983.0	5,789.8	6,186.2	9,918.3	8,109.9	8,643.5	7,043.6	72,292.0
Operating Needs								
Ongoing Operating Needs	-	-	-	-	-	-	-	-
TOTAL OPERATING	-	-	-	-	-	-	-	-
By Project Type								
Existing Capacity	82,642.8	4,305.8	4,673.0	8,375.1	6,536.3	7,038.8	5,407.2	46,306.0
New Capacity	34,399.6	1,464.0	1,493.3	1,523.1	1,553.6	1,584.7	1,616.4	25,165.0
Programmatic	940.6	20.0	20.0	20.0	20.0	20.0	20.0	821.0
TOTAL	117,983.0	5,789.8	6,186.2	9,918.3	8,109.9	8,643.5	7,043.6	72,292.0

Transportation Facilities

A complete assessment of transportation facilities is considered in the Comprehensive Plan Transportation Element as well as the Transportation Master Plan (TMP) which was adopted in June 2008. Figure 5 of the Transportation Element Technical Report illustrates the City's recommended project list through 2035 which includes four types of improvements: intersection improvements, new streets, street widening and railroad grade separations. The list includes 40 projects totaling nearly \$509 million.

Table CF.13

TRANSPORTATION RECOMMENDED PROJECT LIST

TYPE OF PROJECT	NUMBER OF PROJECTS	COST (\$)
Intersection Improvements	17	15,577,000
New Streets	4	84,715,000
Street Widening	14	269,389,000
Railroad Grade Separation	5	139,300,000
TOTAL	40	\$508,981,000

Source: City of Kent 2015 Transportation Element Technical Report. Figures are in 2007 dollars.

The goal and policies, including Level of Service (LOS) policies and inventories related to the provision of transportation services and facilities are contained in the Transportation Element and Transportation Technical Background Report of this Comprehensive Plan and in the Transportation Master Plan.

Table CF.14 shows a breakdown of the City's streets by classification. There are more miles of local streets than any other category, as local streets are present in all neighborhoods. Local streets represent 66 percent of the streets. Principal arterials represent only seven percent of the roadway miles, but carry most of the daily traffic volume.

Table CF.14

Transportation

EXISTING STREET FUNCTIONAL CLASSIFICATION

FUNCTIONAL CLASSIFICATION	MILES OF ROADWAY	PERCENTAGE OF TOTAL
Principal Arterials	30	6.5
Minor Arterials	39	8.5
Collector Arterials		
Industrial	13	2.8
Residential	31	6.8
Residential Collectors	41	9.0
Local Access Streets/ Unclassified	303	66.3
TOTAL (excluding state highways and freeways)	457	100

Source: City of Kent 2008 Transportation Master Plan

Level of Service (LOS)

The City of Kent uses roadway corridors to evaluate LOS. Roadway LOS is a measure of the operational performance of a transportation facility. A letter grade, ranging from A to F, 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 CF-15* displays the Highway Capacity Manual (HCM) thresholds used to determine LOS at signalized and unsignalized intersections.

Table CF.15
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'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 South corridor and the downtown zone which are allowed to operate at LOS F.

The LOS was re-examined in 2015 using 2014 vehicle counts to compare with 2006 data used for the adoption of the 2008 TMP. The results indicate 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.

The work completed in 2015 included analyzing 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 CF-16* summarizes how the 2035 LUT forecast compares to previous land use forecasts.

Table CF.16
CITY OF KENT LAND USE FORECASTS

POLICY DOCUMENT	FORECAST YEAR	EMPLOYMENT ¹	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 SEIS Proposal	2031	73,300	57,100
2015 Comprehensive Plan Update	2035	81,900	53,500

¹Employment 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.

The results of the corridor LOS analysis presented in Table 2 and Figure 3 of the Transportation Element Technical Report indicate that the 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 CF.17

6-YEAR AND 20-YEAR CAPITAL PROJECT LIST - TRANSPORTATION

PROJECT AND COST/REVENUE (THOUSANDS \$)	2015	2016	2017	2018	2019	2020	2021-2035	TOTAL
CAPACITY PROJECTS (PROJECTS REQUIRED TO MEET LOS)								
B&O Projects								
Overlay Projects	3,549.0	3,550.0	3,550.0	3,550.0	3,550.0	3,550.0	53,250	74,549
Sidewalks	895.0	900.0	900.0	900.0	900.0	900.0	13,500	18,895
Striping	226.0	220.0	220.0	220.0	220.0	220.0	3,300	4,626
Signal Loops	30.0	30.0	30.0	30.0	30.0	30.0	450	630
B&O Revenue	4,700.0	4,700.0	4,700.0	4,700.0	4,700.0	4,700.0	70,500.0	98,700.0
CAPACITY PROJECTS (PROJECTS REQUIRED TO MEET LOS)								
Street Fund & Utility Tax								
Traffic Controllers	-	-	180.0	180.0	180.0	180.0	2,700.0	3,420.0
Traffic Signal Damage	-	-	100.0	100.0	100.0	100.0	1,500.0	1,900.0
Street Light Mtc.	-	-	95.0	95.0	95.0	95.0	1,425.0	1,805.0
UPS Cabinets - New	-	-	50.0	50.0	50.0	-	-	150.0
UPS Cabinets - Repl.	-	-	-	-	-	45.0	675.0	720.0
Traffic Counts	-	-	-	-	150.0	150.0	2,250.0	2,550.0
Traffic Cameras - New	-	-	32.0	32.0	32.0	32.0	-	128.0
Traffic Cameras - Repl.	-	-	-	-	-	-	150.0	150.0
Neighborhood Traffic Control	-	-	193.0	243.0	250.0	250.0	3,750.0	4,686.0
Street Fund & Utility Tax Revenue	-	-	650.0	700.0	857.0	852.0	12,450.0	15,509.0
CAPACITY PROJECTS (PROJECTS REQUIRED TO MEET LOS)								
Metro Transit Services								
Metro Transit Services	155.0	155.0	155.0	155.0	155.0	155.0	2,325.0	3,255.0
Metro Transit Revenue	155.0	155.0	155.0	155.0	155.0	155.0	2,325.0	3,255.0
NON-CAPACITY PROJECTS (OTHER PROJECTS NEEDED FOR MAINTENANCE AND OPERATIONS)								
Solid Waste Tax Projects								
Residential Streets	2,508.0	2,520.0	2,545.0	2,571.0	2,596.0	2,622.0	42,637.0	57,999.0
Solid Waste Utility Tax	2,508.0	2,520.0	2,545.0	2,571.0	2,596.0	2,622.0	42,637.0	57,999.0
COST AND REVENUE SUMMARY								
Capacity Projects	4,855.0	4,855.0	5,505.0	5,555.0	5,712.0	5,707.0	85,275.0	117,464.0
Non-Capacity Projects	2,508.0	2,520.0	2,545.0	2,571.0	2,596.0	2,622.0	42,637.0	57,999.0
TOTAL COSTS	7,363.0	7,375.0	8,050.0	8,126.0	8,308.0	8,329.0	127,912.0	175,463.0

Baseline Funding - Estimated Available Funds								
B&O Funds	4,700.0	4,700.0	4,700.0	4,700.0	4,700.0	4,700.0	70,500.0	98,700.0
Street Fund & Utility Tax	-	-	650.0	700.0	857.0	852.0	12,450.0	15,509.0
Metro Transit Services	155.0	155.0	155.0	155.0	155.0	155.0	2,325.0	3,255.0
Solid Waste Utility Tax	2,508.0	2,520.0	2,545.0	2,571.0	2,596.0	2,622.0	42,637.0	57,999.0
TOTAL REVENUES	7,363.0	7,375.0	8,050.0	8,126.0	8,308.0	8,329.0	127,912.0	175,463.0
Partial and Unfunded Street Projects								
CAPACITY PROJECTS (PROJECTS REQUIRED TO MEET LOS)								
Street Widening								
80th Ave. S.	-	-	-	-	-	-	1,323.0	1,323.0
S. 212th St.	-	-	-	-	-	-	10,100.0	10,100.0
SR 181/WH/Washington Ave.	-	-	-	-	-	-	16,150.0	16,150.0
116th Ave. S.E.	-	-	-	-	-	-	46,430.0	46,430.0
132nd Ave. S.E. (S.E. 200 - S.E. 236)	-	-	-	-	-	-	20,990.0	20,990.0
132nd Ave. S.E. (S.E. 248 - S.E. 236)	-	-	-	-	-	-	11,950.0	11,950.0
Military Rd. S.	-	-	-	-	-	-	13,630.0	13,630.0
W. Meeker St. (Fenwick - GR)	-	-	-	-	-	-	70,000.0	70,000.0
W. Meeker St. (64 - GR)	-	-	-	-	-	-	5,960.0	5,960.0
S.E. 248th St.	-	-	-	-	-	-	5,640.0	5,640.0
S.E. 256th St.	-	-	-	-	-	-	16,980.0	16,980.0
PROJECT AND COST/REVENUE (THOUSANDS \$)	2015	2016	2017	2018	2019	2020	2021-2035	TOTAL
132nd Ave. S.E. (KK - SE 248)	-	-	-	-	-	-	23,200.0	23,200.0
S. 272nd St.	-	-	-	-	-	-	13,916.0	13,916.0
132nd Ave. S.E. (SE 288 - KK)	-	-	-	-	-	-	13,120.0	13,120.0
TOTAL								269,389.0
CAPACITY PROJECTS (Projects Required to Meet LOS)								
Intersection Improvements								
SE 192nd/SR515-Benson	-	-	-	-	-	-	540.0	540.0
S. 196th/80th Ave S.	-	-	-	-	-	-	250.0	250.0
S. 196th/84th Ave S.	-	-	-	-	-	-	1,190.0	1,190.0
S. 212th/72nd Ave S.	-	-	-	-	-	-	330.0	330.0
S. 212th/84th Ave S.	-	-	-	-	-	-	1,710.0	1,710.0
S. 212th/SR 167	-	-	-	-	-	-	400.0	400.0
S. 240th/SR 99	-	-	-	-	-	-	420.0	420.0
S.E. 240th/SR 515	-	-	-	-	-	-	1,650.0	1,650.0
Smith/Central	-	-	-	-	-	-	20.0	20.0

Meeker/Washington	-	-	-	-	-	-	780.0	780.0
S. 260th/SR 99	-	-	-	-	-	-	1,180.0	1,180.0
Military/Reith	-	-	-	-	-	-	1,945.0	1,945.0
S.E. 256th/SR 515	-	-	-	-	-	-	550.0	550.0
Kent-Kangley/108th	-	-	-	-	-	-	1,410.0	1,410.0
S.E. 256th/132nd Ave S.E.	-	-	-	-	-	-	302.0	302.0
S. 272nd/Military	-	-	-	-	-	-	1,540.0	1,540.0
Kent-Kangley/132nd	-	-	-	-	-	-	1,360.0	1,360.0
TOTAL								15,577.0
CAPACITY PROJECTS (Projects Required to Meet LOS)								
New Streets								
S.E. 196th St.	-	-	-	-	-	-	45,200.0	45,200.0
72nd Ave. S.	-	-	-	-	-	-	1,015.0	1,015.0
S. 224th St.	-	-	-	-	-	-	36,000.0	36,000.0
108th Ave. S.E.	-	-	-	-	-	-	2,500.0	2,500.0
TOTAL								84,715.0
NON-CAPACITY PROJECTS (Other Projects Needed for Maintenance and Operations)								
Railroad Grade Separations								
S. 212th/UPRR	-	-	-	-	-	-	33,000.0	33,000.0
S. 212th/BNRR	-	-	-	-	-	-	33,000.0	33,000.0
S. 228th/UPRR	-	-	-	-	-	-	24,200.0	24,200.0
Willis Street/UPRR	-	-	-	-	-	-	26,500.0	26,500.0
PROJECT AND COST/REVENUE (THOUSANDS \$)	2015	2016	2017	2018	2019	2020	2021-2035	TOTAL
Willis Street/BNRR	-	-	-	-	-	-	22,600.0	22,600.0
TOTAL								139,300.0
COST AND REVENUE SUMMARY								
Capacity Projects	-	-	-	-	-	-	369,681.0	369,681.0
Non-Capacity Projects	-	-	-	-	-	-	139,300.0	139,300.0
TOTAL COSTS	-	-	-	-	-	-	508,981.0	508,981.0
BASELINE FUNDING - ESTIMATED AVAILABLE FUNDS								
St. Fund & Utility Tax	-	-	-	-	93.0	148.0	32,700.0	32,941.0
Total Revenues	-	-	-	-	93.0	148.0	32,700.0	32,941.0

Solid Waste

The City of Kent has entered into an inter-local agreement (ILA) with King County Solid Waste and most jurisdictions in King County. This inter-local agreement expires in 2040. As a partner to the ILA, all municipal solid waste generated in the City of Kent must be taken to King County's Cedar Hills Landfill located near Maple Valley. This landfill was originally permitted in 1960 and is King County's last active landfill; King County has worked to extend the life of the landfill through waste diversion. At the present time, Cedar Hills is expected to close around 2028, however increased diversion may extend that time frame. The King County Comprehensive Solid Waste Management Plan identifies several landfills that are potential locations for solid waste disposal following the closure of the Cedar Hills Landfill.

Table CF.18

POTENTIAL LOCATIONS FOR OUT-OF-COUNTY LANDFILL DISPOSAL

LANDFILL NAME	LOCATION	CAPACITY (TONS)	YEAR OF ESTIMATED CLOSURE
Columbia Ridge Landfill	Gilliam County, OR	201,000,000	2135+
Roosevelt Regional Landfill	Klickitat County, WA	205,000,000	2075+
Finley Buttes Regional Landfill	Morrow County, OR	124,000,000	2100+
Simco Rd. Regional Landfill	Elmore County, ID	200,000,000+	2100+
Eagle Mountain Landfill	Riverside County, CA	708,000,000	2125
Mesquite Regional Landfill	Imperial County, CA	600,000,000	2110

Following the closure of the Cedar Hills landfill, waste will be exported out of the county via train to one of the landfills identified above or via waste-to-energy conversion technology such as anaerobic digestion. As the closure of the landfill nears, King County Solid Waste division will follow the technology to identify what process or processes would be best suited to King County. Technology for waste-to-energy conversion is likely to have significant improvements over the next decade.

Kent contracts solid waste collection for municipal garbage, recycling and yard and food waste with a contractor. The contractor collects solid waste in Kent and disposes the garbage directly to the Cedar Hills landfill or a King County Solid Waste transfer station. Co-mingled recycling is processed at the contractor's materials recycling facility in Seattle. All yard and food waste collected by Kent's contractor is taken to Cedar Grove to be converted into compost.

Public Utilities

Water

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 the 6.2 million gallon average daily demand (ADD) and the approximately 12.1 million gallon peak daily demand (PDD). To meet long-term demands, the City executed an agreement in 2002 to partner with Tacoma Water, 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 of approximately 18 million gallons based upon growth projections to 2030. In fact, existing water supply can produce 30 million gallons per day; however, additional storage reservoirs will be needed to deliver this water to customers. Please see the Utilities Element and 2011 Water System Plan for additional information.

The 2011 Kent Water System Plan estimated water demands through 2030. To estimate future water demands, historic consumption, land use and population forecasts were used. Kent has municipal water supplies of approximately 30 MGD which is sufficient to meet the Average Daily Demand and the Peak Day Demand through the planning period in the 2011 Kent Water System Plan as outlined in the table below.

NOTE: For security reasons, water sources and capacity are combined in the tables below.

Table CF.19
CURRENT FACILITIES INVENTORY – WATER (2011)

FACILITY	LOCATION	SIZE/AMOUNT (GALLONS PER DAY)
Various springs, wells and partnerships	Citywide	30 million gallons/day in municipal water

Source: 2011 Water System Plan

Table CF.20
LEVEL OF SERVICE REQUIREMENTS ANALYSIS – WATER SUPPLY

TIME PERIOD	ERU	AVERAGE DAILY DEMAND (ADD) AND PEAK DAY DEMAND (PDD)] NEEDED TO MEET LOS STANDARD	CURRENT [AVERAGE DAILY DEMAND (ADD)] AVAILABLE	NET RESERVE OR (DEFICIT)
CURRENT LOS STANDARD = 197 gallons PER ERU per day ADD and 358 gallons PER ERU per day PDD				
2015	43,460	7.43 MGD (ADD) – 13.83 MGD (PDD)	30 MGD	22.57 MGD (ADD) – 16.17 MGD (PDD)
2016	43,881	7.74 MGD (ADD) – 14.27 MGD (PDD)	30 MGD	22.26 MGD (ADD) – 15.73 MGD (PDD)
2017	44,302	8.05 MGD (ADD) – 14.7 MGD (PDD)	30 MGD	21.95 MGD (ADD) – 15.30 MGD (PDD)
2018	44,723	8.35 MGD (ADD) – 15.13 MGD (PDD)	30 MGD	21.65 MGD (ADD) – 14.87 MGD (PDD)
2019*	45,144	8.66 MGD (ADD) – 15.57 MGD (PDD)	30 MGD	21.34 MGD (ADD) – 14.43 MGD (PDD)
2020	45,567	8.97 MGD (ADD) – 16.0 MGD (PDD)	30 MGD	21.03 MGD (ADD) – 14.00 MGD (PDD)
2035	52,801	10.4 MGD (ADD) – 19.0 MGD (PDD)	30 MGD	19.60 MGD (ADD) – 11.00 MGD (PDD)

ERU – Equivalent Residential Unit

*Note - 2035 data estimated from the 2008 Water System Plan

Source: 2011 Water System Plan – Table 6 Appendix D and Figure 3-6 - with straight-line extrapolation to 2035

Fire Flow

Fire flow is the measure of sustained flow of available water for fighting fire at a specific building or within a specific area at 20 psi residual pressure. When fire flow is provided, WAC 246-290-230(6) requires the water distribution system to provide a maximum day demand (MDD) plus the required fire flow at a pressure of at least 20 psi (140 kPa) at all points throughout the distribution system, and under the condition where the designated volume of fire suppression and equalizing storage has been completed.

Table CF.21 below shows the minimum fire flow rates and duration for the residential, commercial and industrial uses within the City. The 2008 Water System Plan included modeling based on the land use types in the service area, and consistent with the development of the demand projections as presented and used in the development of the plan. Fire flow analyses resulted in deficiencies within the 590 pressure zone. It was determined that pipe upsizing and looping would not drastically improve flow, and thus justified a new pressure zone. This new pressure zone will be the 640 pressure zone which will take a number of years to fund and complete. The 640 Zone Creation Report, 2008, is located in Appendix F of the 2008 Water System Plan.

Table CF.21**CITY OF KENT MINIMUM FIRE FLOW RATES AND DURATION – WATER**

CLASSIFICATION	RATE AND DURATION
Residential*	1,000 gpm or 1,500 gpm for 60 minutes
Commercial	3,500 gpm for 180 minutes
Industrial	3,250 gpm for 240 minutes

*Where fire flow availability is greater than 1,000 gpm but less than 1,500 gpm, the Fire Marshal requires the residence to be sprinkled.

Source: 2011 Water System Plan

Table CF.22**6-YEAR AND 20-YEAR CAPITAL PROJECT LIST – WATER**

PROJECT AND COST/REVENUE (THOUSANDS \$)	2015	2016	2017	2018	2019	2020	2021-2035	TOTAL
CAPACITY PROJECTS (PROJECTS REQUIRED TO MEET LOS)								
640 Pressure Zone	1,500.0	1,000.0	1,000.0	1,500.0	1,500.0	1,500.0	9,000.0	17,000.0
Water Revenue	1,500.0	1,000.0	1,000.0	1,500.0	1,500.0	1,500.0	9,000.0	17,000.0
NON-CAPACITY PROJECTS (OTHER PROJECTS NEEDED FOR MAINTENANCE AND OPERATIONS)								
HCP Implementation (Clark Springs)	-	95.0	240.0	895.0	215.0	240.0	1,800.0	3,485.0
Tacoma Pipeline	-	30.0	30.0	30.0	30.0	30.0	450.0	600.0
Water Conservation	-	50.0	50.0	50.0	50.0	50.0	750.0	1,000.0
Landsburg Mine	-	100.0	100.0	100.0	100.0	100.0	1,500.0	2,000.0
Water System Improvements	-	620.0	625.0	170.0	200.0	175.0	12,415.0	14,205.0
Large Meter & Vault Repl.	-	75.0	75.0	75.0	75.0	75.0	1,125.0	1,500.0
Hydrant Replacements	-	30.0	30.0	30.0	30.0	30.0	450.0	600.0

PROJECT AND COST/REVENUE (THOUSANDS \$)	2015	2016	2017	2018	2019	2020	2021-2035	TOTAL
Water Generators	-	-	200.0	-	-	-	800.0	1,000.0
Wellhead Protection	-	100.0	100.0	100.0	100.0	100.0	4,550.0	5,050.0
Reservoir Maintenance	-	50.0	50.0	50.0	50.0	50.0	1,250.0	1,500.0
Security Impv. Water Sites	-	50.0	50.0	50.0	50.0	50.0	750.0	1,000.0
Transmission Mains	-	100.0	100.0	100.0	100.0	100.0	3,260.0	3,760.0
SCADA	-	-	-	-	-	-	900.0	900.0
Guiberson Reservoir	2,800.0	-	-	-	-	-	-	2,800.0
Water Revenue	2,800.0	1,300.0	1,650.0	1,650.0	1,000.0	1,000.0	30,000.0	39,400.0
COST AND REVENUE SUMMARY								
Capacity Projects	1,500.0	1,000.0	1,000.0	1,500.0	1,500.0	1,500.0	9,000.0	17,000.0
Non-Capacity Projects	2,800.0	1,300.0	1,650.0	1,650.0	1,000.0	1,000.0	30,000.0	39,400.0
TOTAL COSTS	4,300.0	2,300.0	2,650.0	3,150.0	2,500.0	2,500.0	39,000.0	56,400.0
Water Revenues	4,300.0	2,300.0	2,650.0	3,150.0	2,500.0	2,500.0	39,000.0	56,400.0
TOTAL REVENUES	4,300.0	2,300.0	2,650.0	3,150.0	2,500.0	2,500.0	39,000.0	56,400.0

Sewer

The City of Kent sanitary sewer service area 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.

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 population forecast for the actual area served by Kent sewer. The sanitary sewer system in Kent has been designed assuming the tributary areas have been fully developed in accordance with the land use plan and no further growth could be accommodated. Please see the Utilities Element and the 2000 Sanitary Sewer Plan for additional information.

The City of Kent has inter-local agreements with King County METRO to treat sanitary sewer from Kent and other municipalities in south King County via the large sewer interceptors that run through the City. As such, Kent does not incur any direct capacity-related capital facilities requirements or costs for sanitary sewer treatment.

The City has eight sanitary sewer pump stations located throughout the City to pump waste into the King County METRO interceptors that take the waste to the treatment plant.

The sanitary sewer system is designed to provide a level of service of 60 gallons per capita per day (gpcd) for residential, 2,000 gallons per acre per day (gpac) for light industrial, 4,000 gpac for heavy industrial, 3,000 gpac for light commercial and 7,000 gpac for heavy commercial. During the design of any sewer system, calculations are made assuming the tributary area is fully developed in accordance with the land use plan and no further growth can be accommodated. As such, the City is meeting the level of service for the sanitary sewer utility.

Table CF.23

CURRENT FACILITIES INVENTORY – SEWER (2015)

PUMP STATION	LOCATION	SIZE/AMOUNT (PUMP CAPACITY*)
Horseshoe Acres	7942 S. 261st St.	Two 650 gpm pumps which run alternately
Linda Heights	3406 S. 248th St.	Two 330 gpm pumps which run alternately
Lindental	26432 118th Pl. S.E.	Three 2,000 gpm pumps which run alternately
Skyline	3301 S. 222nd Pl.	Two 150 gpm pumps which run alternately
Victoria Ridge	4815 S. 272nd Pl.	Two 100 gpm pumps which run alternately
212th St. Pump Station	9001 S. 212th St.	Two 100 gpm pumps which run alternately
Frager Rd.	21233 Frager Rd. S.	Two 650 gpm pumps which run alternately
Mill Creek	26710 104th Ave. S.E.	Two 150 gpm pumps which run alternately

*If needed, pumps at the pump station can operate concurrently to meet capacity.

Table CF.24

LEVEL OF SERVICE REQUIREMENTS ANALYSIS – SEWER

TIME PERIOD	TOTAL ACREAGE SERVED BY SYSTEM	GALLONS PER DAY (GPD) NEEDED TO MEET LOS STANDARD	CURRENT GALLONS PER DAY (GPD) AVAILABLE	NET RESERVE OR (DEFICIT)
CURRENT LOS STANDARD = 4,546 gallons per acre per day (GPAD)				
2015	9,030	41.05 MGD	68.42 MGD	27.37 MGD
2016	9,218	41.91 MGD	68.42 MGD	26.51 MGD
2017	9,406	42.76 MGD	68.42 MGD	25.66 MGD
2018	9,594	43.62 MGD	68.42 MGD	24.80 MGD
2019	9,783	44.47 MGD	68.42 MGD	23.95 MGD
2020	9,971	45.33 MGD	68.42 MGD	23.09 MGD
2035	12,793	58.16 MGD	68.42 MGD	10.26 MGD

Source: 2000 Comprehensive Sewer Plan - with straight-line extrapolation to 2035

Table CF.25

6-YEAR AND 20-YEAR CAPITAL PROJECT LIST - SEWER

PROJECT AND COST/REVENUE (THOUSANDS \$)	2015	2016	2017	2018	2019	2020	2021-2035	TOTAL
CAPACITY PROJECTS (PROJECTS REQUIRED TO MEET LOS)								
NON-CAPACITY PROJECTS (OTHER PROJECTS NEEDED FOR MAINTENANCE AND OPERATIONS)								
Misc. Sewer Replacement	1,075.0	1,000.0	1,300.0	1,500.0	1,700.0	-	23,800.0	30,375.0
Linda Heights Replacement	-	-	-	-	-	1,900.0	-	1,900.0
Skyline Replacement	-	-	-	-	-	-	2,200.0	2,200.0
Horseshoe Replacement	-	-	-	-	-	-	2,000.0	2,000.0
Derbyshire Improvement	-	-	-	-	-	-	2,000.0	2,000.0
Sewer Revenue	1,075.0	1,000.0	1,300.0	1,500.0	1,700.0	1,900.0	30,000.0	38,475.0
COST AND REVENUE SUMMARY								
Capacity Projects	-	-	-	-	-	-	-	-
Non-Capacity Projects	1,075.0	1,000.0	1,300.0	1,500.0	1,700.0	1,900.0	30,000.0	38,475.0
TOTAL COSTS	1,075.0	1,000.0	1,300.0	1,500.0	1,700.0	1,900.0	30,000.0	38,475.0
Sewer Revenue	1,075.0	1,000.0	1,300.0	1,500.0	1,700.0	1,900.0	30,000.0	38,475.0
TOTAL REVENUES	1,075.0	1,000.0	1,300.0	1,500.0	1,700.0	1,900.0	30,000.0	38,475.0

Storm Drainage

The stormwater system is comprised of a nearly 325-mile 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. The City has established a replacement program to repair or replace segments of the pipes each year. Segments also may be targeted for improvements before the end of the service life, usually due to inadequate capacity after increases in development. An analysis of the existing storm drainage pipes within the City indicated approximately 41 percent have failed to meet the minimum requirements for passing a 25-year storm event. These systems are noted within the 2009 Drainage Master Plan (DMP).

The DMP included an evaluation of watersheds and drainage basins, analysis of open channel components (receiving water) for insufficient capacity and a determination and prioritization of projects needed to reduce flood risks, improve water quality, enhance fish passage and instream/riparian habitats and efficiently serve planned growth in a cost-effective way. 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.

Land development activities requiring approval from the City of Kent must meet the requirements of Kent’s Surface Water Design Manual. When discharging to streams or open channels, runoff rates from development sites are required to meet certain water quality and flow control standards. Details of design criteria and core requirements can be found in the current Surface Water Design Manual. The City ensures development activities meet the requirements of the SWDM.

The level of service for the maintenance of the stormwater system is measured by meeting requirements of the National Pollution Discharge Elimination System Phase II permit for Western Washington, issued by the Washington State Department of Ecology. The City is currently meeting this level of service.

The King County Flood Control District (KCFCD) has primary responsibility for operation and maintenance of the Green River levees. However, the City is leading the effort to obtain FEMA accreditation for the levees, which documents that they meet federal standards for design, construction, operation and maintenance. The City is partnering with the KCFCD to make improvements to the levees in the valley and maintain them as needed to meet accreditation requirements.

Table CF.26**REGIONAL STORMWATER DETENTION AND WATER QUALITY FACILITIES
CURRENT FACILITIES INVENTORY – STORMWATER (2015)**

PUMP STATION	LOCATION	SIZE/AMOUNT (PUMP CAPACITY*)
Green River Natural Resources Area	East of Russell Rd., north of S. 228th St.	Detention and Water Quality
Upper Mill Creek Detention Facility	East of 104th Ave. S.E. near S.E. 267th S.	Detention
Lower Mill Creek Detention Facility	Within Earthworks Park	Detention
98th Ave./Garrison Creek Detention Facility	98th Ave. at S.E. 233rd St.	Detention and Water Quality
Meridian Meadows Detention Facility	East of 128th Ave. at 266th St.	Detention
S. 259th St. Detention Facility	North of S. 259th St. between 1st and 3rd Avenues	Detention and Water Quality

Table CF.27**6-YEAR AND 20-YEAR CAPITAL PROJECT LIST - STORMWATER**

PROJECT AND COST/REVENUE (THOUSANDS \$)	2015	2016	2017	2018	2019	2020	2021-2035	TOTAL
CAPACITY PROJECTS (PROJECTS REQUIRED TO MEET LOS)								
NON-CAPACITY PROJECTS (OTHER PROJECTS NEEDED FOR MAINTENANCE AND OPERATIONS)								
Green River Levees	500.0	6,795.0	6,190.0	6,185.0	6,180.0	6,125.0	8,425.0	40,400.0
Mill/Garrison/Spring & GR Tributaries	4,100.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	58,925.0	68,025.0
NPDES	-	205.0	210.0	215.0	220.0	225.0	3,975.0	5,050.0
Soos Creek & Tributaries	-	-	-	-	-	-	12,875.0	12,875.0
Storm Maintenance & Replacement	3,400.0	-	-	-	-	-	32,200.0	35,600.0
W. Hill Drainage	-	-	-	-	-	-	4,700.0	4,700.0
Drainage Revenue	8,000.0	8,000.0	7,400.0	7,400.0	7,400.0	7,350.0	121,100.0	166,650.0
COST AND REVENUE SUMMARY								
Capacity Projects	-	-	-	-	-	-	-	-
Non-Capacity Projects	8,000.0	8,000.0	7,400.0	7,400.0	7,400.0	7,350.0	121,100.0	166,650.0
TOTAL COSTS	8,000.0	8,000.0	7,400.0	7,400.0	7,400.0	7,350.0	121,100.0	166,650.0
Drainage Revenue	8,000.0	8,000.0	7,400.0	7,400.0	7,400.0	7,350.0	121,100.0	166,650.0
Total Revenues	8,000.0	8,000.0	7,400.0	7,400.0	7,400.0	7,350.0	121,100.0	166,650.0

Telecommunications

Telecommunications in Kent include both wired and wireless telephone services, cable and satellite television and high-speed broadband technology. With expansion of telecommunications infrastructure, new technologies and competition, telecommunications utilities are expected to meet voice, video and broadband demands during the planning period. (See also the Utilities Element chapter in this Plan.)

Table CF.28
INFORMATION TECHNOLOGY
CURRENT FACILITIES INVENTORY – (2015)

FACILITY	LOCATION	SIZE/AMOUNT
Type 1 – Office Locations		
City Hall 2nd Floor	220 Fourth Ave. S. Kent, WA 98032	5,110 square feet
Annex Building	302 W. Gowe St. Kent 98032	4,600 square feet
TOTAL TYPE 1		9,710 square feet
Type 2 – Data Center		
Fire Station 74	24611 116th Ave. S.E. Kent, WA 98030	800 square feet
City Hall 2nd Floor	220 Fourth Ave. S. Kent, WA 98032	1,240 square feet
TOTAL TYPE 2		2,040 square feet
Type 3 – Print Shop		
City Hall 1st Floor	220 Fourth Ave. S. Kent, WA 98032	1,332 square feet
TOTAL TYPE 3		1,332 square feet
TOTAL ALL TYPES		13,082 square feet

Table CF.29
LEVEL OF SERVICE REQUIREMENTS ANALYSIS – INFORMATION TECHNOLOGY

TIME PERIOD	POPULATION (IT EMPLOYEES, INCLUDING TEMPS)	SQUARE FEET REQUIREMENTS NEEDED TO MEET LOS STANDARD	CURRENT (SQUARE FEET) AVAILABLE	NET RESERVE OR (DEFICIT)
CURRENT LOS STANDARD = SQUARE FEET PER EMPLOYEE POPULATION				
2015	34	9,977	13,082	3,105
2021	40	11,027	13,082	2,205
2035	46	12,077	13,082	1,005

Source: <http://operationstech.about.com/od/startinganoffice/a/OffSpaceCalc.htm>

Table CF.30
INFORMATION TECHNOLOGY
6-YEAR AND 20-YEAR CAPITAL PROJECT LIST

PROJECT AND COST/ REVENUE (THOUSANDS \$)	2015	2016	2017	2018	2019	2020	2021-2035	TOTAL
CAPACITY PROJECTS (PROJECTS REQUIRED TO MEET LOS – LEVEL OF SERVICE)								
Hardware Lifecycle								
Cost	\$939,700	\$508,900	\$622,000	\$622,000	\$622,000	\$622,000	\$9,330,000	\$13,266,650
Revenue Source 1	\$939,700	\$508,900	\$622,000	\$622,000	\$622,000	\$622,000	\$9,330,000	\$13,266,650
Software Lifecycle								
Cost	\$303,750	\$744,900	\$1,125,000	\$1,175,000	\$875,000	\$975,000	\$21,425,000	\$26,623,650
Revenue Source 1	\$303,750	\$744,900	\$625,000	\$625,000	\$125,000	\$175,000	\$2,970,000	\$5,568,650
Revenue Source 3	-	-	\$500,000	550,000	\$750,000	\$800,000	\$18,500,000	\$21,055,000
Tech Plan								
Cost	\$203,500	\$193,200	\$200,000	\$200,000	\$200,000	\$200,000	\$3,000,000	\$4,196,700
Revenue Source 1	\$6,500	\$0	\$3,000	\$3,000	\$3,000	\$3,000	\$45,000	\$63,500
Revenue Source 2	\$197,000	\$193,200	\$197,000	\$197,000	\$197,000	\$197,000	\$2,955,000	\$4,133,200
NON-CAPACITY PROJECTS (OTHER PROJECTS NEEDED FOR MAINTENANCE AND OPERATIONS – NONE)								
Cost And Revenue Summary								
Capacity Projects	\$1,447,000	\$1,447,000	\$1,947,000	\$1,997,000	\$1,697,000	\$1,797,000	\$33,755,000	\$44,087,000
Non-Capacity Projects	-	-	-	-	-	-	-	-
Total Costs	\$1,447,000	\$1,447,000	\$1,947,000	\$1,997,000	\$1,697,000	\$1,797,000	\$33,755,000	\$44,087,000
Source 1 - Cable Utility Tax	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$750,000	\$800,000	\$12,300,000	\$18,850,000
Source 2 - Tech Fees	\$197,000	\$197,000	\$197,000	\$197,000	\$197,000	\$197,000	\$197,000	\$3,940,000
Source 3 - Internal Utility Tax	-	-	\$500,000	\$550,000	\$750,000	\$800,000	\$18,500,000	\$21,100,000
Total Revenues	\$1,447,000	\$1,447,000	\$1,947,000	\$1,997,000	\$1,697,000	\$1,797,000	\$33,755,000	\$44,087,000

Public Education Facilities

Most of Kent’s residential areas are served by the Kent School District No. 415. However, Kent residents are also served by the Auburn, Federal Way, Highline and Renton School Districts. Detailed inventories of school district capital facilities and levels-of-service are contained in the Capital Facilities Plan (CFP) of each school district. The CFPs of the Kent, Auburn, Federal Way and Highline School Districts and associated school impact fees are adopted annually. The CFP for the Renton School District is incorporated by reference, although no school impact fees are collected for the Renton School District for residential development within Kent. Estimated total student enrollment figures of Kent’s Planning Area households for each school district are provided in *Table CF.31*.

Locations of schools within the Kent School District and the boundaries of other school districts serving Kent’s Planning Area are illustrated in *Figure CF-4*.

Table CF.31
SCHOOL DISTRICT KENT STUDENT ENROLLMENT - 2015

SCHOOL DISTRICT	KENT SCHOOL DISTRICT	AUBURN SCHOOL DISTRICT	FEDERAL WAY SCHOOL DISTRICT	HIGHLINE SCHOOL DISTRICT	RENTON SCHOOL DISTRICT
Estimated Total Kent Planning Area Resident Student Enrollment	20,642	42	2,083	291	119

To accommodate projected growth, the school districts have noted the following projects in their 2014 Capital Facilities Plan:

Kent

- Temporary reopening of former Kent Elementary School (now Kent Valley Early Learning Center) to house kindergarten and early child education classes for Kent and Neely-O’Brien Elementary
- Voter-approved funding for Elementary School #31 reallocated to capital projects for safety and security
- Expansion of Neely-O’Brien Elementary School
- Replacement of Covington Elementary School. Anticipated funding is through local and state funds and impact fees.

Federal Way

- Replace Federal Way high school
- Increase capacity at Decatur High.
- Norman Center (Employment Transition Program) financed through state- approved LOCAL program through 2020.
- Phased in full-day kindergarten and decreased K-3 class size create need for additional classes.
- Funding for improvements would be through land sale funds, bond funds, state match and impact fees.

Auburn

- One Elementary School and One Middle School construction
- Acquisition of future school site
- Technology Modernization
- Facility Improvements – Funded through capital levy, bonds and impact fees

Highline

- New elementary school and two new middle schools – dependent upon voter-approved capital bonds

Public Library Facilities

The City of Kent is served by the King County Library System in the 22,600 square foot Kent Library building at 212 2nd Ave. N. The library opened in 1991 and renovation was completed in March, 2010. The project included interior remodeling such as relocating the meeting rooms, restrooms and front entrance. An Automated Materials Handling system was also installed in the back room to speed delivery. Detailed information regarding the King County Library System is available at kcls.org.



Goals and Policies

GENERAL

Goal CF-7

As the City of Kent continues to grow and develop, ensure that an adequate supply and range of public services and capital facilities are available to provide satisfactory standards of public health, safety and quality of life.

Policy CF-7.1: Assess impacts of residential, commercial and employment growth on public services and facilities in a manner consistent with adopted levels-of-service.

Policy CF-7.2: Ensure that public services and capital facilities needs are addressed in updates to Capital Facilities Plans and Capital Improvement Programs, and development regulations as appropriate.

Policy CF-7.3: To ensure financial feasibility, provide needed public services and facilities that the City has the ability to fund, or that the City has the authority to require others to provide.

Policy CF-7.4: Periodically review the Land Use Element to ensure that public services and capital facilities needs, financing and levels-of-service of the Capital Facilities Element are consistent and adequate to serve growth where it is desired.

Policy CF-7.5: With the 2016 update of the Park and Open Space Plan and the 2017 update of the Transportation Master Plan, adopt one or more of the following options to ensure the City can accommodate the projected 20-year growth in households and jobs: demand management, revised level of service, land use revisions, partnering or phasing.

Policy CF-7.6: Coordinate the review of non-City managed capital facilities plans to ensure consistency with the City of Kent Comprehensive Plan.

Policy CF-7.7: Ensure that the planning, design, construction and operation of public facilities projects will not result in conflicts or substantial inconsistencies with other Comprehensive Plan policies.

Goal CF-8

Base standards for levels-of-service upon the appropriate provision of public services and facilities as outlined in the operating comprehensive plans of the City and other providers of services and facilities to Kent and its Potential Annexation Area.

Policy CF-8.1: Establish levels-of-service appropriate to the core mission of the City and City departments in their provision of services and access of facilities to the public.

Policy CF-8.2: When appropriate and beneficial to the City, its citizens, businesses and customers, pursue national organizational accreditation for all City of Kent agencies providing public services and facilities. Such accreditation should be linked with performance standards applied by City agencies.

Policy CF-8.3: Coordinate with other jurisdictions and providers of services and facilities to ensure that the provision of services and facilities are generally consistent for all Kent residents, businesses and others enjoying City services and facilities.

Goal CF-9

Encourage effective non-capital alternatives to maintain or improve adopted levels-of-service. Such alternatives could include programs for community education and awareness, energy conservation or integration of methods and technologies to improve service delivery.

Goal CF-10

Ensure that appropriate funding sources are available to acquire or bond for the provision of needed public services and facilities.

Related Information

KFDRFA Capital Facilities and Equipment Plan
 KFDRFA Mitigation and Level of Service Policy
 KFDRFA Mitigation Policy adopting documents
 KFDRFA 2014 Standard of Cover

6-year Capital Facilities Plans of Kent, Federal Way, Auburn and Highline School Districts
 City of Kent 6-year Capital Improvements Program



CHAPTER TEN

SHORELINE ELEMENT

The City of Kent Shoreline Master Program (SMP) is a planning document that outlines goals and policies for the shorelines of the City, pursuant to the Shoreline Management Act, Chapter 90.58 RCW (SMA) and the Shoreline Guidelines (WAC 173-26) and also establishes regulations for development occurring within shoreline jurisdiction. The goals and policies associated with the SMP are summarized below.

The SMP addresses a broad range of uses that could be proposed in the shoreline area. This breadth is intended to ensure that the Kent shoreline area is protected from activities and uses that, if unmonitored, could be developed inappropriately and could cause damage to the ecological system of the shoreline, displace “preferred uses” as identified in Chapter 90.58 RCW or cause the degradation of shoreline aesthetic values.

ENVIRONMENT DESIGNATION POLICIES

Pursuant to the Shoreline Guidelines, shorelines of the state that meet the criteria established in WAC 173-26-211 are given a shoreline environment designation. The purpose of the shoreline designation system is to ensure that land use, development or other activity occurring within the designated shoreline jurisdiction is appropriate for that area and that consideration is given to the special requirements of that environment. Policies related to each environment designation are found below. The policies are numbered exactly as they are found in the SMP.

1. “Natural-Wetlands” (N-W) Environment

c. Management Policies

Uses

1. Any use that would substantially degrade the ecological functions or natural character of the designated wetland area should be prohibited.
2. New land division, development or shoreline modification that would reduce the capability of the wetlands to perform normal ecological functions should not be allowed.
3. Uses that are consumptive of physical, visual, and biological resources should be prohibited.

Access and Improvements

4. Access may be permitted for scientific, historical, cultural, educational, and low intensity water-oriented recreational purposes such as nature study that do not impact ecological functions, provided that no significant ecological impact on the area will result.
5. Physical alterations should only be considered when they serve to protect or enhance a significant, unique, or highly valued feature that might otherwise be degraded or destroyed or for public access where no significant ecological impacts would occur.

Implementing Regulations

6. The ecological resources in the Natural-Wetlands environment should be protected through the provisions in the Critical Areas section of this SMP.

2. “High Intensity” (H-I) Environment

c. Management Policies

Uses

1. In regulating uses in the “High-Intensity” environment, first priority should be given to water dependent uses. Second priority should be given to water-related and water-enjoyment uses. Given the fact that commercial navigation on the Green River is limited by the channel configuration, nonwater-oriented uses may be allowed on shorelands separated from the shoreline by other properties, such as the Green River Trail corridor, and where public access improvements and/or shoreline restoration is included as part of the development. Nonwater-oriented uses may also be permitted where water-dependent uses, public access and shoreline restoration is infeasible, as determined by the City’s Shoreline Administrator.

The City’s Shoreline Administrator will consult the provisions of this SMP and determine the applicability and extent of ecological restoration and/or public access required. The extent of ecological restoration shall be that which is reasonable given the specific circumstances of development in the “High-Intensity” environment.

2. Developments in the “High-Intensity” environment should be managed so that they enhance and maintain the shorelines for a variety of urban uses, with priority given to water-dependent, water-related and water-enjoyment uses.

Public Access and Aesthetics

3. Existing public access ways should not be blocked or diminished.
4. Aesthetic objectives should be actively implemented by means such as sign control regulations, appropriate development siting, screening and architectural standards and maintenance of natural vegetative buffers. These objectives may be implemented either through this SMP or other City ordinances.
5. In order to make maximum use of the available shoreline resource and to accommodate future water-oriented uses, shoreline restoration and/or public access, the redevelopment and renewal of substandard, degraded, obsolete urban shoreline areas should be encouraged.

3. “Urban Conservancy–Open Space” (UC-OS) Environment

c. Management Policies

Uses

1. Water-oriented recreational uses should be given priority over nonwater-oriented uses. Water-dependent recreational uses should be given highest priority.
2. Commercial activities enhancing the public’s enjoyment of publicly accessible shorelines may be appropriate.
3. Water-dependent and water-enjoyment recreation facilities that do not deplete the resource over time, such as boating facilities, angling, wildlife viewing trails and swimming beaches, are preferred uses, provided significant ecological impacts to the shoreline are avoided or mitigated.
4. Development that hinders natural channel movement in channel migration zones should not be allowed (refer to the Channel Migration Zone Map, Figure No. 10.2 in the Inventory and Analysis Report).

Ecological Restoration and Public Access

3. During development and redevelopment, all reasonable efforts, as determined by the City, should be taken to restore ecological functions.
4. Standards should be established for shoreline stabilization measures, vegetation conservation, water quality and shoreline modifications within the “Urban Conservancy-Open Space” designation to ensure that new development does not further degrade the shoreline and is consistent with an overall goal to improve ecological functions and habitat.
5. Public access and public recreation objectives should be implemented whenever feasible and significant ecological impacts can be mitigated.

4. “Urban Conservancy–Low Intensity” (UC-LI) Environment

c. Management Policies

Uses

1. Water-oriented uses should be given priority over nonwater-oriented uses. For shoreline areas adjacent to commercially navigable waters, water-dependent uses should be given highest priority.
2. Uses in the “Urban Conservancy–Low Intensity” environment should be limited to those which are non-consumptive (i.e., do not deplete over time) of the shoreline area’s physical and biological resources and uses that do not substantially degrade ecological functions or the rural or natural character of the shoreline area. Shoreline habitat restoration and environmental enhancement are preferred uses.
3. Agricultural practices, when consistent with provisions of this chapter, may be allowed. Except as a Conditional Use, nonwater-oriented commercial and industrial uses should not be allowed.
4. Where allowed, commercial uses should include substantial shoreline restoration and public access.
5. Water-dependent and water-enjoyment recreation facilities that do not deplete the resource over time, such as boating facilities, angling, wildlife viewing trails and swimming beaches, are preferred uses, provided significant ecological impacts to the shoreline are avoided or mitigated.
6. Developments and uses that would substantially degrade or permanently deplete habitat or the physical or biological resources of the area or inhibit stream movement in channel migration zones should not be allowed. (Refer to the Channel Migration Zone Map, Figure No. 10.2 in the Inventory and Analysis Report).

Ecological Management and Restoration

7. During development and redevelopment, all reasonable efforts should be taken to restore ecological functions. Where feasible, restoration should be required of all nonwater-dependent development on previously developed shorelines.

The City’s Shoreline Administrator will consult the provisions of this SMP and determine the applicability and extent of ecological restoration required. The extent of ecological restoration shall be that which is reasonable given the specific circumstances of development in the “Urban Conservancy – Low Intensity” environment.
8. Regulatory standards should be established for shoreline stabilization measures, vegetation conservation, water quality and shoreline modifications within the “Urban Conservancy-Low Intensity” designation to ensure that new development does not further degrade the shoreline and is consistent with an overall goal to improve ecological functions and habitat.
9. Where appropriate, standards for landscaping and visual quality should be included.

Shoreline Modification and Development Impacts

10. Construction of new structural shoreline stabilization and flood control works should not be allowed except where there is a documented need to protect public safety, an existing structure or ecological functions and mitigation is applied (See Chapter 4: Shoreline Modification Provisions). New development should be designed and located to preclude the need for structural shoreline stabilization or flood control.
11. Development of the area within shoreline jurisdiction should be limited to a maximum of 12 percent total impervious surface area, unless an alternative standard is developed based on scientific information that meets the provisions of this chapter and protects shoreline ecological functions.
12. New shoreline stabilization, flood control measures, vegetation removal and other shoreline modifications should be designed and managed to ensure that the natural shoreline functions are protected and restored over time. Shoreline ecological restoration should be required of new nonwater-dependent development or redevelopment where the shoreline ecological functions have been degraded.
13. Activities or uses that would strip the shoreline of vegetative cover, cause substantial erosion or sedimentation or adversely affect wildlife or aquatic life should be prohibited.
14. Preservation of ecological functions should be balanced with public access and recreation objectives and should have priority over development objectives whenever a conflict exists.

5. “Shoreline Residential” (SR) Environment

c. Management Policies

Uses

1. Commercial development should be limited to water-oriented uses and not conflict with the residential character of lands in the “Shoreline Residential” environment.
2. Water-oriented recreational uses should be allowed.
3. Adequate land area and services should be provided.
4. Land division and development should be permitted only 1) when adequate setbacks or buffers are provided to protect ecological functions, 2) where there is adequate access, water, sewage disposal, utilities systems and public services available and 3) where the environment can support the proposed use in a manner which protects or restores the ecological functions.
5. Development standards for setbacks or buffers, shoreline stabilization, vegetation conservation, critical area protection and water quality should be established to protect and, where significant ecological degradation has occurred, restore ecological functions over time.
6. Multi-family development and subdivisions of land into more than four parcels should provide community access for residents of that development.
7. New residential development should be located and designed so that future shoreline stabilization is not required.

6. “Aquatic” Environment

c. Management Policies

1. New over-water structures should be prohibited except for water-dependent uses, public access or ecological restoration.
2. The size of new over-water structures should be limited to the minimum necessary to support the structure’s intended use.
3. In order to reduce the impacts of shoreline development and increase effective use of water resources, multiple uses of over-water facilities should be encouraged.
4. Provisions for the “Aquatic” environment should be directed towards maintaining and restoring habitat for aquatic species.
5. Uses that cause significant ecological impacts to critical freshwater habitats should not be allowed. Where those uses are necessary to achieve the objectives of RCW 90.58.020, their impacts shall be mitigated according to the sequence defined in Chapter 3 Section B.4.
6. Shoreline uses and modifications should be designed and managed to prevent degradation of water quality and alteration of natural hydrographic conditions.
7. Abandoned and neglected structures that cause adverse visual impacts or are a hazard to public health, safety and welfare should be removed or restored to a usable condition consistent with this SMP.

GENERAL POLICIES

General policies are applicable to all uses and activities (regardless of shoreline environment designation) that may occur along the City's shorelines. General Provisions policies are found below. The policies are numbered exactly as they are found in the SMP.

1. Universally Applicable Policies and Regulations

b. Policies

1. The City should periodically review conditions on the shoreline and conduct appropriate analysis to determine whether or not other actions are necessary to protect and restore the ecology to ensure no net loss of ecological functions, protect human health and safety, upgrade the visual qualities and enhance residential and recreational uses on the City's shorelines. Specific issues to address in such evaluations include, but are not limited to:
 - a. Water quality.
 - b. Conservation of aquatic vegetation (control of noxious weeds and enhancement of vegetation that supports more desirable ecological and recreational conditions).
 - c. Upland vegetation.
 - d. Changing visual character as a result of new residential development, including additions, and individual vegetation conservation practices.
 - e. Shoreline stabilization and modifications.
2. The City should keep records of all project review actions within shoreline jurisdiction, including shoreline permits and letters of exemption.
3. Where appropriate, the City should pursue the policies of this SMP in other land use, development permitting, public construction, and public health and safety activities. Specifically, such activities include, but are not limited to:
 - a. Water quality and storm water management activities, including those outside shoreline jurisdiction but affecting the shorelines of the state.
 - b. Aquatic vegetation management.
 - c. Health and safety activities, especially those related to sanitary sewage.
 - d. Public works and utilities development.
4. The City should involve affected federal, state, and tribal governments in the review process of shoreline applications.

2. Archaeological and Historic Resources

b. Policies

1. Due to the limited and irreplaceable nature of the resource, public or private uses, activities and development should be prevented from destroying or damaging any site having historic, cultural, scientific or educational value as identified by the appropriate authorities and deemed worthy of protection and preservation.

3. Critical Areas

Critical Areas in SMP jurisdiction are regulated under Kent's Critical Areas Regulations, Ordinance No. 3805 (08/15/06), codified under Chapter 11.06 KCC. The policies and goals for critical areas are found in section 11.06.020 KCC, in the Land Use Element (LU-16, LU-17, LU-18) and the Utilities Element (U-7, U-8, U-9, U-10).

4. Environmental Impacts

b. Policies

1. In implementing this SMP, the City should take necessary steps to ensure compliance with Chapter 43.21C RCW, the Washington State Environmental Policy Act of 1971, and its implementing guidelines.
2. All significant adverse impacts to the shoreline should be avoided or, if that is not possible, minimized to the extent feasible and provide mitigation to ensure no net loss of ecological function.

5. Flood Hazard Reduction and River Corridor Management

b. Policies

1. The City should implement a comprehensive program to manage the City's riparian corridors that integrates the following City ordinances and activities:
 - a. Regulations in this SMP.
 - b. The City's Critical Area Regulations.
 - c. The City's zoning code.
 - d. The City's Drainage Master Plan, Surface Water Design Manual and implementing regulations.
 - e. The City's participation in the National Flood Insurance Program and compliance with the State's floodplain management law at Chapter 86.16. RCW.
 - f. The construction or improvement of new public facilities, including roads, dikes, utilities, bridges and other structures.
 - g. The ecological restoration of selected shoreline areas.
2. In regulating development on shorelines within SMA jurisdiction, the City should endeavor to achieve the following:
 - a. Maintenance of human safety.
 - b. Protection and, where appropriate, the restoration of the physical integrity of the ecological system processes, including water and sediment transport and natural channel movement.
 - c. Protection of water quality and natural groundwater movement.
 - d. Protection of fish, vegetation and other life forms and their habitat vital to the aquatic food chain.
 - e. Protection of existing legal uses and legal development (including nonconforming development) unless the City determines relocation or abandonment of a use or structure is the only feasible option or that there is a compelling reason to the contrary based on public concern and the provisions of the SMA.
 - f. Protection of recreation resources and aesthetic values, such as point and channel bars, islands and other shore features and scenery.
 - g. When consistent with the provisions a. through f. above, provide for public access and recreation, consistent with Chapter 3 Section B.7.
3. The City should undertake flood hazard planning, where practical, in a coordinated manner among affected property owners and public agencies and consider entire drainage systems or sizable stretches of rivers, lakes or marine shorelines. This planning should consider the off-site erosion and accretion or flood damage that might occur as a result of stabilization or protection structures or activities. Flood hazard management planning should fully employ nonstructural approaches to minimizing flood hazard to the extent feasible.
4. The City should give preference to and use nonstructural solutions over structural flood control devices wherever feasible, including prohibiting or limiting development in historically flood-prone areas, regulating structural design and limiting increases in peak storm water runoff from new upland development, public education and land acquisition for additional flood storage. Structural solutions to reduce shoreline hazard should be allowed only after it is demonstrated that nonstructural solutions would not be able to reduce the hazard.

5. Where structural solutions are rebuilt, fish-friendly structures such as setback levees should be used. In the Lower Green River, every opportunity should be taken to set back levees and revetments to the maximum extent practicable.
6. In designing publicly financed or subsidized works, the City should provide public pedestrian access to the shoreline for low-impact outdoor recreation.
7. The City should encourage the removal or breaching of dikes to provide greater wetland area for flood water storage and habitat; provided, such an action does not increase the risk of flood damage to existing human development.

6. Parking

b. Policies

1. Parking should be planned to achieve optimum use. Where possible, parking should serve more than one use (e.g. serving recreational use on weekends, commercial uses on weekdays).
2. Where feasible, parking for shoreline uses should be provided in areas outside shoreline jurisdiction.
3. Low-impact parking facilities, such as permeable pavements, are encouraged.

7. Public Access

b. Policies

1. Public access should be considered in the review of all private and public developments with the exception of the following:
 - a. One- and two-family dwelling units; or
 - b. Where deemed inappropriate due to health, safety and environmental concerns.
2. Developments, uses and activities on or near the shoreline should not impair or detract from the public's access to the water or the rights of navigation.
3. Public access should be provided as close as possible to the water's edge without causing significant ecological impacts and should be designed in accordance with the Americans with Disabilities Act.
4. Opportunities for public access should be identified on publicly owned shorelines. Public access afforded by shoreline street ends, public utilities and rights-of-way should be preserved, maintained and enhanced.
5. Public access should be designed to provide for public safety and comfort and to minimize potential impacts to private property and individual privacy. There should be a physical separation or other means of clearly delineating public and private space in order to avoid unnecessary user conflict.
6. Public views from the shoreline upland areas should be enhanced and preserved. Enhancement of views should not be construed to mean excessive removal of existing native vegetation that partially impairs views.
7. Public access and interpretive displays should be provided as part of publicly funded restoration projects where significant ecological impacts can be avoided.
8. City parks, trails and public access facilities adjacent to shorelines should be maintained and enhanced in accordance with City and County plans.
9. Commercial and industrial waterfront development should be encouraged to provide a means for visual and pedestrian access to the shoreline area wherever feasible.
10. The acquisition of suitable upland shoreline properties to provide access to publicly owned shorelands should be encouraged.
11. The City should acquire and develop waterfront property on Panther Lake, in the event of annexation, to provide public access to the shoreline.

8. Shorelines of State-Wide Significance

b. Policies

In implementing the objectives of RCW 90.58.020 for shorelines of statewide significance, the City will base decisions in preparing and administering this SMP on the following policies in order of priority, 1 being the highest and 6 being lowest.

1. Recognize and protect the state-wide interest over local interest.
 - a. Solicit comments and opinions from groups and individuals representing state-wide interests by circulating the SMP, and any proposed amendments affecting shorelines of state-wide significance, to state agencies, adjacent jurisdictions, citizen's advisory committees and local officials and state-wide interest groups.
 - b. Recognize and take into account state agencies' policies, programs and recommendations in developing and administering use regulations and in approving shoreline permits.
 - c. Solicit comments, opinions and advice from individuals with expertise in ecology and other scientific fields pertinent to shoreline management.
2. Preserve the natural character of the shoreline.
 - a. Designate and administer shoreline environments and use regulations to protect and restore the ecology and environment of the shoreline as a result of man-made intrusions on shorelines.
 - b. Upgrade and redevelop those areas where intensive development already exists in order to reduce adverse impact on the environment and to accommodate future growth rather than allowing high intensity uses to extend into low-intensity use or underdeveloped areas.
 - c. Protect and restore existing diversity of vegetation and habitat values, wetlands and riparian corridors associated with shoreline areas.
 - d. Protect and restore habitats for State-listed "priority species."
3. Support actions that result in long-term benefits over short-term benefits.
 - a. Evaluate the short-term economic gain or convenience of developments relative to the long-term and potentially costly impairments to the natural shoreline.
 - b. In general, preserve resources and values of shorelines of state-wide significance for future generations and restrict or prohibit development that would irretrievably damage shoreline resources.
4. Protect the resources and ecology of the shoreline.
 - a. All shoreline development should be located, designed, constructed and managed to avoid disturbance of and minimize adverse impacts to wildlife resources, including spawning, nesting, rearing and habitat areas and migratory routes.
 - b. Actively promote aesthetic considerations when contemplating new development, redevelopment of existing facilities or general enhancement of shoreline areas.
 - c. Shoreline development should be managed to ensure no net loss of ecological functions.
5. Increase public access to publicly owned areas of the shoreline.
 - a. Give priority to developing paths and trails to shoreline areas, linear access along the shorelines, especially to the maintenance and enhancement of the Green River Trail, which is a regional recreational and transportation resource.
 - b. Locate development landward of the ordinary high water mark so that access is enhanced.
6. Increase recreational opportunities for the public on the shoreline.
 - a. Plan for and encourage development of facilities for recreational use of the shoreline.
 - b. Reserve areas for lodging and related facilities on uplands well away from the shorelines with provisions for nonmotorized access to the shoreline.

9. Signage

b. Policies

1. Signs should be designed and placed so that they are compatible with the aesthetic quality of the existing shoreline and adjacent land and water uses.
2. Signs should not block or otherwise interfere with visual access to the water or shorelands.

10. Utilities (Accessory)

b. Policies

1. Accessory utilities should be properly installed so as to protect the shoreline and water from contamination and degradation to ensure no net loss of ecological functions.
2. Accessory utility facilities and rights-of-way should be located outside of the shoreline area to the maximum extent possible. When utility lines require a shoreline location, they should be placed underground.
3. Accessory utility facilities should be designed and located in a manner which preserves the natural landscape and shoreline ecological processes and functions and minimizes conflicts with present and planned land uses.

11. Vegetation Conservation

b. Policies

1. Vegetation within the City shoreline areas should be enhanced over time to provide a greater level of ecological functions, human safety and property protection. To this end, shoreline management activities, including the provisions and implementation of this SMP, should be based on a comprehensive approach that considers the ecological functions currently and potentially provided by vegetation on different sections of the shoreline, as described in Chapter 5 of the June 30, 2009, City of Kent Final Shoreline Inventory and Analysis Report.
2. This SMP in conjunction with other City development regulations should establish a coordinated and effective set of provisions and programs to protect and restore those functions provided by shoreline vegetation.
3. Aquatic weed management should stress prevention first. Where active removal or destruction is necessary, it should be the minimum to allow water-dependent activities to continue, minimize negative impacts to native plant communities and include appropriate handling or disposal of weed materials.
4. The removal of invasive or noxious weeds and replacement with native vegetation should be encouraged. Removal of noxious or invasive weeds should be conducted using the least-impacting method feasible, with a preference for mechanical rather than chemical means.

12. Water Quality and Quantity

b. Policies

1. All shoreline uses and activities should be located, designed, constructed and maintained to avoid significant ecological impacts that alter water quality, quantity or hydrology.
2. The City should require reasonable setbacks, buffers and storm water storage basins and encourage low-impact development techniques and materials to achieve the objective of lessening negative impacts on water quality.
3. All measures for controlling erosion, stream flow rates or flood waters through the use of stream control works should be located, designed, constructed and maintained so that net off-site impacts related to water do not degrade the existing water quality and quantity.

4. As a general policy, the City should seek to improve water quality, quantity (the amount of water in a given system, with the objective of providing for ecological functions and human use) and flow characteristics in order to protect and restore ecological functions and ecosystem-wide processes of shorelines within Shoreline Management Act jurisdiction. The City should implement this policy through the regulation of development and activities, through the design of new public works, such as roads, drainage and water treatment facilities and through coordination with other local, state and federal water quality regulations and programs. The City should implement the 2002 City of Kent Surface Water Design Manual, as updated and adopted by City ordinance.
5. All measures to treat runoff in order to maintain or improve water quality should be conducted on-site before shoreline development creates impacts to water.
6. Shoreline use and development should minimize the need for chemical fertilizers, pesticides or other similar chemical treatments to prevent contamination of surface and ground water and/or soils, and adverse effects on shoreline ecological functions and values.

SHORELINE MODIFICATION POLICIES

Shoreline modifications are structures or actions that permanently change the physical configuration or quality of the shoreline, particularly at the point where land and water meet. Shoreline modification activities include, but are not limited to, structures such as revetments, bulkheads, levees, breakwaters, docks and floats. Actions such as clearing, grading, landfilling and dredging are also considered shoreline modifications.

Generally, shoreline modification activities are undertaken for the following reasons:

1. To prepare a site for a shoreline use
2. To provide shoreline stabilization or shoreline protection
3. To support an upland use

The policies in this section are intended to prevent or mitigate the adverse environmental impacts of proposed shoreline modifications. Policies related to each shoreline modification are found below. The policies are numbered exactly as they are found in the SMP.

1. General Policies and Regulations

b. Policies

1. Structural shoreline modifications should be allowed only where they are demonstrated to be necessary:
 - a. To support or protect an allowed primary structure or a legally existing shoreline use that is in danger of loss or substantial damage, or;
 - b. For reconfiguration of the shoreline to mitigate impacts or enhance the shoreline ecology.
2. The adverse effects of shoreline modifications should be reduced, as much as possible, and shoreline modifications should be limited in number and extent.
3. Allowed shoreline modifications should be appropriate to the specific type of shoreline and environmental conditions in which they are proposed.
4. The City should take steps to assure that shoreline modifications individually and cumulatively do not result in a net loss of ecological functions, as stated in WAC 173-26-231. This is to be achieved by preventing unnecessary shoreline modifications, by giving preference to those types of shoreline modifications that have a lesser impact on ecological functions, and by requiring mitigation of identified impacts resulting from shoreline modifications.
5. Where applicable, the City should base decisions on available scientific and technical information and a comprehensive analysis of site-specific conditions provided by the applicant, as stated in WAC 173-26-231.
6. Impaired ecological functions should be enhanced where feasible and appropriate while accommodating permitted uses, as stated in WAC 173-26-231. As shoreline modifications occur, the City will incorporate all feasible measures to protect ecological shoreline functions and ecosystem-wide processes.
7. In reviewing shoreline permits, the City should require steps to reduce significant ecological impacts according to the mitigation sequence in WAC 173-26-201(2)(e).

2. Shoreline Stabilization (Including Bulkheads)

b. Policies

1. Non-structural stabilization measures are preferred over “soft” structural measures. “Soft” structural shoreline stabilization measures are strongly preferred over hard structural shoreline stabilization. Proposals for hard and soft structural solutions, including bulkheads, should be allowed only when it is demonstrated that nonstructural methods are not “feasible”, as defined in Chapter 6. Hard structural shoreline stabilization measures should be allowed only when it is demonstrated that soft structural measures are not feasible.
2. Bulkheads and other structural stabilizations should be located, designed and constructed primarily to prevent damage to existing development and minimize adverse impacts to ecological functions.
3. New development requiring bulkheads and/or similar protection should not be allowed. Shoreline uses should be located in a manner so that bulkheads and other structural stabilization are not likely to become necessary in the future.
4. Shoreline modifications individually and cumulatively shall not result in a net loss of ecological functions. This is to be achieved by giving preference to those types of shoreline modifications that have a lesser impact on ecological functions and requiring mitigation of identified impacts resulting from shoreline modifications.

3. Over-Water Structures (Including Piers and Docks, Floats, Boardwalks and Boating Facilities)

b. Policies

1. Moorage associated with a single-family residence is considered a water-dependent use provided that it is designed and used as a facility to access watercraft.
2. New moorage, excluding docks accessory to single family residences, should be permitted only when the applicant/proponent has demonstrated that a specific need exists to support the intended water-dependent or public access use.
3. To minimize continued proliferation of individual private moorage, reduce the amount of over-water and in-water structures and reduce potential long-term impacts associated with those structures, shared moorage facilities are preferred over single-user moorage. New subdivisions of more than two lots and new multifamily development of more than two dwelling units should provide shared moorage.
4. Docks, piers and other water-dependent use developments including those accessory to single family residences, should be sited and designed to avoid adversely impacting shoreline ecological functions or processes, and should mitigate for any unavoidable impacts to ecological functions.
5. Moorage and other water-dependent use developments should be spaced and oriented in a manner that minimizes hazards and obstructions to public navigation rights and corollary rights thereto such as, but not limited to, fishing, swimming and pleasure boating.
6. Moorage and other water-dependent use developments should be restricted to the minimum size necessary to meet the needs of the proposed use. The length, width and height of over-water structures and other developments regulated by this section should be no greater than that required for safety and practicality for the primary use.
7. Moorage and other water-dependent use developments should be constructed of materials that will not adversely affect water quality or aquatic plants and animals in the long term.

4.Fill

b. Policies

1. Fills waterward of OHWM should be allowed only when necessary to support allowed water-dependent or public access uses, cleanup and disposal of contaminated sediments and other water-dependent uses that are consistent with this SMP.
2. Shoreline fill should be designed and located so there will be no significant ecological impacts and no alteration of local currents, surface water drainage, channel migration or flood waters that would result in a hazard to adjacent life, property and natural resource systems.

5.Dredging and Disposal

b. Policies

1. Dredging operations should be planned and conducted to minimize interference with navigation and adverse impacts to other shoreline uses, properties and values.
2. When allowed, dredging and dredge material disposal should be limited to the minimum amount necessary.
3. Disposal of dredge material within a channel migration zone shall be discouraged. (Refer to the Channel Migration Zone Map, Figure No. 10.2 in the Inventory and Analysis Report).

6.Shoreline Restoration and Ecological Enhancement

b. Policies

1. The City should consider shoreline enhancement as an alternative to structural shoreline stabilization and protection measures where feasible.
2. All shoreline enhancement projects should protect the integrity of adjacent natural resources including aquatic habitats and water quality.
3. Where possible, shoreline restoration should use maintenance-free or low-maintenance designs.
4. The City should pursue the recommendations in the shoreline restoration plan prepared as part of this SMP update. The City should give priority to projects consistent with this plan.
5. Shoreline restoration and enhancement should not extend waterward more than necessary to achieve the intended results.

7.Dikes and Levees

b. Policies

1. Dikes and levees should be constructed or reconstructed only as part of a comprehensive flood hazard reduction program
2. Environmental enhancement measures should be a part of levee improvements.

SHORELINE USE POLICIES

The provisions in this section apply to specific common uses and types of development to the extent they occur within shoreline jurisdiction. Policies related to each shoreline use are found below. The policies are numbered exactly as they are found in the SMP.

1. General Policies

b. Policies

1. The City should give preference to those uses that are consistent with the control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon uses of the state's shoreline areas.
2. The City should ensure that all proposed shoreline development will not diminish the public's health, safety and welfare, as well as the land or its vegetation and wildlife, and should endeavor to protect property rights while implementing the policies of the Shoreline Management Act.
3. The City should reduce use conflicts by prohibiting or applying special conditions to those uses which are not consistent with the control of pollution and prevention of damage to the natural environment or are not unique to or dependent upon use of the state's shoreline. In implementing this provision, preference should be given first to water-dependent uses, then to water-related uses and water-enjoyment uses.
4. The City should encourage the full use of existing urban areas before expansion of intensive development is allowed.

2. Agriculture

b. Policies

1. The creation of new agricultural lands by diking, draining or filling marshes, channel migration zones, and associated marshes, bogs and swamps should be prohibited.
2. A vegetative buffer should be maintained between agricultural lands and water bodies or wetlands in order to reduce harmful bank erosion and resulting sedimentation, enhance water quality, reduce flood hazard and maintain habitat for fish and wildlife.
3. Animal feeding operations, retention and storage ponds and feedlot waste and manure storage should be located out of shoreline jurisdiction and constructed to prevent contamination of water bodies and degradation of the adjacent shoreline environment.
4. Appropriate farm management techniques should be utilized to prevent contamination of nearby water bodies and adverse effects on valuable plant, fish and animal life from fertilizer and pesticide use and application.
5. Where ecological functions have been degraded, new development should be conditioned with the requirement for ecological restoration to ensure no net loss of ecological functions.

The City's Shoreline Administrator will consult the provisions of this SMP and determine the applicability and extent of ecological restoration. The extent of ecological restoration shall be that which is reasonable given the specific circumstances of an agricultural development.

3. Boating Facilities

b. Policies

1. Boating facilities should be located, designed and operated to provide maximum feasible protection and restoration of ecological processes and functions and all forms of aquatic, littoral or terrestrial life—including animals, fish, shellfish, birds and plants—and their habitats and migratory routes. To the extent possible, boating facilities should be located in areas of low biological productivity.
2. Boating facilities should be located and designed so their structures and operations will be aesthetically compatible with the area visually affected and will not unreasonably impair shoreline views. However, the need to protect and restore ecological functions and to provide for water-dependent uses carries higher priority than protection of views.
3. Boat launch facilities should be provided at appropriate public access sites.
4. Existing public moorage and launching facilities should be maintained.

4. Commercial Development

b. Policies

1. Multi-use commercial projects that include some combination of ecological restoration, public access, open space and recreation should be encouraged in the High-Intensity Environment consistent with the City's Comprehensive Plan.
2. Where possible, commercial developments are encouraged to incorporate Low Impact Development techniques into new and existing projects.

5. Industry

b. Policies

1. Ecological restoration should be a condition of all nonwater-oriented industrial development.
2. Where possible, industrial developments are encouraged to incorporate Low Impact Development techniques into new and existing projects.

6. In-Stream Structures

b. Policies

1. In-stream structures should provide for the protection, preservation and restoration of ecosystem-wide processes, ecological functions and cultural resources, including, but not limited to, fish and fish passage, wildlife and water resources, shoreline critical areas, hydrogeological processes and natural scenic vistas. Within the City of Kent, in-stream structures should be allowed only for the purposes of environmental restoration or water quality treatment.

7. Recreational Development

b. Policies

1. The coordination of local, state and federal recreation planning should be encouraged to satisfy recreational needs. Shoreline recreational developments should be consistent with all adopted park, recreation and open space plans.
2. Recreational developments and plans should promote the conservation of the shoreline's natural character, ecological functions and processes.
3. A variety of compatible recreational experiences and activities should be encouraged to satisfy diverse recreational needs.
4. Water-dependent recreational uses, such as angling, boating and swimming, should have priority over water-enjoyment uses, such as picnicking and golf. Water-enjoyment uses should have priority over nonwater-oriented recreational uses, such as field sports.
5. Recreation facilities should be integrated and linked with linear systems, such as hiking paths, bicycle paths, easements and scenic drives.
6. Where appropriate, non-intensive recreational uses may be permitted in floodplain areas. Non-intensive recreational uses include those that do not do any of the following:
 - a. Adversely affect the natural hydrology of aquatic systems.
 - b. Create any flood hazards.
 - c. Damage the shoreline environment through modifications such as structural shoreline stabilization or vegetation removal.
7. Opportunities to expand the public's ability to enjoy the shoreline in public parks through dining or other water enjoyment activities should be pursued.

8. Residential Development

b. Policies

1. Residential development should be prohibited in environmentally sensitive areas including, but not limited to, wetlands, steep slopes, floodways and buffers.
2. The overall density of development, lot coverage and height of structures should be appropriate to the physical capabilities of the site and consistent with the comprehensive plan.
3. Recognizing the single-purpose, irreversible and space consumptive nature of shoreline residential development, new development should provide adequate setbacks or open space from the water to provide space for community use of the shoreline and the water, to provide space for outdoor recreation, to protect or restore ecological functions and ecosystem-wide processes, to preserve views, to preserve shoreline aesthetic characteristics, to protect the privacy of nearby residences and to minimize use conflicts.
4. Adequate provisions should be made for protection of groundwater supplies, erosion control, stormwater drainage systems, aquatic and wildlife habitat, ecosystem-wide processes and open space.
5. Sewage disposal facilities, as well as water supply facilities, shall be provided in accordance with appropriate state and local health regulations.
6. New residences should be designed and located so that shoreline armoring will not be necessary to protect the structure. The creation of new residential lots should not be allowed unless it is demonstrated the lots can be developed without:
 - a. Constructing shoreline stabilization structures (such as bulkheads).
 - b. Causing significant erosion or slope instability.
 - c. Removing existing native vegetation within 20 feet of the shoreline.

9. Transportation

b. Policies

1. Circulation system planning on shorelands should include systems for pedestrian, bicycle and public transportation where appropriate. Circulation planning and projects should support existing and proposed shoreline uses that are consistent with the SMP.
2. Trail and bicycle paths should be encouraged along shorelines and should be constructed in a manner compatible with the natural character, resources and ecology of the shoreline.
3. When existing transportation corridors are abandoned, they should be reused for water-dependent use or public access.

10. Utilities

b. Policies

1. New utility facilities should be located so as not to require extensive shoreline protection works.
2. Utility facilities and corridors should be located so as to protect scenic views, such as views of the Green River from the Green River Trail. Whenever possible, such facilities should be placed underground, or alongside or under bridges.
3. Utility facilities and rights-of-way should be designed to preserve the natural landscape and to minimize conflicts with present and planned land uses.

SHORELINE RESTORATION

Activities that have adverse effects on the ecological functions and values of the shoreline must provide mitigation for those impacts. By law, the proponent of that activity is not required to return the subject shoreline to a condition that is better than the baseline level at the time the activity takes place. How then can the shoreline be improved over time in areas where the baseline condition is severely, or even marginally, degraded?

Section 173-26-201(2)(f) WAC of the Shoreline Master Program Guidelines says: “master programs shall include goals and policies that provide for restoration of such impaired ecological functions. These master program provisions shall identify existing policies and programs that contribute to planned restoration goals and identify any additional policies and programs that local government will implement to achieve its goals. These master program elements regarding restoration should make real and meaningful use of established or funded non-regulatory policies and programs that contribute to restoration of ecological functions, and should appropriately consider the direct or indirect effects of other regulatory or non-regulatory programs under other local, state, and federal laws, as well as any restoration effects that may flow indirectly from shoreline development regulations and mitigation standards.”

In total, implementation of the Shoreline Master Program (with mitigation of project-related impacts) in combination with this Restoration Plan (for restoration of lost ecological functions that occurred prior to a specific project) should result in a net improvement in the City of Kent’s shoreline environment in the long term.

RESTORATION GOALS AND OBJECTIVES

According to the *Green/Duwamish and Central Puget Sound Watershed (WRIA 9) Near-Term Action Agenda For Salmon Habitat Conservation*, the Green/Duwamish watershed suffers from detrimental conditions for fish and fish habitat due to major engineering changes, land use changes which have resulted in direct and indirect impacts to salmon habitat, and water quality which has declined due to wastewater and industrial discharges, erosion, failing septic systems and the use of pesticides (WRIA 9 Steering Committee 2002). The June 30, 2009, *City of Kent Final Shoreline Inventory and Analysis Report* provides supporting information that validates these claims specifically in the City’s shoreline jurisdiction. The *WRIA 9 Near Term Action Agenda* established three high priority watershed goals for salmon conservation and recovery:

- “Protect currently functioning habitat primarily in the Middle Green River watershed and the nearshore areas of Vashon/Maury Island.
- Ensure adequate juvenile salmon survival in the Lower Green River, Elliot Bay/Duwamish, and Nearshore subwatersheds. Meeting this goal involves several types of actions, including protecting currently functioning habitat, restoring degraded habitat, and maintaining or restoring adequate water quality and flows.
- Restore access for salmon (efficient and safe passage for adults and juveniles) to and from the Upper Green River subwatershed.”

The following recommended policy for the lower Green River subwatershed, including Kent, is also taken from the *Salmon Habitat Plan: Making our Watershed Fit for a King* (Steering Committee 2005).

- In the Lower Green River, every opportunity should be taken to set back levees and revetments to the maximum extent practicable. Habitat rehabilitation within the Lower Green River corridor should be included in all new developments and re-developments that occur within 200 feet of the river.

The WRIA 9 restoration goals, in combination with the results of the *City’s Final Shoreline Inventory and Analysis Report*, the direction of *Ecology’s Shoreline Master Program Guidelines*, and the City’s commitment to support the *Salmon Habitat Plan: Making our Watershed Fit for a King*, are the foundation for the following goals and objectives of the City of Kent’s restoration strategy. Although the *Green/Duwamish and Central Puget Sound Watershed (WRIA 9) Near-Term Action Agenda For Salmon Habitat Conservation* and the *Salmon Habitat Plan: Making our Watershed Fit for a King* are salmon-centered, pursuit of improved performance in ecosystem-wide processes and ecological functions that favors salmon generally captures those processes and functions that benefit all fish and wildlife.

Goal 1: Maintain, restore or enhance watershed processes, including sediment, water, wood, light and nutrient delivery, movement and loss.

Goal 2: Maintain or enhance fish and wildlife habitat during all life stages and maintain functional corridors linking these habitats.

Goal 3: Contribute to conservation and recovery of Chinook salmon and other anadromous fish, focusing on preserving, protecting and restoring habitat with the intent to recover listed species, including sustainable, genetically diverse, harvestable populations of naturally spawning Chinook salmon.

1. System-Wide Restoration Objectives

- a. Improve the health of shoreline waterbodies by managing the quality and quantity of stormwater runoff, consistent at a minimum with the latest Washington Department of Ecology Stormwater Management Manual for Western Washington. Make additional efforts to meet and maintain state and county water quality standards in contributing systems.
- b. Increase quality, width and diversity of native vegetation in protected corridors and shorelines adjacent to stream and lake habitats to provide safe migration pathways for fish and wildlife, food, nest sites, shade, perches and organic debris. Strive to control non-indigenous plants or weeds that are proven harmful to native vegetation or habitats.
- c. Continue to work collaboratively with other jurisdictions and stakeholders in WRIA 9 to implement the *Salmon Habitat Plan: Making our Watershed Fit for a King*.
- d. Base local actions and future projects, ordinances and other appropriate local government activities on the best available science presented in the WRIA 9 scientific foundation and habitat management strategy.
- e. Use the comprehensive list of actions, and other actions consistent with the Plan, as a source of potential site-specific projects and land use and public outreach recommendations.
- f. Use the start-list to guide priorities for regional funding in the first ten years of Plan implementation, and to implement start-list actions through local capital improvement projects, ordinances and other activities.
- g. Seek federal, state, grant and other funding opportunities for various restoration actions and programs independently or with other WRIA 9 jurisdictions and stakeholders.
- h. Develop a public education plan to inform private property owners in the shoreline area and in the remainder of the City about the effects of land management practices and other unregulated activities (such as vegetation removal, pesticide/herbicide use, car washing) on fish and wildlife habitats.
- i. Develop a chemical reduction plan which focuses on reducing the application of fertilizers, herbicides and pesticides near shoreline waterbodies or tributary streams and otherwise emphasizes only their localized use.
- j. Where feasible, protect, enhance and restore riparian areas surrounding wetlands where functions have been lost or compromised.

2. Green River Restoration Objectives

- a. Improve the health of the Green River and its tributary streams by identifying hardened and eroding streambanks and correcting to the extent feasible with bioengineered stabilization solutions.
- b. Improve the health of the Green River by removing or setting back flood and erosion control facilities whenever feasible to improve natural shoreline processes. Where levees and revetments cannot be practically removed or set back due to infrastructure considerations, maintain and repair them using design approaches that maximize the use of native vegetation and large woody debris (LWD).

- c. Improve the health of the Green River and its tributary streams by increasing LWD recruitment potential through plantings of trees, particularly conifers, in the riparian corridors. Where feasible, install LWD to meet short-term needs.
- d. Improve the health of the Green River by reestablishing and protecting side channel habitat.
- e. Where feasible, re-establish fish passage to Green River tributary streams.

3. Lakeshore Restoration Objectives

- a. Decrease the amount and impact of overwater and in-water structures through minimization of structure size and use of innovative materials.
- b. Participate in lake-wide efforts to reduce populations of non-native aquatic vegetation.
- c. Where feasible, improve the health of lake shorelines by removing bulkheads and utilizing bioengineering or other soft shoreline stabilization techniques to improve aquatic conditions.

RESTORATION PRIORITIES

The process of prioritizing actions that are geared toward restoration of the City's shoreline areas involves balancing ecological goals with a variety of site-specific constraints. Briefly restated, the City's environmental protection and restoration goals include 1) protecting watershed processes, 2) protecting fish and wildlife habitat and 3) contributing to Chinook conservation efforts. Constraints that are specific to Kent include a heavily confined and leveed Green River shoreline area, a highly developed shoreline along Lake Meridian with predominantly private ownership and heavy commercial development along Springbrook Creek. While other areas may already offer fairly good ecological functions (Big Soos Creek, Lake Fenwick, Jenkins Creek and the GRNRA), they tend to include opportunities to further enhance ecological functions. These goals and constraints were used to develop a hierarchy of restoration actions to rank different types of projects or programs associated with shoreline restoration. Programmatic actions, like continuing WRIA 9 involvement and conducting outreach programs to local residents, tend to receive relatively high priority opposed to restoration actions involving private landowners. Other factors that influenced the hierarchy are based on scientific recommendations specific to WRIA 9, potential funding sources and the projected level of public benefit.

Although restoration project/program scheduling is summarized in the previous section (Table 14), the actual order of implementation may not always correspond with the priority level assigned to that project/program. This discrepancy is caused by a variety of obstacles that interfere with efforts to implement projects in the exact order of their perceived priority. Some projects, such as those associated with riparian planting, are relatively inexpensive and easy to permit and should be implemented over the short and intermediate term despite the perception of lower priority than projects involving extensive shoreline restoration or large-scale capital improvement projects. Straightforward projects with available funding should be initiated immediately for the worthwhile benefits they provide and to preserve a sense of momentum while permitting, design, site access authorization and funding for the larger, more complicated and more expensive projects are underway.

1. Priority 1: Levee Modifications and Floodplain Reconnection

Because of the isolation of the Green River floodplain from the Green River by the levee, floodplain habitats, including off-channel and side channel habitats, are typically described as the most diminished types of salmonid fish habitat relative to the pristine condition. The lack of these habitat types is a limiting factor for Chinook salmon recovery. As discussed above, the historic use and prevalence of levees has greatly diminished the habitat value of extended floodplains. Restoration of these areas has been found to be one of the most beneficial of all types of stream and river enhancements. Projects in this category include the WRIA 9 recommended projects listed in Table 11 in Chapter 8 of the SMP:

- Project(s) LG-7 - Lower Mill Creek, Riverview (Formerly Green River) Park, Hawley Road Levee, Lower Mullen Slough, and Lower Mill Creek Restoration Between RM 21.3 and 24 (Both Banks)
- Project LG-9 - Rosso Nursery Off-Channel Rehabilitation and Riparian Restoration Between RM 20.8 and 20 (Left Bank) [being implemented by City as "Lower Green River Property Acquisition" in nearby locations]
- Project LG-10 - Mainstem Maintenance (including the Boeing Levee Setback and Habitat Rehabilitation) Between RM 20.5 and 16.3
- Project LG-13 - Acquisition, Levee Setback and Habitat Rehabilitation Between RM 15.3 and 14.7 (Right Bank)

2. Priority 2: Continue Water Resource Inventory Area (WRIA) 9 Participation

Of basic importance is the continuation of ongoing, programmatic, basin-wide programs and initiatives such as the WRIA 9 Forum. Continue to work collaboratively with other jurisdictions and stakeholders in WRIA 9 to implement the *2005 Salmon Habitat Plan: Making our Watershed Fit for a King* (Habitat Plan). This process provides an opportunity for the City to keep in touch with its role on a basin-wide scale and to influence habitat conditions beyond its borders, which, in turn, come back to influence water quality and quantity and habitat issues within the City.

3. Priority 3: Improve Water Quality and Reduce Sediment and Pollutant Delivery

Although most of the streams and their basins located within the City are outside of shoreline jurisdiction, their impacts to shoreline areas should not be discounted. Many of these streams have the potential to provide fish and wildlife habitat. They are also a common receiving body for non-point source pollution, which in turn delivers those contaminants to shoreline waterbodies.

Watershed-wide programmatic actions listed in the Habitat Plan include four actions focused on addressing water quality and stormwater controls:

- Program WW-11: Expand/Improve incentives Programs
- Program WW-12: Improve Enforcement of Existing Land Use and Other Regulations
- Program WW-13: Increase Use of Low Impact Development and Porous Concrete
- Program WW-14: Provide Incentives for Developers to Follow Built Green™ Checklist Sections Benefiting Salmon

These recommendations emphasize the use of low impact development techniques, on-site stormwater detention for new and redeveloped projects and control of point sources that discharge directly into surface waters. They involve protecting and restoring forest cover, riparian buffers, wetlands and creek mouths by revising and enforcing Critical Areas Regulations and Shoreline Master Programs, incentives and flexible development tools.

4. Priority 4: Reconnect Fish Passage to Green River Tributaries

Expanding available fish habitat and rearing opportunities for anadromous fish is a high priority for the City. One of the key mechanisms is to improve fish passage by reconnecting mainstem river habitat to local tributaries.

The City is currently involved with improving fish habitat within the outlet from Lake Meridian (Lake Meridian Outlet Realignment Project). This project involves realigning the lake outflow of Lake Meridian, otherwise known as Cow Creek, through a forested area to improve fish habitat on its way to Big Soos Creek. This project currently is funded through Phase 2 of 3, with Phase 2 expected to begin in 2009.

Recommended projects from the Habitat Plan include:

- Project(s) LG-7 - Lower Mill Creek, Riverview (Formerly Green River) Park, Hawley Road Levee, Lower Mullen Slough and Lower Mill Creek Restoration Between RM 21.3 and 24 (Both Banks)

5. Priority 5: Public Education and Involvement

Public education and involvement has a high priority in the City. While this is especially important for areas directly affected by residential development (i.e. Lake Meridian) or floodplain and levee management (i.e. Green River), it has already resulted in vast improvements to the GRNRA and Green River projects. Opportunities for restoration outside of residential property are extensive along most shoreline areas in the City. Only Lake Meridian is highly impacted by residential development. Therefore, in order to achieve the goals and objectives set forth in this Chapter 8, "Restoration Plan," most of the restoration projects (except for those on Lake Meridian) would likely occur on public property. Thus, providing education opportunities and involving the public is key to success, and would possibly entail coordinating the development of a long-term Public Education and Outreach Plan to gain public support.

6. Priority 6: Acquisition of Shoreline Property for Preservation, Restoration, or Enhancement Purposes

The City should explore opportunities to protect natural areas or other areas with high ecological value via property acquisition. Mechanisms to purchase property would likely include collaboration with other stakeholder groups including representatives from local government, businesses and the general public in order to develop a prioritized list of actions. Such a coordinated effort is listed as a watershed-wide programmatic action in the Habitat Plan:

- Program WW-15: Develop a Coordinated Acquisition Program for Natural Areas

The Habitat Plan also includes the following specific acquisition project:

- Project LG-13 - Acquisition, Levee Setback and Habitat Rehabilitation Between RM 15.3 and 14.7 (Right Bank)

7. Priority 7: Improve Riparian Vegetation, Reduce Impervious Coverage

Similar to Priority 3, Section G.3 above, to improve water quality and reduce sediment and pollutant delivery, improved riparian vegetation and reduction in impervious surfaces are emphasized throughout the Habitat Plan. All of the specific projects listed in Table 11 (LG No. 3, 4, 7, 9, 10, and 13) include some form of protecting and improving riparian vegetation. Watershed-wide programmatic actions also described in the Habitat Plan include many references to improving vegetative conditions and reducing impervious surface coverage. Specific reference to planting vegetation is listed in Program WW-5: Promote the Planting of Native Trees.

In addition to the items listed in the Habitat Plan, Section E.2 above lists many areas where improvements to riparian vegetative cover and reductions in impervious surfaces are warranted.

8. Priority 8: Reduce Shoreline and Bank Armoring, Create or Enhance Natural Shoreline and Streambank Conditions

The preponderance of shoreline armoring and its association with impaired habitat conditions, specifically for juvenile Chinook salmon, has been identified as one of the key limiting factors along the Green River (Kerwin and Nelson 2000). While it is recognized that levees and revetments cannot practically be removed in all circumstances, considerations should be made to maintain and repair them using design approaches that incorporate native vegetation and large woody debris. Improvements to levees and revetments are discussed in Priority 1, Section G.1 above.

It is also recognized that reduction in shoreline armoring along lakes is also important (i.e. Lake Meridian and Lake Fenwick). While no specific lake project sites have been identified under this restoration priority, emphasis should be given to future project proposals that involve or have the potential to restore shoreline areas to more natural conditions. The City should explore ways in which to team with local property owners, whether through financial assistance, permit expedition or guidance, to restore multiple contiguous lots.

9. Priority 9: Reduction of In-water and Over-water Structures

Reduction of in- and over-water cover by piers, docks and other boat-related structures is one mechanism to improve shoreline ecological functions. While not necessarily prevalent along the Green River, piers and docks are extensive along Lake Meridian with nearly 90 percent of all parcels having a pier or dock. The Washington Department of Fish and Wildlife already regulates the size and materials for in- and over-water structures throughout the State and generally recommends finding ways to reduce both the size and density of these structures. Although no specific project sites to reduce in-water and over-water structures within residential areas are identified here, future project proposals involving reductions in the size and/or quantity of such structures should be emphasized. Such future projects may involve joint-use pier proposals or pier reconstruction and may be provided with an expedited permit process.

10. Priority 10: Reduce Aquatic Invasive Weeds in Lakes

While not specifically listed in the Habitat Plan, reduction of aquatic invasive weeds from the City's lakes is emphasized in Section E.2. All three lakes (Lake Fenwick, Lake Meridian and Panther Lake) have experienced growth of non-native and often invasive aquatic vegetation. Problem species include Eurasian watermilfoil, Brazilian elodea and water lily. Future mechanisms to control weed growth range from possible substrate blankets (Lake Meridian) to introduction of grass carp (Lake Fenwick). Not only are aquatic weeds a problem for boats and swimmers, but they also tend to reduce dissolved oxygen to lethal levels for fish, hampering foraging opportunities.

11. Priority 11: City Zoning, Regulatory, and Planning Policies

City policies and development regulations are listed as being of lower priority in this case simply because they have been the subject of a thorough review and have recently been updated accordingly. Notably, the City's Critical Areas Ordinance was recently updated (August 2006) consistent with the Best Available Science for critical areas, including those within the shoreline area.

The City received its final National Pollutant Discharge Elimination System (NPDES) Phase II permit in January 2007 from Department of Ecology. The NPDES Phase II permit is required to include the City's stormwater discharges into regulated lakes and streams. Under the conditions of the permit, the City must protect and improve water quality through public education and outreach, detection and elimination of illicit non-stormwater discharges (e.g., spills, illegal dumping, wastewater), management and regulation of construction site runoff, management and regulation of runoff from new development and redevelopment, and pollution prevention and maintenance for municipal operations.

Watershed-wide programmatic actions listed in the Habitat Plan include three actions focused on regulatory mechanisms to restore ecological functions:

- Program WW-11: Expand/Improve Incentives Programs
- Program WW-12: Improve Enforcement of Existing Land Use and Other Regulations
- Program WW-14: Provide Incentives for Developers to Follow Built Green™ Checklist Sections Benefiting Salmon



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

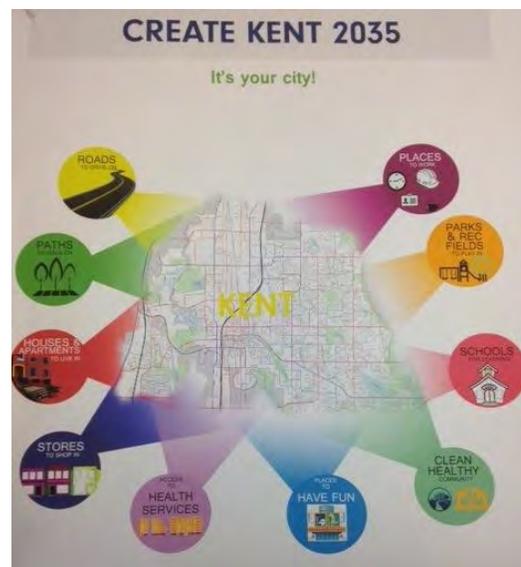
Introduction

Kent's annual family festival, Kent Cornucopia Days, took place in Downtown Kent from Friday July 11th through Sunday July 13th, 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



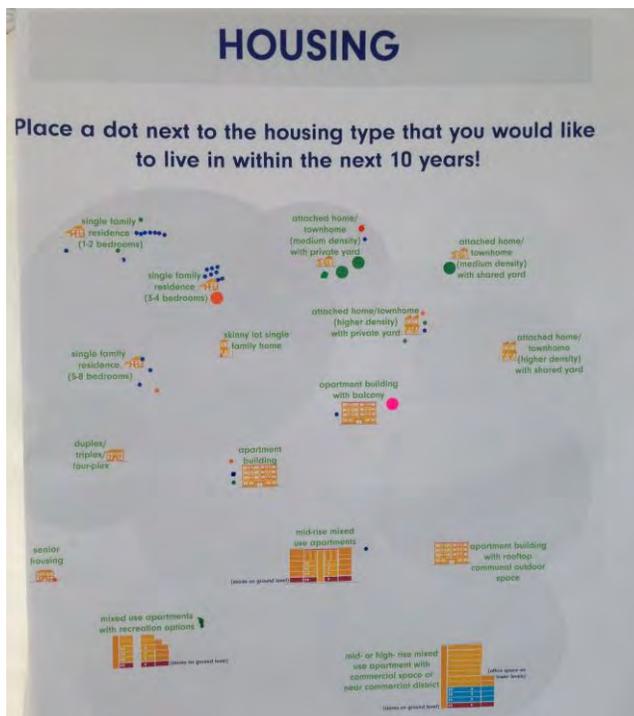
The first panel asked “Where do you live?” Participants from Kent were asked to put a sticker close to their home whereas other participants were asked to put stickers in boxes to identify their city or other home location.

The areas represented and number of respondents were:

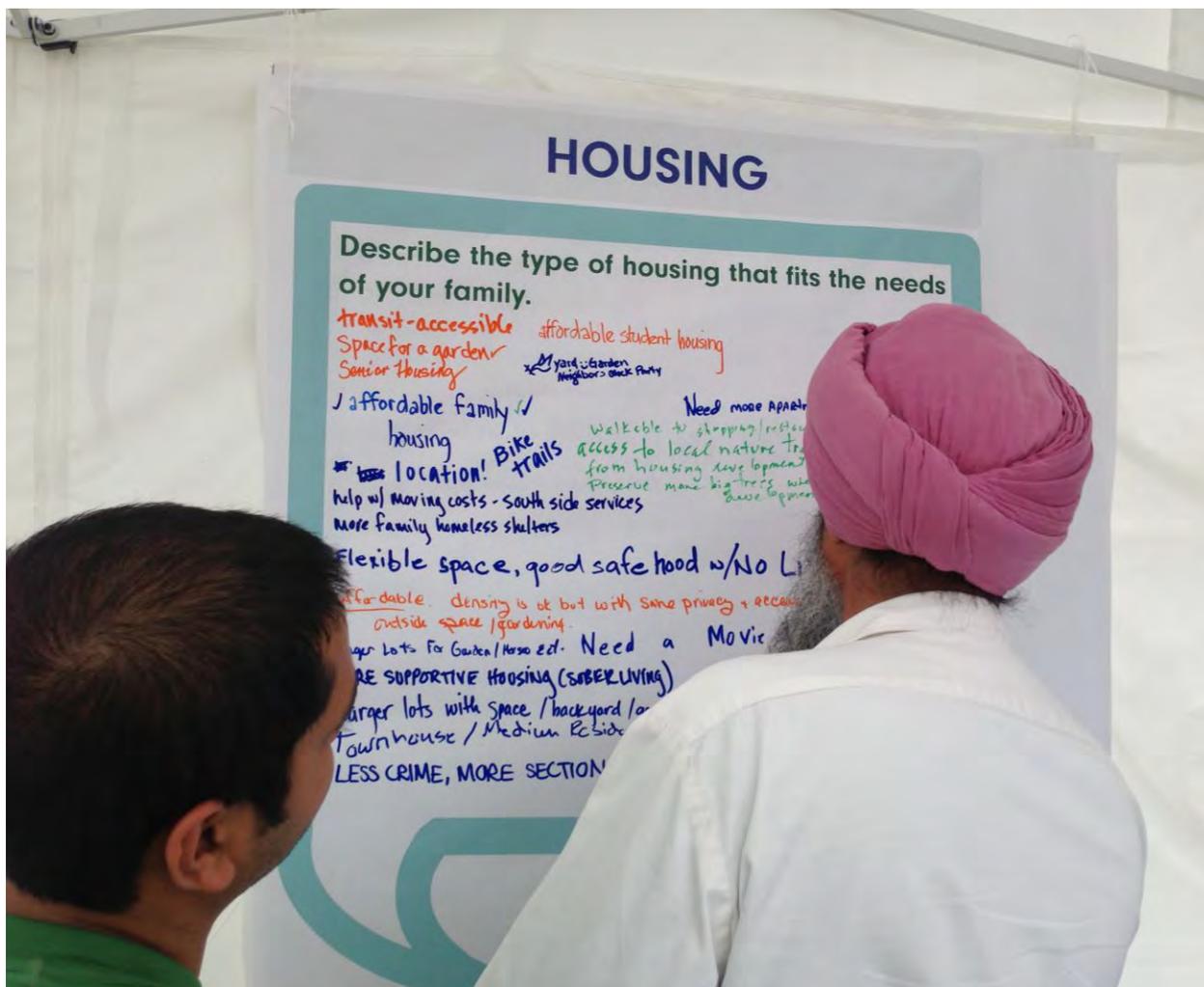
Kent (Blue)	101
Auburn, Covington, Maple Valley, North Bend, Pacific (Green)	28
Bellevue, Burien, Renton, SeaTac, Seattle, Tukwila (Orange)	27
Des Moines, Federal Way,	
Puyallup, Tacoma (Pink)	19
Unincorporated King County (Yellow)	5

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.

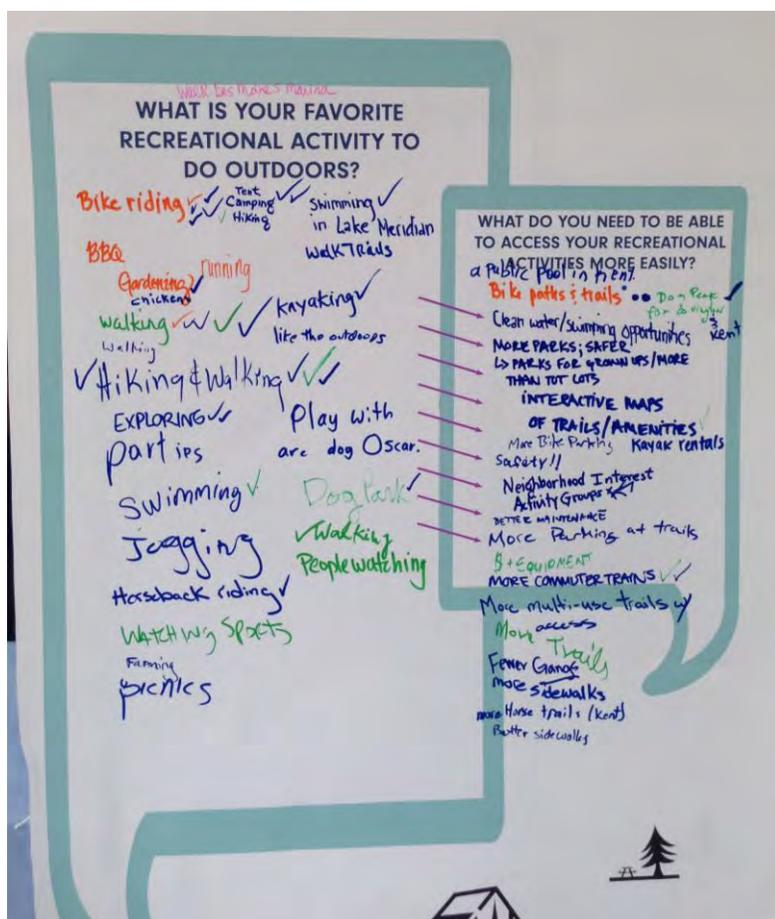
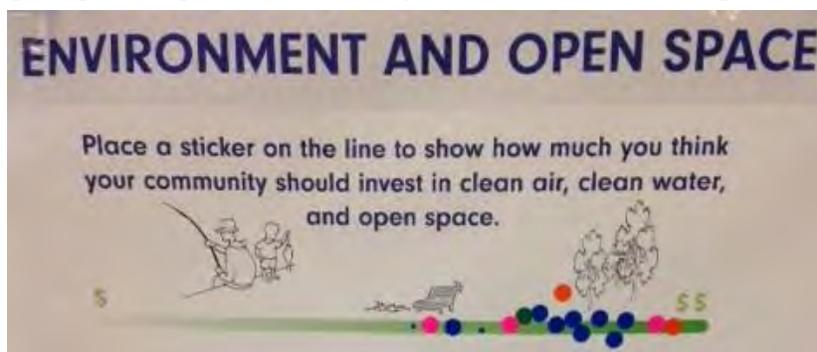
Overall, there were 218 responses from residents of Kent. The top five responses were, in order, safe communities (16%, great school system (13%, walking and biking trails (9.6%, air and water quality (7.8%, and living close to work (5.5%.

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?

TRANSPORTATION

Place dots to vote on transportation issues!
(Or fill in your own!)

Which transportation issues are most important to you?

less traffic	●●●●●●●●
more sidewalks	
better-connected streets	
more bike paths	
better bike safety	
railroad separations	●
more transit options	●●●●●●●●
later buses	●●
later trains	●●

How do you travel most often?

biking	
walking	
riding the bus	●●●●●●●●
carpooling	
driving	●●●●●●●●●●●●●●●●●●
taxi/rideshare	
commuter rail	

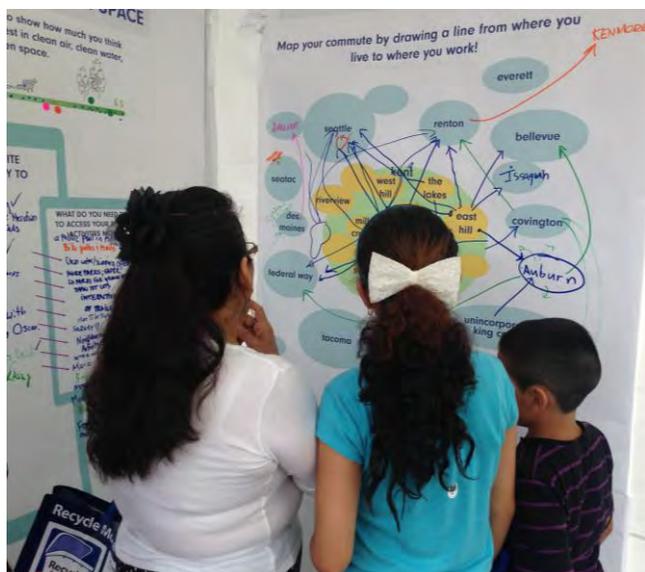
What would help you take transit more?

lower cost	●●●●●●
more routes	●●●●●●
more buses per route	●●●●●●
faster travel time	●●●●●●
no stop near me	●●●●●●
cleaner buses	●●●●●●
safety	●●●●●●
free wifi	●●●●●●
Better Sidewalks	●
More comfortable seats	●

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
Addenda:					
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		
Addenda:							
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, Covington, Maple Valley, North Bend, Pacific	Bellevue, Burien, Renton, SeaTac, Seattle, Tukwila	Des Moines, Federal Way, Puyallup, Tacoma	Unincorporated 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 nd 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
Total (Outside Kent)	76

Transportation: What transportation issues are most important to you?

Issue	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)
Less traffic	37	8	7	5	0		
More sidewalks	10	4	3	2	0		Nature park/trails, Covington Hills to lib sidewalk
Better-connected streets	2	1	1	0	0		
More bike paths	9	1	1	1	0		
Better bike safety	5	1	2	0	0		
Railroad separations	4	2	0	0	0	safety	
Addenda:							
More transit options	18	4	9	3	4	Expand light rail (2)	Weekend options, light rail, bike racks on UA buses
Later buses locally	1	1	4	2	0		
Daily trains	4	0	0	1	0		
Better designed Hwys	2	0	0	1	2		
More housing near transit	1	0	0	1	0		
More parking for sounder/ more times of departure	6	0	0	0	0		
Slower Speeds	1	0	0	0	0	88 th St	
Infrastructure maintenance	1	0	0	0	0	Central Ave tire damage, crosswalks	
Reliability	0	1	0	0	0		
Less lights	0	0	0	1	0		
Safe Rts to School (Nealy O'Brian Russell)	1	0	0	0	0		

Transportation: How do you travel most often?

Transportation	Kent	Auburn, Covington, Maple Valley, North Bend, Pacific	Bellevue, Burien, Renton, SeaTac, Seattle, Tukwila	Des Moines, Federal Way, Puyallup, Tacoma	Unincorporated 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
Addenda:					
Scooter	1	0	0	0	0
School bus	1	0	0	0	0

Transportation: What might help you to take transit more?

	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)
Lower cost	12	4	3	0	0		
More routes	25	5	6	4	0	Intercity buses, bus to Wynco, bus to Bellevue	
More buses per route	13	1	2	2	0		
Faster travel time	12	3	7	3	1		
No stop near me	10	3	0	0	6		More Covington bus stops
Cleaner buses	2	2	1	0	0		
safety	9	1	1	1	0		
Free wifi	2	0	0	1	0		
Addenda:							
Better Sidewalks	2	1	0	0	0		
ADA accessibility	1	0	1	0	0		
Comfortable seats	1	0	2	0	0		
Better bus community service	1	0	0	0	0		
More train/bus times	9	2	0	0	0	Weekend train	Weekend train
Park and ride light rail and sounder	6	1	0	1	0		
Credit cards accepted on buses	0	1	0	0	0		
Don't cut metro	1	1	0	0	0		
Don't cut 914/916	1	0	1	0	0		
Less crowded on event days	0	1	0	0	0		
Transfer passes easier	1	0	1	0	0		
More people 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.”

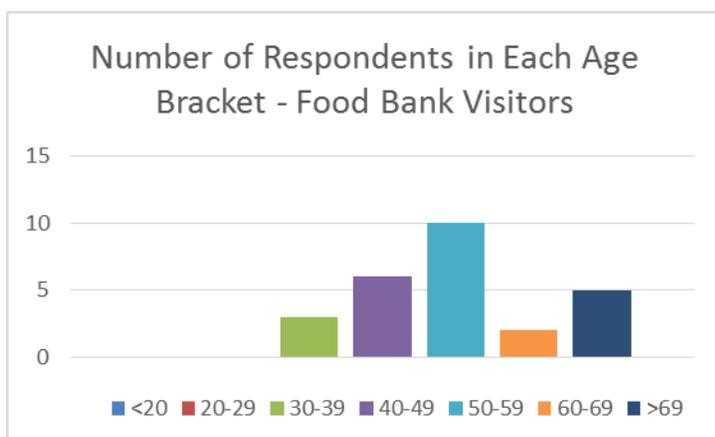
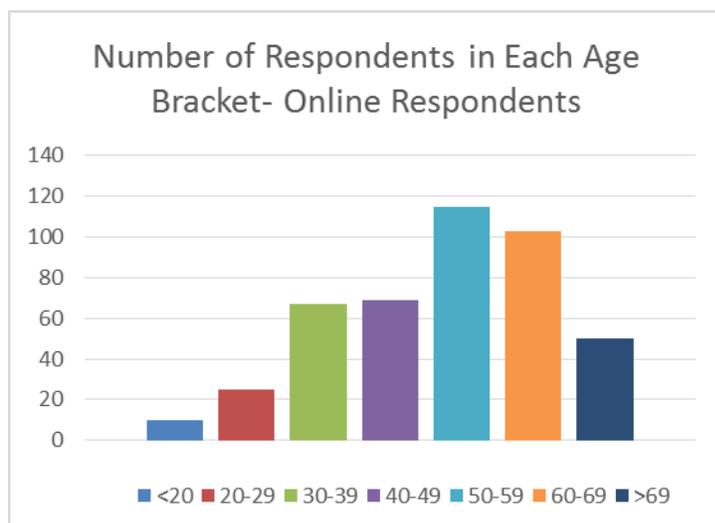
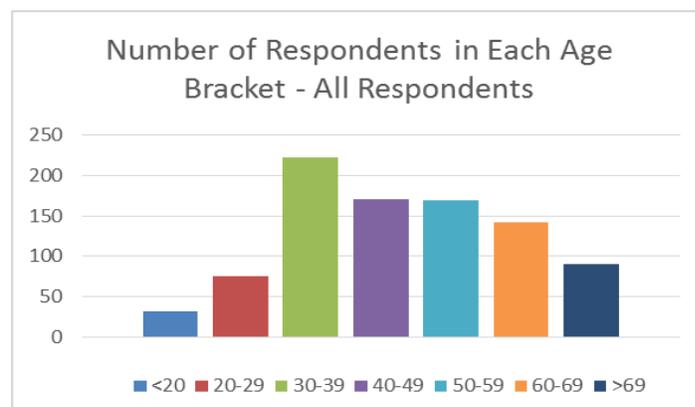
Age – See graph at right.

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.

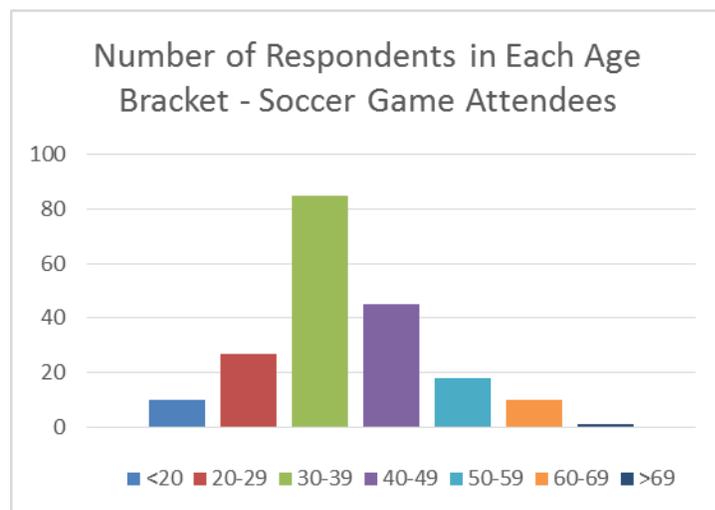


Soccer Game Attendees

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.

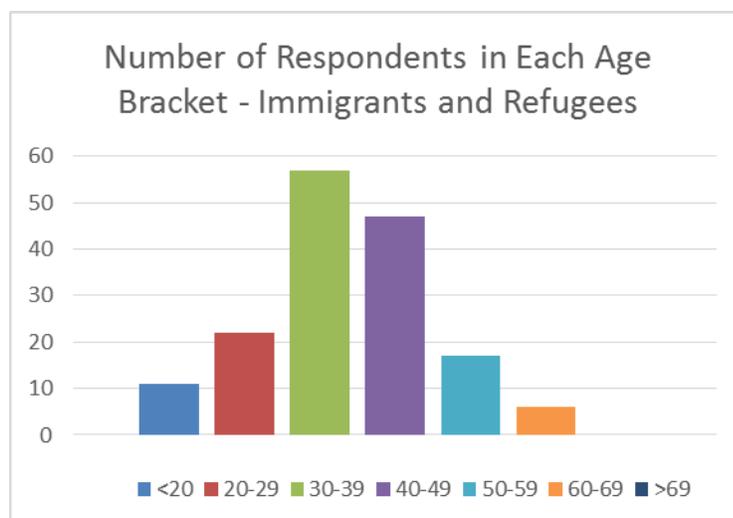


Immigrants and Refugees

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.

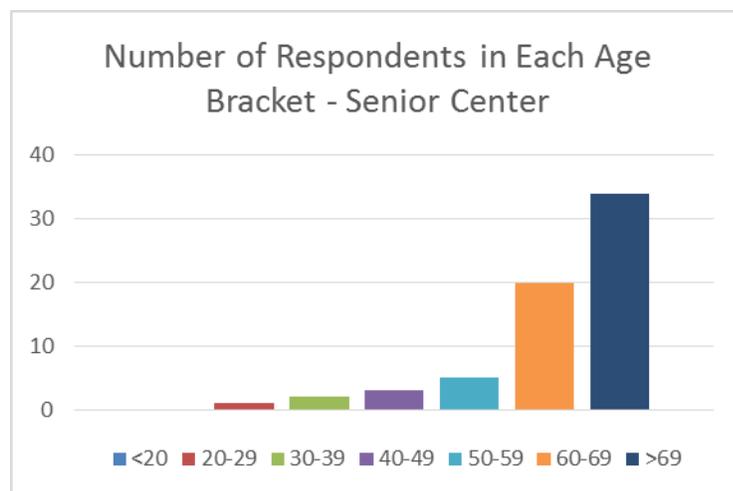


Senior Activity Center (Seniors and Staff)

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.

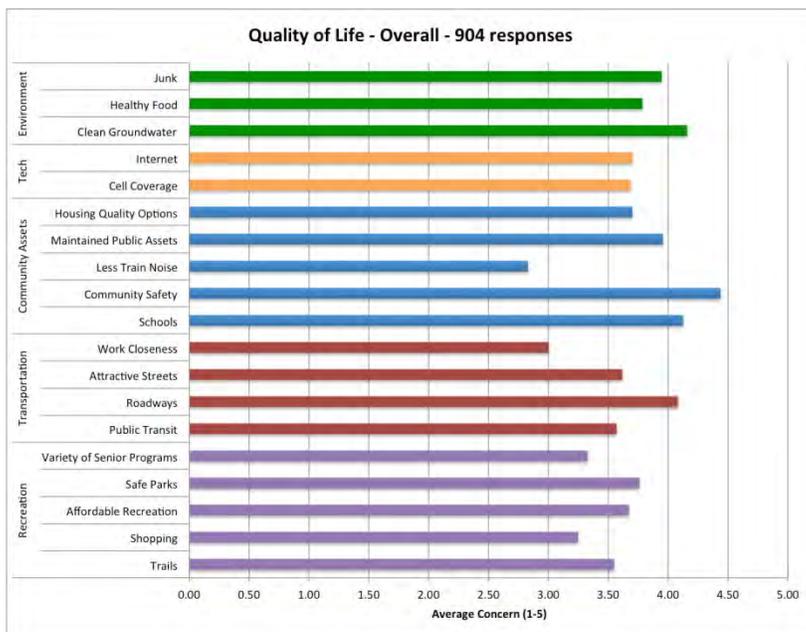


Community Priorities for Quality of Life

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

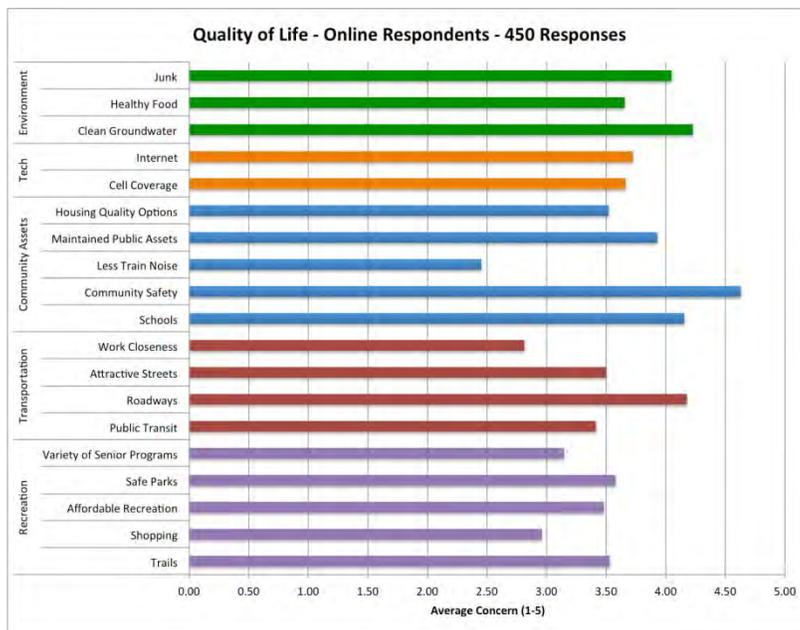
Overall

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.



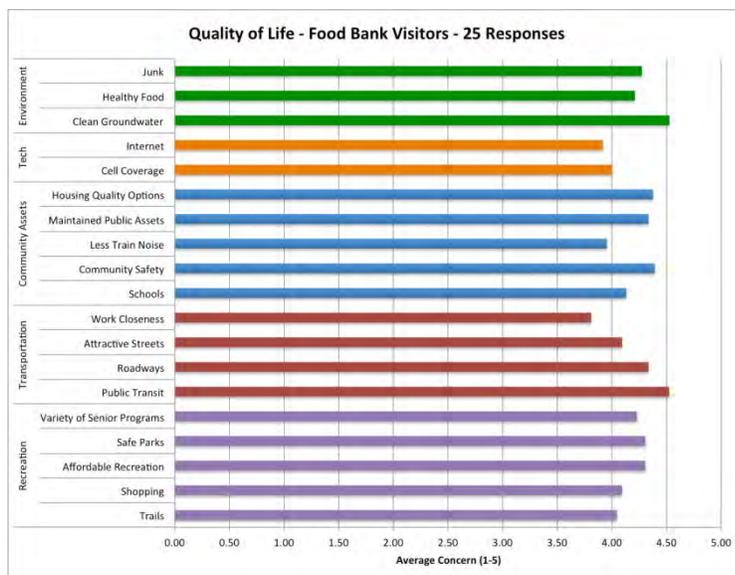
Online Respondents

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



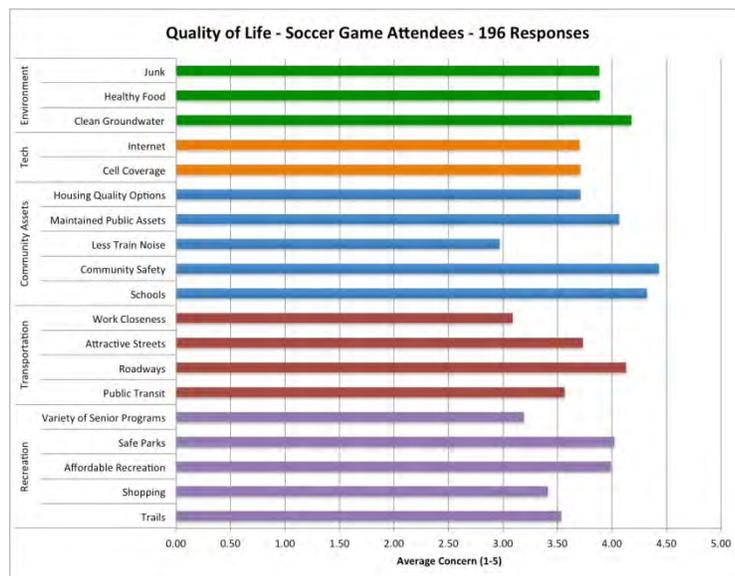
Food Bank Visitors

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



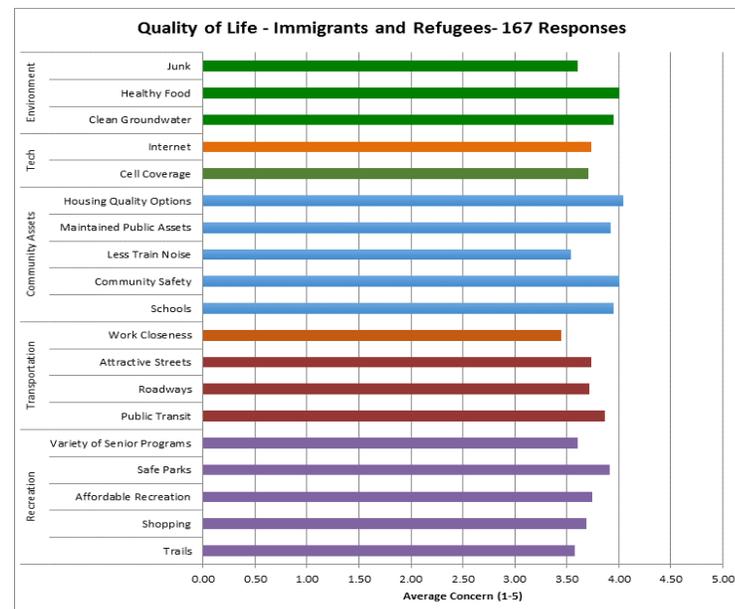
Soccer Game Attendees

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



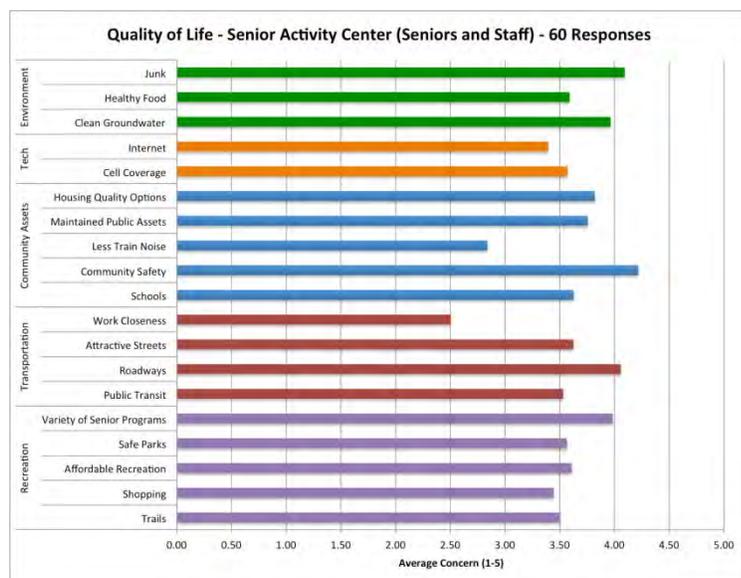
Immigrants and refugees

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

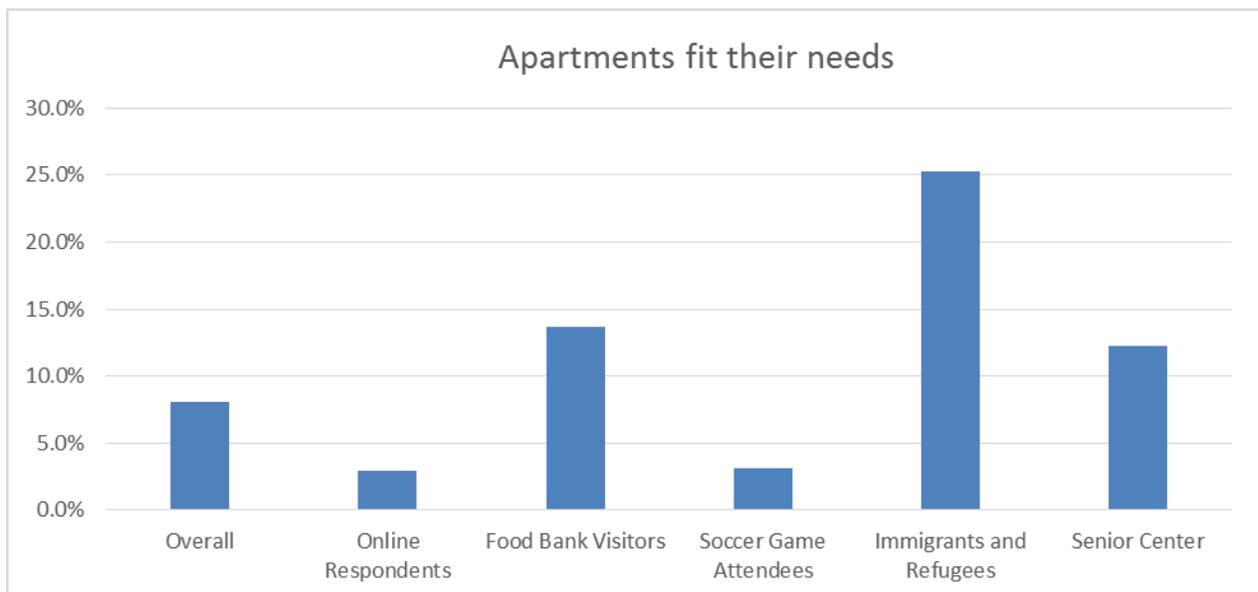
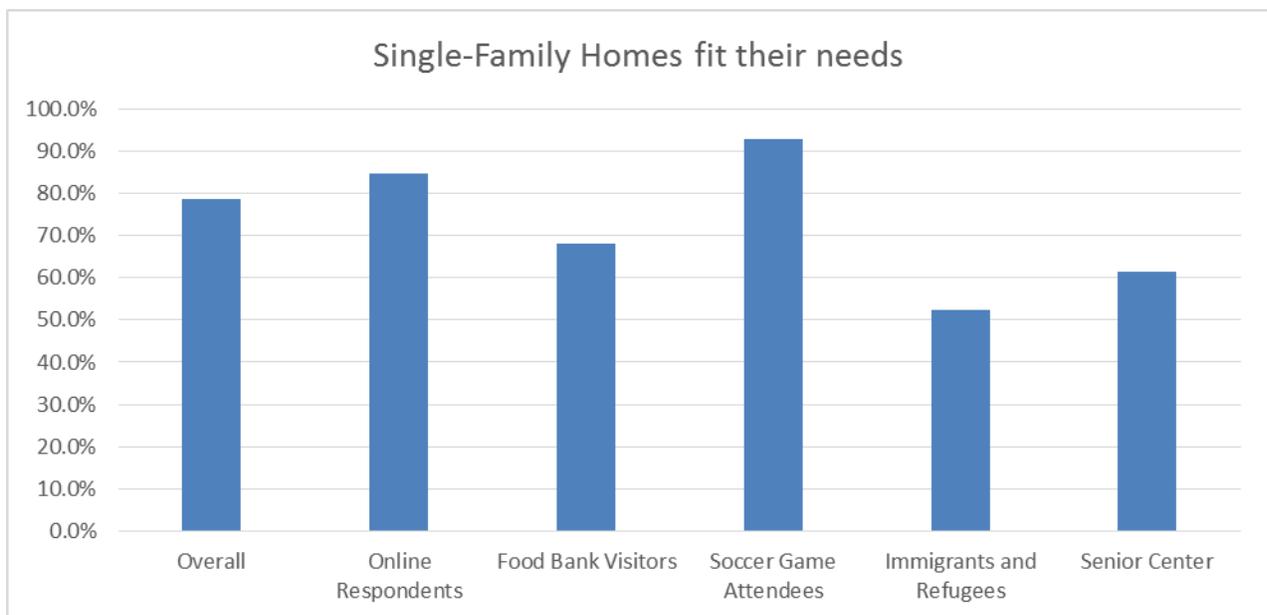
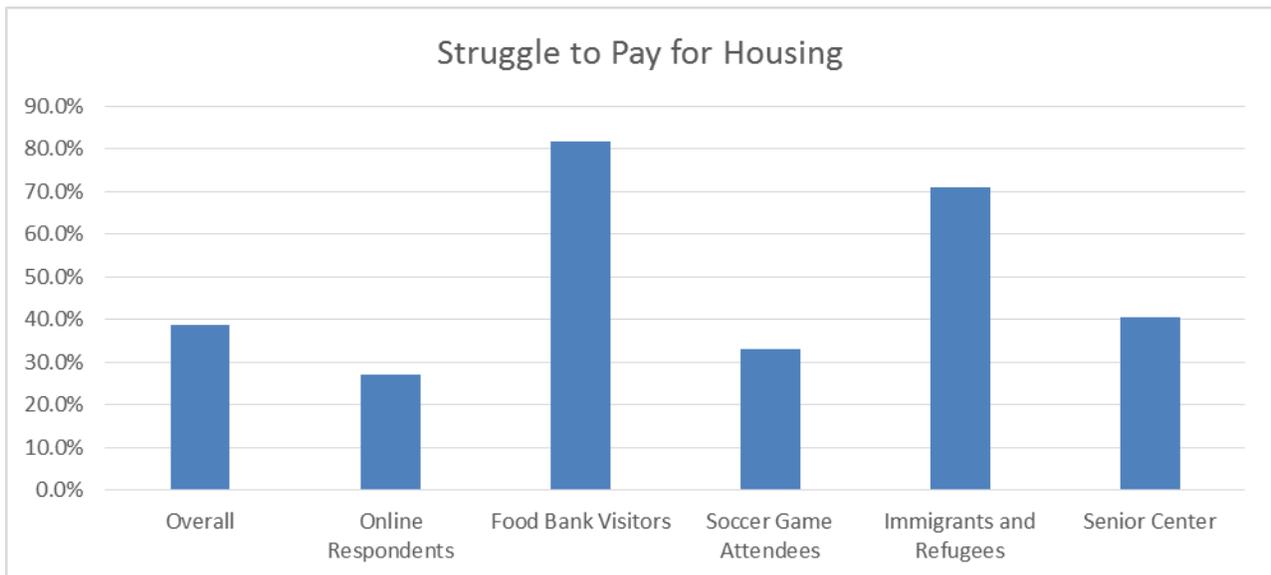
- 33% (61 out of 185) struggle to pay for housing.
- 74% indicated single family homes (3-4 bedrooms) (148 out of 192 people) fit their family's needs.
- 3% indicated apartments (only 6 out of 192) fit their family's needs.

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).

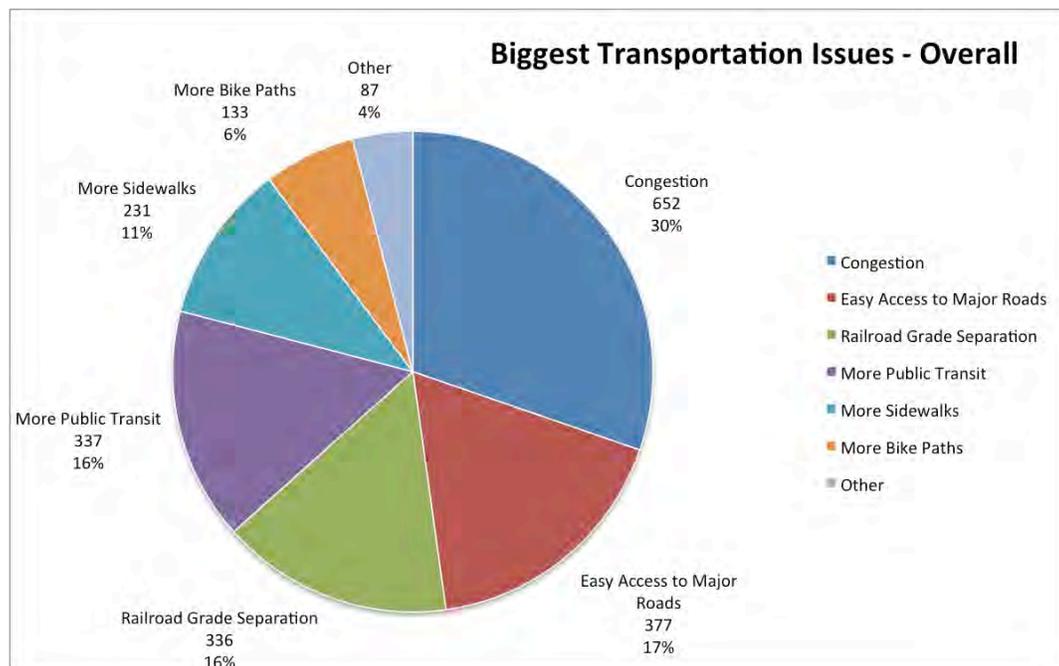
Senior Activity Center (Seniors and Staff)

- 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).

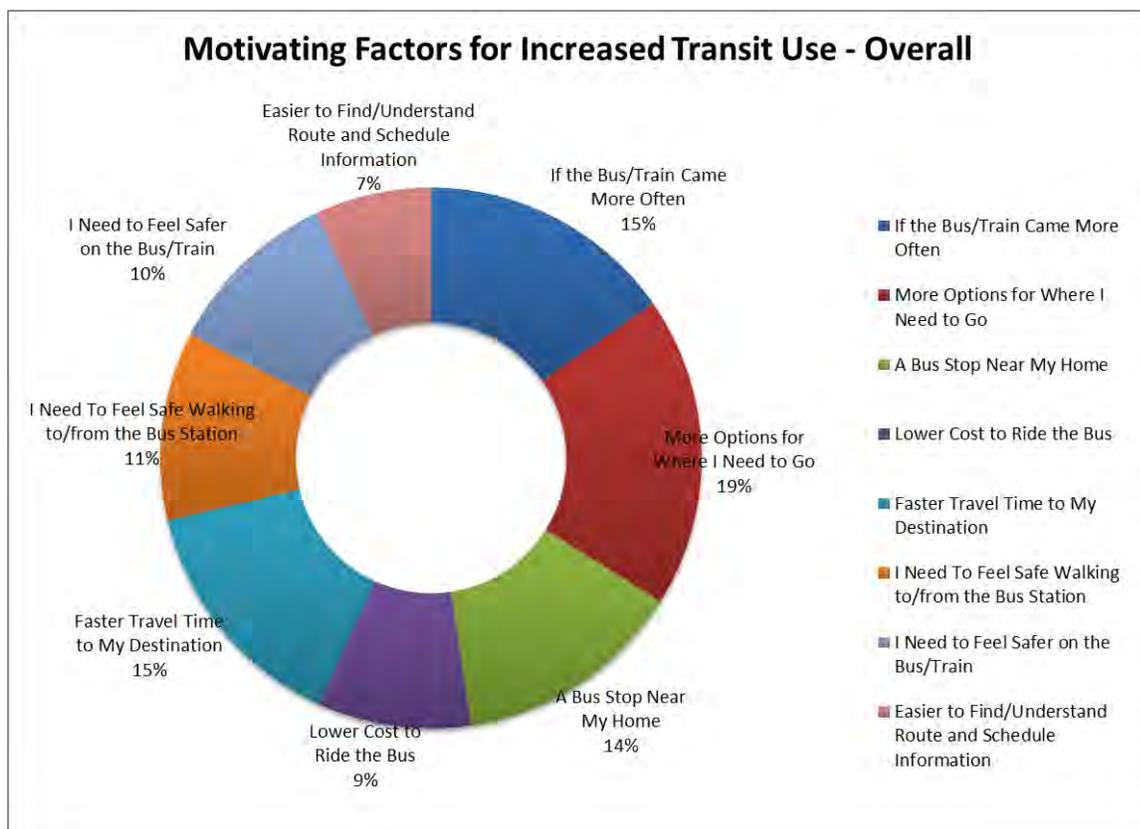
Transportation

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%).



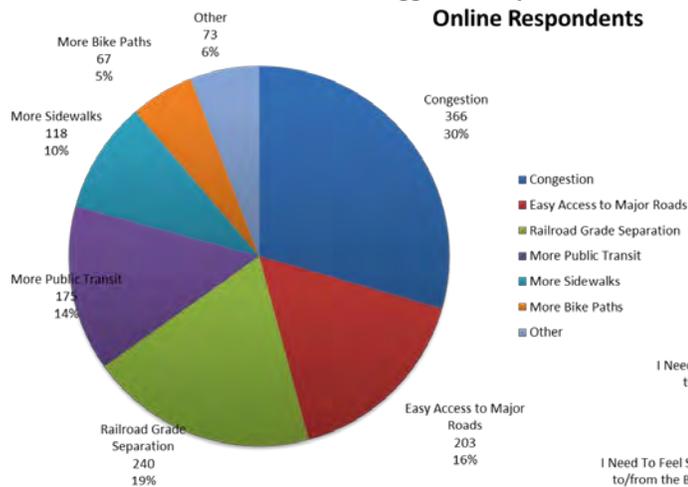
64% of all respondents indicated that their primary transportation mode is to drive alone. More options for where people need to go (19%) would help motivate the overall group to use transit more. Additionally, faster travel time and more frequent service were identified as motivators.



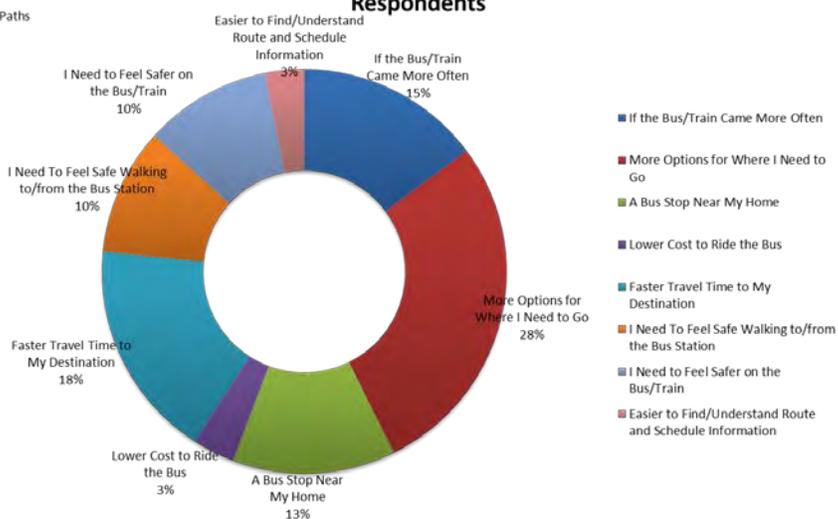
Online Respondents

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



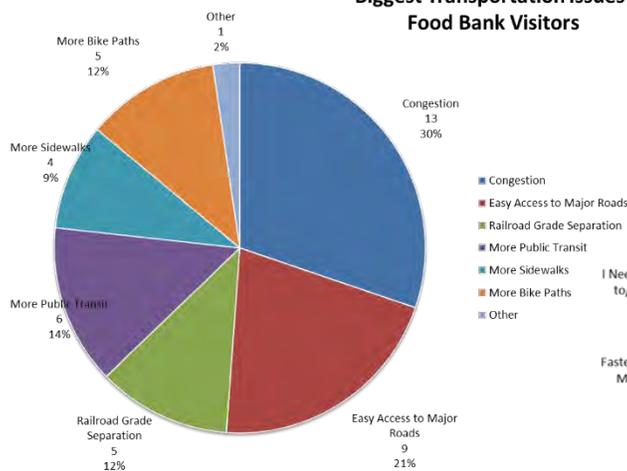
Motivating Factors for Increased Transit Use - Online Respondents



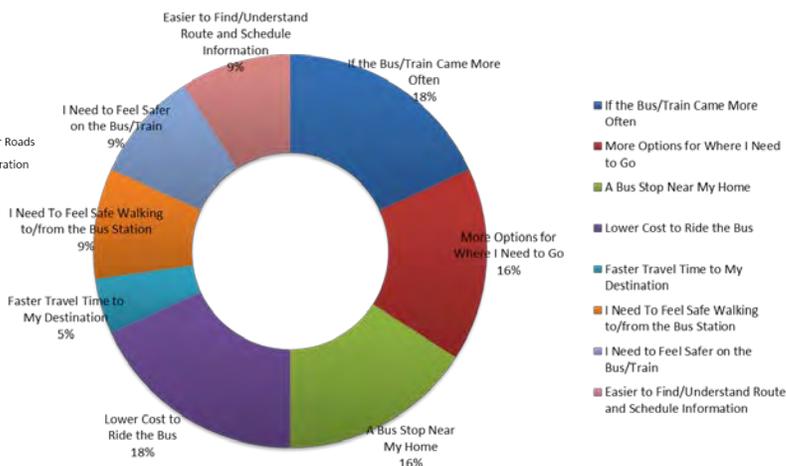
Food Bank Visitors

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



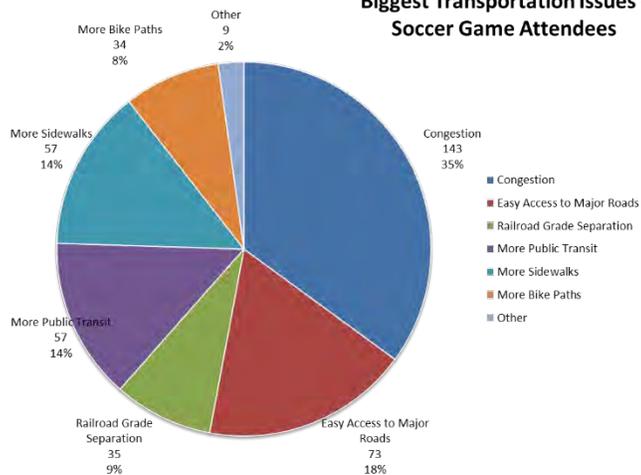
Motivating Factors for Increased Transit Use - Food Bank Visitors



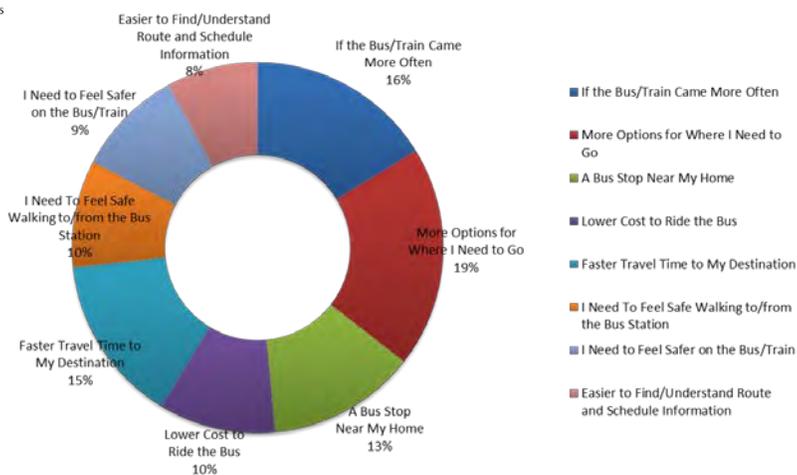
Soccer Game Attendees

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



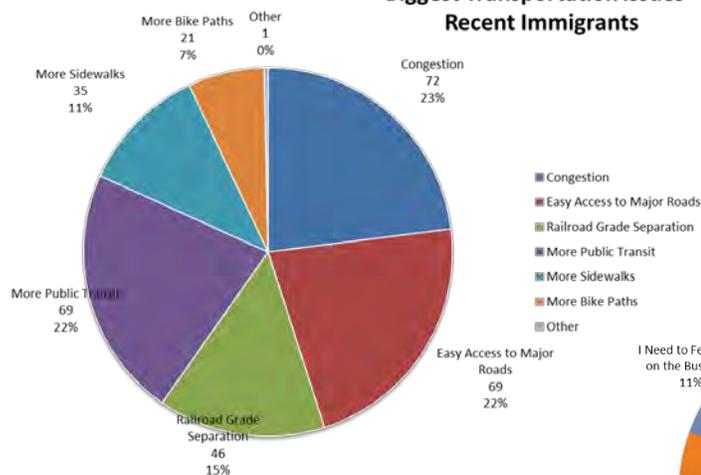
Motivating Factors for Increased Transit Use - Soccer Game Attendees



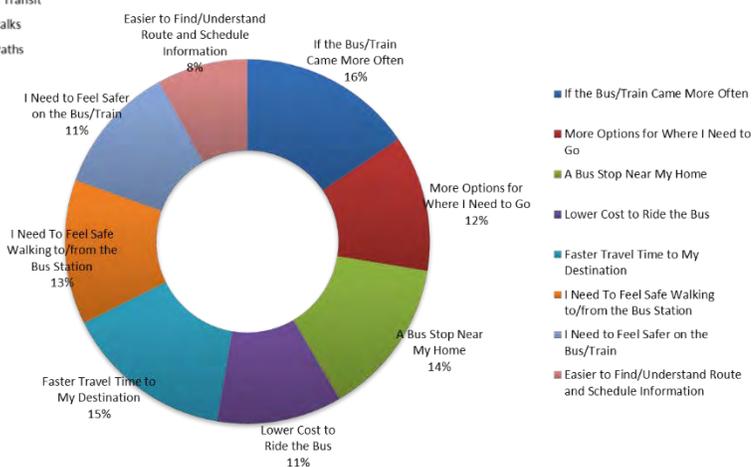
Immigrants and refugees

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

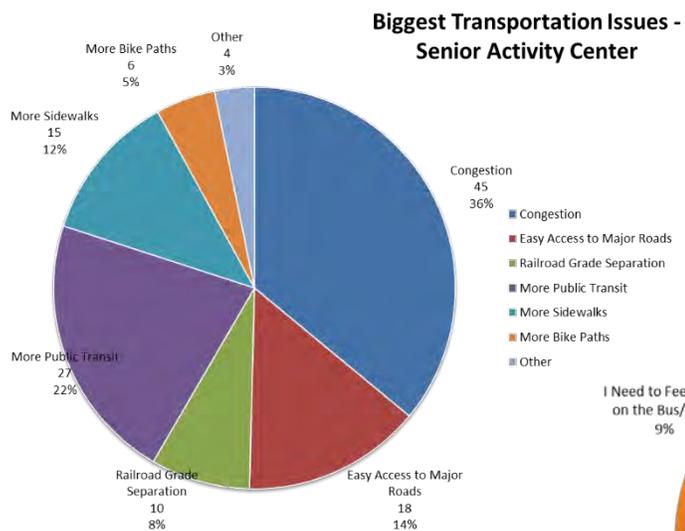


Motivating Factors for Increased Transit Use - Immigrants and Refugees

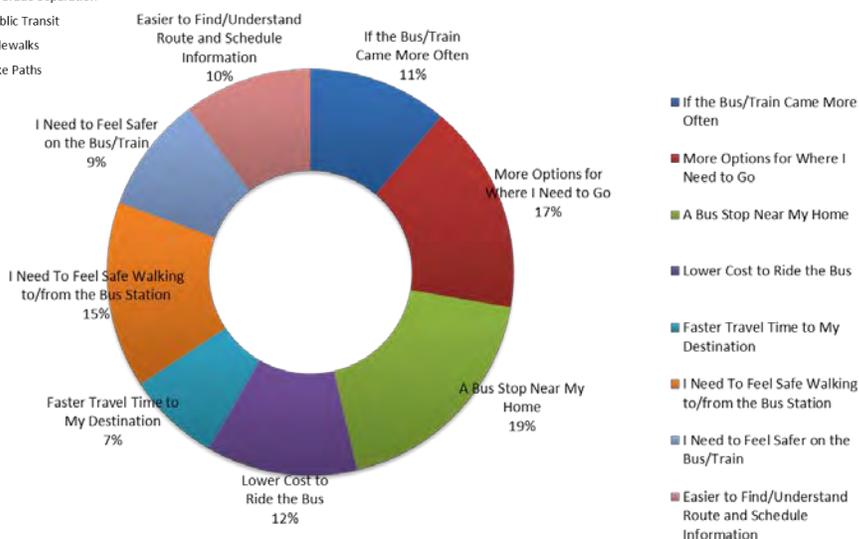


Senior Activity Center (Seniors and Staff)

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.

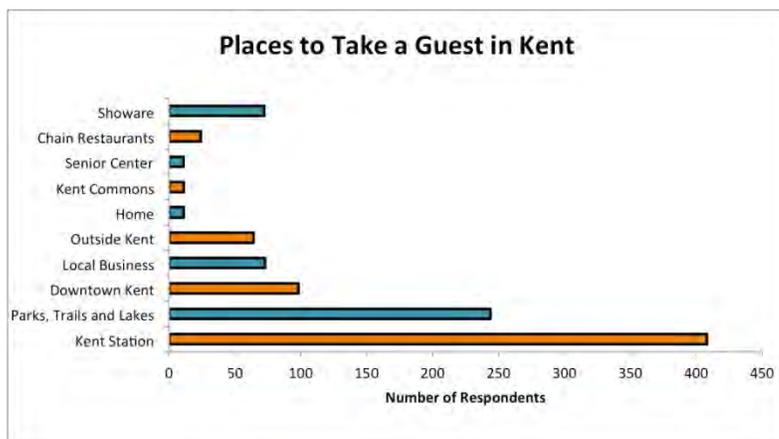


Motivating Factors for Increased Transit Use - Senior Activity Center



“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.

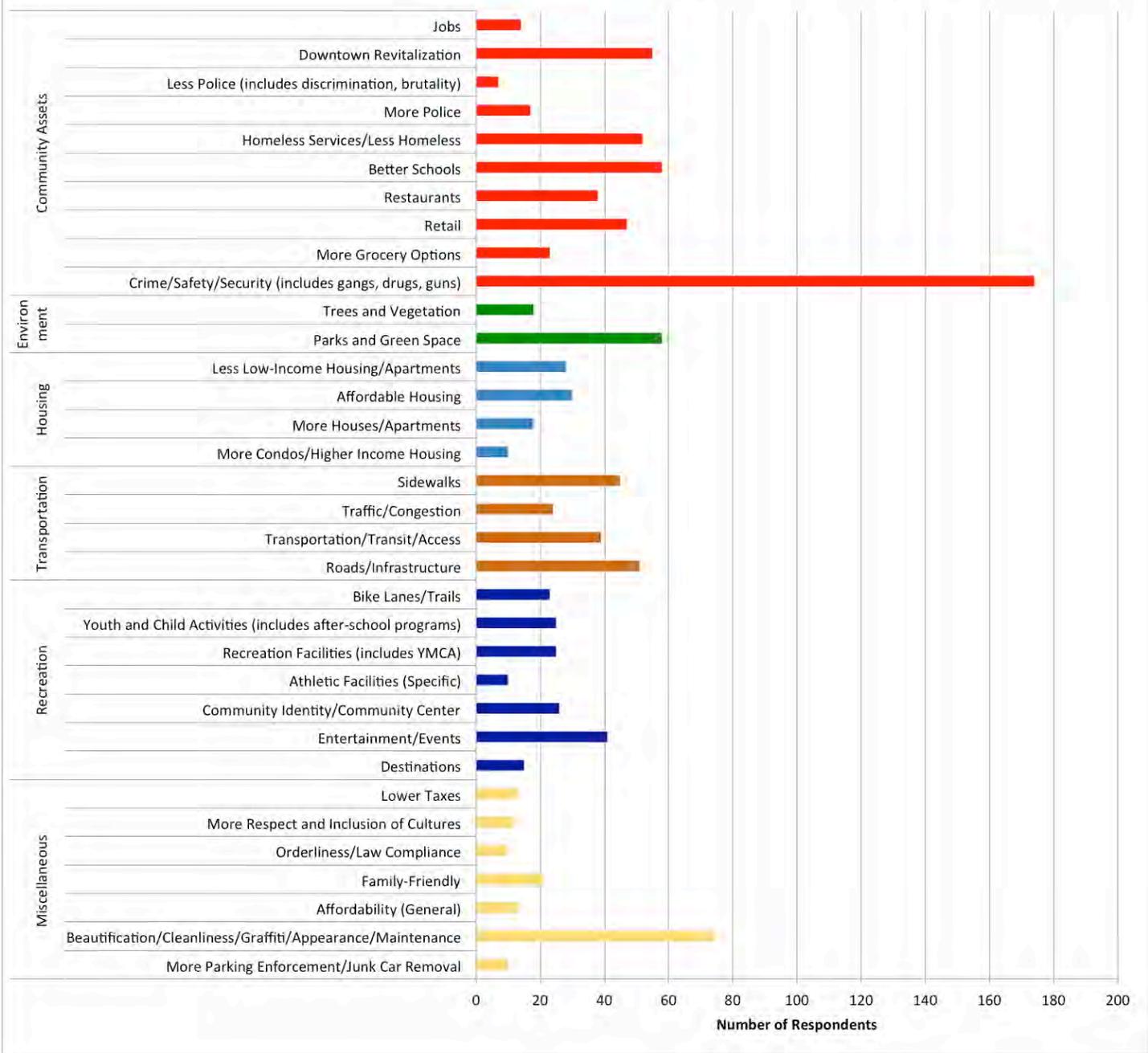
Many survey respondents also mentioned a need for downtown revitalization (55 responses), more grocery (23 responses) and retail (47 responses) options, as well as restaurant options (38 responses). Many responders asked for “something to do” and included ideas such as theaters and bars.

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

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DRAFT

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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.

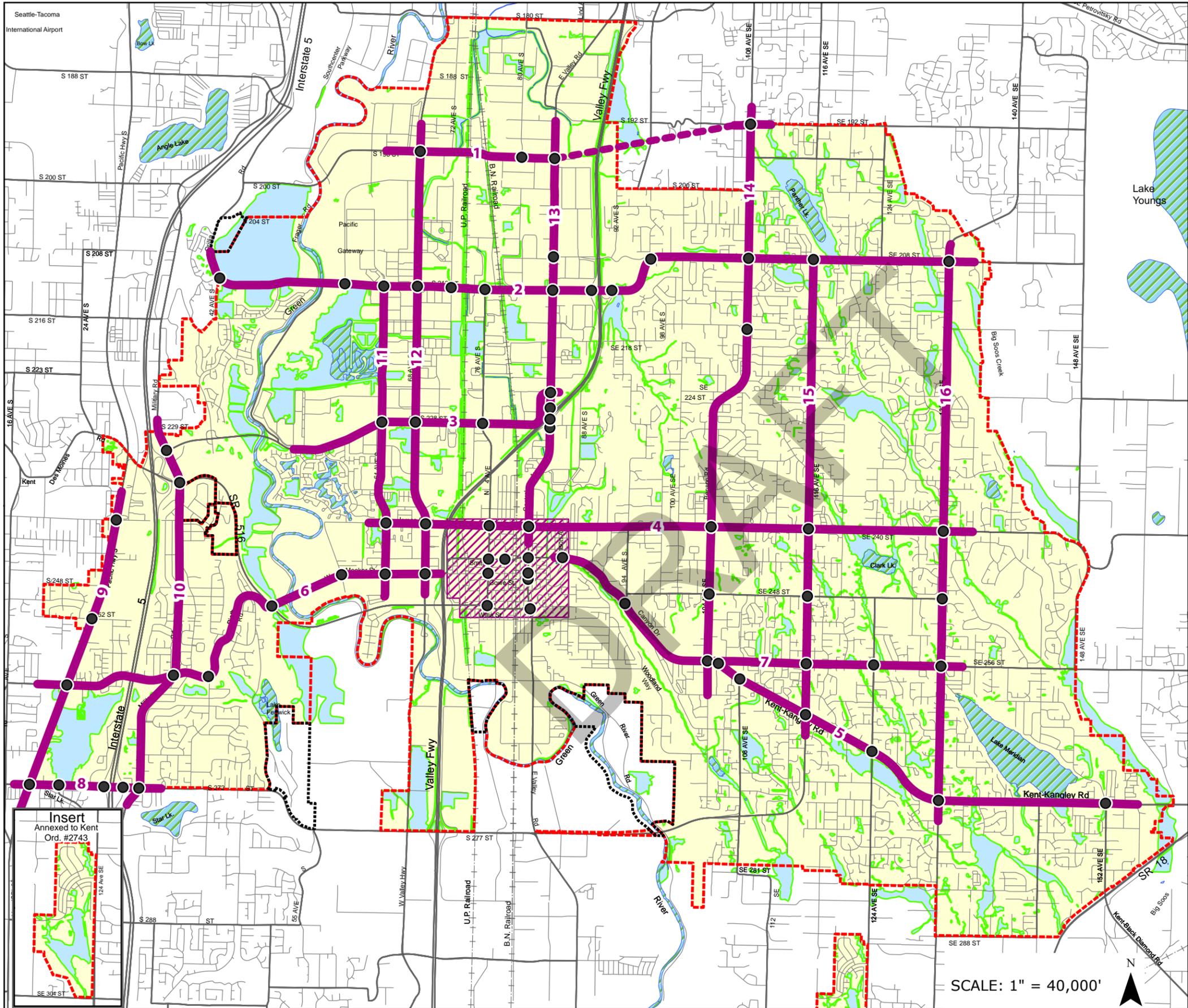
2.0 EXISTING CONDITIONS

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

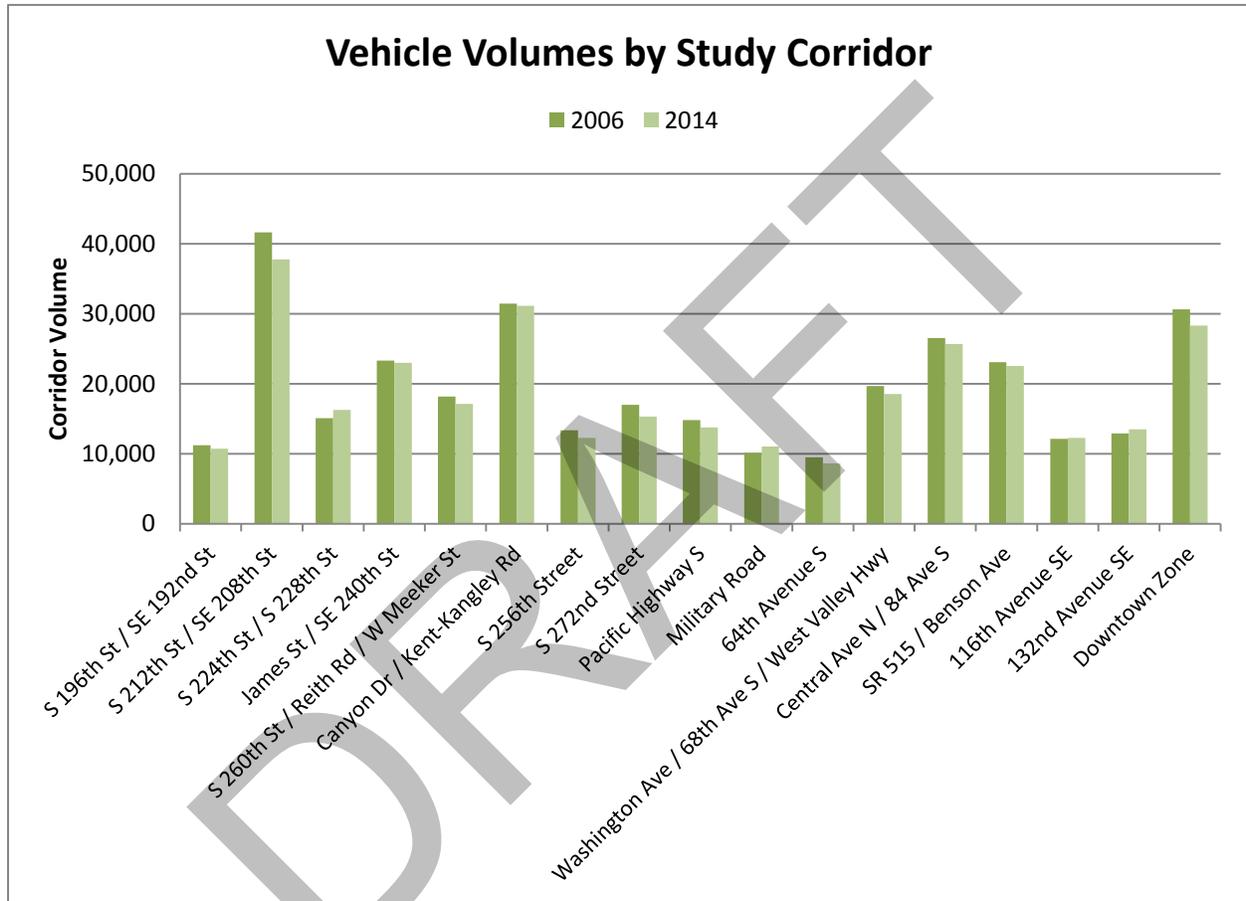
- Study Intersection
- Study Corridor
- ▨ Downtown
- - - POTENTIAL ANNEXATION AREA
- - - CITY LIMITS

SCALE: 1" = 40,000'

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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 ¹	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

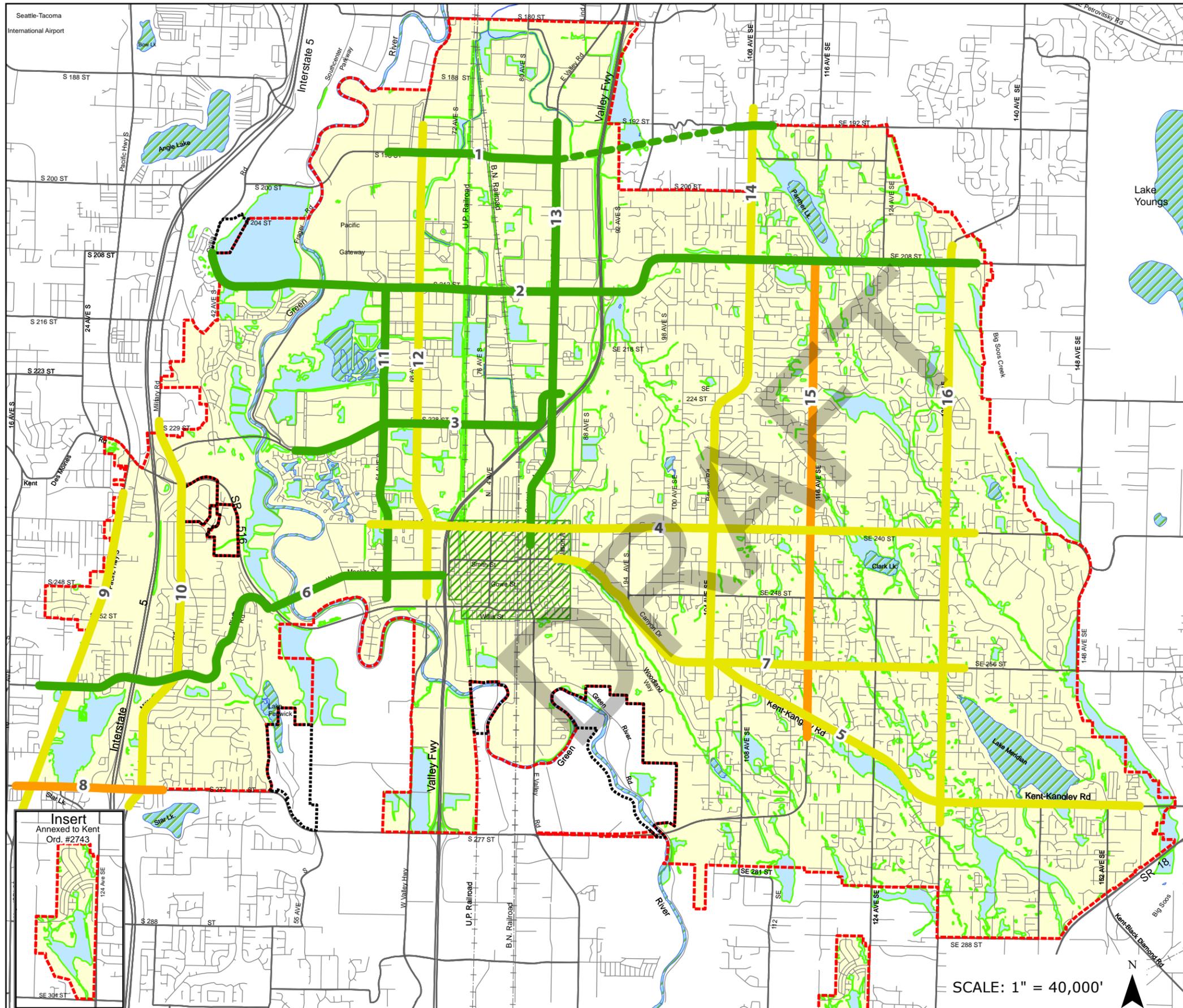
D

E

Downtown (LOS C)

POTENTIAL ANNEXATION AREA

CITY LIMITS



SCALE: 1" = 40,000'

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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 ¹	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.¹ The updated model run was used to evaluate 2035 LOS, as described below.

¹ 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 ¹	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



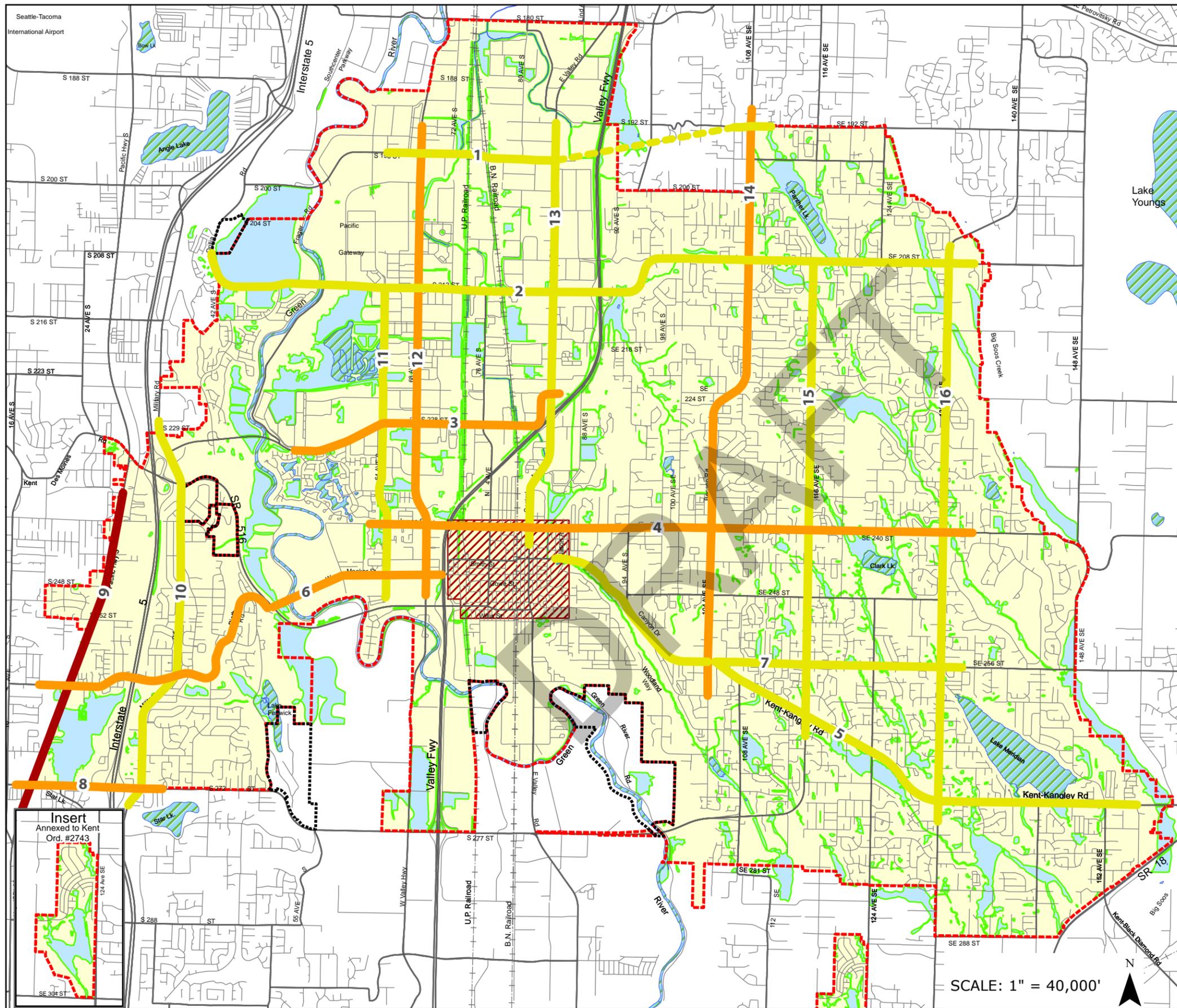
Downtown (LOS F)



POTENTIAL ANNEXATION AREA



CITY LIMITS



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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
Total	53	\$599,219,500	\$502,357,500

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

Project Number	Capital Project (Location and Description)	Cost (\$)	City Share (\$)
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
Total		\$47,218,500	\$47,218,500

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 260th 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 272nd 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

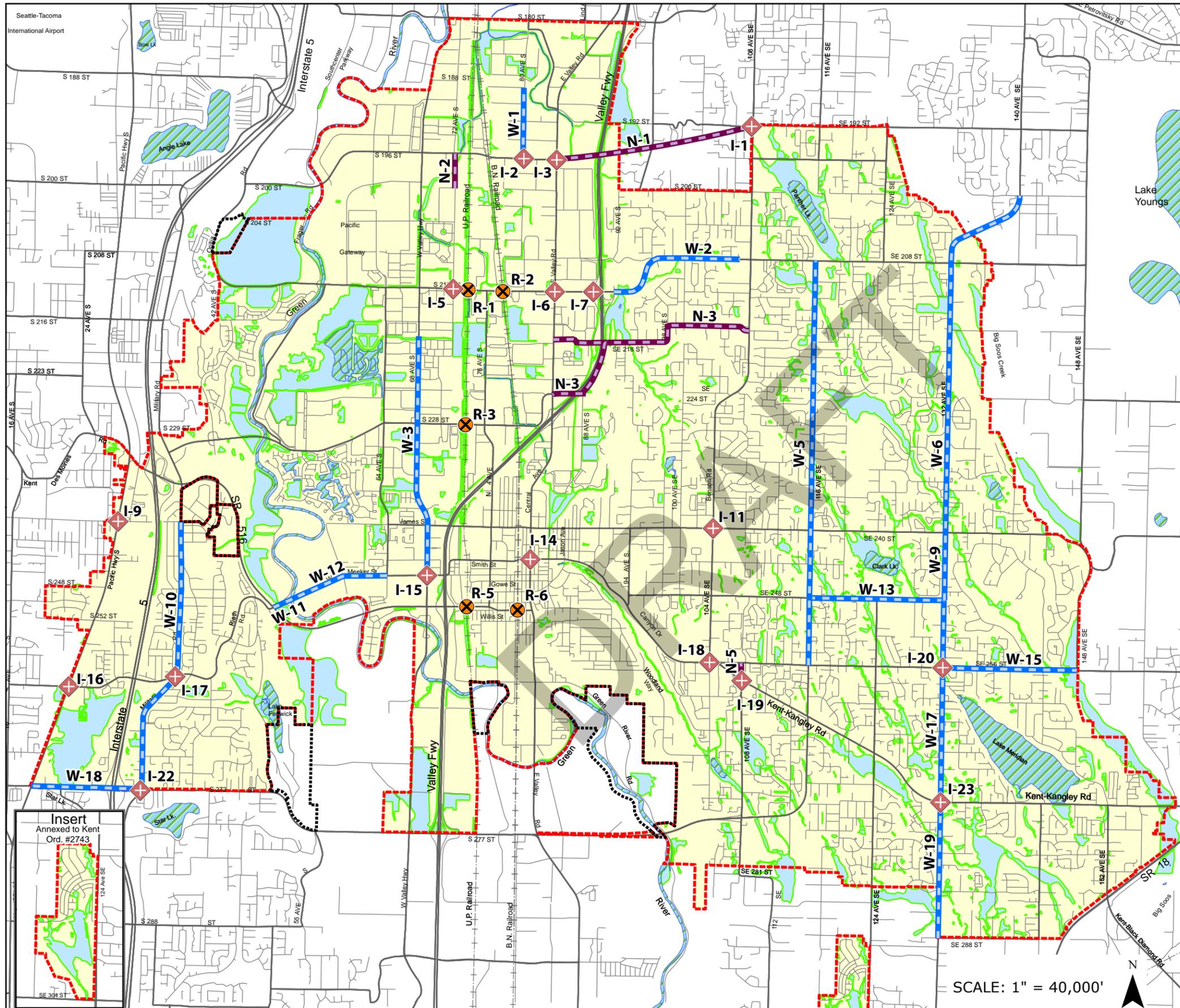
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PREFERRED STREET NETWORK

Figure 5

LEGEND

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



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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 ¹	1,180,000 ¹
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

Project Number	Capital Project (Location and Description)	Cost (\$)	City Share (\$)
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 ¹	1,540,000 ¹
I-23	Kent-Kangley Rd/132nd Ave SE - Add northbound and southbound dual left turn lanes.	1,360,000	1,360,000
Total		\$15,577,000	\$15,037,000

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
Total		\$84,715,000	\$42,827,000

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.

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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
Total		\$269,389,000	\$215,645,000

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

Project Number	Capital Project (Location and Description)	Cost (\$)	City Share (\$)
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
Total		\$139,300,000	\$139,300,000

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.² 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.

² 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
Total	40	\$508,981,000	\$412,809,000

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.

Land Use Proposal	Comments
DKT-2014-4	Relatively small parcel located along S 272nd St. Although S 272 nd 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 th 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 th 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 th 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 th 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.



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